

A photograph of a man with white hair, wearing a blue hard hat and a high-visibility yellow jacket over an orange shirt. He is smiling and standing in front of a construction site. In the background, there is a large drilling rig, a concrete mixer truck, and some trees. The sky is overcast.

WEX-SOUTH

Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 182 March/April/May 2018



For the second year running, members of the Martlet Kayak Club (based on Brighton Beach) visited the Loxwood section for their Christmas celebrations. 17th December was also a Santa Specials day.

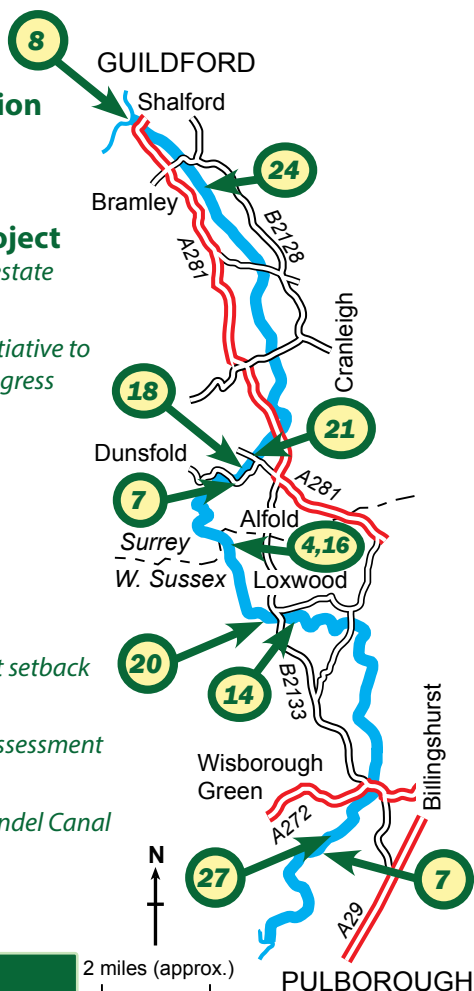
Above: Just south of Brewhurst Lock (the boat on the right might look like Zachariah Keppel but is in fact Santa's grotto).

Below: Looking north from Brewhurst Bridge. (Pictures by Julian Nowell)



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**Front cover: A very happy Eric Walker in the middle of Loxwood
High Street as the huge piling machine in the background
starts bridge construction in early 2008. (Janet Phillips)**

Gennets Bridge Lock Completion Ceremony

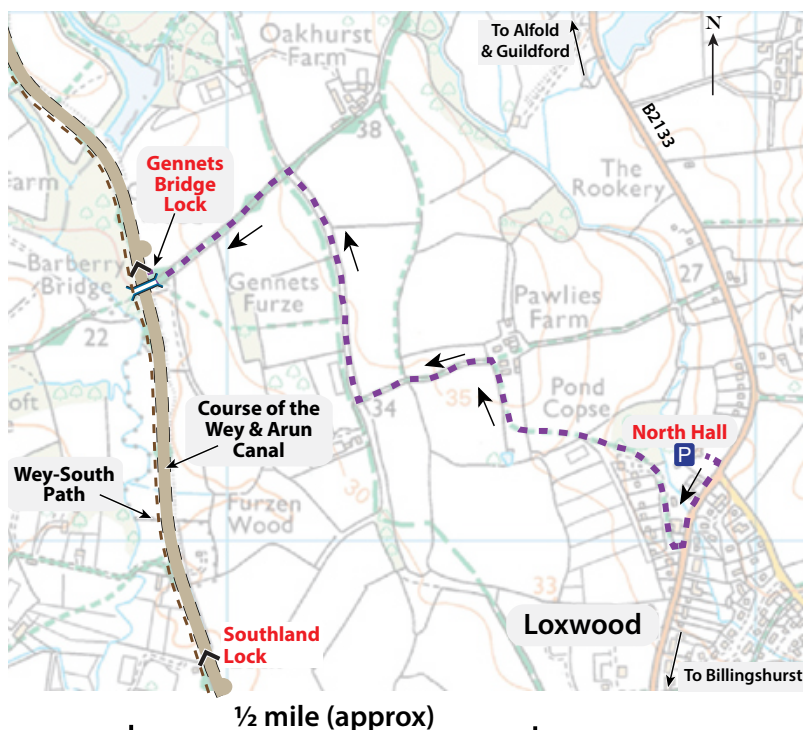
All are welcome at a short ceremony to celebrate the completion of the rebuilt Gennets Bridge Lock, near Loxwood and Alfold, at 12 noon on Saturday 21st April. This is the day of the Trust's Annual Meeting, being held at the nearby North Hall in Loxwood. After the ceremony, celebration drinks will be served.

There is **no public road access** to Gennets Bridge Lock. **Please do not park in Oakhurst Lane** (the farm track leading towards Gennets Bridge). You can park at North Hall and walk across the fields to Gennets Bridge Lock (the shortest route - less than one mile). Alternatively, you can use the car park behind the Onslow Arms and walk along the towpath, past the restored Loxwood, Devil's Hole and Southland Locks (about 1½ miles). Another option is to travel on our tripboat *Wiggonholt* from the Onslow Arms to Southland Lock and back, leaving the Onslow Arms at 10.30 (the trip is free for members but must be booked). From Southland Lock to Gennets Bridge is a walk of less than ½ mile. For all walking routes, but especially between Southland Lock and Gennets Bridge, we strongly advise footwear suitable for muddy conditions.

Only if you have mobility difficulties that mean you are unable to use one of the walking routes, a very limited number of parking places will be available at Gennets Bridge. If you would like one of these places, you must book in advance (events@weyandarun.co.uk, 01483 505566). Only booked vehicles will be allowed through the normally locked gates.

To book places on the special boat trip please go to weyarun.org.uk or call 01483 505566.

Walking route from North Hall to Gennets Bridge Lock



Walking Directions from North Hall to Gennets Bridge Lock

From North Hall take the right hand path to the main road and turn right along the High Street. Walk about 150 yards and turn right into Pond Copse Lane. Continue on the road round the bend until you reach some iron gates. At the gates go over the stile and follow the gravel road to the next stile. Walk over the field to the next stile by a little farm gate, then walk along the side of a field and over a two-plank bridge to a narrow field. Bear right on an established track towards the farm buildings. Go through the metal gate and then turn left onto a track. Continue past a footpath sign and then turn right at the main track running through woodland. At the crossroads turn left and walk down a well made, tree-lined track until you reach Gennets Bridge Lock.

Notice of Annual Meeting

The 45th Annual General Meeting of the Wey & Arun Canal Trust Ltd will take place at North Hall, Loxwood on Saturday 21st April 2018 at 2.30pm.

The formal agenda will be as follows:

1. Apologies for absence [see note 1 below].
2. To receive and adopt the Minutes of the Annual General Meeting held on 29th April 2017 [see note 2 below].
3. To receive the Chairman's Report.
4. To adopt the Accounts and Balance Sheet for the year ended 31 December 2017, together with the Directors' and Independent Examiner's Reports [see note 3 below].
5. To appoint the Independent Examiners for 2018 and to authorise the Council of Management to determine their remuneration.
6. Election of Directors
 - a. Julian Morgan, Sally Schupke, and Tony Tyrrell retire in accordance with section 42 of the Trust's Articles of Association and are eligible for re-election.
 - b. Candidates nominated in accordance with section 45 of the Trust's Articles of Association [see note 4 below].
7. To receive a Report from the Chairman of W&A Enterprises Ltd.
8. To transact any other business proper to an Annual General Meeting, namely to approve minor changes to WACT Memorandum and Articles of Association. [See note 5 below for details].

The Quarterly Magazine of

The Wey & Arun Canal Trust

Registered Charity no. CC265331

The aim of the Wey & Arun Canal Trust is the preservation and restoration of the former inland waterway route between the Rivers Wey and Arun, with a view to reopening this to navigation.

All communications and copy either by post to:

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Address changes, non-delivery, etc: please notify the Membership Secretary at the address above or e-mail to:

membership@weyandarun.co.uk

Material published in *Wey-South* represents the views of the contributors and should not, unless specifically indicated, be assumed to be the policy of the Trust.

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Wey-South is normally published in the 2nd week of March, June, September and December. Please submit copy by the end of January, April, July and October.

If at all possible please e-mail copy by attachment in Microsoft Word format. Typed copy is also acceptable. Photos are always welcome – prints or hi-res digital please.

Issue 182

March/April/May 2018

9. Date of next meeting - proposed to be 20th October, venue to be confirmed.
10. Close of formal meeting.

At this point the meeting will break for refreshments. You will have the chance to visit our displays and sale stands and to talk with project and group managers.

After the refreshment break the programme is planned to be:

1. Summit Level project update (Tony Ford).
2. Bramley Link (Philip Oliver).
3. Presentation of the Jack King and John East Cups.

Tony Tyrrell
(Honorary Secretary)

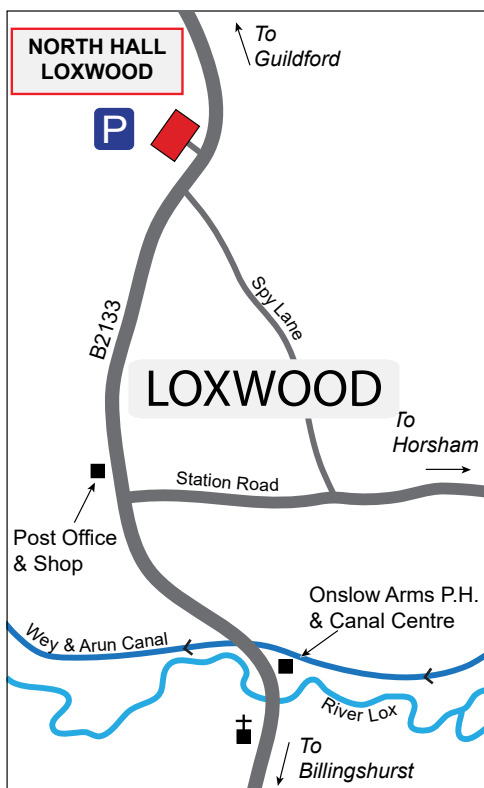
**sec@weyandarun.co.uk, 01483 279767,
27 Summerlands, Cranleigh, Surrey GU6 7BP**

Notes:

1. Apologies for absence should be supplied to the Hon. Sec before the start of the meeting.
2. Copies of the previous Minutes will be available at the meeting; if you would like a copy in advance, please contact the Hon. Sec.
3. Copies of the Report and Accounts will be available at the meeting; if you would like a copy in advance, please contact the Northern Office or download from our website.
4. The Trust warmly welcomes new candidates for election as Directors. The formal requirements are:
 - a. A paid-up member of the Trust must propose your election in writing (and you must agree to the proposal);
 - b. The proposal must reach the Hon. Sec at least 14 days before the meeting – that is, by 7 April 2018 (the Secretary has a proposal form, although you are not obliged to use it).
5. Proposed changes to the Trust's Memorandum of Association, clauses 3, 4 (iii) & (iv). The changes are highlighted in the following extracts:

3. The objects for which the Trust is established are the preservation, maintenance in good order, improvement **and construction** of canals, navigable rivers and inland waterways (hereinafter called "navigations") for the use of the public. Provided that these primary objects shall be carried out and the powers hereinafter conferred upon the Trust shall be exercised exclusively in a manner beneficial to the public and recognised by the law of England as charitable.

4 (iii) To maintain and improve for the purposes of the Trust any navigation or former navigation having been abandoned and in particular the Wey & Arun Junction Canal in the Counties of Surrey and Sussex and at the northern end the Bramley Stream **or the Cranleigh Waters** linking it to the Wey Navigation in Surrey and at the southern end the Arun Navigation linking it to the River Arun at Pallingham Lock in Sussex together with any of their tributaries (which navigation or former navigation and tributaries are herein called the "Wey & Arun" or the "Wey & Arun Canal").



(iv) For the purposes aforesaid to maintain, and improve **and construct** any navigation and in particular the Wey & Arun and either alone or jointly with any other persons corporations bodies or public or local authorities and with and subject to all such consents statutory enactments or orders and acts in the law as may be applicable to a navigation and in particular to the Wey & Arun or necessary for the carrying out of the above objects.

Our Annual Accounts

In early February it became clear that the Trust's gross income for 2017 was slightly over £1 million. This figure includes the Boat Group (W&A Enterprises Ltd). While this is clearly excellent news, the slight drawback is that a full audit of the Trust's accounts is required. Under £1m, an Independent Examination is sufficient.

A full audit needs significantly more work and our accountants are a small firm. Members should be aware that there is a slight risk that the audit will not be complete before our Annual Meeting, although full financial information will certainly be available. In this event, the Annual Meeting will be formally adjourned and reconvened later in the year to adopt the Accounts for 2017.

Trust News

Finance, Legacies and Grants

Excellent news just before Christmas was that we have received a grant of £500,000 towards the proposed Tickner's Heath road crossing near Alfold, Surrey. This grant was awarded by the Charities Aid Foundation (CAF) in accordance with the wishes of our friend and former Vice-President Peter Flatter, who passed away in November 2014.

Peter Flatter was a keen and generous supporter of the Trust during his lifetime. It was largely thanks to him that we acquired our electric tripboat *Wiggonholt* and the Loxwood Canal Centre, both of which helped

to transform our operation at the Loxwood showpiece site.

Peter's wish was for his legacy to be assigned to a single project that would go ahead in the near future. This is why we have chosen the Tickner's Heath Crossing where planning is well advanced.

Legacies of this size are windfalls that hugely boost our restoration progress, giving us the confidence to plan for more ambitious work. We remember with gratitude the similar large sums we received from the estates of George Bartram and Peggy Gledhill. The Bartram estate covered an important part of the Loxwood High Street Crossing project costs and Peggy Gledhill's legacy allowed us to push ahead with Compasses Bridge much more quickly than would otherwise have been possible.



Peter Flatter

In January we received the final payment from the estate of Geoffrey Goldsmith of Dorking, making a total of just over £42,000. We know little about our benefactor, whose legacy also benefited other waterways charities - any information will be welcome.

The Trust's net income for 2017 was in the region of £935,000. (This net figure includes money raised by the Boat Group but not Boat Group expenses.) Since 2000, the Trust has spent more than £6m on the restoration of the canal.

Planning Permission for Harsfold Bridge

On 24th January Horsham District Council granted planning permission for the

rebuilding of Harsfold Bridge. Harsfold is on the Arun Navigation section of the canal, roughly halfway between Haybarn to the south, where the Trust installed a swing bridge in 2005, and Lordings (Orfold) to the north, where the team led by Winston Harwood completed the brick arched bridge in 2002. The causeway that replaced the original Harsfold Bridge after closure of the canal is the only remaining blockage in this section.

Planning permission is an important milestone and we have achieved this thanks mainly to a vast amount of behind the scenes work by volunteer engineer Nigel Yarwood. There are a few more steps to complete before construction can begin, including a legal agreement covering the public right of way across the bridge.

Loxwood Link Upgrade Project Launched

The Trust's Board has approved an initiative to ensure that the operational section of the canal is truly a showpiece for the whole restoration project. From Southland Lock to Long Meadow Winding Hole, south of Drungewick Lock, is a distance of about 3 miles (5km). This is a significant section to maintain to the standard we would like to demonstrate. The amount of work needed, especially in the summer season, has proved a challenge for our volunteer teams. Currently there are some specific shortfalls that we need to work on, including:

- The repair of Drungewick Lock, currently out of use because of an unstable lock wall;
- A number of areas where dredging is necessary to ensure that boats do not run aground;
- Overgrown trees and other vegetation impinging on the canal channel;
- Inadequate towpath surfaces in some sections, making walking difficult in wet weather;
- Landing stages that need rebuilding, repair or repositioning.

The Board has decided to commit both money and 'personpower' to achieving a significant upgrade of the Loxwood section. On the financial side, Boat Group profits for 2017 and onwards are being earmarked for work in the Loxwood area. At the same time, we are recruiting a full-time paid Maintenance worker who will be largely devoted to the Loxwood section. There will still be plenty of work for volunteers, especially the strengthened Loxwood Link team which is now being co-ordinated by boat skipper Peter Hyem.

Gun's Mouth Island Planning Application submitted

Congratulations to the Bramley Link team who met their objective of submitting the planning application for Gun's Mouth Island by the end of 2017. The application is for "Widening of an existing channel alongside Gun's Mouth Island to allow the one-way passage of small boats".

For the planning application to be considered, we had to submit a substantial pile of documents, including an environmental report, a flood risk statement, an open space statement, a tree survey and a series of detailed plans.

Shalford Parish Council has expressed strong support for the application "which will enhance the waterway and contribute significantly to the very valuable local work of the Wey & Arun Canal Trust."

There may still be a number of hurdles to overcome before the Gun's Mouth Work that we have anticipated for so long can go ahead. However, the submission of this highly professional application demonstrates that we are serious about re-establishing the link with the national waterways system at the northern end of the canal route.

The end of an era - Eric Walker retires

How's your arithmetic? A person travels the distance between Hayling Island and Loxwood (a minimum of 40 miles) at least twice a week for more than 27 years. How many times round the world does that equal? And for a bonus point: how many others would possibly have the dedication to do that?

On January 31st, Eric Walker retired from the leadership of the Thursday & Sunday Group (TSG), at one time known as the Eric Walker group. We sincerely hope this is not 'goodbye', but that Eric will spare himself the constant travelling and the rigours of muddy sites in all weathers - and that Eric will do what will no doubt not come easily to him: relax and enjoy some spare time. Certainly we expect to call on Eric's unrivalled knowledge in the future.

You might say canal restoration "isn't rocket science" but it was as a recently retired rocket

engineer that Eric joined our volunteer force in 1990. Since then there have been few projects, at least on the Sussex section of the canal, in which he was not involved. Eric quickly took up a leadership role and played a huge part in the projects that first put our restoration ambitions on the map - the extension past Drungewick Lane and, most of all, the crossing of Loxwood High Street. When it was first launched, this project seemed almost insanely ambitious and the estimated cost of £1.2m felt laughable. But Eric was determined and in 2009, after four years of work on the ground and many more in the planning, the Grand Official Opening took place.

Eric joined the Trust's Board in 1996 and became Engineering Manager. In 2008 he was honoured with the MBE for his volunteer work on the canal. Eric served as a Director until 2015.



Above: Easter Sunday 1994 (3rd April) - Eric Walker cuts the ribbon to open the rebuilt Old Toat Bridge. Eric was actually standing in for Vice-President Sir Peter Mursell. Standing on the left is Chairman (now Vice-President) Peter Beresford and sitting on the far left is Jim Phillips who shortly afterwards became Fundraising Manager and later our long-serving Treasurer.

Eric Walker



Above: In 1995, Eric arrives in style at Brewhurst Lock.

Below left: Eric seen during a break in restoration work at Brewhurst Lock, with some of the imitation stone concrete blocks that have become a WACT speciality.

Below right: In 1998, as Loxwood Link Extension Project Manager, Eric receives a cheque towards the new Drungewick Aqueduct.





Above left: In 2003, Eric tests the newly installed paddle gear at Drungewick Lock. Above right: May 2009 and Eric is in the bows of Wiggonholt (with Lord Sterling and Chairman Peter Foulger) preparing for the official opening of Loxwood Bridge and Loxwood Lock.

Below: April 2010 - (left) Eric proudly shows Colonel Paul Rutherford of the Canadian Army over Devil's Hole Lock on the official reopening day. (Right) Eric arrives at Devil's Hole with the VIP party aboard Zachariah Keppel.





***Top left: June 2014 - the official opening of Southland Lock.
Top centre: September 2012 - the team celebrates the installation of Southland Lock gates.
Top right: Eric shows off new brickwork at Gennets (2017).
Left: 2013 - work starts at Gennets Bridge (before the pause imposed by Great Crested Newts).
Below: Eric with members of the Thursday & Sunday Group on his final working Thursday (25th January). (Dennis Gillen)***





On 21st December, Dave Verrall (seen above with Sally Schupke [Chairman, left] and Lyn Nash [Canal Centre Manager]) officially retired from his role on the Trust's staff as Canal Centre Supervisor. We are pleased that Dave intends to continue contributing as a volunteer and, we hope, taking some more excellent photos.





**Santa
Specials
2017**



Photos by Dave Verrall and Julian Morgan.



Gennets Bridge Lock

We will celebrate the completion of Gennets Bridge Lock on 21st April.

Left: Really looking the part now - Gennets Bridge Lock in late January, partly filled with water after heavy rainfall and the installation of stop planks at the tail end of the lock.
(Dennis Gillen)

Below: The view northwards - notice the trees planted on the left to form a hedge between the towpath and the lock.
(Martin Smithers)





Above: Just over two miles to Tickner's Heath ... the picture shows the canal north of Gennets Bridge Lock, recently profiled by the Thursday & Sunday Group (TSG) to improve its water carrying capacity. On the right is the new Oakhurst Winding Hole. (Hannes Gysin)

Below: A view across the new winding hole, with more tree planting along the edges as part of the landscaping work. (Martin Smithers)



Summit Slipway



The Slipway project took a slight setback in December when heavy rain caused the canal level to rise and flood the site. No significant damage resulted and the team decided that the deep pool would make a perfect ice rink (note to Health & Safety Officer - this is a joke).





Two weekends in the second half of January achieved some useful progress with the slipway construction.

Above: (20th Jan) The right-hand wall was constructed by the Waterway Recovery Group camp in October 2017. The wooden framework is in place for the left-hand wall.

Below: (28th Jan) The concrete for the left-hand wall has been poured and volunteers are starting on the brickwork.





Over the weekend of 9th/10th December, our friends from the Waterway Recovery Group Forestry team carried out tree maintenance on the section between Loxwood Lock and Devil's Hole Lock. Boat Group members supported the operation using the workboat May Upton. The tiny figures on the extreme right of the picture below are operating the Tirfor winch that will encourage a tree on the canal bank to fall down.



John Smallpeice



Above: John Smallpeice at Compasses Bridge. The former tripboat is currently being assessed to decide whether we can make it fit for further use at a reasonable cost.

Below: John Smallpeice being moved to dry land for assessment.





Above: In late November, our narrowboat Zachariah Keppel was required to undergo a periodic survey by the Maritime & Coastguard Agency (MCA). The picture shows the boat being hauled up on Drungewick Slipway by Peter Foulger's tractor. ZK was duly licensed to operate for another year. (Martin Smithers)

Below: In mid-November, the Boat Group kindly laid on two boat trips for working party volunteers. The trips were very popular and a surprising number of passengers had not experienced the Loxwood section on a passenger boat before. Here Wiggonholt is in Devil's Hole Lock on the way back from Southland. (Martin Smithers)



The 2018 Poddle

This year's Poddle (sponsored walk) is on June 3rd and starts at Walberton Village Hall. The walk is about 12 miles. It will be a relatively flat route and should be fine for most people although not pushchairs or wheelchair users. The walk goes through woodland and fields and follows parts of the Portsmouth & Arundel Canal which is not in water, although the canal bed will be clearly visible on parts of the morning and afternoon walk. Lunch is at Yapton Village Hall and there will be a cup of tea and cakes at the end in Walberton Hall.

People are very welcome to join the walk at lunchtime if they feel that the whole walk is too long. The afternoon section is much flatter than the morning part and is just over 5 miles.

Margaret Darvill, 01483 894606
poddle@weyandarun.co.uk

2019 Calendar - over to the artists

In our 2019 calendar we would like to show off the work of artists who have found inspiration along the canal. If you have any



suitable work, we would love to take a look (please contact the Northern Office, details on page 3). The Loxwood section tends to be overexposed, so we would especially welcome pictures of other parts of the canal.

The renowned waterways artist Garth Allan sadly died in 2017. He spent the later years of his life in Guildford and painted many fine

pictures of the River Wey. In 1997 the Wey & Arun Canal Trust Board commissioned him to paint two watercolours of our canal which were presented to Peter Beresford and John Wood on their retirements as Chairman and Hon. Secretary. We believe the one on this page, of Brewhurst Lock, was presented to John Wood.

Garth Allan's son Tim has kindly given us permission to reproduce his father's pictures.

North Korea and the Wey & Arun Canal

We can't resist including a quote from the report of October's Waterway Recovery Group (WRG) camp that appeared in the latest issue of the group's magazine *Navvies*.

"... we made it to site for an induction from head honcho Dave Evans who would continue to grace us with his presence and canal camp ethic more akin to Kim Jong-Un (only just falling short of barricading us on site)."

So notepads ready when Dear Leader is speaking, please.

North Hall, Loxwood

North Hall really is at the north end of Loxwood village but that is not the reason for its name. The hall was erected in 1937 by the North family of Loxwood Hall, and given in trust to the Parish Council for use by the village.

Some who have been members for a while will remember that the Trust held all its Annual Meetings at North Hall from 1974 (the second AGM) until 2004. We then started to use different local halls because we felt we had outgrown North Hall and its facilities were very old-fashioned. Starting in 2010, thanks to a major local fundraising campaign, North Hall has been extensively modernised and we are very pleased to return there.

Working Party Roundup

Winter is a miserable time for canal restorers, with floods preventing actual work, and often meaning a lot of cleaning-up and mending work boatto be done when the water subsides. However, our regular teams keep their spirits up.

What is achieved by our volunteers is quite remarkable. We probably have more regular volunteer working parties than any other restoration project. And it has been suggested that we probably have the most varied work, with the best equipment, of any voluntary canal scheme. Although we aim to achieve high standards of professionalism there is work suitable for everybody, and, most importantly, it is an enjoyable way of getting outside in the fresh air.

You can keep abreast of developments, through news contributed by those actually doing the work, by subscribing to *Working Party News*, our monthly email newsletter. It is available on the Trust's website, but by subscribing you get it as soon as it is released, straight to your inbox. Just send a request to listadmin@weyandarun.co.uk. Paper copies are available too – if this is your preference, please send a supply of stamped addressed envelopes to the Granary office.

Bill Thomson

Midweek Working Party

MWWP numbers held up very well through November. We finished our four sites at the beginning of the month, these being the hedging at Haybarn as far as the causeway, clearing the canal cut of trees by the swing bridge, and clearing Rooks Hill Farm and Rushetts. All of these areas are now looking so much better.

Our next task was clearing both sides of the canal at Birtley going North as far as the dam. We have continued to clear up to the boundary on the east side and we are now clearing trees from the base of the canal. This we have found very difficult as it is heavy going underfoot. Next, we cleared the land at Whitley Bridge which we now own. This included clearing all the brambles and saplings as well as moving cut logs to the bottom of the bank so nature can take its course supporting bug life.

The group has cleared the car park at Birtley that we have been very kindly lent, so there is



The results of MWWP clearance work at Birtley. (Alan Jennings)

room for 20-plus cars. We have cleared many trees from the base of the canal and both sides to the north of Birtley Bridge are clear of brambles. We received many complimentary comments from passers-by.

January proved a busy month. We started at Loxwood and cleared the hedge by Brewhurst Bridge and tidied up the towpath side as far as Baldwin's Knob Lock. We are trying to make it easier for the boat crews.

Due to the shooting season we were able to get down to Haybarn just once, to continue to cut the hedge which had not been cut for

20 years. We probably have 50 yards left. A small group managed to complete clearing the logs and trees out of the canal near the swing bridge at Haybarn. We then went back to Birtley and cleared a number of trees out of the water using ropes and a Tirfor.

The following week the group worked on the canal at Run Common. It was terrible weather, wind and rain, and I do congratulate the group for completing this job. The last January work party was at Bonfire Hanger where we cleared many brambles to make the canal route more visible.

Sadly one of MWWP's longest serving members, George Breach, lost his life in a road accident. We took one day off to attend the funeral. We have happier times ahead, with the 25th anniversary Navvies Luncheon in March.

**Contact Margaret Darvill, 01483 894606,
margaret_darvill@weyandarun.co.uk**

Hedgelaying Group

In response to overwhelming demand, here is a glossary of some hedgelaying terms:

- Edgy - a bit like a hedge.
- Tree - an Irish number between 2 and 4.
- Barbed - a bed with a range of drinks.

The group spent about 14 Tuesdays at Slinfold, cutting over 400 stakes and binders, pollarding 38 trees and laying around 70 yards of hedge.



Fine work by our hedgelaying team. (Keith Nichols)

This has not been an easy job by any means but has kept the group members out of trouble. My chainsawing came to an abrupt stop on one visit thanks to a hidden high tensile straining wire that some lazy fencer, working for the neighbour, had attached to one of the bigger trees. Sparks flew, and the saw stopped cutting as the teeth on the chain very suddenly became blunt. I do love people that attach wire and barbed wire to trees to create a fence.

The weather was mostly dry, though we did have some very cold days delaying work as the shed padlock had to be defrosted. Our last visit to the site in early January was very wet, so I erected a tarpaulin shelter which gave a dry place for tools and the five of us to have a break. Stephen and Chris did sterling work in taking two loads of stakes and binders to Haybarn.

The following four Tuesdays alternated with laying at Haybarn and more coppicing at Devil's Hole, finishing January at Devil's Hole on the 30th. I saw two flocks of birds at Haybarn, probably redwings and fieldfares – it was too dull to get a clear view. At Devil's Hole it was totally different, i.e. sunny and warm, with the first primroses flowering in one particular spot.

We managed to lay 27 yards of hedge, good going, and prepared 50 yards. Only another 311 yards to go. On the coppicing days we cut and cleaned up 12 hazel stools, which has given us another 110 stakes and 70 binders.

**Contact Keith Nichols, 01403 753882,
hedging@weyandarun.co.uk**

Northern and Summit Working Party

At Gun's Mouth Island, the group spent time making the tree stumps presentable for the planning application for the new cut to the A281. Whilst there, we pumped out the two pontoons which were surprisingly still afloat, given the amount of water in them.

Heading south, at Compasses Bridge a combined London WRG/Northern WP team



Above: Was this the last job at Compasses? On 16th December volunteers surfaced the small parking area for Dunsfold Park's security staff. The cabin was relocated as part of the bridge project.

cleared the last of the debris and Heras fencing panels from the site compound and all is tidy there. With the aid of our smaller digger, the *John Smallpeice* was dragged from her mooring across the silt bar and tied up at the new Compasses Wharf by the bridge, ready for lifting out of the water and assessment.

The slipway work continued steadily, with London WRG moving the formwork shuttering from the southern side walls to the northern side. Bricklaying has started on the copings. However, subsequently the weather was not kind and the whole slipway area was under water for a while, breaching the dam and preventing more work. Confined to our compound we used the time to tidy up the site and also to service all the large and small plant. We also installed new galvanised steel gate posts at the Tickner's Depot so that this long outstanding job may be completed soon. Further small-scale fencing and other works have been completed at Compasses Bridge.

Once we managed to repair the breach in the dam, this enabled us to pump out the slipway hole, dismantle two sections of shuttering and clean out clay that had washed in from the breach. The shuttering was then reinstated and supported with Acrow props and the scaffolding necessary for the

concrete pour re-erected (I have lost count of the number of times we have had to either dismantle or re-erect the scaffold).

All was then ready for the NWPG weekend at the end of the month. A further flood during the previous week was in part solved by repositioning the 6in pump down the canal towards Compasses to pump surplus water over the blocked section to the north. Helped by no rain on the previous Thursday and Friday the canal levels were well down below the wharf in time for the arrival of the concrete, with the pour completed by mid-Saturday morning. This hardened off

overnight and the team spent the whole of Sunday dismantling the scaffold (again) and then the shuttering. The slipway now has its two side walls.

The weekend also saw work start on capping the south wall with two brick courses and bull-nosed coping bricks. Other work was on the wharf where the task is to install the large oak waling to the face of the piling. [*Our dictionary tells us that waling beams spread the load on sheet piles - Ed.*] Saturday was spent finishing the preparation of the timbers and joining plates. Our attempts on Sunday to install the first waling timber were thwarted by blunt drill bits that refused to go through the metal piles. In the end we had one section temporarily installed together with an understanding as to how to proceed with the rest. We just need plenty of sharp 10mm drill bits and a lot of patience and, of course, less mud and water!

Progress during the month means that an early summer completion of the slipway is entirely feasible provided that the rain holds off. In anticipation of further major work in the area, the Trust has purchased a 9-tonne dumper that has already shown its worth in moving muck and materials about the site.

We work every third Saturday and often on other days. Looking ahead, after completing the slipway we have been asked to carry out some vital repairs to the brickwork of Farnhurst and Fast Bridges. This work will run in tandem with our planned work to install a path/site access along the canal at Birtley.

**Contact Bill Nicholson, 0779 1097773,
bn@weyandarun.co.uk**

Thursday and Sunday Group

[Following Eric Walker's retirement, the TSG co-ordinators are now Dennis Gillen and John Reynolds.]

Gennets Bridge Lock (GBL), which has occupied the group for a long time, is now nearing completion. The concreting has been completed, and the final brick laying to the training walls is continuing. Work has started making the stop plank shelter and the supporting foundations.

Water from the winding hole has been filling the lock, going through the top stop planks and being held back by the bottom stop planks. The water level in the lock is controlled with sawdust on the wet side of the stop planks and a pump; the objective being to fill up the lock to full depth whilst finishing the bottom training walls on the dry(?) side of the bottom stop planks.

A couple of design changes to the lock bottom training walls is enabling them to be finished before the piles holding up the causeway are removed. This will mean that a landing stage will be required downstream of the lock when that part of the canal is restored.

The group, normally a construction team, have turned their talents to landscaping, with over 700 hedging plants ((mainly hawthorn and blackthorn, but also rowan, hazel, silver birch, oak and other species) delivered to GBL, and removing some of the site equipment to the Tickner's Depot.

The stone seating sculpturing is complete, but the wood elements have been delayed by the weather. The site landscaping has

continued with the planting of hedges and profiling the spoil heaps, though the ground has been too wet to make much progress with spreading the top soil. There remain a couple of short lengths of fencing still to be completed. The final major operation will be to remove the sheet piling and causeway, then we can take away the two site cabins and remaining materials.

**Contact Dennis Gillen
dennis_gillen@weyandarun.co.uk**

Monday Group

Nick Wood writes: As mentioned in the last edition of *Wey-South*, increasing our outings to three or four per month, depending on the weather, has proved to be essential if we are to keep up with the amount of maintenance work coming our way. Over the November, December and January period, apart from looking after our 'regular sites', we spent two outings cutting back the towpath hedge between the Lee Farm causeway and the lock, made two visits into Sidney Wood



**Tony Clear (left) and Margaret Wilson
with the recently repaired chain
stile on the towpath between Orfold
and Harsfold. (Roger Wilson)**

for towpath and culvert clearance (more to do here), repaired fences at Devil's Hole and Loxwood Locks and spent time at Tickner's tidying up the towpath southwards to the causeway and preparing the yard site for the future erection of a security fence on the



Hannes Gysin with the seat at Orfold Flood Lock, recently repaired by the Monday Group. (Nansi Taylor)

roadside. We also repaired the permissive path notice at Drungewick, installed a new information post at Harsfold and spent a day at Lordings resetting the notice and seat, replacing the plaque on the flood lock bridge, completing the repair to the towpath chain stile and cutting back overhanging vegetation.

It appears we have considerable work in prospect. We need to visit Malham Lock shortly and it is likely that three more visits will be necessary to complete clearance in Sidney Wood up to Lock 16, if possible before the nesting season. We do get about a bit! Variety of sites is part of the enjoyment.

Contact John Empringham, 01483 562657, mondaygroup@weyandarun.co.uk

Tickner's Heath Depot

Well, here we are in 2018 looking forward to the great variety of tasks that will befall our trusty band of pilgrims over the coming year at Tickner's Heath, writes John Smith. So what has been happening?

More and more stuff seems to be appearing at the depot each week, most of it coming from Gennets Bridge Lock (GBL). Luckily, after the previous months' efforts there is now more space to put the stuff. Once all of it has arrived we will look to move it into more sensible piles so similar items are in the same place, which should make accounting for items easier and allows working groups to see exactly what is at the depot. Among the many items returned from GBL were two containers which have taken up permanent residence. Looking to the future we took advantage of the potential increase in storage space, so Richard Powell and Mick Jones set about one of them, refurbishing the racking, changing the lock and generally making it shipshape. Their efforts have increased the space inside and we can now move items into it which will then allow us in turn to do a bit of reorganising of storage space at the depot.

A lot of our time over the quarter has been spent sorting through the ever-increasing pile of scrap that appears at Tickner's on a regular basis. Those who have visited the depot recently will notice that the ferrous skip is now empty (well it was on the last working day of 2017). The fact that the skip needed emptying was due mainly to our pair of scrap hunters John Piper and David Robson who beavered away searching for items that laid in the long grass for years, reclaiming what was useable and sorting the remaining unserviceable stuff into the relevant pile ready for dispatch to our tame scrappy. Unfortunately, when the recyclers came to collect the scrap there was so much of it that their vehicle sank in the mud. Luckily there is plenty of loose hardcore around the depot and with a bit of hard graft by the team the vehicle was sent on its way to darkest Horsham none the worse for wear.

We did have a short moment during the quarter using our technical skills (yes we do have some) but we had to admit failure trying to get one of the chainsaws going. Despite the combined efforts of Mick Jones, Ken Bacon and yours truly the beastie refused to run and had to be consigned to the growing pile of scrap machines. We did, however, have more success with a donated petrol-powered hedge cutter which runs a treat, so if any of the working parties have a need for such an item please give me a call.

Earlier in the quarter a couple of the Trust's brushcutters decided to misbehave. We were called in to have a look see, but unfortunately we had to pass one on to the experts as no matter what we tried it could not be stopped using the stop switch. After checking the electrics it seemed that there was a fault with the microswitch and, although it could be stopped using the decompressor button, it was thought safer to refer it onwards. We had more success with the other which had been returned to the depot sans safety guard. Luckily, we have a pile of old machines at the depot which we use as spares and managed to convert the safety guard from one of them to make the newer model useable.

Wheelbarrows were looked at by Richard Powell and Mick Jones; those that are sound were put into storage whilst those failing the inspection were consigned to the previously mentioned pile of scrap in the skip.

Talking of long grass, Mick Jones gave the depot lawn its final cut of the year. He seems happiest when sitting on the powered motor at peace with the world, looking for sightings of the various forms of wild life that inhabit the skies above and vegetation around the depot. Seriously though we are very fortunate in the location of the depot, for a 'twitcher' there are ample opportunities for rare sightings in and around Tickner's.

One worrying thing over the period was the temporary loss of the Trust Land Rover. In November it had to be returned to Harwoods

as the engine management light had decided to illuminate itself. After a lengthy stay it was declared fit for use, but the delivery driver only managed to make it to Adversane before it came on again, so it spent Christmas at its second home in Pulborough and was delivered back to us for the start of the New Year. So far it seems (fingers crossed) to be running better than new.

Well, I think that is all for this edition, keep smiling.

**Contact John Smith, 01903 235790,
depot@weyandarun.co.uk**

George Breach

George sadly died in a road accident at the end of November.

He joined the Trust in 2004 and the Midweek Working Party (MWWP) in 2006.

He was a popular and sociable member of the MWWP and fellow volunteers were always impressed

with his stamina and energy. Despite his previous existence as an artillery officer, George came across as kind and gentle, in fact a true gentleman.

Our sympathies go out to Judy, George's widow, who is also a member of the MWWP.

Paul Rutherford

We recently followed up the career of Paul Rutherford, the Canadian Armed Forces officer who officially reopened Devil's Hole Lock in April 2010. We invited a senior Canadian officer because in 1942 it was Canadian troops based at Dunsfold who substantially demolished the lock with explosives while practising for the disastrous



Dieppe raid. Nearly 5,000 Canadians took part in the raid and more than two-thirds were killed, wounded or captured.

We got the sense that Colonel Rutherford, as he was at the time, had not opened many canal locks before, but he carried out the job with great presence. It must have made a change from his previous assignment to Kabul. Evidently our feedback must have helped his career as he is now a Brigadier-General.

An important letter in 1990

In edition number 72 of *Wey-South*, published in October 1990, there appeared a 'Letter to the Editor' from three volunteers who had all started with the Trust very recently. John Wood, then Secretary, summarises the letter nicely: "[The members] were concerned about apparent lack of direction from the CoM [Board], the apparent secrecy and no real way of rank and file members having the opportunity to participate in the formulation of Trust policies."

Gosh, we don't get letters like that nowadays. If only we did! We suspect the author would very soon get an invitation to join the Board and help out.

John Wood says in his book, *The Wey-South Project*, that he reacted by suggesting an additional meeting in the autumn each year. The first Autumn Meeting ('EGM') did not happen until 1995, though.

And the authors of that influential letter? Oh, their names were David Knight, Brian Tanner and ... Eric Walker.

Christmas Raffle results

Thank you very much to all who supported the Christmas Raffle. The draw took place on 16th January and the results were:

1st prize (£200): J Smith, Hove

2nd prize (£100): Roger Reed, Fordingbridge

3rd prize (£75): John Heaver, Horley

4th prize (£50 Marks & Spencer voucher): Rosemary Perks, Horsham

5th prize (£40): D Clarke, Whitminster, Gloucester

6th prize (£30): John Savage, Tring

Ticket sales were £3,717, on top of which members and supporters kindly sent a further £1,160 in donations. On many of the donations we will be able to claim Gift Aid, so the total income to the Trust will certainly be well over £5,000. Sponsors generously provided the prizes and met the ticket printing costs, so the Trust had very few expenses.

We thank Tim Lewis who spent many hours opening the envelopes and recording the ticket sales details. Tim, along with Alan Johnson, took raffle tickets up to the London Canal Museum and Tim helped with the 'stuffing' session to insert them into the *Navvies* envelopes.

Numbers Game

The Numbers Game makes a very useful contribution to Trust funds as well as giving subscribers a monthly chance to win £100.

There are three winners every month and

members contribute £3 by standing order for each number they hold.



If you would like to join in, Tim Lewis, the game's administrator, will be pleased to hear from you. Contact him via the

Northern Office (details on page 3) for an application form.

2018 Coach Tour to Kennet & Avon Canal

If you have been considering this trip to the Bath area - on Saturday 30th June 2018 - now would be an excellent time to book. Pickups are at Billingshurst (8am), Loxwood (8.15) and Guildford (8.45). The fare includes a guided tour of Claverton Pumping Station,

a buffet lunch on the broad-beam boat *John Rennie* and a 1½-hour boat trip, as well as a donation to Wey & Arun Canal Trust funds.

The fare is £49.75 for adults and £44.75 for under 18s. For bookings and enquiries please contact Mark Anderson (01403 784934, markwanderson@hotmail.co.uk).

Recycling

Lyn Nash raises useful sums for the Trust from coins and banknotes (foreign or obsolete, although current ones won't be refused), postage stamps, jewellery and watches. If you are having a clearout and come across any of these items, please pass them on to Lyn (ln@weyandarun.co.uk or via the Canal Centre or Granary Office).

Membership Report

Our membership stands at 2,972. We would like to extend a very warm welcome to the following new members who have joined us over the three months to the end of January 2018.

Elizabeth Cotton
Hans & Ann Frankham
Derek Golledge

Peter & Lin Haynes
Robert & Barbara Hemsley
Philip & Anne Pascall

Nigel Quick
Peter Salisbury
Paul & Zena Smith

We have learned with regret of the death of:

Angela Allen

George Breach

Ken Brown

Anthony Johnson

Life membership rates have been increased from 1st January 2018. They are now £300 (Life) and £400 (Joint Life).

Alan Dyer, Membership Secretary
(membership@weyandarun.co.uk)

Dates for your Diary

Friday 30th March, Sunday 1st and Monday 2nd April *
Saturday 21st April

Thursday 24th May *
Thursday 31st May *
Sunday 3rd June

Friday 8th June *
Wednesday 13th June *
Sunday 17th June *
Friday 22nd June *
Thursday 28th June *
Saturday 30th June

Easter Bunny Special Boat Trips at 11am, 12 noon and 2pm.
(Note: standard public boat trips run on Saturday 31st March).
Completion Celebration for Gennets Bridge Lock at 12 noon - see page 4 for details.
Annual Meeting at 2.30pm at Loxwood North Hall - see page 5 for details.

Cream Tea Voyages at 2.15 and 4.30pm.
Pirates & Princesses Adventures at 11am and 2pm.
Annual Puddle - details on page 23. Sponsor form enclosed with this issue.

Picnic and Pimms Sunset Cruise at 7.30pm
Cream Tea Voyages at 2.15 and 4.30pm.
Dad's Bacon Butty Brunch boat trips at 9.45am and 12 noon.
Midsummer Supper Cruise at 7.30pm.
Cream Tea Voyages at 2.15 and 4.30pm.
Coach Tour to Kennet & Avon Canal, organised by Mark Anderson - see page 30 for more details.

***For all boat trip information please contact the Loxwood Office (details on page 3). Bookings can be made with the office or online at weyarun.org.uk/trips. Booking is essential for all special trips.**



Above: In January we added a new (secondhand) piece of kit to our register - a 9-tonne Thwaites dumper which will significantly improve our earthmoving capabilities. By the 20th the new machine had already been put to work in the challenging Dunsfold mud.

Below: Sadly, an assessment of our dredger Penelope has concluded that the boat is beyond economic repair and by the time you read this we hope that it will have left the canal for recycling. The April 2009 picture shows the lorry delivering Penelope into the Onslow Arms car park from where it was craned into the canal immediately after Wiggonholt.



Where, when, how?

- ◆ The start is at Walberton Village Hall (BN18 0PJ). Turn off the A27 signposted to Walberton on the B2132 and after ½ mile turn right at The Street and into the village and follow the signs for parking.
- ◆ Arrive between 9am and 10:30 to check in and receive your Route Guide and start walking the whole route, or only the morning route. If you only wish to walk in the morning, we will provide transport from the lunch stop back to the start.
- ◆ If you wish to walk only in the afternoon, come to Yapton Village Hall, beside the recreation ground, just off the B2233 in the centre of Yapton (BN18 0ET). Here you can check in and have lunch. We will provide transport from the finish back to Yapton.

The Wey & Arun Canal Trust, which is working hard to restore 23 miles of navigable waterway linking the River Arun at Pallingham to the River Wey at Shalford, organises a sponsored walk each year. This is the Trust's most important fundraising event and makes a vital contribution to pushing the restoration effort forward.

This year's Poddle is on Sunday 3rd June. We are going to walk from the Village Hall in Walberton to Yapton Village Hall where lunch will be provided, and then back to Walberton. Morning and afternoon refreshment stops will be provided.

The morning walk takes you past the village of Binsted and on towards the Arun valley where you will enjoy splendid views of Arundel. You will then walk beside the River Arun for a while before heading towards Yapton, where after briefly following the path of the Portsmouth & Arundel Canal, you will reach the lunch stop at Yapton Village Hall (6½ miles).

The afternoon walk takes you out of Yapton via the former canal bed and then south, past a solar farm towards Felpham, returning back to the old canal bed at the site of Hollingsworth Swing Bridge where you will once more follow its path for a while before leaving it and returning to finish the walk back at Walberton (5½ miles).

Did you know we offer 50/50 sponsorship? If you enter as a 'Team' and raise more than £200 sponsorship (minimum £20 each) we are happy to split funds equally with another charity or organisation of your choosing. If you or your organisation wish to take part as a team please complete individual sponsor forms as usual but please also contact the organiser for a 'group' form.

If walking isn't for you, why not ...

- ◆ Sponsor the Last Man?
- ◆ Make cakes for the walkers?
- ◆ Help on the day as a marshal or on a refreshment point?

Please contact the Poddle co-ordinator for more information or to offer assistance - all help is greatly appreciated.

PODDLE CO-ORDINATOR

Margaret Darvill

☎01483 894606

✉poddle@weyandarun.co.uk

For more details of the Wey & Arun Canal Trust and its aims, contact the Trust's office.

✉support@weyandarun.co.uk

☎01483 505566



You are invited to take part in

The Wey & Arun Canal Trust's

46th Annual Poddle

Sunday 3rd June 2018



The Binsted Village Waymarker

What is it?

The 2018 Poddle is a 12-mile sponsored walk along parts of the Portsmouth & Arundel Canal raising money towards the restoration of the Wey & Arun Canal.

Who can do it?

Almost anyone, with the exception of the very young, infirm and pushchairs as the walk covers stiles and some hills. Dogs are welcome especially if sponsored!

What do I need to do?

Complete the sponsor form overleaf and raise as much money as you can – minimum £20 please (lunch is provided) then just turn up and walk.

Wey & Arun Canal Trust Annual Poddle Sponsorship & Gift Aid Declaration Form

Please hand in this Sponsor Form - it will be given back to you at the finish when you check out.

Please sponsor me to walk the 2018 "Poddle" on Sunday 3rd June 2018 in aid of the Wey & Arun Canal Trust.
(name of walker - CAPITALS PLEASE)

We, who have given our names and addresses below and have ticked the box headed "Gift Aid?", want the charity named above to reclaim tax on the donation detailed below, given on the date shown. We understand that each of us must have paid or will pay an amount of Income Tax and/or Capital Gains Tax for the current tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities and Community Amateur Sports Clubs (CASCs) that I donate to will reclaim on my gifts for the current tax year.

Surname (CAPITALS PLEASE)	First Name (CAPITALS PLEASE)	Home Address (essential for Gift Aid)	Postcode (essential for Gift Aid)	Amount £	Date Paid	Gift Aid? (✓)
Remember: Full name + Home address + Postcode + (✓) = <i>giftaid it</i>				£		

(To be completed before arrival - IN CAPITALS PLEASE)

Walker's Details

Full Name

Address

..... Postcode

E-mail address

Gift Aid

Please ensure that if any of the above donations are to be Gift Aided by you or a donor that you / they are a taxpayer, aware of your / their commitments, and that you / they have recorded the first line of their address and their postcode and ticked the Gift Aid box. By doing this their donation increases by 25%, i.e. 25p for every pound. If all are able to do this it will mean that the total amount raised is increased by 25%

Signature:

Date:

Please tick here if you are a member of the Wey & Arun Canal Trust

☐

Please collect your sponsor money as soon as possible and send a cheque payable to

"Wey & Arun Canal Trust Ltd" to:

The Treasurer, Wey & Arun Canal Trust,
Bridge End, Somerswey, Shalford,
Guildford, GU4 8EQ

If you have more sponsors, please download a form from <https://weyarun.org.uk/drupal/poddle> (or continue on separate sheets of paper).

FOR OFFICE USE ONLY:

Walker Number: