



QUARTERLY BULLETIN OF THE
Wey & Arun Canal Trust

ISSUE 137 DECEMBER 2006/JANUARY/FEBRUARY 2007

Well, the Christmas issue already. I know it's a cliché but the year has gone really quickly.

Just to remind you of the Boxing Day and New Year's Day trips on top of all the Santa Cruises – see Page 9 for more details.

As you will see from Eric's article on Page 19, we are slightly behind with the road crossing project (not Eric's fault). This could well mean that the Christmas trips will start from the other side of the newly restored Brewhurst Lock and not from behind the Onslow Arms. Not to worry though, directions and full instructions will be given. By then the towpath will be fully restored, so you should be able to keep your feet dry. Even though the revised trips will be ever so slightly longer in distance, with slick lock work they will take the same time. See you there!

Talking about the huge project at Loxwood, Jim Phillips calmly says that we've spent £ 625,000 so far. I reckon that's as much as we spent in the first 20 years of the Trust!

It is slightly frustrating that, due to print deadlines, we can't give you the absolute up-to-date news on the latest progress. Our website though can fulfil that role for those of you with Internet access. To judge from the 500 of you who get our Email newsletter, that's a lot of you. A lot of the visitors to the Onslow on Sundays (where I'm often on duty) say that they found out about the Trust from the website. Richard C is owed a big vote of thanks.

Our membership is increasing by leaps and bounds. 2240 reported in this issue and 2054 a year ago in WS133 – so a 10.9% rise. This must be partly due to the high profile work in Loxwood. Visitor numbers have been very high there,

even late in the season after the regular boat trips have finished.

While David King has been on a well-deserved holiday the packs for new members are being done by Bridget at the Office. So many in fact that we ran out of copies of WS136 to be included, despite what I thought was too big an order (2,000)!

One idea that's come up is a Car Treasure Hunt. To be held in June, it would be a drive through the countryside looking for clues and taking in the canal in several places. The entry fee would pay for a pub meal and there would be a prize for the winners who solve the most clues. Interested? Then get in touch with me.

I like getting letters. Not just the 370 with raffle tickets and cash so far - but for publication. On Page 12 of WS136 Sally has said something that has stirred a few people up – see Page 25.

By the time you read this we'll have had our annual Christmas Dinners. I believe Iris has 32 diners but at the time of writing there are 72 due at Arundel – a record! We started going there in 1987, so now our twentieth year.

A sad note. A regular visitor to the Onslow at weekends and a long time working party member passed away at the end of August. Peter Sterling had been a merchant seaman and a rep for a firm of agricultural merchants and must have known a lot of our landowners. He had been unwell for some time but you could rely on him turning up in his Peugeot, latterly with a stick due to a very painful knee.

Finally, Margaret Harwood did find a ready buyer for her kayak.

The Quarterly Bulletin of
The
Wey & Arun Canal Trust

Registered Charity no. CC265331

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

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The next Issue will be published on the second Tuesday of March 2007. Copy to reach the editor by the end of January please.

If at all possible please email copy by attachment in Microsoft Word format. However, typed/WP copy can be scanned so is also acceptable. Photos are particularly welcomed.

**Issue 137
Dec 2006/Jan/Feb 2007**

It was most rewarding to see so many members at the EGM in Pulborough on 28th October. Having our meetings on a Saturday seems very popular and there was so much to talk about that we ran on for longer than we planned. There has been so much going on during this last summer with the major project to cross the B2133 at Loxwood High Street. At the same time a lot of work has gone into helping Atkins prepare our Canal Completion Strategy Report - which is now reaching its conclusion. This last subject created a great deal of interest at the EGM.

Others will write in more detail on our projects elsewhere in this bulletin but it would be remiss of me not to thank Eric Walker again for his enormous effort in the overall management of the B2133 Crossing Project. We are now almost at the end of the second year on this project. Year one was spent building the new lock, year two continued with the new lock and then mid-summer saw the lowering of the Onslow pound. The ancillary work to get this section operable is going on apace as I write this report. Year three, 2007, will see the building of the bridge (or should it be a tunnel?) to complete this crossing. All of this has entailed a lot of unseen detail in the planning to ensure that the work has gone as smoothly as possible. All the members of the Wey & Arun Canal Trust owe Eric a hearty vote of thanks.

My thanks also to Graham Baird, who has managed the works to lower Brewhurst Lock. This has continued with weekend camps from other organisations such as the Waterways Recovery Group and Dig Deep as well as our own volunteers. This part of the project will be complete by the time this is read.

We must also thank all the generous people who have all helped to finance this huge

project, without them there would be nothing to manage.

There are of course many other activities going on all the while, ranging from Chris Harrison's negotiating to find an acceptable canal route through Bramley, Sally Schupke's skills in publicity keeping our name in the local papers almost every week, to the many volunteers who actually get out and do physical work in restoration or keeping the canal and its surrounds tidy. All this input from so many helpers is the life blood of the Trust but like all things it needs constantly renewing so if you think you can help in any way please let someone know.

You will all be aware by now of the threats to the Inland Waterways network caused by government cuts in grant aid to British Waterways. Look at the web site www.saveourwaterways.org. This will tell you all you need to know about how to show the government your displeasure over this issue and also let them know the large number of people who have a passionate interest in keeping the Inland Waterways in good working order for all to enjoy.

Sadly one of our Vice Presidents, Sir Michael Marshall, died on the 6th of September. Sir Michael was MP for Arundel up to 1997 and at that time was parliamentary adviser to British Aerospace, then owners of Dunsfold Airfield. Sir Michael was influential in WACT gaining a 20 year lease on this section of canal from British Aerospace.

Peter Foulger

I came away from the Autumn Meeting at Pulborough tired but extremely happy. What another fabulous turnout we had! I really didn't know how many to expect for our first Autumn Meeting since changing from Fridays to Saturdays but if you had really pressed me I might have predicted about 120. We put out chairs and papers for 150 to be on the safe side. About 15 minutes before the start I counted some 70 people in the main hall and 30 or so in the side hall, so that seemed about right. Then suddenly there were nearly 200 there – I really don't know where you all came from but it was great to see so many members. As usual there were some things we could have done better (the projector just didn't behave as it had done in rehearsal), but I trust that everyone who was there went away with a pretty clear idea of where we are and where we are heading. The "Atkins Report" (the Canal Completion Strategy) is thought-provoking stuff that ought to provoke some lively debate. It's important to remember that the report was commissioned by a steering group including all our local councils, as well as the Trust, and that its conclusions are the opinions of the consultants, not necessarily those of the Trust.

Those of you who were at the meeting will already know that I took the opportunity to launch a campaign to strengthen the Trust's management team. It is a risk to the whole future of the restoration project if we don't constantly recruit new members to the Council of Management. The Trust owes its current healthy position to the energy and vision of a few key people, but it's inevitable that sooner or later they will have to take a well-deserved rest and others will have to carry their work forward. I stressed at the meeting, and I emphasise again, that we absolutely need the skills and expertise of the current team. This is why we intend to create new places on the Council of Management by increasing its maximum size from 12 to 15, which was the original size when the Trust was founded in 1973. So if the prospect of managing our great project appeals to you, please don't be shy. We need all sorts of skills, including engineering, fundraising, business administration and accountancy. Any of the current Trustees (their names are inside the front page of *Wey-South*) will be happy to chat to you about what it involves.

That's a load of quite serious stuff, so it's time to remember the highlights of the Summer. In August we did a number of trips on "John Smallpeice" – virtually the whole of August, since you ask. No, I don't know how that happened either – please ask the co-ordinator. After a hectic first trip when the engine cut out at Brewhurst Bridge and was only revived under remote control from Dusty Miller on the mobile phone, I got quite used to the little boat. It's wonderfully manoeuvrable and gives the passengers a more intimate experience of the canal. You can actually lean into the cabin and talk to the customers, or look through to the front to see what you're about to hit. On one trip we saw a kingfisher. It was really fun and a nice reminder of what it's all about.

In September we opened Brewhurst Mill to the public for Heritage Open Days. Your Hon. Secretary, who always gets the most glamorous jobs, had to make the tea. Not too bad for a bloke, thanks for asking – only two people complained. I also got a go at the sharp end – the two working parties at Tannery Lane in Bramley, just down the road from Secretarial HQ. My contribution was only to lift a few logs and drag a few branches, but it was a change from bashing a keyboard. The best-preserved original bridge on our canal now looks magnificent, clear of ivy and brambles. In time this could be a showpiece site, with Gosden Aqueduct nearby (you have to know where to look).

The next big date in your diary should be the Annual General Meeting at Shalford on 28 April 2007. As this year, there will be opportunities to "make a day of it". I do wish you all a happy festive season.

Julian Morgan

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MONEY

The Treasurer writes about where we have got to – and the way ahead.

By the time you read this, I expect that we will have spent something like £625,000 on the project of crossing Loxwood High Street. Phase 2 should have been completed, with the lowering of Brewhurst Lock paid for, as well as completion of the sewer diversion, the capping of the piles opposite the Onslow Arms and the supporting of the bank on the towpath side of the canal behind the pub. That just about empties the tin of the money which we have got and leaves us to find the money to pay for the final design work for the bridge/tunnel and for the contractor to build it in 2007.

I appealed in the last Wey-South for help to match the Manifold Trust pledge of £150,000. Many members responded and, with help from the Revenue using Gift Aid, have raised £38,200 so far towards our target. I am grateful to all those who replied, with cheques large and small. Winston Harwood's estate may help to make up some of the shortfall but this is only a hope and is far from being a certainty. The sale of Winston's house should have gone through in mid-November and I am grateful to the Monday Group for their many visits to keep the garden looking presentable for the past 14 months.

Elsewhere we are making applications to local authorities, charitable trusts and to the Landfill Tax Credit Scheme for more money for the bridge/tunnel. This can be time-consuming and needs a stack of paperwork to submit. No doubt there will be surprises and disappointments along this road. Other important work will still have to be done at New Lock to provide the gates and pumps, and to stabilize the banks between the bridge/tunnel and New Lock itself.

Thank you to all our members who have helped support WACT this year. Some kindly add to their joining or annual subscriptions; many are Restoration Fund subscribers – 104-strong at the last count - who bring in £11,000 a year including tax relief; some are PODDLE walkers who brought in over £12,000 this year; a large number bring their waste paper and buy raffle tickets. Unstinting help is given to the Trust by so many members who do not expect any recompense from the Treasurer but who travel many miles, use their own telephones and stamps and print off reams of paper on their own printers. If I had to pay for all this, we would have little left over for restoration. We had in 2006, as you know from WS136, our largest ever donation - from a Lifetime Gift. To all of you, whether you gave a fiver or £10,000, thank you.

Jim Phillips

About 500 members already receive the Trust's e-mail newsletter (normally sent out once a month). If you would like to start receiving it, send an e-mail with the subject "subscribe" to listadmin@weyandarun.co.uk.

NEWS FROM THE GRANARY

Since the last edition of Wey-South we have sadly said goodbye to Susan as she is now working full-time at the RSPCA. Many people came to The Granary for her farewell 'do' in September, to show appreciation for all her hard work and commitment over her five years as an Office Manager, and to wish her well for the future. Since then we have welcomed Juliet (Jules) Churchill to the fold: she is settling in well and coping with the variety of procedures and all the information required to answer the numerous queries we receive. Do pop in and introduce yourselves if you happen to be passing the Office as it is nice to be able to put a face to a name/voice!

As always at this time of year we are frantically busy taking bookings for the imminent Santa Cruises. The tickets have been selling well and at the time of writing this, in the middle of November, we have sold over half of the 1050 tickets available. We are very grateful to all the members who have helped to spread the word, either verbally or by distributing our special event posters for us. It really does make a difference and obviously helps us to keep the cost of advertising to a minimum.

Lyn Nash and Robert Hutton are masterminding the organisation of the Santa Cruises and although all the official duty slots (ie to skipper and crew the ZK, and man the car park, lock and shoreside) will no doubt have been filled prior to publication of this magazine, please do call either of them if you have some time available. (Lyn: 01403 752046; Robert: 01959 562205). It is good to have as many Trust members as possible in evidence along the canal – and if you are able to go in a 'seasonal' costume to add to the atmosphere, then so much the better! The trips take place on the weekends of 9th/10th and 16th/17th December and on Thursday 21st, Friday 22nd and Saturday 23rd December (hourly trips from 11.00am – 3.00pm inclusive). The trips on Boxing Day and New Year's Day depart at 12.00, 1.00, 2.00 & 3.00pm. Finally, our usual plea for mince pies - if anyone feels that they could contribute some, either home made or bought, please would you call Lyn.

A look back at the year's charter bookings shows that numbers were below those for 2005. It is possible that the severe advance warnings of the expected drought could quite understandably have deterred some people. It was indeed an extremely dry summer but, with Peter Foulger and Peter Wilding's expert management of the water levels, we managed to make it through to the beginning of September before all trips had to cease. The 'Indian Summer' weather in September was closely followed by monsoon rains so there was plenty of water in the canal to resume trips in October.

Generally our 'safest' months, and therefore most popular for charter bookings, are May, June and early July. This obviously presents a challenge to the relevant monthly Crew Co-ordinators to find sufficient skippers and crew, so please respond to Rosie Sugar's appeal for new volunteers if you are able to spare some time – even if it is only on an occasional basis. In addition, if each member can recommend a club, society, organisation or church group to have a trip on board the ZK or JS then we could have a record-breaking year ahead of us. The Onslow Arms can provide refreshments to take on board (or charterers can take their own) so a trip along the canal is also ideal for family get-togethers for birthday or anniversary celebrations.

Season's greetings to you all - we will look forward to hearing from you!

Jackie (Mondays/Wednesdays), Bridget (Fridays) & Jules (Tuesdays/Thursdays)

9.00 a.m. to 1.00 p.m.

(Tel: 01403 752403; e-mail: office@weyandarun.co.uk)

Bridget's Hike along The Great Wall of China

As some of you are aware, a year ago I tasked myself with raising £2700 for Macmillan Cancer Relief, a charity I have supported for some years, by signing up for their Great Wall of China Hiking Challenge between the 14th and 24th of October this year.

In June, as part of my fundraising, I walked the 36 mile Wey-South Path from Guildford to Amberley. All sponsorship specifically from this was split equally between the Trust and Macmillan. As a result of this, WACT received £1169.50 from my efforts.

In September I organized a fundraiser at a local pub with a marquee, and included a West End Cabaret act, dancing, an Auction of Promises and a buffet all in aid of Macmillan. This, I am delighted to say was a complete success and was attended by around 90 people.

The days spent in China last month were amazing and thought provoking. The whole group (some 55 people) spent 6 days walking various sections of the Wall. Some of the hikes were on smartly restored parts, some on century-old parts where it was crumbling away and at other times alongside the Wall where it no longer existed. At times it was tough – steep, deep, uneven steps which were never ending and difficult, stony terrain accompanied at times by long drops! Some days we walked for hours and hours and were regularly pestered on the more touristy sections by “hawkers” trying to sell us Wall souvenirs. Your gut reaction is to ignore them but when you realize how cheap everything is - £2.50 for a T- shirt for example - and that it may feed them for a few days, you happily pay up. Many of us came home with unwanted trinkets, postcards etc. etc.

The weather was, during the day, akin to the temperatures here for the time of year, making for comfortable walking conditions.

The food the guides and locals managed to cook was more often than not a delight. Very unlike English Chinese cuisine, the tastes were enjoyable and dishes were predominantly vegetarian. Sour tastes, sweet tastes and some really weird things - but all very palatable. We were aware they were at times holding back on local delicacies but it was about as authentic as it was going to get. Many grumbled but what do you expect if you go to rural China? We were even able to get hold of beer and red wine, even if it did take a few mouthfuls to get used to!

At night we rough camped in two-man tents by the side of the Wall or near to remote villages. This was for me the real challenge. I had trained hard for the hiking but nothing can prepare you for the reality of not showering for six days and no loos (modesty must be cast aside) On occasion we were able to use a local's loo but Chinese plumbing and hygiene standards are, well, interesting..... and it was bitter cold at night, even though it was only Autumn there.

The scenery was, however, truly spectacular and the Wall breathtaking. It was an astonishing accomplishment. The locals were warm and friendly despite having to endure desperate hardship. Their tenaciousness, stoicism and dogged work ethic were humbling and awe inspiring and I shall treasure my encounters with them.

I feel very lucky to have been given the opportunity to go on this trip. The experience, the laughs and the camaraderie within the group made it all worth while and the best bit was knowing that I managed to raise a little over £5000 for Macmillan.

Bridget Glynne-Jones

The heat wave this season actually worked in our favour until we inevitably ran out of water! There is a continual need to top up the pounds (stretches of water between the locks), as in hot dry weather we lose water by surface evaporation, through lush plant growth, tree transpiration and general seepage into the canal bed. We pay a princely sum to DEFRA (Department for the Environment, Farming and Rural Affairs) so that we can extract water from the Rivers Lox and Arun and under normal circumstances this keeps us topped up. However, in times of drought our licence becomes heavily restricted!

We had all feared that the move to starting trips below Brewhurst Lock in July might mean we were going to be tucked away out of view of the passing trade and be forgotten. However, amazingly, due to Sally's excellent advertising on the excavations taking place in the Onslow pound, and your and the general public's interest in and enthusiasm for our canal, we almost doubled our trip passenger numbers in July! This was obviously helped by the accurate directions given to prospective passengers by the Publicity team (David I, Don G and Tim J – some of the regulars) and by the Sales teams and the boys of the Sunday working parties! Crew too, were seen running at the double between the Onslow and the boat departure site, to make sure that passengers were not lost. WAEL actually decided to move into the 21st century and purchased a set of two-way radios meaning that we could forge communications between the shed and the boat in a more leisurely style!

As the high summer temperatures lingered on we had to revert to using our smaller boat, John Smallpeice, as we were restricted to the water above Baldwin's Knob Lock and unable to go through that lock to turn. The JS, as she (all boats are called 'she') is affectionately known, can turn anywhere and after a few hasty reminder sessions (you are now fully fledged, David S!), skippers were let loose on this boat for all the trips. There were a few other calls for help this season when trips took a little longer than planned - Bob A had particular difficulties with the air intake getting frequently blocked on the JS due to this year's huge abundance of duck weed; Jennie T had to make an SOS call to remove a tree trunk that had become caught up in the prop (thanks to Bob K, who just happened to be kitted out in his waders, for fixing it); we had one or two dunkings (sorry Mike S, I didn't mean to tip you in, honest - what an admission by the Boat Ops Manager!) and one 'desperado' who actually lost the boat (say no more about that, ehHon Sec?!). But despite all this, I hope that you enjoyed yourselves and have lots of good memories

We were very fortunate to operate for all but a month this season. Due to the excellent organisation and juggling of water supplies by both Peter F and Peter W, we managed to run trips up to the end of August Bank Holiday – our grateful thanks go to you both for this skilled relocation of water! Without water to keep us afloat we are stuck and the boats lay quietly on the shore during the early Autumn, daylight showing beneath their hulls. It is fascinating to see the drying canal bed and the islands of silt that are first to make an appearance – a time to make mental notes of where to avoid when you are back steering the boat! Your rain dances proved effective enabling us to resume operations in October. There is now a short respite before the onslaught of the Christmas Specials – the Santa Cruises, the Boxing Day Specials and the New Years Day trips. Life doesn't totally stop with the cessation of trips as there are always plenty of things to do – engines to maintain, woodwork to replace and not forgetting the paint facelifts.....so no time to relax (our unsung hero, Derek H, will vouch for that!) and if you have some time to spare we would always like to hear from you!

Rosie Sugar, Boat Operations Manager.

Boat Crew required for the 2007 boating season!

Come and join the team helping to run our two trip boats taking passengers along the restored canal.

You will help work the boats, operate the locks and interface with the public. Essential ingredients are an enthusiasm for the canal and work of WACT plus half a day of your time per session. Full training and support given.

To find out more please contact Rosie Sugar, Boat Operations Manager (01403 752321) or Paul French, Crew Coordinator Manager (01483 419346).

ADVERTISING MANAGER

Thanks to the generosity of the Post Office we can now include more pages in *Wey-South Bulletin* for the same postal cost (up to 100gms for 23p) and would like to explore the possibility of having paid adverts in the Bulletin. This would help to reduce the cost of printing it.

An Advertising Manager would seek advertisers, both local and national, be responsible for obtaining copy ready material, and of course ensuring that payment is made!

For more details, please contact Tim Jolly, Editor *Wey-South*. Contact details see page 3.

EXHIBITION MANAGER

We now have sets of professionally produced Display Boards, and by Easter next year our Mobile Display Vehicle should be properly fitted out and adorned with eye-catching vinyls which will show Wey & Arun canal scenes and other information pertaining to the *Wey-South* project.

A WACT Exhibition Manager would seek and arrange for the display boards to be exhibited at Public Libraries, local museums etc. In fact anywhere the public gather. It has been known in the past for certain retail outlets to display them for us, including Building Societies. The Exhibition Manager would probably need to recruit a small team to help move the boards from one venue to another.

With regard to the Mobile Display Vehicle, the Exhibition Manager would arrange for it to attend waterway rallies and local fetes in the summer months, also other locations and venues as suggested by the Publicity Group and/or the Sales Manager.

For more details, please contact David Isted, WACT Director of Publicity. Contact details see page 3.

CONSERVATION MANAGER

We urgently require someone who has a background in habitat management, preferably with wetland experience. Ideally this individual would become a member of the CoM (Council of Management).

Terms of reference

- Responsible for liaison with relevant Local Authorities and Government Agencies on all Conservation matters pertaining to canal restoration and maintenance.
- Advise the CoM on Conservation.
- Assist the Restoration Group in the preparation of appropriate Conservation plans.
- Check all work programmes prior to implementation for compliance with relevant legislation or guidelines.
- Maintain Conservation training programmes for volunteers.

Anyone who is interested in volunteering for this role is asked to contact the Hon Secretary for further information.

THE WEY & ARUN CANAL HOSTS ITS FIRST BOAT RALLY AT DUNSFOLD

On Sunday 1st October, a restored section of the canal at Dunsfold saw its first boats for many years. Some 20 boats launched out on the section between the Three Compasses pub and the A281 at Fastbridge. This section has special significance as the canal opening ceremony took place at the The Compasses (as it was then) in 1816. After the ceremony the official party set out by boat for Guildford for further festivities in the afternoon, while the navvies who had worked on the canal for three years stayed behind for a huge party with 200 gallons of ale. Generally the Canal was built in a way that was sympathetic to the landscape and the contour of the land, but for just over a mile at Dunsfold it was necessary to dig out the deep cutting that we can see today. Of course, all this was done by huge gangs of labourers using only spades and horse-power.

In 2006, the Trust did not try to recreate the train of 8 barges, fully loaded with coal and timber, that trailed behind Lord Egremont and his party in 1816. It was a collection of canoes and small boats that explored this peaceful and slightly mysterious section of water which is part of the summit level. This was built to double depth so that it could store water during the summer months, a piece of 19th century forethought that we can certainly appreciate today. Boats cruised under Farnhurst Bridge, which was restored between 1991 and 1993 by a group of Trust volunteers under the late Jack Pocock. The owners of Dunsfold Park kindly allowed us access for launching and parking on the day.

Today navigation is restricted by bridges on the A281 and near the Three Compasses. The international consultancy firm, Atkins, are working with a group including all the local councils and the Trust to draw up a strategy for the complete restoration. The strategy, due for publication before the end of 2006, will put forward options for removing all the current blockages.

Next year we hope to hold another rally at Dunsfold and cater for a larger number of boats. The Trust's Summit Level manager, Andy Bowerman, said "I'm thrilled at the enthusiastic response we received from everyone which all contributed to a great day out. It was wonderful to see the canal being used after all the hard work by our volunteers to get the site ready and the towpath cleared."

BRAND-NEW LAND ROVER DEFENDER

Harwoods Land Rover of Pulborough have always been generous supporters of the canal restoration project; this is the fourth new vehicle which they have presented to the Trust.

Handing over the keys to the new Land Rover, Glyn Woodage, Chief Executive Officer of the Harwoods Group, commented: "Our support for the Wey & Arun Canal Trust dates back to the mid-1990s, when the Chairman (Peter Beresford at that time) invited us to a presentation. We felt then, and still feel now, that restoration of the Wey & Arun Canal is an ideal cause for Harwoods to support, especially as it is a local concern that really needs Land Rover vehicles for the tough tasks at which they excel. We are delighted to continue our involvement in this great project."

The Chairman of the Trust, Peter Foulger, said: "We are immensely grateful to Harwoods for their generous support. The Defender is the perfect vehicle for canal restoration jobs. Harwoods need not fear that the new Land Rover will sit in a garage without getting mud on its wheels. We have put it to immediate use and next year it will be hauling our display vehicle to shows and fairs across the region, helping to spread the word about the benefits of completing restoration of the Wey & Arun Canal."

Narrowboat for Sale (Superstar)

A much loved 4/6 berth family narrowboat for sale. Valued at £28,000. 58'6" cruiser-style Hancock and Lane hull built in 1981. Perkins Phoenix 42 engine.

Property of Jean and Colin Gibbs since 1988. Mooring available for new owner at present location, in Gayton Marina (Alvechurch Boat Centres), Northants. Serviced annually by marina staff. Available from 1st June 2007. Please contact Colin. Tel no. on inside front cover.

The Blue Ship, The Haven

We found this pub yesterday and asked the origin of the name. One explanation, as is often the case, is that Ship is a corruption of Sheep.

But a Captain Morgan is said to have brought his goods up the Arun by ship. Could the Arun have been big enough to allow this? Do any of your readers have any theories? The Haven is north of Billingshurst, turning left off the A29. Thanks.

Denise Mutter
33 West Front Road,
Pagham Beach, Bognor Regis
PO21 4SZ 01273 400518

Company Song!

(Len Hasler has contributed the following verse and it seems very suitable as a Wey & Arun theme! Can anyone think of a suitable tune? –Ed)

*We are going to restore the corridor from London to the Sea
The Wey & Arun Junction Canal is where we love to be
We are going to build it good and true
That's what we want to do!*

*We are not just building it for us
We are building it for you
Going to build a canal
That stood 200 years ago*

CHORUS

*We want to rebuild it now
At least we want to give it a go
We have no time to rest
Until we've done our very best
So come on everybody
Let's go and do the rest!*

AND REPEAT....

The latest from Loxwood

The New Lock bridge, sometimes known as the horse bridge, is nearing completion and could be completed by the end of the year. The bollards for the lock have been installed and are looking smart having been painted black and white.

The extra work involved looking for archaeological remains before we could put the clay into Devils Hole Field yielded nothing, but then nothing was expected and proving a negative was always going to be difficult. As a consequence for the Trust the contractors costs went up, there was the time the archaeologist spent on the project, and that part of the programme took a week longer than expected, very frustrating. It has been estimated that the dumpers taking the clay from Loxwood to Devil's Hole Field made well over 800 trips. A big thank you to the traffic light operators; the traffic flowed well and we caused minimum interruption to village life. A topographical survey after the work was done showed that here had been 12,360 cubic metres of clay put into the field.

Penfold-Verrall had a contract with the Hall and Woodhouse Brewery that owns the Onslow Arms to remove the bank between the pub and the canal. WACT took on the tasks of removing the fence around the publican's private garden, which also had a Wendy house in it. The bank having been removed, the fence and the Wendy house had to be replaced and new turf laid. Whilst the clay was being removed only two days were lost due to rain. After the last of the turf was laid in September, there was rain most days and by early November, it had been cut twice.

Our contractors, Burras Construction, arrived about four weeks late to complete the sewer diversion started last year, install the retaining wall behind the Onslow and put a concrete cap on the piles. No sooner were they on the site and started on the sewer, which was to go in a trench under the canal, than the heavens opened and we had an inch of rain on two consecutive days. As the water rose in the river, it was found that the sewer into which the new sewer was to be connected was severely cracked, was an obsolete size and did not meet current safety regulations. The water then filled the sewer and came into the pound through the cracks. Fortunately, once the flooding had subsided, Southern Water got hold of the problem and decided to remove the whole stack, some 7m (23 feet) deep and replace it with acceptable modern items. Another two-week delay to the programme.

In preparation for the bridge to be built (May 2007?) the diversion of the water main and BT services was started. These are to be located under the footpath next to the Onslow Arms. The water main was 4m (12 feet) from where the drawing said it should be. There was an ironic bonus in that while digging for the water pipe, we found another live sewer not shown on any drawings, just where our sewer diversion was to go. Again, Southern Water came up with an answer, although we will have to pay for the additional hardware and man-hours to make the necessary changes.

Suddenly, at the beginning of November, the weather was dry for ten days, sufficient to give a glimmer of hope that the Santa Cruises might start from behind the Onslow. If not, and the cruises have to start at the other side of Brewhurst Lock, we hope that everyone will understand some of the problems encountered on the way.

With the need to be ready for Santa Cruises the bank opposite the towpath was sprayed with pre-germinated grass seed in mulch by Earthscapes Hydro Turf™. Naturally, the wag said we couldn't wait for the grass to grow, but had to paint the bank green!

Eric Walker, Project Manager

RESTORATION ROUND-UP

A look at what's been happening since the last edition of Wey South. Compiled by Wendy Andrews.

Thank you to the group leaders for their contributions, without their input there'd be nothing to say.

As always, all the Working Party Leaders welcome 'Newcomers' with open arms, whether new WACT members or existing members with newfound time to spare. No experience is necessary, the opportunity is there to meet friendly people and learn new skills. How about learning to lay a hedge? Keith Nichols would be pleased to have some new pupils. As John Empringham says "no need to know how to use a brush cutter"

A message from our Maintenance Manager, David Jessop: "There is a wide ranging list of maintenance tasks the length of the canal for the coming year and to carry them out we need more volunteers or the same volunteers working more days. Skilled or not, male or female, young or not so young, all are welcome". You would work at your own pace for as long as you feel able, no pressure. Why not enjoy a day out in beautiful countryside and fresh air! Choose between working parties that deal with 'gardening on a grand scale' or construction tasks. There are jobs available for all. Please contact the leader of the Group you may be interested in joining, to find out more details.

THE WTS GROUP (formerly the TSG Group)

LEADER: Eric Walker on 023 9246 3025

MEETS: Every Wednesday, Thursday and Sunday.

Eric's group continues to focus on the B2133 crossing at Loxwood, completion of the new lock, lowering Loxwood pound and preparations for going under the road, hopefully early next summer. Please read his project report for the latest update on progress and plans.

THE MID-WEEK WORKING PARTY (M.W.W.P.)

LEADER: Peter Jackman on 01483 772132

MEETS: Every Wednesday.

The main venue for the group has been Haybarn where we've been installing a fence. Progress has been slow, the ground was rock-hard, but what a superb location in which to work - no traffic, the odd horse rider, a few walkers, where else to go for a swim to cool off! Whilst a part of the group was finishing off there, most of us moved to Dunsfold. After helping with preparations for the Small Boat Rally there on October 1st we started clearing the offside bank at Compasses. We will continue working along from there towards Fastbridge during the coming quarter; at the time of writing we've reached Farnhurst Bridge. As always, we divert whenever to wherever we're needed most. We helped Keith's group with coppicing at Devils Hole in October and another session is planned in Sidney Wood in November. Clearing felled trees around Brewhurst and tidying up after a mini-tornado at Drungewick are just two examples of jobs that come our way.

The group's numbers are swelling – November 1st saw 17 members out, with 2 chain saws working it was a job to keep in front. We extend a warm welcome to newcomers Julian, Betty and Fred.

THE MONDAY WORKING PARTY GROUP ("Keeping Up Appearances")

LEADER: John Empringham on 01483 562657

MEETS: Mondays, usually twice a month.

The Monday Group meets on the first and third Monday of each month, and sometimes on extra Mondays when needed. In the summer months we keep our regular sites maintained (brush cutting, mowing and rubbish clearance etc). The summer growing season seems to have extended into November this year! We've recently also been out helping with the preparation for the Three Compasses boat event, keeping Winston's garden looking tidy until the house is sold and a few other clearance projects. During the winter months we will be maintaining restored parts of the canal which receive only occasional visits, priorities are Run Common, Malham and Rowner.

THE LOXWOOD LINK MAINTENANCE UNIT

LEADER: Peter Wilding on 01483 422519

MEETS: Every Wednesday.

In addition to our routine tasks keeping the navigable section of the canal clean and tidy there are a number of maintenance and minor construction jobs on the 'to do list'. Please call for more details if you would like to get involved.

THE WINSTON HARWOOD GROUP

Contact: Lawrie Wraight on 01903 721404

MEETS: Every Thursday.

The roofs of the culverts, under the aqueduct, have been re-pointed and the interior pointing of the lock sides has been repaired, thus improving the appearance. There is now less evidence of construction work, as the scaffolding has been removed from the aqueduct, so we have spread our efforts over a variety of projects, which are making the whole site extremely attractive. Rose Arch Bridge was raised a few inches to avoid floodwater and work has started on installing a bench on the grass area next to the lock. Future access to the culverts will be via new steps, which have been carved out of the steep bank, adjacent to the aqueduct. The viewing platform, nearby, has had the invasive ivy removed, whilst on the opposite bank an overhanging willow was cut back to improve the view.

In the pit next to the waterwheel, weed-covered soil was removed, and the whole area was given a make-over, being finished off with brick paving. A new notice-board has been installed near Winston's Bridge. Throughout this period the good weather has allowed grass cutting and strimming to take place on time. In October, the first two weeks were devoted to tidying up and a trailer was removed to Tickners. The rest of the month has seen us assisting in the reconstruction of Brewhurst Lock, making concrete blocks, concrete steps and installing safety rails.

THE KEITH NICHOLS GROUP

Contact Keith on 01403 753882

MEETS: Certain days during the winter months.

Preparations for this winter's hedge laying between Brewhurst Lock and Brewhurst Bridge started with a very, very wet day's coppicing in Devils Hole. Approximately 100 stakes and 225 binders were cut, about another 550 stakes and 425 binders are needed to complete this winter's target. More coppicing is planned for mid/late November in Sidney Wood with the help of the MWWP. Newcomers with an interest in learning hedge laying skills are welcome to join the team, training is provided by Keith.

MAINTENANCE SESSIONS AT TICKNER'S HEATH DEPOT

Contact: Colin Gibbs on 020 8241 7736

MEETS: Most Tuesday mornings.

Welcome to Stuart Savage who has recently joined the team at Tickner's, bringing skills that our old engines, pumps etc are really going to appreciate. With a little encouragement and the odd new part, our elderly equipment will soon be as good as new. We'd be pleased to see anyone with an engineering or mechanical background willing to join the Tickner's maintenance team in helping to keep WACT's plant and equipment in good working order.

VISITING GROUPS

Contact: Bill Nicholson on 01844 343369 for details of weekend working parties with accommodation

Our "Dig Deep" work has continued at Brewhurst Lock since the end of the three week summer camps. At that time the new top cill had been cast, the upper end walls had been substantially erected and the new copings about half completed. As I write (28/10/06), visiting groups have held a further 4 weekend digs. During September London WRG and WRG BITM completed work on the new paddle holes as well as the backing blocks ready for the "sandwich" to be filled with ready mixed concrete. Work also continued on the

chamber wall coping slabs and the more complicated sloping concrete frames for the new steps down from the higher bottom gate platforms. The Winston Harwood Group then helped out with mid-week ready mix pours.

The first weekend in October saw a combined NWPG/WACT Summer Camp re-union team assault on the site. Three of the more complex copings over the paddle holes were cast, the back pump pipe laid (thanks to Rob Taylor for digging the trench), the footbridge moved to the end of the lock, strengthening works completed to the bottom gates, an overflow slot in the offside gate cut and the completion of the chamber wall ladder recesses. LWRG followed two weeks later and although seriously hampered by atrocious weather on the Sunday, completed the final paddle hole coping and set up the shuttering around the top of the upper quoins ready to pour copings next time. Work continued on the steps.

Of course by the time this is published we're hoping that ZK will be making its first trips through the modified lock! There is much to do with only five working days to do it. I am confident that the combined resources of WACT and visiting group volunteers will meet the target. Looking ahead, we have three weekends planned in January and early February to complete the non navigation tasks at the lock. After that we will be carrying out smaller tasks along the canal pending completion of that bridge!

Future dates:	Jan 6/7	Newbury Working Party (NWPG)
	Jan 13/14	Kent & East Sussex (KESCRG)
	Feb 10/11	KESCRG

We would welcome WACT members to join us for either the day or the weekend. We provide food and accommodation for a small charge and offer a wide range of work. Please call me or e-mail the WACT office (office@weyandarun.co.uk) if you are interested.

Christmas Teaser 2006 – Name the Twins!

The story goes that Zachariah Keppel had six children, each born in a different month. Throughout each year their birthdays occurred in the following order:-

Adam, Beatrice, Cain, David, Ebenezer and Fatima

Adam and one of his siblings were born on the same date of the month and each year their birthdays fell on the same day of the week.

Similarly, Beatrice was born on a different date of the month and one of her siblings was born on the same date of the month. Each year both their birthdays fell on the same day of the week.

Again, David and one of his siblings were both born on yet another date of the month and again each year both their birthdays fell on the same day of the week.

If two of the children were twins, what were their names and what was the date of David's birthday?

A prize for the first correct solution opened on January 13 2007. Post your solution to Brian Crossley at 17 The Avenue, Brockham, Surrey, RH3 7EN (Tel. No. 01737 843192). Please mark the envelope 'Christmas Teaser 2006' and enclose a £2 donation to the Trust (also a SAE if you would like a copy of the solution with detailed logical reasoning!). If you can't solve it (or just can't be bothered!) and would like a copy of the solution and reasoning, then send a SAE to Brian with a £2 donation in an envelope marked 'Christmas Teaser 2006 Solution Required' Please make your cheque payable to the Wey & Arun Canal Trust so that Gift Aid may be gained if appropriate.

WHY DO I DO CANAL?

It is now two years since I was asked to undertake the role of Restoration Manager and I need to ask why I accepted! At times it is so stressful that my family say I could do without it at my tender age, after 45 years in the international and domestic construction industry! Not a “9 to 5” industry on the construction side, as Eric will tell you in building the B2133 Crossing!!

Twice a month, I walk with 10/12 retired gentlemen and we enjoy some of the most beautiful countryside of the country here in Surrey & Sussex. So, maybe by having some input to restoring the Wey & Arun Canal, I can hope that many more in years to come will walk, cycle, boat, bird watch and more along the linear park we are creating from what was a derelict commercial enterprise. Furthermore, we will leave something behind for our grandchildren! No longer do I have to go to foreign parts with day temperatures of 45° plus to build for other countries!! I can walk from my home to the starting point of the Wey!

When we stop at midday on a working party it is good to just keep our eyes open for birds and small animals as well as the colours of the changing seasons - particularly now in autumn. What a blaze of colour to feast on. It is good enough just to know that we are making a contribution to the increased biodiversity, albeit individually small, for everyone to enjoy. One day last year I took a canal “buff” for an extensive walk along the Canal and he said it is undoubtedly one of the most beautiful footprints he had seen. He was not just saying, it he meant it!

I have found my role most rewarding. Whether in the field on a Working Party, meeting Team Leaders along the Canal to discuss future work, liaising with a landowners for permission to clear the Canal on their land or obtaining permission to fence the extremities of a lease for the future Canal footprint or the towpath. However, as a builder consuming funds, it is some times a challenge to persuade a reluctant Treasurer (and the CoM) to release money for a specific urgent requirement when there are so many other demands on the limited funds available. It is often a higher challenge, however, persuading a reluctant CoM to see my vision of what is needed. As it is said “it goes with the territory”. Not a problem, just a matter of taking a longer view!

Without a massive injection of funds, it is unlikely that we shall open the full length of the canal and discover the “Lost Route to the Sea”, in our (current retirees) lifetime. We build for our grandchildren's generation and later.

I still have my sights on 2016 to have two or three more sections available for boating, cycling and walking for the 200th anniversary of the Junction Canal's opening. These would be The Bramley Link, much of the Summit, south of Lordings and an extension of the current operational section to Southland Lock,

It is a hefty chunk of Restoration: needing a hefty chunk of vision and faith in the future, with the need for Members' volunteer input, not to mention funding.

So, I do not regret getting involved but maybe some may regret inviting me!! But still!! It is a challenge and a fun pastime, working with such a delightful bunch of enthusiasts in the open and enjoying team working. Sitting having lunch on a Working Party, ribbing certain ones (who are not too sensitive) and the general banter of fellowship together is a delightful way of spending a day. Having said that, much of my time is in my office and not in the open!!!

It is down to us to make it happen. Together, we are building something very beautiful and special, as it will enhance the local environment for us all to enjoy with others coming down the waterways system. Yes, it is really great to be involved; especially now I can see some light in the tunnel. Believe you me, a year ago I wondered why I'd got involved. Having persevered now I have hope and faith in the future. Having the Strategic Completion Report, it confirms we are on the right lines. We just trust that the funding agencies will agree and help.

We joined the Trust to see this Canal restored. So, we must be up to doing it. We all have skills that can make a contribution and these may need developing to complete the task. Without the volunteers we would be nowhere. Thanks to them for the two years, especially the clearing, restoring, fencing with hedging and building the B2133 Crossing.

Let us never forget, it is for our grandchildren's generation and more. Seeing the pleasure of the children on the Santa and Easter Cruises makes it all well worthwhile, even battling for funds to pay for pre-construction services to restore. Costs that no one can see but which are vital to make it all happen.

That is why I do Canal: I have been given the opportunity to use my experience in civil engineering, leave something behind for my grandchildren, enjoy my retirement doing something very absorbing, good and close to my home without having to travel to the far flung parts of the world to do my civil engineering.

Can you give me a better reason?

Turlough Bamber

Dear Tim

I thought I should make some comment on Tony Pratt's interesting letter in the last edition of Wey-South. We did try something similar to his idea in the early days of the Company. Our brief was to cover the pumping and abstraction licence costs. After a while the Trust felt that the method was too cumbersome, given that flexibility with money was needed.

We then developed the present method, which is, to pass over surplus profit as early as possible. This has proved to be very helpful to the Trust and, as far as I know, they would not wish to alter this arrangement.

I should also point out that, as the Company is a customer of the canal, the suggestion would sit better with a Navigation Authority, when such a body is formed.

Yours sincerely, D.J.Miller
Chairman, W&A Enterprises

Dear Tim,

I'm sure I speak for dozens of volunteers, who've toiled and sweated in the heat as well as the cold over 16 years, clearing obstructions from the canal between Compasses Bridge and the Tickner's Heath road crossing. It was only after reading Sally's comment in the last Wey-South that I thought about what we had actually accomplished.

I now list all the jobs we didn't do, as the canal here has "lain largely untouched for decades".

(Colin then goes on to list at length 12 years of jobs, with gaps only in 1996, 2004 and 2005, making it very clear that this section of the canal has not been untouched! Space precludes the publication of the list but it is here to be seen by anyone who wants to – Ed)

This section has been synonymous with the MWWP (Mid-Week Working Party). I've spent more days here than I care to remember. Dear old Peter Sterling, who is sadly no longer with us, had other ideas. It was he who organised the purchase of my gravestone – they call it a milepost. WEY 8½ ARUN 14½. It was while we were putting up the fence that I saw Winston and Peter Wilding concreting the stone into the ground. I thought, who on earth would want to purchase a milestone in such an inaccessible place? I've not seen it for 3 years but Brian and Jean Crossley assure me it's in good shape. They clean all the milestones on a regular basis. Not a lot of people know that.

I think you got it wrong Sally! I'm sure that John Wood would be able to add some additional information on this section of canal. John is preparing a book on the history of the restoration. Can't wait! *(I can't wait either, hurry up John! - Ed)*

Colin Gibbs
