

A photograph of a stone bridge over a canal. Two men are standing on the bridge. The man in the foreground is older, with a white beard and glasses, wearing a dark jacket over a maroon sweater and khaki trousers. He is holding a walking stick. The man behind him is younger, wearing a dark jacket and khaki trousers. The bridge is made of red brick and stone. The canal is in the foreground, and there are green plants along the banks. The sky is blue with some clouds.

# WEX-SOUTH

Quarterly Magazine of the  
Wey & Arun Canal Trust

Issue 199 June/July/August 2022





**Apprentice Adam Rayner scaled new heights for us to erect three bat boxes and six new bird boxes at Birtley in the northern section of the canal. The boxes were provided by the local landowners' initiative Greenscape. Adam sited the bat boxes as high as possible to prevent predators reaching them and will be keeping a close eye on their usage over coming months. Once bats do discover the boxes we're hoping they will return year after year.**



**Our River Arun Rally on May 15th saw showery weather and a smaller number of boats than in some previous years. However a number did make it to Pallingham and the junction with the canal route. The picture shows the old bridge at Stopham with the arch that was raised to allow larger boats to navigate the river.**

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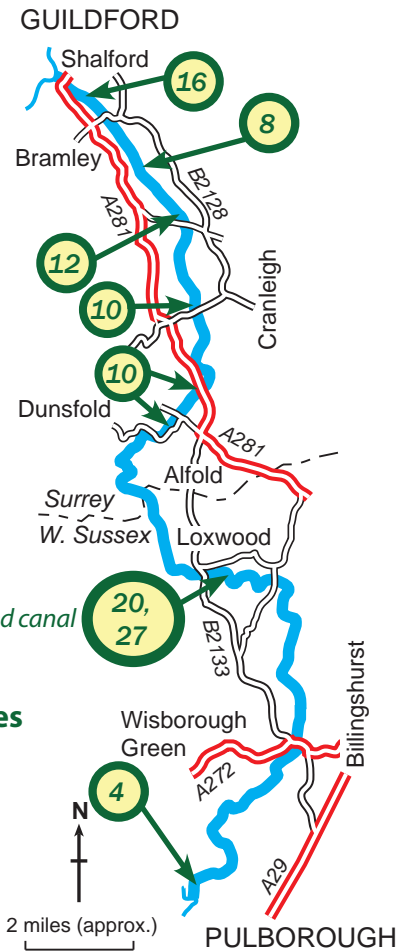
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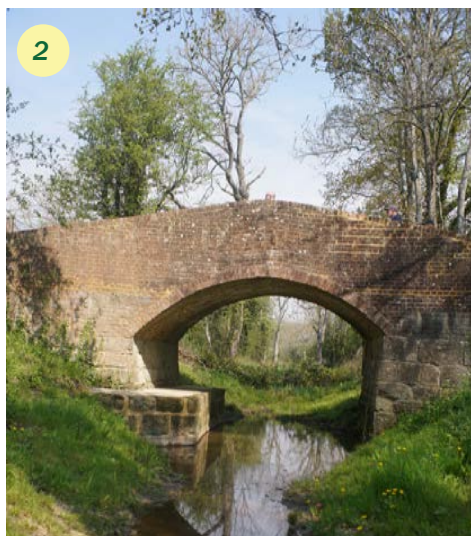


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**Front cover: Walkers on the Make a Day of It event discovering the Pallingham area. Photo by Gill Davies.**



## Make a day of it shows off the southern section

The Annual Meeting in Pulborough on April 23rd not only dealt with the formal business of running the Trust, but gave the opportunity to get together at two special events held on the morning of the meeting. This year members had the opportunity to cruise the canal at Loxwood or take a guided walk in the very south of the canal.

Thanks to the agreement of landowners we got the rare chance to see parts of the canal not usually available. Two groups were led from Toat Lane to Pallingham Docks, Lock and lock cottage, Pallingham Quay Bridge, then on to Cook's Bridge and Old Toat Bridge.

One of the fascinating structures visited was Pallingham Docks. The Arun Navigation Canal, running from Pallingham to Newbridge, was completed in 1787 and as the canal's business grew the Arun Navigation Company agreed to docks being built in 1804. Today all that can be seen are a few stones marking the area but in their prime the docks could have been the key barge building and repair centre for the River Arun, with perhaps one wet and one dry dock. Historical maps also show the existence of an adjacent carpenters' hut or workshop.

The docks were operated by the Stone family, who lived in the nearby lock keeper's cottage at Pallingham Lock. By kind permission of the current owners who live on the site our members were given the chance to explore the chamber of the abandoned lock and peep into the cottage itself.

In 1818 and 1821 the Arun Navigation Company carried out improvements to the Arun Canal which included building a lower lock which almost certainly consisted of one pair of gates, creating a staircase lock like Thames Lock on the Wey Navigation.

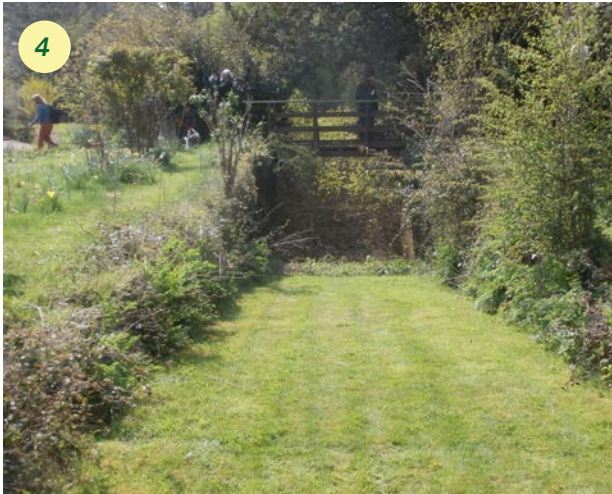
The lock was the point at which tolls were charged and we have records of the cargoes, ranging from coal, iron and gravel to leather and wheat. As demand for barge building declined the Stone family diversified and their income from taking tolls (a guinea a year) was bolstered by selling bread and ale. The lock closed in 1888 and the 1891 National Census shows lock keeper Benjamin Stone's occupation as carpenter/grocer and his wife Annie as a baker of bread. With the canal abandoned by 1911 the lock was instead being used as a boathouse.



3



4



1. The intriguing Pallingham Docks.
2. Pallingham Bridge, restored in 2021 for a second time.
3. The lock keeper's cottage. Although it looks idyllic in the sunshine, tide marks show the flooding that occurs here.
4. The remains of a lock chamber at Pallingham Lock.

The Quarterly Magazine of

## The Wey & Arun Canal Trust

Registered Charity no. CC265331

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

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*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.

The Wey-South team always welcomes articles and pictures for possible use in the magazine.

Issue 199

June/July/August 2022

## Chairman's Report for 2021: getting back to business



**Chairman Sally Schupke.**

**S**ally reported that with Covid restrictions lifting we were able to recommence restoration work and boat trips, and at last start planning for the future.

The year saw a number of new

planning applications submitted and mixed results from those already submitted: Rushett Common being refused and that at Lee Farm being granted. Our Bramley Link Phase 1 application is still pending, as is Elmbridge. These are two very big projects that are going to take a lot of time, patience and tenacity. We

are launching a funding appeal for the Birtley Bridges project, where work on the ground is just starting. The appeal target is £150,000.

Highlights of the year included the opening of the Shalford Information Centre in Hunt Nature Park and the new circular walk at Birtley, south of Bramley. 2021 also saw us purchase a number of significant stretches of canal at Rooks Hill, near Shamley Green; Fanesbridge, near Bramley; as well as the Northlands section. We've also planted hundreds of trees as we begin to tackle ash dieback all along the canal.

Finally, Sally thanked all our volunteers, donors and members for supporting us. Our work couldn't continue without this support, or the expertise of Trustees and the back-office work they carry out.

## Finances: a brighter picture but tough decisions ahead

*Joint Finance Director Julian Morgan said that those who attended the last meeting in July were left with a bit of a cliffhanger. Three years ago we had money to spend and in 2019 and 2020 we spent more than our income. Would we maintain that level of spending in 2021? If we did we would probably be looking at a shortage of money in 2022. "The answer is a bit of a mixed one," Julian said. "Our accounts say we made a surplus in 2021, but the figure includes the money we spent on freehold land which is seen as an asset and isn't money in the bank.*

*"We can finance most of what we plan to do this year but we will certainly be looking for more money for progress next year. As usual legacies and grants have helped us hugely."*

*"Current work such as Tickner's Heath Phase 1 can be funded to completion but new work is largely unfunded. Unless we get some good luck with our income we will have to work quite hard to balance*

*income and expenditure to stay solvent – it could mean some tricky decisions."*

*Reporting on trading activities, Julian set the scene for the 2021 finances from our trading arm by describing the difficult year in 2020 with major repairs on Zachariah Keppel and limited trading activity thanks to Covid. "Overall it is a much more positive report for 2021," he said. During the year no major spending on boat maintenance was needed and it was possible to run some of the private trips that had been scheduled for 2020 and some new trips that had been organised. "We reached 54% of 2019 figures so a good result."*

*Cream tea trips, evening specials and trips for children ran, all booked online. However, with social distancing capacity was down 30-50% on pre-pandemic conditions.*

*Our trading company is hopeful that 2022 will see a recovery in business to close to pre-Covid levels.*



**Volunteer engineer for the Birtley Bridges project Nigel Yarwood was given the Jack King Cup.**

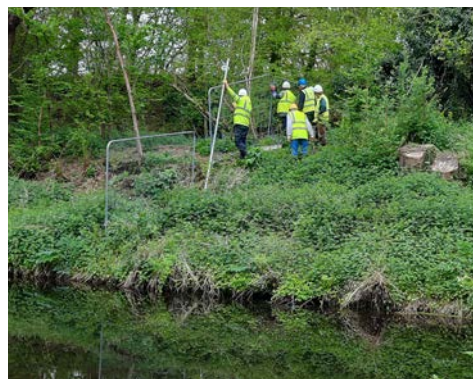


**John Talbot retired as a director after nearly 14 years of service, including a spell as Chief Engineer. John was most recently Health & Safety Director and Joint Finance Director.**

**We are most grateful to John for his huge contribution.**

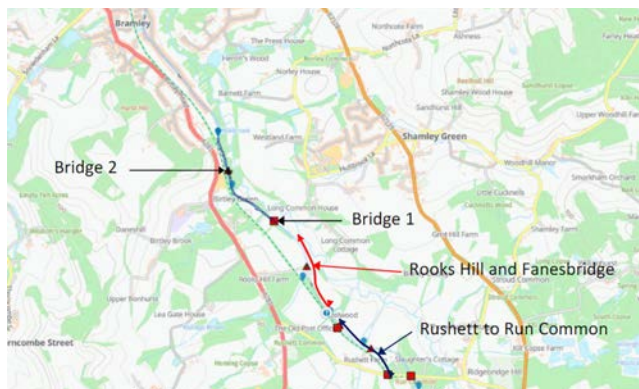


**Tom Crawshaw was awarded the John East Trophy for his services as our webmaster.**



**The big news from the Annual Meeting was that plans for the second bridge at Birtley are moving forward. The EWG have begun to mobilise here, setting up a compound, access track and beginning to install the tree protection required.**





## Plans in place to begin at Birtley Bridge 2

Nigel Yarwood (pictured) gave the 120 members gathered the good news that we are inching forward with plans for the lifting bridges at Birtley at the northern end of the canal, but made it clear this project has been a taxing one that isn't plain sailing.

The stretch is south of Bramley, close to the A281 and the Downs Link, and leads to Fanesbridge and Rushetts. In summer 2019 the substructure of the first bridge was built. As it was going to take a while to get the lifting bridge in place a temporary timber deck was later installed, creating access to a picturesque circular walk.

Nigel says Birtley Bridge 2 is “a rather different prospect”, with a combination of constraints. The first difficulty is that the site of the bridge is on a public bridleway and cycleway which will have to be diverted, requiring technical approval and a closure order from Surrey County Council. Then there's the small matter of a gas main straight down the causeway which needs diverting, a protected oak tree close by and the need for piles as the ground is soft and creates stability issues. Add to this the fact the track is on a 1 in 12 slope and the site is a difficult one to access and the hurdles become clear. As Nigel said: “It pretty much ticks every box.”

The technical approval process has also been something that Nigel said had “exercised me for the last eight months”. As a moving structure it is the highest risk of any category and so must meet all modern health and safety requirements. The bridges will have to be manual as there is no power supply to either side, 2 metres wide and designed to take an 18-tonne weight of vehicles.

Despite this, Approval in Principle was achieved in March this year and a Detailed Design will now follow, requiring a check from an independent consultant.

While Nigel was wrestling with the bridges' design, negotiations have also been ongoing with SGN over diverting the gas main. Original contact was made in 2018, then again in August 2021, with an estimate for the work received in February this year and a proposal that volunteers do all the earthwork needed for the diversion. (A site visit from SGN has since been held and a timetable set out - good news.)

The aim is for working parties to do as much of the construction work for the bridges as possible: the bridleway diversion, excavation and earthworks, reinforced concrete substructure and site management. Specialists will look after the piling and gas diversion.

Nigel added: “The plan is to build a dam on the south side, then cut a trench for the gas diversion and then excavate carefully, putting in the bridleway diversion, then





**Top: The site of Birtley Bridge 2. Above: Birtley Bridge 1 with its temporary deck.**

the piling guys will come in and then finally we'll dig out the hole, cut the piles down and create a substructure."

Nigel stressed "we are in the hands of a lot of agencies" but the hope is we can excavate and construct the substructure during a summer camp later this year.

The next step for the superstructure is to develop detailed mechanical specifications, obtain tenders from specialist manufacturers in June and August, get the detailed design development and check in September/ November and we hope installation and commission could follow in April/May 2023.

## **Funding appeal for Birtley Bridges**

*Director Bill Nicholson told members that we now have an opportunity to "get on and finish these bridges in the next year to 18 months or so" and launched an appeal for funds to get the job done. "We have the budget for the gas diversion and we're ready to start work. However, we do have commitments elsewhere and cannot get this done until we raise some more money. We are seeking to raise £150,000 (an awful lot of money) to enable the work Nigel described.*

*"We would very much like to see both bridges completed. Once they are done we can remove the causeway and create a usable length of canal here for canoes, paddleboards and light craft.*

*"It will also show those doubters in the north that we have a viable, worthwhile prospect of opening the canal. Please support the appeal."*

*Please see the flyer with this issue of Wey-South for details of how to donate, or go to <https://weyarun.org.uk/birtley-appeal>. For a donation of £50,000 you can have the bridge named after you or someone you love; for £25,000 you can have a steel plate to dedicate or remember a loved one; for anything above £5,000 you can add your name to a list of donors on a plaque.*



### Rye Farm

***North of Elmbridge Road, a further 350m of derelict canal became available to us following a change of ownership and we've submitted a planning application in conjunction with the landowner for the provision of a canalside towpath, instead of the current right of way along the farm access road. The application is currently with Waverley Borough Council.***

### Elmbridge Road

***"It's still on the go," said Tony of the highway improvement and new canal bridge to be built and funded by Surrey County Council at Elmbridge, near Cranleigh. The project would also include 300m of canal restoration and towpath improvement by volunteers.***

***"The planning application is still sitting there with Waverley. In one of these meetings I'll be able to say we've started but not just yet," Tony said.***

### Fastbridge: an update

***This will be a major project to remove the causeway where the A281 blocks the canal. Development has been facilitated by Dunsfold Park's plans for a new roundabout to the north and so some preliminary design for diversion of the A281 onto a new bridge to the west has been done. "This has been on hold pending the outcome of Dunsfold Park's search for a new development partner and I'm pleased to say that this has been resolved so we are slowly recommencing design and planning work on the project," Tony said.***

## Tickner's Heath footbridge opens for viewing

**T**he good news from the Tickner's Heath Road Crossing project is that the footbridge installation is complete, including the timber parapets and decking installed by our staff and volunteers, reported Tony Ford, project manager for the Summit section.

The aim is for the footbridge to be open later this year, Tony said, providing a safe route along the road for walkers and so that our work is more visible. Excavation on the north side of the canal is also complete.

The bad news is that while the temporary diversion for Dunsfold Road is partially complete we don't yet have approval from Surrey County Council for the detailed design. "We've got planning permission, it's just the design of how thick the road needs to be and where the drain needs to go," Tony said. "The highways legal agreements with Surrey are not yet in place and, just to add to the woes, we need Thames Water to move the water main and they are in the process of re-tendering for their framework contractor. Not the happiest of stories," Tony said.

A planning application for the second stage is with Waverley and Common Land Consent has been submitted with no objections. However, with the latter a planning inspector will need a site visit, and that won't be until August.



***Volunteers celebrate opening the new Tickner's Heath Crossing footbridge.***





***The footbridge at Tickner's Heath opened for visitors to view the restoration work here in late April (top). Volunteers have completed the concrete capping on the training walls and wing walls, so next is the job of removing the scaffolding (below) and profiling the bank. The curved section of the retaining wall below the bridge had to be recast, but the end result was worth the time spent getting it right. Work on the temporary road is on hold until Surrey County Council give the green light.***





***Our plans had aimed to make use of the redundant railway trackbed.***

## Rushett Common and Run Common: no planning permission but a debate to be had over the railway

Plans to restore 600m of canal between Rushett Common and Run Common were recently rejected by Waverley Borough Council after a convoluted planning process that didn't go our way. "One reason was our proposal to make use of the redundant railway trackbed which is now the Downs Link," said Tony Ford.

"The decision has opened up quite a few points about canal restoration as in several locations the original canal is blocked by development and an alternative arrangement is needed," said Tony. "The two locations that are relevant to this discussion are Bramley Link, for example, which runs through back gardens at the Somerswey area and Gedore Engineering works at Tannery Lane. The second relevant site is Rushett Common where there are various residential sites."

Tony showed several maps that illustrated that we would need alternative routes if we are ever to achieve our aim of restoration.

"A scheme to run the canal within the Downs Link corridor seemed to offer an enhancement for the users of the path, giving a different and pleasant ambiance as it ran along the canal. However, I should pause at this point to say that in the planning process for the Rushett/Run Common application process there appears to have been rather a lot of misinformation around that we were looking to close or curtail use of the Downs Link. The truth is just the opposite. We saw this

as an opportunity to upgrade and enhance it. It seemed to us quite a good deal that we presented, but for some reason that didn't quite gel in the minds of the wider community."

### The railway

While reopening of the railway in some guise has long been mooted, several formal studies confirm no economic case. At the Shalford end there is no connection available into Guildford and the original corridor has been compromised in several places, such as at Bramley Business Park. Added to this is the fact there is no active restoration group seeking to reintroduce heritage trains, for example. The way therefore seemed clear to use the corridor for specific current projects, namely the canal and a revamped Downs Link, rather than leaving it sitting there for posterity and some potential future use.

At Rushett Common and Run Common, running the canal through the Victorian railway bridges would avoid the expense of building new structures for the canal. Hence the planning applications for both Bramley Link and Rushetts include an element of utilising the former railway corridor.

However, resolving the current national difficulties with transport and development lead some – and perhaps an increasing number – to believe that a new rail connection along the Guildford to Horsham corridor is



part of the future solution and that option should not be precluded by taking the route for other purposes.

However remote that possibility may seem it is, in part, the reason why our Rushett application was rejected. "They said that restoring the Wey & Arun Canal is unattainable because it is just too damaged. But look at what we have already achieved to overcome those obstacles. Perhaps in our enthusiasm to bring the canal back to life we have not taken fully into account that our compatriots involved in railway restoration have similar aspirations to achieve the impossible."

The team is currently reviewing our proposals for both the Bramley Link and Rushetts applications, looking at whether we need to make adjustments to the designs to reduce the implications on a future rail link, and how we best achieve or better communicate our aim of improvements to the Downs Link path as a pleasant canalside route.

The Rooks Hill and Fanesbridge application, which also involves the Downs Link, is caught up in this melee and that application is being amended to take out the Downs Link part.

## What's your view?

*Wey-South would love to know the membership's views on this subject. In our last two issues we have included the views of one member - that our canal restoration should not deviate from its original route and questioning whether it is right that one heritage group (canal restoration) should push out another (railway restoration). However, we don't know what our wider membership feels about this issue. Please send us your opinion otherwise we just have a single view – we need debate.*

*You can email your comments to: [weysouth@weyandarun.co.uk](mailto:weysouth@weyandarun.co.uk).*



*Restoration Site Supervisor Dave Evans revealed the name of our new (to us) digger on Facebook, after we asked social media followers for suggestions. We had hundreds of suggestions, including the inevitable Digger McDigFace, Doug and Scoop, but the winner was Bumble Bee, suggested by Ed Rhodes.*



## Biodiesel choice moves us from red to green

Wherever we can, we endeavour to adopt as green a practice as we can in the pursuit of canal restoration. It's not always easy - construction isn't the most eco-friendly of activities due to its reliance on concrete (concrete is said to be responsible for 4-8% of the world's CO<sub>2</sub>). There are also financial limits to take into consideration as new materials and technologies that promise to be cleaner and greener can be prohibitively expensive.

So when an innovation comes along that is good for the planet and not too heavy on the pocket, we decided it was an opportunity too good to ignore. The opportunity was to switch to using HVO (hydrotreated vegetable oil) biofuel, a much greener alternative to diesel, in some of our plant and van fleet.

The move was prompted by the ban on red diesel for most industries at the beginning of April. The fuel had been attractive thanks to its lower fuel duty rate than regular diesel, with its use restricted to off-road vehicles and industries such as construction and agriculture. However, in a bid to bring all

greenhouse gas emissions to net zero by 2050, the government announced in the 2020 Budget that it would remove the rebate on red diesel from most sectors, forcing us to either use the now more expensive regular diesel, or consider another option.

The synthetic HVO we are using is made from 100% renewable waste fats and vegetable oils and claims to be better for the environment than regular diesel, reducing net CO<sub>2</sub> greenhouse gas emissions by as much as 90%. As well as significantly reducing greenhouse gases the fuel is biodegradable and so safe to use near water.

No special changes have to be made to use the biofuel, although tanks will need to be kept clean and filters changed regularly (which is good practice anyway).

HVO biodiesel can be stored for up to 10 years and the EWG have built two double-bunded fuel tanks for storage.

The fuel is best used in newer machinery so for now it is used in the telehandler, small digger,





cement mixer, jet wash and large digger, as well as restoration site supervision manager Dave Evans' work van.

The cost of the fuel works out at roughly the same as regular diesel, but while it may not be a cost-saver it is a greener choice.

Dave is enthusiastic about the move to the greener fuel. "We are keen to be as environmentally friendly as we can be in our restoration, so using HVO biofuel is a big step in the right direction. With the added benefit of being biodegradable, the HVO switch looks like being a big winner all round.

"So far we've had no problems whatsoever but it does smell a bit like a chip shop - it has a very different smell."

The biodiesel isn't the only eco-fuel we use, either, as for some time the cleaner Aspen fuel has been used in our lawnmowers, strimmers and power tools as the fuel is 99% cleaner than ordinary petrol. Being virtually free from sulphur, benzene and solvents, it means the fuel does not have the usual pungent petrol smell, making it much more pleasant for volunteers to use.



***The move to using HVO seems to be a success, cutting our carbon emissions dramatically. Working parties have been using the cleaner Aspen fuel in lawnmowers, strimmers and power tools for some time.***



## Pond expert casts his eye over Hunt Nature Park

Passers-by may be forgiven for wondering what on earth was going on at Hunt Nature Park in Shalford in early spring, when a man in a hard hat and a parrot on his shoulder, plus a crowd of 20 or so others, could be seen peering into pools of shallow water.

The visitors were there for the very legitimate reason of learning about ponds and their benefit to the environment, and part of a Natural England-funded project to encourage collaboration between landowners. They were led by pond expert Peter Birchall, better known as Pete the Pond, who came to assess the three ponds created by volunteers in the restoration of Hunt Park.

"Ponds are vital to the wellbeing of the countryside," he said. "They are the most important habitat we have on the planet, with some 3,000 creatures living in a good pond." Pete says the UK is losing ponds at a staggering rate, and so was pleased to see the efforts the Trust has gone to to include them at Hunt Park.

The group's first stop was the pond beside the new Information Centre, where the new platform provides the perfect spot to view the pond below and the wildlife it attracts. "Some



99% of the ponds in the south east of England are manmade, and it is our intervention that helps wildlife thrive," he explained. Left to their own devices ponds will revert back to dry land permanently, so it is important to monitor them and keep them healthy. This particular pond has a large canopy of trees and therefore is quite dark at the southern end so Pete advised opening this up, letting in more light.

While the water was pretty clear, Pete warned that the build up of leaf litter caused by the surrounding trees would need removing eventually. "Put it on one side to make a wider area that you can add plants to," he advised.





***Pond expert Pete (and his parrot Lottie) gave their assessment of the three ponds at Hunt Nature Park and provided visitors with some inspiration on creating similar on their land.***

A fallen log in the water was particularly pleasing to Pete. "This works really well. It can support water beetles, larvae, give snails places to hide. A pond with debris is very good." Fallen branches and piles of sticks can be put on the side of a pond and be used by creatures such as mice and bank voles to hide in and access the pond water to drink from.

As our pond is fairly new, no planting on the edges had yet been done. Pete advised adding native flora and subaquatic plants. "The greater the number, the greater the biodiversity," he said.

The other two ponds Pete looked at are larger but shallower, one you could even mistake for

an area of boggy ground. As a wildlife haven, however, they are a big success, Pete said. "This is a brilliant habitat for amphibians," said Pete of the second pond which is surrounded by log piles, shrubs and brambles. "There are places to hide, so much food, places to lay eggs. It's brilliant." One improvement could be to create small islands of silt as another habitat, he suggested, as well as add in other plant species and even wildflowers.

Pete also addressed the issue of ponds losing water in summer and flooding in winter. "It can be beneficial to dry out as it reduces fish predation," he pointed out. "It is in 2-3cm of water that you find the most creatures."

The work at Hunt Park is ongoing and we are working to a Landscape and Ecological Management Plan that sets out the work here, from vegetation management to coppicing and planting. The ponds' evolution will be part of that and should ensure biodiversity will get better and better, something Pete the Pond will be especially pleased to see.





***As part of the Landscape and Ecological Management Plan, the Midweek Working Party have been busy planting in Hunt Nature Park in the area next to the new Shalford Information Centre.***

***Some 360 trees and shrubs were planted, including Blackthorn and Buckthorn, Dogwood, Guelder Rose, Hazel, Hornbeam, Privet (wild), Spindle, Holly and Yew.***



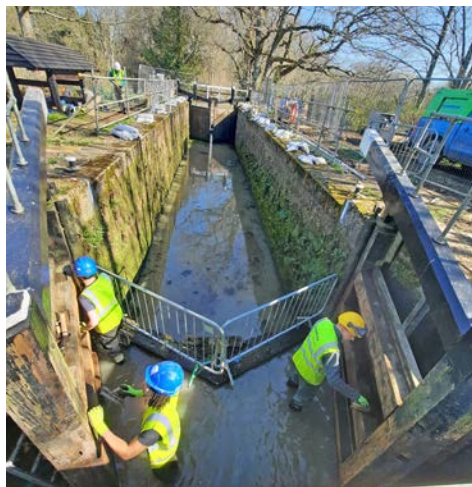
## Northern Working Party tackle BKL repairs

Investigations into leaks from the bottom gates of Baldwin's Knob Lock (BKL) in Loxwood realised our fears in that the problem lies with the lower cill.

After the tedious task of getting the stop planks installed and lock watertight, the chamber was pumped out, exposing a large amount of silt against the bottom gates which then had to be removed to get a good look at the damage.

On the bright side an empty lock provided the opportunity for the Northern Working Party to pressure wash the masonry as well as rub down the gates and repaint.

Designs for the remedial work have been completed and the steels to create the cill were set to arrive by the end of May.

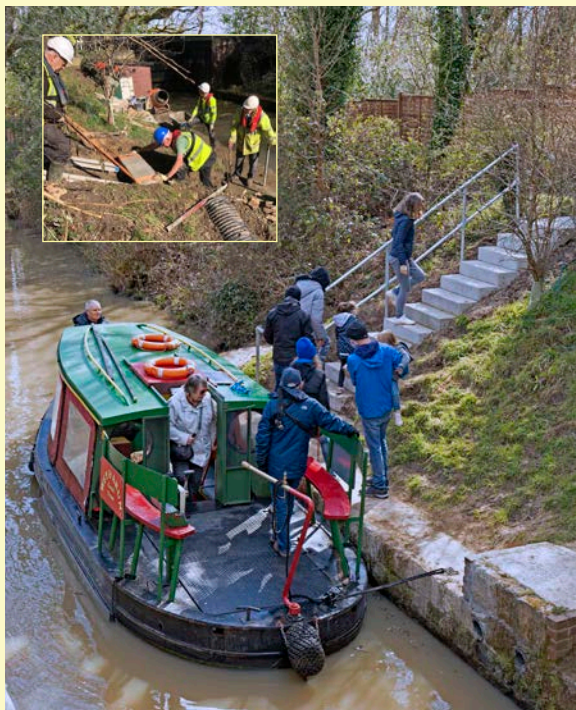


A specialist crane will have to be hired in to remove and replace the heavy lock gates but it is hoped the repairs will be completed before the peak summer season for boat trips.

***It was good to see the new steps constructed by the EWG at Southland in use during a recent private trip.***

***Because of the location, much of the structure was constructed at the depot in Dunsfold and the components transported to site - it was a long haul from access points at Gennets and Loxwood. Sixteen steps were cast in an interlocking design and transported from the depot, quite a task as they weighed in excess of 170kg each!***

***Precast concrete posts were used as the bearings for the steps. After casting a concrete landing platform behind the training wall the team were able to site the bottom step on it and this supported the steps above it thanks to its interlocking design.***







## Youth groups get to experience the joys of paddling

Over the past few years we've seen a huge increase in the number of paddlers using the canal. Income from boat licences has more than quadrupled since 2019 to hit £3623 last year while British Canoeing membership has grown by 136% in the past two years, the majority of which has come from new recreational paddlers, says marketing manager Jenny Spencer.

However, it's not only individuals who are discovering the joys of paddling on the Wey & Arun. Youth groups are now using the canal regularly.

1st Findon Valley Sea Scouts are based in Worthing and each week help young people aged 6-14 enjoy fun and adventure while developing valuable life skills. Section leader Steven Jenkins says the group discovered the Wey & Arun last year after becoming frustrated at how few access points there are to local waters. "We're delighted that the Wey & Arun Canal team were able to work with us to understand our needs and allow us to get on the water so quickly and easily."

The group have used their pulling (fixed seat rowing) boat and Steven says he hopes to use the canal over a number of weekends

throughout the year for their stand-up paddleboards. "In a whole day of using the canal, we will often get over 20 young people out on the water and hope to increase this over time."

Closer to home, the 1st Rudgwick Scout troop are also regular visitors to the canal, bringing their paddleboards, kayaks and canoes, and every Sunday the Renegades youth group based in Wisborough Green and surrounding villages takes up to eighteen 10 to 18-year-olds on the canal. Leader Gareth Miller says the Renegades have been using the canal since last November when the group got 10 open canoes, and the canal is proving "100% an absolute lifeline".

"It's vital for us to have an amenity like the canal. It has the facilities for us to do nursery work, we can securely look after the kids and I can manage the entire environment. It's a safe space as I know what's in the water and a good, well managed space," he says.

The youth leaders all agree that getting out on the water has huge benefits to young people. Steven says: "Speaking to our young people, they are very grateful for the opportunities to get outdoors and do things which above all are great fun but also something different to what



they normally do. Watersports allow our young people to develop their teamwork, either rowing together to make the pulling boat move or helping each other get the stand-up paddleboards in and out of the water."

The young people learn a whole host of skills, adds Gareth, from safety on the water to the wildlife they can spot on the canal and being mindful of other waterway users including other boaters and anglers.

"They work as a two-person team and as a group. As well as specific paddling strokes, they learn about the weather and planning their trip, looking out for hazards on the water and managing themselves individually and together as a flotilla. They also feel as though they've got autonomy, which doesn't happen very often."



***Opposite: The Renegades use their open canoes at Loxwood each Sunday. Top: 1st Findon Sea Scouts put their pulling boat to the test on the canal.***

***Teams from London WRG and KESCRG spent a weekend working on Roger Dimmick Lane, the access track to the slipway at Drungewick.***

***The track is used regularly by canoeing groups and at times got very muddy. Some 80 tons of type 1 stone was laid to improve the track, making parking and loading and unloading canoes a lot easier. Volunteers also erected new signage and fencing and made a start on a new timber picnic bench, created from wood from the Tickner's Heath road crossing project in Alfold.***

***As well as youth groups, hire firm Fluid Adventures operates from Drungewick. Single and double kayaks and open canoes can be hired on Fridays, Saturdays and Sundays.***



## The Military and the Wey & Arun Canal

It is well known that construction of the Wey & Arun Junction Canal between Shalford and Newbridge was principally to complete a continuous inland waterway linking London to the English Channel, making cargoes which would otherwise have to travel by sea secure from attack by French ships during the Napoleonic Wars of 1793-1815. We also know that completion of the canal in the autumn of 1816 was more than a year too late for the waterway to fulfil this purpose.

A proportionate view of this circumstance depicts the canal settling down to the quiet existence of movement of goods locally and regionally until this was superseded by the railway in the 1860s. However before the development of an extensive rail network, central government policy directing the tactics of the British army caused considerable official use of the inland waterways.

A central depot for the storage and issue of small arms and ammunition was established from 1806 at Weedon Bec, Northamptonshire, alongside the Grand Union Canal, on the principle that this spot was roughly equidistant from the places regarded as the most likely sources of trouble: France and Ireland. Given the route they provided from the capital to Portsmouth and Gosport, the Wey & Arun Canal, together with the Portsmouth & Arundel Canal (the latter completed in 1823), did not escape government attention. Very valuable cargoes of silver bullion originating in Empire countries and carefully guarded by soldiers made their way along these southern canals and the Thames to reach the Treasury in Whitehall.

The canals and rivers were also used for movement of baggage of troops marching from London for deployment overseas. In late 1837 with rising tension between English and French-speaking settlers in Quebec it was decided to send two battalions of Guards from



***Excerpt from the first-edition 6in-to-mile OS map, surveyed 1875-76. An 1874 field exercise for army-officer cadets assessed the potential of this reach as a stop-line against a foreign invader.***

Wellington Barracks, Westminster, to Canada to maintain the Queen's peace. In spring 1838 the troops marched via Bagshot to Royal Clarence victualling yard, Gosport, to embark for crossing the Atlantic. Their baggage – guarded by a lieutenant, two sergeants and 30 private soldiers – was consigned in two barges via the Thames, Wey, Wey & Arun Canal, Arun Navigation, Portsmouth & Arundel Canal and Portsbridge Creek to the victualling yard. The troops and their baggage arrived at Quebec in May 1838. The growing rail network caused the army to change its policy to deployment of troops by railway in 1844.

A long period of peace sustained through skilful juggling of alliances with a range of European nations followed. However, partly discomfited by their poor management of the British contingent in the Crimean War of the mid 1850s, senior officers of the army suffered further nervousness as they assimilated Germany's success in the Franco-Prussian War of 1870-71. The threat of invasion of south-east England by France was superseded by that of a well-resourced German army, strongly implied



***Desilting on the Summit at Dunsfold Aerodrome has uncovered hidden treasures such as this smoke float, used to guide bombers.***

in Lt. Col. Chesney's alarming and widely read novella *The Battle of Dorking* (1871).

To a degree the governments of those times answered the call for more resources for the army with a large barrack-building programme during the late 1870s. This strategy was complemented by exercises set for cadets at the Royal Military College (RMC) Sandhurst which required reconnoitring and assessment of land south of London to identify promising locations for field artillery and features where the progress of an invader might be blocked. Through an internet search our trustee Giles Eyre has unearthed a RMC report of 1874 on the potential of the Arun Canal as such a 'stop-line' which also observes that resourcing a strong point at Pallingham Bridge would be much more feasible from its west side than via the poor roads to the east.

By 1888 even the Arun Canal had ceased to be used and would not have presented an obstacle to an invader. Before the end of the 19th century and with improvements in long-range artillery, army policy changed to the protection of London's southern flank by a chain of mobilisation centres located along the



***The Canadian Army practised laying explosives on the remains of Devil's Hole Lock. Fittingly, Colonel Paul Rutherford, Senior Army Adviser to the Canadian High Commission, cut the ribbon on the restored lock in 2010.***

North Downs (Henley Grove Fort, Guildford, is one such). Even this provision was outmoded with the use of military aircraft during World War 1. The Wey & Arun Canal was long forgotten as a secure mode of transport or a potential asset of defence.

From 1942 Dunsfold aerodrome was established as a Canadian Air Force bomber base on the north-west bank of a stretch of the canal's summit pound. It is also recorded that the partial demolition of Devil's Hole Lock with explosives assisted Canadian troops preparing for the disastrous Dieppe Raid of the same year. Reconciliation of the Canadian forces with the canal structure they had used for explosives practice was achieved on 17 April 2010 when Colonel Paul Rutherford from London's Canadian High Commission cut the tape to reopen the restored lock.

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

*A more developed account of military use of the canals can be found in: The Military on English Waterways 1798-1844; Compton & Carr-Gomm; Railway & Canal Historical Society, 1991*





**Male scarce chaser dragonfly: Look out for a broader body, large eyes and wings held out from the body at rest.**

## Dragonflies and damselflies: Can you tell them apart?

**D**uring the summer the canal is a great place to see damselflies and dragonflies. But how do you tell them apart?

One difference is that damselflies are delicate and small. Their eyes are separated and when at rest most of the species fold their wings back along the length of their body. They are weak flying and usually stay close to the water margins or water surface.

In contrast dragonflies are mostly larger. Their eyes are very large and usually touch. When at rest they hold their wings out from the body, often at right angles to it. They are strong flying and can be found near and sometimes well away from water.

Damselflies and dragonflies eat other flying insects, mostly midges, mosquitoes and flies, but larger dragonflies eat butterflies, moths, damselflies and even smaller dragonflies.

The life cycle for both begins with an egg laid into the water, followed by the larval stage (which can be weeks or even years depending on the species). The larva then undergoes a series of moults. In the water larvae eat almost anything that is smaller than themselves.

Most species of larva emerge from the water by climbing up plants at the water's edge. When the larva leaves the water a fully formed adult is already present inside. The adult pumps fluid into its body and the larva splits allowing the adult to push itself out. It then pumps more fluid into its wings and then its body. Emergence is hazardous and can take one to three hours. At this stage until their first flight they are vulnerable to predation from birds, frogs and other insects.

To mate, males and females join together on vegetation. In some species the male remains attached to the female as she flies across water, dipping the end of her abdomen into the water and releasing eggs. In other species the male will often fly nearby to protect her from attraction by other males while she is releasing her eggs.

Beautiful as they are, adults live for just a few weeks, dying from predation, accidents and starvation as in poor weather neither they nor their prey can fly. We have to enjoy them along the canal while we can.

**Dave Verrall**

**dave\_verrall@weyandarun.co.uk**



**Female white-legged damselfly: If its wings are folded back along its body then it is likely to be a damselfly.**



**Migrant hawker dragonfly.**



**Willow emerald damselfly.**



**The life span of dragonflies and damselflies is sadly fleeting but their presence on the canal is one of the highlights of summer.**

**Let us know which species you spot.**



*We are well used to seeing grass snakes taking a dip in the canal, but the sight of an adder in the water is much more rare. However, Eleanor Gloster's 8-year-old son spotted the UK's only venomous snake trapped in Brewhurst Lock on a sunny day in April. A rescue attempt ensued and the family managed to get the snake to safety.*



**Our teams are in the process of installing six new milestones along the canal banks. Graham Baird and his assistants cast the milestones at our depot, but putting the heavy blocks of concrete into place is not straightforward. This milestone is on the new circular walk route at Birtley (2½ miles from the Wey and 20½ miles from the Arun). Once all the new batch is in place, dedication plaques with text agreed with the sponsors will be fixed on.**





***Trainees are put through their paces at Loxwood, under the watchful eyes of our skippers. Our crew were joined by five trainee skippers from the Basingstoke Canal Society, there to complete their Water Safety certificates.***

## Members help out with Basingstoke skippers' training

Our boat crew were joined by five members of the Basingstoke Canal Society (BCS) for training in February.

The five trainee skippers from the BCS were making use of our training and certification programme, which is recognised by the Maritime and Coastguard Agency, to receive their Water Safety certificates. The training covered First Aid, Fire Safety and Water Safety as part of their Boatmaster Licence qualification.

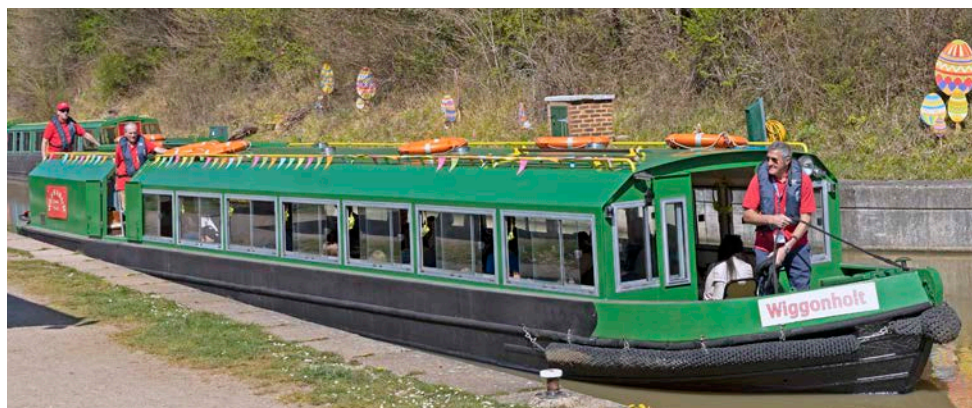
Trainer Ken Broomfield said he was glad to help out the BCS given both organisations have a common objective in tripboat operation.

The skippers joined seven new crew trainees and two existing crew wishing to receive a refresher, carrying out their Part 1 training. The day involved running through all the

tasks followed on a boat trip day, from arrival at the canal centre, preparing the boat, welcoming passengers, cruising the canal, working the locks, returning to base and packing away, and mooring the boats when finished. The trainers also ran through person overboard procedures, evacuation and search and rescue procedures.

Crew now go through a 'Part 2' day, experiencing a passenger-carrying trip as a supernumerary crew member and mentored by an experienced crew member while performing all the routine tasks of a qualified crew member. If, after a Part 2 day, all parties involved (skipper, trainee, mentor) are happy the trainee can be 'signed off' as ready to crew.

One new skipper qualified in March and four others are at various stages of their training, while nine new crew joined this season with four more undergoing crew training.



***Some pictures from early-season boat trips.  
Top: An Easter trip leaves the decorated wharf;  
Middle: Wiggonholt and Zachariah Keppel  
pass above Loxwood Lock on Mothering  
Sunday; Bottom: Paddleboarder and  
an Easter trip at Brewhurst Lock.***



## Boat trips get off to a cracking start

*Following the previous two years of Covid it was a relief that the first boat trips of the 2022 season could run with few restrictions. They got off to a flying start with good weather and full houses.*

*The Cream Tea and Danish Pastry catering options for the special Mother's Day and Easter trips went down well, as did the beautifully decorated Easter biscuits for the kids.*

*We also managed to display Diana Briault's eye-catching Easter eggs along the towpath for the first time after they were put together in 2019 by the Tickner's Depot team.*

*The summer season continues with a series of special trips over the Jubilee weekend when the boats will be decorated fit for a Queen, plus a Father's Day special on June 19th.*

*Cream Tea Cruises begin on Fridays from the end of July, so with regular trips on weekends (and Wednesdays in the school holidays), Boat Group volunteers and Canal Centre staff are certainly being kept busy.*

*Bookings for all trips can be made via our website, and you can even treat family and friends with a gift voucher for a future trip.*



## Chris Harrison

Chris Harrison was our first Bramley Link Manager and took on this most challenging of jobs in the early years of the 21st century. His professional career was as an engineer in the oil industry. When he retired, his first thought was to take up horse-riding. A serious fall put a stop to that and Chris's doctor recommended walking to help his recovery. Some of the walks went along the canal route and that was how his volunteering started. In 2004 Chris organised an exhibition of canal plans at Bramley Village Hall. This was meticulously prepared and led to some very positive results.

Chris was courteous and patient, although certainly capable of being forceful when needed. He went about the job of talking to local authorities, landowners and neighbours to take our restoration plans forward. It is largely thanks to Chris that we now own the Hunt Nature Park land along the Cranleigh Waters. As plans began to crystallise, Chris joined the board in 2009 and served for three years until ill-health sadly forced him to reduce his involvement and hand over to his successor. The groundwork Chris had laid was solid; the Bramley Link project was much further forward than when he started.

Chris passed away in January 2022 and we will always be grateful for his hard work on the canal project. Our sympathies are with his widow Sylvia and his family.

## Geoff Boote

In over 50 years we have accumulated a vast collection of paper archives. This is our 'corporate memory' that we can't afford to lose. Sadly we have recently learned of the loss of Geoff Boote, who nobly took on the job of scanning much of the paperwork into electronic form. For this the current team and those still to come should be forever grateful. Geoff was also a faithful member of the Wey-South 'stuffing' team.



**Top picture: Chris Harrison (left), seen with our Chairman Peter Foulger, formally opens the Bramley Link Exhibition in 2004.**



**Lower picture: Chris in 2006 helping to clear undergrowth around Tannery Lane Bridge.**



**Geoff Boote (far left) as part of a socially distanced Wey-South 'stuffing' team in September 2020.**





***Geoff was a skipper and working party regular as well as an ace map creator.***

## Geoff Thomas

Not many volunteers make big contributions to our work both out in the field and from their desk. Geoff Thomas, who sadly left us in April 2022 at the age of 73, was one of those rare few. If you look at one of our recent canal maps, it is odds-on that Geoff produced it. If you go to Southland or Gennets Bridge Lock, Geoff helped with large chunks of the brickwork. Geoff joined us as a volunteer in 2010 after taking early retirement from a telecoms company. In the same year, *Wey-South* magazine went over to a 'desktop publishing' approach, so our volunteers, rather than a professional printer, took charge of the layout. Very soon Geoff had got to grips with the relevant software and played a big part in producing the magazine for several years.

Geoff came to know the route between Portslade and Loxwood very well as he joined TSG (now known as EWG) and worked on rebuilding Southland and Gennets Bridge Locks. With his patient and careful approach, Geoff learned key skills including bricklaying and digger driving to become a valuable member of the team. Geoff also became the team's photographer. As if all this was not enough,

Geoff also joined our Boat Group and qualified as a tripboat skipper. Geoff's seemingly endless energy and enthusiasm won him the John East Trophy at the 2013 Annual Meeting.

Geoff was fascinated by maps and mapping. He learned another complex software package (Adobe Illustrator) and used it for the neat and stylish maps in all our latest publications such as *Guide to Restoration Progress* and *Visiting the Wey & Arun Canal*. In 2019 Geoff began to suffer health problems, the first signs of cancer, and had to stop skippering and his EWG work. But Geoff was never one to give up. Although we knew that he was ill, we never knew how serious it was as Geoff was still cheerfully producing all the mapping we asked for, right up to our 2022 Annual Meeting walk. It was a terrible shock when Geoff told us that he had produced his last map and he passed away just a few days later.

I am personally grateful to Geoff for the huge transformation he brought about in our publications and mapping work. I know that his colleagues on the front line feel similarly. Geoff – we remember the happy days and we miss you very much.

***Julian Morgan***

## Working Party Roundup

It was a bit stormy during February and March which led to a lot of clear-up work for our teams. But with April Spring was in the air and the weather was good. As a result there have been many visitors which mean that there was some urgency to getting the canal in good shape for the boat trips.

**Peter Winter**

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

### Hedgelaying

Hedgelaying finished for the season at the end of March. By then birds are starting to look for nesting sites and the sap in the trees is moving, with some early buds bursting – signs telling us to stop disturbing the hedgerows.

The team completed laying the long hedge on the far side of the canal between the Canal Centre and Brewhurst Lock, then we went on to re-lay the hedge immediately adjacent to Brewhurst Lock (last laid about 9 or 10 years ago). Now the main task is to identify hedges suitable to lay next season. Ideally, the hedges need to be about 3-5 metres tall, so definitely not trimmed this last winter or forthcoming summer. Suggestions please!

**Nick Baxter**

### Boat Group PEST

On our first outing in February we split into two parties. One took *Wasp* and went south of Baldwin's Knob Lock to help clear the debris left from the tree cutting and made a start on clearing the large amount of sludge that has gathered since Drungewick Lock closed. The second team, on *May Upton*, cleared two large loads of cuttings from the Birch Copse area and assisted in the clean-up after Storm Eunice. Activity was somewhat reduced in April and we managed only one work day, clearing debris from below BKL.

More volunteers are required! As age and infirmity takes its toll, we are seeking two or three new members to join us. If you fancy working on the water, keeping the navigation



***The hedgelaying team in action.***

clear for our boats then please get in touch. We would particularly welcome any of our skippers and boat crew as they have the boat-handling skills, safety and first-aid training we need.

**Chris Jones**

### Midweek Working Party

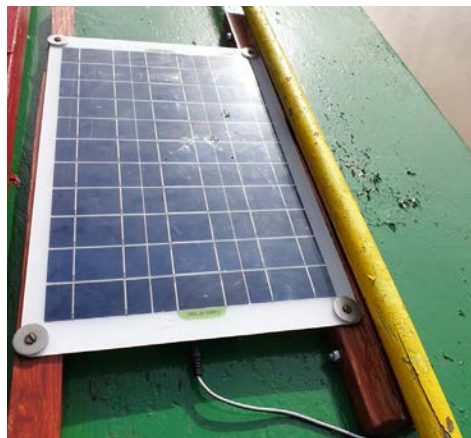
MWWP had a busy few months with more than 20 volunteers out every week. Tasks have ranged from cutting hedges, clearing scrub and taking down ash trees in the area between Lee Farm Lock and Lordings Lock, to clearing the canal at Fast Bridge, Hunt Park and Cranleigh Waters after the storm brought down trees.

Work has continued in Hunt Park on making the ponds for the Great Crested Newt Licence. Trees have also been planted in Birtley by the fence alongside the towpath. The primroses and birds on the Birtley section are wonderful.

By April the workload for the MWWP was beginning to reduce as the bird nesting season is now with us. However, the group split to tackle a number of smaller jobs down the navigable section and elsewhere. We cleared a tree at Gennets that had come down in the storm, but another smaller tree had to be left as moorhens are nesting in it.

We have completed taking the trees out of the canal from Lee Place to Haybarn Swingbridge,





***JJ's solar panel to top up her battery.***

and activity has started again at Northlands to clear the trees that have fallen into the canal. Meanwhile, one of the group has been spraying Giant Hogweed in his lovely white space suit. It is a long job which will continue for much of the summer.

***Margaret Darvill***

## **Monday Group**

The group started tree planting at Lee Place (Harsfold) and completed painting the balance beams and headposts at Baldwin's Knob, Brewhurst and Devil's Hole Locks in a biting wind which gave a chill factor of minus 5 which, I believe, falls into the category of 'above and beyond'.

In February, work at Loxwood included planting 150 trees and shrubs and cleaning out the ditch on the car park side. Other outings involved clearing reeds from the canal bank between Drungewick Road bridge and the lock, leaving them to dry in piles near the fence.

At the beginning of March, the group spent a day at Gennets planting trees, strimming around the pond, together with cleaning various milestones. This was followed by two consecutive visits to Baldwin's Knob Lock, applying a protective coating to the stop plank shelter and doing a significant amount

## **Sign up for Working Party News**

***Working Party News is a monthly newsletter containing up-to-date information on all that's happening with our volunteer teams. To receive it email [listadmin@weyandarun.co.uk](mailto:listadmin@weyandarun.co.uk) asking to receive Working Party News.***

of hedge-cutting and strimming. At the end of March the Group not only tackled Tickner's, but also Compasses.

Fully into 'Keeping Up Appearances' mode, the first meeting in April saw visits to Southland, Devil's Hole, Loxwood and Brewhurst. This was followed by two outings at the Drungewick Slipway site and from the bridge to the lock and winding hole. At the former, all the area has been strimmed, brush cut and raked.

***Nick Wood***

## **Boat Maintenance**

Maintenance was confined to various small jobs during the cold and rainy season. After Ian renewed the rotten engine room deck on *Wiggonholt* we bought new long fenders for the port and starboard bow. I took the old ones home, cut off the damaged lengths, re-secured and tidied up the frayed ends, and took them back to be fitted to the port and starboard bows of *Josias Jessop* which now comes alongside with a gentle sigh instead of the usual clang. The next job is to tidy up and re-secure the long fenders on *Zachariah Keppel* to complete the operation for all three boats.

Brian installed a solar panel and controller on *JJ* to keep her battery topped up. We are planning to install a similar set-up on *ZK*, but the huge array required for the electrically-driven *WH* is sadly a bridge too far.

In April the team carried out repairs to the water supply to the toilet on *WH*. Derek and Ian did a thorough inspection of the wheelchair lift and made adjustments so the manual controls can lift the platform to its full height.

***David Arnold***

## Calendar of events

### Boat trips

**Scheduled trips:** Regular cruises run on Saturdays and Sundays and on Wednesdays in school holidays.

**Father's Day Cruise:** Sunday June 19th.

**Cream Tea Cruises:** Every Friday from July 22nd to September.

**Wizards and Wizardry:** A very spell-cial family trip with our own wizard. Children are invited to come dressed as their favourite wizard. Wednesdays August 4th and 25th.

**All boat trip bookings are via our website.**

### Walks

**Guided walks:** Selected Tuesdays at 2pm from Shalford Information Centre. Free, but please register on our website.

**Heritage Walk/Guildford Walkfest:** Sunday September 18th 2pm, from Shalford Information Centre. Free, but register on our website.

### Meetings

**Autumn Members' Meeting:** Saturday 22nd October, 2.30pm, Alfold Village Hall.

## Volunteer hours head back to pre-pandemic levels

The dedication of our volunteers can be seen once again in the number of working hours put in over the course of 2021.

Despite lockdowns and a reduction in the number of visiting working parties, volunteers still clocked up a whopping 26,599 hours compared with 21,807 for 2020.

The figure is close to the pre-pandemic level of 27,412 in 2019 when we benefitted from three weeks of WRG summer camps and numerous weekend visits. This year we will be hosting a week-long camp for WRG members at Birtley from August 20.

Thanks go to all the working party members, boat crew, Canal Centre helpers, talks and events team and back-office volunteers who donate so much of their time and to Maurice Cranefield for collating the weekly figures.

## 50th anniversary

Next year marks the 50th anniversary of the Wey & Arun Canal Trust and as such the anniversary of our constitution. A lot has changed in those 50 years and so now seems the right time to bring it up to date.

A draft revised version has been prepared and will appear on our website. Please let us have any comments, good or bad, before we move to adopt it at the next Annual Meeting.

## Farewell to Kev Baker



**M**aintenance manager Kevin Baker left our employment in April after four years of service.

In that time Kev played a key role in maintaining our showpiece

Loxwood section, leading working parties here several times a week, as well as undertaking restoration work at Lordings Lock.

We are grateful to Kev for his hard work and commitment and wish him well for the future.

## Numbers Game winners

**February:** First prize (£100) number 39, second prize (£30) 15, third prize (£10) 29.

**March:** First prize (£100) number 30, second prize (£30) 67, third prize (£10) 59.

**April:** First prize (£100) number 12, second prize (£30) 9, third prize (£10) 175.

**You could be among the winners by taking part in the monthly Numbers Game. To join please email [support@weyandarun.co.uk](mailto:support@weyandarun.co.uk), or call 01483 505566.**



# Volunteer opportunities

## Boat trip helpers

Could you lend a hand during the summer preparing the boats for private and public trips? We need hands to help decorate the boats and lay tables ahead of trips, as well as meeting and greeting passengers.

## Canal Centre

Our Canal Centre is a stopping point for visitors to Loxwood, offering a wealth of information about the canal and local attractions. Could you spare a few hours to staff it?

For more information on both roles, please email [canalcentre@weyandarun.co.uk](mailto:canalcentre@weyandarun.co.uk).

## Events team

Each year a small team visit fairs and festivals with our mobile display vehicle (MDV) to meet the public and spread the word about our restoration achievements and plans for the future, as well as signing up new members. We need help with towing the MDV to events or joining the team (training provided).

For more information please email [roger\\_beazer@weyandarun.co.uk](mailto:roger_beazer@weyandarun.co.uk).



***Apprentice Adam has learnt that draining and clearing a lock can be a messy business! Good job he loves what he does. He ended up in this state after pumping out Baldwin's Knob Lock in Loxwood and removing a whole load of debris and silt into the bargain.***

## Membership Report

**W**e gained 25 new members in the last quarter and our membership now stands at 2,938. We would like to extend a very warm welcome to the following new members:

Roger Amerena

Richard Blows

Jean Elcome

Caroline & Philip Ingham

Karl Nickless

Richard Baker

Valerie Bonsall

Paul Fisher

Ivan Kay

Greg & Lola Platts

Angela Baron

Peter & Ali Champion

Sue Gooding

Ian Marychurch

Penelope Sanders

Jennifer & Neil Bird

Robin Donaldson

Richard Guy

David & Mrs Murray

David Scurr

We have learned with regret of the death of:

Clifford Bailey

John Downham

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)**



**The new graphics.**



**The old graphics.**

## New look for the MDV

*Our Mobile Display Vehicle has had a facelift with a set of shiny new vinyls.*

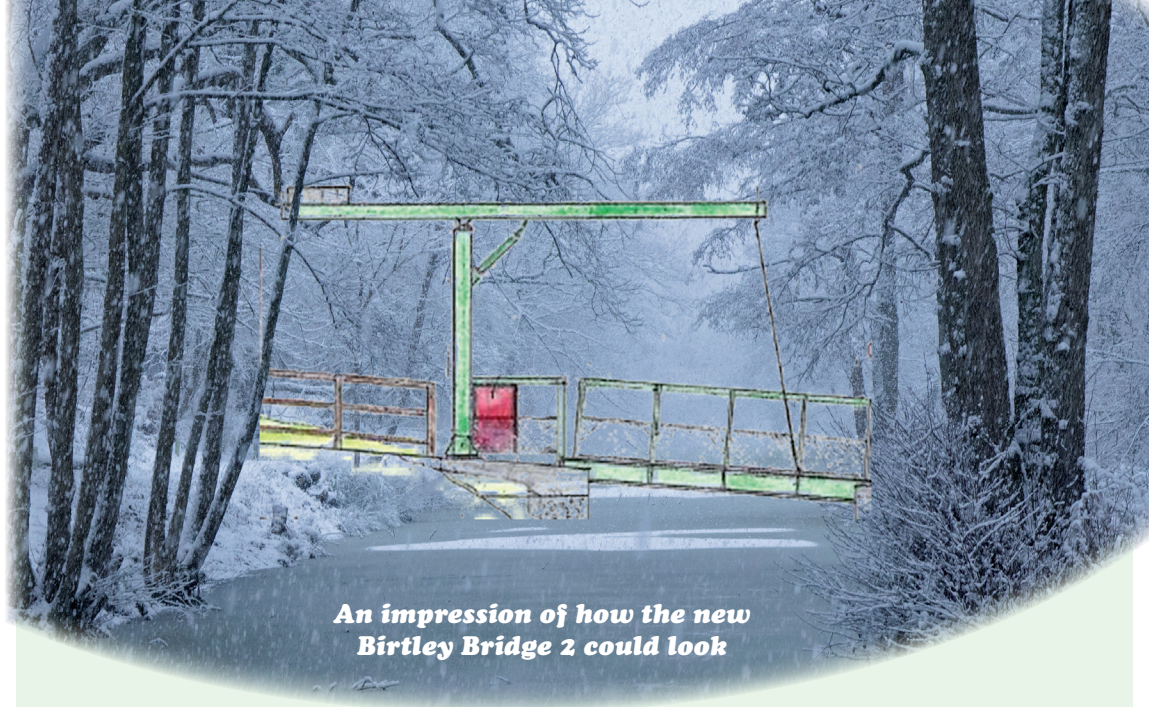
*The MDV attends events across Surrey and Sussex, playing a key role in publicising our boat trips, current restoration and plans for the future, so it is important it looks the part.*

*The vehicle was supplied by Marco Trailers of Newhaven, Sussex, in 2005. The external graphics had not been updated since, so the images had faded somewhat and contact details had changed - the old version even included a fax machine number.*

*The new-look MDV was created by Fastsigns in Guildford and given its first outing of the year at the Care Ashore Spring Fair in April where visitors and residents were keen to hear the latest on the nearby Tickner's Heath road crossing project.*







*An impression of how the new  
Birtley Bridge 2 could look*

# **CAN YOU HELP TO MAKE OUR BIRTLEY DREAM COME TRUE?**

The attractive canal section at Birtley, near Bramley in Surrey, is already a big hit with local people. Our vision is to remove blockages across the canal by building two new lifting bridges. With your help, this will be a 'real canal' again - one that boat users and walkers can enjoy.



# **READY TO GO - WITH YOUR HELP**

**Our target is to raise £150,000 for the Birtley Bridges project. We have planning permission to construct two lifting bridges on this scenic section of the canal.**

**The first bridge (Bridge 1) is already in place, but with a temporary fixed deck. Volunteers are now gearing up to start the construction of Bridge 2, further to the north. Our plan is for both bridges to have lifting decks. We need your help to fund the work and complete the project.**

**You can donate via our website:  
<https://weyarun.org.uk/birtley-appeal>**

**Or by cheque payable to "Wey & Arun Canal Trust" (with a Gift Aid form if possible) sent to: WACT Northern Office, Bridge End, Somerswey, Shalford, Guildford GU4 8EQ.**

**Donations of any amount will help us, but you may wish to consider a special donation:**

- \* Donate £50,000 and you can name the bridge after yourself or a loved one.**
- \* Donate £25,000 and you can have a steel plate to dedicate or remember a loved one.**
- \* For anything above £5,000 you can add your name to a list of donors on a plaque.**

**[WWW.WEYARUN.ORG.UK](http://WWW.WEYARUN.ORG.UK)**

*The Wey & Arun Canal Trust is a Registered Charity number 265331*