

### In the news

The past three months have seen the Trust gain a raft of publicity, appearing in local press, national magazines, as well as several BBC Radio interviews and even a spot on TV programme BBC South Today.

The TV crew were on hand to film the return of Zachariah Keppel to Loxwood and find out how coronavirus had impacted Trust finances. Interviews were broadcast with director John Reynolds and Press and Publications Manager Gill Davies, with the story broadcast both on the early and late news slots.

Chairman Sally Schupke also found herself featured in the national press - albeit photobombing Dame Penelope Keith in a Times photo.



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Wey-South team: Sue Batey (proofreader), Gill Davies, David Jessop (proofreader), Julian Morgan, Peter Winter (Working Party Roundup)

**PULBOROUGH** 

2 miles (approx.)

Trust website: www.weyandarun.co.uk Facebook: weyandaruncanal Twitter: @weyandarun

Front cover: The Midweek Working Party spent much of August clearing around Old Toat Bridge. It was the first time in nine years volunteers had been granted permission to work there.

### **Notice of reconvened Annual Meeting**

The Annual Meeting of the Wey & Arun Canal Trust Ltd, which was adjourned on 25th April 2020, will be reconvened at Bramley Village Hall, Hall Road, Bramley GU5 0AX on 31st October 2020 at 2.30pm. The following are the agenda items that were not covered on 25th April:

- 7. To receive a Report from W&A Enterprises Ltd. [This report will be made available before the meeting].
- 8. To transact any other business proper to an Annual General Meeting.
- 9. Date of next meeting.

#### If you plan to attend the meeting you must read the information below.

As the post of Honorary Secretary is currently vacant following the death of Dr Tony Tyrrell, any correspondence about the meeting should be sent to the WACT Northern Office, Bridge End, Somerswey, Shalford, GU4 8EQ. Email: support@weyandarun.co.uk.

### Autumn Meeting - Saturday 31st October 2020

The Autumn Meeting has been planned to give members a series of updates on current plans and projects. At the time of going to press (towards the end of August), it will be possible to hold the Autumn Meeting, but with strict restrictions on the number of people attending. Please take careful note of the following:

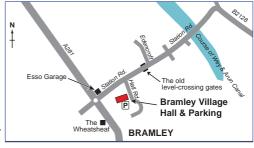
- 1. There will be two sessions at 11am and 2.30pm. Both sessions will include the same set of presentations. The 2.30 session will start with the reconvened Annual Meeting. We do not expect this to take more than a few minutes.
- 2. The maximum number of people allowed in the hall at each session, including presenters, will be 30. If you wish to attend, you must book for your preferred session, either online via our website (https://weyarun.org.uk/annualmeeting) or by calling the Northern Office (01483 505566).
- 3. All members attending must comply with hygiene and social distancing measures as advised when your booking is confirmed. No refreshments will be served.
- 4. Arrangements may have to change in line with government guidelines and restrictions. Before you travel to the meeting, we strongly advise you to check our website. We plan to offer an online option for members who are not able to attend the meeting in person. Details will be given on our website.

### **Directions to Bramley Village Hall**

The Village Hall is in Hall Road, just off Station Road in the centre of Bramley (GU5 0AX).

If you are coming from the Guildford direction on the A281, turn left at the mini-roundabout on entering Bramley into Station Road, then take the first right into Hall Road.

If you are coming from the south on the A281, turn right at the mini-roundabout after passing the Wheatsheaf and Jolly Farmer pubs. Bramley has frequent bus services from Guildford, Horsham and Cranleigh.





Lock, part of the Bramley Link phase 1.

### Public consultation held for Bramley Link phase 1 plans

In late June the public were offered the chance to give their views on plans to begin the first phase of restoration of the canal in Shalford and Bramley.

A public consultation took place at Shalford Village Hall on 27 June, with a display of plans and documents setting out the vision for the area as part of Bramley Link phase 1. Locals were also invited to view the plans online and provide feedback digitally.

The project will begin to connect the River Wey Navigation towards reinstated parts of the canal. Almost 1km of new canal will be created from the river by the A281 at Stonebridge to a point near the historic aqueduct on Gosden Meadow by Tannery Lane.

The works will include:

- An extension to the existing Hunt Nature Park.
- New canal with a lock, a side pond and two new bridges.
- A small canal basin for turning boats.
- A flood relief channel bypassing the Gosden Aqueduct.
- Landing stages for canoes, bike racks for cyclists, seats and improved paths for walkers.

The planning application is expected to be submitted by the autumn and is currently in the hands of the Trust's planning consultant. 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:

Wey-South, Wey & Arun Canal Trust Bridge End, Somerswey Shalford, Guildford Surrey GU4 8EO

#### Or e-mail to:

weysouth@weyandarun.co.uk

### 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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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 192 September/October/ November 2020



## National Lottery grant to help offset coronavirus losses

The Trust has been awarded £13,100 of National Lottery support in the wake of the coronavirus pandemic and its effect on heritage charity income.

The funds will be used to repair the leaks in sections of canal bed at Long Meadow, Drungewick, along with paying for the necessary equipment needed to make both the Canal Centre and boat trips Covid-safe.

The funding, made possible by National Lottery players, was awarded through The

National Lottery Heritage Fund's Heritage Emergency Fund. Some £50m has been made available to provide emergency funding across the heritage sector.

The canal at Long Meadow was drained late last year and a local specialist environmental consultancy employed to move the thousands of fish living there to other parts of the canal. Since then investigations have been underway to locate the leaks - found to be in four separate sections - and quotes are being sought for relining.

The project has also involved desilting the canal and resurfacing 600m of towpath, along with erecting 650 metres of fencing.

At Loxwood, investment has been made in a Perspex protective screen installed at the cash desk, along with PPE and cleaning materials needed.



Left: Some 650m of fencing has been erected at Long Meadow as part of the improvements there.

Right: A Perspex screen has been installed at the Canal Centre.



### **Changes to Trust postholders**

The Trust is sad to announce the death of its Hon. Secretary, Dr Tony Tyrrell (please see page 14 for a tribute). At its May meeting, the Trust's board appointed Giles Eyre and Bill Nicholson as directors. Bill will be well known to many as the leader of our Northern Working Party. Giles is also a volunteer with the Northern Working Party and in the back office

he has taken on the job of Company Secretary, succeeding Jeremy Watts, along with insurance and asset management. Margaret Darvill, leader of our Midweek Working Party, is our new Vice-Chairman, succeeding Alan Johnson who remains as a director. Peter Winter has kindly agreed to become our Assistant Hon. Secretary.



### Volunteers step it up to complete Harsfold Bridge

Harsfold Bridge is one that project manager Dennis Gillen certainly won't forget in a hurry. After having to battle winter's floods and storms since construction began in October, Dennis and the volunteers had hoped for some spring cheer. However, coronavirus put paid to that and the site was put into lockdown just as the steel beams had been put into place.

After weeks of inactivity the project was at risk of falling far behind schedule. Once the green light was given to restart work the pressure was on to catch up on lost time and get the

bridge to a state where the landowner could cross to reach his crops before harvest time.

Alongside this, the Eric Walker Group (EWG) had to adapt to working under new and strict safety conditions, with social distancing and good hand hygiene a priority, alongside all the usual safety requirements of a construction site.

A Herculean effort from the group saw volunteers on site five days a week instead of the usual two, bringing the bridge to completion in extra quick time. "The team have been brilliant," says Dennis. "They just get on with things and work without a fuss. It has been a bit of an ordeal. First the floods, then the lockdown and finally working under Covid-19 conditions! But it's done and the landowner is a happy man."

The bridge opened without fuss or fanfare in early July, with the following few weeks spent digging out the canal bed below the bridge and removing the bridleway diversion.

It is hoped to give
Harsfold Bridge an official
opening and recognise
the team's hard work
when conditions allow.





The project resumed in late May with a concrete pour to create the bridge deck. Then it was over to the team to look after the brickwork - all done whilst working two metres apart. The first vehicle to cross was the Trust's own Land Rover.

Contractors added the metal balustrades between the brick piers and removed scaffolding.











Volunteers reprofiled the area around the new bridge, completing the gradients on both sides of the bridge along with the ramps. The next step was to remove the temporary bridleway diversion created at the start of the project. The result is a much improved path for walkers, riders and cyclists.

With access to the bridge available from both north and south it was time

from both north and south it was time to say farewell to the welfare cabin and compound. The team are currently excavating the canal beneath the bridge.



### Work to improve Loxwood towpath gets underway

Work has begun to repair and improve the towpath at Loxwood, following the generous grant of £5,000 from Loxwood Parish Council.

The grant was recognition of the value of the restored stretch to the many local walkers, cyclists and horse riders who use it, and will go towards funding the materials needed to upgrade and maintain the towpath.

The Northern Working Party, a group made up of the Trust's own volunteers and those from visiting NWPG, spent three days fixing potholes and wet spots as well as raising sections to prevent damage from flooding.

The team used 70 tonnes of limestone scalpings along with 60 tonnes of hard core, creating a smooth path and gaining lots of praise from the public into the bargain.



Clockwise from top: Dave Evans prepared the areas to be resurfaced using the digger, which just managed to fit along the towpath; volunteers then covered the holes with hardcore and limestone scalpings; the final stage was to roll the material flat to create a smooth path.







### **Volunteers prepare Drungewick Lock for repairs**

The team working at Drungewick Lock have begun the preparatory work needed before installation of the Platipus anchors set to shore up the unstable lock walls.

Scaffolding has gone up around the temporary timber props previously fitted, allowing workers safe and easy access to the lock's chamber walls.

The project involves employing specialist contractors for part of the work and volunteers were tasked with taking off the top concrete layer and first course of stone to allow for contractors to begin the next step of inserting steel beams into the walls.

In taking off the top cill volunteers found soft material between joints in the facing wall instead of the hard lime mortar expected, which volunteer Richard Meinertzhagen said could go some way to explaining the cause of the bowing walls.

The work created a mountain of concrete and sandstone blocks, but it is hoped to reuse much of the sandstone.

The next step will involve some 17 holes being drilled into the west wall from top to bottom by a specialist diamond core drilling contractor, Precision Cutting, allowing for the installation of stainless steel vertical rods.

Then it will be over to volunteers to create new formwork and cast a new concrete beam. Within the beam will be 13 pockets to secure the upper Platipus anchors. These will be followed by the first of the smaller wall anchors added at a 30° angle.

Richard said the project would culminate with EWG volunteers repointing the walls, with the aim of reopening the lock well in time for next year's boat season.





### Tony Tyrrell

### 15th May 1944 - 18 July 2020

When Dr Tony Tyrrell told his wife Sue that he was to take on the role of Honorary Secretary for the Wey & Arun Canal Trust back in 2013 she admits she did raise an eyebrowshe wouldn't have put organisation at the top of his long list of skills.

However, what Tony did bring to the role in spades was his ability to get on with everyone, smoothing the many links needed in negotiating canal restoration, and bringing all strands together harmoniously. His success is illustrated by the many tributes that have poured in for him, not only from past colleagues, friends and neighbours, but Cranleigh Parish Council and Waverley Borough Council too.

He found his way to the Trust when he moved to Cranleigh from Southampton in 2010. After a career spanning more than 25 years lecturing at Brighton College of Technology (where he met his wife Sue, who also taught there) the pair moved to be closer to their son and grandchild.

Tony had a PhD in chemistry and taught the subject at HND/HNC levels at the college, teaching a diverse range of students, from chefs to hairdressers. When the college teaching came to an end, both Sue and Tony became part-time lecturers for the Open University and continued this on their move to Surrey.

It was through a student that the pair first became aware of the Wey & Arun Canal. "We both enjoyed walking and have completed so many long-distance paths in England," Sue explains. "A student gave me a copy of the Wey-South Path and we walked through Cranleigh and by the canal, never imagining we would end up here, or with Tony volunteering for the Trust."

Charity work wasn't new to Tony when he joined the Trust though. For many years he





Tony threw himself into his work with the Trust, from dressing in period costume for grand openings, to painstakingly creating the scale models for new projects.





had volunteered for Tools for Self Reliance, a UK-based charity working to help relieve poverty in Africa by providing tools for businesses. Tony helped restore tools and became a director and trustee, visiting Uganda to see the charity work in action.

His love of the outdoors (he spent many childhood days on Chailey Common) and

a passion for wildlife meant the Trust was the perfect fit for Tony. While he would have been happy joining working parties, a heart condition diagnosed in his teens meant that wasn't possible.

Fellow director and EWG leader Dennis Gillen says of Tony: "When we worked together on the Tickner's Depot refurbishment he was very interested in all the EWG activities and was so liked and highly regarded by all the members of the team and was readily adopted as an honorary member of EWG after that."

Tony's resilience in the face of illness was apparent to all; even when his condition worsened this year he was still lobbying on the Trust's behalf. He was never happier than when engrossed in one of his many hobbies – Sue can count 12 – or enthusing over the latest achievement of the Trust in front of an audience.

His illness may have prevented him from physical restoration work, but Tony's contribution to the Trust has been none the less valuable and his loss will be keenly felt.

"At the suggestion of our Chairman, Tony visited the Bridge End office in 2013 to gain a deeper understanding of the mission and ethos of WACT. As we chatted I was impressed by Tony's selflessness, integrity and modesty as he described his background in charitable work: a Nature Reserve project which established a birdhide and small classroom in a former railway signal box alongside the River Ouse in his home town of Lewes, as well as his work for Tools for Self Reliance.

Moving to Cranleigh, Tony sought a local outlet for this charitable impulse and joined WACT. The 'back-office' jobs in charities not being the most popular roles, we were delighted to welcome him to the post of Honorary Secretary which he fulfilled conscientiously over seven years. By gathering and collating papers for board meetings, taking minutes and making arrangements for General Meetings he made vital contributions to the smooth running of the Trust.

All this was complemented by Tony's skilful creation of scale models elucidating several canal-engineering projects. Similarly, his commitment to high environmental quality as an active citizen of Cranleigh fed into negotiations with local authority officers and councillors for sympathetic consideration of WACT's projects which was acknowledged in a tangible gift of land from Waverley Borough at the former Whipley rail/canal crossing. Tony's engagement and versatility is irreplaceable."

Alan Johnson, Technical Liaison Officer/ WACT

### Stonebridge – the past 260 years

### Technical Liaison Officer Alan Johnson charts the story of Stonebridge at the northern end of the canal

Stonebridge is a familiar place name at the north end of the Wey & Arun Canal. Stonebridge Wharf is a cul-de-sac leading west from Horsham Road to the gated National Trust car park behind Gun's Mouth wharf at the meeting of the Wey & Arun Junction Canal and the Godalming Navigation - yet which bridge is the 'stone bridge', does any part of it survive and when was it built?

Internet research reveals an Act of 1757 authorising construction of a Guildford-Newbridge turnpike by way of Shalford and Bramley. It is fair to assume that this midcentury road improvement entailed use of an existing bridge over the Cranleigh Waters and reference to the map of Surrey published by John Senex in 1729 shows Horsham Road crossing the river at this spot. The puzzle is the term 'stone bridge', because the roadside faces of the two bridges seen today (former canal bridge and river bridge) don't actually display stonework in either structure.

A map of the Shalford-Bramley corridor developed from a survey of land in the Cranleigh area made by the Ordnance Survey in 1806 (before construction of the canal) assists understanding of early developments in transport infrastructure that began to change the character of the district. Superimposition of the site of the Cranleigh Waters bridge as it appears in the 1806 survey onto today's map shows that what we know as the former canal bridge was the river bridge at that time.

PAL Vine's account of construction of the Junction Canal in *London's Lost Route to the Sea* is a little sketchy. There is no detail on the exact route selected by Josias Jessop south of the canal's junction with the Godalming Navigation, but the caption to photograph 93

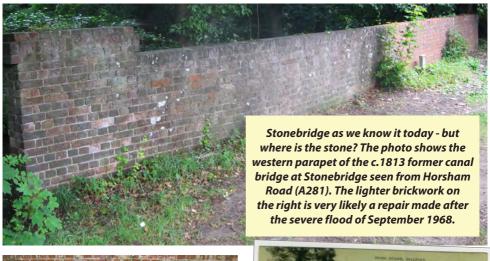
in his Surrey Waterways hints at the strategy adopted by the engineer: 'The approach to the first bridge [Stonebridge] over the waterway at Shalford in 1952. The stream here was widened and dredged in 1815 and the canal itself was dug from Stonebridge'.

It's a rather vague description, but it is logical that an early exercise for Jessop was straightening the river channel to form the route of the canal between the Godalming Navigation and the east side of Stonebridge, only excavating new canal channel southwards from a point a little way east of Horsham Road.

Accepting that Stonebridge - which firstly formed the crossing of the river and later spanned the canal - was reused, how could this change have been achieved over flowing water and why is no stone construction obvious? An explanation of Jessop's method appears in the latest edition of WACT's Visiting the Wey & Arun Canal: to achieve a length of temporarily dry river channel simplifying the rebuilding of Stonebridge, a by-pass channel was dug to take the entire flow of the Cranleigh Waters. The western end of this cut joined the river channel (soon to be converted into canal) a little way east of its junction with the Godalming Navigation. This channel survives, accommodates some flow from the river, and divides Gun's Mouth Island from the Wey Valley meadows to the south.

The Trust's plan for reinstating the northernmost kilometre of the canal entails widening this channel to accommodate one-way navigation, the extra width needed being taken from the southern edge of Gun's Mouth Island.

The features seen on the ground are explained by the process described above, but that does not explain the survival of the term 'Stonebridge' for the former canal bridge, whose roadside parapet is purely of brick construction. Appreciation of all the materials forming today's Stonebridge requires a







Left: Stone can be seen in the filled-in arch at the bridge's base. The structure was probably a flood-relief arch adjacent to the main stone bridge. Right: A postcard looking north towards Shalford.

scramble down the earth bank alongside its parapet. A low masonry arch, its vault infilled with brickwork, survives, surmounted by a panel of random-rubble stonework with galleted mortar joints. This is a treatment common in this type of masonry in southern England in medieval and Tudor times. Albeit that much of this arch is now below ground level, its small span suggests that it cannot have been the main arch of the earlier stone bridge. More likely it was a flood-relief arch located alongside the previous main span, an arrangement also seen in the bridge which carries Station Road, Bramley, across the Cranleigh Waters.

Hence the enduring title 'Stonebridge', which has given its name to the locality.

Confusion over which bridge - canal or river – is the actual 'stone bridge' has been compounded by misinterpretations made in the 20th century, not least a local newspaper feature which wrongly identified the original bridge over Jessop's by-pass channel (largely swept away by the flood of September 1968 commemorated in the article) as 'Stonebridge'. By October 1970 this badly damaged brickmade structure, partly of Jessop's original design, had been completely replaced by the flat-deck Horsham Road bridge which spans the Cranleigh Waters today.



### **Mike Anderson**

### 1942-2020

Boat Group members were shocked to learn of the death of Mike Anderson in April after a short illness. Coming so soon after the loss of Kevin Crawley, it truly felt as if much of the 'old guard' that built our boat operation had suddenly left us. Mike was 77 years old.

From an early age Mike wanted to go to sea. His father told him that if he joined the Royal Navy he would be lucky to see a boat, but if he joined the Merchant Navy he definitely would. Mike started his career as a Sea Cadet and then joined Shell. He took his degree in Plymouth and had a spell piloting hovercraft between the Isle of Wight and Portsmouth. Returning to London, he met his wife Anne and then joined J&J Denholm as their ship manager in Glasgow, where he was based for eight years, although during this time he did a stint in Iran. He returned to the UK in 1978 and travelled to Burma as the company's operations manager. In 1986 the company decided to dispose of its ships. Mike's final overseas assignment was to Indonesia.

Somehow in 1993 there was one of those lucky crossings of paths. Anne Anderson met Steve Jones (then the Trust's Publicity Manager and Editor of *Working Party News*) on a walk. Steve persuaded Mike to join a WACT Working Party.

In 1993 the Trust acquired the narrowboat *Zachariah Keppel* in a derelict condition and started restoring it for use as a tripboat. Soon Mike was in touch with Dusty Miller, who turned out to live nearby, and so a partnership was born that was to last for some 20 years and take the Loxwood boat operation from humble beginnings to its current size.

Mike's experience of all things floating was exactly what the Trust needed when it came to negotiating with the Maritime & Coastguard Agency (MCA) about the detailed requirements for boats and skippers. Mike, with Kevin and Pat Crawley, formed the team that trained countless crews and skippers. 'Firm but fair' was their approach; I can still hear Mike's emphatic orders as I nervously tried to manoeuvre the narrowboat during training – 'POWER!', 'STOP!' Mike was an active skipper himself and took charge of his share of trips up to 2019.

Soon after the Trust formed its trading company, W&A Enterprises Ltd, Mike became the company Treasurer. He held this post from 1996 to early in 2019 and handed on a well-oiled system to his successors. When Santa trips on the canal started in 1998, Mike found another role to which he was ideally suited – as the man himself.

Mike continued to shoulder the bulk of Santa duties until 2014. In retirement he found an enjoyable sideline as a speaker on cruise



Mike (right) with Peter Wilding at a rehearsal of the Loxwood Crossing opening.

ships, where one of his subjects was ... the Wey & Arun Canal. Normally as soon as the annual accounts were complete, Mike would disappear to warmer climes for several weeks.

When the time came to think about a larger tripboat, the detailed technical work naturally fell to the Kevin & Mike team. Hold-ups at the boatyard meant it was just 12 days before

the official opening of the Loxwood High Street Crossing in May 2009 when *Wiggonholt* was delivered to the canal. In those 12 days the boat had to be commissioned and gain passenger certification from the MCA. It was thanks to Mike's calm but determined approach that we achieved the deadline.

Veteran skipper Peter Wilding gave a significant sum towards Wiggonholt, with only one condition – that he could take charge of the boat at the Loxwood High Street ceremony. The promise was kept but with Mike alongside Peter in the 'co-pilot' position, ensuring that the journey from the wharf to Loxwood Lock was completely smooth.

Mike had a natural authority that instantly earned respect. He belonged to the pioneering generation of the Canal Trust for whom no challenge was too difficult. Of him we can say – if you seek his monument, go to Loxwood on a boat trip day and look around you.

Julian Morgan (with thanks to Anne Anderson)



The Trust is set to take delivery of a new tripboat, designed specially to carry passengers in wheelchairs. The purchase of the Wheelyboat Mark III has been funded by supporter Peter Grove, in memory of his grandfather Walter Grove, who was master carpenter on the Wey Navigation from 1885-1930. The refurbished boat will need to be fitted with an outboard motor, alongside seating and a canopy, before it can be put to use making the pleasure of cruising the canal accessible to a greater number of adults and children. It will be possible to transport the boat using the Trust's own equipment, so it could be launched at Loxwood and on the Summit Level.

### Uncovering the past at Fanesbridge Lock

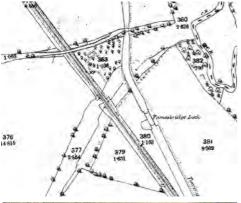
You might think recycling is a 21st century invention, but recent excavations at Fanesbridge, south of Bramley, have shown that generations before us may well have had the same idea.

Archaeologist Martin Cook and his assistant Suzanne Macleod visited the site, hoping to find remains of Fanesbridge Lock (number 18). Using an OS map from before 1893 and measuring the changes in level, the pair could calculate the point where the lock should have been, and where to start digging.

Mechanical excavations removed the top soil and the exciting part could begin. So

what did the dig reveal? Sadly, not very much, apart from a few small fragments of brick usually associated with the canal's construction, and one iron spike. Martin believes that with the bridge and lock in disuse the bricks were probably plundered for use elsewhere, perhaps in local housing.

However, the dig did uncover the remains of brickwork thought to be the abutment of a swingbridge. Technical Liaison Director Alan Johnson looked for traces of the 'Birtley' wind pump on the site - just how effective it would have been in the summer months when the canal would have been short of water is up for debate.





Clockwise from top left: the pre-1893 OS map; an iron spike was discovered in the lock area; the remains of what is thought could be a swingbridge; volunteers get digging.









### ZK returns

Zachariah Keppel finally made it back home to Loxwood this summer after having been sent away for repairs in January.

Coronavirus restrictions had meant the boat was kept for longer than anticipated at 4 All Marine and Penton Hook Marina in Surrey. Given the all clear, the boat was transported by lorry to the wharf at Loxwood, where it was lifted by crane over the towpath and into the canal.

The unusual sight of an eight-tonne narrowboat flying through the air created quite a stir with passers-by, and was filmed by a BBC South team for a piece on that evening's programme.

The work - which involved replacing rusty internal fittings, buffing the hull internally and externally, and priming and painting with black bitumastic paint, should give the boat another 10-15 years of life.

Back at the wharf volunteers were faced with the unenviable task of replacing the ballast removed before the boat went for repairs.

Some 400 pavers had to be put back into the boat into place.







A smart-looking Zachariah Keppel made the journey home in one piece and was safely craned over the towpath into the water.







### Boat trips back on

The sun shone for the first boat trips on the Wey & Arun since New Year. All seats were filled for the August 2nd start and it was a bright beginning to what had seemed like a bleak season for the boat group side of WACT.

Two trips are running on Sundays and Wednesdays in September and October, with a 12 noon trip going to Brewhurst (35 mins) and a 2pm trip to Devil's Hole (50 mins).

Much work had gone on behind the scenes to ensure the trips could resume safely for both passengers and crew. Amid Covid-19 restrictions, things were a little different from the norm. To ensure a twometre social distancing Wiggonholt was adapted to accommodate a maximum of 14 people instead of the usual 48: crew on board were limited to two (a skipper and one other crew member), with another onshore to work locks; and passengers had to wear face coverings. The changes didn't seem

The changes didn't seem to put passengers off and tickets for August were almost sold out within just a week.





Top: Mel Cornwell, Andy Smith and Tom Close were the crew for the first voyage for the summer season. Above: Organising seating arrangements, following safety guidelines and purchasing equipment needed to operate under the latest coronavirus restrictions took a lot of time and effort, but the measures mean both passengers and crew can cruise in confidence.





### Wildlife on the canal

We often see butterflies along the canal, but you can sometimes see moths as well. There are more than 2,500 UK moths. Although most fly at night, some are day flying. Moths vary in size from 4mm to 30mm. Julian Morgan photographed an Agriphila Staminella, one of the micro moths at 8-10mm.

Butterflies can still be found during the autumn. Some, including the Peacock, can be found on the ground, so be careful where you are treading. Dragonflies can also be seen during autumn. Look out for Common Darters and Hawkers.

Have you recently seen a kingfisher along the canal? Most people just see a flash of blue and orange as these amazing birds fly past above the water. But occasionally they can be seen in lower branches, reeds and on the locks.

Seasonal wildlife information can be found on our website at https://weyarun.org.uk/wildlife. All of the wildlife photos in *Wey-South* and most of those on our website have been taken by myself or Julian. We would love to see other people's photos too, so please get snapping and email them to the address below.

Dave Verrall dv@weyandarun.co.uk







Clockwise from top left: the tiny Agriphila Staminella moth is just 10mm long; if you're lucky you'll spot the brilliant colours of a kingfisher; dragonflies like the migrant Hawker and Common Darter can be seen into autumn; and watch out for the stunning Peacock butterfly.









### **Brian Crossley**

### 3rd September 1929 - 21st April 2020

As founder of the Monday Group, it is Brian Crossley we have to thank for the smart appearance of the more public areas of the canal, and today the working party's objective remains the same as Brian intended more than two decades ago.

Brian was a man of many and diverse talents, both in his interests and career. He obtained a degree in physics and, following National Service with the RAF, joined Joseph Lucas and later the ICI Metals division, where his appetite for a challenge showed itself. At their Beryllium Plant, his duties required him to scale the outside of a 150ft industrial chimney, which he described as one of the toughest achievements of his life.

His job took him overseas too, with IBM laboratories in France, before he accepted early retirement at 60.

Brian joined the Trust in January 1995 and in November 1998, on his own initiative, he founded the Monday working party with the objective of 'Keeping Up Appearances' at points where the canal passed near the public highway and where public rights of way adjoined the canal. Understandably it acquired the nickname of 'The Mrs Bucket Group' after the TV series starring Dame Patricia Routledge.

He led the group until mid-2005 when he persuaded John Empringham to take over its leadership, but continued as a member for some years after that.

Notwithstanding his involvement with his 'own' group, he was also part of the Winston Harwood Group on Thursdays, which restored the waterwheel and part of the canal at Lordings. With his trusty heavy-duty lawnmower, which he could unload from his car as he had fitted it with a special ramp arrangement, he kept control of the vegetation and worked on the restoration of the culverts under the lock.

The Wey & Arun Canal Trust was not the only organisation to benefit from Brian's support. He helped to establish the Surrey Footpath Maintenance Group, passing on the technique of digging deep holes for fence posts to the Monday Group. He was also an enthusiastic distance walker, organising walking holidays for the local Ramblers group throughout Europe.

In 2009 he and Jean, his wife from 1984, made a considerable financial contribution to the Loxwood road crossing and there is a plaque there in commemoration.

Brian will be specially remembered for his love of Jaffa cakes, his gin bottle of water and his ability to solve and set puzzles, and he will be greatly missed.

Nick Wood and John Empringham

### Working Party Round-up

The recent good weather has been a boost to renewed activity on the canal as more of our teams have been resuming work under strict new Health & Safety provisions. Progress on the ground is gaining momentum with the opening of Harsfold Bridge to public use, and with the maintenance teams restoring the towpaths and surrounds to good condition.

Meanwhile on the water, the boat teams are keeping the navigation clear and *Wiggonholt* is back in action.

Let's hope that progress can be maintained and that the coronavirus is kept at bay.

Peter Winter peter\_winter@weyandarun.co.uk

### **Monday Group**

In the early part of June we were pleased to receive the go-ahead to return slowly to 'keeping up appearances' on the canal.

Five of our 'regular' sites were visited and we resumed brush cutting, strimming and clearing the vegetation growth. Great care is needed generally, but particularly at Drungewick Aqueduct, to pause the work to allow other towpath users to pass safely and distance before work is resumed.

At Gennets Bridge Lock we tidied up the whole site and on the 22nd we returned to Tickner's Heath and Compasses Bridge to strim and mow the excessive growth. A separate group completed tidying up both sides of the canal at the Drungewick Aqueduct site. At Kevin Baker's request this group went to Drungewick Lock in preparation for repairs there. As the site had not received any attention for a long time, double strimming and raking were required. .

Finally we spent the 29th working mainly at Lordings Flood Lock. Both sides of the canal were tidied (see before and after photos), while leaving the banks uncut to allow the wild flowers to flourish. We also repaired the bench seat and moved it back to its proper location and cleaned the notice boards.





The Monday Group have been 'keeping up appearances' at Lordings.

At the beginning of July we attended Malham Lock. As our previous visit was last September, it was not surprising that the grass was, in parts, five foot high! It took the team of six all day to bring it back to looking tidy again. Bignor Bridge also received attention.

The other team of six revisited Loxwood and the three locks northwards to carry on following the initial visits in June. We made a first visit to Newbridge too, and revisited Compasses Bridge, where we dug up all the ragwort, cleaned the noticeboard and seat and tidied the whole site.

This was followed by a visit to Tickner's and more clearance work at Lordings, with a

temporary repair to the footbridge where the cows had damaged it.

At our final outing in July we again cut the vegetation at Loxwood (including pulling up Himalayan Balsam in the car park), Devil's Hole, Southland and Gennets Bridge Locks. At the last we widened the towpath from the lock to the spill weir above the lock and paid a quick visit to Run Common.

It's good to be back!

Nick Wood mondaygroup@weyandarun.co.uk

### Midweek Working Party

We have had large numbers out, in excess of 25 every week, since we resumed and everyone has enjoyed their time back, with the group split up into five or six teams in order to be Covid-secure.

One group has been in the northern part of the canal, tidying Hunt Park and pulling Himalayan Balsam - this is a thankless task as it never seems to be complete. More balsam was pulled in the Birtley section and, with the help of Dave Evans, the team cleared a tree that had fallen in the winds.

Rooks Hill and Rushetts have had a good clear up of all the brash that had assembled over the winter and Gosden Aqueduct is now looking clear of ivy.

The southern group, in teams of six, spent a week in the Drungewick area, burning the remains of a hedge that had been grubbed up so a new fence could be put in. The rest of the group have been in the Haybarn area in different groups and clearing the towpath from Lee Farm Lock to Harsfold.

Work has also been going on at Pallingham, clearing around the quays as well as the base of the canal towards Pallingham Lock. We have



Looking northwards through Pallingham Bridge, where MWWP has been in action.

strimmed from Pallingham Bridge northwards but there is still more that needs doing here.

A small group spent a very happy day starting to clear the land near Toat Bridge. The bridge can now be seen from the landowner's house. Most of August was spent here as it has not been touched for nine years.

Margaret Darvill margaret\_darvill@weyandarun.co.uk

### **Northern and Summit Working Party**

The Northern Working Party have held two working parties at the Thriscutt Slipway site with teams of six volunteers booking in under the Trust's Covid-19 rules. Volunteers register their availability with the organiser (me!) who then selects the lucky volunteers and issues joining instructions, venue, etc.

Our first tasks have been to finish where we left off on 21st March. The slipway is now cleared of materials and debris, including the welfare cabin, so that work can start on getting it looking good for next year's Trailboat Festival.

The second outing was the first of our now regular Thursday working parties and we



Toat Bridge needs a lot of clearance work as it hasn't been touched for nine years.

certainly picked a hot enough day (32°C) to dig out and lay the last section of concrete access road to the slipway. We also progressed the sanding down of the new and very large steel barrier gates built by Andy Evans prior to the lockdown. These will be installed at our new compound at Tickner's Crossing once we get common land consent and the planning conditions have been discharged. There is still quite a lot of reprofiling work at the slipway to do with an excavator to enable the site to be handed over to the Trailboat Festival team.

Bill Nicholson bill@nwpg.org.uk

#### **Boat Maintenance**

The maintenance team commenced work on 16th June. On the following day *Zachariah Keppel* arrived on a truck from the 4 All Marine shipyard in Chertsey, where she had been completely refitted and had her hull electronically surveyed.

On Tuesday 30th June, a strong team consisting of Ian James, Chris Jones, Lyn Nash, Derek Wright and myself reloaded the 400 bricks of ZK's ballast from the pallets brought to her side at the Canal Centre by Dave Evans

in the giant Wey & Arun JCB forklift truck. Sadly, it rained during most of this three-hour operation. There is nothing more depressing than loading dirty, wet bricks but it's done now, thanks to our brave volunteers.

July has been spent mainly working on ZK. lan and I have been joined at various times by Ken Broomfield, Chris Jones, Peter Hyem, and lan's next-door neighbour Keith who needed something to do to break the tedium of lockdown at home.

Having reballasted *ZK* to my personal satisfaction - as I thought that previously she was trimmed too much by the stern, lan and Ken have relaid the saloon decking. We rubbed down and stained the plywood sides to the passenger

area, resecured them and added beading pieces at the joins. Colin produced a wiring diagram which meant that she now starts every time, and the rev counter works. Peter has put three coats of white on most of the heads area, which was very dank and dark before. The next job is to rebuild the box cupboard and scrape clean and repaint the deck with the usual pebbledash paint.

Wiggonholt's floor had collapsed in the vicinity of the head compartment, and lan put a new one in making her fit for service. Seating has been reduced to a maximum of 14 to allow for social distancing. She is our only operational boat at the moment and has a passenger certificate until 29th November.

The MCA Surveyors have ceased operations due to the lockdown, so we now have a new, self-certification system by the 'Master' of the vessel. I have identified myself as such, although whether they will let me do the inclining stability test on *ZK*, she having been reballasted, remains to be seen. All grist to the mill (or it was 60 years ago) to a Merchant Navy officer.

David Arnold david\_arnold@weyandarun.co.uk



The concrete pour planned for March at Harsfold finally took place at the end of May.

### **Eric Walker Group**

Since recommencing on 25th May at Harsfold Bridge, the group has worked Monday to Friday with teams of five to eight volunteers in strict compliance with a Covid-19 Risk Assessment. Through commitment and hard work, progress has been as planned.

The initial task was to complete the pour of  $18m^3$  of concrete to create the bridge deck and then attention was mostly focused on building the brickwork for the piers and wing walls. Contractors installed the balustrading and the scaffolding was dismantled. The bridge structure was opened for public and the landowner's use on 9th July.

Excavation of the earth and collapsed old bridge structure from under the new bridge to open the canal profile has now been completed, alongside some landscaping and fencing work and the removal of the causeway and bridleway diversion on the south side of the canal.

The canalside brickwork from the original bridge has been retained and is being repointed to good condition.

Meanwhile, at Drungewick work on repairing the unstable lock wall started during the first week of July, with the adaptation of the temporary timber props to allow the scaffolding contractor to erect scaffolding through the full length of the lock. This was followed by the removal of the concrete kerb and top course of stonework to the west wall. A lot of wide joints were exposed behind the facing stones that had been filled with soft jointing material and not hard lime mortar as expected. If, as is likely, this is repeated throughout the stone beds and joints of the rest of the wall, then it would be one of the reasons why the west wall has moved and cracked.

As part of the wall stabilisation our specialist contractor has drilled 17 vertical holes through the full height of the wall and inserted stainless steel rods held in place by pressure-injected grout.

The EWG team has fabricated the heavy reinforcement for the new concrete capping beam and the formwork erection is also well under way. In August 16 specialist anchors will be fitted within the stonework across the two



At Drungewick the formwork is underway.

vertical cracks in the wall and following that the Platipus ground anchors will be installed.

Dennis Gillen dennis\_gillen@weyandarun.co.uk

### **Boat Group PEST Working Party**

With operations restarting in early August our first priority was to sweep the entire navigable section and remove debris in the water and the worst outgrowth from the bank to permit safe boat operations.

After removing a fallen tree from the navigation north of Loxwood Lock we have reached south as far as Drungewick Slipway. We cleared quite a few tree trunks and cut back the offside bank wherever it badly needed it.

Working together at different spots meant we cut up more encroaching material than normal. In fact, working together, but physically distanced, seemed to achieve the best daily results yet. The Covid-19 precautions have not impeded the team's work.

Peter Hyem, peter\_hyem@weyandarun.co.uk, or chris\_jones@weyandarun.co.uk



The restored bank at Baldwin's Knob.

### Maintenance (South)

We have been at Drungewick alongside Dave Evans, and between the two teams have cleared up the field and installed 650m of stock fencing and concreted the end wall at Drungewick Lock to cure the water leak round the back of the towpath side upper wall.

We have also installed a new set of water level probes in a new tube, cleared the end of the winding hole below the lock and levelled the ground.

At Baldwin's Knob we have completed the bank work and raised the towpath in two places to prevent overflowing of the canal towpath.

And finally, the team has replaced the lower landing stage there completely as the timbers were completely rotten.

Not bad for something that has been there for best part of 20 years, maybe more!

Kevin Baker Kevin\_Baker@weyandarun.co.uk



### Equipment fleet grows with trailer purchase

Plant hire fees are set to be much reduced in the future thanks to the acquisition of a new (secondhand) trailer.

The 24ft trailer means the Trust can now move its own plant around when it needs to without incurring the hefty daily equipment hire fees it had been paying. It's hoped the kit will pay for itself in 18 months.

### **Volunteers wanted**

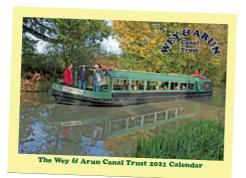
If you find yourself with a few hours extra to spare, why not volunteer?

We are seeking members to help staff the Canal Centre in Loxwood. Duties range from greeting boat trip passengers to selling merchandise and helping visitors get the most from their visit to the canal. Volunteers will use the new till system and card reader, which is simple to operate, and full training is given.

Volunteers are also being sought to help organise the IWA Trailboat Festival South next May, either on the organising group or on the weekend itself.

For those interested in restoration or maintenance, there are numerous working parties and projects.

To find out more, please email support@weyandarun.co.uk, saying which area you would like to help out in.





### Get your Christmas orders in early

It is just over three months to Christmas (yes, really!) and our fundraising calendar for 2021 and packs of Christmas cards are available to buy now.

The 2021 calendar features scenic photos of the canal and boats. The high-quality calendar comes with its own envelope for posting and is priced at £8.

The Christmas cards, featuring a new illustration by artist Oliver Lake, come in packs of five and are being sold at £4.

To buy the calendar or cards, go online at www.weyarun.org.uk/shop/, email canalcentre@weyandarun.co.uk, call 01403 753999, or pop in to the Canal Centre (check website for opening hours).



### Horsham community lottery is a winning idea

The Trust is now included in the Horsham District Community Lottery, a weekly lottery that raises money for good causes in Horsham District.

Tickets for the lottery cost just £1 per week and from every ticket sold 60p will go to a good cause. Select the Wey & Arun Canal Trust as your good cause and we'll receive 50p of the 60p (the remaining 10p will be distributed to other good causes).

Each ticket has a one in 50 chance to win a prize, with a top prize of £25,000. There will be a draw every Saturday night when a six-digit winning combination will be picked.

Go to www.horshamdistrictcommunitylottery. co.uk, select the Buy Tickets tab and search for the Wey & Arun Canal Trust from the list of those taking part.

### **Dates for your diary**

Sundays in September and October \* Canal boat cruises at 12noon and 2pm.

Wednesdays in September and October \* Canal boat cruises at 12noon and 2pm.

Saturday 31st October 2020 Autumn Meeting at Bramley Village Hall (see page 4 for more

information).

Saturday 1st to Sunday 2nd May 2021 IWA Trailboat Festival South. Email support@weyandarun.co.uk for information on taking part or volunteering.

\*For all boat trip information please book online at https://weyarun.org.uk/content/boat-trips, or contact support@weyandarun.co.uk (01483 505566).

### **Membership Report**

Our membership stands at 2,881. We would like to extend a warm welcome to the following new members.

Andy Bain	Roger Benson	Mark & Samantha Catchpole	Lesley & Rogan Dixon
Kate Gordon	Andrew Higgs	Jennifer & William Gardner	Gill & Lawrence Heath
Martin Hall	Dudley Hubbard	Don & Jacqueline Mansfield	Don & Jackie Nicholls
Max Millar	David Hurst	Linda & Nigel Rickard	Perry & Tyna Rottner
Peter Oates	Catherine Rogan	Cynthia & Kevin Simmons	Paul & Rayner Snelling
James Seller	Matthew Wheeler	Andy & Geraldine Williams	Stephen Woods

Geraldine Whitehead

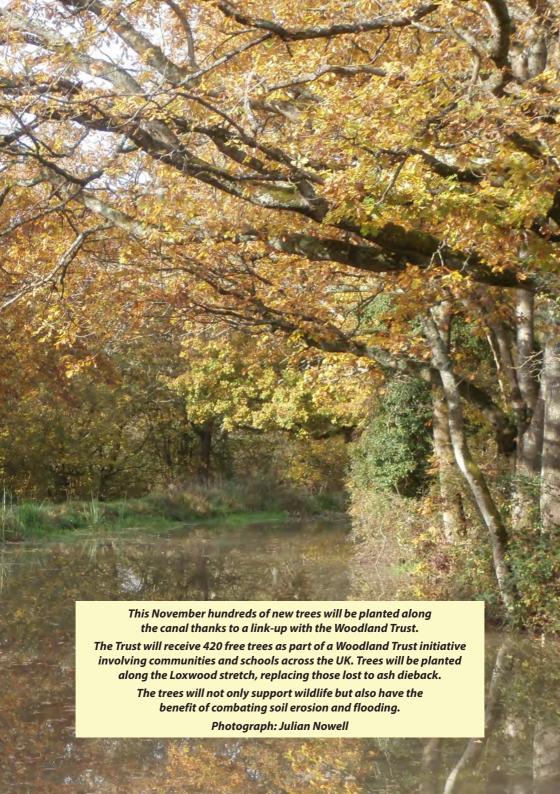
We have learned with regret of the death of:

Richard BoughtonColin DuckworthNick BlackwellTim FryMr L. JankelIan MillarJohn CherrimanPhilip DavyTony TyrrellDavid HodgkinsonDavid WebbPete Brown

Don Baldwin Peter Orriss Rosie Perks

We are pleased to announce that it is now possible to pay subscriptions by direct debit, for those members that prefer this method. Memberships can also be paid for online via direct debit.

John Tovell Membership@weyandarun.co.uk



### **Christmas Raffle 2020**



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 19th January 2021.

# The Wey & Arun 2021 Calendar is now on sale



The Wey & Arun Canal Trust 2021 Calendar



Farnhurst Bridge on the Summit Level near Alfold and Dunsfold, Surrey by Julian Morgan

#### January 2021

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1	2	3
					New Year's Day		
	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	31
Wey & Arun Canal Trust www.weyandarun.co						eyandarun.co.uk	

- \* Large (A4 size) wall calendar
- **★** Printed on high-quality paper
- ★ One page for each month with a large box for each date
- ★ Limited edition order yours now to avoid disappointment
- \* Supplied with envelope for posting
- ⇒ On sale at the Loxwood Canal Centre (01403 753999, canalcentre@weyandarun.co.uk, Open Friday, Saturday & Sunday 11am-3pm, until December 23rd).
- ⇒ Or visit the Trust's website, & buy online: www.weyandarun.co.uk
- ⇒ Or to order by post please use the order slip below.

Price: £8.00

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To: Wey & Arun Canal Trust, The Granary, Flitch	
Please supply Wey & Arun Canal Trust 2021	Calendars at £8.00 each.
Name:	Please add £3.50 postage for up to 3 calendars - for more than 3, contact the Canal Centre to
Address:	confirm postage. Please make cheques payable to
	W&A Enterprises Ltd
	For card payment, contact the Canal Centre.
Tolombonos	:1.