

WEY-SOUTH



Quarterly Magazine of the Wey & Arun Canal Trust

Issue 193 December 2020/January/February 2021



The first working party camp since lockdown was held in October, with the Northern Working Party Group spending four days constructing the deck for Birtley Bridge, near Bramley.

A small number of volunteers swapped the usual village hall accommodation for separate rooms in a local pub to join regular volunteers to construct the decking for the first Birtley bridge, which was built last year.

The deck has now been dismantled and parts will be painted and galvanised ready to be reassembled and fitted, allowing the circular canalside walk to open in the spring.

Contents

4

Autumn Meeting report
All the news from the meeting, including updates on Drungewick Lock repairs, the start of construction work at Tickner's Heath and plans for Elmbridge, plus a look at Boat Group activity over the past year

14

Looking into Lordings
Kevin Baker and his team make a start on investigations at Lordings Lock

17

Behind the scenes of an application
Why a project can take so long

18

Farewell to the Harwoods Land Rover
Sponsorship from Harwoods ends after 25 years

19

Success for Covid-safe boat trips
Public demand for trips over the late summer and autumn has been high, despite the pandemic

20

Welcome to the Wheelyboat
How the fully-accessible trip boat will be used and a look at Walter Grove, the man who will lend his name to it

22

Make your mark with a milestone
The origin of the canal's milestones and how you can get involved in a new initiative

24

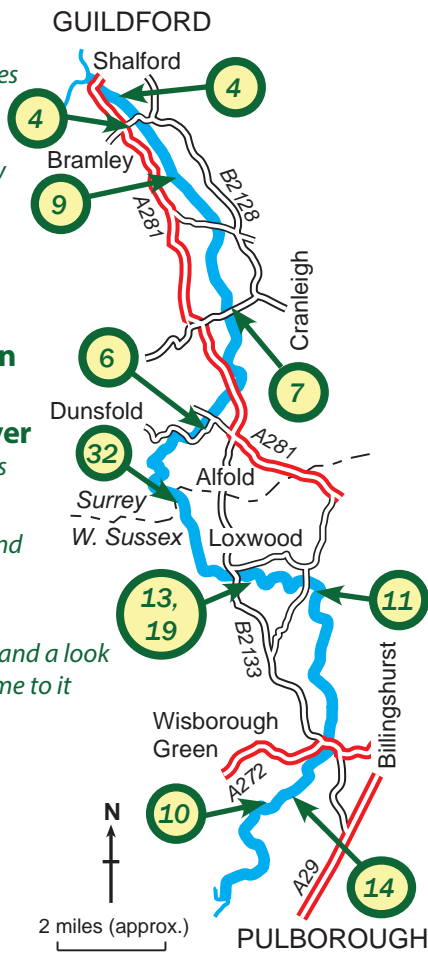
Wildlife on the canal

26

Working Party Roundup

30

Volunteer opportunities



Shalford (Northern) Office (Boat trips, Administration, Accounts and Publicity). Visitors by appointment only.
01483 505566 (support@weyandarun.co.uk)
Bridge End, Somerswey, Shalford, Guildford GU4 8EQ

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

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

Front cover: Work has begun on the Tickner's Heath road crossing at Alfold, with banners proudly showing passers-by volunteers' input.



Autumn Meeting shows spirits undented by coronavirus challenges

The Autumn Meeting in October may have missed the normal hubbub and opportunity to catch up with old friends, but what wasn't lacking was the positivity from directors despite the challenges Covid-19 has brought this year.

A small, socially-distanced audience in Bramley Village Hall and members logging in from home heard about the success stories of 2020 and the exciting plans for the future. Chairman Sally Schupke began the meeting by thanking volunteers for their hard work given the extreme circumstances the pandemic has created. "We continue to live in strange and challenging times," she said. "After the first national lockdown we were slowly able to resume working parties and then some limited boat trips. May I thank all of those leaders who completed endless reams of paperwork to enable that to happen."

Sally also revealed another high point for the Trust in 2020 - that it has completed and



filed the planning application with Guildford Borough Council for Bramley Link Phase 1. She also revealed that the groundworks for the information point at Hunt Nature Park in Shalford had been completed and that work on the site would resume in the spring.

She ended by thanking members for their contribution. "Your steadfast friendship, support and donations are deeply appreciated," she said.

If you missed the meeting and would like to watch, please send an email to support@weyandarun.co.uk for a link.

Finances in a year we won't forget in a hurry

Joint Finance Director Julian Morgan provided a snapshot of Trust finances. "I am pleased to say that the picture is much more positive than I could have expected given the circumstances we've been in this year and I'm very grateful to all those who have made that possible."

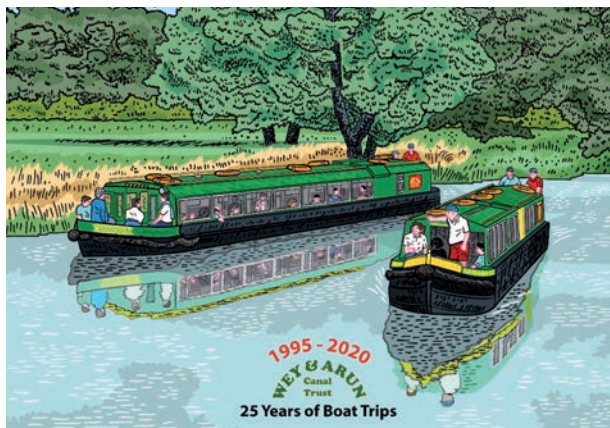


Julian said the good news was that income was ahead of where we were last year ("which is surprising and extremely cheering"), largely thanks to grants and an increase in legacies.

However, there was no denying the negative impact the pandemic has had on finances, particularly revenue from the Boat Group which had seen trips severely curtailed over what would have been the busiest period for cruises. Closure of the Canal Centre also had a negative impact on merchandise sales.

Julian said this had led to some "very difficult decisions" on the trading company side of the Trust and a review of operational costs had to be brought forward, resulting in the closure of the Granary office and loss of three part-time staff.

He said valuable support had come in the form of grants from Chichester District Council, the National Lottery's Heritage Emergency Fund, D'Oyly Carte and Employment Support from HM Treasury. He was confident the trading company's day-to-day financial position was now stable.



2020 should have seen celebrations for 25 years of boat trips. This card provided by Julian Nowell was drawn by artist Oliver Lake to mark the occasion.

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 8EQ

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.

© 2020 The Wey & Arun Canal Trust Ltd

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 193

December 2020/January/
February 2021

Work begins on Tickner's Heath road crossing



The Trust received planning permission in January 2020 for a new road bridge at Tickner's Heath in Alfold, Surrey, and work started this summer, reported Tony Ford.

Work has so far centred on clearing trees and hedges in line with ecological restrictions, and getting construction of the new compound underway.

"A lot of effort has been going on creating drainage channels as ground here is flat and gets really quite soggy," said Tony.

The route of the canal is blocked by the causeway that carries Dunsfold Road. The Trust looked at several options before deciding that the best solution was to avoid the obstruction altogether. So in an ambitious project volunteers will construct a new length of canal, approximately 180m long, to divert around the causeway and create a new road bridge at a point where Dunsfold Road is straight.

"Constructing the bridge in its original position wasn't feasible as the level between road and canal doesn't permit it, there is residential property close by and the bends on the road are such that we would never get Highways Authority approval. So the plan is to put the crossing at a point further away, at a location where the road is straight, and make use of the existing rise in the road so the raise needed is very little."

The project also includes a pedestrian footbridge. "With the road crossing and footbridge in place the canal line will deviate through the two bridges then swing back into the area of agricultural field we have just purchased. In phase two it will rejoin the canal on the west side.



"The aim is that by spring next year we will have set up the compound and installed the foundations of the footbridge – all volunteer work apart from piling by specialist contractors.

"In summer 2021 the footbridge itself will be installed by working parties. A water main needs to be diverted through the bridge, and once this is done a temporary road diversion can be constructed and work on the new road bridge can begin, we hope in the back end of 2022."

Once the new road bridge is complete the road diversion can be removed and work on excavating the canal can begin.

Tony described the timetable as "wholly ambitious".



Volunteers have been preparing the compound area, located on the opposite side of the road from the canal, on an agricultural field. They have created culverts and ditching, erected fencing, constructed a base for power connection, and added a car park area and screening.

Elmbridge Road plan moves a step closer

Tony described plans for Elmbridge Road that leads from the A281 in Cranleigh, and the canal restoration opportunity there.

A planning application was submitted in October to widen the existing single-lane road to two and allow for the construction of a new canal bridge, canal restoration, a new lock, public footpath improvements and enabling development for the landowner.

Surrey County Council has identified Elmbridge Road as a priority project and set aside Section 106 funding for the roadworks and canal bridge, while the canal restoration, footpath improvement and lock are to be funded by WACT. Tony added that the Trust has 'in principle' agreement from the landowner to release land for the road and for restoration of the canal, and the concept and design for the bridge has been agreed with Surrey.

"This will be many years as a construction programme, as there will be a strict sequence because of access arrangements, and it may be a feature of future presentations for some time," Tony warned.

He said a process was underway to transfer a length of derelict canal bed within Elmbridge Village retirement community into Trust ownership. Once complete there will be some fencing and clearance work and the Trust will provide a new footpath link between Elmbridge and the existing footpath to Cranleigh village.

Update on Dunsfold

Dunsfold Park's planning application to reposition the link road and the new roundabout on the A281 has been approved. It will ease some of the highways design constraints in the area and, Tony said, could open the door for a project to remove the obstruction at Fastbridge.



Once tree removal was complete, volunteers were required to erect some 200m of tree protection around remaining trees and shrubs. Hundreds of scaffold poles had to be bolted together and then Heras fence panels erected in front of the frames.

The whole project will involve contractors to carry out piling, but much of the work, including creating the road diversion, will be carried out by volunteers.



Bringing you up to date with Birtley

The next steps for Birtley were unveiled by Margaret Darvill. The 900m stretch in the strategic Bramley section was bought by the Trust in 2019, with the ambition of constructing two lift bridges and creating a circular permissive footpath which would come off the Downs Link, along the canal and back onto the Downs Link.

Over the course of 2019 the area was cleared, fencing erected and a towpath installed. The base of the first bridge on the section was constructed by working parties and three weeks of camps. However, "building the lift bridge has become much more difficult than

we expected," Margaret said. "The delay is down to meeting the latest requirements from Surrey County Council, as there are all sorts of regulations there that weren't there before."

While the problems are being ironed out, the decision has been taken to place a temporary deck on the first bridge.

A four-day working party in October comprising the Northern Working Party and Trust regulars made a start on the deck's construction and it is hoped it will be installed by spring.

Meanwhile, work continues on putting designs together for Birtley Bridge 2 ahead



of seeking planning permission. The project involves removing a causeway and creating a bridleway diversion, and requires Highways consent. Fundraising will also have to continue.

North of the bridge the causeway will be removed and the canal desilted for use by small boats.



The many hurdles of Harsfold Bridge

Dennis Gillen charted the success story of Harsfold Bridge, near Wisborough Green, which turned into a race against time for the EWG team to finish on schedule.

The bridge needed to be able to take heavy agricultural vehicles and so its design had to meet high standards set by WSCC Highways. Alongside this, it provided the landowner with access to his fields and so needed to be completed in time for harvest season.

Dennis reported that all started well back in October 2019. With a bridleway diversion created and foundations in, the team had moved on to building the concrete abutments. "At the end of November the weather was pretty good and we were making progress," explained Dennis. "Then the rains came..."

Storms in late November, all of December and January caused the nearby River Arun to flood, with water flowing to within a metre and half of the site at one point. However, the floods

eventually receded and the team ploughed on.

Getting the steel deck in in March was a significant moment for the team. Their high was short-lived though, as the country then went into lockdown and construction stopped. "At that point I was getting concerned we wouldn't be able to meet the programme," Dennis admitted.

However, under strict Covid regulations work restarted at the end of May. Volunteers worked five days a week to catch up and the bridge was completed in time for the farmer to take his very large hay bales across.

The bridge cost just under £50,000, with all work completed by volunteers apart from fitting the specially-made metal balustrade designed to withstand impact.



Dennis Gillen.



Drungewick Lock repairs are nearly complete

For more than two years Drungewick Lock has been shut due to movement of the lock's west wall, evidenced by two very large cracks, preventing boat trips from accessing this part of the canal. Dennis explained the sequence of repair work that has gone on, and how the end is in sight for the project.

Original monitoring showed the movement in the lock was so significant that permanent repairs were needed. "The wall moved up to 180mm out of the vertical in 12 months. However, in the next year it moved back to its original position. This showed engineers it was due to clay and the possible failure of the Horsham stone wall and abutment behind," Dennis said.

The site posed problems in that access was only through the landowner's estate next to some stables, so any solution needed to take that into consideration. One proposal was



Top: The lock is now structurally sound and volunteers will begin repointing.

Above: A new cill and a reinforced concrete top beam were installed.

percussion-driven ground anchors called Platipus anchors.

Volunteers cleaned up the lock and stabilised the structure by inserting seven very large timber props to steady the west wall against the structurally sound east wall, and tests were



Some 34 Platipus anchors were installed by specialist contractor Platipus Anchors Ltd (top) and vary in size.

The corrosion-resistant devices are adjustable and come with a lifetime warranty so should mean Drungewick Lock will have plenty more years of life ahead of it.



carried out to ascertain the anchors' suitability. With the trials proving successful volunteers then had to reinforce the west wall to ensure it could withstand the work. Working parties removed the existing top kerb and one layer of Horsham stone and installed a reinforced concrete top beam tied into inner steel rods driven down the wall from top to bottom and set in gravel.

Then the anchors could go in. Dennis explained how they work: "A small digger machine with a device on the end of its boom drives a tube into the ground. That tube is attached to a Platipus anchor, a metal structure which varies in size from a man's hand up to a large spade. On the back of the anchor is a tied stainless steel cable. The anchor is driven in at an angle until it reaches a certain resistance, then the cable is

extracted which pulls the anchor and turns it through 90 degrees. The resistance fans out in a cone shape and with enough of the anchors together covers the whole area."

Some 34 anchors have now been put into place in the lock in three rows, two in the lock and one across the top. The lowest is 1.75 metres from the base.

"All have gone in very successfully and the only work remaining is to repoint the walls, with special slightly flexible lime cement mortar, which will release the lock for future use.

Asked when the lock will be back in use for boat trips, Dennis said he was hopeful it would be ready for the next boat trip season in the spring after the repointing work and repairs to the canal north of Drungewick had been carried out.

Boat Group team pulls together in a difficult year



John Reynolds described 2020 as an “interesting and exciting year” for the Boat Group for many reasons. The past months have seen some highs and lows, thanks to coronavirus.

One of the more positive moments has been the arrival of the 17ft 6in x 6ft 9in Wheelyboat (see page 20), which is fully wheelchair accessible.

“The lightweight boat offers a flexible option for trips as it can easily be moved to different parts of the canal using the Trust’s own

equipment as we wish, and it is hoped to start using it in the spring,” John reported. The boat was purchased thanks to a donation from a supporter, and was supplied by The Wheelyboat Trust in Petworth.

Zachariah Keppel received some attention this year when it was sent away for repairs. Boats carrying more than 12 passengers need to be inspected annually by an MCA Surveyor and for the Trust’s boats that means taking one of them out of the water for hull inspection every other year. In December 2019, during ZK’s inspection, areas around the stern were found to be less than the required thickness and repairs would have been beyond the facilities our maintenance team have available.

As a result, ZK was sent away for specialist repairs over winter at 4 All Marine in Chertsey, where the thin plates in the hull were replaced, along with a host of other improvements, including painting the hull inside and out, a new prop shaft, and a full engine service.

Coronavirus delayed the boat’s return but when it did make it home the sight of a 100-tonne crane lifting the boat over the towpath and hedge attracted some useful media attention, given boat trips had at that time been cancelled.

Trips did manage to restart on *Wiggonholt* at the beginning of August, albeit with a limit on passenger numbers, a strict cleaning regime and one member of crew acting as lockkeeper, one crew member on board and one skipper, to meet government regulations.

ZK’s seating has also been given an overhaul, replicating the flexibility *Wiggonholt* offers. New seating has been purchased and the idea is to set up tables of two either side of the boat, or move them around according to requirements.



The smart new seating will allow more flexibility, essential if trips are to operate under social distancing rules for some time to come.



Removing the silt and debris from the bottom of Lordings Lock uncovered a few areas in need of attention, but Canal Maintenance Manager Kevin Baker (top) was impressed by the amount of brickwork still in a good state of repair. Investigations will continue in the spring.

Looking into Lordings Lock: what lies beneath

Over September and October Canal Maintenance Manager Kevin Baker and his group of volunteers began work on an interesting section of the Wey & Arun Canal, an area that was the focus for restoration under early volunteer Winston Harwood.

Lordings Lock and Orfold Aqueduct is a combined structure on the Arun Navigation with two weirs, a waterwheel and a canal/river flood channel crossing each other, plus a turf-sided flood lock to the south of the main site. The second weir and flood channel were installed by the Southern Water Board (predecessor of the EA) in an attempt to reduce flooding of the Arun Valley and the flood channel crosses the canal on the level below the lock.

WACT now owns the lock and aqueduct site. Priorities elsewhere have meant that the site has not really received the attention it deserves in the last two or three years, so there was a backlog of maintenance. Work is only really possible in the summer because

of winter flooding. The site is on a popular walking route so we would really like to maintain it as a showpiece.

With the help of a WACT volunteer Kevin was able to determine that a level, four-way junction is possible between the canal and the river with a little bit of work on the weirs, which if maintained and made watertight again would provide a minimum water depth of 41" across the bottom mitre of the lock. The ideal depth is 43" so a slight modification would give the extra 2".

On that premise investigations began on the condition of the lock chamber and approach. A 1.6-tonne excavator was used for the job and the team cleared the lower entrance and gate recess areas of the lock. In doing so, though, it became clear that extensive damage had been done to the end of the entrance walls.

The north wall revealed a hole in the curved brickwork, but the team ploughed on and



Clearing the lower entrance and gate recess revealed damage to both north and south walls.

found intact brickwork. They pushed on to the end of the wall and although the upper brickwork was damaged, the bulk was intact.

Turning attention to the south wall it soon became clear that it was substantially more damaged but the bottom metre was found to be in good shape. Most of the broken wall was found in the bottom and a sizeable amount of bricks were reclaimed to rebuild the damaged sections.

The bottom rails of both bottom gates are still in place, and an unusual aspect is that the bottom pin is in the floor of the lock and the gate locates onto it rather than the usual gate pin and floor cup. The team also found some of the gate's ironwork.

The other interesting find was that the bottom gates had no paddles, but instead a ground paddle culvert has been found in the south wall and apart from being bricked up at the top appears to be intact.

Stop plank channels were fitted below the lock and above the aqueduct. Further investigation of the aqueduct revealed a sizeable hole in the



bed of the approach to the aqueduct, but this is not a major problem as a new floor can be installed (the walls are in place).

The team will return to the site in the spring to continue with the excavation of the main lock chamber (approx 65ft x 12ft x 4-5ft of soil and silt to remove). The lock itself is 75ft long x 12ft wide and 10ft 5in deep with a 6ft 4in in rise so there's lots more to do.

It's also hoped to revisit the waterwheel in the future (any mechanical engineers out there please get in touch!). A grant from a charitable trust has been received that will finance repairs to the unique waterwheel.



The bottom metre of the south wall was found to be in good condition.



Lording Lock - Septmeber 1978

Lordings Lock is the Arun Navigation's highest lock.

The canal was carried over the River Arun on a three-arched aqueduct.

The aqueduct suffered badly from flood damage, and in 1992 and over a period of more than 10 subsequent years Winston Harwood and fellow volunteers in the Orfold Aqueduct Group restored the aqueduct, extending the arches and carrying out much repointing.

Why does canal restoration take so long?

We all know that canal restoration isn't a fast operation, but why does it take so long from securing permission from landowners and coming up with a solution to actually getting the work started?

One answer could well be the preliminary work that needs to be done even before a planning application is put before the local authority.

The numerous surveys that are needed to ensure a plan's green light are not only costly, but time-consuming, with some - such as ecological studies - having to be repeated over different times of the year to ensure they have taken into consideration particular species' hibernation and dormancy periods.

Some surveys, such as Preliminary Ecological Appraisals, also then lead to further specific surveys such as Great Crested Newt studies, so it's not possible to carry out investigations all at once and speed up the process.

Frustrating as it may sometimes seem, every possible impact of a restoration project needs to be considered, from the ecological angle to flooding, noise, road safety and visual effect, as well as the health and safety of pedestrians, cyclists and horse riders who may use the canal towpath, and the volunteers who will carry out any work.

Invariably, it means asking for tenders and then employing experts to carry out searches, flood modelling and wildlife monitoring, and getting them to write reports and compile drawings.

There are also the plans project managers themselves have to carry out, such as construction management, covering all elements of the build, even down to where to store equipment on site.

Alongside this, detailed plans need to be drawn up of any structural work and comment sought from interested parties ranging from anyone from the British Horse Society to Natural England and County Councils'



Ensuring the protection of wildlife is a key feature of any restoration project, and surveys are integral to that. This hibernaculum provides refuge for amphibians and reptiles at Gennets Bridge.

Highways departments before planning is applied for.

Here is a rundown of just some of the typical surveys carried out in preparation for a planning application, regardless of size:

- Preliminary Ecological Appraisal
- Habitat Suitability Index Assessments
- Surveys related to: Fish, reptile, badger, dormouse, otter and water vole, bat, and Great Crested Newt
- Tree surveys
- Topographical survey
- Ground investigations
- Concept drawings
- Flood risk assessment
- Landscape and visual impact assessment
- Road safety audit

Given all this, it's no wonder it can take several years from concept to completion - and why the costs can mount up. So when you next admire a finished project, spare a thought for the hard work that has gone on behind the scenes before even the first brick was laid.



Above: Former chairman Peter Beresford (right) receives the keys of the first on-loan Land Rover from Glyn Woodage of Harwoods in 1995; Below: Land Rovers have proved invaluable to working parties, including the recent Harsfold Bridge team.

Sponsorship from Harwoods – the end of an era

The records tell us that it was in 1995 that WACT received the keys of a long-wheelbase diesel-powered Land Rover on 'semi-permanent' loan from Harwoods of Sussex. This was the most visible result of a campaign to introduce the Trust to potential sponsors. It was a huge boost to the Trust at a time when the 'Silver Jubilee' Land Rover (purchased secondhand in 1978) had reached the end of its useful life and the main vehicle available for site work was an ex-Post Office delivery van that looked like something out of a museum.

Our relationship with Harwoods has been a long and immensely valuable one. Sadly the Land Rover Defender delivered to us in December 2011 was the last of its line – we returned it to Harwoods in Pulborough in October 2020. For many years the classic boxy Defender was the perfect vehicle for working party use – it could cope with virtually any surface and was often used to rescue cars and equipment that had got stuck in the mud. Its pulling capacity was legendary. But time caught



up with the Defender and Land Rover opted to discontinue the traditional version; from the point of view of fuel consumption, emissions, driver safety, comfort and having all the gizmos it had fallen a long way behind the competition.

Harwoods kindly updated our Land Rovers at regular intervals. The first in 1995 had a 'J' registration. In 2001 a 'T' registration version followed, in 2006 an '06' registration version (nearly new and now in dark green) and finally in 2011 another green Defender with '11' plates.

We had the option of keeping the Defender at our cost, but finally our decision was to acquire a secondhand Nissan Navara pickup truck, which was delivered in early November. We are most grateful to Harwoods for their 25 years of support.

Julian Morgan

Boat cruises



Boat trips success cut short

After a successful few months of operating under Covid safety guidelines and with reduced capacity, the last boat trip before December set out on November 4 ahead of another month-long lockdown.

Tickets had sold so well for the trips in August, September and October that the decision had been taken to continue the cruises on Wednesdays and Sundays throughout November.

Passengers on the last trip before lockdown 2.0 were treated to some spectacular autumn sunshine and splendid tree colour, with the canal looking arguably at its best at this time of year.

As Wey-South went to press it was hoped to be able to run the special Christmas cruises in December, most of which had sold out.





**John Reynolds and
The Wheelyboat Trust
director Andy Beadsley.**

Wheelyboat offers fully accessible canal cruising

In September Wey & Arun Canal Trust director John Reynolds took delivery of a Mk II Wheelyboat, a boat specially built to take disabled passengers on canal cruises.

The purchase of the secondhand boat has been made possible by a generous donation from supporter Peter Grove in memory of his grandfather Walter Grove, who was master carpenter on the Wey Navigation from 1885 to 1930 (see opposite page) and after whom the boat will be named.

The boat, which has flexible seating to allow up to five wheelchairs to be accommodated in comfort, was supplied and refurbished by The Wheelyboat Trust, a charity set up to remove barriers to water-based activities. The Wheelyboat Trust Director Andy Beadsley said the benefits of getting disabled people out on the waterways were huge. "There are lots of health and wellbeing advantages to being out in the open air and on the water. We've worked with many disability groups, SEN schools and charities and we're delighted to be able to work with the Wey & Arun Canal Trust on this project."

The aluminium Wheelyboat was originally built in Southampton in 2007, and was previously used on Siblyback Lake in Cornwall until it was bought back by the Wheelyboat Trust and



**Peter and wife Nancy, who live in the
USA, have funded the Wheelyboat.**

refurbished at the charity's boatbuilders in Petworth, West Sussex.

An outboard motor will be fitted over the winter along with seating and bimini canopy (generously provided by the Ernest Kleinwort Charitable Trust) and it is hoped the boat will be in service next spring.

It will be possible to transport the boat using the Trust's own equipment, so it could be launched at Loxwood, or on the Summit Level at Dunsfold as required.

It is planned to give the boat its official launch and naming at the IWA Trailboat Festival being held at the Summit over the early May bank holiday in 2021.



The Grove family: Walter (second row, seated left), wife Alice (seated far right), Alec and William Ewart (left, first row).

Below: Triggs Lock



For some people the love of waterways comes accidentally, through boating holidays, walks or day trips. For others, like Peter Grove, the donor of the Trust's new Wheelyboat, it's in the blood, an unavoidable draw handed down through generations.

The Grove family between them clocked up more than 300 years of service on the Wey Navigation, and Peter's donation has been made in memory of his grandfather, Walter Grove, who worked as master carpenter for 45 years and will give his name to the new boat.

Walter was born at Triggs Lock in Send in 1856 (his father William was the lockkeeper there for 56 years). After working as a page, then an apprentice to Nye's builders in Guildford, Walter was appointed master carpenter on the Wey Navigation. A photo and a brief reference to him can be found in PAL Vine's *London's Lost Route to the Sea*.

Walter was responsible for construction and maintenance from Thames Lock all the way up to Godalming. He and his wife Alice had 13 children, and at some point most of his sons would have worked with him, including Peter's father Alec.

For a young Peter and his sister, this meant the navigation became their playground. "The river became the focus of our existence with boating, fishing, camping and swimming," he says.

His uncle William Ewart ran the boathouse and every weekend after Sunday School they would help out, collecting the sculls, punts and canoes and teaching people how to paddle. Though Walter died before he was born, Peter would constantly hear how fine, well respected and capable his grandfather was and how he would talk to all as an equal.

His respect was earned not just from his years on the navigation, which made him an authority on it and brought him many friends, but his work beyond the river community. Walter was involved in local affairs, as a parish councillor, a school governor and charity trustee and as chief of the Send Fire Department, and it is this aspect of Walter's nature that Peter would also like to honour.

Walter died just days before his 74th birthday, still employed as master carpenter – in those days men didn't retire but carried on working as long as they were able. Local paper reports of his funeral describe fire brigades from across the area paying their respects and the service attended by a large number of people, with many more in the churchyard.

So what would Walter make of the canal restoration, and the Wheelyboat? "He would love the full restoration to go ahead," says Peter, "and the idea of providing a boat for all to use is fitting and wonderful."



Milestones make their mark along the canal

Winston Harwood, sadly no longer with us since 2005, has achieved the status of legend in Wey & Arun Canal history. Winston had single-minded enthusiasm, immense practical ability and determination to see a job through to the end. It is largely thanks to Winston and the volunteers who worked with him that Lordings, near Wisborough Green, became a showpiece site, with a restored aqueduct and waterwheel and a new bridge by the Flood Lock.

One of Winston's projects was to place milestones along the canal. The 1813 Act of Parliament authorising the 18½-mile length of the Wey & Arun Junction Canal between Stonebridge (Shalford) and Newbridge (Billingshurst/Wisborough Green) stipulated there should be milestones at ½-mile intervals. The markers would have been important for calculating tolls, which depended on the number of ton-miles.

The earliest Ordnance Survey maps that were published, from around 1870, show only six

markers; perhaps these were all that survived as the canal fell into disuse before its official closure in 1871. We don't know what the original markers were like, whether they were made of wood, metal or stone. But the maps do tell us that they showed the distance from the Wey and from the Arun. The map below shows the marker (milepost) near Stubbs Lock at Loxwood, or Baldwin's Knob as we know it today, 14 miles from Shalford and 4½ from Newbridge.

We don't know whether there were markers along the 4½-mile Arun Navigation section



Early Ordnance Survey maps show just six milestones in 1870.



Some 15 milestones were installed from 1997 in a project spearheaded by Winston Harwood; the milestone near Northlands Bridge (above and left) simply reads: To Hazel Chowen - a place for kingfishers to rest'.

between Newbridge and the River Arun at Pallingham. But when Winston came to replace the milestones in 1997, it was decided that they should show the distances along the whole 23 miles between Stonebridge and Pallingham. Theoretically 47 milestones were possible but 15 were installed, according to the press release issued in December 1999. The Trust found a sponsor for each at £100; as the estimated cost of materials was about £25 each the Trust made a modest profit. They were cast in concrete by volunteers in the Trust's workshop, with lettering of the sponsor's choice. My favourite is that just north of Compasses Bridge (8 miles from the Wey) that reads "Donated by Iris Piggott 2000 who worked" (Iris was a former Hon. Secretary and a famously determined lady). A close second is that near Northlands Bridge (5 miles from the Arun) – "To Hazel Chowen a place for kingfishers to rest".

Now in 2020 there is a scheme to install more milestones. We think about another 10 may be possible. Retired civil engineer Graham Baird knows all about casting in concrete and has volunteered his expertise. If you are interested in being a sponsor, please email support@weyandarun.co.uk – we expect the sponsorship amount will be about £300.

Julian Morgan



The footbridge at Baldwin's Knob Lock was in urgent need of repair after 20 years. The Tickner's Heath team made a start on a new version earlier in the year, but when lockdown prevented them from continuing Canal Maintenance Manager Kevin Baker took over the project.

The new bridge uses Sapele wood, a popular redwood, similar to mahogany, with a deep, rich finish.

Winter wildlife on the canal

It is easier to see birds during winter when there are no leaves on the trees and bushes, and the canal corridor through the Sussex and Surrey countryside provides a great opportunity to spot wildlife.

There are so many species of birds along our canal, from Great Spotted woodpeckers to Long-tailed tits, Marsh tits and wrens. As it's nearly Christmas I've included a photo of a singing robin in the Trust's Hunt Nature Park at Shalford.

It is not just birds that you can see, either. Look out for deer, foxes and other mammals.

If you have seen some wildlife and not sure what is, visit the wildlife photo page on our website. It has seasonal information and more than 300 photos.

Dave Verrall
dv@weyandarun.co.uk



Clockwise from top left: Long-tailed tit; robin; Marsh tit; Roe deer; Great Spotted woodpecker.



Left: Volunteers installing bagwork to secure the repaired canal bank at Birtley, circa 1976.

Below: Peter Orriss (left) visits the construction site of Brewhurst Bridge in 1994.

Peter Orriss

Viewing the list in *Wey-South* 192 of recently deceased WACT members, I noticed the name of Peter Orriss whose expert yet practical contributions to pioneer projects of the canal's restoration deserve to be more widely recognised. Honorary Engineering Consultant to WACT when I joined in 1985, Peter had been obliged to step down from the post of Engineering Manager of the Trust when his job as Borough Engineer of Crawley brought greater responsibilities.

Longstanding WACT member and emeritus structural engineer Richard Lamey writes of Peter "working with members Neville New and Peter Longley, to produce the longitudinal section drawing with all the canal's historic water levels". This essential diagram became Appendix 2 of the Restoration Survey first published by WACT in December 1973.

Richard also remembers: "Through his business contacts he was able to channel some surplus building materials towards the Trust, namely pre-cast concrete beams which were very useful at Malham and Rowly Lock bridges and the pre-cast pipes used to rebuild Loves culvert in 1975."



Other projects included saving the brick arch of Pallingham Quay Bridge by using a cast-in-situ capping slab, and the design and reinstatement of the breached towpath at Birtley using many tons of donated clay. "Volunteers lined the repaired canal banks with concrete bagwork and diverted natural springs under the higher ground to feed the canal, using French drains."

More information on these crucial projects to conserve important features of the canal can be found in John Wood's book *The Wey-South Project*, published by WACT in 2012 and available through the Trust's website.

Alan Johnson

Working Party Roundup

It was good to see some semblance of normality returning to the canal with the resumption of boat trips and most work parties operating, albeit with restrictions to ensure social distancing was maintained.

Initially the weather was generally kind and the work parties made great strides in getting the canal and its surrounds back into good shape. However, the clearance of vegetation, both by the canal and in the water, is a never-ending task and great credit is due to the groups that made up for time lost during the spring lockdown.

Then just as all our work parties were back in action, a new set of Covid lockdown restrictions came into force. Inevitably, our volunteering activities were suspended from November 5th until such time as it is deemed permissible for us to resume. Let's hope that this intermission will be shorter than that in the spring.

Peter Winter

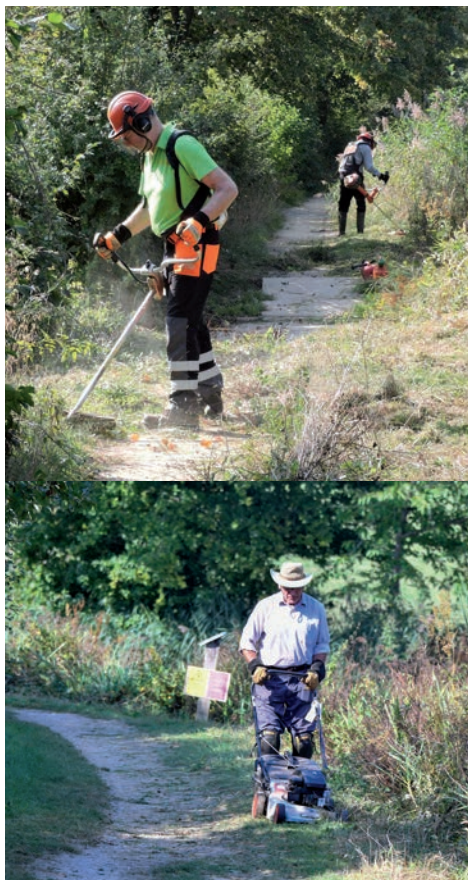
Peter_winter@weyandarun.co.uk

Monday Group

As is now the 'new usual', we have been operating in two or even three teams. Work has been undertaken in many places including Lordings, Drungewick, and Loxwood. Run Common received attention too, where we sawed up a large branch that appeared to have been left on the bank, as well as dealt with a load of grass cuttings dumped in the canal bed by the great British public.

We also visited Compasses Bridge and gave the site a thorough tidy up and continued to Tickner's where the fence, alongside the canal north of the road towards the slipway, was cleared of all brambles for 100 yards.

In August we visited Drungewick Aqueduct, Loxwood, Devil's Hole, Southland, Gennets, Tickner's and Compasses to ensure the sites looked tidy before the Bank Holiday. Then it was back to Haybarn, cutting the hedge on both the field and towpath sides, widening



The Monday Group had a large turnout over the summer.

the towpath and brushcutting/strimming the towpath bank to the base of the canal.

We also visited the Drungewick Aqueduct site, increasing the width of the towpath from single file to two metres for a distance of some 500 metres towards Baldwin's Knob Lock.

In September and October numbers were high and so we worked in three groups, one at Loxwood clearing the ditch at the base of the towpath bank in the overflow car park, another at Gennets Bridge Lock cutting the large 'compound' and mowing the lock side, and the third group at Malham Lock and Compasses Bridge. It was very satisfying to have achieved



The EWG have also been kept busy at Pallingham Bridge.

so much. The 'Gennets team', at Kev Baker's request, have cut the towpath bank all the way from the lock to the overflow weir. We undertook more clearance work and thistle pulling in the new Tickner's Heath Crossing compound. Haybarn also got attention.

Then it was back to our regular sites for our third and fourth meetings, working at Loxwood, tidying up at the Drungewick Aqueduct site and grass cutting at Newbridge, Tickner's and Compasses Bridge.

Nick Wood
mondaygroup@weyandarun.co.uk

Eric Walker Group

Since Harsfold Bridge was opened on 9 July 2020, there has been regular traffic. The brickwork of the old bridge which we exposed while excavating the foundations for the new bridge has been preserved and renovated on the south side. The approach ramps on both sides of the bridge and part of the south bridleway have been surfaced and rolled with road planings. Finally, we removed the last remaining remnants of the causeway to the east of the bridge and this released quite a lot of water, giving the impression of a functioning canal at least for a short distance both sides of the bridge.

At Drungewick Lock, the group completed the removal of the stone top kerb to the west wall. This was replaced by the construction of a new reinforced concrete kerb. Incorporated within this were recesses and holes, through which Platipus anchors have been installed by our specialist contractor.

Meanwhile, there was extensive activity making repairs at Pallingham Bridge. The group installed a reinforced concrete cantilevered beam to support the north east bridge parapet. That parapet was completely rebuilt and much remedial work has been made to other brickwork. In several places the brickwork has been reinforced with stainless steel ties. However, additional work has been identified to deal with extensive cracking to the stone bridge abutments. This will involve the installation of four Cintec anchors.

While excavating under the bridge for new stop plank channels, the stonework of the original towpath passing under the bridge was revealed. We have decided to rebuild this with stonework on the existing foundation and to install galvanised steel stop plank channels with a hardwood base timber. EWG activities are now approaching completion and the installation of Cintec anchors to the abutments will be undertaken by a contractor.

Dennis Gillen
dennis_gillen@weyandarun.co.uk



PEST

The PEST group has been busy throughout the period, often using *Josias Jessop* and *May Upton* to access work sites and transport cut material. Tasks have encompassed dealing with fallen trees, clearing the banks of reeds, removal of weed from the channels and collection of floating debris. The work parties have been active throughout most of the navigable section operating from Southland to Drungewick, initially concentrating on tasks to enable the start of passenger carrying trips.

Generally six of us have been able to attend on any working day. This is an ideal number, given our Covid-19 mitigation regime, as we can operate two boats with three crew in each.

Chris Jones
chris_jones@weyandarun.co.uk

Midweek Working Party

The Midweek Working Party has continued to have good numbers operating in their separate groups. The northern group has been helping Dave Evans. They have also spent one week in Hunt Park tidying up for the winter and one week at Birtley clearing up the summer growth to the north of the bridge on the west bank. The southern groups have nearly finished tidying up years of growth at Toat. It is very

satisfying to have such happy landowners. We have one more week's work there.

We have also cleared a great deal from Cook's Bridge to Pallingham Bridge in order that the canal can be put in water. However, we have come to the end of what we can do there for this year as we have been defeated by the weather and the bed of the canal is now filling up with water.

Margaret Darvill
margaret_darvill@weyandarun.co.uk

Boat Maintenance

Zachariah Keppel's refitting is finished. She has her new chairs and a valid passenger certificate until 20th November. She was back taking passengers on short charter trips to Brewhurst Winding Hole and back.

Ian has drilled holes for the escape ladder pegs on either side of the bow, which can now be abandoned from either side as well as from the starboard side entrance port. It is reported that the deep water channel in the bow of ZK causes the stand-on box to tip and threatens to precipitate the forward crew member into the canal.

When restrictions are lifted the maintenance team will be employed in measuring up and having tables made.



The aft deck of JJ has been given a repaint.

Wiggonholt was ready for action and employed for the trips at weekends and Wednesdays. She has had her tiller shortened by 4 inches to make it easier to put the helm over without the skipper falling down the hatch.

Josias Jessop has needed attention for a broken engine cut-off cable and some electrics to tidy up. After the new injectors were fitted the engine hardly smokes at all when warmed up and running at normal speed. She has had her new deck painted, her cabin roof repainted and her forward door window repaired. The stern and aft deck have also been cleaned off and given two coats of black bitumastic paint.

The next thing is to organise our November annual survey for the two big boats. The MCA surveyors are all in lockdown at present, so with the Senior Surveyor's permission, I am acting as our surveyor.

David Arnold
david_arnold@weyandarun.co.uk

Northern Working Party Group

It has been a busy time with preparatory work continuing on the Tickner's road crossing. The team worked five days in support of Dave and Andy Evans felling trees at the crossing site. All clearance work had to be completed by the end of October to satisfy ecological conditions on the planning permission. This was followed by

a small team removing the tree stumps under the careful eye of our ecologists. Elsewhere the team continued to prepare the compound area. The welfare area is being set up, the compound car park has been laid with the plastic road sheets bought for Birtley last year and the vehicle access improved.

During two very wet days, the majority of the scaffold tree protection fencing was erected. That part of the site will then be 'mothballed' while work is concentrated on removing tons of earth in preparation for the site compound.

In mid-October the team diverted to Drungewick Lock to collect the timbers used to support the lock walls for conversion into a temporary footbridge crossing at Birtley. The timbers were taken to the slipway site which became our workshop for the next three and a half days. Much of the time was spent cutting and drilling metal joining pieces, together with making the bolts (all different lengths) to assemble the whole. In the spring the structure will be taken to the site and erected and the circular path can be opened to the public.

Bill Nicholson
bill@nwpg.org.uk

Tickner's Heath Depot

Well, it has been six long months since any of the depot crew have been able to return to work due to government regulations. Our problem was that as we were working inside we could not comply with the social distancing rules as they were, but with the slight relaxation of said rules the depot crew have been able to return to some kind of normality.

We restarted work on our main project of producing a replacement footbridge for Baldwin's, cutting the mortices for one of the hand rails and fitting the uprights and had hoped to start to assemble the bridge prior to painting.

John Smith
depot@weyandarun.co.uk

Canal Maintenance Unit (CMU)

The CMU has been hard at work at Lordings Lock - for more details see page 14.

We were also busy at Cook's Bridge and Pallingham, where we removed the drain pipes from the canal bank and cleared a lot of tree roots from the canal bed. We have also converted a 2ft stone drain pipe in the canal bank into a small weir which will allow us to fill the canal to approximately $\frac{3}{4}$ depth and then the water levels can be set throughout the Old Toat to Pallingham stretch of canal. The sluice and weir at Cook's Bridge has been repaired with new boards and regalanisation of the metal channel.

Kev Baker

kevin_baker@weyandarun.co.uk

Support the Trust as you shop

If you shop at Amazon, you could be helping to raise funds for the Trust at no extra cost to yourself. AmazonSmile is an easy and automatic way for you to support the Wey & Arun Canal Trust every time you shop, with all the same items and prices as Amazon. The company simply donates 0.5% of your eligible purchases to a charity of your choice when you shop via AmazonSmile. All you have to do is go to <https://smile.amazon.co.uk/ch/265331-0>, or Google Amazon Smile.

You may also want to add a bookmark to smile.amazon.co.uk on your web browser to ensure that every time you shop the Wey & Arun Canal Trust benefits.

Volunteer opportunities

Do you have time on your hands? Then the Wey & Arun Canal Trust will be happy to help you. There are jobs for everyone but at the moment we are particularly looking to fill jobs that do not involve picking up a spade or getting your hands muddy.

Hon Secretary

The sad loss of Tony Tyrrell has left a gap in our management team that we urgently need to fill. The job of the Trust's Hon Secretary has changed hugely with the times. He or she no longer needs to read and write many letters or handle huge piles of paper. But making sure that the Trust's administration runs smoothly is one of our key jobs, along with Chairman and Treasurer (Finance Director). The Secretary takes charge of organising General Meetings (twice a year), Board meetings and other events including the Special Invitation Cruises that we normally run each summer and public consultations for planning applications.

The job is an important one but not necessarily massively time-consuming. Nowadays the Secretary can call on a small team, including our Assistant Secretary (Peter Winter), a part-time Administrator, our website manager and other colleagues. Our Company Secretary (Giles Eyre) deals with most official formalities and our Membership Secretary (John Tovell) handles subscription matters. If you are interested in helping with the Trust's management, please get in touch (support@weyandarun.co.uk) for an informal chat.

Securing the line of the canal

If the Trust is going to achieve its objective of restoring the whole 23-mile length of the canal, it won't always be able to rely on the generosity of members and supporters and will need to talk to landowners about other possible terms.

So far we've been successful in securing quite a good number of leases and land transfers but there's more to do. The Trust would therefore like to find volunteers with experience in the property world. Ideally that experience would include negotiation, valuation, and financing. So if you're interested in helping please get in touch (support@weyandarun.co.uk), even if you don't have much experience. Any help will be welcome.

Membership Report

Our membership stands at 2,873. We would like to extend a very warm welcome to the following new members.

Brian Barry
Rod Brown
Caroline Charman
Lee Gillibrand
Nigel Hartley
Philip Mellor
Andrew & Jane McNeillis
Gemma & Stuart Muncy
Noel & Hilary Richardson
Norma Lambert
Christine & David Whitfield

John Cole
Mike & Bryony Burnell
Sue Darling
Tim & Emma Green
Ralph Hunt
Ian McCarthy
Sue & Norberto Martins
Liz & Roger Newnham
Hazel & John Speed
Martin Thurlow
Damone & Trevor Whittle

Diane Bennett-Chick
Christopher Butler
Adam Gibbs
Michael & Victoria Gradden
Brian Jeffery
Brian Morgan
Jim & Judy Pounds
Catherine Rowlands
David Stevenson
Jane Young

Derek Smith
Graham Canning
Sarah Summerskill
Maggie Jennings
Kev Rogers
John Scott
Maurice Woolgar
Jules White

We have learned with regret of the death of:

Keith Quince
Jennifer Flack

Adrian Coulman

John Pocklington

Peter Archer

For members currently paying by cheque, please can you consider changing to payment by standing order or direct debit? It would help reduce our administrative costs and effort.

John Tovell
membership@weyandarun.co.uk



Pictures by Julian Nowell and Richard Shenton.

Volunteers helped run socially-distanced Heritage Walks as part of Guildford Walkfest and Heritage Open Days. Five leaders led groups of six along the former Guildford to Horsham railway line to Tannery Lane Bridge, Gosden Aqueduct, Bramley Wharf and Birtley Bridge.

Dates for your diary

Sunday 13th and 20th December *

Wednesday 16th and 23rd December *

Saturday 24th April 2021

Saturday 1st May to Sunday 2nd May 2021

Santa Cruises at 10.30am, 12noon and 1.30pm.

Santa Cruises at 10.30am, 12noon and 1.30pm.

Annual Meeting at Billingshurst Community Centre at 2.30pm with events for members in the morning.

IWA National Trailboat Festival. E-mail support@weyandarun.co.uk for information on taking part or volunteering.

***For all boat trip information and bookings please go online at www.weyandarun.co.uk.**



Contractors removed the piling below Gennets Bridge Lock in early November, opening the way for the causeway to be removed. Stop planks will eventually be installed to increase the water levels in the lock.

The lock was officially opened in 2018 and is a testament to the hard work of volunteers who worked with contractors on the project .

The lock and bridge were certainly looking impressive in the autumn light.

PLEASE REMEMBER US IN YOUR WILL

**LEGACIES PROVIDE VITAL SUPPORT TO OUR
RESTORATION PROJECTS**



We've come a long way since restoration of the Wey & Arun Canal began, but there's still much more to achieve. Money from legacies has been crucial in completing major projects such as Compasses Bridge and Gennets Bridge Lock and will ensure future successes and a faster pace of change.

[HTTPS://WEYARUN.ORG.UK/DONATIONS](https://weyarun.org.uk/donations)



HAVE YOU MADE YOUR WILL?

Making a will ensures that your money and property go to people and organisations you choose to leave a legacy to, with no uncertainty for those you leave behind. Leaving a financial gift to the Trust will help secure the projects that are needed to complete the canal's restoration, bringing back the link with the UK's inland waterway network and London's lost route to the sea.

If you have already made a will and would like to include the Trust as a beneficiary, a simple codicil (amendment) can be added. A form can be downloaded from the Donations page of our website, <https://weyarun.org.uk/donations>, or from emailing legacies@weyandarun.co.uk or calling 01483 505566.

INHERITANCE TAX CAN BE REDUCED

Leaving charitable gifts in your will can help you to reduce the value of your estate liable for Inheritance Tax as charitable bequests are tax exempt, so a gift to the Wey & Arun Canal Trust could reduce the amount to be paid after your death.

ASK FOR A DONATION IN LIEU OF FLOWERS

Floral wreaths last just days, but can be replaced with a longer-lasting tribute to a loved one. Asking friends and relatives to make a donation to the Trust in lieu of flowers supports an enterprise intended to last hundreds of years.

Find out more at <https://weyarun.org.uk/donations>
or write in confidence to: Legacies, WACT Northern Office, Bridge End, Somerswey,
Shalford, Guildford, Surrey GU4 8EQ
Tel: 01483 505566 Registered Charity No. CC265331