

# WEY-SOUTH



**Quarterly Magazine of the  
Wey & Arun Canal Trust**

**Issue 195 June/July/August 2021**





## **DofE students lend a hand**

*The team at Tickner's Heath has been bolstered by the addition of three young helpers, as part of the Duke of Edinburgh's Award scheme.*

*Lenny (left) is working towards his Bronze Award, while Zach (bottom left) and Harry (bottom right) are hoping to achieve their Gold Awards. They will be spending time with the Trust as part of the volunteering section of the initiative.*

*They have been making themselves useful at the road crossing project, carrying out jobs ranging from digging trenches to helping to mix concrete.*



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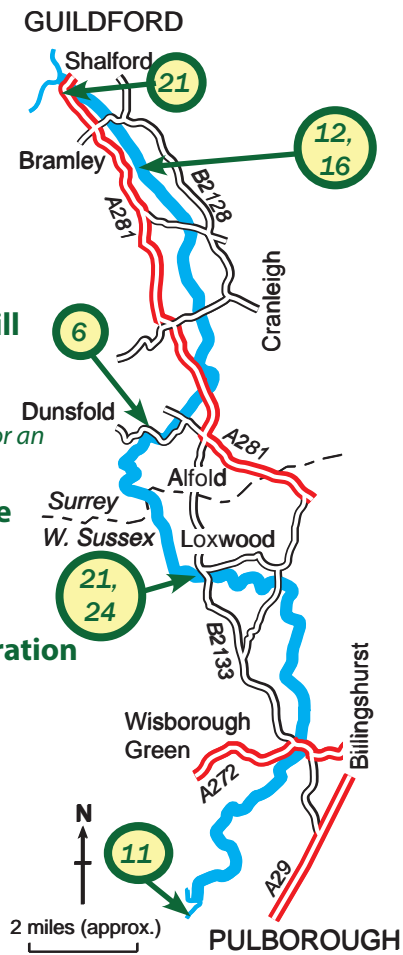
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**Shalford (Northern) Office (Boat trips, Administration, Accounts and Publicity). Visitors by appointment only.**  
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**Front page: Our tripboat fleet lined up outside the Canal Centre at Loxwood on May 11th. From left: Zachariah Keppel (undergoing MCA survey work), Josias Jessop and Wiggonholt.**

## Notice of Annual Meeting at Billingshurst, 31st July

The 48th Annual General Meeting of the Wey & Arun Canal Trust Ltd will take place at the Billingshurst Centre, Roman Way, Billingshurst, West Sussex RH14 9QW on Saturday 31st July 2021 at 2.30pm.

1. Apologies for absence [see note 1 below].
2. To receive and adopt the Minutes of the Annual General Meeting held on 25th April 2020 [see note 2 below].
3. To receive the Chairman's Report.
4. To adopt the Accounts and Balance Sheet for the year ended 31 December 2020, together with the Directors' and Independent Examiner's Reports [see note 3 below].
5. To appoint the Independent Examiners for 2021 and to authorise the Council of Management to determine their remuneration.
6. Election of Directors:
  - a. Dennis Gillen and John Reynolds, in accordance with Article 42 of the Trust's Articles of Association, and Bill Nicholson and Giles Eyre, who were appointed by the Council of Management in the course of the last year under Article 38, retire and are eligible for re-election.
  - b. Candidates nominated in accordance with section 45 of the Trust's Articles of Association [see note 4 below].
7. To receive a Report from W&A Enterprises Ltd.
8. To transact any other business proper to an Annual General Meeting.
9. Date of next meeting – date and venue to be confirmed.
10. Close of formal meeting.

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

After the refreshment break the programme (subject to alteration) is planned to be:

- Tickner's Road crossing
- Elmbridge
- Gennets Farm
- Birtley section
- New boats

### Notes:

1. Apologies for absence should be sent to the Northern Office ([support@weyandarun.co.uk](mailto:support@weyandarun.co.uk)) before the start of the meeting.
2. Copies of the previous (2020) Minutes will be available at the meeting.
3. Copies of the Report and Accounts will be available at the meeting; if you would like a copy in advance, please contact the Northern Office ([support@weyandarun.co.uk](mailto:support@weyandarun.co.uk)).
4. The Trust warmly welcomes new candidates for election as Directors. The formal requirements are:
  - a. A paid-up member of the Trust must propose your election in writing (and you must agree to the proposal);
  - b. The proposal must reach the Hon. Sec at least 14 days before the meeting – that is, by 17 July 2021 (the Northern Office has a proposal form, although you are not obliged to use it).

Please note: Arrangements may be subject to change according to Covid restrictions at the time. In the event a face-to-face meeting cannot be held, the Annual Meeting will be conducted online.

### April update

**More than 60 members tuned into a Zoom meeting on April 24th to receive an update from directors. If you missed the meeting, please e-mail [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk) for a link.**



## More canal secured

***Good news has come thick and fast over the past few months as the Trust has reached agreements to extend the amount of canal we can access.***

***A section of in-water and disused canal at Rooks Hill and Fanesbridge, near Bramley, is now under Trust ownership. For more on plans here, turn to page 12.***

***Further south, at Northlands, the opportunity arose to purchase 830m of canal. EWG leader Dennis Gillen says the stretch is in very good condition, with tidy banks, and is in water.***

***The EWG will be installing about 470m of stone-based aggregate to create an access track there, although there are no plans for major restoration here at present.***

***At Rye Farm, north of Elmbridge Road in Cranleigh, Surrey, a further 350m of derelict canal is now available to us following a change of landowner. The new landowner put in a request via our website for talks, and the Trust was quick to oblige. General clearance of the canal bed and banks has now started there.***

***The longer-term plan, in liaison with the landowner, is to install a towpath, including a diversion of the bridleway from the landowner's drive.***

The Quarterly Magazine of

**The Wey & Arun Canal Trust**

Registered Charity no. CC265331

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

**All communications and copy either by post to:**

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**Or e-mail to:**

[weysouth@weyandarun.co.uk](mailto: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](mailto:membership@weyandarun.co.uk)

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

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

**Issue 195**

**June/July/August 2021**



## Tickner's Heath



### Tickner's project moves ahead despite lockdown

Restoration Supervisor Dave Evans may not have had his trusty crew of volunteers for much of the year, but that didn't mean progress ground to a halt at Tickner's Heath in Alfold, Surrey.

Before lockdown in January, volunteers had constructed the main compound and the car park. This meant that the ground was prepared for contractors who were permitted to press on with the piling and concrete pour needed to construct the footbridge abutments.

In March Dave and apprentice Adam Rayner put together shuttering for the footbridge abutments but this time, instead of using volunteers to build the frame out of wood, they hired in reusable Frami formwork that simply bolted together. The shuttering actually proved cheaper than buying in the wood to make our own, Dave reports, and has the benefit of being reusable and sustainable.



***Hired-in Frami formwork replaced the labour-intensive alternative.***

The first concrete pour required a little manpower to spread and level the 20 cubic metres of ready mixed concrete, but when it came to the second pour the heavyweight concrete boom pump was called into play alongside the mixer to reach the shuttering.

The concrete mixer delivered the mixed concrete to a hopper at the back of the boom lorry, which then unfolded its boom to reach the furthest abutment and pump the concrete



**Contractors delivered the concrete required for the footbridge abutments, with a boom pump needed to reach the furthest. The boom unfurled to pump the concrete straight into the shuttering.**

where it was required. The pump meant the concrete was poured in a matter of minutes, just where Dave directed it.

Once the concrete was set and formwork removed it was a case of smoothing the rough edges of the bankseats. With volunteers back in action, a start could be made on the brickwork needed to build up the banks on either side of the footbridge to reach the new higher road level required.

The footbridge itself is being fabricated by Four-Tees Engineers in Fareham, Hampshire. The eight-tonne steel structure will be fitted by the company in mid-June. Project manager Tony Ford said the installation would be “an interesting spectacle”.

“It’s not a small structure and will need quite a substantial crane and a short closure of the road,” he said.

The footbridge will be suitable not only for pedestrians, but also cyclists and horse riders. Its parapets and decking will be constructed by volunteers.











***Once the bankseats had been constructed, volunteers could get cracking with the brickwork. The banks either side will be built up to road level and so the brickwork has been prepared with waterproof bituminous paint. Volunteers will also construct verges and footpaths to either side of the footbridge site.***





**The eight-tonne steel footbridge is being made by Four-Tees Engineers and it is hoped to be installed by the end of June.**

## **Fastbridge now a real prospect**

*What was previously just a possibility, restoration in the Fastbridge stretch on the A281 could now be much more of a likelihood.*

*The Trust is in the early stages of what would be a major project to remove the causeway where the A281 blocks the canal close to the existing brick arch bridge.*

*The breakthrough is thanks to plans by Dunsfold Park for a new roundabout to the north of the bridge. The new access road will provide a direct link from the A281 to the main perimeter road within the aerodrome site and, crucially for the Trust, bring with it speed reductions on the A281.*

*Bringing down the speed restriction from 60mph means that changing*



*the curve of the road becomes easier and much less costly for the Trust.*

*In-principle agreement has been reached with three landowners involved and surveys and scoping of utility diversion is underway. Watch this space!*



## Pallingham Bridge



### Job complete at Pallingham Bridge

Pallingham Bridge is now fully restored, thanks to the efforts of EWG volunteers and contractors.

Lockdown and high water levels had put the project on hold since December, but once conditions allowed a specialist firm was able to install four Cintec anchors through the brickwork into the stonework to repair the severe cracking between the bridge foundation stone walls and facing brick walls.

The contractors drilled 2in holes into the body of the abutment of the bridge, inserted a stainless steel rod surrounded by pressure impregnated cement and, once set, inserted and tightened security plates, providing a safe and secure solution.

Volunteers had rebuilt the brick parapet wall last year, but there were a number of other small cracks and these were repaired using helical stainless steel ties set into the horizontal mortar joints and repointed.



When working on the underside of the bridge the team discovered the foundation of the towpath, which unusually ran under the bridge as on this section from Pallingham to Newbridge the barges would have been towed by men and not horses; it was easier for men to get under the bridge.

The team decided to rebuild the towpath to its original state, using some of the original stones to make up the wall. It wasn't easy working under the bridge with heavy stones and water levels, but the team managed to successfully recreate a piece of history and ensure the bridge has a good few years of life ahead.



## Trust prepares to take the canal beyond Birtley

Thanks to positive negotiations with landowners the Trust has acquired an area of canal at both Rooks Hill and Fanesbridge, near Bramley in Surrey, extending the 900m stretch of canal at Birtley which the Trust bought in 2019 and where the first of two bridges has been built.

At Rooks Hill the Trust now has access to 180m of canal partly in water at its northern end (Birtley), 300m length of pasture running parallel to an infill section of former canal at Rooks Hill Farm, and 50m of canal not in water.

A 350m length adjoining this section at Fanesbridge is also now available for restoration.

A planning application is currently being prepared to restore the canal here by creating a new towpath, a new canal channel, including a new winding hole, and constructing a bridge.

The application will include construction of 450 metres of new canal 8 metres wide, reinstatement of 530 metres of existing canal channel and the construction of a brick-faced bridleway overbridge, similar in style to that at Pallingham and Gennets, and a lock.

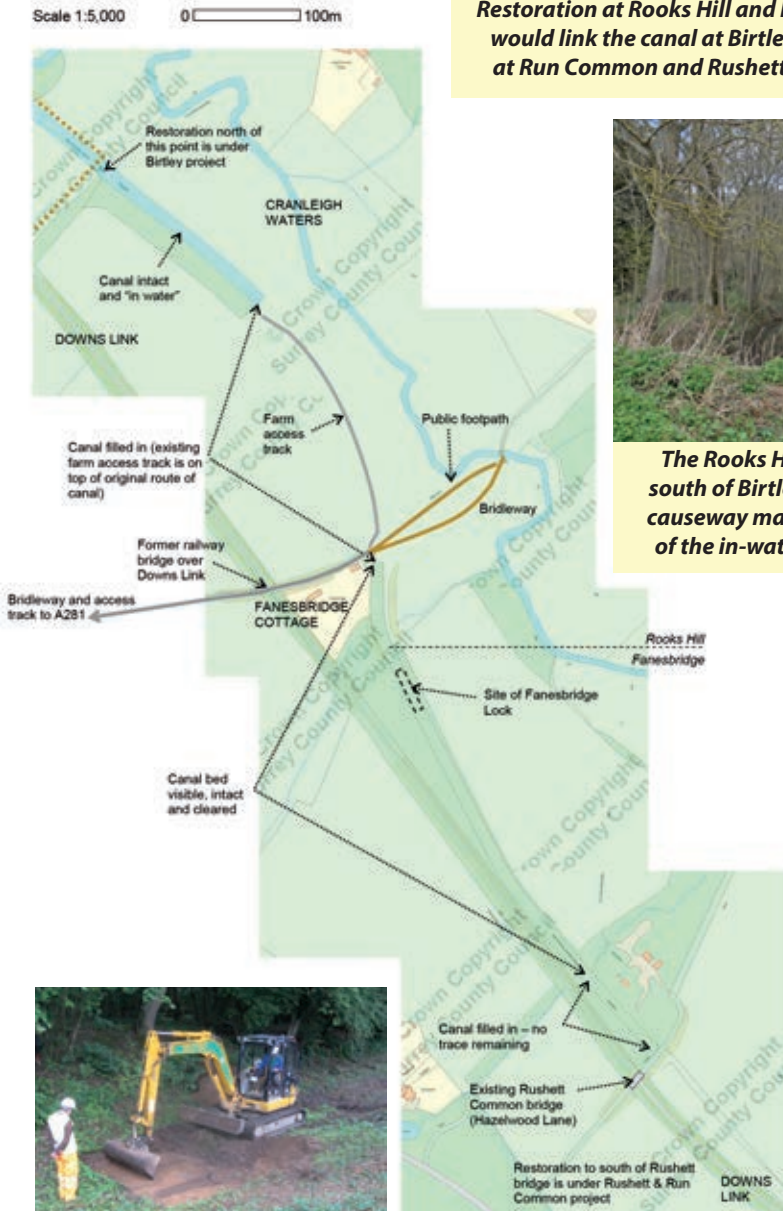
The ultimate aim is for the restoration to join up with the canal at Rushetts, which is currently awaiting the result of a planning application to re-create some 600m length of canal between Run Common and Rushett Common.



***Restoration of the canal  
will be feasible beyond  
the Birtley section thanks  
to recent changes.***

## How it looks now

**Restoration at Rooks Hill and Fanesbridge would link the canal at Birtley with that at Run Common and Rushett Common.**



**The Rooks Hill section south of Birtley, where a causeway marks the end of the in-water section.**



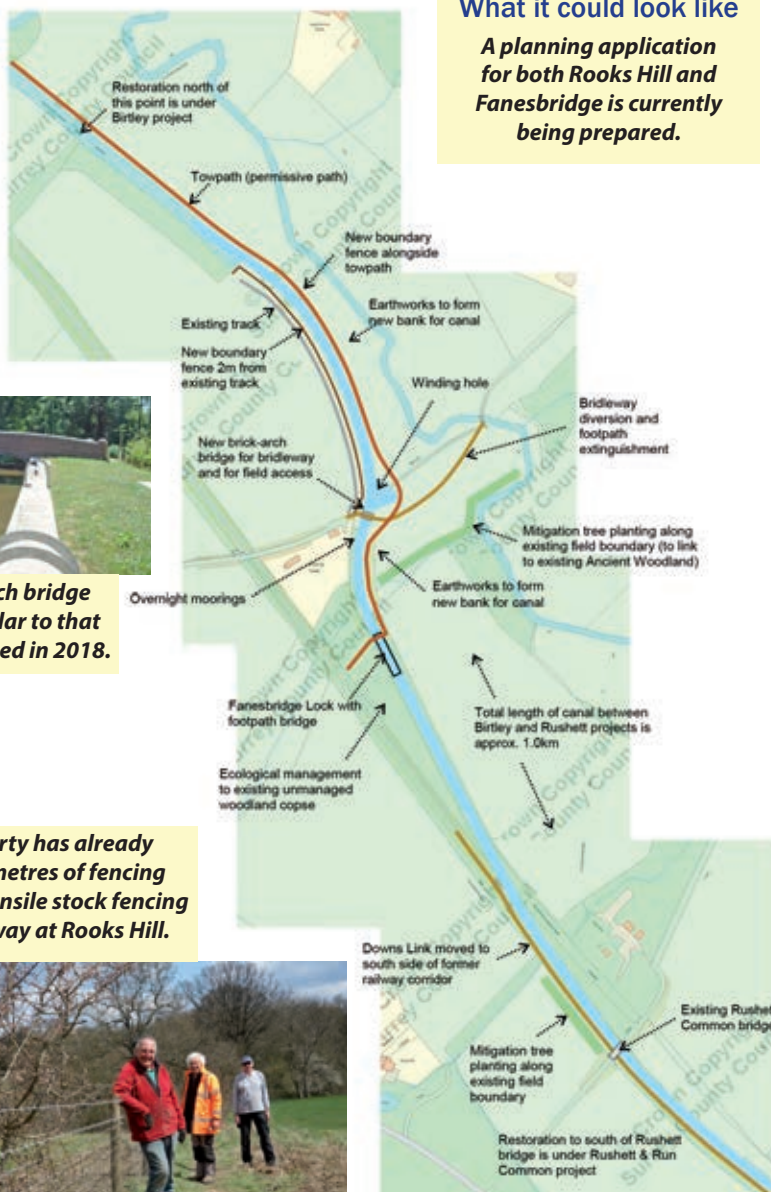
**An archaeological dig at Fanesbridge in July 2020 failed to find the remains of the lock.**

Scale 1:5,000

0 100m

## What it could look like

*A planning application for both Rooks Hill and Fanesbridge is currently being prepared.*



*A new brick-arch bridge would look similar to that at Gennets, opened in 2018.*

*A working party has already replaced 120 metres of fencing with new high-tensile stock fencing along a bridleway at Rooks Hill.*





## Apprenticeship first for the Wey & Arun Canal Trust

The Wey & Arun Canal Trust has become the first independent canal trust in the UK to take on a Water Environment Worker apprentice.

Nineteen year old Adam Rayner began the level 3 apprenticeship, run in tandem with Bridgwater & Taunton College, earlier in the year. The course was developed by the Environment Agency, in partnership with the National Trust, the Canal and River Trust and Somerset Drainage Board in 2019 and the Trust was keen to get involved.

The initiative has been spearheaded by Margaret Darvill, Trust Vice-Chairman and training director. She says: "This is a bold move for an independent canal trust and we are really proud to have been able to offer Adam this opportunity to learn about waterway management and show how rewarding canal restoration can be."

As someone keen to work outdoors and learn practical skills, Adam was the ideal candidate for the role. He is a Scout leader and has a background of working with volunteers. "The job is a really a good fit," says Adam. "I like learning on the job and what I enjoy more than anything else is working outdoors."

"The apprenticeship scheme means I get some real hands-on experience alongside my classroom work, and a professional training qualification at the end of it."

With no shortage of projects on the go and ongoing canal maintenance tasks, Adam will receive a thorough grounding in many elements of canal restoration through the Trust, from site work, Health & Safety to habitat management and more.

Adam will spend a day a week having online lessons via Bridgwater & Taunton College, with a week-long study period scheduled for later in the year. He will also undertake special training on using equipment during his time with the Trust. "I'm looking forward to going



***Adam will spend 22 months with the Trust as part of an apprenticeship, learning about all aspects of canal restoration.***

on some training courses such as chainsaw maintenance and use, and one on excavators, he says."

He is particularly excited to be part of the Tickner's Heath road crossing project. "I've seen it from pretty much the beginning and will see it to almost the very end of phase 1 as an apprentice. It feels good to be bringing the canal back to life and there's a real sense of purpose to the job."

Thanks to lockdown Adam had to wait a while to meet working party volunteers, but he reports they gave him a warm welcome when he did, and he says has already been able to learn a lot from them. "The volunteers are keen, interested and experienced with a lot of knowledge to pass on and are really good people to work with."

## The story of (another) swing bridge

**I**n *Wey-South* 194 Julian Morgan investigated the back story of Haybarn Swing Bridge. This time Alan Johnson delves into the past of another swing bridge, that originally found at Rooks Hill, part of which can be seen today just 170 metres away.

Students of the history of the canal will know that the consulting engineer to the proprietors of the Wey & Arun Junction Canal (W&AJ Canal) was Josias Jessop (1781-1826), second son of the eminent designer of river navigations, canals and pioneer railways, William Jessop (1745-1814).

In addition to his role in establishing the profession of civil engineer, William was also a partner in the Butterley Company of Derbyshire, which began to make cast-iron items around 1795. Early customers for such ironwork were the commissioners for new bridges over the Thames and, yes, the owners of various navigations in Britain and Ireland.

Josias was appointed consulting engineer for design of the Junction Canal in 1811. He quickly surveyed and plotted the optimum route, allowing construction of the canal to commence in 1813, progressing southwards from its north end.

As he experienced the multi-client workload familiar to today's building-industry professionals, he made only periodic inspections of progress, leaving many site-specific details to the clerk of works, May Upton, who was fated to complete construction of the canal following bankruptcy of the contractor Zachariah Keppell.

Nonetheless Josias made several excursions either from his home at Butterley or his London lodgings to inspect the progress of the works and subsequently submitted invoices seeking payment for his professional services.

A claim for work carried out over four days in spring 1816 was for preparing 'Plans of Bridges for Mr Eager [owner of Whitley Manor] and

Sir Harry Goring.' Co-ordinating this reference with Josias' plan of a standard W&AJ Canal swing bridge – drawn in April 1816 – suggests that at least some of these bridges were the iron-framed swing bridges believed to have been installed at Birtley, Birtley Green (Rooks Hill), Whitley Manor and possibly elsewhere.

The brief report in *Wey-South* 192 on the archaeological dig of July 2020 which chiefly investigated the site of Lock 18 also mentioned the shallower excavation of the Rooks Hill swing bridge site. It revealed that the canal channel at this point was filled with brick rubble resulting from demolition of the bridge's abutments following closure of the waterway. However the longitudinal beams of this bridge actually survive virtually intact as the main structure of the footbridge which carries the Greensand Way over the Cranleigh Waters about 170 metres east of the bridge's original location.

The view along the western edge beam of the bridge deck confirms that this beam – made in one piece although around 8m long – is of cast iron. All items made by the ironworks for construction of the canal are listed in the Butterley Company's furnace ledger, which records manufacture of the swing bridge beams in May 1816.

Delivery to the bridge sites would have been by waterway, not only because the ironworks straddled the Cromford Canal, but also because it seems likely that the W&AJ Canal was opened in southbound sections following opening of the reaches between Gun's Mouth and Bramley Wharf in December 1815.

The Butterley Company continued to fabricate iron-based products until its closure in 2009, with the final impressive monuments to its expertise being the Spinnaker Tower at Portsmouth and the Falkirk Wheel which ingeniously links Scotland's Forth & Clyde and Union Canals.

***Alan Johnson, Technical Liaison Officer***



**1. The footbridge which carries the Greensand Way over the Cranleigh Waters some 170 metres east of the bridge's original location. The image shows its concrete deck having been formed above corrugated asbestos-cement permanent shuttering placed on the intermediate longitudinal beams. The galvanized steel 'key-clamp' railings are modern.**

**2. A view along the western edge beam of the bridge deck, confirming that this beam – made in one piece though around 8m long - is of cast iron. The beam incorporates a pair of lugs projecting from its bottom flange. In the original structure the lugs engaged on bolts connecting to two transverse beams below the deck and flanking the top half of a large circular ball-race on which the bridge pivoted.**

**3. The assembly as it survives under an identical bridge (photo courtesy of Hannes Gysin).**







## Studying the canal in old maps

**A**mateur historians have it just a bit easier these days. Rather than having to visit County Record Offices and pore over massive sheet maps, they can study much of the material at home in digital form. This, of course, has been a huge advantage in lockdown times.

The original surveyors and builders of the Wey & Arun Junction Canal must have created or used very detailed plans. Sadly all that has survived covering the whole canal are the summary maps submitted to Parliament for the Act granted in 1813. The “Plan of the Proposed Canal” would comfortably fit on two A4 sheets. Its main purpose is to show, in tiny numbers, the ownership of the land through which the canal route passed. There were 72 ownerships for the canal itself, plus another 15 for feeders and reservoirs, which are listed in a separate Book of Reference. There is also a Section diagram showing the height of the canal above sea level at each point, so showing where each lock and aqueduct was planned.

In the years after the Tithe Commutation Act of 1836 detailed maps of most land were drawn, parish by parish. Clearly no-one laid down what the maps should look like so each parish map is very different. The County

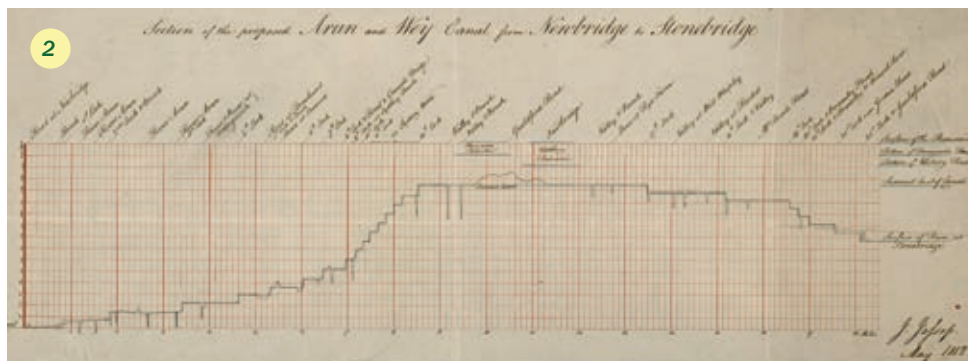
Record Offices now provide the tithe maps as digital images. Ordnance Survey (OS) maps at 25 inches to the mile did not come out until around the time the canal was closing, in the early 1870s. These are also available in digital form. For Surrey there is a superb tool available that allows you to roam seamlessly across the tithe maps and OS maps and flick between them so you can see what has changed.

For example, the pictures show the Fanesbridge area from the Bramley parish tithe map and the OS map surveyed in 1871. The most obvious change is the Guildford-Horsham railway that opened in 1865. Another change is the blob next to the lock – this was one of the two unsuccessful wind pumps that were sold by the Wey & Arun Junction Canal Company in 1853 and then demolished. The apportionment schedule that goes with the tithe map shows the owner and the area of each numbered parcel of land – for the wind pump the owner is “Commissioners of the Wey and Arun Canal” and the area is 8 perches.

This is just a taste of the vast amount of map material available to anyone with the time and interest to look into it. There must be some previously undiscovered nuggets in there and if you find one the Trust will be fascinated to learn more.

**By Julian Morgan**

2



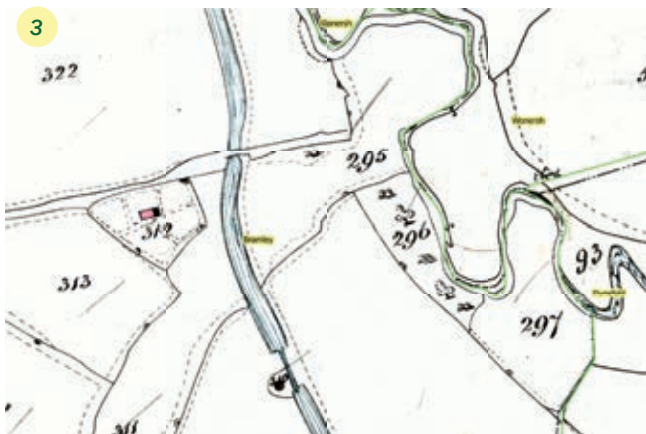
**1: Plan of the proposed canal dated 1812. The final route of the canal was slightly different from the one shown and the Canal Company never found the money to build the second (Baynards) reservoir. (Reproduced with permission from Surrey History Centre)**

**2: Section of the proposed canal drawn by Josias Jessop. Again there were some changes between the diagram and the actual route, such as the two aqueducts over the River Arun that were never built. (Reproduced with permission from Surrey History Centre)**

**3: The Fanesbridge area as shown on the tithe map from around 1840. The canal is highlighted in blue and the green lines are parish boundaries, mainly along the winding course of the Cranleigh Waters.**

**4: The Fanesbridge area as shown on the 25-inch Ordnance Survey map surveyed in 1871.**

3



4



## Property and the Canal Trust

It's that J-word again – to restore the canal we 'just' need water, the work of our volunteers, money and land. That's the four-legged stool on which the restoration project sits.

For the 'land' piece, we used to say 'landowner permission'. Nowadays we have secured freehold ownership of some parts of the canal route, as well as some very long leases. (After the canal was officially abandoned in 1871, the liquidator sold off nearly all the route.)

Of course the 'land' leg of the stool goes together with the 'money' one. There are some landowners, and we can't possibly thank them enough, who have transferred sections of canal (or possible future canal route) to us at no cost. In one case the purchase price was 'one peppercorn' – but your Finance Director never got sent out to Sainsbury's with instructions on where to find the spice shelves.

There are other landowners who have been ready to sell us canal sections at an affordable price, usually based on its value as agricultural land. We now have several of these sections in our portfolio. But while we in the Canal Trust are enthusiasts, we have to recognise that not all our neighbours and landowners feel the same. Even if a landowner feels quite positive about the canal idea, he or she may not be keen on selling off pieces of their property or having construction materials and equipment brought across their land. But sooner or later some of these properties will be put up for sale – and now we are starting to think about these opportunities and what we could do.

A possible approach might be to buy a whole property, split off the canal land we need and sell the rest. The big problem is clearly funding – in rural Sussex and Surrey £1 million is not a high price for a property with a large area of land, and £1 million is around three years' worth of typical total income for the Canal Trust and certainly more than we have in our piggybank.



***Purchasing or leasing sections of canal has long been a strategy for the Trust, but buying an entire canalside property and reselling is an avenue to explore.***

For sure we would hope to get back a large part of the purchase price, but how to find the cash for the purchase is a challenge that we need to face. After all, it's a fairly large "bridging loan" that we're talking about here.

There isn't enough space in *Wey-South* to discuss this subject in detail, but we have thoroughly explored some of the options, their pros and cons and, thanks to a generous donation, we are starting a Property Fund. It'll take some time to build it up and so we'd be very keen to talk to anyone who can offer help on this serious project (please contact [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk)). That could include:

1. Specific donations or legacies to the Trust's Property Fund;
2. Offers of short-term finance (at lower than commercial rates) for a potential purchase;
3. Any knowledge, expertise or ideas about how to approach property purchase.

Restoring the canal is, as we all know, a long-term project, but these days the Trust is making enormous progress and we know that, with the right help, expertise and funding, it can be done. So thank you for all your help on this and everything else the Trust is doing.





## How the Trust is helping to protect and enhance habitats

Sit a while quietly alongside the canal and it won't be long before you hear bird song surround you, the thrum of insect life or spot a ripple on the water in front of you.

This linear green corridor we are creating is alive with nature and for Ian Burton, the Trust's conservation advisor, it is the biggest benefit of bringing the abandoned canal back to life.

Ian has been guiding the Trust over the past six or seven years in its approach to wildlife, ensuring that protecting and developing habitats has become enshrined in its plans.

"I joined the Trust to try to get a strategic approach to ecological aspects and ensure the Trust was following necessary legislation," he says. "Over the years I've tried to educate and inform and we have worked our way to where we are far more ecologically conscious.

"The biggest improvement I've seen is the close working relationship that has been established with project managers which

allows us to ensure ecological principles are well understood and embodied into the design of a project."

This means that even before plans are drawn up the ecological impact is considered. As soon as the Tickner's Heath Road Crossing project was on the drawing board Ian was involved and as a result all necessary environmental requirements were built into the plans.

"Once the planning application has been approved it then enables us to implement the stages of protection needed so it doesn't stop when planning permission is granted. Quite often the implementation programme will last for 10 or 20 years."

In practical terms, this has meant that when plans to divert the canal from its original route at Tickner's left parts no longer used, Ian could see the opportunity to develop those into wetland habitat, benefiting the Great Crested Newt and other pondlife for years to come.



The creation of an information point at Shalford in Hunt Nature Park also provided a chance to increase wildlife diversity. "Here there has been the opportunity to develop lowland wetland which is quite a rare habitat these days," Ian says. "We introduced the idea of boardwalks which will allow us to gain access not just to the centre but across into wetland habitat. It is a good example of where the Trust has gone the extra mile to improve the local ecology as there was no need to do that, but the Trust has chosen to do so at not inconsiderable cost and it will bring great benefits."

It's not just new projects that provide a chance to increase wildlife diversity either. Earlier this year more than 100 native tree saplings were planted in different areas of the canal as part of an initiative with the Woodland Trust. Hazel,



***Juvenile slow worms have found a new home along the canal.***

blackthorn, crab apple, dog rose and rowan are among those planted, chosen to connect woodland and provide beautiful blossom and autumnal displays.

Elsewhere John Reynolds, Director, Conservation & Ecology, has been working with a construction company to facilitate the translocation of slow worms to canalside



## Take part in the Wood White project

***You could be part of the project to increase colonies of the Wood White butterfly by growing the plants that it relies on.***

***The Trust has a supply of wildflower seed that is easy to grow at home and which can then be planted in the Sidney Wood area.***

***Please e-mail gill\_davies@weyandarun.co.uk with your name and address to receive the seed and growing instructions.***

***The seed includes: Red Clover; Bird's Foot Trefoil; Fleabane; Meadow Vetchling; Tufted Vetch; Bugle; Selfheal; Devil's Bit Scabious; Herb Robert; and Lesser Knapweed.***

sites. The juvenile slow worms have been transported to new habitats under the supervision of ecologists, who have also created a hibernaculum for the creatures.

Working party volunteers are playing their part too, leaving more canal-side areas untouched and leaving brash as habitats when clearing.

In an exciting new project, the Trust is also working with Butterfly Conservation as part of a project to increase colonies of the Wood White butterfly. The smallest of our white butterflies in the UK used to be widespread across southern England and eastern Wales and Ireland, but its distribution has declined by 89% since the 1970s.

In the south east of England there is just one remaining colony of Wood White, on the Surrey/Sussex border. This colony comprises isolated populations in the woodlands, verges and meadow edges around Chiddingfold, Dunsfold and Plaistow.

The area around Sidney Wood has been identified as an ideal Wood White habitat and Chiddingfold Wood White Project Officer Fiona

Haynes has visited the site. She says: "We have identified some promising areas and we hope to work together with the Wey & Arun Canal Trust. The work will involve improving two existing glades that are dominated by Bracken. If we can remove the Bracken rhizomes with a digger we can then carry out some seeding and plug planting in the glades of wildflowers to benefit Wood White and other invertebrates. We also identified a lot of potential for plug planting along the canal banks."

Fiona hopes to plant nectar-rich plants this September to create breeding areas for the Wood White, as well as other invertebrates.

Butterfly Conservation will also be working with the Monday Group to look at the way the area is managed to work with the life cycle of the butterfly. Areas will be left untouched, providing taller plants for the butterfly to pupate over winter, places for refuge and areas to lay eggs on. "If we can encourage some tweaks in management and introduce the right plants for the butterfly I have every hope that the butterfly will find these areas and use them," Fiona says.



## Boat trips

### Shipsshape and ready for action

***Seven plucky volunteers braved the scales after lockdown to help with the stability test of Zachariah Keppel in May, under the direction of David Arnold.***

***For the first time a Maritime and Coastguard Agency surveyor allowed the test – needed to gain a full passenger certificate – to be carried out by Trust volunteers, saving a considerable sum.***

***The boat was loaded with 1750kg of ballast and seven volunteers to recreate the equivalent weight of 27 passengers and three crew, and its movement on the water subsequently monitored.***

***Our thanks go to the MCA surveyor Rob Shaw who agreed to stay on and complete the ‘sea trials’ element of the inspection and save us time and the expense of a future visit, and to all the volunteers particularly Ken Broomfield, Ian James and Derek Wright who went above and beyond to get the inspection done.***

***After several hours of testing and drills, a full passenger certificate was granted for ZK until November.***





### **Boat trips resume for a summer season**

***Boat cruises were back on the Wey & Arun Canal in May, albeit with restrictions on passenger numbers. Initially public trips are on Wednesdays and Sundays. Some special trips are also scheduled.***

***To mark the end of lockdown a Welcome Back Mid-Summer Celebration Special will run on June 25th at 6.30pm. The ticket price of £29 will include a 2½ hour boat cruise with champagne and canapes served on board.***

***The popular cream tea cruise makes a return in July, with a 1½ hour trip. Tickets for all trips can be purchased via our website at [www.weyandarun.co.uk](http://www.weyandarun.co.uk).***

## Wildlife on the canal

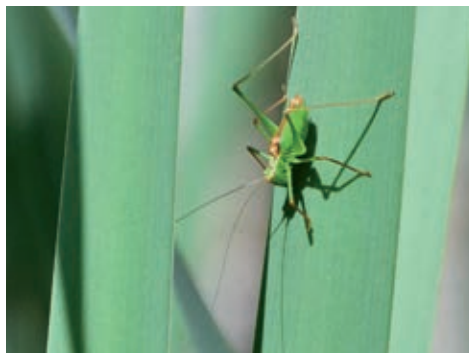
**M**any different damselfly and dragonfly species can be seen along the canal during the summer months, some on the banks of the canal, others in the hedgerows.

Butterflies flutter along the canal. When they land on a leaf some have their wings open, others have their wings folded. The Comma gets its name from the small white comma that can be seen on their folded wings. Butterflies, damselflies and dragonflies usually fly in the sunshine, but they often land when a cloud comes over and so a day with sunny intervals is good for spotting them.

When you are walking along the towpath have a look for the smaller insects including bees, hoverflies, bugs, crickets, grasshoppers, beetles and ladybirds. If you are lucky you may even see one of the day-flying moths.

As I write this during April, chiffchaffs are starting to arrive from North Africa and will remain until September.

**Dave Verrall**  
[dv@weyandarun.co.uk](mailto:dv@weyandarun.co.uk)







***Clockwise from top left: Comma butterfly;  
Ringlet butterfly; A day-flying Mint moth;  
Silver Y moth; Chiffchaff; Blue-tailed  
damselfly; Great green Bush cricket.***

***If you have seen some wildlife and are not  
sure what it is, visit the wildlife photo page  
on our website. It has seasonal wildlife  
information and more than 300 photos.  
Go to [www.weyarun.org.uk/wildlife](http://www.weyarun.org.uk/wildlife).***



## Gardener Doug retires after many years of service

After more than a decade of weeding, strimming, planting and pruning, 81-year-old Doug Nurse has declared it's time to hang up his gardening gloves and hand over the maintenance of the Canal Centre garden to someone else.

Doug joined the Trust some 40–45 years ago, “so long ago it's hard to remember”, and has looked after the garden since the Canal Centre opened in Loxwood in 2012.

During his membership he has also been a volunteer on the mobile display vehicle, part of the talks team and a member of the Midweek Working Party where he has worked under several team leaders.

“I'd always had an inclination to restore the canal,” he says. “Back when my wife Rosie and I were ‘walking out together’ in the 60s – even before the Wey & Arun Canal Society had formed – we came across the canal and also Shillinglee Hall in West Sussex, then a ruin shrouded in mist. I said to Rosie ‘I am going to restore that canal and buy that ruin’. Well, someone else bought the hall but the canal, that's another story...”

When the physical demands of the MWWP became too much several years ago Doug bowed out of his Wednesday volunteering, but still kept on his weekly visit to the canal to tidy the garden and meet his MWWP pals for refreshment. Each week he has travelled from his home in Epsom to ensure the grass is cut and edged, borders tidy and litter picked. He's planted raised beds full of perennials and added plants that provide colour all year round.



*Doug has been keeping the garden area around the Canal Centre neat and tidy since it opened in 2012.*

Doug is proud that the restoration of the canal has “gone from strength to strength thanks to the energy of the volunteers” since he first joined and is sad he is having to call it a day, but while he may not be on active service his interest in canal restoration won't wane.

“You know, there are always little canal things you can find to do. I have a long-term interest in canals and enjoy going to see what the others are doing. I even have a national canal restoration file at home and try to keep it up to date.”

It looks like he is going to be quite busy.

**Could you help keep the Canal Centre garden tidy?**

*If you would like to help take on the Canal Centre gardening duties, please e-mail [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk) for more information.*



## Working Party Roundup

It's great to report that all our working parties got back to their activities as soon as they could after restrictions relaxed on March 29th and meeting outdoors in groups of up to six was allowed again. Some groups maintained regular online meetings so everyone was geared up to resume work. Of course during lockdown many of our lengthsmen and other workers found it convenient to take their daily exercise along the canal banks, spotting any problems at the same time.

**Peter Winter**

***peter\_winter@weyandarun.co.uk***

## Monday Group

On Monday 29th March, the first day of reduced Covid restrictions, the group was full of enthusiasm and recorded its highest number of working hours ever, with 15 out (in sub-groups of no more than six), including a new volunteer. The group spent the day tidying along the navigable section between Drungewick Lane Bridge and Devil's Hole Lock.

The Infoposts at key sites, giving the public some quick nuggets of information, had become rather dated (and sometimes damaged) over the years. The plaques are now being replaced with new versions, complete with QR codes, starting with the most visible sites such as Brewhurst Lock.



Despite 1½ inches of snow on 12th April, the group met three times during the month, concentrating mainly on the Loxwood section between Drungewick and Southland, tidying up the banks and hedges, cutting grass, and cleaning seats and milestones. Gennets Bridge Lock also received a visit for mowing and removing the spiral guards on the hedge plants, followed by assisting Kev Baker with clearing vegetation south of the lock. The lengthsmen had reported that the two culverts in Sidney Wood were blocked, so the group cleared them.

**Nick Wood**

***mondaygroup@weyandarun.co.uk***

## Hedgelaying

Taking maximum advantage of the 'rule of six', the group had a total of six working on 30th March. Sadly, the beginning of the





***The Hedgelaying team managed a short season of work at Loxwood, while Kev Baker and his crew were busy at Gennets Farm, installing new gates and fencing***

end of lockdown coincided with the end of hedgelaying this year, as birds begin to nest. Also the sap flows in hedgerow plants, making trees more likely to be stressed if subjected to laying. However, we managed to cut 30 new hazel stakes, enough for returning hedgelayers to lay one section of hedge each over two weeks before the season finishes, and we also cleared a fallen tree which was blocking the main public footpath in Drungewick Woods, before we moved to Brewhurst later in the day to start actual laying.

Although the whole team could not work during lockdown, some hedgelaying has taken place each week on an individual basis. So a little over half the offside hedge between Brewhurst Lock and the Canal Centre has now been laid; we hope we will be able to complete the final section next winter. Walkers using the towpath have been very complimentary and must recognise that this demonstrates WACT's careful management of the canal.

In April the team met three times, with team members finishing off their individual sections of hedge. This section of hedge was planted some 12 years ago and we now realise there are lessons to be learned about the use of plastic rabbit spirals to protect the

young plants. Spirals are great for helping hedgerow trees to establish, but they do need to be removed after just a few years while they can still be kept in one piece fairly easily. If left longer they tend to break up and trees can grow around the pieces. The plastic does not degrade.

Group members had a front seat for spring as they worked; frogs have been spawning in the rushes in the canal, bluebells started to flower and butterflies seen in March included Brimstones, a female Orange Tip, Peacocks and Holly Blues, along with a grass snake, primroses and Lady's Smock.

**Nick Baxter**  
**[hedgelaying@weyandarun.co.uk](mailto:hedgelaying@weyandarun.co.uk)**

## **Canal Maintenance Unit**

**I**n April the Maintenance Unit worked on the section at Gennets Farm, south of Gennets Bridge Lock. In co-operation with the landowners, we installed new gates and a new fence along the towpath to bring the towpath into a straighter line. Along with the Midweek Working Party and the Monday Group we also started to clear back years of untamed hedging and scrub, and as the weather improves we will be able to improve



***The Midweek Working Party have been out in force, between them covering the breadth of the canal. The working party saw bumper numbers and a split into five groups to adhere to Covid rules. The small teams tackled debris from winter storms and undertook clearance work from the north to the south.***

the surface of the often very muddy path. John Reynolds is organising investigation of the two land drainage culverts that run under the canal. Both will need to be repaired once we know the full extent of their condition.

At Gennets Bridge lock we have taken off all the stakes and binders to allow the hedges there to flourish. Trees donated by the Woodland Trust have been planted at Gennets Farm, Devil's Hole and Drungewick. Preparing for the restart of public boat trips, we repainted the car park markings outside the Canal Centre, repaired the steps down to the boat moorings and fitted a new handrail. During Santa trips a gate paddle at Brewhurst Lock failed; repairing this needed the team to install stop planks and drain the lock. The team has also been busy on the Arun Valley section, repairing gates and fences.

**Kev Baker**

**[kevin\\_baker@weyandarun.co.uk](mailto:kevin_baker@weyandarun.co.uk)**

## **Midweek Working Party**

**K**eeping up working party standards, five teams with a maximum of six in each were in action on March 31st, the first opportunity. One team removed trees and brushwood from the Cranleigh Waters at Gosden Aqueduct. Another started work at Rye Farm, north of Elmbridge, where we believe WACT has not

been active for some 20 years. This task was scheduled to take a number of weeks as there are many fallen trees in the canal bed.

The other groups visited Gennets Farm, Lordings and Haybarn, so achieving almost complete north to south coverage of the canal route.

April was also very busy, with plenty of volunteers available. One group did clearance work to make ready for a new fence at Elmbridge on land that WACT has acquired recently, while another visited the Birtley section, making good after winter gales.

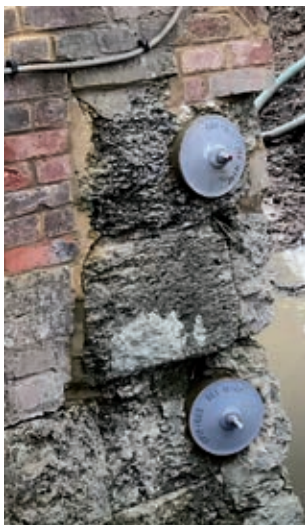
**Margaret Darvill**

**[margaret\\_darvill@weyandarun.co.uk](mailto:margaret_darvill@weyandarun.co.uk)**

## **Eric Walker Group**

**I**f you have been reading the working party reports so far, it will be no surprise to learn that EWG were back on the job on 31st March and 1st April. The priority was Pallingham Bridge where wet conditions and Covid caused work to be paused last December.

The first task was to finish the towpath under the bridge, which was backfilled with stone and then concreted over to provide the pathway. Meanwhile, contractors drilled the north sides of both abutments and inserted Cintec anchors to stabilise the bridge. By early



**The EWG team oversaw the insertion of Cintec anchors at Pallingham Bridge to complete its restoration, then moved to Lee Place (Harsfold) to replace a bridge and weir.**

April the final tasks were completed and the landowner expressed his gratitude for the excellent work.

Attention then shifted to building a new overflow weir about 300m to the south of Lee Place (Harsfold) Bridge. With the assistance of Kev Baker, this involved the construction of a substantial concrete base, on which a further concrete structure was created for the weir, sluice and outfall through two large diameter plastic pipes. The group also relocated and repaired a small timber footbridge here.

**Dennis Gillen**

**[dennis\\_gillen@weyandarun.co.uk](mailto:dennis_gillen@weyandarun.co.uk)**

## Boat Maintenance

Ian James and David Arnold were back on the boats on – yes - Monday 29th March – and found that all were in reasonable shape. *Zachariah Keppel's* automatic bilge pump had blown a fuse with the result that she had shipped about a ton and a half of water. Ian got it going again, and with both of us on the two hand pumps, she was soon emptied out and riding high again. On *Wiggonholt* we overhauled the wheelchair lift which

hadn't been used for over a year and painted the decks. We are fitting *Zachariah Keppel* with moveable tables, similar to those on *Wiggonholt*. This has been a long and difficult job which has required ordering up pre-cut melamine tables, bolting aluminium rails to the hull after removing the plywood hull lining, fitting sliding blocks, and designing and fitting suitable folding legs for the tables.

In preparation for the Maritime & Coastguard Agency (MCA) surveyor's visit in May, John Reynolds and helpers loaded up 25kg black bin bags of ballast for the stability test.

Our thoughts now turn to commissioning the *Wheelyboat*. A kind donor has paid for her 3KW electric motor and special battery. The plan is to run trials on the Summit Level to discover how to drive her, operate the bow ramp for loading and discharging wheelchairs and subsequently put her to bed. The exact area of operation has yet to be decided and an operations manual must be written and a team of skippers trained in her use - an exciting project for this summer's operations.

**David Arnold**

**[david\\_arnold@weyandarun.co.uk](mailto:david_arnold@weyandarun.co.uk)**





***The invaluable PEST volunteers have ensured the canal is clear for the boat operation to resume. At Tickner's the welfare cabin is angling for a spot on Grand Designs.***

## PEST

**T**he PEST team were pleased to be back in action restarting the work of keeping the navigation clear for our trip boats. On both working days we enjoyed an excellent turnout, supplemented by two new members, both with extensive canal boating experience.

In April our priority was to clear the navigation between Baldwin's Knob Lock and Devil's Hole Lock, in preparation for the restarting of boat trips. Initially the team cleared debris from the water and cut back vegetation on the offside bank. We can now report that, through the work of the maintenance team, PEST and other working parties, the navigation that will be used for our boat trips is in excellent condition. From May the team plan to clear south of Baldwin's Knob Lock towards the slipway in preparation for the longer trips planned.

**Chris Jones**  
[chris\\_jones@weyandarun.co.uk](mailto:chris_jones@weyandarun.co.uk)

## Northern Working Party

**T**he Northern Working Party has made tentative steps back into action, with small

teams clearing some old bramble overgrown fencing at the newly acquired Rooks Hill site where planning for the reinstatement of the canal south from the Trust's Birtley length is well underway. Physical works at the site have included the erection of about 200 metres of new fencing and the repair of the access track from the A281 which is also a public bridleway.

Preparations have also been in hand to add undercover space for the volunteers' rest and communal welfare time at the Tickner's Crossing compound. Never wishing to 'look a gift horse in the mouth' several donated windows and doors have been 'repurposed'. Meanwhile, at the main bridge site, the concrete bridge abutments are ready to receive the steel footbridge span, which is being constructed in Fareham. The brick skin for the abutments is well advanced and should be ready for the expected delivery of the bridge during June. Once arrived it will herald a massive team effort to prepare and fit several tons of oak timber decking and handrails.

**Bill Nicholson**  
[bill\\_nicholson@weyandarun.co.uk](mailto:bill_nicholson@weyandarun.co.uk)



**Roger has managed the MDV for more than three years.**

## Join the MDV team

After several years of heading up the Mobile Display Vehicle team, Roger Beazer is taking a step back and is looking to hand over its management to other volunteers.

In a normal summer the MDV attends a wide range of fairs and events across the region to boost our publicity effort.

The Trust is looking for one or more volunteers to take on the MDV manager role, which includes deciding which events to attend, booking the pitches, carrying out risk assessment and organising transport and volunteers. Roger will be taking the MDV to events over the coming months, so anyone taking on the job will have a thorough handover.

To discuss the role further, please contact [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk).

Our thanks go to Roger for doing such a great job and helping to spread the word about the Trust far and wide.

## Car sticker inside this issue

Look out for your new car sticker with this issue. Please display it in your car window and help raise the profile of the canal wherever you go. If you haven't received a sticker, or would like extras, please e-mail [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk).

## New independent examiners appointed

The Trust has appointed new professional Independent Examiners after Nigel Singleton of BD&M Ltd passed away suddenly in early January.

We believe that Nigel had been helping with WACT's Annual Accounts since at least 2003, and we immensely valued his careful advice and charity expertise.

After interviewing several applicants the Trust has employed Woking chartered accountancy firm JS2 Ltd, which specialises in not-for-profit operations. We were introduced to JS2 via a personal recommendation. Senior staff members John Speed and Adam Gibbs are both Trust members and canal enthusiasts.

Trust Finance Director Julian Morgan said he was optimistic the full 2020 results were on track for publication at the Annual Meeting in July.

## Gift vouchers now available to buy online

Thanks to volunteer and coding expert Derek Wright, the Trust is now able to offer gift vouchers to buy online via our website.



The vouchers can be bought in denominations of £10 and above and are redeemable against boat trips.

The recipient of the gift voucher will receive a special e-card containing a code to redeem online when booking their boat cruise, where they can add to the value of the voucher if needed to purchase the trip they require.

The gift vouchers join the gift memberships already available at [www.weyandarun.co.uk](http://www.weyandarun.co.uk).

## Volunteer management assistance required



**D**emands on the Wey & Arun Canal Trust's organisation have grown substantially in recent years, because of the current pace of acquisition of canal route, the restoration of significant sections, and the large numbers of volunteers now involved. We are in the process of restructuring our management to achieve better use of the manpower available.

We are always looking for additional volunteer assistance in management roles to support the board of directors/trustees and potentially as new trustees. This is particularly so now with the growth in the pace of restoration. If you might be interested in joining us in such a role and could offer the Trust a few hours a week we would love to hear from you.

Examples of skills always in demand include administration, health and safety, human resources, fundraising and ability to coordinate restoration projects.

If you have knowledge, experience or interest which you are able to share, please contact us.

- **E-mail** Margaret Darvill at [margaret\\_darvill@weyandarun.co.uk](mailto:margaret_darvill@weyandarun.co.uk) with an indication of your area(s) of interest and experience or alternatively a short CV and a few words about your field of interest, and contact details, or simply to arrange to discuss the possibility of offering assistance.
- Join us on a **Zoom meeting on 21st June** 2021 at 7.30pm when we will explain more about what we are looking for and answer your questions. To register, e-mail [max\\_byfield@weyandarun.co.uk](mailto:max_byfield@weyandarun.co.uk), putting 'June Zoom Meeting' in the title of your e-mail.

More information about the work of the Trust and the assistance we need can be found:

- On our website at [www.weyandarun.co.uk](http://www.weyandarun.co.uk)
- By attending our Annual Meeting at Billingshurst Centre, Roman Way, RH14 9QW on 31st July at 2.30pm and talking with members of the team.

## Membership Report

**O**ur membership stands at 2,867. We would like to extend a warm welcome to the following new members.

Jane Amobi	Christine Banbury	Cathy Blott	Mark Bond
Lucy Cooper	Chris & Penny Crouch	Cathy & John Fernley	Christine & Stephen Forster
Keith Henderson	Martyn Hurst	Simon Harvey	Louise Jellard
Mark & Sarah Lebus	Peter Merchant	Keith & Stephanie Kirkcaldy	Judith Morris
Henry Muir	Ian Pryde	Maurice & Trish Penticost	Alison & Gordon Powell
Tina Quadrino	Mark Ryland	Miranda & Tony Robinson	Deborah & Jeff Scott
Ruth & Tony Sneller	Chris Stallwood	Pauline & Richard Shipway	Julie & Philip Tremble
Philip Wall	Clive Waterfall	Martin Williams	John Wilson

We have learned with regret of the death of:

Tony Schooling	Richard Bennett	Alan Newnham	Janet G Smith
Alan Green	David Cecil	JSG Downes	Robert Bristow
Roy Setterfield	Sandra Smith		

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](mailto:membership@weyandarun.co.uk)





## Uncovering nature

*The hedgelaying team can often get up close and personal to the wildlife that make the canal and its environs their home.*

*This photo of an adder was taken by Alistair Loughrey. The UK's only venomous snake was tucked away in the undergrowth near the Loxwood car park.*

*Nick Baxter photographed these 16-spot ladybirds which had overwintered on bamboo canes that originally supported the hedge opposite the Canal Centre.*

*These ladybirds are some of our smallest, being just 2-3 mm long. Like many ladybirds, they experience overwintering dormancy together (technically they do not hibernate as only some warm-blooded animals can do this), presumably by producing a pheromone to attract others, providing safety in numbers and encouraging mating opportunities in spring.*

