

WEY & ARUN



Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 176 September/October/November 2016



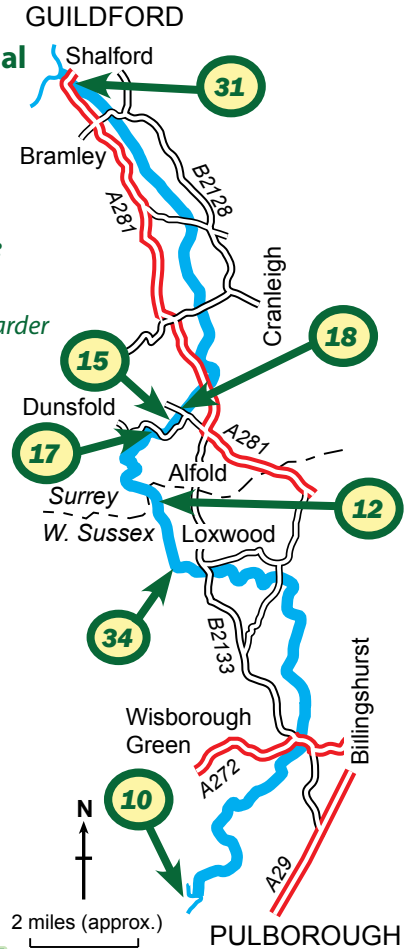
Above: Thursday and Sunday Group (TSG) member Brian Whibley has used some free allotment space to grow some 100 saplings of various types, donated to the Trust. When they are mature, they will be used by the Hedgelaying Group.

Below: Julian Nowell captured this dramatic view of volunteer driver Andy Evans working on the site of the Compasses Bridge causeway.



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Front cover: This year is believed to be the first time a standup paddleboarder has taken part in the River Arun rally. (Julian Nowell)

200 years of the Wey & Arun Junction Canal

So far as we know there were no artists present and definitely no photographers there on Saturday, September 28th 1816 for the official opening of the Wey & Arun Junction Canal. We can perhaps imagine one or two reporters scribbling in their notebooks.

From Compasses to Stonebridge (on the River Wey) was just under eight miles, with seven locks (numbers 17 to 23). The *County Chronicle* reported that the official party embarked in four barges, with two bands. *The Times* mentions that “some barges of coal and timber” followed the official procession. With at least four boats to pass through the locks, four hours would have been good going for the journey. At about 3 o'clock the flotilla was visible from St Catherine's Hill near Guildford.

So who was there for the opening? We only have one actual name – the Earl of Egremont, who invested a vast sum in the canal (the equivalent of about £20 million in today's terms). Certainly the Earl brought along a number of his friends, many of whom were no doubt also shareholders. *The Times* also mentions the Committee of Management and owners of the land through which the canal passes. The Mayor and Aldermen of Guildford were also on board for the inaugural trip. It sounds a little like one of today's WACT Special Invitation Cruises.

The frontline workers, the 'navigators', had been well looked after with a roasted ox and 200 gallons of ale. They did not get an invitation to the smart dinner at the White Hart in Guildford that night – with the Earl of

Onslow and Lord Grantley (of Womersley) sitting on either side of Lord Egremont. The dinner expenses ran to a scarcely believable £105. I wonder if the real hero of the day, the Project Manager, got the recognition he deserved. May Upton may well have been suffering from exhaustion. As Surveyor and Clerk of the Works, appointed in December 1813, he had been handed virtually the whole job of completing the canal. At least he had the youthful energy that enabled him to defeat a Mr Leach, from London, in a 200-yard running race in Petworth Park, although the betting had favoured his opponent by 3 to 1.

At first, May Upton's main job was to check and approve the detailed monthly accounts submitted by the contractor, Zachariah Keppell. By the end of 1814, though, it was clear that the canal project was in deep trouble over the 'Dunsfold cutting' and Keppell had proposed giving up the contract. November 1814's invoice was for the vast sum of £2,028 (call it £2 million

today), but this included a deduction of £185 for “earth dug off the top in the deep cutting before allowed”. By April 1815, Keppell had been officially declared bankrupt. He died in South London in 1821, probably at the age of 50. His claim against the company had finally been settled in 1820, but only for a fraction of the sum his representatives had claimed at first.

From the start of 1815, it looks as if the Uptons (May and Thomas) had virtually a blank cheque for getting the job done. Zachariah Keppell appears only to have worked on



The 3rd Earl of Egremont, George O'Brien Wyndham, principal investor in the Wey & Arun Junction Canal. Photo courtesy of National Trust Images

the section south of Alfold. In 1815, the accounts are full of huge payments, all in round numbers, to Thomas Upton "for subsistence". We can guess that the Committee was just handing out cash and trusting the Uptons to deliver.

Certainly there were some who did very well out of the canal, such as the landowners who got inflated prices for their land, Josias Jessop with his lavish fee of 5 guineas per day and John Smallpeice (the Clerk and Accountant) with his salary of £100 a year. What would they think if they knew that today their work was being done by volunteers?

Reserve your places now for our bicentenary rallies and tea party

Make sure you book in good time if you are intending to join one of the boat rallies or attend the members' tea party during our bicentenary celebrations weekend. The events are likely to be popular and the organisers need to know numbers in advance, to avoid overbooking.

In particular, it's essential to reserve places at the WACT party on Sunday 2nd October, so that the catering can be arranged. Partners and spouses who aren't members are, of course, welcome.

There are three boat rallies over the weekend – small boats at Loxwood on the Saturday and at Compasses Bridge on the Sunday and boats of all sizes on the Wey Navigation between Shalford and Guildford on the Sunday.



Horse-drawn boat trips run in conjunction with the Godalming Packetboat Company – which provided this photo of one of their cruises – now feature in the bicentennial celebrations at Loxwood.

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

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November 2016

Several activities have been added to the list of events at Loxwood on the Saturday, including horse-drawn narrowboat trips and illuminated evening cruises.

Trip boat *Zachariah Keppel* will be pulled in traditional style by a horse for public excursions during the day, while *Wiggonholt* will be lit up for illuminated cruises to Brewhurst Lock in the evening.

There will also be a Bacon Bap Cruise to Drungewick at and a Traditional Afternoon Tea Cruise to Southland Lock, both elements of the Bicentennial Baton Relay.

Online boat bookings are a success

How did we ever do without all those things that are essential in the 21st century – washing machines (what's wrong with your local mill stream?), smartphones, online bookings? Well, nowadays the canal at Loxwood is a tourist attraction and we need to live up to the expectations of visitors. That includes being able to book a boat trip online.

Before this year, booking required a call to the Loxwood office, which is open only on weekday mornings and usually only has one manager on duty. That manager might be dealing with a complicated charter enquiry and unable to answer another call, so a booking might be lost.

Online bookings have been a dream for many years and this year Derek Wright has made the dream a reality. Public trips and all special cruises – including the bicentennial events – can be reserved and paid for via our website.

The new system went live just before the end of April. In the three months up to the end of July, there were 328 online bookings, meaning income of nearly £11,000. Online bookings for public trips are open up until 10am of the day of the trip. We have seen a strong tendency for customers to book on Friday evening and early Saturday morning once they have looked at the weather forecast and made their plans for the weekend. More than half of advance trip bookings are now being made online.

A highlight of the members' party, which is in the Sea Cadet HQ at Dapdune Wharf, Guildford on the Sunday, is a naming ceremony for member Paul Barfield's new narrowboat. The Mayor of Guildford, Councillor Gordon Jackson, will be "christening" the craft *Wey-Away*, named in honour of the Trust.

See the full round-up of our 200th Anniversary Celebrations opposite for details of the events and how to book.



How we did it in 2003: In this picture of the black shed at Loxwood is the state-of-the-art boat booking system – a set of numbered discs on a piece of hardboard.

For the technically minded, the new booking system is running on a 4-core Linux virtual server. We are also using this server to power bookings for Trust events such as boat rallies.

What's on over the bicentennial weekend

Booking is essential for all events marked * and ♦

Saturday 1st October

10.30am Official Launch of Celebrations at Pallingham Quay Bridge.

Our Bicentennial Baton will start its journey north along the banks of the canal up to Loxwood.

11am-4pm Small Boat

Rally at Loxwood ♦. All craft to launch from Drungewick slipway, where parking is available. The afternoon will include horse-drawn trips on narrowboat *Zachariah Keppel* *, children's activities, a historical display in the Canal Centre, and entertainment by jazz band Sax'n Swing (weather permitting). Everyone is invited to dress in Late-Georgian costume, typical of 1816.

11am Bacon Bap

Cruise * on *Wiggonholt*, from Canal Centre to collect the Bicentennial Baton at Drungewick.

3pm Traditional Afternoon

Tea Cruise * on *Wiggonholt* to take the Bicentennial Baton to Southland Lock.

6pm & 7pm Illuminated Canal

Cruises * on *Wiggonholt* to Brewhurst Lock.

Sunday 2nd October

10.30am Bicentennial Baton Relay

leaves Gennets Bridge Lock in Ifold to be taken to Alfold in Surrey.

11am-1pm Canoe Rally at Alfold ♦.

Launching details will be available to participants.

Noon Official Opening of Compasses Bridge

by actor Dame Penelope Keith, Patron of Surrey Hills, followed by refreshments for all. Parking for everyone

will be available at Dunsfold Park, through Compasses Gate across the new bridge but you must be parked by 11am – Compasses Gate will then be closed to road traffic.

Please note that there will be no access to the celebrations via the main entrance in

Stovolds Hill. There will be entertainment by Guildford Friary Band and BBQ lunches will be available at the nearby Three Compasses pub (booking strongly advised – 01483 275729). The baton relay continues north to Gun's Mouth at Shalford.

2pm-4.30pm Small Boat

Rally from Gun's Mouth, Shalford ♦, up to Dapdune Wharf at Guildford. Launch information on website booking page. The flotilla will progress to the accompaniment of the bells ringing out at Shalford and St Nicolas churches – as they did for the canal opening 200 years ago. Those who would like to take part in a shorter voyage will be able to launch at the

town centre lock, which has plenty of public parking nearby.

4.30pm Celebration Tea Party ♦

at Sea Cadet Hall, next to Dapdune Wharf, Guildford. To complete our celebrations, we invite members and their spouses and partners to join us for a traditional English tea and a fitting end to our weekend with entertainment by Guildford Friary Band. Paul Barfield's new narrowboat will be "christened" *Wey-Away*, in honour of the Trust.

* Please book at weyarun.org.uk/trips or via the Loxwood Office (details on page 3).

♦ Please book at weyarun.org.uk or via the Shalford Office (details on page 3).



Dame Penelope Keith, actor and Patron of Surrey Hills, will officially open Compasses Bridge at noon on Sunday, 2nd October.

Trust Finances (Money)

Julian Morgan summarises the Trust's finances:

The really good news is that when this issue of *Wey-South* drops through your letterbox, we expect to have covered the **construction** cost of the Compasses Bridge project. This is thanks to a very generous response to the 'last push' appeal, an excellent result from the Puddle sponsored walk, some really useful contributions from boat operations and a most valuable addition from Her Majesty's Revenue & Customs through Gift Aid.

Gift Aid allows us to recover 25% on top of most of the donations we receive. It was one of those areas where our administrative machine always ran smoothly when Jim Phillips was in charge. Once the Commander was no longer at the helm it started to give out alarming noises and threatened to judder to a halt. Fortunately, thanks to a huge effort by Tony Tyrrell, Alan Dyer and others, we have now caught up with the backlog and we are submitting claims monthly.

You'll notice I emphasised that we have covered the **construction** cost of Compasses. We will not be completely in the clear until we have paid the 'commuted sum' of £70,000 to Surrey County Council. The bridge is on a public highway and, once it has been adopted by the Council it will be the Council's responsibility. As developer, though, the Canal Trust has to contribute to the Council's estimated costs for the next 120 years or so.

This was the rule for the Loxwood High Street bridge and it will be the same for any other

highway crossing. By law, the Council has to collect this contribution and although they have been extremely helpful to us, they can't waive the payment completely. What they have kindly agreed, though, is an extended payment period, so we have a breathing space to put that £70,000 into a virtual piggybank labelled "Compasses".

Of course Compasses Bridge is in the front of our minds at the moment but members will know that we are working on three main fronts – Compasses is part of our Summit Level strategic site and we are actively looking at the next project in this area. In the south, Gennets Bridge Lock is our main activity in the Loxwood/Ifold area; the lock construction is funded to completion but we will need more money to make the lock ready for navigation, with lock gates, pumps and so on. In the north, the Bramley Link team has funding to complete the studies and surveys needed to secure planning permission for Phase 1. When the project goes ahead it is likely to be the Trust's most ambitious activity so far.

Members should be aware that we live in an increasingly complicated world. Even if we have the money, landowner permission and so on, we can't 'just' (the J-word we hear a lot) go ahead and build things. Typically for any significant project, there are at least two years of work before the first digger moves in. Surveys and other preparations are expensive, with nothing to show on the ground. Contributions to the Milestone Club are immensely helpful for funding this essential, but less glamorous work.

Milestone Club Update

The Milestone Club is still signing up recruits to an initiative which helps WACT predict its income. There are now 102 subscribers, contributing a total of nearly £1,300 a month.

If you haven't considered joining the club but would like to make a monthly contribution

to our restoration funds – any amount would be welcome – application forms can be downloaded from the website Members Area. You can also request a form to be sent to you by e-mailing support@weyandarun.co.uk or calling 01483 505566.

WACT site becomes a training area for the weekend



Over the weekend of 11th/12th June, the Trust was pleased to host a training weekend for Waterway Recovery Group volunteers at the Alfold/Dunsfold site. The aim was to improve the skills that volunteers need on typical canal restoration projects, such as operating diggers and dumpers, bricklaying and erecting scaffolding. Fortunately, we could offer all of these within a small area – and we had plenty of material for the trainees to move around. (Pictures by Dave Verrall and David Miller)

A marvellous response to Compasses ‘last push’

Members have responded magnificently to the Compasses Bridge ‘last push’, with donations totalling just under £30,000 arriving since the appeal was launched.

As reported in Trust Finances, the construction costs of the bridge project are now covered. This means we can concentrate on aspects such as the landscaping and building a public viewing platform alongside the bridge. Another boost for the fund has come from the Johnson Wax Charitable Trust, which has given £5,000 towards this “amenities” work, which includes a wildflower area and measures to attract wildlife such as bird and bat boxes.

The Trust is administered by a committee of staff members at the SC Johnson Ltd headquarters in Frimley, Surrey. We are grateful for their decision to give us a grant which will go a long way towards finishing the overall Compasses scheme.

The last push appeal was launched after the ring-fenced fund was used up. We had

raised £580,000 of the total cost and needed £120,000 to ensure money is not taken from other projects.

As well as enabling a significant stretch of the Summit Level to open to navigation by small boats, the Compasses scheme is important to raising the Trust’s profile in Surrey as we step up the canal restoration in the county.

You can still give to the appeal, via the home page of our website, www.weyandarun.co.uk, or by sending a cheque payable to “Wey & Arun Canal Trust” to Compasses Appeal, WACT Northern Office, Bridge End, Somerswey, Shalford, Guildford, Surrey GU4 8EQ. BACS transfers (marked “Compasses”) can also be made to CAF Bank, sort code 40-52-40, account 00024651.

If you are eligible, please make sure you Gift Aid your donation if you have not already sent us a declaration form. This will add 25p to every £1 you give.

Paddlers celebrate history of navigation on the Arun

A friendly flotilla of canoeists and kayakers explored the River Arun in May, joining the Trust's celebration of the long tradition of boats navigating the waterway.

The occasion was the annual rally on the waterway between Pulborough and Pallingham organised by WACT. Paddlers enjoyed a good level of water, on a date chosen to ensure the tide is high enough for small craft to navigate a picturesque section of the river.

"We had another brilliant turnout from canoe and kayak club members from the area, as well as Trust members," said chairman Sally Schupke. "We hope many of the participants will be able to also come to our small boat rallies on the canal at the beginning of October."

The boats went up to the original junction of the canal with the river and then on to Pallingham Farm Bridge, the traditional tidal limit on the Arun.



Top left: A group of paddlers heads upstream. Top right: at Stopham Bridge. Right: The crew of Mad River Canoe dealt with a fallen tree at Pallingham. Opposite page: Near the junction of the river and canal route. (Jonathan Mosse and Julian Nowell)



Can you help keep our trip boats operating?

Trips on our excursion boats have become so popular that more crew and boat maintenance people are needed to keep up with the demand. Accordingly, the Boat Group – heading for another record year for trip numbers – is running a recruitment drive to attract volunteers.

By 1st August, the group had run 185 charters alone, and was on target to beat the 2015 total of 204. These were in addition to weekend and bank holiday public trips and the many special events run over the season.

The recruitment drive to fulfil all the bookings is being led by crew member Sandy Henney, who has produced a flyer to publicise the campaign. “There are currently 109 volunteers who work on the boats and do a fantastic job, but we need more people to make sure we can accept all the bookings,” she said.

“We need skippers and boat crew who drive the boats, operate the locks and are responsible for passenger safety, cabin crew who serve refreshments, cream teas, and chat to the passengers, and maintenance people who can help keep the fleet operational.”

Sandy says volunteering for the Boat Group is great fun, and hugely rewarding.



Catering is an important part of our boat trips enterprise at Loxwood. Cabin crew member Alison Reynolds (right) is shown with a passenger during an excursion. (Sandy Henney)

The volunteers not only contribute to the restoration of the canal but they get the chance to meet people from all over the world.

If you would like to volunteer for the Boat Crew, or can spend a couple of hours distributing flyers in your community, please call 01403 752403, or email office@weyandarun.co.uk. A member of the Boat Group team will contact you.

Gennets Bridge Lock



Above: Guests on a Special Invitation Cruise in May are given the lowdown on the Gennets Bridge Lock project by Eric Walker (in yellow helmet). Below: Members of the lock construction team take a well-earned break. (Rob Searle)





Above: the top cill of the lock. The water inlet is visible near the bottom of the left-hand ladder. Below: A view along the lockside looking north. (Geoff Thomas)



Spotlight behind the scenes



Roger Penny

Member Roger Penny (pictured left at the Poddle check-in) has joined the Trust's staff on a part-time basis to provide essential support to our Accounts activity. Roger is responsible for keeping track of donation receipts and invoices that arrive at our offices. The last few months have been exceptionally busy, with the Poddle and the Compasses Last Push appeal, as well as the many bills that come in for our active projects.

Roger lives in Plaistow and is a member of the Boat Group. In his professional life he was an engineer with British Railways. For a number of years Roger looked after signalling and telecoms systems on the lines out of Waterloo, with a staff of more than 600. After privatisation, Roger retired from the railways and worked as a consultant with WS Atkins.

IT and waterways are not new to Roger. At college in the 1960s, he learned to program and operate an English Electric Deuce computer. In the 1980s, he was Treasurer of the Godalming Boat Festival and the local branch of the Inland Waterways Association (IWA). We are very glad to welcome Roger to the team.



Tom Crawshaw

Tom is by no means a new volunteer; he has been a key member of our support team for a number of years, looking after our e-mail mailing lists as well as our database of key supporters and contacts such as landowners and local councillors. Recently Tom has developed the web-based system to include registration for Trust events, online donations and payments and a new e-shop (<https://weyarun.org.uk/shop>). These are already valuable additions to the Trust's facilities, but Tom is planning to extend the system further by integrating membership administration and access.

Tom lives in Bramley; he acquired his IT skills developing and managing IT and library systems in universities including Oxford, Cork and Surrey. Until lately, Tom was rarely spotted outside his "office" but we were pleased to see him out and about on the day of the Poddle (see picture left at Compasses Bridge with Sally Schupke).

WACT raises interest at Surrey County Show

Hundreds of people came to the WACT stand at this year's Surrey County Show on Spring Bank Holiday Monday. For the second year running, we had a display in the Visit Guildford marquee. Dozens of people stopped to talk about the Trust's work and activities and pick up leaflets and other literature. Bramley Link Manager Philip Oliver is shown answering questions about the northern section of the canal. Also manning the stand were Rob Searle, Jennifer Britt, Chris Jones and Barbara Easton. (Rob Searle).



New Summit Level slipway starts to take shape



The second week of the WACT Summer Camp made an excellent start with constructing the Thriscurr slipway on the Summit Level of the canal. The slipway will allow small boats to launch on the section between Compasses Bridge and Tickner's Heath, once desilting is finished. The top picture is looking towards the canal; the slipway will curve round and enter the water to the right. In the lower picture, volunteer digger driver Adam "Digger" Morris (left) is taking a break while Chairman Sally Schupke and Compasses Site Manager Dave Evans inspect the work. (Julian Morgan)



The original Compasses Canal Bridge is revealed



The south wall of the original bridge, shown in the top picture, would block the canal in its new position and had to be removed. The north wall (bottom picture), will be preserved but is being covered over.



The last issue of *Wey-South* reported that nothing had been found of the original Compasses Bridge. Wrong! Bill Nicholson says that within two weeks of completing the report, excavations of the old causeway revealed two large chunks of brickwork on each side of the canal which formed the base of the bridge arch.

The southern, pub, side partly projected into the new line of the canal and, after recording by our consultant archaeologist, was duly broken up and removed by the excavator.

On the airfield side, the brickwork was set well back and, interestingly, included the first few courses of the arch. It has been used as a retaining wall. The new blockwork training walls are being erected forward of the old wall and the gap will be filled with concrete. The old bridge will therefore be reburied.

A dozen fivers turned into tenners

The Trust received 37 donations during the #GiveMe5 initiative on Localgiving.org in June – and 12 of the fivers were doubled. This means that we raised a total of £320 throughout the day, including matchfunding up to £10 and Gift Aid. Our grateful thanks to all those who gave £5 or more to WACT over the 24 hours.

Across the #GiveMe5 campaign, more than 1,400 people came together to donate more than £27,500 – providing funding for a total of 352 charities. Localgiving.org's largest matchfunding initiative, Grow Your Tenner, launches this year on October 18th at 10am and an event to mark #GivingTuesday is planned for Thursday, November 29th.

Weevils are munching away at invasive plant

Tiny beetles are helping control an outbreak of highly invasive water weed on part of the canal. 12,000 North American weevils were released into the waterway at Tickner's Heath in July to combat the floating water fern which has formed a thick carpet of vegetation on the surface.

We hope that the two millimetre-long minibeasts – *Stenopelmus rufinusus* – will multiply into a large population and nibble away at the weed until it has all gone.

WACT's Conservation Advisor, Ian Burton, said: "Floating water fern is one of the UK's most invasive plants and causes significant problems for water bodies. It forms thick mats on the water's surface which can double in size in a few days, blocking out light and killing aquatic flora and fish."

The canal to the south of the road crossing at Tickner's Heath had become significantly affected by the weed – *Azolla filiculoides* – and it had to be controlled. "The surface of the water in the canal appears to be solid ground, so care needs to be taken adjacent to the canal," Ian added.

There are no organisms native to the UK that can combat *Azolla*, but research has shown the weevils to be one of the plant's main natural enemies. The weevil has been used to control the weed in the UK and South Africa. The weevil release at Tickner's Heath was carried out in partnership with



Above: The carpet of floating water fern on the canal at Tickner's Heath. Inset: a close-up of a North American weevil. Below: Rachel Carless (left) and Jenny Pollitt from Arun & Rother Connections release some of the weevils. (Main photos by Rachel Carless and Julian Morgan).

CABI (Centre for Agriculture and Biosciences International) and in conjunction with the Arun & Rother Connections project, which funded the work.

Individually, the weevils consume a relatively small amount of *Azolla*, but they breed to produce large populations that will feed extensively on the weed. Eventually, sections of the "carpet" will start to die and sink, where it will be further broken down by other feeders. "The weevil is capable of clearing entire lakes

or canals within weeks," said Ian. "Thereafter the weevil population reduces and dies out."

The initiative at Tickner's Heath is in line with the Trust's policy of controlling and eradicating invasive species such as Himalayan balsam, Giant hogweed and Japanese knotweed along the canal route.



Outrageous objectives at non-stop summer camps

The WACT summer camps in July saw 15 days of non-stop volunteer work, with up to 25 volunteers on site on any one day. The first week was run by NWPG and led by Bill Nicholson and the second by WRG and led by Rob Nicholson. This is an extract from the report Bill wrote for *Navvies*, magazine of the Waterway Recovery Group:

No NWPG camp would be complete without objectives. The more outrageous the objective the more likely it is to be set! This year's outrageous objective one was 104 tons of ready mix – that's an awful lot of concrete – to cast the base for the northern side training walls at Compasses Bridge. Worse still, site manager Dave Evans had arranged for it to be delivered from 1pm on the Tuesday, leaving us 2½ working days to get the hole ready. Compasses plant supremo Andy Evans took on the job, driving the Trust's 13-ton excavator, with the muck being offloaded into two 10-ton dumpers for a trip to the airfield Burnsite.

Elsewhere, teams were engaging on other tasks. Objective two was to complete the brickwork on the south side of the bridge, and I had about two days in mind for this. Rob Brotherston was given one wall and assistant camp leader Graham the other. Five days of solid bricklaying later, the job was done – giving a useful idea as to how long the north will take.

Alan, Mike, Steve M, Pete T and JJ Price carried on with brick cladding the bridge facing walls, assisted by trainees Chrissie and Colin. This kept them busy for the rest of the week. Steve finished off the job during the second camp.





Far left: If you want to lead a WACT Summer Camp, it helps if your name's Nicholson... Bill (orange helmet) ran the first week and Rob (green helmet) took charge of the second week.

Top right: The second week team gets stuck into the blockwork on the north side of Compasses Bridge.

Middle left: Pouring concrete (through the vertical pipe at left) to form the base for the north side training walls.

Middle right: The first camp completed the brickwork on the south side of the bridge. The progress of bricklaying under the arch can be clearly seen.

Below: The first week's group pictured in front of the blocks that they laid on the north/east side of Compasses Bridge. (Pictures by Steve Melling and Julian Morgan)



Objective three: On the east bank of the canal, we had to build a 15-metre long retaining wall to help secure the bank and thus the garden of one of the mobile homes above. Contractors had already installed soil nails and a team led by chippie George Whitehead spent three days fixing a steel cage around which a timber box was put in place. The latter was critical given the tons of concrete pumped into it and it was to the team's credit that it didn't move an inch.

Objective four was to keep everyone not doing objectives one, two and three busy. Nine brickies needed a constant supply of mortar and bricks. By the end of the first week, we had completed the wing wall copings and most of the flank facing walls of the bridge.

WRG continued the blocklaying during camp two. These are not just front facing walls to be backfilled with muck but cells of blockwork, double-skinned with reinforced concrete poured in between. The large holes, the cells themselves, are to be filled with crushed limestone and once all that is done the brick copings as per the southern side put in place. Good progress was made such that about 50%

of the task was completed by the end of the week and more has been done since.

Another job for the second week was to erect a new scaffold access bridge and tower to enable workers to get down into the canal bed. James Upton and his team spent a whole week on this, which is perhaps understandable given its size and complexity.

Out of the canal, more work was done on installing drains, gullies and manholes – time consuming, often complex and demanding work that once completed everyone takes for granted. Remember that we are building a road as well as a canal. Landscaping of the verges and under the new security gate was also completed.

The most exciting task during the week was to start work on the road leading to the new Summit Level slipway location. It was a massive job because of the difference in levels, exacerbated by the fact that the canal is in a cutting. Adam Morris from KESCRG spent the whole week in the Trust's excavator digging out, muck shifting, grading and finally laying and rolling the sub-base, such that work on the slipway itself can now start.

Bill Nicholson



Left: In the second week, the scaffolding was erected on the north side of the bridge so that bricklaying could continue there. Right: the second week team working on the north side blockwork. (Julian Morgan)

Peter Foulger made a Vice-President

Peter Foulger has been appointed a Vice-President of the Trust, in recognition of his distinguished service on the Board, including 12 years as Chairman.

Peter became Chairman in 1997, in the critical time after the Board had defeated a vote of no confidence and several key postholders had stepped down. With the new Treasurer, Jim Phillips, at his side, Peter applied his calm leadership to bringing stability and launching some major projects.

In the late 1980s, Peter and his father Gordon moved to Loxwood and became owners of Drungewick Hill and Flitchfold Farms, including a substantial length of canal. It was on their initiative that the first major restoration work in the Loxwood area, Barnsill Bridge, was completed. During Peter's Chairmanship, he presided at the opening of Drungewick Aqueduct,



It's 1989 and Lord Egremont cuts the ribbon at the opening ceremony for Barnsill Bridge in Loxwood, watched by Peter Foulger (centre) and his father Gordon.

Drungewick Lock and the new Loxwood High Street Bridge and Lock.

Peter retired from the Trust's Board at the 2016 Annual Meeting.

Come and explore historic canal locations

Two guided walks along the canal route are being staged by the Trust in early September as part of the national Heritage Open Days initiative.

On Saturday 10th September, WACT Technical Liaison Officer Alan Johnson is leading a four-mile circular walk visiting four sites containing relics of the canal and Horsham and Guildford Railway.

Most of the walk is not on metalled surfaces, so it will be essential to wear walking boots, stout shoes or trainers. Meet at 2.15pm in the Shamley Green church car park in Church Hill, Shamley Green, GU5 0UD.

On Sunday 11th September, Trust publicity officer Rob Searle leads a walk from the

Gunpowder Store on Stonebridge Wharf, Shalford to Bramley. The two-mile route, on flat, made-up paths, takes in the proposed line of the restored canal at the start of Bramley Link Phase One and the site of Bramley Wharf.

Meet at Stonebridge Wharf at 2.30pm. Parking is available at Broadford Business Park, behind the Parrot Inn on the A248 in Shalford GU4 8EP.

Places on the walks are free of charge but must be booked – call 01483 505566 or email northernoffice@weyandarun.co.uk by noon on 8th September.

Everyone is welcome at the events and there is no charge, although donations to WACT will be gratefully accepted. Take some friends who are not members and encourage them to join up!



Hot stuff Poddlers raise around £10,000

WACT funds have been boosted by around £10,000 thanks to our magnificent sponsored walkers. This is expected to be the total – sponsorship money plus Gift Aid – made by the 2016 Puddle for restoration work.

Glorious blue skies greeted the 157 participants as they rose on the morning of Sunday, 5th June, to prepare for tackling the walk. Warm weather – welcomed in a season plagued with rain and chilly temperatures – held as they set off with a spring in their step from the departure point of North Hall, Loxwood.

The morning walk was enjoyed by all, on a flat route which really showed off the canal and its restoration to the full.

The walkers were able to see how the construction of the new Gennets Bridge Lock was progressing and the lovely stretch of Bonfire Hanger prompted many compliments. Sidney Wood was looking beautiful, with many people saying they did not know how lovely it was.

The walkers had to climb over hard clay heaps to get into Dunsfold Aerodrome in order to arrive at the Compasses Bridge construction site. Project leader Dave Evans and other volunteers were there to show off the new road and the impressive work taking place.

An excellent lunch was provided for the Puddle participants in a marquee at the nearby Three Compasses pub. Joined by people who



**Top: Walkers approach Compasses Bridge.
Centre: Penny Line and Keith Nichols
staffing the first refreshment point at
Rosemary Lane. Above: A family group
at the stile in Dunsfold Road, Alfold.**

**(Puddle photos by Julian
Morgan and Rob Searle)**



Top left: Walkers get a VIP view of the Compasses Bridge construction site, with Dave Evans and other volunteers there to answer questions. Top right: Poddlers descending to the platform. Left: Chris Tavener, Phil Broadley and Rosie Perks are the 'Last Man' party on the final stage back to the North Hall in Loxwood.

had chosen to walk just the afternoon section, they set off again across some more beautiful Surrey and Sussex countryside back to North Hall. On completion of the route, the Poddlers were plied with tea and more cake before they headed for home on a still-warm evening.

Walk organiser Margaret Darvill commented: "I would like to thank all those who helped me with organising the Poddle both before the

day and on the day. Without their help there would be no Poddle.

"Thank you also, of course, to the walkers, who we believe we have raised just on £10,000 when Gift Aid is added. They were, as usual, fantastic."

Next year's sponsored walk is planned for Sunday, 4th June.



Left, from top: Poddlers pass the Trust's mobile display vehicle, manned by Julian Nowell, at The Three Compasses in Alford; The lunch stop in the garden of The Three Compasses; Leaving the afternoon refreshment stop near Loxwood; Approaching the afternoon refreshment stop.

Above top: Bridget Glynn-Jones and her husband were the first to arrive at the finish point. Above right: Vanessa and Richard Smith (back) have some happy customers at the afternoon refreshment stop.

Working Party Roundup

One of the great things about being involved in this canal restoration project is knowing that we are not alone. The Trust is part of a national movement, working together to enhance the whole waterways network.

We can give a lot to the national waterways movement. As well as extending the network southwards, our experiences provide an example and a source of advice for other 'impossible' waterways. In return, we can ask for support and advice from others. We can call on the national movement to help us with volunteers for visiting group weekends and summer camps, such as the very successful two weeks in July.

News of what our volunteers are doing on the canal is available in our monthly *Working Party News*, which is emailed to registered subscribers – just send a request, asking to be added to the WPN list, to listadmin@weyandarun.co.uk. If you want to see sample issues, they are available on the WACT website. Those who prefer paper copies can receive WPN by sending a supply of stamped addressed envelopes to the Loxwood office (address on page 3).

Bill Thomson

Monday Group

The group normally meets on two Mondays per month, *writes Nick Wood*. May saw us continuing with 'keeping up appearances' on our normal sites (hence the Mrs Bucket Group nickname). Regular mowing and strimming are essential if the sites are to stay looking cared for, especially in the fast growing season. As an aside, we filled in the deepest hole in the car park at Loxwood, but there are others to do and we will need a good supply of material and a mixer to complete the job.

Our leader called an additional meeting to undertake brushcutting, strimming and mowing at the Lordings site (the former Lordings group has now disbanded). It was



Before, during and after the visit by the Monday Group to shift debris blocking the culverts on the Gosden Aqueduct and clear vegetation from the brickwork. (John Empringham)

well overdue a visit and eight of us managed to tidy up the whole area from the flood lock bridge to the lock by the water wheel.

June saw, apart from the regular sites, a return to Lordings for more mowing and strimming, and visits to Brewhurst and Baldwin's Knob locks. A new noticeboard, relating to the special picnic seats and table at Devil's Hole Lock, was installed too. In all on that day, seven volunteers worked 52 hours between them 'keeping up appearances' at 11 sites.

The group put in an extra couple of days in June, and moved north for two Mondays, borrowing the Aquadocks for clearing around Gosden Aqueduct. On arrival for the 'first' session the level of vegetation obscured the aqueduct from sight. It could only be seen from the edge of Cranleigh Waters. In addition, only one of the four culverts was clear of debris. We set to and by the end of day one a second culvert had been cleared and the vegetation cut back on the top of the aqueduct.

At the second meeting, as well as clearing the Bramley side bank, we removed an enormous pile of jammed debris blocking the remaining two culverts, including a substantial tree. The Aquadock 'raft' was disassembled and returned to the Tickner's Heath depot.

Both July outings were at the regular sites. This included a further visit to Lordings to mow the lock and remove a tree covered in ivy which, as reported by the lengthsman, was blocking the path. The overflow car park at Loxwood was also brought under control with the large wheeled brushcutter. August was scheduled to see repairs to the fence at Loxwood Lock, cutting

at Drungewick Lock, plus another visit to Lordings and possibly Malham.

**Contact John Empringham, 01483 562657,
mondaygroup@weyandarun.co.uk**

Midweek Working Party

The Trust's Wednesday group has spent several weeks at Fast Bridge. The landowner kindly lowered the water level so more logs and branches could be cleared from the canal bed. This section had not been cleared since 1991, so there was plenty to do and progress was steady.

Some group members replaced a bridge where the gas pipe goes over the canal, allowing us to work from both sides, which makes life a great deal easier.

One week was spent at Run Common clearing the long grass and tidying up the canal. After that, the group moved to the far end of the working canal in the Drungewick area. Weeds and reeds had grown very fast and impeded progress of the trip boats near the lock and at the plant crossing and immediately north of the slipway. Clearing the towpath and reeds was scheduled to continue for the following few weeks.

**Contact Margaret Darvill, 01483 894606,
margaret_darvill@weyandarun.co.uk**



Midweek working party members clearing bankside vegetation near Drungewick. (Dave Verrall)

Hedgelaying Group

At the time of writing, the group is off on its summer break. Before the end of the hedging season, the group continued laying the hedge at Haybarn and Middle Lock. By mid-May, nearly half of the 625-yard total was completed, not bad for one day a week for just over only half of the season. Group leader Keith Nichols reported seeing a blue tit in the unladen section about six feet from where work finished. This, he says, is the first bird to be found nesting in the hedge.

Following the 'real' work on the canal, a couple of group members went to Devil's Hole to do late coppicing, tree trimming and hedge adjustment. The main purpose was to cut around 70 stakes and binders to be used at the Trust's hedgelaying demonstration at Loxwood Village Fete. The day of the Fete went well with a good, positive response to the demonstrations from visitors. More than 30 tools that are or can be used for hedgelaying were laid out on a white sheet on a warm sunny day and this provided some extra interest. Fifteen yards were laid on that day.

Although the group had 'officially' finished, three more Tuesdays were spent finishing off and tidying up. Hedging is due to start again in September.

**Contact Keith Nichols, 01403 753882,
hedging@weyandarun.co.uk**

Thursday and Sunday Group

The TSG have been 'on manoeuvres' recently. Circumstances have dictated that the group has re-lived the 'old days' of canal restoration. On one such day, members were given a desperately needed painting job, which meant a trip back to the past.

For the first time in many years, the group met



The Trust's dredger is seen at the Drungewick Lane slipway, looking much smarter after repainting.

in the Loxwood car park. After roll call and discussing the day's plans, we took a trip down memory lane, or should I say Roger Dimmick Lane. Our first job was to find an old tool store used in aqueduct building days, as we needed it as a paint store. It was found in the stinging nettles and brought back to life.

Job one was the footbridge at Baldwin's Knob Lock. Part of it had rotted so much that it was not actually joined together. Repairs involved replacing a complete section of wood, an upright holding up the handrail (whoops, why had it rotted so much?). A crack in the rail was letting water into the mortice and tenon joint, so that had to be cut out and refilled, then undercoating ready for top coat when no boat trips were coming through.

After checking on two other storage places, we collected our painting gear and set off for Drungewick Lock. After negotiating a herd of cows, we reached the lock and started preparation work by filling cracks and rubbing down ready for painting. We now had to wait for *Wiggonholt* to pass before we could start the painting. The boat was full of ladies, a group from Dartford in Kent on an excursion. While operating the lock as the boat went through, we noticed a leak in the wall. Oh well,

that is another job, and the life ring needs a new stand, and the landing stage is beginning to rot so will have to be rebuilt – and on it goes. Even when away from our normal construction sites, we can still find plenty to do.

**Contact Eric Walker, 07717 855340,
tsg@weyandarun.co.uk**

Northern and Summit Working Party

The group normally meets on the third Saturday of the month, but extra days were recently added to the programme, mainly essential preparations for the two week-long WRG summer camps in early July – reported elsewhere in this issue of *Wey-South*. A short diversion involved dealing with a fallen tree to the south of the Tickner's crossing and clearing the canal bank at Compasses in preparation for bank stabilisation work by contractors.

For the regular May meeting, eight volunteers, including some newer team members, continued with the excavation of the causeway. The pump was repositioned, the Aquadocks cleaned, and bricklaying continued on the south side of the bridge.

Another additional weekend was spent taking down the concrete side walls of the causeway at Compasses, using the Trust's 13-ton digger with a hired-in hydraulic breaker attachment. At last it is now possible to see through the bridge, with the added benefit that the bricklayers can see what they are doing.

The weeks leading up to the summer camps focused on continuing the removal of the causeway and the breaking up of its concrete side walls and continuing with the bricklaying on the Tickner's side of the bridge. The aim was to complete the brickwork on this side during the first camp.

As for the northern side, the hole went down and down such that the only way into it was via a newly constructed ramp from the towpath into the bed of the canal. One of the consequences of this work was that NWPG's rubble-filled gabions – laboriously built on a previous summer camp – were



Phil Barnes gets a refreshing beverage in the kitchen at the Compasses compound, while George Whitehead gets stuck into some washing up. (Steve Melling)

ignominiously extracted by the excavator in a matter of hours.

An ongoing task both leading up to and during the camps has been the shifting of spoil to the Burnsite by 10-ton dumper trucks. Hundreds of tons of material have come both from the causeway and from the section of canal towards Farnhurst Bridge. Once at the Burnsite, the material is allowed to dry out until the excavator is next available to go down and level it all out.

Anyone who has visited Compasses Bridge – including the Puddle walkers who had a specially constructed viewing platform laid on – will appreciate the amount of material that has been dug out of the causeway site.

Another break from the standard working pattern saw the Trust hosting a successful annual WRG Training weekend – see page 9. About 30 volunteers from around the country descended on Dunsfold to learn the various skills necessary to restore canals successfully. The airfield provided an excellent and safe training ground. It's good that WACT has

been able to help our friends in WRG, who are providing an increasing volunteer resource to the Trust as our projects expand and develop.

Back at Compasses Bridge, bricklaying focused on the southern training walls. The east side is complete less the copings, and WACT volunteers made good progress on the west walls. The plan was for the first week of the summer camp to complete the southern brickwork, allowing the scaffolding to be taken down and re-erected for the northern walls.

So will we finish the work at Compasses by the official opening celebration set for 2nd October? It's certainly a daunting challenge with various critical paths involved. Extra working days have been and will be arranged. We have sent out a call to the regular troops for help and the response as usual has been tremendous. No summer recess for the Northern Working Party Team!

By the time you read this, our four-day working party from 16th-19th September will be upon us. If you want to help at this or at any other time please let me know. You will be welcome.

**Contact Bill Nicholson, 0779 1097773,
bn@weyandarun.co.uk**

Tickner's Heath Depot

Well, what have those people on the outskirts of Dunsfold Aerodrome been doing with their time? In relation to other months, things have been a trifle slow, but we haven't just sat back drinking tea or coffee. Oh no, when things were slack we took advantage and did a bit of maintenance of the depot buildings. The doors of each building now have a preservative coating which will hopefully stop the doors from swelling in winter. Also, as time permitted, we tried (and failed) to keep a lid on the growth of vegetation at the depot.

However, we did manage to look at some of the Trust's equipment old and new, well relatively new that is. Lawn mowers have been serviced,

brushcutters looked at, hole borers inspected and we even managed a trip to the canal to look at a misbehaving outboard, changing the local shear pin for the correct one.

One 'funny' that came our way was a donated weed killer device, which was really a mini flame thrower. As most of the team took a backward pace when asked to have a look-see, Mick Jones came to the front saying that "his dear old dad had one of those on the farm". Mick immediately set about giving it the once-over and, surprise surprise, it worked a treat. The only problem was that it took an awful long time for the flame to go out once switched off.

Most of the time, we have managed to repair the items that came our way without the help of our mechanical wizard Francis Wellerd, who had ventured into the outer reaches of the English canal system. Francis gave us monthly updates of his progress, which brought envious muttering from the rest of the team. We hope to see Francis back soon. He will no doubt keep us in raptures when relating his experiences, which will be a welcome change from his jokes.

Yours truly has even had time to venture into foreign parts and fit a keb and security bracket to the stop plank shelter at various locks. We hope the device will stop those who think a keb looks better in the canal than out of it. Plans are in place to put one at Southland once we manage to work out how to get there, as a keb has a three-metre long handle. In case you are wondering, a keb is a long sort of rake thing used for fishing debris out of locks.

We have given support where we can to the various working parties and work camps, making sure that what items of equipment we have at the depot are available and usable. Mind you, our stocks are rapidly declining. Even items which were confidently predicted to never see the light of day again have disappeared canal side.

**Contact John Smith, 01903 235790,
depot@weyandarun.co.uk**

Enjoyable outing to the Kennet & Avon Canal

Members and friends of the Wey & Arun Canal had a very enjoyable outing to the Kennet & Avon Canal. We arrived after an excellent journey with the added bonus of being stuck in a traffic jam on Newbury Station Bridge just as the *Flying Scotsman* steamed underneath us! We had a short time to explore Hungerford before embarking on the *Rose of Hungerford* for an hour and half cruise.

We were given an informative talk about the Kennet & Avon Canal whilst we ate our packed lunches and drank the readily available hot or cold drinks.

Having arrived back at Hungerford, we were driven to Crofton Pumping Station via Great Bedwyn, much to the delight of one member whose father had spent his boyhood there.

Again, there was an interesting talk about the history of these magnificent engines and then we were able to explore the engine room at our own pace. There was a good timeline of the dates when the various engines had been installed with dates of what was happening in the country at the same time, which put it all into perspective.

We had plenty of time to sit in the sun and watch the boats on the canal negotiate the lock and the trains hurtling past on the railway. The café did a roaring trade in gorgeous homemade cakes, ice creams and drinks but, all too soon, it was time to leave and make our way home. Many thanks to Mark Anderson for arranging the trip and it was good to hear



The Kennet & Avon Canal Trust's Rose of Hungerford, which operates public and charter trips from a wharf in Hungerford. (Roy Tanner)

that our enjoyable day out had raised more than £400 for the Trust.

Pat Rowe

Bob Delamare, who was also on the trip, says that *Rose of Hungerford* is about the same size as *Wiggonholt*, as wide but not quite so long, but really isn't suitable for the 50 or so passengers on this trip. The space taken up by the bar is more intrusive than on both *Wiggonholt* and *Zachariah Keppel*. It also lacks an open foredeck, which removes much of the opportunity for interaction between crew and passengers. .

At the same time it is the most boring length of canal for a cruise, dead straight, only one lock and one bridge. There are none of the reed beds, overhanging trees, twists and turns and varying landscape that we have. And, of course, we have two or three locks on our trips.

Our best wishes go to Brian

We regret to report that one of our TSG volunteers, Brian Dunman, was injured in a fall at the Gennets Bridge Lock site on 14th July. Brian's wife, Wendy, tells us that he is making good progress and thanks everyone for their good wishes and cards.

Visitor centre planning advances

Detailed discussions are taking place on building a visitor centre in the Hunt Nature Park in Shalford. Guildford Borough Council officers say they are happy in principle with the plans, so the Trust feels that a planning application can now be made.

After a tendering exercise, we have chosen a specialist timber building manufacturer to design and construct the centre. The plan will include boardwalks and paths through the park, which is on the canal route close to the A281 Horsham Road. Trust member Kevin Tayler is leading the project, with input from Bramley Link Manager Philip Oliver and Technical Liaison Officer Alan Johnson.

The visitor centre will enable us to make people aware of the wider benefits of the waterway, restoration progress and volunteering opportunities and also encourage them to become members. Like the Loxwood Canal Centre, it will provide information on visiting the canal, special events and countryside walks. It will also be a base for our guided tours and school trips.

WACT is grateful for grants towards the project from Surrey County Council, Guildford Borough Council and the IGas Energy Community Fund. Meanwhile, work continues to keep the park in good shape and there is a continuing initiative to combat the Himalayan balsam which has invaded following flooding of the land.

Shalford Lengthsman Mike Hobbs and his volunteers have been strimming and pulling up the plant. It is a non-native species (introduced into the UK in 1839) and smothers native flora when it manages to get established. Many other canal organisations are also battling the plant, including the Inland Waterways Association (IWA).

IWA says that, while the whole plant is non-toxic, the seeds and the petals can actually be quite useful in the kitchen. They can be eaten raw, and the seeds are good if added to a curry. The seeds can also be toasted and



Mike Hobbs strimming Himalayan balsam in Hunt Nature Park. (Sally Schupke)

ground up to form a peanut butter substitute. You can even make wine from the petals (to refresh you after a heavy clearance session) – check IWA's website for recipes.

Canal to feature in 'Nicholson's'

During May we were pleased to welcome Jonathan Mosse, a writer and researcher for the Nicholson Waterway Guides. Jonathan's policy is to include all waterways that can be walked end-to-end, regardless of whether they are fully navigable.

The Wey & Arun Canal clearly qualifies and Jonathan duly spent a number of days walking along the Wey-South Path and taking photographs, including some on the day of the River Arun Rally. The updated edition of Volume 7 (River Thames and Southern Waterways) is due to appear in Spring 2017.

Jonathan was so impressed with his visit that he decided to become a Life Member of the Trust.

The Trust's Mobile Display Vehicle has been out and about several times this summer, publicising our activities, selling merchandise, promoting boat trips and encouraging people to join up. Peter Marchi and Julian Nowell have been the main stalwarts manning the MDV, with John Heaver and Rob Searle among those also on the rota. Julian is shown here explaining where restoration work is taking place to a visitor at Woking Canal Festival. (Rob Searle)



It's (nearly) Christmas...

Book early for a festive dinner

You have the opportunity to attend two Christmas dinners with other Trust members this year, one in the South (Arundel) and one in the Far North (Bramley).

The 30th Southern Dinner is at the Norfolk Arms in Arundel on Friday 25th November, organised by Vanessa Lamey. The Northern Dinner is at the Jolly Farmer in Bramley on Friday 9th December, organised by Emma Williams and Julian Morgan. Full details and menus are enclosed with this issue of *Wey-South*.

Time to buy your raffle tickets

Please support the annual Christmas raffle, which usually makes an important contribution to our fundraising activity. There are six prizes, all in cash or tokens that can be used nationwide; the top prize is £200. We are enclosing tickets with this issue of *Wey-South*.

This year the Waterway Recovery Group has kindly offered to include our tickets in its magazine *Navvies*. This means a slight change to our normal routine; to allow time for tickets to be returned the draw will not be until 17th January 2017.

You've got to be in it to win it!

Are you in it to win it? The WACT Numbers Game that is. For a minimum payment of just £3 a month you stand a chance of winning the £100 first prize, at much better odds than the National Lottery.

The competition makes a significant contribution to Trust funds and there are three winners every month. Members contribute £3 per month by standing order for each number they hold. Contact the Northern Office (details on page 3) for an application form.



Winners since the last *Wey-South*:

MAY –£100 first prize: Margaret Darvill, Bramley – number 141;
£30 second prize: David Probett, Crawley – 8; **£10 third prize:** Bill Nicholson, Princes Risborough – 99.

JUNE – £100: Ronald Parker, Balcombe – 111; **£30:** Malcolm and Susan Brenton, Bramley – 85. **£10:** Wayne Gilbert, Fareham – 65.

JULY – £100: Hugh Smith, Stratford, London – 140; **£30:** Philip D Quick, Brighton – 64; **£10:** Patricia Rowe, Horsham – 51.

Membership Report

As at 31 July we had 2,990 members. You will see from this that our membership has dropped slightly. We anticipated this would happen when we decided to increase the membership fees, but I am pleased to say that the extra income generated has more than offset this loss.

We would like to extend a very warm welcome to the following new members who have joined us over the last three months. I would also like to thank those of you who have offered to assist with our various volunteer activities.

John & Jackie Belton
Philip Bentley
Roger & Margaret Chaplin
Robert & Chris Chapman
Graeme Crickmer
Michael & Barbara Darby
Alastair Dickenson
Chris & Sally Donn
Roy & Linda Fulker

Joyce & David Garrod
Stephen & Joan Giblin
Mark & Annette Heselgrave
Mary Hillier
David Jolliffe
Elizabeth & Jeffrey Jones
Stephen Keating
Jennifer Paice
Tim Kelly

David Kingsley
Malcolm McCulloch
Hilary Morris
Jonathan Mosse
Karen Polak
Rupert & Felicity Pritchett
John & Jennifer Sensier
Michael & Frances Skam
Helen Stewart
Alan Walter

We have learned with sadness of the death of:

Mr John Morris
Mr N Firmston-Williams

Mr David Southgate

Mr James Wilde

***Alan Dyer, Membership Secretary
(membership@weyandarun.co.uk)***

David Southgate

The Trust has lost a volunteer who devoted more than 20 years to canal restoration projects. David Southgate – Dave – died due to cancer at his home on Withdean, Brighton, in June, aged 81.

Dave joined Winston Harwood's working parties soon after becoming a member in 1993 and was involved in most of the work on the Lordings section of the waterway. This included dredging of the canal, rebuilding of the flood lock and adjoining bridge, the lock and aqueduct and the re-creation of the lock waterwheel. His enthusiasm for the canal grew after his retirement from a career in the insurance industry in London. During his younger days, he played rugby and rowed on the Thames at Putney.

In later life, he was a keen walker with groups in West Sussex, and he walked the pilgrimage route to Santiago de Compostela in Spain.



Dave Southgate (third right) with other members of the Lordings waterwheel team (from left) – Chris Guthrie, David Junkison, Tony Turnbull, Tony Clear and Graham Woodhouse.

"Dave was a cheerful, positive and friendly character," said his friend and working party colleague David Junkison, "As an ex-rugby player, he was a strong and capable worker."

The Trust sends its condolences to Dave's wife, Freda, his two daughters and his grandchildren. Freda has requested that donations are made to WACT in his memory.

Postcard Puzzle

Member Bob Knight, who worked with MTSG for many years but is now in exile in Derbyshire, has contacted us with this suggestion about the 1891 picture in the March 2016 issue of *Wey-South*: “The view is from a bit east of Devil’s Hole Lock [south in canal terms] looking east. The river is out of sight on the right. On the left is the oxbow lake now fenced off as a nature reserve. This

was formed when the canal was dug as they straightened the river’s course to cut out extra aqueducts (a much smaller version of what they did at south of Drungewick). In the background of the picture you can see the ridge that goes up to the fields and it was at the bottom of this that there used to be a causeway during our restoration works.”

We are inclined to agree with Bob. The picture below was taken in February 2010, soon after construction of the new winding hole (boat turning place) just south of Devil’s Hole Lock. Worryingly, given the morass on the towpath, the official opening of Devil’s Hole Lock was only just over two months away. It looks as if the restored canal is a little straighter but there are definite similarities in the shape of the rising ground and the tree line. Or perhaps you have a better idea?



Our Boat Co-ordinators are wonderful

This year's summer peak period has been exceptionally hard on boat trip organisers, both the staff at the Granary Office and the volunteer co-ordinators who look after crewing arrangements. Demand for private trips has been unprecedented, especially at times when it seems many volunteers were on holiday. Most of the time, everything is fabulous. Just occasionally, it's not, but then the Boat Group is often at its best in a crisis.

It was a warm evening in July when 23 volunteers from the WACT Summer Camp arrived at the Loxwood quayside for a boat trip. They found it a bit worrying that no-one seemed to be getting *Wiggonholt* ready. A quick call from team leader Bill Nicholson to the Northern Office confirmed there was no trip on the roster. No problem! An emergency skipper and crew were soon on their way from Shalford and Robin Charles, who had already

crewed Cream Tea Voyages earlier in the day, kindly agreed to postpone his supper and turn out again. In record time, while the workers ate their fish and chips, the boat was ready for a trip to Southland.

Later in the month, a small incident with the Granary washroom key triggered an interesting sequence. Finding the key was missing, Canal Centre Manager Lyn Nash called the skipper for that evening's trip to warn him. "Err ... what trip?" replied the skipper – and he couldn't turn out because he had just locked his mother-in-law in the car and was wondering to go for an axe or the AA.

Fortunately, the booked crew member was a qualified skipper and the Shalford emergency team mobilised again to provide another crew member. So *Josias Jessop* set off as planned to give a family party their evening on the canal.

Dates for your Diary

Saturday and Sunday 1st and 2nd October	<i>Bicentenary Celebrations including official opening of Compasses Bridge (see page 7 for full details).</i>
Friday 25th November	<i>30th Christmas Dinner at Arundel - see details enclosed with this edition of Wey-South.</i>
Friday 9th December	<i>Northern Christmas Dinner at Bramley - see details enclosed with this edition of Wey-South.</i>
* Sunday 11th, Sunday 18th, Wednesday 21st, Thursday 22nd and Friday 23rd December	<i>Santa Cruises from Loxwood at 11am, 12 noon and 2pm. Festive refreshments and presents for children included.</i>
* Monday 26th December	<i>Boxing Day trips from Loxwood at 11am, 12 noon and 2pm. Seasonal refreshments included.</i>
* Sunday 1st January 2017	<i>New Year's Day trips from Loxwood at 11am, 12 noon and 2pm. Seasonal refreshments included.</i>
<i>* For all boat trip information please contact the Loxwood Office (details on page 3). Bookings can be made with the office or online at weyarun.org.uk/trips. Booking is essential for all Santa trips and advisable for Boxing Day/New Year trips.</i>	

The First 'Poddle'

Our very first sponsored walk (not yet called 'The Poddle') took place on 22nd July 1973, starting at the Three Compasses at Alfold, with a lunch stop at the Onslow Arms in Loxwood, and finishing at Rowner Lock. There were 16 walkers with total sponsorship of £50.85.



Above: The Trust's own dumper truck (centre) is feeling a little overshadowed by two 10-ton cousins hired in for an intensive working weekend. (Peter Jewell)

Below: A young moorhen chick and parent by the canal banks in Shalford.



200 YEARS OF THE WEY & ARUN CANAL

THE 30TH SOUTHERN DINNER

THE NORFOLK ARMS, HIGH STREET, ARUNDEL BN18 9AB
7.30PM FOR 8.00PM FRIDAY 25TH NOVEMBER 2016



MENU

Starter

Thai spiced butternut squash soup with a hint of coconut
Chicken Liver parfait, rhubarb and ginger chutney, toasted brioche
Smoked salmon, crab and avocado tian, chive sour cream



Main Course

Butter and truffle roasted turkey, chestnut stuffing and cranberry relish,
roast potatoes based in goose fat
Smoked haddock, prawn and scallop thermidor, in light white wine,
leak and gruyere sauce
Braised shin of beef, roasted root vegetables, celeriac puree and
horse-radish mash
Pumpkin, feta cheese and pine nut strudel, roasted red pepper sauce



Dessert

Traditional Christmas pudding, brandy sauce
Roasted winter fruits in mulled wine syrup, cinnamon ice-cream
and crushed amaretto biscuits
Baileys crème brûlée



Followed by
Coffee and Mints

**INCLUDES
CRACKERS
& FESTIVE
NOVELTIES**

PRICE: £27.00 PER HEAD

Wine extra, order & pay hotel on the night. Cheques (payable to Mrs V Lamey)
to Vanessa Lamey, 6 Langley Close, Epsom, Surrey KT18 6HG.

Please specify your menu and who you want to sit with when you book. Do book early (we won't bank your cheque straight away); it makes life extremely difficult both for me and the hotel if you leave it to the last minute.

Rooms are £80 for a double with breakfast. For this rate book by phone
and quote NORF15303.



Northern Christmas Dinner

Friday, 9th December 2016 at 7 for 7.30pm

at the Jolly Farmer, High Street, Bramley, Surrey GU5 0HB

This is an informal dinner in a warm, cosy pub setting. Normally we are seated around one long table. We have confirmed the Dinner date with the Jolly Farmer. They have told us that they will not finalise their menus until the end of September. You will be able to order one, two or three courses (plus tea or coffee), as you wish.

If you would like to receive the menu when it is available, please send an e-mail to nd@weyandarun.co.uk or contact Emma Williams, 2 Mill Lane, Bramley, Guildford GU5 0HW (01483 890515).

Christmas Raffle 2016



WEY & ARUN
Canal
Trust
Registered Charity No. 265331

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CHRISTMAS DRAW 2016

First Prize: £200
Second Prize: £100
Third Prize: £75
Fourth Prize: Marks & Spencer token for £50
Fifth Prize: £40, Sixth Prize: £30

*The draw will take place on Tuesday 17th January 2017
at the Northern Office, Bridge End, Somerswey, Shalford GU4 8EQ*

Promoter: Sally Schupke, Bridge End, Somerswey, Shalford, Surrey GU4 8EQ
Registered under The Gambling Act 2005 with Guildford Borough Council. Licence No. SL134
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If you would like to buy raffle tickets, please contact the Northern Office (northernoffice@weyandarun.co.uk, 01483 505566).

The closing date for buying tickets is 3rd January 2017.