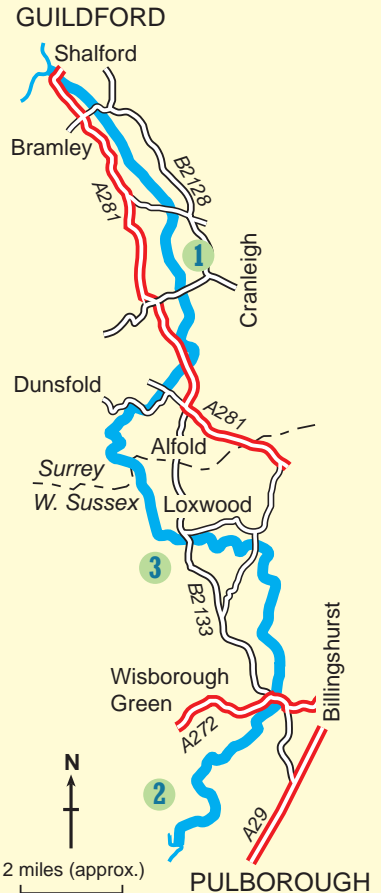


WEY-SOUTH

Quarterly Magazine of the
Wey & Arun Canal Trust
Issue 207 June 2024

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Wey-South team:
*Julian Morgan, Trevor Lewis, Jonathan Copeland,
Gordon Powell, Keith Lyall.*
Sue Batey & David Jessop (Proofreaders)
Website: weyaran.org.uk Facebook: [weyandaruncanal](https://www.facebook.com/weyandaruncanal)
X (Twitter): [@weyandarun](https://twitter.com/weyandarun)

Front cover: Between Haybarn Bridge and Lee Farm Lock, part of the Arun Navigation, the southern section of our canal.

Wey-South
The Quarterly Magazine of
The Wey & Arun Canal Trust

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Issue 207 June 2024

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Keith Lyall, Julian Morgan,
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News headlines

Planning permission – at last – at Rye Farm, Elmbridge

Creating a bridleway diversion here is an essential precursor to restoring 350m of canal, which is one of our three-year targets. Planning permission, first sought two years ago, has now been granted. (See page 10)

Spring Meeting

120+ members attended our Spring Meeting on Saturday 20th April, to applaud and thank Sally Schupke, on her retirement as our Chairman, for her fifteen years at the helm, to welcome her interim successor Margaret Darvill and to hear some financial headlines for 2023 from new Finance Director Robin Hirsch. (See page 4)

Gordon Powell, Bill Nicholson and Tony Ford then presented details of our Forward Plan for accelerating restoration and opening up our green corridor. There are four priority projects for the next three years, and a vision for many more achievements by 2030. (See page 5)

Generous grants from local councils for Bonfire Hanger

Waverley Borough Council, the canal's most significant District Council, has kindly awarded us £41,000 towards the restoration of the quagmire towpath bridleway at Bonfire Hanger. Alfold Parish Council has added £5,000 to this. Major improvement of this section is now under way, with forestry work and canal bed clearance funded from our own resources. (See page 8)

Gordon Powell joins our board

At its May meeting, our board co-opted Gordon Powell to serve as a director. Gordon has been in charge of our Communications and Fundraising for some time and is also an active working party volunteer. His skills and experience will be very useful to the management team. (See page 5 for a picture of Gordon speaking at our Spring Meeting)

Lyn Nash retires

Lyn, our Loxwood Canal Centre Manager, has decided that now is the time to step back. *Wey-South* and Lyn's friends celebrate all she has done for the canal over the last 13 years. (See page 22)

Our new pump controls are now up and running

Back-pumping of water at navigable locks is needed to maintain water levels in the pounds above. Boat trips were severely affected when the pump controls on the Loxwood area suffered criminal damage last year. These have now been replaced more securely, thanks to much hard work and generous donations. (See page 26)

Pauline the dredger earns her living again

Recently relocated back from Dunsfold, Pauline has had emergency flotation repairs to allow her to resume work in the Loxwood area. (See page 33)

A date for your diary

Our formal 2024 Annual Meeting is scheduled for Saturday October 19th at Alfold Village Hall. Full details will be in your next *Wey-South* magazine.

Spring Meeting

Saturday 20th April 2024 saw a well-filled room of members at Pulborough Village Hall receive a full update on Trust matters. This year, the previous pattern of meetings – a formal Annual Meeting in the spring and an informal one in the autumn – was reversed to give more time for the preparation of accounts and reports. However, new Finance Director Robin Hirsch was able to give some headline figures for 2023 which he warned were highly provisional.



Similarly to 2022, the overall financial result for 2023 was near to breaking even. Both income and expenditure were up compared to 2022. Income increased mainly thanks to a generous response to our appeal for repairs after criminal damage at Loxwood. Expenditure was higher because of the repairs at Loxwood and the costs of finishing the Birtley project. During the year, we purchased land including the canal at Gennets Farm. To an accountant this was not spending, because we acquired an asset in return for our funds, but our available 'cash' reduced as a result. Robin emphasised our dependence on donations, whether from members, legacies or grants from external bodies. In 2023, these accounted for 76% of our income. Our planned intensification of restoration activities meant that more was needed from all these sources.

Those plans for the future were explained in detail by Gordon Powell, Bill Nicholson and Tony Ford (see page 5).

Retiring Chairman Sally Schupke had begun the meeting noting some of the highs and lows of recent months. Delays to the granting of planning permissions were a particular regret. She wished all the best to her successor Margaret Darvill who presented Sally with a bouquet (picture on the left). The meeting ended with warm words for Sally from Tony Coles and Tony Ford presented Sally with a 'This Is Your Life' photo album (picture below).



Forward Plan

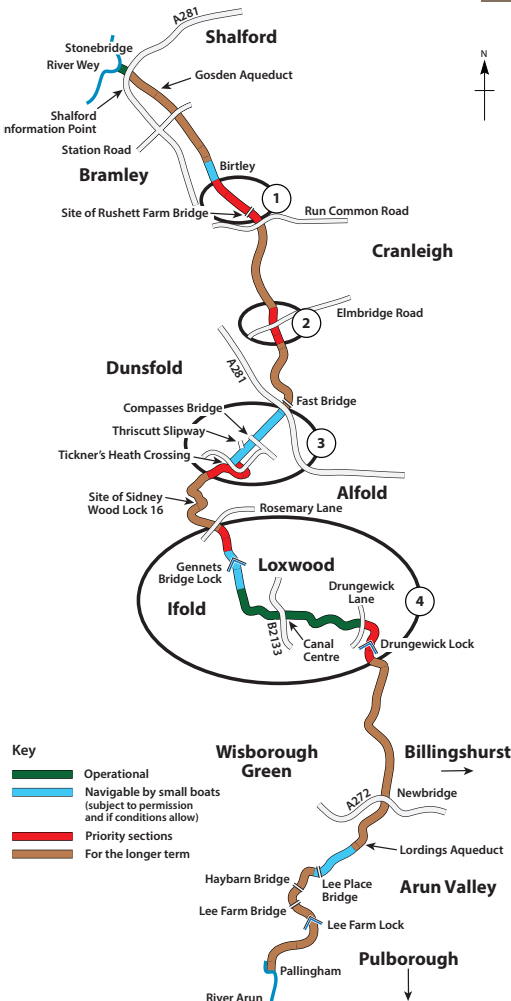
Accelerating restoration and opening up our green corridor

Gordon Powell, our Communications and Fundraising Manager, introduced our refreshed aims and vision at the Spring members' Meeting at Pulborough. Of course, it's about restoring a 23-mile waterway, but that creates so many other benefits. We will:

Restore more towpath and create footpath and bridleway links for enhanced public access, developing a 'green corridor' for wildlife and our peaceful enjoyment of the countryside.



Gordon Powell explains our plans at the Spring Meeting in Pulborough



We have already created popular routes, on and off the canal, which are well-used and much appreciated by residents and visitors alike. These fit well into the aspirations of the local authorities on whose support, financial and policymaking, we depend. We need to demonstrate those benefits via clear communication with those stakeholders when making new plans.

Promote recreation, leisure and education

As well as our own boat trips, we will encourage the developing use of the canal for paddlesports – paddleboarding, canoeing and kayaking – which also brings young people into contact with the canal. So too do educational visits for pupils and students.

Continue to encourage volunteering

Volunteering work is a 'win-win' for the canal and our volunteers alike. We need to do more to attract younger volunteers and inspire the next generation of canal restorers.

Research and conserve heritage features

Our canal's story and its surviving structures are a living part of what is there today and for tomorrow.

Achieving these aims depends on:

Continued and increasing financial support from current and new grant-making bodies and from our supporters. Our multi-site strategy requires significant funding. The Tickner's Heath project in particular will require major fundraising soon, and much more will be needed for all we plan to achieve by 2030. The more we restore, the more money we need to maintain it. We will assiduously seek out all available grants, control our costs and set clear spending limits. Alongside this, we will create new fundraising campaigns requiring support from our members and the local community.

Securing landowner support to renew existing leases and to enable us to buy or lease more of the route of the canal.

Receiving timely approvals for our planning applications.

There are four priority locations for the next three years

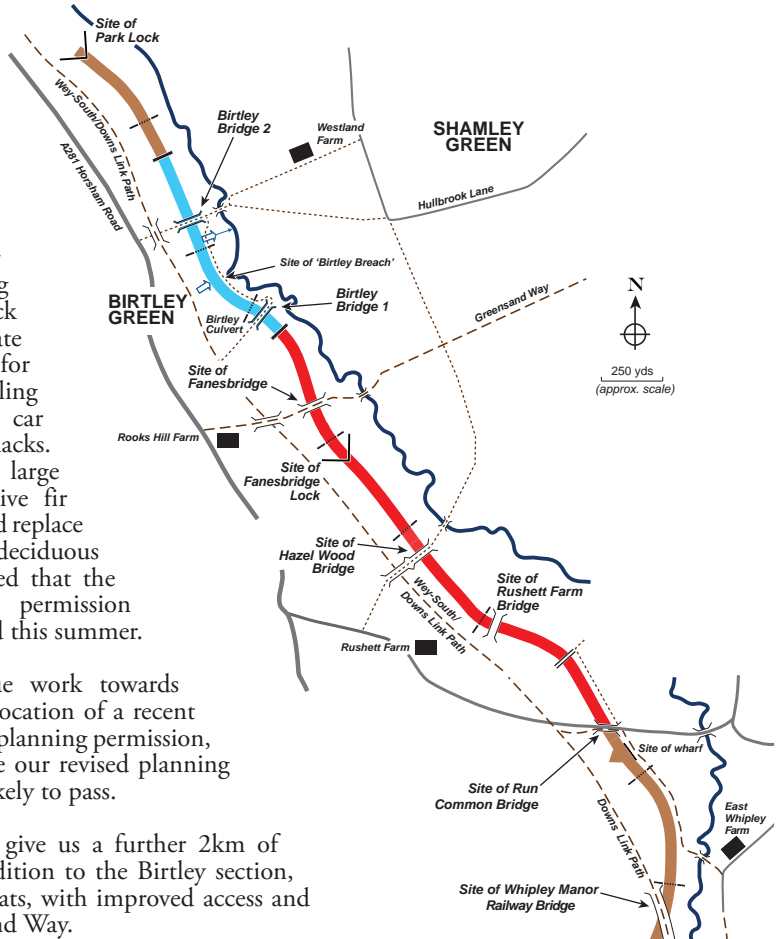
Each location comprises several projects, which are aimed to maximise community benefits.

South of Bramley

'Keep going south from Birtley!', explained Bill Nicholson. Extending the new Birtley section by 300m and restoring Fanesbridge lock means we can create new opportunities for walking and cycling – and provide the car parking that Birtley lacks. We can remove a large number of non-native fir trees near the lock and replace them with suitable deciduous planting. It is hoped that the necessary planning permission will at last be granted this summer.

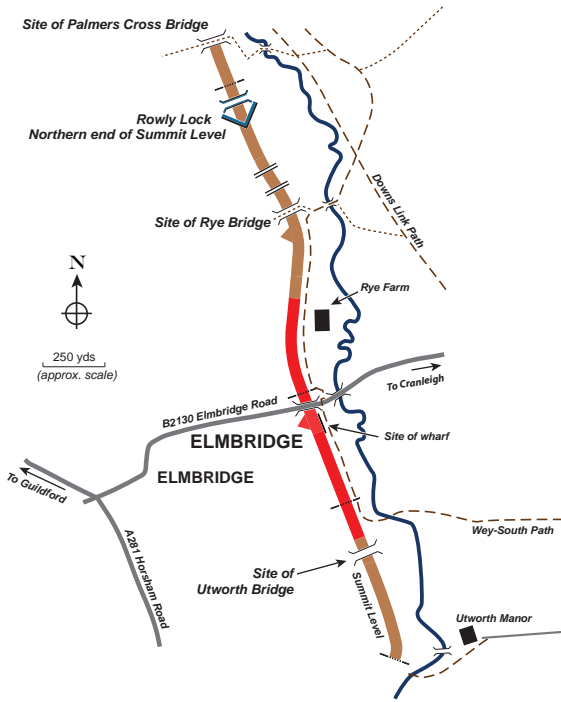
Next, we'll continue work towards Rushetts Farm, the location of a recent regrettable refusal of planning permission, but where we believe our revised planning application is now likely to pass.

Together, these will give us a further 2km of restored canal in addition to the Birtley section, suitable for small boats, with improved access and links to the Greensand Way.



Elmbridge and Cranleigh

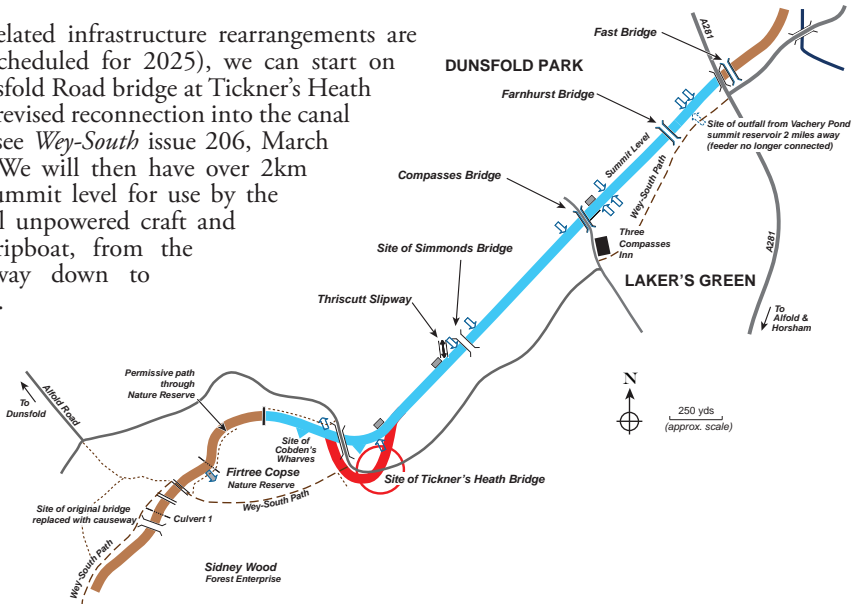
Tony Ford reviewed the summit level south of restored (but currently isolated and gateless) Rowly Lock, where we will implement our recent planning permission for 300m of new towpath at Rye Farm. Just to the south is the barrier formed by the B2130 Elmbridge Road bridge. Fortunately for us, it is inadequate for modern road traffic, and so we hope to secure a decision from Surrey County Council to replace it with a better bridge - with navigable height clearance beneath. In the process, a further 350m of canal would be restored.



Dunsfold

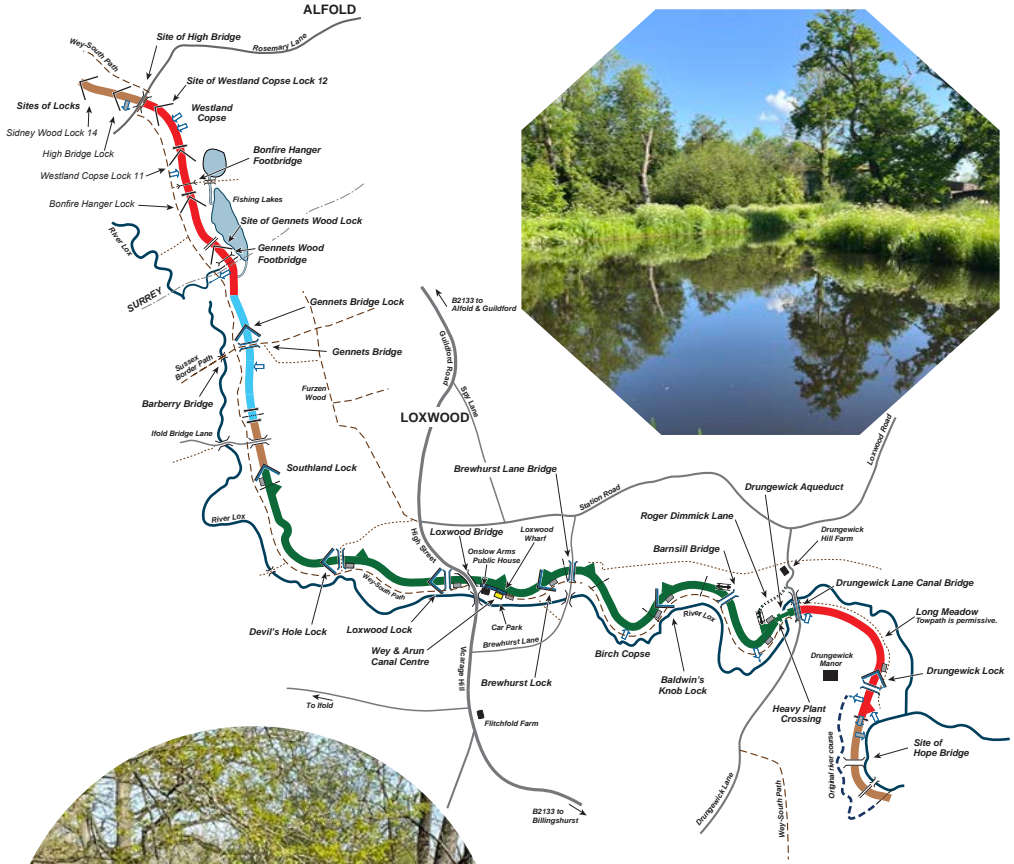
Tony Ford told us to look forward to Dunsfold Park implementing its canalside development on the former airfield (to include a mooring basin). This will result in a towpath for public use, linking into other footpaths and bridleways. We will also get unrestricted access to the Thricutt Slipway, pending which Dunsfold Park is supportive regarding access for specific events.

As soon as related infrastructure rearrangements are completed (scheduled for 2025), we can start on the new Dunsfold Road bridge at Tickner's Heath and then the revised reconnection into the canal to the west (see *Wey-South* issue 206, March 2024, p17). We will then have over 2km of restored summit level for use by the public, small unpowered craft and possibly a tripboat, from the A281 causeway down to Firtree Copse.



North and South of Loxwood

We have a £41,000 grant from Waverley District Council towards the restoration of the towpath at Bonfire Hanger, which is also a bridleyway. (The grant comes from the Council's share of the Community Infrastructure Levy which is paid by developers to get permission for new developments.) Alfold Parish Council has also granted us a further £5,000. These grants free up our own resources for related forestry work and canal bed clearance in the area – work has already begun.



Between Long Meadow and Drungewick Lock, we have a leak to repair this year when the weather permits, as well as dredging and vegetation clearance. We can then reopen this section of the canal for boats, together with the canalside path for walkers.

Our vision for 2030

We aim for more restored and connected sections that have improved access and good water for small powered craft.

Having completed Birtley to Rushett Farm, we want to connect through to Run Common.

We hope to restore the north end of the summit level from Rye Farm to the A281 causeway (where the previously restored section via Dunsfold to Firtree Copse starts across the road).

From Rosemary Lane, Alfold, we aspire to restore the canal and rebuild locks down to Gennets Bridge, to join and enlarge the current Loxwood section.

On the Arun Navigation section of the canal, we will restore from Lordings to south of Lee Farm Lock.

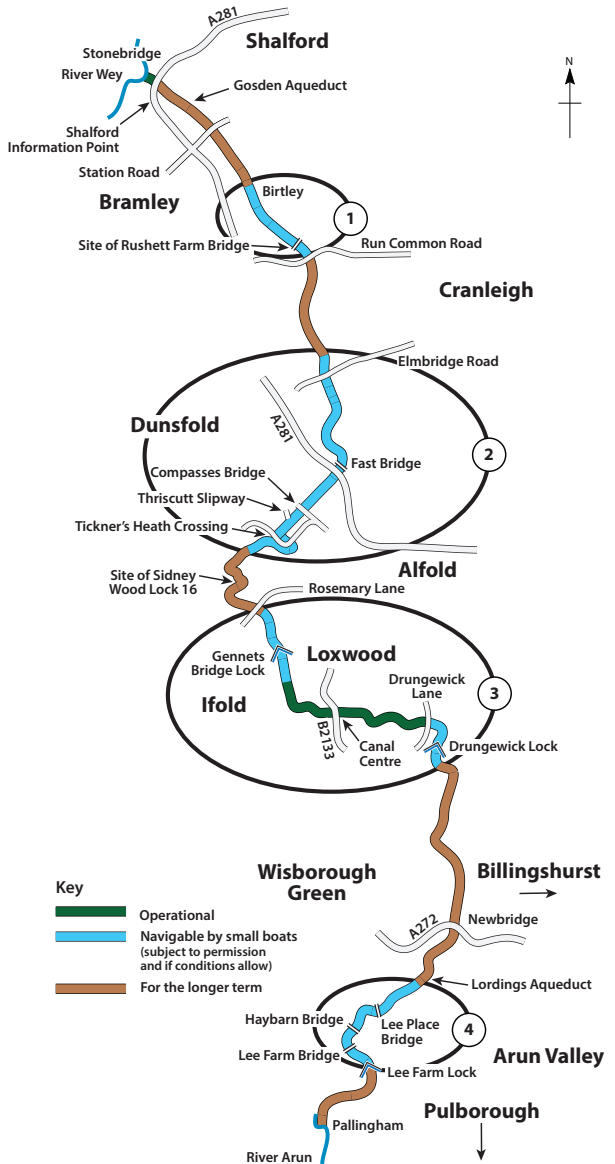
And as the opportunities arise...

We will continue to explore land acquisition opportunities and landowner consents to make possible phase 1 of the Bramley Link rerouting, from the Gunsmouth connection with the Wey at Shalford to Gosden Aqueduct.

We will study and promote a navigable replacement bridge at the A281 Causeway, and seek landowner agreement for dredging and creating a towpath there.

If we can restore at Lee Farm, we can also replace Lee Farm Bridge.

Finally, preliminary work on a major new project needs to begin. We can avoid expensive back-pumping at locks if we can create a reservoir to supply the summit level, for which the canal's original feeder from the Vachery Pond is no longer available. We have a target location in mind, and we aim to secure a lease from the landowner. We can then begin the assessment of funding a design.

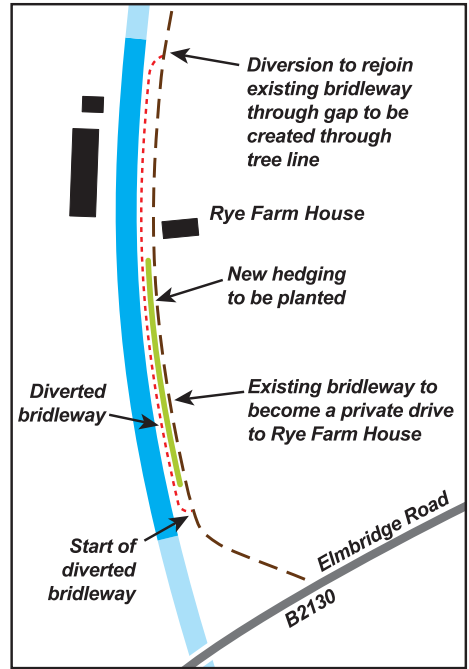


Rye Farm planning permission - granted at last

Nearly everything we do to restore the canal requires planning permission, and much of the canal's route lies within the Waverley Borough district. Retiring chairman Sally Schupke, speaking at our Spring Meeting, lamented the time it takes for permissions to be granted by Waverley, so we are pleased that we now have the go-ahead for our Rye Farm application, whilst noting that it had been lodged more than two years previously, that there were no objections to it, and that it was supported by consultees.

Rye Farm lies to the north of where the B2130 Elmbridge Road crosses the canal's route. The canal, which has no visible towpath in this location, passes between the old farmhouse and farm buildings. The farmhouse's long drive from Elmbridge Road lies mainly alongside the canal's route, separated from it by a line of trees and hedges. The driveway is also a public bridleway which the public can use on foot, on horseback or as cyclists. Added to those competing interests is our desire to create a towpath for the future restoration of the canal along this stretch.

Our proposal is to divert the bridleway a few metres to the west over a 250m length, where it will become a 3m-wide towpath, one metre from the edge of a slightly narrowed canal. It will be separated on its eastern side from the vehicle traffic on the driveway by the existing treeline at its north end and by new hedge-planting to the south (where some felling of existing trees is allowed for in the planning permission). The old bridleway route will then become exclusively the farmhouse's gated driveway – a benefit for all concerned.



The farmhouse drive at Rye Farm, with the canal on the left.

This will be the first stage in restoring 350m of canal at Rye Farm, part of the plan for nearly 1km of canal north and south of Elmbridge Road, at which we hope Surrey County Council will replace its standard roadbridge with one suitable for traffic, pedestrians – and boats beneath.

JJ Price - a tribute

Bricklaying specialist volunteer JJ Price, who died in hospital on 23rd February after a short illness, rose from humble beginnings on a small Welsh hill farm to high rank in the Royal Navy. In 1982, Commander John James Price RN was the senior engineering officer on aircraft carrier HMS *Hermes*, appointed to her after her return from service as our flagship in the Falklands War to oversee a much-needed four-month refit to her propulsion and electrical systems. JJ had served previously on *Hermes* in 1975. Promoted to Captain in 1986, he returned to command *Hermes* for her last days in the Royal Navy, prior to her sale to India. He retired in 1994, having also been our Naval Attaché in the British Embassy in Brazil.

Living in retirement in Havant, JJ started volunteering on several canal restorations in 2010, and he joined the Wey & Arun's Eric Walker Group in 2014 after coming to us on a Waterway Recovery Group camp. 'In the beginning I just did odd jobs and then moved on to driving diggers', JJ told *Wey-South* in 2022, 'but then Eric Walker asked me to take on the task of bricking the bridge at Gennets Bridge. I think that he had seen the rather smart garden wall I was building at the front of our house alongside the road up from Hayling Island where Eric lived.'

The excellent quality of his Gennets brickwork attracted calls for his help from other groups. He was working nearly full-time during 2021 with repairs to the training walls at Lordings Lock and Aqueduct.

JJ also told *Wey-South* that he found great satisfaction from knowing that 'most of what one builds or repairs will be there to be seen for another 100 years.' As with Sir Christopher Wren's plaque in St Paul's Cathedral, if you seek a memorial to JJ, go to Gennets Bridge and look around.



JJ Price



October 2023. EWG team members at the opening of Birtley Bridge 2. JJP is 4th from left

Sally passes the baton

Sally Schupke has decided, after fifteen years as our Chairman, that now is the right moment to step back. She will continue to crew our tripboats, which was her first volunteering role when in 2003 she, with husband Julian Morgan, joined the Trust, attracted by the members-only opportunity to hire our small electric boat *Pete Wynn*. She became a director the following year, and Chairman (her choice of designation) in 2009, where her first challenge was the successful 2010 reopening of Devil's Hole Lock and the canal south of it. Many further projects have come to fruition during Sally's term of office (see separate panel).

We have benefited greatly from Sally's business expertise. Her profession before retiring was as a European Trade Mark Attorney. Sally says that her style, as chairman, has been to 'make volunteering fun' within a properly-structured and businesslike enterprise.

Sally was already an enthusiastic canoeist before joining and she and Julian hope now to have the time for more paddling. Sally is closely associated with St Mary's Church, Shalford where she is an organist and bellringer – indeed, it was through bellringing that she first met Julian. Their house in Somerswey, Shalford is on a well-kept surviving stub of our canal – alas, never to be restored for navigation because the reconnection to the nearby Wey will have to be rerouted – and their lower ground floor is our office.

What's changed in those fifteen years?

Back in 2009, we had three part-time staff, we owned almost none of the canal route (although we had some long-term leases). Our restoration efforts were concentrated on the Loxwood section.

Today, we have three full-time staff (one an apprentice) and four part-time staff. We own significant sections of the canal's route (including the Gennets Farm and Bonfire Hanger sections north of Loxwood and at Birtley and Fanesbridge south of Bramley). Three separate lengths of canal totalling 8.2 km (5.1 miles and 22% of the canal's length) are now restored to navigable standard. We are awaiting planning permission on another section and we have long-term plans to reconnect to the Wey. At least nine separate working parties are hard at work most weeks, restoring and maintaining the canal.



2009 - Peter Foulger's retirement and Sally takes over

Some of the key events in Sally's 15 years

2009 – Opening of the Loxwood High Street canal crossing: arrival of tripboat *Wiggonholt*; delivery of our first dredger to Loxwood

2010 – Reopening of Devil's Hole Lock after restoration and lengthening: arrival of tripboat *Josias Jessop*

2011 – Opening of restored Lordings Waterwheel

2012 – Opening of Loxwood Canal Centre and Northern Office at Shalford



2010 - Official Opening
of Devil's Hole Lock



2011
Left - Pirates and
Princess boat trip.
Above - Canoeing

Key events in Sally's 15 years (contd)

2014 – Opening of rebuilt Southland Lock

2015 - Opening of Hunt Park Viewing Platform

2016 – Opening of Compasses Bridge as part of canal bicentenary celebrations

2018 – Completion ceremony for Gennets Bridge Lock (rebuilt lock structure complete but no lock gates fitted until the lock is accessible for navigation)



2014 - Opening of Southland Lock

2016 - Opening of Compasses Bridge



2015 - River Arun Rally - canoeing with Rosie Sugar & Julian Morgan



2016 - Sally bellringing at Shalford as our boat procession passes on the River Wey



2018 - Opening of Thriscutt Slipway



2021 - Opening of Shalford Information Point

2018 – Opening of Thriscutt Slipway at Dunsfold: first full-time staff appointed.

2019 – Replacement dredger, tug and barges delivered to Dunsfold.

2020 – Rebuilt Lee Place (Harsfold) Bridge opened: no formal ceremony because of Covid.

2021 – Opening of Shalford Information Point: appointment of first apprentice.

2023 – Opening of two liftbridges at Birtley: completion of Dunsfold section desilting.



April 2023 - receiving an MBE from Princess Anne - a very proud Julian in background

Archive Feature - Arun Valley

The Arun Navigation section

The peaceful section between Newbridge and Pallingham, opened by the Arun Navigation Company in 1787, is well worth exploring although some of the canal route is not accessible on public rights of way. The Wey-South Path makes one major diversion from the route and several more minor ones. A feature of this section is that the canal route is often extremely close to the River Arun.

Newbridge to Lordings

At Newbridge there was a wharf and a warehouse. The surviving building, now a private house, used to be clearly visible from the opposite canal bank but now there is a tall hedge in the way. There were two bridges between Newbridge and Lordings. Guildenhurst (Guiltinghurst on the 1840s tithe map) is now a causeway. Immediately south of Newbridge the Wey-South Path closely follows the canal route and the River Arun. The canal has largely been infilled. After the path emerges from a wood the canal route diverges from the river to run in a straight line to Lordings. Orfold Bridge was on this section.



Lordings to Lee Farm Lock



CANAL SOCIETY MEMBERS AT
ORFOLD FLOOD GATES.
LEFT TO RIGHT — MR JACK MACKLEY,
MR JOHN EAST, MR FRED
MR ROD PERYER, MR AUSTIN TATON-WINTER
PHOTO BY JOHN P. MARKWICK.

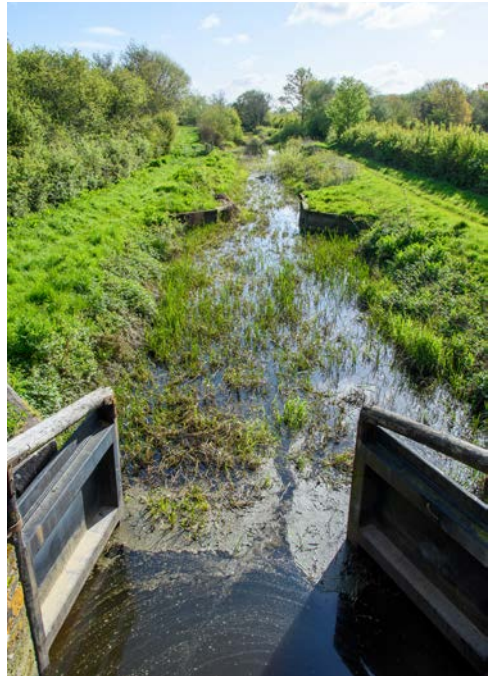
SUNDAY 6TH SEPTEMBER 1970

T.Q. 055244

This is the section that has seen most restoration work, initially by the group led by Winston Harwood. Lordings Aqueduct and Lock are really a single structure (the name ‘Orfold’ has also been used in the past but now we prefer ‘Lordings’ as the canal south of here is within the area of Lordings Farm). Here there is the rebuilt waterwheel and the lock and aqueduct have been

extensively restored. The main course of the river no longer runs under the aqueduct since a new river cut was constructed in 1985 (by Southern Water Authority) immediately to the south and across the canal route. We now own the lock and aqueduct site.

Some 200m south is the turf-sided Flood Lock and a rebuilt bridge (replacing a simple plank structure) opened here in 2003. We believe that the ‘Flood’ Lock was actually to provide extra depth for heavily loaded barges heading northwards. Next comes Lee Place Bridge (also known as Harsfold) which we rebuilt, replacing a causeway, in 2020. South of here the canal runs very close to the river and then swings through a 90-degree bend (‘Big Bend’) to reach Haybarn Swing Bridge, moved from the Leeds & Liverpool Canal to replace a concrete farm bridge and opened in 2005. The towpath south of Haybarn is not a public right of way – if you are following the Wey-South Path you have to take a diversion along a farm track and then cross the canal route at the site of Lee Farm Bridge, now a causeway. Lee Farm (or Middle) Lock has been partially restored but is not accessible on public rights of way.



Left page :
(clockwise from top left) -
Newbridge looking south.
Lordings Waterwheel.
Lordings Lock & Aqueduct.

This page : (from top)
Orfold Flood Gates
archive photo.

Lordings Flood gates.
Lordings Lock & Bridge





Lee Farm Lock to Pallingham

South of Lee Farm Lock the Wey-South Path takes a long diversion to the west and sadly you will see little of the canal until you reach Pallingham (Quay) Bridge, which we have restored, and the remains of the Docks. Between here and Lee Farm Lock there were originally two bridges (Toat and Cook's) which survived, in poor condition, and were restored in the 1990s. The original Toat Bridge is now called Old Toat as we built a new bridge (New Toat) some 150m north in the mid-1980s.

Pallingham Lock House, the lock itself and the junction with the River Arun are on private land although there is a public footpath (not the Wey-South Path) that runs along the edge of the property and crosses the canal route (on a very basic plank bridge).

How long is our canal?

Here's a puzzle. We started to replace the lost original half-mile posts in cast concrete in 1997. Every new sponsored half-mile post gives two mileages that add up to 23 miles from the Wey to the Arun. Yet the 1813 Act of Parliament authorised only an 18½-mile 'Wey & Arun Junction Canal'. Where have the extra 4½ miles come from? The answer is that we are in fact restoring not one but two waterways. The Wey & Arun Junction Canal was built to join the River Wey at Shalford to the earlier (1787) Arun Navigation at Newbridge, near Billingshurst. The Arun Navigation was essentially tidal from Littlehampton to Pallingham, but had then been canalised for those 4½ miles northwards close to and higher than the adjacent Arun stream, with three locks, the Lordings aqueduct and a set of flood gates, to Newbridge.

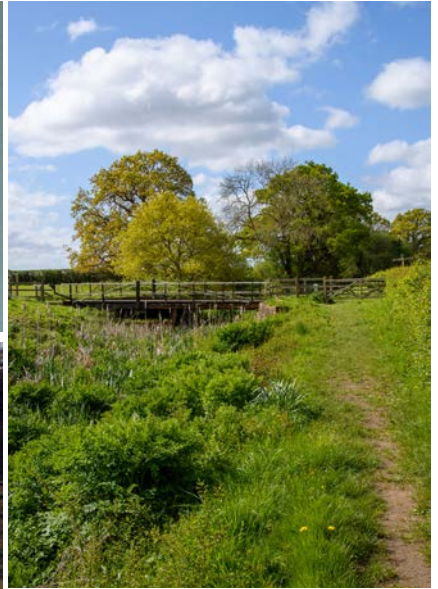
In order to re-establish a 'route to the sea', we are restoring both of these canals, under the single non-historic but convenient name of the 'Wey & Arun Canal' (omitting 'Junction') – from Shalford, via Newbridge, to Pallingham. Our modern name is the truth, and nothing but the truth, even if it is not the whole truth.



LEEFARM LOCK
(MIDDLE LOCK)
LOOKING UPSTREAM

MAY 1970

O.S- TQ 047229



*Left page : Lee Place Bridge
This page : clockwise from top left
Lee Farm Lock archive photo
Haybarn Swingbridge
Cook's Bridge
Pallingham Quay Bridge
Old Toat Bridge
New Toat Bridge in 1985*



How many locks?



A lantern slide of Pallingham Lock in the 1940s (see below).

How many locks were there on the Arun Navigation (between Newbridge and the River Arun)? It's an apparently simple question, but one with several possible answers. We think that when the Navigation opened there were three locks. These were (from north to south):

- Lordings (sometimes called Orfold) – this had a lock-keeper's house
- Lee Farm (or Middle Lock)
- Pallingham – also with a lock-keeper's house

We know that the Arun Navigation was notoriously difficult to use. The main problem

was the one we know too well today – too much water in winter, not enough in summer. If water levels in the river (which is tidal up to Pallingham) were too low, loaded barges could not enter or leave Pallingham Lock. In 1818, the proprietors agreed a set of improvements including lowering the lock cill (the 'shelf' at the lower entrance) by 18 inches or building a second lock. It seems that they chose the second solution, but did this create a 'staircase lock' or a 'double lock'? In staircase locks, like the famous Bingley Five Rise in Yorkshire, the bottom gates of one lock are also the top gates of the next lock down.

Our consensus is that Pallingham did not have a 'staircase lock' as a modern boater would recognise it. Instead there was an extra pair of gates on the river side of the lock. These extra gates could be closed if there was not enough depth at the lower cill of the main lock. The pound between the main lock and the extra gates could then be filled to give the depth needed. Technically, yes, there are two locks as in a staircase arrangement, but the lower lock does not have a built-up lock chamber and boats do not always need to use it.

This arrangement also exists at the junction of the River Wey Navigation and the Thames – at Thames Lock near Weybridge. There is an extra single lock gate some distance below the main lock – it is still in use.

In 'London's Lost Route to the Sea' (PAL Vine) there is a picture from about 1918 that shows the remains of the extra Pallingham gates. We can't reproduce this for copyright reasons, but Tony Pratt (star of the 2002 documentary 'The Lost Wey to the Sea') has very kindly supplied a copy of a lantern slide made by GH Thompson of Littlehampton in the 1940s where the right-hand (eastern) gate is visible, with some signs of the other gate as well. Tony's excellent website (The Arun Valley Postcard Trail, www.avpct.co.uk) is well worth a visit.

So how many locks? Well, there are also the Flood Gates at Lordings that probably had a similar function in increasing the depth at Lordings Lock – that makes three, four or five depending on how you look at it.

Many thanks to Giles Eyre, Alan Johnson and Tony Pratt who kindly contributed their research to this piece.



Pallingham in the 1879 6-inch OS map

Were Pallingham docks like this?

In May 2022's *Wey-South* No 202, Giles Eyre examined the mystery of Pallingham Docks close to the southern end of the Arun Navigation which forms part of our restoration programme. These were two short adjacent and parallel 'fingers' of water at right angles to the navigation. Were they for transhipment of goods? - unlikely, thinks Giles. Almost certainly, they were used for maintaining and repairing barges. But what about actually building barges? Could and would this have been done in the confines of a dry dock (also known as a graving dock)? Giles may now have an answer to this question.

'Following my article,' writes Giles, 'my attention was drawn by our member John Steeds to this painting by John Constable, which was exhibited in 1815, 11 years after Pallingham Docks was authorised. This shows the dockyard operated by Constable's father at Flatford Mill on the River Stour. Constable senior used the barges to transfer his flour down river to Mistley. In the picture, there is a barge under construction in Constable's dock.'

'Pallingham Docks could have operated in the same way for barge-building. A dock would be planked off and drained (presumably into the adjacent stream). A barge would then be constructed in the dock, despite the relatively confined space. When complete, water would be let into the dock, planks across the entrance removed and the new barge floated out. The presence of two docks at Pallingham suggests a thriving business where both barge-building and barge repairs could be carried out simultaneously.'



Below - remains of Pallingham Dock

Above - Constable's father's dock in Suffolk



Lyn retires on a high

Lyn Nash has retired after 13 years as our Loxwood Canal Centre Manager. Her role in the new building combined functions that had previously been separate – publicity and visitor information, the sale of goods and souvenirs (previously handled by Fanny Lines) and taking boat trip bookings, which until then had been organised from the adjacent black shed on a ‘turn up and go’ basis, with sailings starting some distance away at Barnhill Bridge.

She has been involved with the canal since one of our leaflets came through her Loxwood home’s letterbox in the 1990s, seeking volunteers for the forthcoming restoration of the canal through Loxwood. Digging was not for her (though she did help control the one-way highway traffic lights during the construction of the Loxwood Road bridge) - but she soon found a place as crew on our first tripboat *Zachariah Keppel*.

Lyn has lived in Loxwood for over 40 years. Until retirement in 2001 she was the General Manager of an airfreight company at Gatwick, so she then had more time for volunteering. She could be found for several hours a day up to four days a week at the Canal Centre, with miniature schnauzer Nancy, and more recently Milo, at her side, as well as catering and crewing for trips.

During 13 years in the Canal Centre, Lyn has attracted new volunteers to the canal, as well as taking trip bookings, answering questions and selling a wide range of canal-related publications and mementos. She will continue to crew, maintaining her annual accreditation. She also remains a director of our trading arm.

Sally Schupke writes: Lyn has done a terrific job and we are very grateful for all the time and energy she has put into the job, especially when at times it has meant a quick out-of-hours trip to the canal centre to deal with an emergency. Lyn and I go back a long way, before Loxwood High Street bridge - we remember the “good old days” when you had to hop off the boat and pull it round the winding hole at the Onslow Arms on a rope. We had to sell tickets on board AND, if required, dress up for various special boat trips such as Halloween and Santa.

Julian Nowell adds: Lyn’s devotion to duty and versatility is endless. She will always help out with anything that needed doing, on the boats and in the Canal Centre. She has been nearly always on call – the peril of living locally. She has endless patience with us fellow volunteers...how she needed it! It’s been an absolute pleasure to help her out.

Steve Whyley tells *Wey-South* that few if any of our senior roles are as diverse as managing the Canal Centre. Lyn has to co-ordinate her helper team, depending on whether it is just operating the Centre or when it’s also a ‘trip’ day, especially with the additional demands of cream teas, pirates and princesses, and the famous Santa trips. On her watch, the Centre was upgraded to a fully automated till system, and she ensures that the sales items are



Lyn (centre) with granddaughter Charley Nash and Steve Whyley



‘I have been involved in a number of charities since my retirement,’ says Steve, ‘and have seen the variety of reasons why people volunteer. It’s usually because they have a bit of spare time or the charity is local. For some, it’s because you have an interest in what the charity is doing to change people’s lives. I have also seen why many volunteers leave their tasks, sometimes because enthusiasm dwindles, or communications go awry, and sometimes people don’t feel wanted. But Lyn maintained and grew her team, leading by example, supporting them and inspiring respect and admiration.’

Steve hopes that, in celebrating Lyn’s management of the Canal Centre, she and we can look forward to her continuing to volunteer without the significant demands on time, energy and mental wellbeing that it involved. ‘Lyn’s commitment and energy has helped the Canal Centre become a major attraction of Loxwood, indeed of the whole 23 miles of canal. This will probably not be fully understood for some time. Her life for many years has been ‘all things canal’. I am very happy to celebrate Lyn’s contribution and I hope she will now enjoy a better ‘work/life’ balance.

‘Let’s not forget Milo the dog and predecessor Nancy. They are a significant part of everything that is ‘Lyn’.’

in stock and well-presented. She steps in when volunteers can’t or don’t turn out. She welcomes visitors, encourages their interest and promotes membership. No two days are the same – she may be enthusing a major donor, booking a family boat trip, taking phone calls about weather conditions for booked trips, answering questions or fielding the occasional complaint – not to mention the complications arising from Covid or prolonged drought.



Lyn at her retirement ‘do’ on 30th May

Our Loxwood Canal Centre



Our Canal Centre is now so much part of the landscape that it's hard to remember when it wasn't there. Opened in 2012, it was very much part of the huge transformation that came about with the Loxwood High Street Crossing and the introduction of the wide boat *Wiggonholt* (2009), then boat trips in both directions from the Onslow Arms (2010). The modern design brought some comments from those who might have preferred something more like a Sussex barn, but it was in line with our 'green' objectives, with its low energy needs and planted sedum roof. The major funders were our Vice-President Peter Flatter and the family of long-term volunteer Tim Jolly, who passed away in 2010.



Peter Flatter strongly wanted the Centre to be a focus for welcoming visitors and telling them more about the canal. From the start, the Centre was a mini-Tourist Information Office and we display flyers from a wide range of attractions across the region. We encourage them to do the same for

us – early in each year we normally go to one or two leaflet exchange events. The traditional leaflets have become less important but they still play their part. Nowadays most boat passengers buy their tickets online, but the Centre acts as a ticket office and check-in point.

Nowadays we take for granted the running water, the water heater and the accessible WC, but we had none of those before the Canal Centre. Our agreement with the Onslow Arms means that we don't sell refreshments at the Centre, but the facilities allow us to provide hot drinks on boat trips.



However wonderful the facilities, the Centre is nothing without its people. Here the standout hero (heroine?) award goes to Lyn Nash. At various times the team has included part-time paid staff, but the huge majority are volunteers. It's thanks to Lyn and the team that we keep the Centre open and welcoming visitors during its advertised opening hours.

Timothy West in the Canal Centre with volunteers Dave Verrall and Lyn Nash

Boat trips 2024

The 2024 boating season kicked off in so-so weather on Mothering Sunday (March 10). In the afternoon, both boats went to Baldwin's Knob Lock with Cream Tea trips. The Easter weekend saw some brighter weather, at least on a couple of days of the long weekend. After an absence of a few years (Covid, myxomatosis?) the Easter Bunny made a welcome return to entertain younger passengers and pass out chocolate eggs. We carried around 300 passengers, meaning that most trips were fully booked. After the serious summer water shortages of the last two years, we have tried to encourage private trip customers to book for the early part of the season and crews have had a busy time. Thanks to the wet winter, we have so far had plenty of water - but not necessarily in the right places as the new pump control equipment was not commissioned until early May. When 21st century electronics meet a 19th century canal the results are not always easy to predict.



Building back better - pump repairs update



Water is a precious resource for any canal. In our case, without a separate reservoir, our navigable section at Loxwood depends on run-off from the fields and (when permitted) on water abstracted from the River Lox, which runs alongside the canal. This alone is insufficient so, to conserve what we have, electric pumps at locks return water to the pound above when a tripboat passes through.

So it was a black day when, on Sunday 2nd April 2023, we found that the electrical control equipment for the pumps on several locks had been destroyed in a bizarre targeted attack. Padlocks on lock gate paddles had been forced, and several pounds had lost most of their water. Boat trips were affected until temporary measures allowed back-pumping to resume.

An appeal for donations towards repairs raised over £55,000. This generosity would have gone a long way toward like-for-like replacement, but the opportunity was taken to upgrade the control systems for better management and to harden them against any future attack, which has taken the total cost to more than

£100,000. Work by volunteers included trenching for new cable ducting and constructing brick, metal and concrete secure cabinets for the new equipment.

Phase 1 of the project is now complete, just in time for our tripboat season, with new cabinets and controls for the pumps at Devil's Hole, Loxwood and Brewhurst locks and at the Birch Copse pumping station that lifts water from the Lox. The system monitors water levels and automatically back-pumps when a level drops. There's now remote monitoring for our Operations Manager.

Phase 2 will then see a new pump and chamber at Baldwin's Knob lock, and pump improvements and new controls at Drungewick Lock.

We are grateful to everyone who has donated so far – members, the local community and Loxwood Parish Council. The work is ongoing, and it's not too late to donate – please go to <https://weyarun.org.uk/backdrop/donations>.

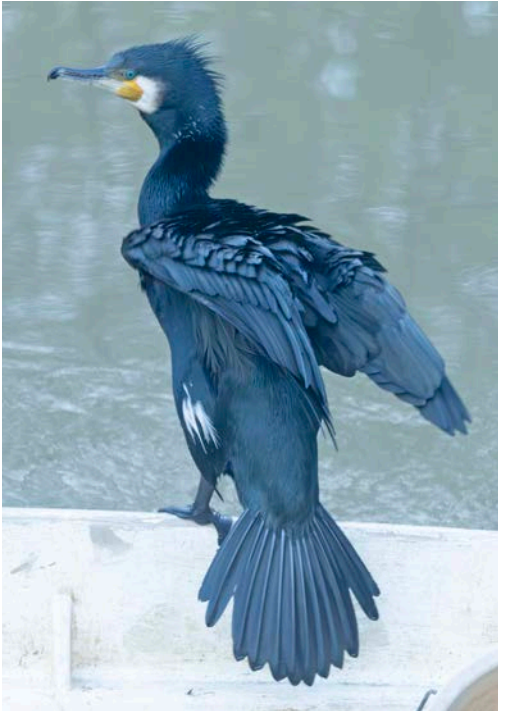


One of the new cabinets - here at Devil's Hole Lock

Wildlife

On 29 March I had a very lucky sighting in the canal at Shalford. By sheer chance I was looking out of the window just after 6am and spotted a black bird that I thought at first sight was a Coot - I've seen those in Shalford once or twice. But it was bigger than that and making long dives under the canal water (which was maybe 18 inches above its normal level thanks to heavy rain). I went to get my camera and really thought it had disappeared by the time I got back, but no - it was just on one of those long dives. It swam obligingly across my view and then perched on the boat (the 'Shower Tray' owned by WACT) for a bit. After a few minutes it did fly off with a powerful flight, quickly gaining height. It was definitely a Cormorant. They are relatively common in some coastal areas but more unusual inland. Their wingspan can reach around 1.6m/5 feet.

Julian Morgan



Julian was also busy spotting butterflies in April, taking these pictures of a Peacock, a Holly Blue and a male Orange Tip all in the space of 20 minutes. Spring had sprung at last!



Josias Jessop, engineer - our canal's designer

Josias Jessop makes an application

In 1811 the committee, formed to promote a canal connection from the Arun to the Wey, sought proposals from three engineers for its design. History baldly records that two did not respond, and the appointment was given to the one that did, Josias Jessop. Perhaps however this was an 'engineered' outcome. Josias was the son of the famous William Jessop, engineer of the Grand Junction Canal (now the Grand Union) and of the Bristol Floating Harbour. Back in 1790, William Jessop had designed Earl Egremont's Rother Navigation and investigated connecting the Rother to the Wey for his Lordship.

The Wey & Arun committee was chaired by the Earl of Onslow, but the driving force was its main backer, the Earl of Egremont. Could it be that Egremont had wanted Josias from the outset, with William Jessop behind the scenes helping the Earl give the appointment the mask of good governance by recommending an approach also to the notable John Rennie and lesser-known Benjamin Bevan in the expectation or even the knowledge that it would not generate an application from them? (Both were previous collaborators with William Jessop. In Rennie's case, a refusal would not come as a surprise, as he was now engaged on designing and building the new Waterloo Bridge, a project of more than ten times the value of the Wey & Arun scheme.)

Who was Josias Jessop?

Alas, we have no portrait of Josias Jessop. He never married, and was only 45 when he died. He is at least commemorated by our tripboat. He was only 29 in 1811, when the Wey & Arun would be his first consulting engineer position. This was a typical career progression from engagements as a resident civil engineer, in charge of the construction of the designs of a consulting engineer – who in Josias's case was usually his father William Jessop. The father had trained the son, and gave Josias his first appointment in 1801 when he was only 19, on one of the largest water-based civil engineering projects of the age, the construction of the West India Docks on the Isle of Dogs, London.



Engraving of West India Docks by John Bluck, 1810

The Jessops build a railway

Father and son were next engaged with the Croydon, Merstham and Godstone Railway. The CM&GR was an extension of the Wandsworth to Croydon 'Surrey Iron Railway', the country's first railway company, which William Jessop had engineered. This being before the development of the steam locomotive, these were toll-based horse-drawn systems for the transport of goods by independent operators, the same business model as the canals.

(The CM&GR had aspirations to reach the south coast, but never got beyond Merstham. It later was taken over to become part of the route of the London and Brighton Railway. Jessop Snr's Surrey Iron Railway had a much shorter life, suffering the ignominy of being possibly the

only railway to perish as a result of the building of a canal, in this case one from Rotherhithe to Croydon, which took away the railway's business.)

Young Josias was sufficiently trusted to give evidence in Parliament for the Bill for the railway, and to set out the line once it was authorised.

The Jessops and the Butterley Company

When your scheme's engineer is a Jessop, your construction materials will often come from the Butterley Company on the Cromford Canal in Derbyshire. The company was a major enterprise of the Industrial Revolution in which William Jessop was a partner. Its principal outputs were iron and minerals. The Jessop family lived at Butterley Hall, close to the company works. The CM&GR was a full design-and-build contract for the Jessops and the Butterley Company, labour included.

The Jessops float a harbour

Next for Josias in 1804, now 22 years old, was as resident engineer for his father, at an annual salary of £300 (£30,000 in today's money), for the construction of Bristol's 'Floating Harbour'. Here, over several years, two miles of the Bristol Avon were bypassed and impounded to create 70 acres of water on which shipping to and from the sea via the Severn could be afloat at all states of the tide. The entrance lock was one of the largest yet built (43ft wide and 200ft between gates). Josias himself designed one of the bridges across the Harbour, which once again required his making its case in Parliament.

At the end of his service, the Harbour's directors expressed their appreciation of 'Mr Josias Jessop with whose accuracy and attention to the interests of the Company they have every reason to be satisfied, and to whom it is no more than justice to state, that he acquitted himself in the important trust reposed in him with the most unsullied reputation and honour'.

Engineer Josias gets the Wey & Arun design contract

The members of the Wey & Arun committee were clearly satisfied with sole applicant Josias Jessop once he had been interviewed, and he was engaged to identify a route and make preliminary costings as a first step. Aided by a surveyor, he reported back in four weeks. Based on his proposals, the committee decided to proceed with the project, and Josias was retained as the consulting engineer for the development of the Wey & Arun Junction Canal.

The Wey & Arun project was fortunate to have the services of a young, experienced and energetic civil engineering professional. The Earl of Egremont had always chosen his advisers wisely, and Josias Jessop was no exception.

To be continued



Our 25ft 9-passenger steel narrowboat Josias Jessop, named after the canal's engineer

Meet the volunteers - Ian & Alison James



Ian & Alison on board Wiggonholt

What are your backgrounds?

Alison I'm retired, from a career in nursing. I started at Great Ormond Street Hospital, training for nursing children. I moved to general nursing at Princess Royal Hospital, Haywards Heath, and then to working in the community as a District Nurse.

Ian I did an engineering apprenticeship, then worked in a foundry machine shop, producing nuclear reactor components, then moved on to welding and fabrication in a local engineering company. I was works manager when I retired after 36 years. I also learnt motor mechanics from my father as a young boy, which has put me in good stead.

How and when did you first come across the canal?

Alison In 2017 I went on a Cream Tea trip on the canal. Having recently retired, and with our four daughters having flown the nest, I was looking for a volunteering opportunity at the time. I spoke to the team providing refreshments on the boat, and decided that this could be for me.

Ian Later in 2017, Alison and I went on a Wey & Arun skittles night social evening. I got talking to boat skippers and crews, and I too caught the bug! As a result, we both did two-day crew training the next year, and were soon regularly helping out with trips.

Did you have any previous boating experience?

Alison No, this was a completely new venture for both of us. We're living proof that complete novices can find useful and rewarding roles with the canal.

How has this developed?

Ian My engineering skills came in useful when *Zachariah Keppel* had engine problems at Southland during a trip. As a result I was asked to join the Boat Maintenance team! I was then encouraged

to train as a skipper and I obtained my Boatmaster's licence in 2019. I now also belong to the Passenger Environmental Safety Team (PEST). Twice a month we don suitable gear to take the workboat *May Upton* along the canal to clear brambles, broken branches and debris, to ensure the canal is safe and looking good for the boat trips.

Alison I'm involved with the Special Event team. I assist with the Children's Funboat trips in the school holidays. I help with the refreshments from the Canal Centre for themed special trips such as 'Pimms & Proms', 'Santas', 'Pirates and Princesses' and 'Wizards'. Catering for trips has changed in recent times. Before the Covid pandemic, cabin crew would serve drinks using a wooden trolley and a large metal teapot. Now we provide hot water flasks individually to each table, so passengers can serve themselves. This works well. It's great that trips have resumed after the water level problems of recent times. We hope it stays like that.

Have you tried other canals?

Alison Yes – since joining the Wey & Arun Canal Trust we have had four canal boating holidays with family and friends. We had never done this before.

Ian This included taking our five older grandchildren for five days on the Kennet & Avon Canal. With 44 locks to navigate, they soon learned the art of lock-keeping! This was a great escape for all of us after the Covid lockdowns.

What are your other interests?

Alison We both love travelling, and holidays are high on our agenda. We have spent many summers touring round Europe – originally on our motor cycle, and then with a caravan. When at home I enjoy walking, swimming and many handicrafts.

Ian We had to become jack-and-jill-of-all-trades when we bought our present home, a bungalow that needed total renovation. This took four years, including adding a loft conversion. Alison still can't work out why I need nine power drills.

I'm often in my home workshop. As well as making and mending things, I enjoy working in stained glass.

What's your message to anyone interested in volunteering with us?

Both You will enjoy it! We have made many new friends who share our interest in the canal's restoration. We get great pleasure from being part of the Boat Group and ensuring our passengers enjoy their experience. We think that volunteering has given us a great new outlook in our retirement. We wish we had started earlier – you don't need to be retired to do it.



Ian with an example of his stained glass work

Restoration and Maintenance News

Nine teams of volunteers are out most weeks, restoring the canal and maintaining what we've restored. Come and join us! You'll use your skills, learn fresh skills and make new friends. Learn more about each team under 'Volunteers' on our website.

The full story of these efforts is recorded monthly in Working Party News – see under 'News' on our website – or send an email to listadmin@weyandarun.co.uk to receive an electronic version. Working Party News lists the contacts for each team.

My word!

The Thursday Group has been acquainting us with some interesting canal terminology. Readers of *Working Party News* have recently learned of 'waling boards', which are sacrificial wooden planks attached along hard structures for protection against knocks from passing boats. (If fitted to a boat, they would be 'rubbing strakes'.) The Thursday Group have been replacing the waling boards at Drungewick Aqueduct.



The same Group has also investigated a 'monk'. This is the name for a circular overflow weir discovered on the bank north of Southland Lock. It was found to connect into a culvert under the canal.



'Mell' was a further unfamiliar word used recently in *Working Party News* - it's a heavy hammer, as used by the Hedgelaying Group for driving in stakes, seen here opposite Drungewick Slipway.

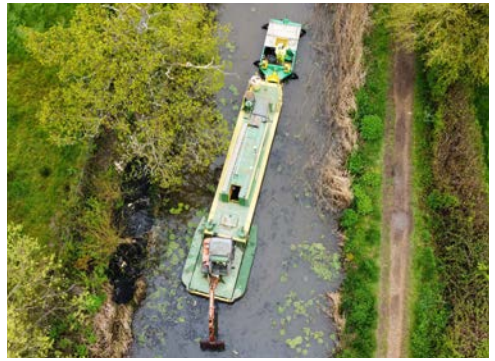
The Perils of Pauline

Our dredger *Pauline* has only recently been restored to service at Loxwood after her return from a prolonged stay up at Dunsfold. Her mechanism is buoyed up by removable enclosed steel float tanks – one of which was found to be no longer floating. Leaks to the tank were repaired at the Depot, and *Pauline* now sits level in the water.

The Dredger Group used *Pauline* and her restored tug *Kermit* to complete a detailed depth survey between Baldwin's Knob Lock and the Roger Dimmick Slipway at Drungewick Aqueduct. Depths as little as 0.7m were identified in some places. *Pauline* will take this down to the canal's nominal depth of 1.4m - 1.5m, therefore as much as doubling the depth. This will allow tripboats an easier turn in the winding hole below Baldwin's Knob Lock. It will also enable *Pauline* herself to get to the slipway, where she will be taken ashore for some much-needed maintenance to her hull.

When *Pauline* fills a tub, that's only half the job. It then has to be emptied, usually at a different location. The ideal way to do this would be with a large-grab shore-based excavator, but that's expensive – so *Pauline* has to come along too and unload the dredgings.

Top - Dredger *Pauline* - a drone shot
Centre - Repairing the steel float tank
Bottom - *Pauline* and the tub





All's wall that ends wall

The car park side of the Canal Centre now has a smart new wall, courtesy of the Northern Working Party.

Raising our profile

The Kent & East Sussex Canal Restoration Group visited us recently for a weekend's work installing posts and coir rolls to reprofile the bank near Devil Hole's Lock. The Northern Working Party then spent a day transporting trailer-loads of soil from Tickner's Depot to backfill to the towpath.



Getting noticed

There may not yet be a restored canal at Rushett Common, but we have made and installed a new noticeboard on the adjacent Wey-South Path. Watch this space...

Membership report

21 new members joined us in the last quarter and our membership now stands at 2,815. We would like to extend a very warm welcome to the following new members.

<i>Michael Barnett</i>	<i>Chris Garner</i>	<i>Simon & Suzanne Gates</i>	<i>Jeff Holderness</i>
<i>Christine Hurley</i>	<i>Simon Leslie</i>	<i>David & Elaine Lewis</i>	<i>Mark & Sarah-Jane Lebus</i>
<i>Jackie Nicholls</i>	<i>Brian & Janet Spicer</i>	<i>John Steele</i>	<i>John Sweeney</i>
<i>Janet Turner</i>	<i>Carroll & Ian Tyrrell</i>	<i>Timothy Warner</i>	<i>Richard Young</i>

We have learned with regret of the death of:

<i>Roger Leishman</i>	<i>John Compton</i>	<i>John Dodridge</i>	<i>Stephen Tully</i>
<i>J J Price</i>	<i>Colin Baxter</i>	<i>John Lisk</i>	<i>Hilda Waddington</i>
<i>Dan Beckwith</i>	<i>John Lonsbrough</i>		

There will always be some members who for whatever reason do not renew their subscription. We need to keep on recruiting new members. Our subscription is very modest, so if you have any friends or contacts who are not already members, perhaps you could persuade them to join?

John Tovell
membership@weyandarun.co.uk

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

Registered Charity no. CC265331

The Wey & Arun Canal Trust is dedicated to restoring the former inland waterway route between the River Wey and the River Arun and to conserving and improving it for the benefit of everyone.

All communications and copy either by post to:

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

Or email to: weysouth@weyandarun.co.uk

Address changes, non-delivery, etc: please notify the Membership Secretary at the address above or email to: membership@weyandarun.co.uk

Material published in *Wey-South* represents the views of the contributors and should not, unless specifically indicated, be assumed to be the policy of the Trust.

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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 207 June 2024

Shalford (Northern) Office (Boat trips, Administration, Accounts and Publicity).

Visitors by appointment only. 01483 505566 (support@weyandarun.co.uk)

Bridge End, Somerswey, Shalford, Guildford GU4 8EQ

Could you give more to our canal?

Our member subscriptions produce only 6% of our annual income (2022 figures). For every £1.00 we receive from subscriptions, we are blessed with donations and legacies of £6.50 – which account however for only 42% of our total income. By comparison, some well known charities get up to 60% of their total income from legacies alone. Could you give more? Here's how.

Give more each month, and/or give a lump sum

As you are supporting a registered charity, income tax-payers can choose to 'GiftAid', which means that for every £1.00 you are giving, we can claim a further £0.25 from HMRC – and you can still reclaim the higher-rate tax element. Our 'Thank You' for this is membership of our Milestone Club, which includes invitations to some free cruises on our tripboats.

And, of course, please support our occasional appeals for specific projects.

Join our Numbers Game

£3 a month for each number you hold (no maximum!) enters you into a monthly prize draw for £100, £30 and £10.

Make a gift to us in your will

The website tells you how to 'Leave a Legacy', either in a new will or as a codicil to an existing will. Gifts in wills to charities like us are favourably treated for Inheritance Tax purposes.

For further details go to Support the Trust / Donate on our website.

