



WEY & ARUN

Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 184 September/October/November 2018

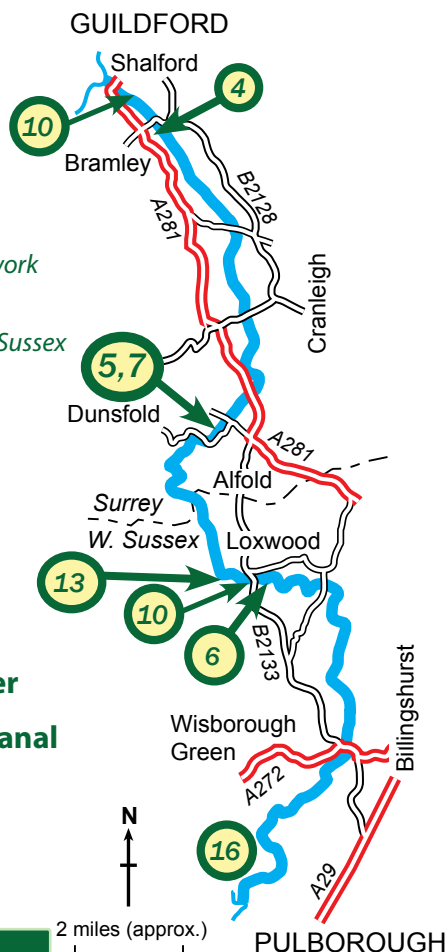


***Above: Our Chairman Sally Schupke gives an interview to BBC Sussex and Surrey reporter Peter Stewart on Swan Bridge at Pulborough, marking this year's Arun Boat Rally.
Below: Boat Group Chairman James Field at Loxwood Lock, explaining to BBC South Today why low water levels made it necessary to suspend Loxwood boat trips after Pirates & Princesses on 26th July - in the interests of the canal, boats, crews and passengers and, not least, the fish. (Julian Nowell)***



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**Front cover: The Thriscutt Slipway was nearly complete when
photographed on 11th August, during a Northern Working Party day.**

Autumn Meeting at Bramley - Saturday 20th October at 2.30pm

Last year we decided to use the Autumn Meeting slot for a comprehensive set of project updates, rather than hold a formal General Meeting of the Trust. Comments on this were positive and so this year's gathering is also planned to be informal, not an "EGM". There will be plenty of time to ask questions, either after the updates or informally over a cup of tea or coffee in the refreshment break. There might even be cake and biscuits.

Provisionally the programme is:

1. The Chairman's view
2. Our financial position (Finance Group)
3. Summit Level update
4. Eric Walker Group update
5. Bramley Link update
6. Drungewick Lock update
7. Working party update including archive footage of our Midweek Working Party

We will plan to finish by 5pm.

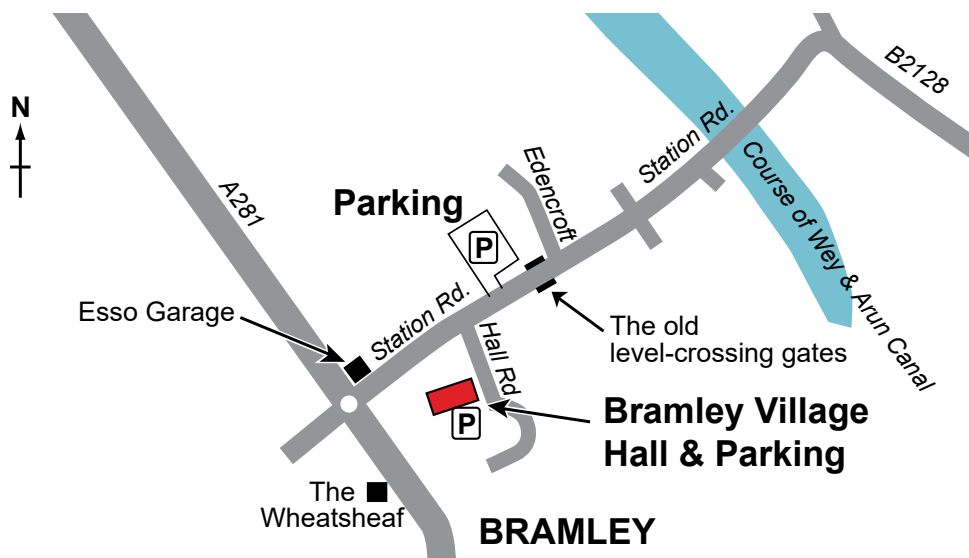
Directions to Bramley Village Hall

Bramley Village Hall is in Hall Road, just south of Station Road (B2128). There is some parking space outside the hall. If this space is full then you should be able to find parking in local roads or at the old railway station site on the north side of Station Road.

If coming from the north (e.g. from Guildford), take the A281 to the mini-roundabout by the petrol station, just after entering the village, then turn left into Station Road and right into Hall Road after about 200 yards. The hall is on the right.

If coming from the south (e.g. from Horsham or Loxwood/Billingshurst), take the A281 to the mini-roundabout by the petrol station, after passing the shops, church and pubs, then turn right into Station Road and right into Hall Road after about 200 yards. The hall is on the right.

Bus routes 24, 53 and 63 link Bramley with Guildford about every 20 minutes. Bus 63 (hourly) links Bramley with Horsham.

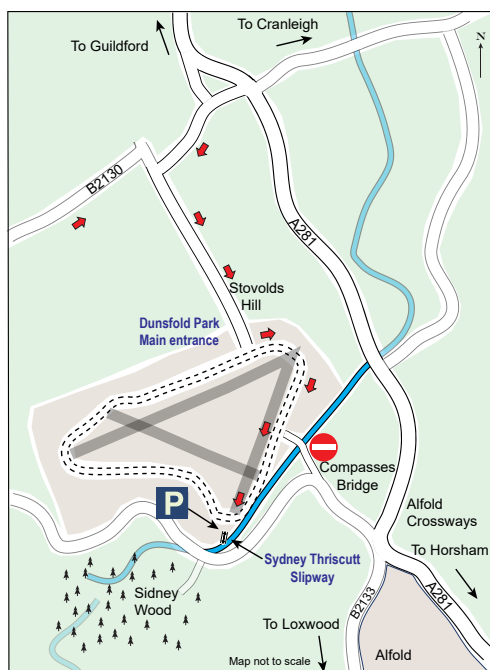


Thriscutt Slipway opening - Sunday 30th September at 2pm

The Mayor of Waverley, Councillor Denise Le Gal, will officially open the slipway, dedicated to the memory of Sydney and Nancy Thriscutt, whose family provided substantial financial support for construction.

All are welcome and no booking is needed (unless you wish to bring a boat, see below). Access to the slipway is through Dunsfold Park. Drivers should enter Dunsfold Park via the Stovolds Hill (north) entrance (see map below) and follow the signed route to the car parking area next to the slipway. It will not be possible to enter Dunsfold Park via Compasses Bridge or on foot. If you need transport to the ceremony, please contact the Northern Office (details on page 3) and we will do our best to make arrangements.

You are especially welcome if you would like to launch any type of small boat on the canal. Please register via our website (or the Northern Office) if you plan to bring a boat. If you have a portable boat, such as a canoe or kayak, you will be able to launch it from the wharf next to the slipway. If your boat needs the slipway then we will allocate you a time slot for launching.



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.

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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 184

**September/October/
November 2018**

Finance and Legacies

In the December 2017 issue of *Wey-South* we announced the death of former member Wayne Gilbert, who joined in 1998. Sadly Wayne passed away at a relatively early age and we have been in touch with his parents to express our sympathy. Everyone who knew Wayne remembers him as a dedicated canal enthusiast. It was his specific wish that his legacy should benefit the Wey & Arun Canal Trust. Thanks to his generosity we have recently received payments of over £300,000. Sums of this size give a real tangible boost to the canal restoration project. It is too early to say exactly how Wayne Gilbert's legacy will be spent but it is firmly our intention to celebrate his memory permanently along the canal route.

We have also received a payment of £29,400 from the estate of former member Mr Mervyn Fromm of Nutley, Sussex.

Boat trips suffer from low water

The whole south-east region has suffered an exceptionally long spell of hot dry weather this year. Water levels in the Loxwood section of canal began to fall significantly and reluctantly we had to suspend all boat trips after the Pirates & Princesses Adventures on 26th July. The Loxwood section (like the rest of the canal) has no natural water supply except from rainfall and water draining into the canal from bankside land. We are allowed (for a substantial fee plus electricity costs) to pump water from local rivers at two places. However, if water levels in the rivers fall below a certain level then the Environment Agency instructs us to suspend pumping. This happened around the end of June. Once water is in the canal we do our best to conserve it by backpumping at locks (i.e. returning water from the lower level to a higher level). Inevitably, though, evaporation and trees consume water.

The last time dry weather had such a severe effect on boat trips was in 2006, when it was

only possible to shuttle between Brewhurst Lock and Baldwin's Knob using the small tripboat *John Smallpeice* (Brewhurst Lock and the section up to Loxwood High Street were closed in any case while work was in progress to lower the canal level). However, in most years since then we have had to stop pumping from the rivers at some stage and boat trips have only been saved by rainfall that came just in time.

This year we were particularly unlucky in that one of the two river pumps failed completely in mid-May. We believe that it was at least 12 years old. Kev Baker acted quickly to organise a replacement but specialist items like this do not come off the shelf and we had to wait until the second half of July for the new pump to be installed. With the pump working we might have been able to 'bank' water when it was still available.

When water levels fall in hot weather, so usually do the oxygen levels and this causes distress to the fish. It is not really an option to shut off and drain one section of canal so that its water can be used for boating in other sections. We would have to organise a fish rescue which is an expensive specialist operation that can only be carried out at certain times of year. With low water levels the boat trips will churn the silt on the bed of the canal causing more environmental harm and possible damage to the boats with the additional risk of grounding. There is also an increased safety risk to passengers and crews getting on and off the boats.

We are aware that some water is being lost through leakage and the suspension of boat trips will give us an opportunity to investigate these areas and plan the work needed.

Kev Baker has worked exceptionally hard to manage the water levels, balancing the needs of fish and boat trips. Mainly thanks to this careful work, we have saved the most commercially important part of the season. Summer special trips and charters reach their peak in June and July, then tail off in August.

Historically, the Wey & Arun Canal has always suffered from low water in summer. The only really sustainable solution will be one or more reservoirs that are filled with winter rainfall. The original plan drawn up by Josias Jessop included two reservoirs but only one was built and this is no longer connected to the canal.

Summer Camp boosts multiple projects

This is a summary of the report written by Bill Nicholson. If you would like to read Bill's full report, please see our monthly *Working Party News* or the Waterway Recovery Group (WRG) magazine *Navvies*.

Between 7th and 14th July we welcomed around 20 volunteers from WRG and Newbury Working Party Group (NWPG) for a Summer Camp.

The team stayed at Kirdford Village Hall and worked in two groups. The smaller group headed off to the slipway site at Dunsfold where the main task was to dig out all the soft (but rapidly hardening) clay around the new slipway and wharf and to replace it with hardcore and a finished surface.

The larger section of the camp was based at Loxwood and worked on and around Loxwood Lock and the wharf close to the Onslow Arms and Canal Centre. Team 1 used the workboat *May Upton* and spent the week replacing the protecting timber on the walls, both under the road bridge (nicely shaded from the hot weather) and along the main wharf (exposed). Team 2 replaced all four of the lock gate quadrants as the originals had either sunk or were slightly out of ideal position for the boat crews' feet. This was physically the hardest job on the camp as each new quadrant hole had to be dug through the rock-hard dried Wealden Clay. Team 3 had the job of constructing the lock tail steps. These were originally made from plywood and had experienced nearly 10 years' of use.

At the end of the week the group had made significant progress at the slipway, meaning that the target opening date is now looking

Below: (From top to bottom) The new lock quadrants; The lock steps; Replacing the timber on the wharfside. (Pictures by Bill Nicholson)



achievable. All the improvement work at Loxwood Lock was completed and about half of the timber replacement.

The week wasn't all about work – the group attended the Half Moon pub quiz where, against some expectations, our teams came in 2nd, 3rd and 4th. Instead of the promised boat trip, which had to be cancelled because of low water levels, there was a pleasant evening walk up from Loxwood to the recently completed

Gennets Bridge Lock, finishing with a pint in the Sir Roger Tichborne at Alfold.

The Trust is immensely grateful to the volunteers who give up their time to attend work camps, often taking holiday from their paid employment to do so. Their efforts allow us to tackle major tasks with a big push that is just not possible over a shorter period.



***Above: Loxwood Lock seen during the Summer Camp.
The gazebo was essential in the extremely hot weather.
Below: The team working on the slipway takes a break from the dust and sun.***





This year we organised a series of four Special Invitation Cruises, all of which went to Southland Lock with the option of a guided walk to Gennets Bridge Lock. On one of these trips Tony Samuels, Vice-Chairman of Surrey County Council, was our guest and Tony kindly sent along this picture of himself with crew members Robin Charles and David Smithson.

Barbara joins the team at Loxwood Canal Centre

The Canal Centre has a new face as the Trust has recently taken on Barbara Hatch as Canal Centre Supervisor. This is the staff post previously held by Dave Verrall until his retirement at the end of 2017.

Barbara works part time, on Tuesdays and Thursdays, helping Lyn Nash and her band of volunteers.

Barbara is a retired teacher. She said: "I decided I needed a new challenge and have joined the team at Loxwood Canal Centre working on Tuesdays and Thursdays. It's been great to meet all the enthusiastic volunteers and to be so close to the canal and the countryside."



Corporate volunteers lend a hand



Twelve members of staff from investment firms in London swapped the city for the fresh air of the Sussex countryside on 4th July. The volunteers from Newton Investment Management and BNY Mellon were set to work painting the lock furniture at Brewhurst Lock and erecting fencing and gate posts. On top of lending us their employees the companies also gave the Trust a donation.



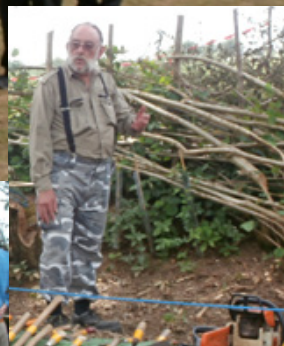


Employees at Surrey pharmaceutical firm Sanofi rolled up their sleeves to help the Trust on 14th June as part of a company-organised volunteering project.

Some 42 staff members got stuck in at Hunt Park Nature Reserve. Their tasks ranged from helping to remove invasive, non-native plant species, to maintaining footpaths and painting fences. The volunteers agreed it was fantastic to be able to work together to deliver something the public can enjoy – and have some fun along the way.



Our Mobile Display Vehicle clocked up the miles over the summer when it visited a number of local events. Loxwood Village Fete and Billingshurst Show were just two of the special events where the Trust's volunteers got the chance to explain to the public how the charity is restoring the canal and its future plans. (Pictures by Julian Nowell)



***Above and left:
Hedgelaying Team leader
Keith Nichols laid on a
demonstration at the
Loxwood Village Fete.***

Special
boat trips



The number of boat trips running this season may have been curtailed by the lack of water, but those that did take place attracted good numbers.

The cream tea cruises received positive reviews, while Loxwood Link Maintenance Manager Kev Baker's early morning efforts in moving water around meant that Pirates & Princesses trips managed to run on 26th July (north of the Onslow Arms rather than south as usual).



Fond
farewell to
Penelope



On 17th May our dredger Penelope's time on the canal finally ran out when an immense crane (with its own support vehicle) arrived in the Onslow Arms car park at Loxwood and placed the boat on a lorry for transport to a specialist recycling firm in Gosport. The boat reached our canal through the same line of trees in April 2009.





Above: The dredger leaves the Onslow Arms at Loxwood en route for Gosport.

Six new boat skippers pass qualification

We congratulate six Boat Group members who successfully qualified for their Boatmaster's Licence in June. They are now qualified as skippers on our commercial tripbots. This extra strength will relieve the existing skippers who have been hard pressed to cover the number of duties. Captain Mahmood Hassan from the Maritime and Coastguard Agency (MCA) conducted practical tests over two days at Loxwood.

This excellent result is a credit not only to the newly qualified skippers but to the training team - Mark Eyre, Kevin and Pat Crawley - who worked with the candidates to ensure that they were well prepared for the test.

Taking charge of a boatload of passengers, potentially more than 50 on *Wiggonholt*, is a weighty responsibility. The requirements include a First Aid qualification, training in Fire Safety and Water Safety and a medical examination. The MCA examiner tests theoretical knowledge as well as practical skills. Skippers also pay the qualification fees themselves; the Boat Group offers to refund the fees after a certain number of completed trips, but in practice few skippers ask for this. We are very grateful to all Boat Group members for their commitment on behalf of the Trust.



Left picture: Newly qualified skippers Bob Marsh, David Arnold and Stephen Keating.

Right picture: (From L to R) Mike Akers, Kevin Crawley (trainer), Robert Daykin, James Field and Mark Eyre (trainer). (Pictures by James Field and Sandy Henney)

**Standing up
for river rights**



Our annual River Arun boat rally on 13th May attracted some 30 boaters - probably the majority were standup paddleboarders. Thanks to heavy spring rain, sections near Pallingham that are often shallow and fast-running were quite docile this year. Top: Near Swan Bridge in Pulborough. Bottom: Near the old canal junction at Pallingham.



Top: Near Pallingham.

Middle: Paddleboarders on a wide section of the river north of Stopham.
Bottom: A rarely pictured bridge, maybe because it is so unattractive. This is the first river bridge north of Pallingham. With landowner permission, many boaters reached this point and beyond, until a fallen tree blocked the river. (Pictures by Julian Morgan and Julian Nowell)

2018 Poddle



This year's Poddle (sponsored walk) on 4th June was lucky again with excellent weather, if maybe a touch on the warm side. 144 walkers took part and income including Gift Aid came to more than £8,000. Congratulations to organiser Margaret Darvill and her team for this excellent result.

Top picture above: The route included a long section along the bank of the River Arun between the outskirts of Arundel and the entrance to the old Portsmouth & Arundel Canal at Ford. The walkers here have nearly reached the refreshment point at Ford.

Lower picture above: the Ford refreshment point, staffed by Julian Morgan and Sally Schupke. Parts of the church date from Saxon and Norman times.

Opposite page, clockwise from top left: Last Man (and chief route planner) Chris Tavener arrives at Ford; Walkers at the Pines Road canal bridge in Yapton; Also at the Pines Road bridge, Chairman Sally Schupke is making sure no-one takes the wrong route; Natalia (8½ months) may well be the youngest ever Poddle participant - her mum carried her on the morning walk. (Picture of Natalia by Jonathan Mitchell with permission, other Poddle pictures by Julian Morgan and Julian Nowell).





Pictures above: The final part of the Poddle can be hard work, but then you can always look forward to Richard and Vanessa Smith's famous refreshment stop, with home-made cakes. This time the 'tea shoppe' was in a field near the site of Hollinsworth swingbridge at Barnham. James Hollinsworth was the Portsmouth & Arundel Canal's resident engineer. We are very grateful to Richard and Vanessa for the tremendous effort they put in.

Left: Another essential part of the Poddle organisation - the waymarkers put in place by Jim Nunn.



Glimpses of the old Portsmouth & Arundel Canal along the Poddle route. (1) The canal junction with the River Arun at Ford at low tide; (2) The Ford entrance at high tide (same boats); (3) Bridge half-hidden in a hedge at Yapton; (4) Site of Hollinsworth Swingbridge near Barnham; (5) More memories of the swingbridge; (6) Canal bed near Barnham; (7) Bridge in Pines Road, Yapton; (8) Canal house near Ford church.

John Smallpeice



Over the weekend of 21st/22nd July, a visiting team from Waterway Recovery Group 'Bit In The Middle' (BITM) kindly rubbed down and painted our former tripboat John Smallpeice. Our volunteer boat surveyor declared the boat fundamentally sound and recommended shot blasting (now completed), repainting and replacement of the floorboards. We hope to have the boat back in the water for the opening of the Summit Slipway. (Pictures by Julian Morgan and John Reynolds)





Preparing for the next major Summit Level project, we have acquired a new (secondhand) cabin to serve as a site office. Currently the cabin is at the Summit Slipway site but it can easily be moved to where it is needed.

Below: The Summit Slipway is close to completion. The earth bank separating the slipway from the canal was removed in early August. (Dave Evans)



Photographing Wildlife on the Canal

It has been a good summer for butterflies. As well as the more common species, a few rarer ones have been seen along the canal. In June at Brewhurst Lock, I was pleasantly surprised to see some Marbled Whites. During July I saw a Silver-washed Fritillary at Bonfire Hanger and a Brown Hairstreak at Lordings Lock.

Damselflies may be seen along the canal during early autumn. Look for Banded demoiselles and if near a river, Beautiful demoiselles. Also dragonflies, including Common Darter, Migrant Hawker, Southern Hawker and Golden-ringed.

Berries and insects are plentiful during autumn, providing food for the birds. Grey Wagtails can sometimes be seen looking for insects at the locks, also Pied Wagtails on the towpath. You may see a flash of blue and orange as a kingfisher flies past just above the water. Look for some of the autumn migrants, including redwings and fieldfares. Look in the sky for birds of prey, including kestrels, buzzards and if you are lucky red kites.

Recent wildlife blogs can be seen on our website at www.weyarun.org.uk/blog.

Dave Verrall

(dv@weyandarun.co.uk)



Clockwise from top left: Silver-washed Fritillary, Marbled White, Redwing, female Common Darter dragonfly. (All pictures by Dave Verrall)

Working Party Roundup

It's a short introduction from me this time because there's a lot of what you really want to read about – the physical work that our volunteers put in on the canal. There's a new working party that has started reporting, the beautifully titled 'PEST Group' – let's hope they don't live up too closely to their name.

Volunteer work camps, such as the one we welcomed in July, probably don't get the publicity they deserve. A number of people from outside the area, and a few of the familiar WACT names, come together for an intensive week of restoration work, often giving up part of their annual holidays. It's not all work; they get well fed and there is usually entertainment (often involving a pub). All in all it sounds highly worthwhile, for the Trust as well as the participants. We will welcome back some of the same team, and with luck some new faces, in the autumn.



Expected to be in demand by all our working parties - a new trailer that will greatly improve our capacity for moving equipment.

To keep up with the current news of what WACT's volunteers have been doing, we publish a monthly newsletter, *Working Party News*. It can be downloaded from the WACT website, or you can get your own copy sent straight to your inbox. Just send a 'WPN

Subscribe' request to listadmin@weyandarun.co.uk. Alternatively, the Loxwood Office will send out paper copies in return for a supply of stamped addressed envelopes.

Remember, if you are doing work on the canal and your team isn't mentioned here or in *Working Party News*, please get in touch with me and I will add you to my own mailing list.

Bill Thomson

bill_thomson@weyandarun.co.uk

Midweek Working Party

Since the last report, we began at Bonfire Hanger, clearing the brambles from the cut. The first week it poured with rain all morning and justifiably most people did not turn up. Those that did worked really hard. The next week we completed the task. It was lovely to see a canoeist paddling all the way from Littlehampton and hoping to get to Shalford.

He walked where there was no water.

We then spent a week clearing the towpath side from Drungewick Bridge to Drungewick Lock. It is amazing what a group with two wheeled trimmers can do in a week.

We then moved on to Birtley in squelchy mud, slowly clearing the timber out of the water with a Tirfor winch, and clearing a culvert entrance. Meanwhile, in advance

of the Poddle walk, three of the group cleared the public footpath up to the River Arun from the Arundel to Ford road.

The group then split up to carry out a number of small jobs. We cleared the towpath between



The tree root at Gosden Aqueduct that stubbornly resisted all attempts at removal until tackled with a stump grinder. (Nick Houston)

Loxwood and Southland so the visitors can see out of the boat and the users of the towpath can see the water. Time was spent at Gosden Aqueduct clearing vegetation on one face and trying to get a very large root out on the other. A couple of group members cleared the footpath from Harsfold to Lordings and cleared the triangle between the river and the canal there - the grass grew up so fast this year.

We started July by clearing just north of Southland to the boundary. The towpath now allows people to see the canal. We put the workboat *May Upton* to good use as it was the only way to remove the brash (brushwood). Others finally removed the large root from Gosden Aqueduct with the aid of a stump grinder.

We moved on to clear about 100 yards of canal bed and banks just south of Gennets Bridge Lock. There is now a lovely view of the canal both ways from the lock.

Then we returned to Pallingham Bridge after two years and cleared all the new growth as well as some of the area around Pallingham Quay.

For those who knew Ray Pick, who was my immediate predecessor, I am sorry to report he died at the beginning of June. We will miss him.

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

Eric Walker Group

One era for the former Thursday and Sunday Group came to an end with the completion ceremony at Gennets Bridge Lock (GBL, see last *Wey-South*). It was decided that it would be better to carry out future projects on Wednesdays and Thursdays rather than Sunday and Thursday. In line with this change we have renamed the group as the Eric Walker Group (EWG), in honour of the group's long-



The section of canal immediately south of Gennets Bridge Lock after some clearance work by the MWWP. (Dennis Gillen)



EWG members enjoy their lunch break at the improved Tickner's Heath Depot. (Dennis Gillen)

serving and dedicated Project Manager who retired earlier in the year.

The Group's work has continued with a major restructuring of the Tickner's Heath Depot. This will include laying on a power supply as the only electricity supply to date has been using a generator, which has not always proved reliable. We have obtained quotations for the installation of a mains cable and the connection to the nearby electricity sub-station. The group's volunteers will do all the 'builder's work' including trench excavation and building the termination kiosk on the boundary of our site. From that point we will use our volunteer force to wire out the various buildings and then we will need to have the work checked and certified by a registered/certified electrician.

As part of the same project, the group is setting up a new workshop and reorganising the outside storage space to improve accessibility. With this in mind, we have cleared away various piles of redundant scrap timber and metal, including four mortar mixers that were hardly visible in the dense undergrowth. We have positioned the welfare cabin from GBL into its final location and laid

a 'creatively designed' hard standing in front of it. We then set to repairing the block work to the largest shed. Once some of the small sheds have been emptied, they are due to be demolished. As they contain asbestos, we will have to employ a specialist contractor to remove the sheeting prior to our demolition works.

Eventually the large Nissen hut, once it has been made structurally sound and waterproof, will become the main mechanical equipment repair workshop. The water supply into the existing workshop (to be partially demolished) will be adapted

and extended to feed the welfare cabin and the shed that will become a future workshop.

In addition to the work on Tickner's the group completed various other 'small' tasks. An exploratory trench was excavated along the back of the west wall of Drungewick Lock to determine the existence of any buttresses. A field drain was laid along the verge approaching Compasses Bridge to prevent water going into the gardens of the mobile home park. Additionally, there have been some minor repairs to the towpath, and for the near future we will continue the work at Tickner's.

The group is always looking for new volunteers, so if you can spare any time on some Wednesdays or Thursdays and fancy having a go at helping with construction work then contact Dennis or John. No prior construction or engineering experience is necessary - just be reasonably active and willing to lend a hand.

**Contact: Dennis Gillen or John Reynolds,
dennis_gillen@weyandarun.co.uk, or
john_reynolds@weyandarun.co.uk**

Hedgelaying Group

Hi Ho, Hi Ho, it's off to the beach we go! Yes folks, the group is now once again on its summer hols. So, with a hop, skip and a jump I shall review our efforts for this last season.

But first, what did we do in May? Well we worked the first two Tuesdays of the month and got to exactly where I wanted to get to, using all our stakes and binders up in the process. Joy of joys, the three nightingales continued singing while we were working and so we had free natural music on our breaks. Wonderful.

We collected the last 40 stakes from Devil's Hole and laid 25 yards as well as thinning another 20 yards and had a small bonfire. May 1st was a lovely warm day. Martins were wheeling over the flooded field while two lapwings waded about.

On 8th May we had a lot of brash to burn, then laid the last 20 yards. This was on a day that was scorchio, so with the bonfire as well, nobody got cold. No nightingales got roasted though.

Over the hedging season we worked a total of 15 days and laid 230 yards of canalside hedge. We might have got further but lost three days due to weather: rain, snow and more rain. This leaves another 150 yards to do when we restart at the end of September, requiring 300 stakes and binders to be cut. I wish to thank all the chapesses for their hard work even if there weren't any. Thanks guys.

We shall vada your dolly old eeks again in the autumn. Cheers, Keith, Der Kapitan der Hedgelayinggruppe.

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

Northern and Summit Working Party

The period from the beginning of May through to the current date has seen steady progress at the Sydney Thirscutt Slipway. Work was boosted by a three-day visit from Newbury Working Party Group

(NWPG) at the beginning of May and a long spell of warm and often hot dry weather.

In May, at the canal end of the slipway, the north side return wall was dug out, shuttered up and concreted. Two sections of the slipway ramp were levelled up and concrete poured - all hand mixed by shovelling ballast direct from the dumper into the mixer and barrowing down the slope. To assist the mixing in the hot conditions, Dave Evans provided us with his large gazebo which ensured that all the operatives (including the one loading from the dumper) were in shade. In between concreting the two sections of the slope we cast the side walk to the southern wall and about half of the beam that sits behind the piling on the wharf wall to the south of the slipway. In total the NWPG team mixed about 15 tons of concrete - all by hand!

On the following regular third Saturday work party, a good turnout enabled yet more concrete to be mixed and poured on the penultimate section of the ramp - more difficult this time because of the increased gradient of the slope. Just for good measure we also added to the concrete beam on the wharf wall. Also during the month JJ Price finished laying all the coping bricks to his usual high standard. Elsewhere, we completed some final landscaping work at Compasses



This view of the Summit Slipway during the July Summer Camp shows the improved appearance of the surrounding area. (Bill Nicholson)

Bridge pending installation of a pedestrian gate between the bridge and the main security gate.

In June the team extended the concrete ramp down to the bottom of the slope where there is now only a blinding of concrete remaining to be poured below the waterline so that any boat trailers don't just drop off the edge never to come out! In July significant progress was made on the areas surrounding the slipway and wharf during the NWPG/WRG Summer Camp (see separate article). The whole area has been dug out and the banks of the adjacent spoil pile pulled back and reprofiled. Visually the area has been transformed and opened out. When finished and landscaped this area is going to be more than just a slipway: a key access point to the canal for boats (including canoes) walkers and visitors, for whom a picnic area is to be provided.

To bring the work up to date following the Summer Camp, Rob Nicholson plus the Saturday team shuttered up and cast the concrete footway on the north side of the slipway aided by a couple of volunteers from WRG BITM who were busy painting the *John Smallpeice* ready for relaunch in September.

Looking ahead, with the opening date of the slipway fixed for Sunday 30th September there is much to do. We plan to work most Fridays and Saturdays in August and September in order to complete the job. All being well we won't have a year's work to finish off after the opening as was the case at Compasses Bridge! We welcome new volunteers to join our team. No skills are required – you will learn them and there is always work to suit your strengths and interests. You'll always be kept busy and as a result, the work is rewarding and satisfying. Please contact Bill Nicholson if you would like to help.

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

Monday Group

Nick Wood writes: In May, June and July, the Mrs Bucket Group (so called because we 'keep up appearances' on Mondays) met on 11 occasions to continue with our ongoing responsibility at all our regular sites plus some others: in other words, maintenance.

This is all about containing the vegetation growth by extensive mowing, brush cutting, strimming, dealing with hogweed and ragwort, repairing fences etc, at Run Common, Compasses Bridge, Gennets Bridge, Southland and Devil's Hole locks, Loxwood (sometimes termed as the 'flagship' site), Drungewick aqueduct, Newbridge and Haybarn Swing Bridge. We have added frequent visits to Hunt Park to our 'repertoire'. In addition we made visits to Lordings, Malham Lock and Bignor Bridge and two outings to clear the permissive path from Drungewick Lane Bridge to the lock and around the winding hole below the lock. We get about and the work continues to grow (no pun intended!).

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

Tickner's Heath Depot

John Smith reports: well, what a summer we are having! I'm only sorry that I couldn't make it to the depot more, but in my absence Mick Jones stepped in and ensured that we supplied support to the Trust at our usual level of efficiency. So what's been happening over the past few months?

During the quarter we decided to try to find out exactly what caused our generator to misbehave. John Piper and David Robson investigated every circuit and mechanical part of the beast. You may think that with the likelihood of the depot being electrified, it is a wasted effort - but if this generator can be restored to full health it will then be released to any working party in need of it. It packs quite a punch and delivers in the region of 6KVA of power which should prove useful in locations which are off the beaten track.



John Smith painting the security gates at the depot. (John Piper)

The team fixed mowers for Mike Davison (Loxwood Link) and the Monday Group as well as sorting out malfunctioning electrics on the water trailer. At the same time Richard and Mick managed to refit the jockey wheel to one of the small trailers making it easier to manhandle it in and out of the sheds.

Later in the quarter, as a lot of the depot sheds were slowly being invaded by the local vegetation, the team set about reducing the surplus. Unfortunately this will result in a significant reduction in this year's blackberry harvest. So sorry in advance to all jam makers who have come to rely on the depot's crop.

The shutter door of the white container otherwise known as the 'Atlantic Conveyor' finally gave up the ghost. In some ways this was a blessing as when opening it one needed to have developed skills of which a weightlifter would have been proud. The container now has doors which are much easier to open and close.

With better weather John Smith and new recruit 'Goliath' Keet made an excellent job of painting the security gate, so the Dunsfold Road entrance is now resplendent in WACT green.

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

Passenger Environment & Safety Team (PEST)

A new addition to these pages, but one which does valuable work in ensuring all is in order for our public cruises, which bring in much-needed income for the canal. PEST (Passenger Environment & Safety Team) is largely made up of boat crew and skippers. They go out on the first Friday of every month to clear up the operational section of the canal and make it as safe as possible for our passengers and crew.

Some months ago Peter Hyem, skipper with the Boat Group, set up the team to look at the navigable section of the canal (Southland to Drungewick) from a skipper's safety perspective. We use the workboat *May Upton* (MU) and the small tripboat *Josias Jessop* (JJ); MU for the heavier work such as lifting trees and logs out of the canal, JJ for lighter work such as cutting back overgrown vegetation and for more distant work locations where her speed relative to MU comes in useful.

The team has been in action since last December. We have concentrated on the section of canal between Devil's Hole Lock (DHL) and Baldwin's Knob Lock (BKL). June and July saw us working between Loxwood and Devil's Hole removing obstructions from the water (small fallen trees, floating logs and branches, etc.), clearing growth from around the landing stages at BKL and DHL to restore their visibility to skippers and, moving south of BKL, clearing encroaching vegetation down to the Slipway.

Leader Peter Hyem writes; "We have been somewhat restricted recently with the bird breeding season followed by the hot weather and low water levels. We normally have between 6 and 12 people in our team. We had to cancel our August outing as no boats are allowed on the canal due to low water – and without a boat we cannot successfully cut the vegetation over the canal".

***Contact Chris Jones
chris_jones@weyandarun.co.uk***

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.



Arthur Wickens - MWWP pioneer

John Wickens writes: Arthur Wickens is my father and I was amazed to see him in two of the MWWP photos from 1994 [in the June 2018 issue of *Wey-South*]. He is the one in the green anorak and flat cap - his trademark for many years - and on p18 he is holding a spade. Well done to the MWWP for long service! As Arthur is now in a nursing home I take the magazine and read out some of the latest news and show him some photos with the aid of a magnifying glass. It is a very good way of keeping in touch after his 12 years of working party activity.

Overall the picture for WACT looks most encouraging with Gennets Bridge Lock having now been finished. Again, Arthur worked with Jack Pocock and others in that area many years ago as the photos witness.

Time to buy your raffle tickets

Please support the annual Christmas Raffle, which usually makes an important contribution to our fundraising activity. There are six prizes, all in cash or tokens that can be used nationwide; the top prize is £200. We are enclosing tickets with this issue of *Wey-South*. To allow plenty of time for tickets to be

returned, the draw will not be made until 15th January 2019.

Appeal funds two defibrillators

First Aid courses have become a feature of life for many of our volunteers, including all boat skippers, as well as some crew members and working party leaders. Anyone who has attended one of these courses recently will have been taught the chest compression technique for helping a patient who has stopped breathing - and practised on a 'Resusci Annie' dummy. This technique can certainly keep a patient alive until professional medical help arrives, but all instructors have drummed into us that a defibrillator is a much more effective lifesaving tool.



Defibrillators are now automatic and can be used without training. The most modern models even give spoken instructions. The Trust's Board decided that it would be a good idea to acquire one or more. We launched an appeal in our July e-newsletter and on our website. We decided on a specific appeal because some members might not think this is an appropriate use for funds raised or donated for canal restoration.

It is excellent news that we have raised enough money to buy at least two defibrillators. The most obvious site for the first will be in or around the Loxwood Canal Centre. The second is likely to be used by our volunteer working parties.

We are very grateful to everyone who supported the appeal.

Eggs on the canal

We know the story that barges carrying bullion between Portsmouth and London used the Wey & Arun Canal (yes, almost certainly a few did) but Stuart Hillary writes to tell us that he came across a reference to a more everyday cargo in the history of Nurdin & Peacock, a leading cash and carry business until the mid-1990s. In the early 19th century the growth of towns in England led to a shortage of eggs, as it was no longer possible for most families to keep chickens.

Paul Augustus Nurdin from Cherbourg moved to London and imported large quantities of eggs from his brother-in-law and his business partner. The eggs were shipped to Portsmouth where some were sold at once. The rest were driven to

London by a carrier named Stanbury. The history tells us “When the [Portsmouth & Arundel] Canal opened in 1823 they came by barge”.

By 1836 Paul Nurdin was taking three shipments a month from France. In 1837 he took John Peacock as a partner and grew the business still further. It would be fascinating to know how much of the carrying business went to the Wey & Arun Junction Canal Company. Unfortunately the canal never became a really reliable route; in the winter the Arun Valley flooded and in the summer there were water shortages, a situation which of course has been fully resolved nowadays.

Ray Pick

Ray Pick, a former leader of the Trust's Midweek Working Party (MWWP), passed away on 7th June.

At his funeral held at St Nicolas Church in Cranleigh, his son Ross described his father's dedication to the Trust. He said: “He absolutely loved volunteering with the Wey & Arun Canal and he didn't stop talking about it.”

Ross thanked the Trust for “all those happy times”. Along with his love of the volunteering with the Trust, Ray enjoyed sport. He was a past member of Feltham sailing club and had a lifelong love of rugby and men's hockey.

Ray made the most of everything he did, and had the catchphrase “the joke is...”

Ray joined the Trust in 2009 and became leader of our MWWP in 2011. He retired from the group's leadership at the end of 2014 but continued to work with the MWWP as long as his health allowed.



Coach trip to Kennet & Avon Canal (30th June)

The annual Wey & Arun coach outing this year was to the Claverton Pumping Station on the Kennet & Avon canal near Bath and attracted a full coach of 48 members, family and friends. The weather was perfect – blue



Claverton Mill. (Pictures by Ray Chick)

skies and sun all day. We travelled in a luxurious air-conditioned Roadmark coach through Guildford onto the M4 and then to Bath.

At Sydney Wharf we boarded the broad-beam boat *John Rennie* for a three-mile cruise along the busy canal to Claverton. Although there

are no locks on this section of the K&A we enjoyed the canal architecture as we passed under a series of bridges and out into the countryside. An interesting collection of live-aboard boats, from the very smart to the decidedly ramshackle, were moored along the towpath.

On the way we helped ourselves to a generous buffet lunch prepared and served by our host Lionel, his wife Victoria and daughter Francesca, as well as taking liquid refreshment from the well stocked bar. The locally brewed Bath beer proved to be most popular on this hot day.

At Claverton we left the boat to descend to the pumping station, walking down a narrow lane and across a busy railway line. Fortunately the Canal & River Trust provided volunteers in hi-viz to ensure

that we all got across safely. The Georgian technology of this pumping station built by John Rennie is impressive. It was in continuous operation from 1813 to 1952. The giant waterwheels were 24 feet across and 17 feet in diameter and were being driven by two tons of water every second. These waterwheels drove pistons in pumps which raised water from the river to the canal 48 feet above – 100,000 gallons an hour! The pumping station has been regularly flooded and on the walls around the machine room were date markers indicating how high the flood water reached on each occasion.

After our visit we cruised gently back to Bath – eating more. This time there was a mouth-watering selection of home-made sweets and coffee.

We had a special and memorable trip thanks to Mark Anderson's usual meticulous organisation. With a quiz on the coach and donations included in the fare a sum of over £200 was raised for Wey & Arun funds.

Richard Cromwell

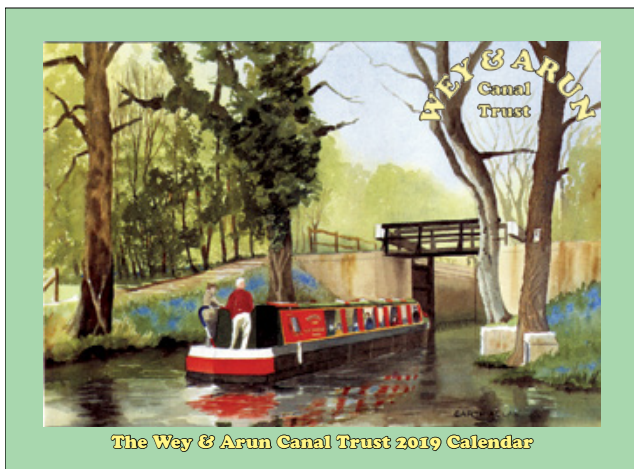


One of the giant wheels in the pumping station.

2019 Calendar

Our 2019 calendar features the work of artists inspired by the Wey & Arun Canal. It is A4 size and printed on heavy art paper with a large box for each date.

This is a strictly limited edition. The price is £7.50 and by the time you read this the calendar will be available from the Loxwood Canal Centre or by mail order - details are enclosed with this issue of *Wey-South*.



Brian Tanner

Sadly we have recently been informed of the death of Brian Tanner. Brian was one of the nine members who turned out for the first meeting of the Midweek Working Party (MWWP) in 1993 (the others were Roy Broadhead, Jim Phillips, Pat Arman, Peter Sterling, David Robertson, Keith Ellis, Bill Manning and leader Colin Gibbs).

Brian joined the Trust at about the same time as Eric Walker (around 1990) and along with Eric and David Knight signed the letter that we quoted in the March 2018 edition of *Wey-South*, protesting about secrecy in WACT's management. He worked on Baldwin's Knob Lock and Toat Bridge and was a key member of Winston Harwood's Orfold Aqueduct Group. He was present for the launch of our first tripboat, *Zachariah Keppel*, and worked on Brewhurst Lock. He produced a guide to walking routes along the canal and ran a workshop producing concrete blocks for lock reconstruction. He joined the Board (CoM) in 1997 and chaired the Landowner Liaison Group, as well as the 'Project Committee'. Brian only served on the Board for 19 months and then resigned, saying in a letter to *Wey-South* that "work load, health and Trust policy were all factors".

Brian made frequent energetic and thoughtful contributions to *Wey-South*, often disagreeing with official Trust policy.



Brian Tanner working on the clearance of the Brewhurst section in 1993. In the background is another MWWP pioneer, Peter Sterling.

In May 1996 the Trust helped to celebrate the Golden Anniversary of the Inland Waterways Association (IWA) by taking part in a boat trip transporting three giant jigsaw pieces up the River Arun. The picture shows (L to R): Alan White (IWA), John Wood (WACT Hon. Sec), Greg Henke, Brian Tanner, the Mayor of Arundel and Brian Jelley.



Membership Report

Our membership stands at 2,950. We would like to extend a very warm welcome to the following new members.

Vince Barber
Adrian & Jenny Coulman
Julie Dawson
Barry Edwards
Reita Fisher

Robert Palmer
Jane Pendarves
Amanda & Chris Saunders
Donald Stewart
Michael & Wendy Tucker

Don & Marjorie Walker
Nicki & Gordon Wells
Michael White
Peter Wilding
Mary Winton

We have learned with regret of the death of:

Peter Anderson
Patrick Illing

Tony Chard
Paul Jordan

Bryan Davidson
Ray Pick

David French
Peter Willmott

Marion Glossop

For information about how we use your personal data, see our privacy policy at www.weyarun.org.uk/privacy-policy. If you would like to receive an electronic version of our magazine in future and help keep our costs down, then please e-mail me. If you would prefer not to receive draw tickets in future, then please let me know.

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

Dates for your Diary

Sunday 16th September

Guided Walk from Shalford (Gunpowder Store at Stonebridge Wharf) to Bramley at 2.30pm. Free of charge but please book via our website or Northern Office (details on page 3).

Wednesday 19th September *

Cream Tea Voyages at 2.15 and 4.30pm.

Sunday 30th September

Official Opening of Summit Slipway (Dunsfold Park, Surrey) at 2pm. Please see page 5 for details.

Saturday 20th October

Autumn Meeting at Bramley at 2.30pm. Please see page 4 for details.

Sundays 9th & 16th, Friday 21st, Saturday 22nd and Sunday 23rd December *

Santa Special Cruises at 11am, 12noon and 2pm.

Friday 14th December *

Santa for the Grownups Special Cruise - 90-minute trip starting at 7.30pm.

Wednesday 26th December *

Boxing Day Special Cruises at 11am, 12noon and 2pm.

Tuesday 1st January 2019 *

New Year's Day Special Cruises at 11am, 12noon and 2pm.

**** 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 Santa trips and recommended for Boxing Day and New Year's Day trips.***

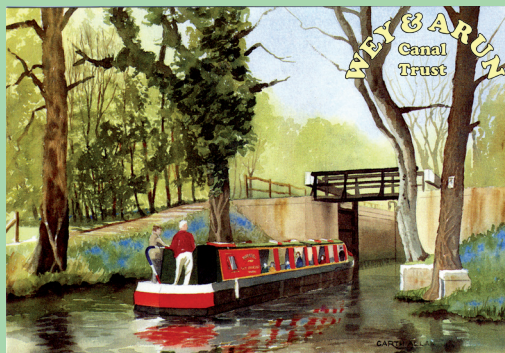


Above: A sideways look at John Smallpeice during painting work by WRG BITM at Tickner's Heath Depot.

Below: A look back in the archives to the 1993 Arun Boat Rally (in those days it was organised by IWA's Solent & Arun Branch). At the tiller is Brian Tanner and Eric Walker is waving to photographer John Wood. Apparently the boat reached WACT's work site at Old Toat Bridge, but Brian and Eric got rather wet, so the workers christened them 'Toad' and 'Ratty', although not sure which was which.



The Wey & Arun 2019 Calendar is now on sale



The Wey & Arun Canal Trust 2019 Calendar



Baldwin's Knob Lock

by Harley Crossley with the kind permission of Barbara Crossley

June 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Wey & Arun Canal Trust

www.weyandarun.co.uk

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⇒ On sale at the Loxwood Canal Centre (01403 753999, canalcentre@weyandarun.co.uk, Open Friday, Saturday & Sunday 11am-4pm, until the end of December).

⇒ Or visit the Trust's website, & buy online: www.weyandarun.co.uk

⇒ Or to order by post please contact the Loxwood Office (01403 752403, office@weyandarun.co.uk, Mon-Fri 9.30am-1.30pm) or use the order slip below.

Price: £7.50

To: Wey & Arun Canal Trust, The Granary, Flitchfold Farm, Loxwood RH14 0RH
Please supply ____ Wey & Arun Canal Trust 2019 Calendars at £7.50 each.

Name:

Address:

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Telephone: E-mail:

Please add £3.00 postage for up to 3 calendars - for more than 3, contact the Granary office to confirm postage).

Please make cheques payable to W&A Enterprises Ltd (for card payment, contact the Loxwood Office or Canal Centre).

Christmas Raffle 2018



Wey & Arun
Canal Trust
Registered Charity No. 265331

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CHRISTMAS DRAW 2018

First Prize: £200
Second Prize: £100
Third Prize: £75
Fourth Prize: Marks & Spencer token for £50
Fifth Prize: £40, Sixth Prize: £30

*The draw will take place on Tuesday 15th January 2019
at the Northern Office, Bridge End, Somerswey, Shalford GU4 8EQ*

Promoter: Sally Schupke, Bridge End, Somerswey, Shalford, Surrey GU4 8EQ
Registered under The Gambling Act 2005 with Guildford Borough Council. Licence No. SL134
Printed by www.raffleticketsdirect.co.uk

For members who receive *Wey-South* by post, we enclosed raffle tickets with this issue. Of course this isn't possible for electronic subscribers. If you would like to buy raffle tickets, please contact the Northern Office (northernoffice@weyandarun.co.uk, 01483 505566).

The closing date for buying tickets is 8th January 2019.