

WEY-SOUTH

COMPASSES BRIDGE
Built by the Wey & Arun Canal Trust 2015 to 2016
Made possible by the tireless work of the Trust's
volunteers, by the generous donations of members
by the gift of land from the family of Peter and
Henry Bartley, by a bequest from the estate of
Peggy Gladhill MBE and by the co-operation and
assistance of the owners of Donfield Aerodrome.
Official opening by Dame Penelope Keith DBE DL
2nd October 2016

**Quarterly Magazine of the
Wey & Arun Canal Trust
Issue 177 December 2016/January/February 2017**



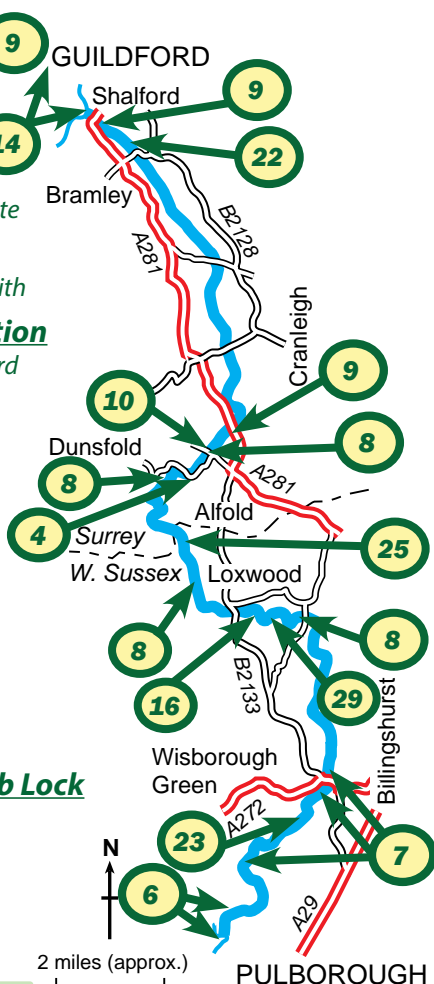
Above: Sadly lost to us in 2016 – Geoff Perks (left) and Jim Phillips (right) in action with the Midweek Working Party (believed to be in 2005).

Below: Some of the Loxwood Canal Centre volunteer team went on an end-of-season boat trip to Southland Lock on 31st October.



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Front cover: Dame Penelope Keith takes a close look at the commemorative plaque she has just unveiled at Compasses Bridge.

Marvellous weekend of Bicentenary Celebrations... from South to North just like in 1816 (well, almost)

What a weekend we had on 1st and 2nd October! As we go into the cold and dark months, those two days have left us with a warm glow. Here's a reminder of how the weekend came together.

The thread running through the two days was the **Baton Relay** (⇒[page 6](#)). The baton (a copy of an original Wey & Arun Junction Canal share certificate issued to George Marshall of Godalming) made its way south to north along the whole route from Pallingham on the River Arun to Guildford on the River Wey. The journey started on Saturday morning and ended on Sunday in the late afternoon. The baton travelled by boats (small and large), on foot and by bicycle.

On the thread of the Baton Relay we hung a series of events (from south to north):

- On Saturday, **Loxwood Celebrations** (⇒[page 16](#)), including a **Small Boat Rally** (⇒[page 17](#)) on the Loxwood operational section, **Special Boat Trips** carrying the baton from Drungewick to Southland, **Horse-Drawn Boat Trips** (⇒[page 18](#)) from the Onslow Arms and **Illuminated Boat Trips** (⇒[page 19](#)) in the evening. A large cast of

members in early 19th century costumes helped to made the day a huge success.

- On Sunday at midday, the **Official Opening of Compasses Bridge** (⇒[page 10](#)) by Dame Penelope Keith. This marked the anniversary of the original canal opening on 28th September 1816 at the same place. With just an hour or so to go, the team

allowed water to flow under the bridge and a number of **Small Boats** made the trip.

- On Sunday afternoon, we recreated the 1816 **Boat Procession to Guildford** (⇒[page 14](#)). **Bells** (⇒[page 15](#)) rang out from canalside churches and the finale was a **Celebration Tea** (⇒[page 14](#)) on the banks of the River Wey, with the naming of member Paul

Barfield's new boat **Wey-Away** (⇒[page 20](#)) and a cheque presentation from the **Inland Waterways Association (IWA)** (⇒[page 15](#)).

After a wet start to Saturday morning, we had fabulous warm and sunny weather for the rest of the weekend. WACT knows how to organise these things!

What's next for the Summit Level?

At the Official Opening of Compasses Bridge, Tony Ford made an exciting announcement. The Trust is moving ahead with plans to remove the next blockage southward from Compasses – at Tickner's Heath.

The canal at Tickner's Heath is currently blocked by a causeway which carries traffic between Dunsfold and Alfold. As at Compasses, this obstruction has to be replaced by a new bridge to enable navigation towards Sidney Wood. Tony Ford has already

completed much of the preparation work and necessary surveys, with the intention of applying for planning permission as early as January 2017.

The bridge will not be on the line of the causeway. Tony said: "It is very difficult to construct a bridge at the point where the road crosses the original line of the canal. This is because the road is only 0.5m above the final water level, and the sharp bends in the road





The canal at Tickner's Heath today, looking towards Compasses. The pipe at the left allows canal water to flow under the road, but the bridge here disappeared a long time ago.

mean we would have to build a very long length of new road to meet highway design standards.

"Instead, we are proposing to do a short diversion of the canal in order to move the crossing to a point where the road is straight and 1.5m higher. "Whilst we will end up introducing a few curves into the canal, this means we can leave the road on exactly the same plan position and locally raise it by less than a metre to get navigation headroom."

The line of the diverted canal will be at a 30-degree skew to the road. It is no coincidence that this is the same skew as Compasses, as Tony is proposing to use an almost identical design for the Tickner's bridge. This will save on the cost of consultants to design the basic structure and also provide the opportunity to simplify some features. Tony added: "One drawback, however, is that we cannot use our favoured method of building the new bridge 'off-line'. We will need to do a temporary diversion of the road to create the working site for the new bridge."

Topographical and ecological surveys of the site have been completed and initial consultations are being held with landowners, neighbours, local authorities and utility companies. The whole area is common land, so the Environment Secretary's consent will also be needed. "We went through that process for Compasses, so we know the ropes by now," said Tony.

Subject of course to getting approvals – and the funding – Tony is looking to start setting up the site compound in around June 2017, transferring it from its present home on Dunsfold Aerodrome.

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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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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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.

Issue 177

**December 2016/January/
February 2017**





Haybarn Bridge - Julian Morgan takes the baton from Tony Tyrrell.



The site of Guildenhurst Bridge – the Old Wharf at Newbridge is in the background.



Sally at Newbridge



Sally with Margaret Darvill at Northlands Lift Bridge.



Margaret Darvill takes the baton forward.

Drungewick – Alan Johnson hands over to May Upton (Graeme Lewington).



The Onslow Arms - May Upton hands over to the Chairman.



Southland Lock – Peter Hyem (right) will walk the baton to Tickner's Heath.



Tickner's Heath - Richard Emsley and his mouseboat take the next leg.



Sally Schupke welcomes Richard and the baton to Compasses Bridge.



Richard approaches Compasses Bridge with the Friary Guildford Band in the background.





Former canoe champion Janet Phillips is ready for the section northward of Compasses Bridge.



Julian Morgan is ready for Janet at Fast Bridge on the A281.



Tight timings demanded a rapid bicycle ride for the next stage - Julian crosses the Cranleigh Waters at Shalford.



Dapdune Wharf, Guildford. Member Susan Brenton has arrived on board Trincomalee II and hands the baton to Cllr Gordon Jackson, Mayor of Guildford.

Compasses Bridge



Above: less than 48 hours before the opening ceremony. We were just slightly worried, but never underestimate our volunteers.

Below: just before the ceremony – spot the difference.





The team had promised there would be water under the bridge for the opening but we had expected it might all need to be pumped in. But just an hour or so before the opening, with a number of spectators already on the bridge, digger driver Andy Evans removed the dam to let the water flow through. Bottom: We estimate that 250 people were at the opening.

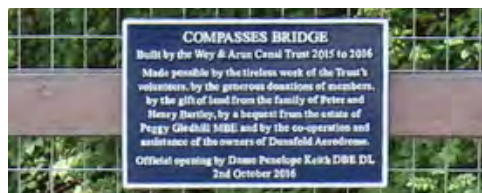


Right: Chairman Sally Schupke invites Dame Penelope Keith to perform the official opening of Compasses Bridge.

Below centre: "I can only do this once". Dame Penelope shows true professional style when cutting the ribbon.

Foot of page: Janet Phillips is officially the first boater to pass through Compasses Bridge.





Compasses Bridge: it wouldn't have happened without them.

Above: Henry and Peter Bartley (landowners who gave land to compensate for common land on which the bridge was built).

Left: Compasses Site Manager Dave Evans and family. The Trust is grateful for their tolerance, as Dave has spent countless hours on the project.

Below left: Andy Evans with Digger the dog. Andy's amazing skills at operating machinery and fixing almost anything made a huge contribution.

Below centre: Peggy Gledhill MBE, whose legacy greatly reduced our funding worries and accelerated the project.

Below right: Tony Ford, Compasses Project Manager and Director of the Trust.

"Saturday last ... the Earl of Egremont, with a numerous company of friends and shareholders, assembled at Alfold, where, after having provided a plentiful entertainment for the navigators, consisting of a roasted ox and 200 gallons of ale, they embarked on four barges, enlivened by two bands of music." (The Times, October 1816).



Part of the boat procession at The Gun's Mouth in Shalford. The start of the canal is in the background.



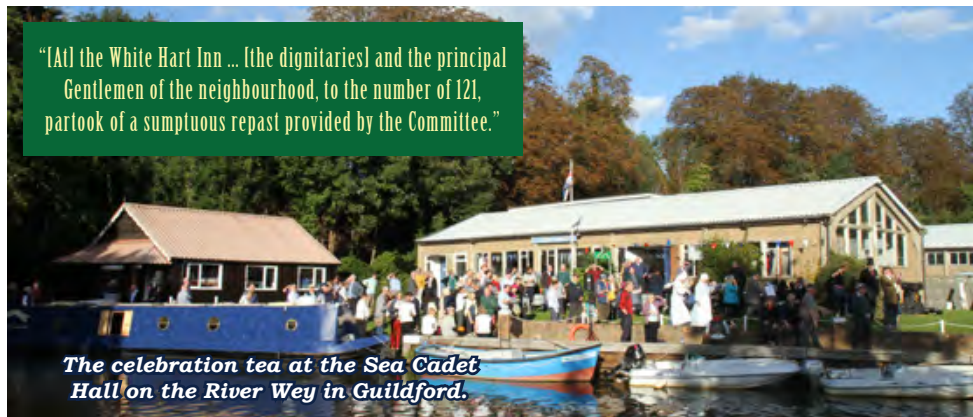
Shalford & Guildford

"A procession of boats and barges ... commenced at Alfold. ... At Stonebridge, on their entrance into the Wey Navigation, they were met by the Commissioners of the Godalming Navigation and several of the ladies and gentlemen of the town ... and amid their hearty cheers the company made their entry into the River Wey."



*The narrowboat **Trincomalee II**, owned by Trust members **Euan Houston** (standing at left of boat) and **Joanna Houston** (at rear of boat) carried the VIP party from The Gun's Mouth to Guildford – seen here in Millmead Lock.*

"[At] the White Hart Inn ... [the dignitaries] and the principal Gentlemen of the neighbourhood, to the number of 121, partook of a sumptuous repast provided by the Committee."



*The celebration tea at the **Sea Cadet Hall** on the River Wey in Guildford.*



Jim Phillips's son Ed, with his family, takes part in the boat procession through Guildford.

"... the merry peal of the bells of Guildford, Shalford and Godalming ... gave an effect to the scene which could not be contemplated but with the most lively and pleasing emotion."



Bellringers Sally Schupke and Judith Alford at St Mary's Shalford.



Julian Morgan and Simon Alford - two more of the nine Trust members who rang the bells.



Mike Lewis of the Inland Waterways Association's Guildford & Reading Branch presenting the Trust with a cheque for £1,000 for which we are most grateful.



Andy Smith



Tim and Liz Dodwell



Diana Briault kindly made the celebration banners for the bridge and Canal Centre.



Martin Ingram



Dawn Field and Victoria



Janet Phillips and Chris Bockett





The Godalming Packet Boat Company kindly provided their horse Buddy to power three trips on Zachariah Keppel from the Onslow Arms in Loxwood. Their normal operation is from Godalming Wharf using the narrowboat Iona. This is believed to be the first time that a horse-drawn boat has carried passengers on the restored Wey & Arun Canal. In 2007, for Heritage Open Days, the workboat May Upton operated some 'cargo' trips (with a load of logs) with horse traction on the Brewhurst section.

The team bravely decided to use only techniques that would have been familiar in the early 19th century. When the boat reached Brewhurst Lock, the horse was detached and the crew took the boat through the lock, then turned it, using poles, ropes and 'person power' (above right). The actual horse-drawn section was therefore quite short and the horse took every opportunity to 'refuel' from the towpath hedges.



The illuminated boat trips on Wiggoholt were a real challenge for the photographer. We are grateful to member Stephen Batey for capturing some unusual views, including the inside of Wiggoholt (above) and the view through Brewhurst Bridge at dusk.



Left: Martin Smithers helping out with horse-drawn boat trips. What a pity that none of Wey-South's vast photography team was on hand when Martin tripped over a bollard and went for a swim. Apparently his pipe was still firmly between his teeth when he came up. Fortunately Martin was unhurt and of course 19th century boatmen did not carry mobile phones or wallets with credit cards, did they?

Bicentenary Bellringers

The Canal Trust bellringers who rang on 2nd October were: Judith & Simon Alford (Warnham), Val Atkins (Itchingfield and Warnham), Stella Bianco (Billingshurst), Carole Clarke (Itchingfield), Julian Morgan (St Nicolas Guildford), Chris Rogers (Guildford Cathedral), Sally Schupke (Shalford) and Brian Shacklady (Holy Trinity/St Mary's Guildford). Four local ringers kindly added to our numbers. Non-ringing chauffeur Mike Hobbs did us a huge favour by quickly driving a group of ringers from Shalford to Guildford to avoid parking problems.



Member Paul Barfield did us the honour of bringing his brand-new narrowboat to the Celebration Tea on 2nd October, where it was named *Wey-Away* by Cllr Gordon Jackson, Mayor of Guildford. Perhaps appropriately, Cllr Jackson was 'carried away' slightly and sprayed the boat in traditional Formula 1 fashion. He described it as the highlight of his mayoral term - probably his once-in-a-lifetime opportunity to name a boat. *Wey-Away* appeared on the front cover of *Canal Boat* magazine for December 2016 and got the in-depth treatment as the subject of the month's Boat Test article.

Compasses Bridge – how we reached the opening day

Bill Nicholson writes:

In the last *Wey-South*, we had just reached the end of the two week-long summer camps. After a brief rest day and weekend, work increased through July, August and September with the target official opening date of 2nd October in our sights.

Visiting groups LWRG (London), KESCRG (Kent & East Sussex) and NWPG (Newbury) all played their part. During August, efforts were focused on raising the blockwork training walls in the area of the former causeway. These



Bill Nicholson during the NWPG visit on 17th September.

were constructed on the pub side in double-skin concrete block cells, with concrete being poured in between the two courses to make a robust structure. Effectively, this meant that each cell had to be built twice, making it a long process.

Also the final height of the walls is around 2.5m (8ft in old money) and many blocks had to be cut to fit the curved profiles. We clearly underestimated the time needed to build these structures.

At the beginning of September, a joint force of 20 volunteers from visiting groups KESCRG and LWRG completed the task of

filling and compacting the cells of the training wall structure with type 1 limestone. Bricklaying on the pub-side facing wall of the bridge – delayed throughout August because of the work on the training wall cells – got under way.

On the south side, rather than blockwork, a reinforced concrete training wall was successfully poured, only for the design team to decide that it should be extended

by a further 12m to the north (towards Guildford). This, in addition to the brick facing on the bridge, then became the focus of our efforts for the rest of the month as, without the concrete wall extension being poured and subsequently

backfilled, it would not have been possible to flood the canal for the opening ceremony.

A decision was also taken to construct the shuttering necessary to cast the curved section of the wall in steel with the idea that this can be used again for future projects. Andy Evans took on the task of constructing these huge structures, which were successfully used in the concrete pour at the end of the month.

Not to be outdone by fellow visiting groups, NWPG put on a four-day working party in the middle of the month supported by local Northern team volunteers and with between 12 and 20 on site each day. Work focused on the brickwork, drainage connections, importing clay back from the Burnside and steel work connected with the wall extension. The south side brickwork was substantially completed, along with about three quarters of the brick coping for the training wall on that side. Much other work was done including

backfilling the mobile home park retaining wall constructed during the Summer Camp.

To help us with this and the wall extension, a team of around 20 engineers from WSP Parsons Brinckerhoff, led by Rob Nicholson, came down for a team building day on 23rd September, when they put theory into practice and got well stuck into a range of tasks which greatly assisted our progress.



Graham Hawkes doing the final tidy-up on the brick facing of Compasses Bridge.

Subsequently, the north side facing brickwork was progressed with extra weekday working parties through to the Saturday evening of the opening weekend when Graham Hawkes laid the last brick to complete the facing of the

bridge. The same day also saw the south, pub side, coping completed, the extension wall shuttering and all the scaffolding removed and the wall backfilled with clay from one of the canal dams.

On the Sunday morning – just one hour before Penelope Keith cut the ribbon to open Compasses Bridge officially – the dams were partially removed and the water let in. It was great to see water up to the brickwork and boats (albeit small ones) passing under the bridge.

Work left to do includes the coping bricks on the airfield side and extension wall; some small concrete bank retaining walls close to the top of the bridge, much landscaping, and installation of the access steps on the north side (the south side is substantially complete in this regard), installation of stop plank channels and removal of the site compound.

Excellent year for Loxwood Boat Group

It was standing room only at the end-of-season Boat Group Meeting on 7th November. Volunteers heard that the Group had so far made a profit of £69,500 for the year. Trust Director (and Boat Skipper) Julian Morgan thanked the Group for their exceptional efforts which had made a significant contribution towards projects such as rebuilding Compasses Bridge (£750,000).

The season had been challenging, with some boat maintenance issues early on and a severe shortage of crew and skippers in the peak months. Boat Group Director Martin Smithers thanked Tony Rozier and Colin Durbridge in particular for their help keeping the boats running.

The picture at right shows W&A Enterprises Ltd Directors at the meeting: (left to right) Lyn Nash, Sandy Henney, James Field (Chairman), Mark Eyre, Martin Smithers, Mike Anderson and Derek Wright.



Milestone Club Tea Party



On 4 September, Malcolm and Susan Brenton kindly hosted a special tea for Milestone Club members at Tanglewood Farm in Shalford. The Trust's lease agreement with the Brentons specifies a rent of £1 – here project manager Philip Oliver (right) has just handed over the first rent cheque.

The Bramley Link team recently marked out the planned canal route through Tanglewood Farm land. In this view, looking south towards Bramley, the route is between the fence in the foreground and the old railway route behind the trees on the right. Susan Brenton is showing members where the canal will go.



Milestone Club members make invaluable contribution

Our Milestone Club was set up to provide a regular source of monthly income to support our restoration efforts. This is separate from membership fees and contributions can be as little as £5 per month.

We are extremely grateful to those of you who contribute. We have 100 contributors, providing £1,200 per month – even more when Gift Aid is factored in, as this adds 25p

for every £1 donated. Milestone Club members receive invitations to special events such as the recent Tanglewood Farm tea party.

If you would like to contribute then please let me know and I will send you an application form and a standing order mandate to enable you to join in.

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



Over the weekend of 17th and 18th September, we were pleased to welcome visitors from Waterway Recovery Group BITM (Bit in the Middle). The team undertook some much needed tidying-up on the Lordings section of canal.

Above: on the left of the picture, in front of the car and van, is the wooden slipway that allows trailable boats to reach this section of canal. It has been used for several Small Boats events in the past but had disappeared completely in the undergrowth.

Left: WACT engineer Brian King (left) with BITM volunteer Dave Wedd at Orfold Lock and Aqueduct. Brian is taking a special interest in future plans for this section of canal, from Lordings to Lee Farm.

Repainting Zachariah Keppel



To prepare Zachariah Keppel for its starring role in the Loxwood Bicentenary Celebrations, Boat Maintenance Manager Martin Smithers and a small team repainted the boat in a smart new colour scheme. Apparently an angle grinder was needed to remove some of the surface rust. A final coat of paint is planned for next Spring. Another improvement, aimed at giving the inside of the boat a lighter appearance, has been to install a new false ceiling.

Above top: a reminder of the previous colour scheme. Middle: with the undercoat in place. Bottom: Martin Smithers, John Reynolds, Neil Mariner.

Gennets Bridge Lock



Work is pushing ahead on our southernmost key site. Taking advantage of (so far) mild autumn weather, the team has been bricklaying, pouring concrete for the bottom training walls and laying the backpump pipe. Bricklaying is not possible in frosty conditions.

Above: the walls grow taller on the bridge across the southern end of the lock.

Below: A view across the inside of the lock - there's still plenty of bricklaying to do.



Geoff Perks – dedicated front-line and back-office worker

The Trust has many reasons to be thankful to Geoff Perks, who died on 6th October at the age of 81. Over a distinguished volunteer career, Geoff was one of a select group who worked extremely hard both behind the scenes and on the restoration front line.

Geoff joined the Trust in 1992 after taking early retirement. For much of his professional life, he served as Secretary to a shipping conference, a job that took him all over the world. He quickly threw himself into the Trust's work. By 1994 he was Minutes Secretary to the Board and to a number of other groups and his pieces were regularly appearing in *Wey-South* magazine. In 2000 he became Hon. Secretary and served for four years.

Geoff was an exemplary administrator. He was trained in the days before widespread use of computers and e-mail but his records of meetings were rarely questioned (and there were many more meetings in the early days than there are now). Geoff was *Wey-South's* proofreader up until the September 2016 issue.

Geoff loved the open air. He will be remembered most of all for his work on the Wey-South Path and the Poddle. The latest editions of the Trust's guide to the Wey-South Path are largely Geoff's work.



Geoff and Rosie Perks on Poddle duty near Tannery Lane Bridge.

For many years, Geoff planned the Poddle walking routes in meticulous detail, usually covering the route many times in the process, often with his wife Rosemary (Rosie). He would then write the Walker's Guide and walk the route again as one of the Last Man party. The knee problems that cut short Geoff's walking must have caused him huge frustration. Geoff



Geoff Perks pausing while stoking up a working party bonfire (archive image) and consulting a map as Poddle planner.



worked as a member of the Midweek Working Party for as long as his health allowed.

Geoff was not a 'yes man'. On several occasions in his Trust career he found himself in a minority, most notably in the turbulent year of 1996 when the Trust's Board defeated a motion of no confidence and in 2004 when the Board had to take a tough decision on the design approach for the Loxwood High Street Canal Crossing.

There was a large Trust attendance at Geoff's funeral at Worthing Crematorium on 7th November. Our sympathy goes out to Rosie

and to Geoff's children Jon (Jonathan), Juliet and Melanie.

Julian Morgan adds: "I was sad to hear of Geoff Perks's passing. When I took over from Geoff as Hon. Secretary in 2004, I could not have asked for a more thorough handover or better support as I set about learning the job."

Clive Scott adds: "Geoff and I worked on the fourth edition of the Wey-South Path guide, and what I recall particularly was his desire for complete accuracy. I also joined him on a couple of Poddles as part of his Last Man team, and found him a most amiable companion."

Dave Kersley – who did nearly everything for the Canal Trust

The Trust will find it hard to fill the gap left by veteran volunteer and life member Dave Kersley, who died on 1st October.

Dave, 71, devoted much of his spare time to volunteering over four decades and was one of our longest-serving members. He joined the Wey & Arun Canal Society in March 1972, the year before it became a registered charity. Over the years, he was involved in many aspects of the restoration project, from crewing trip boats to joining the various working parties.

In recent times, Dave was the main driver of WACT's Land Rover, delivering supplies to working groups and towing our Mobile Display Vehicle.

Richard Lamey, another long-serving member, recalls how Dave was drawn into becoming a WACT worker: "Dave knew the late Mr Len Cook of Cranleigh, who with his son became joint working party leaders of the Northern, Surrey, section, and were making great strides with the canal clearance there.

"Dave took photos during this time and one appeared in *Waterways World* magazine, circa 1975. It shows a small motor cruiser navigating a restored section of the canal near Cranleigh. I can remember David being the only one able to operate the Trust's chainsaw."

Dave, who lived at Cranleigh, had taken early retirement from his career as a GPO/BT engineer. Away from the Wey & Arun, he enjoyed narrowboat holidays with his wife Margaret, their daughter Philippa and friends from the Trust.

Dave died after being taken to hospital following a heart attack. His funeral service at St Nicolas Church, Cranleigh, on 19th October was attended by around 150 people, with many Trust members among those present.



Dave Kersley in typical pose on a mission for WACT.

John Smith (Tickner's Heath Depot Manager) adds:

Dave had a flair for restoring old equipment. In 2000 he worked on the 12-ton Yumbo digger and again in 2001 on the smaller Hanix

machine. This had been damaged by a fire in the cab; Dave spent hours finding the parts and even longer returning the digger to somewhere approaching full health. Over the years, there cannot have been a item of Trust machinery that did not receive Dave's attention.

Dave's ability to put the Land Rover and trailer into the most inaccessible sites was legendary. Anyone who has tried it will know just how awkward it can be. Driving the Land Rover made Dave a key part of the Poddle's success, either putting out the warning signs, making sure there was sufficient drinking water around the course or being the 'Last Man Standing'.



Top: Dave Kersley on duty with the Trust Land Rover. Above: Dave on crew duty in the early days of Loxwood boating. Left: Dave on the Southland Lock site, holding the Renaissance Award for the Loxwood High Street Canal Crossing

Volunteer Opportunities

We have some vital roles that would suit someone with a little time to spare. All can be done from home at times to suit you.

Exhibition/mobile display organiser: This role supports the publicity work the Trust does in and around Surrey and Sussex. We are planning to attend a number of events and we are looking for someone to keep the booking schedule up to date, complete and send off the relevant forms and liaise with the

organisers and those who are manning the stand about entry tickets, parking etc.

Talks co-ordinator: We know that giving talks to local groups is very good public relations for the Trust. Talks encourage people to come and explore the canal and we are lucky enough to have a panel of excellent speakers who give up their time to deliver the talks. What we don't have is a co-ordinator who receives the booking enquiry, checks availability of a speaker, and then confirms arrangements and

keeps the schedule updated including sending a reminder to the speaker.

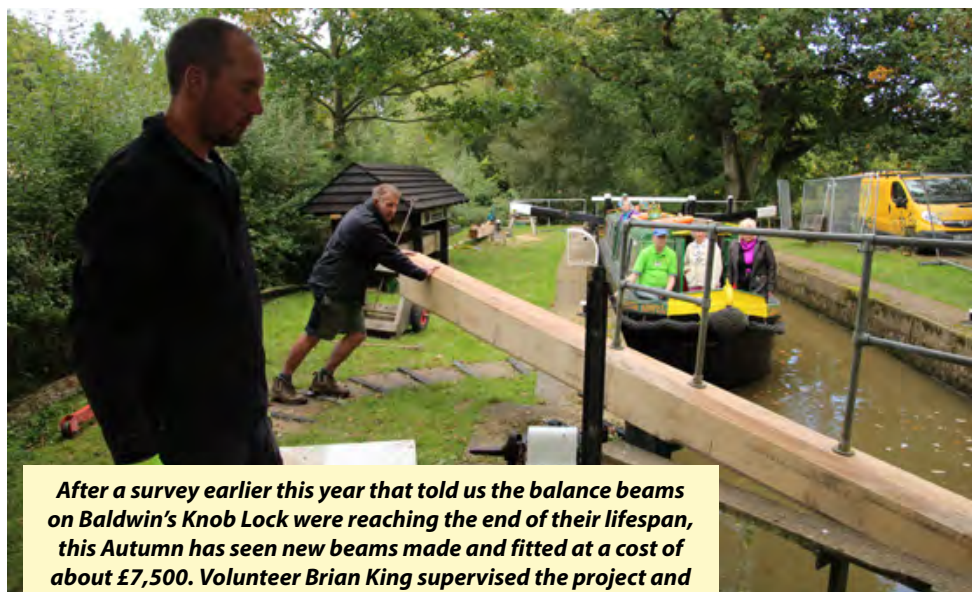
Scanner and archivist: We regularly receive historic documents that we would love to keep but our filing cabinets are about to explode. The only way to keep these documents is for them to be scanned and stored electronically on our file server. We are looking for someone who is comfortable using a scanner and with spare time over the winter months who could

scan, reference and upload the documents. That way we know that the documents will be easy to find and accessible to those who need them such as our project managers and engineers.

Wey-South proofreader: If you have just spotted a mistake, you are obviously ideal for this job, left vacant by the sad loss of Geoff Perks.

For all roles, please contact Sally Schupke on 01483 503029, sas@weyandarun.co.uk.

New beams for Baldwin's Knob Lock



After a survey earlier this year that told us the balance beams on Baldwin's Knob Lock were reaching the end of their lifespan, this Autumn has seen new beams made and fitted at a cost of about £7,500. Volunteer Brian King supervised the project and the work was completed by professional carpenters. As seen above, there was minimal disruption to boat trips. The beams need time to season so will not be painted until the Spring.



Weevils clear carpet of floating water fern

The little creatures set loose to nibble on the weed choking the canal at Tickner's Heath have done their job brilliantly. There is now no sign of the floating water fern, which was so dense that it looked like solid ground.

A joint project between the Trust, Arun and Rother Connections (ARC) and CABI (Centre for Agriculture and Biosciences International) released 12,000 North American weevils into the canal in July. The two millimetre-long beetles cleared a carpet of the highly invasive plant in just a few weeks.

"The exercise has had a remarkable impact on the water fern," said WACT conservation adviser Ian Burton. "The weevils speedily removed most of the water fern and have had a comprehensive impact. There is now no sign of the weed."

The floating water fern, Latin name *Azolla filiculoides*, is considered one of the most invasive plants in the country. "We acted to try and clear the weed because it had formed a thick mat on the surface of the water, blocking out the light and threatening the aquatic flora and fauna," Ian added.

"We are delighted with the work of the little insects. 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."



Azolla and its natural enemy.



BEFORE



AFTER

The floating water fern looked like a solid green surface until the weevils started to have an effect. The light green duckweed is normal at this time of year.

ARC, which is supported by the Heritage Lottery Fund, works with local organisations to help ensure wildlife can flourish in a thriving river system. As part of a programme of work to tackle invasive species across the whole catchment area, project staff identified the floating water fern and provided the funding to purchase the weevils. All known infestations of *Azolla* have now been removed from the river catchment. The Trust will continue to monitor the canal to ensure that the plants do not return in the Spring.

Azolla was introduced into the UK from the Americas in around 1840 as an ornamental garden aquatic. Some North American weevils also arrived with the imported ferns, and the insect species is now considered naturalised.

Downpours and pleasant sunshine on our HoD walks

There were huge contrasts in the weather on the weekend of our 2016 Heritage Open Days guided walks on 10th and 11th September.

Those who turned up on the Saturday got drenched and chilled while the next day's party set out in pleasant sunshine and warm temperatures.

A dozen or so people went with Technical Liaison officer Alan Johnson on a circular route to visit four sites containing relics of the canal and the Horsham to Guildford railway, including three iron-framed bridges. The rain lashed down for most of their stroll but they gamely stayed the four-mile course, which started and ended in the Shamley Green Church car park.

Short-sleeved shirts were the clothing of choice on the Sunday when 11 people arrived at Gun's Mouth for a walk to the site of Bramley Wharf with publicity officer Rob Searle. The 1½-mile route took in the remnant of the canal in gardens at Somerswey, Hunt Nature Park and its viewing platform, Tannery Lane roving bridge and the sites of Tanyard Lock and Gosden Aqueduct.

Heritage Open Days walks are an ideal opportunity to introduce the canal to people



What a difference a day makes! Saturday's walkers were drenched while those on the Sunday stroll enjoyed bright sunshine.

who might not have heard of our restoration project and the Trust. They also enable us to reveal historic gems along the canal route such as the remains of railway bridges, the aqueduct and the sites of locks.

Bramley Link Update

The design study for phase one, the first kilometre of the Bramley Link, is now substantially complete, as is the Environmental Impact Analysis. Full completion depends on the finalisation of the flood impact study, work which will be completed in January.

"We will then begin consultation with the statutory authorities, with Trust members and with the public before we make a planning application in 2017," says Bramley Link Project Manager Philip Oliver. "Then we will start fundraising."

Separately, Philip and his team have been working on plans for the canal channel passing Gun's Mouth Island, which is owned by the National Trust and leased to the Canal Trust.

Our original proposal was to widen the 'ditch' along the south side of the island, but this ran into opposition from Natural England. Philip is cautiously optimistic that, subject to a number of conditions, we will be able to reach agreement with the National Trust to use the existing river channel.

Current plans for the Shalford Visitor Centre see work starting in the first half of 2017. The Visitor Centre, on the site of the Trust's compound alongside the A281 at Shalford, will be modest compared with the Canal Centre at Loxwood, but it will help to raise the Trust's profile as the Bramley Link phase one restoration gets under way.

Working Party Roundup

This issue reminds us that in 2016 we celebrated the canal's 200th birthday. Simple mathematics tells us that, of the two centuries since it opened, it was only in use for 31%. And the restoration project has been in existence for 46 years – some 23% of the canal's lifetime.

Might it take another 200 years before the entire canal can be reopened? Unlikely, but who can tell? Things have changed a lot in that time, but what is certain is that today's restoration is a far more difficult task than the 19th century construction.

Even looking at the way restoration was undertaken in the 1970s and 80s, there is a world of difference. Today, the need is to be 100% professional, in planning, workmanship and approach.

In the 1970s, even the idea of hard hats and safety boots on construction sites, or goggles and gloves for brushcutting, seemed a little extreme. Contrast this with today's site regime. Of course, anything which ensures the safety of our volunteers – and contractors – is more than welcome. But providing the necessary protective barriers and site facilities is a major task in itself. Today's restoration is not just digging holes and mixing concrete.

The 21st century restoration was summed up nicely in a piece written by Len, one of Eric Walker's TSG Group volunteers, about the group's return to its construction site after a maintenance break on the Loxwood Link. Here is what Len wrote:

There are no plans at the moment to staff the Centre regularly but volunteers will be there for special occasions such as Heritage Open Day guided walks and group visits to Hunt Nature Park. We plan to link the Visitor Centre to boardwalks which will enable visitors to explore the park. Schoolchildren and other young people will be encouraged to make educational trips for activities such as pond dipping.

"We came back home to Gennets Bridge Lock on 8th September, to a site induction and to finish upgrading the site. We now have an enclosure inside an enclosure with safety fencing inside that, and so much quick-fit scaffolding in the lock – the lock is still in there somewhere. Is that Jeremy Beadle coming down the towpath?

We have a new site road with a concrete footpath, a tea room with hot and cold water, tables and chairs; we even have a veranda for alfresco dining. Forget the wellingtons, it's carpet slippers now – hah, well not quite! Joking aside, we must keep ourselves as safe as possible and look after each other."

Len continues: "Anyway, we have managed to get on with the bridge, and it is looking really good with the brickwork coming along very nicely. And we have even got going on the top cill again. There's no stopping us now... yee-hah!"

It's good to see that, even among the plethora of rules and regulations, our volunteers continue to get enjoyment and satisfaction from their efforts.

You can keep up with what is going on by subscribing to the monthly *Working Party News*. It can be found on the Trust website, or can be emailed to you in advance of it going online. Just send an email request to listadmin@weyandarun.co.uk. If you don't use email, then you can send a supply of SAEs to the Loxwood office to receive copies by post.

Bill Thomson

Midweek Working Party

The MWWP meets every Wednesday to undertake clearance and light restoration work at numerous different sites. In terms of numbers of volunteers, it is probably the Trust's largest regular work party.

Following flying visits to Drungewick to make things easier for boat crews, to Loxwood to clear the towpath for the horse-drawn boat excursions on the bicentennial weekend, to Fastbridge clearing the banks, and Harsfold, the group settled in the Pallingham area at the extreme southern end of the canal for a while.

The stretch of canal bed from Cook's Bridge to just beyond Pallingham Bridge is now looking much more presentable. The group has now moved on a short distance to the north, to Haybarn. This part of the canal has not seen any attention for several years, so there is plenty of work to do there. To everybody's surprise, the swing bridge on this stretch still works.

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

Hedgelaying Group

The group re-formed on 27th September and started coppicing on two sites. After five visits by the group, plus two with just me, we have produced 370 stakes and binders. Coppicing can be very hit and miss; i.e. one stool may produce nothing usable whereas the next one could produce 30 stakes and binders. We always clear an area in blocks so that there is a range of growth that appeals to the maximum number of wildlife users.

The total number of stakes and binders required for Gennets North to High Bridge (Rosemary Lane) is 800 to 900, which shows that hedgelaying takes a lot of time and effort. But, when finished, it can last for hundreds of years.

On a different note, many of you who have seen me working on site have commented on how young and handsome I look. Could you all



The Midweek Working Party demonstrates that Haybarn Bridge does still swing.

go to Specsavers immediately, as I am worried about your state of mind and vision.

Yours delectably, Keith.

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

Thursday and Sunday Group

During August, September and October the TSG took on a number of jobs to help Kev Baker on the Loxwood Link, principally painting the wood and metal at the locks from Southland to Drungewick.

While at Drungewick Lock, it was realised that the bottom gates are in fact restrained by 200-year-old metalwork set into the stone with lead. The metalwork is sound, but the wedges are a problem as they tend to come loose when the gates are opened and closed.

Part of the purpose of the visit to Drungewick Lock was to cure a spout of water coming out of the wall under the lock bridge. After we had pointed the lock stonework, the water stopped. We can conclude that the path for the water had always been there and, with time, as the lock is filled and emptied with water, the water pressure opened it up.

We know the backfill behind the wall is a lime and sand mortar mix, so with the flowing water the lime gets washed out and sand

remains. This indicates that the voids behind the wall will need to be filled at some time.

During the pointing work at Drungewick Lock, a small piece of the lock pointing came away. Amazingly, that was lime mortar, most likely the original, part of the 1813 construction.

In September at Gennets Bridge Lock, the new welfare cabin plinths were prepared and the cabin was delivered a week later directly on to them. A porch was built alongside the cabin to protect the picnic tables and the volunteers when they are using them.

As time went on, the maintenance work the TSG was undertaking on the Loxwood Link, was either completed or tapered off. With the delivery of additional Kwickstage scaffolding, ladders and barriers to GBL, our multi-talented Chris Elphick and Geoff Thomas started doing the necessary improvements to the scaffolding, which all took time and a lot of energy.

The bridge centering comprises the wooden frames used to form an arch and supports, first the steel reinforcing and then the concrete when it is poured. The concrete is then left for 28 days to cure. The programme milestone in September was the lowering of the centering away from the concrete and, hurrah, the bridge did not collapse.

There was a second reason for lowering the centering, which was to enable some of the Acrow struts holding up the centering to be removed. These struts were to be used to support the training walls when filled with concrete in late October. By the end of October, bricklaying had restarted in the lock and the bridge parapets.

We get quite a number of walkers passing by, either along the Wey-South path from Rosemary Lane to the Onslow Arms or along the Sussex Border Path. They look for the 'pond' mentioned in their guide where the paths cross – this, of course, is now the new Gennets Bridge Lock.

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

Northern and Summit Working Party

Although we have not quite finished our work at Compasses, there are a number of key pointers for future projects – not just on the Wey & Arun. These are:

- The WACT model of using volunteers in tandem with contractors on the same project is both successful and cost-effective. This form of restoration first came into use at the Loxwood Crossing and was developed by the TSG at Southland and Gennets, and now at Compasses by the NWP. It keeps costs down, uses the expertise and 'heft' of contractors for the key structural work and volunteers with their varying skill levels to turn the basic superstructure into the completed article.
- Using volunteers creates interest and motivates both the public and the membership and gives projects momentum.
- Well maintained modern plant and equipment – and the skills to operate them safely – are essential to make progress on large volunteer construction projects.
- A successful project team should include a project engineer/director, site manager, plant manager, safety officer and volunteer planner/co-ordinator. We had all these at Compasses, without whom the bridge would not have opened on 2nd October .
- If volunteers feel wanted, and are pushed hard, they'll come back for more. Remember that every volunteer has a valuable role to fill, even if it's just sweeping the road to keep the landowner happy.
- Learn from your mistakes and adapt. For example, we shall avoid using block wall cells where we can for training walls in future.

I could go on but won't. We will take forward these lessons to our next project – the Tickner's Crossing (we hope) - where no doubt other challenges as yet unknown will present themselves. I know that if the current team

stay with us, we'll meet those challenges and deliver a further extension to the navigable length of the canal. For the immediate future we will put the finishing touches to the bridge over the winter months before moving to the Thriscutt Slipway in the spring. Then, who knows? - maybe setting up a new site compound for the Tickner's Crossing later in 2017. Exciting times!

We work every third Saturday and often on other days. Forthcoming dates are 17th December, 21st January, 18th February and 18th March. Weekend visiting group dates planned so far are: 14/15th January, 6/7/8th May, 3/4th June, 7/8th October.

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

Monday Group

The Monday Group is better known as 'Mrs Bucket', as its role is to keep up appearances at various sites, mostly those in the public eye. It usually meets on the first and third Mondays of the month, though extra Mondays are frequently slotted into the schedule if required.

Among the tasks undertaken over the past few weeks was replacement of fence posts at Loxwood, which involved more work than was at first apparent. This was because the



The Monday Group carries out towpath tidying between Loxwood Lock and Devil's Hole Lock – greatly appreciated by boat passengers and crews.

new posts had to be in exactly the same place as the old, rotten, ones, so that the cross rails could be reused. This task successfully accomplished, the group moved on to clearance, at Loxwood, Drungewick and Lordings, with some members visiting Rowner Lock. In fact, much of September was spent repairing fences and footpath markers.

October was one of those busy months with extra working days, spent clearing some 780m of towpath at Loxwood, as well as (yet again) fencing work, this time at Baldwin's Knob Lock, in connection with replacement of the balance beams there.

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

Hunt Park Working Party

A small group under the direction of lengthsman Mike Hobbs has been busy improving the environment to attract wildlife to the Hunt Nature Park. It recently started to plant the boundary fence along the northern edge of the park with Vitalba – Old Man's Beard clematis, also called Traveller's Joy. This plant was once associated with the devil because it does his work for him by trailing into other plants to choke them.

The team has also cleared around the WACT noticeboards and signs at Tannery Lane Bridge and the interpretation board at Gosden Aqueduct, on the edge of Bramley.

Mike Hobbs also wanted to find a well in the centre of Gosden Meadow used for measuring water depth, which had become hidden in high nettles. It was located after much bashing around with sticks and the water level measured for WACT records.

Back along the path, a bench thought to have floated down Cranleigh Waters in the floods of almost two years ago was retrieved. It has been taken to the Trust's depot at Tickner's Heath, where it waits for its owner to reclaim it.

Contact support@weyandarun.co.uk

Tickner's Heath Depot

As you have no doubt seen from the obituary to David Kersley, we have lost a key volunteer for the Trust and someone who kept us on our toes at the depot. Although really independent from us, we regarded him as one of our own. He kept us up to date as to what was happening in the wider areas of the Trust and helped out with obtaining spare parts and supplies for some of the obscure pieces of equipment that the Trust holds. His knowledge and help will be sorely missed.

At last we welcomed back our wandering canal explorer Francis Wellerd. He even ventured into darkest Lancashire without a passport, brave man, and the only drawback to report is that his jokes haven't improved during his absence. It was good to have him back.

In August Dan Ostacchini brought an outboard from *May Upton* which had been misbehaving itself. On inspection it was found that an HT lead had worn and was shorting out against the engine, so once fixed the engine ran (fingers crossed) perfectly. We hope it will give many more years of service on the canal.

During the Summer we did manage an awayday to the canal side to have a look at the dredger, which had been leaking through the rudder stern post. After looking at the problem, we gave Charlie Coxwell what advice we could. Luckily, however, Charlie managed to find another source of information and packed the post with hemp packing material which seemed to do the job.

As it has been work camp season, we cast a jaundiced eye over our shower unit which was misbehaving itself. We found that the boiler had had a small fire which damaged the ignition system. So, as the unit was required

virtually immediately, a call for help was made to our resident boiler expert Kevin Baker. He dropped everything and, after visiting nearly every boiler spares outlet in the Southampton area, managed to get and fit the required part. Thanks Kev.

After our experiences last winter, on its return we decided to drain down the shower unit's water system. Various methods were tried and failed but after putting their collective heads together the Powell/Jones method

was adopted. This involved a bicycle pump – which expelled the excess water rather efficiently.

In October, we had a visit from Godalming Tree Surgeons. As anyone who has visited the depot recently will have noticed, branches from neighbouring trees

were overhanging the depot and were giving us some cause for concern, many due to their unstable nature.

Luckily, Andy and his crew managed to deal with the offending material without any damage to the sheds below. After removal of the branches it is amazing how much light is now flooding into the depot.

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



***Dave Kersley with the Hanix digger
that he devoted many months to
restoring (archive image).***

Recycling News

Please note that the Trust no longer has a newspaper recycling skip at Squires Garden Centre in Washington. We are still pleased to receive paper for recycling at the car park behind the Onslow Arms at Loxwood and at Family Cook at Hurst Farm, Crawley Down (RH10 4HG).

Brian White – a dedicated fundraiser

Our member Brian White, a dedicated charity fundraiser for much of his life, died in July.

Brian, aged 80, from Horsell, joined the Trust in 1999. He was also a member of Woking Lions, where he was a leading light of the club's charitable committee.



In February this year, Brian staged a fundraising concert for WACT, arranging for Bourne Concert Band to play at Cranleigh Village Hall. Sadly, he was not able to fulfil his plans to run similar events in other parts of the canal area.

Brian leaves his partner Netty, sons Christopher and Stephen and a grandson, Morgan.

John Taylor-Cram – an invaluable administrator

We were very sorry to hear of the death of member John Taylor-Cram earlier this year.

John quietly undertook a variety of tasks for the Trust. He had administered the Christmas Raffle since Tim Jolly's death in 2010, including the mammoth task of folding the tickets ready for the draw (in Tim's day this was an evening's work for up to four people).

John also organised our Talks Panel and looked after registrations and check-in for many Small Boat Rallies. Many members will have known John as administrator of our newspaper recycling scheme.

John had a collection of antique and unusual vehicles and was a keen member of the Military Wireless Amateur Radio Society. His passing has left a gap that it will certainly be hard to fill.



You can't win it if you're not in it!

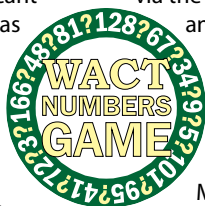
The Numbers Game makes a significant contribution to Trust funds as well as giving subscribers a monthly chance to win £100.

A minimum payment of just £3 a month gives you better odds than scooping a National Lottery prize (although, admittedly, our rewards are much more modest than the Lotto jackpot).

There are three winners every month and members contribute £3 by standing order for each number they hold.

WACT member Timothy Lewis has kindly taken over the game's administration. Contact him

via the Northern Office (details on page 3) for an application form.



Winners since the last *Wey-South*:

AUGUST – £100 first prize: John Smith from Worthing, number 103; **£30 second prize:** Anthony Maughan, Horsham, 39; **£10 third prize:** Eddie Fairman, Kingswood, 151.

SEPTEMBER – £100: Eddie Fairman, Kingswood, 22; **£30:** Julia Simpson, Henfield, 49; **£10:** June Sinnock, Storrington 57.

OCTOBER – £100: June Sinnock, Storrington; **£30:** Member from Guildford; **£10** Richard Wallis, Caterham.

Membership Report

We now have 2,956 members. This has fallen below the 3,000 mark, mainly as a result of the increase in the subscription rate. We anticipated this would happen, but could not put off making the change any longer. I am happy to say that, despite this drop, our overall receipts from membership fees have increased.

I have already contacted everyone whose subscription standing orders were due over the period May 2016 to January 2017. In the next few months, I will be writing to those of you whose subscriptions are due in February, March and April; giving details of the increase and letting you know how you can change your standing order. So don't be surprised when the plea drops through your letterbox,

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

Julie & Ian Alexander
Sandra Barfield
Zacchary Barfield
Anne Barfield
Dominic Barfield
Peter Carpenter
Steve Chilver
James Cook
Robin Coppard
Gary & Margaret Courtnadge
Anne Davies
Carol Dowding

Henryk Franczak
Sarah Hale
Neil Hargrave
Steven Hazelwood
Marion & Michael Higgins
Hermina Hines
Nick Makepeace
Leo Miles
Ian & Doug Mitchell
Chris Northey
John & Lizzy Owen
Derik & Eva Palmer

Margaret Pinder
Mark Reid
David & Barbara Richardson
Anthony Rockall
Rex Russell
John Sayles
Matthew Sunderland
Roger & Kathleen Thomas
Tillman Vidal
Bob & Traudi Wiggins
Michael Williams
Derek Williamson
John Willis

We have learned with sadness of the death of:

Brian White
William Beak
William Blake
Barry Loveland
Jean Gibbs
John Taylor-Cram
Les Allen

Denis Eggett
Maurice Groves
Peter Hines
Robert Hill
Anthony Letts
Geoffrey Brunstrom

John Hempstead
Geoff Perks
Mr R. Mack
Dave Kersley
Mr G Moxon
Eric Roberts

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

Correction

Member John Barnes tells us he waited many years to see his picture in *Wey-South* (page 28, September 2016 issue) and then we printed his name as 'Phil Barnes'.

Sorry, John – we've given our fact-checking team a good telling-off. Our only excuse is that we do also have a contributor named Phil Barnes.

Raffle reminder

Don't forget that this year you have until 3rd January to return your WACT Christmas Raffle tickets.

If you would like more books of tickets, please e-mail support@weyandarun.co.uk, or call the Northern Office (details on page 3).

Letter to the Editor

Being a member of both the Wey & Arun and the Kennet & Avon I was interested to read of the visit to the *Rose of Hungerford* in your last issue.

But what a pity Mr Delamere's report was along the 'our boat/canal is better than yours' theme. Rather than trying to make comparisons, surely just accept that there can be differences on all canals and enjoy the cruise?

However, if comparisons are needed, the *Rose* was built in 1982 and since then has carried many thousands of satisfied passengers – including the Queen when she reopened the canal in 1990. The *Wiggonholt* is much newer, making its debut in 2009, and was built with the benefit of experience in trip boat requirements (see new boats on the Basingstoke and Chichester canals for example).

I have cruised on both boats and did not find some sections on the Wey & Arun that interesting but nevertheless did still enjoy the trip. The galley on the *Rose* is probably bigger because it sells a wide range of items including various snacks and drinks, including alcohol. I don't remember being offered that on *Wiggonholt* or *Zachariah Keppel*.

And, if you want locks, many K&A trips go through from one to four locks during a morning or afternoon trip. And if that is not enough how about the Caen Hill Flight of 16 locks?

Keith Temple

Thank you for your comments. Bob Delamere was of course giving his own opinions, not an official Trust view. We have heard tripboat design described as 'the art of compromise' – Ed.

Dates for your Diary

* 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>
* Friday 16th December	<i>Santa Cruise for the Grown-ups from Loxwood at 7.30pm.</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>
* Sunday 26th March 2017	<i>Mothering Sunday Relaxers at 11am, 2.30pm and 4.30pm. (Coffee/Danish pastry in morning, Cream Tea in afternoon).</i>
Saturday 29th April 2017	<i>Annual Meeting at Cranleigh Village Hall. Full details in next Wey-South.</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 weyaron.org.uk/trips. Booking is essential for all Santa and Mothering Sunday trips and advisable for Boxing Day/New Year trips.</i>	

Photo Credits

We have used an exceptionally large number of photos in this bumper issue of Wey-South. We would like to credit and thank photographers Janet Barriskill, Stephen Batey, Anthony Bianco, Nick Houston, Peter Jewell, Brian King, Julian Morgan, Bill Nicholson, Julian Nowell, Janet Phillips,

Rob Searle, Martin Smithers, Geoff Thomas, Dave Verrall, Roger Wilson and the Wey & Arun Canal Trust archives.

Please note that archive images may illustrate working practices that do not conform to current Trust safety standards.



Above: The pump fills the canal section under Compasses Bridge. Later, just before the official opening, Andy Evans partly removed the dams.

Below: What's the good of being a working party member if you can't build your own viewing platform? Some of the key volunteers on the Compasses Bridge project watch the Official Opening.





KEY & ARUZ
Canal
Trust

Please
remember
us in
your will

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





Have you made your will?

More than half the people in the UK have not made a will, which can cause difficulties for their families when they pass away. Without a will, a lot is left to chance when a deceased person's money and property have to be dealt with.

If you die 'intestate' your surviving relatives can experience difficulties when the law is used to distribute your estate. Making a will ensures that your money and property goes to people and organisations you choose to leave a legacy to. Your wishes will be carried out and there will be no uncertainty for those you leave behind.

It's not only the rich and famous who leave money to charity. Many people include bequests to charities in their wills and legacies of all sizes are the foundation for many UK good causes.

The Wey & Arun Canal Trust has benefited tremendously from money left to it in wills by generous members and supporters. Major projects have happened much more quickly because legacies have boosted our fundraising efforts.

With the Trust's strategy of working at more than one major site at a time to progress

the canal restoration, there is a continuing need for raising significant amounts of money. We would be grateful if you could help with this by remembering WACT in your will.

Leaving a financial gift to the Trust will help secure the projects which are needed to complete the canal, bringing back the link with the UK's inland waterway network and, of course, London's 'lost route to the sea'.

If you have already made a will and would like to include the Trust as a beneficiary, a simple codicil (amendment) can be added. We have a form you can use for this, which you can download from the Donations page of our website, www.veyandarun.co.uk, or obtain by emailing legacies@veyandarun.co.uk or by calling **01483 505566**.

Making a will is not expensive, but we recommended that you use a solicitor to draw up or amend a will. If you need a solicitor to help with adding a codicil or drawing up a will you can find one through www.lawsociety.org.uk.

There is free advice for making a will at www.moneysavingexpert.com – search for 'wills'. Advice and guidance on leaving legacies to charities is available at www.rememberacharity.org.uk.

CONTACT WACT FOR ADVICE:

call 01483 5



There are four types of legacy

The methods which can be used to leave money to WACT are:

A PECUNIARY BEQUEST A gift of a specific amount.

A RESIDUARY BEQUEST A gift of a share, or even all, of an estate after expenses and other legacies are paid.

A SPECIFIC BEQUEST A gift of a specific item or items, such as possessions which can be sold for the benefit of a charity.

A DEFAULT OR CONTINGENT REQUEST A bequest paid out of an estate if there are no other beneficiaries left alive, or if other organisations benefiting from the will no longer exist.

Inheritance Tax can be reduced

Leaving charitable gifts in your will can help you to reduce the value of your estate liable for Inheritance Tax. This is a tax levied on the property, money and possessions of someone who has died.

A threshold value is set by Her Majesty's Revenue and Customs and everything above this amount can be liable to Inheritance Tax at 40%. However, charitable bequests are tax exempt, so a gift to WACT could reduce the amount to be paid after your death.

Advice on Inheritance Tax and how it is levied is available at www.gov.uk/inheritance-tax.

Ask for a donation in lieu of flowers

Floral wreaths are a feature of most funerals, as a mark of sympathy and remembrance from mourners. The blooms last just a few days, but they can be replaced with a longer-lasting tribute to a loved one – donations to WACT.

Asking friends and relatives to give money to the Trust in lieu of flowers supports an enterprise intended to last hundreds of years. The canal route is a green corridor through peaceful, beautiful countryside, where abundant wildflowers will be an enduring memorial.

Donations are even more worthwhile if they are Gift Aided. See back page for how to donate and sign up for Gift Aid.



Legacies help increase pace of restoration

We have come a long way since the canal restoration started – 10 locks restored, one new lock built and another one being rebuilt; 17 bridges restored and two new ones built; two aqueducts reconstructed; more than half the canal worked on and three-and-a-half miles fully restored at Loxwood.

But there is a huge amount still to be done and WACT is determined that the canal will be completed.

In the past, the Trust mainly focused on one major project at a time but a multi-site strategy has been adopted to accelerate the restoration project. In 2016, work was being carried out on Compasses Bridge and the Summit Level, on Gennets Bridge Lock and on Bramley Link Phase One, with various smaller schemes also being progressed.

Money from legacies has been crucial in enabling projects such as the new Loxwood High Street Canal Crossing, Southland Lock, Drungewick Aqueduct and Compasses Bridge to be built.

Donations are also welcome

Money can be given to WACT via our website www.weyandarun.co.uk using credit and debit cards and through PayPal. And, of course, you can send us a cheque or make a cash donation at the Canal Centre in Loxwood or at the WACT stand when we attend an event.

Cheques, made out to Wey & Arun Canal Trust, can be sent to the Northern Office.

If you are a UK tax payer, please make sure you Gift Aid your donations, as this will add 25% to the amount you give. If you are not already registered, a Gift Aid form can be downloaded from the Donations page of our website or obtained from the Northern Office.



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