

A scenic view of a canal with a bridge in the distance, surrounded by trees and a blue sky. The canal is filled with water, and the bridge is visible in the background. The trees are mostly bare, suggesting a late autumn or winter setting. The sky is a clear, pale blue.

WEY-SOUTH

Quarterly Magazine of the
Wey & Arun Canal Trust

Issue 178 March/April/ May 2017



Above: Christmas Day in Hunt Nature Park – Sally Schupke, Julian Morgan and Mike Hobbs enjoy a seasonal drink during a break in work to extend the osier bed and dispose of waste wood from forestry operations. In mid-January, the temporary works compound next to the A281 was dismantled.

Below: Not the most glamorous item on the Trust's equipment register, but a useful investment – a second-hand 'sanitary facility' now installed in the work compound at Compasses and scheduled to move to other sites in the future.



Contents

4	Annual Meeting at Cranleigh <i>Why not make a day of it?</i>
6	The Outlook for 2017
8	Harsfold Bridge <i>On the Poddle route and restoration radar</i>
9	The 2017 Poddle <i>Taking in a large section of the southern canal</i>
12	New 'Nicholsons' features our canal
14	2016 Santa Cruises
15	Gennets Bridge Lock
16	Martlet Kayak Club at Loxwood
19	JB Dashwood and the Spithead Review
20	Compasses Bridge <i>Do you know your wing walls from your training walls?</i>
22	Winter maintenance at Brewhurst Lock
23	Working Party Roundup <i>All the latest from our frontline teams</i>



Loxwood Office Mon-Fri 9.30am-1.30pm
 01403 752403 (office@weyandarun.co.uk)
 The Granary, Fritchfold Farm, Vicarage Hill,
 Loxwood, Billingshurst RH14 0RH

Shalford (Northern) Office (Administration, Accounts and Publicity). Visitors by appointment only.
 01483 505566 (support@weyandarun.co.uk)
 Bridge End, Somerswey, Shalford, Guildford GU4 8EQ

Wey-South team: Sue Batey (proofreader), David Jessop (proofreader), Julian Morgan, Rob Searle, Bill Thomson (Working Party Roundup)

Trust website:
www.weyandarun.co.uk
Facebook: [weyandaruncanal](https://www.facebook.com/weyandaruncanal)
Twitter: @weyandarun

Front cover: South of Brewhurst Lock during maintenance work in January. Lowering the canal level below the lock produced some dramatic sounds as the ice cracked.

Notice of 2017 Annual General Meeting

The 44th Annual General Meeting of the Wey & Arun Canal Trust Limited will take place at Cranleigh Village Hall, Village Way, Cranleigh GU6 8AF on Saturday 29th April 2017 at 2.30pm.

The agenda will be as follows:

1. Apologies for absence [see note 1 below].
2. To receive and adopt the Minutes of the Annual General Meeting held on 23rd April 2016 [see note 2 below].
3. To receive the Chairman's Report.
4. To adopt the Accounts and Balance Sheet for the year ended 31st December 2016, together with the Directors' and Independent Examiner's Reports [see note 3 below].
5. To appoint the Independent Examiners for 2017 and to authorise the Council of Management to determine their remuneration.
6. Election of Directors:-
 - a. Margaret Darvill, Tony Ford, Alan Johnson and John Talbot retire in accordance with section 42 of the Trust's Articles of Association and are eligible for re-election.
 - b. Candidates nominated in accordance with section 45 of the Trust's Articles of Association [see note 4 below].
7. To receive a Report from the Chairman of W&A Enterprises Ltd.
8. To transact any other business proper to an Annual General Meeting.
9. Date of next meeting.

Tony Tyrrell (Honorary Secretary)
sec@weyandarun.co.uk, 01483 279767,
27 Summerlands, Cranleigh, Surrey GU6 7BP

Notes:

1. Apologies for absence should be supplied to the Hon. Sec before the start of the meeting.

2. Copies of the previous Minutes will be available at the meeting; if you would like a copy in advance, please contact the Hon. Sec.
3. Copies of the Report and Accounts will be available at the meeting; if you would like a copy in advance, please contact the Northern Office.
4. The Trust warmly welcomes new candidates for election as Directors. The formal requirements are:
 - a. A paid-up member of the Trust must propose your election in writing (and you must agree to the proposal).
 - b. The proposal must reach the Hon. Sec at least 14 days before the meeting – that is, by 15th April 2017 (the Secretary has a proposal form, although you are not obliged to use it).

Make a day of it

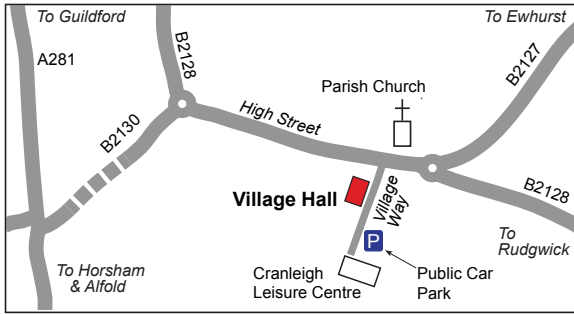
We like to keep our formal meetings to a minimum but offer you the opportunity of a full day's entertainment, if you so wish.

On the morning of the meeting you have the choice of two events:

1. The *Two Bridges* Walk, led by Technical Liaison Officer Alan Johnson, starting from the centre of Cranleigh and exploring the sites of Whitley Manor Railway Bridge and an iron swingbridge on the canal.



The iron swingbridge. (Julian Nowell)



2. The *Summit Saunter*, a short walk between Compasses Bridge and Tickner's Heath, led by Project Manager Tony Ford. Along the way there will be a visit to the site of the Sydney Thruscott Slipway.

Full details of the arrangements for the morning are enclosed with this issue of *Wey-South*.

After the business meeting, there will be a refreshment break, when you will have the opportunity to talk to Directors and Project Managers and view displays of current and future work.

The programme will then finish with:

1. A showing of extracts from the video of the October 2016 Bicentenary Celebrations.
2. An update on Summit Level progress and plans from Tony Ford.
3. A showing of an aerial video of the Lordings area, with a commentary about options for restoration.
4. Presentation of the Jack King and John East Cups to volunteers who have made exceptional contributions.

We expect to finish by 5pm at the latest.

Cranleigh Village Hall

The Village Hall is in Village Way, which is just south of the High Street. If you are coming from the Guildford/Elmbridge/Shamley Green direction, Village Way is the turning on the right immediately after you pass the post office (which is on the left). If you are coming from the Ewhurst/Rudgwick direction, Village Way is the turning on the left just after you pass the Health Centre and Library (also on your left). The Village Hall has no parking of its own but there is a large public car park (Pay & Display) in Village Way, just beyond the Village Hall.

Cranleigh has frequent bus services from Guildford and Horsham.

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.

All communications and copy either by post to:

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

Or email to:

weysouth@weyandarun.co.uk

Address changes, non-delivery, etc:

please notify the Membership Secretary at the address above or email to:
membership@weyandarun.co.uk

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

© 2017 The Wey & Arun Canal Trust Ltd

Wey-South is normally published in the 2nd week of March, June, September and December. Please submit copy by the end of January, April, July and October.

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 178

March/April/May 2017

The Outlook for 2017

In 2017 we hope to complete some medium-scale projects and prepare for some larger ones. The financial picture is fairly good for the 2017 programme, but almost none of the work we plan for 2018 is funded yet. This situation is normal for the Trust. It is good news if we have several 'shovel-ready' projects waiting for funding; it's usually possible to slow projects down but speeding them up is much harder. Preparation work takes a certain minimum amount of time, for planning permission, surveys, approvals and land negotiations. It's bad news if the preparation pipeline starts to run empty.

Below is a summary of what we hope to do in 2017 (from north to south): This summary list doesn't include some activities where preparation work has only just started.

In 2016 we spent around £175,000 more than we received (good news), but our reserves are now running low and in 2017 we would really like to build them up, ready for spending next year.

Gun's Mouth Island



Gun's Mouth Island is in the centre of the picture (Feb 2013). On the left is the first section of the Wey & Arun Canal, still in use for moorings. On the right is the narrow cut that forms the third side of the roughly triangular island. In the distance, a WRG Forestry team is at work on the island.

2017 aim: obtain planning permission and carry out work on the river channel past Gun's Mouth Island in Shalford (the most northerly

section of the canal). This work is largely funded; it has been held up for some time by complex ecological considerations.

Bramley Link Phase 1

2017 aim: Obtain planning permission for the first phase of a new canal route from the A281 to Gosden Aqueduct in Shalford/Bramley. The preparatory work is funded; none of the construction work is funded.



Tannery Lane Canal Bridge, with the bridge across the former Guildford-Horsham railway on the left. A new canal route under Tannery Lane is part of Bramley Link phase 1.

Summit Desilting

2017 aim: Start work on a desilting programme to restore the whole canal section



2nd October 2016: Richard Emsley finds that through navigation from Tickner's Heath to Compasses is not yet possible.

between the A281 at Fast Bridge and Tickner's Heath to navigable depth. This work will need us to obtain suitable equipment. Only limited funding is currently available.

Compasses Bridge

2017 aim: Complete remaining work, including landscaping, on the Compasses Bridge site. This work is funded.



21st January 2017: Landscaping work in progress - Compasses Bridge is in the right-hand background.

Sydney Thruscutt Slipway

2017 aim: Finish construction of the Sydney Thruscutt Slipway (around ½ mile south/west of Compasses Bridge). This work is funded.



Construction work is in progress on the slipway during the WACT Summer Camp in July 2016. (Adam Morris)

Tickner's Heath Crossing

2017 aim: Obtain all necessary approvals and complete site preparation for a new canal crossing at Tickner's Heath. The preparation



March 2015: Just behind the digger, the canal at Tickner's Heath is blocked by the Alfold-Dunsfold road.

work is largely funded. Optimistically, all permissions could be available for contractor work to start in early 2018, but currently we do not have funding for this.

Gennets Bridge Lock

2017 aim: Finish construction of Gennets Bridge Lock. The remaining construction work



August 2015: Contractors are pouring concrete to form the base of the new Gennets Bridge Lock.

(by volunteers) is largely funded. 'Navigation' work (such as lock gates) will not go ahead in 2017 since we do not expect the lock to be accessible by water this year.

Harsfold Bridge

2017 aim: Obtain all necessary approvals to allow work to start on a new canal bridge (replacing a causeway on a farm track) at Harsfold near Wisborough Green. There is only limited funding available for this work.

Harsfold and around

Many members will not be familiar with the Harsfold site, which is quite isolated in the deeply rural Upper Arun valley. Harsfold Bridge has something in common with Compasses Bridge further north; it is the only significant blockage on a long section of canal.

Harsfold is south of Lordings, where Winston Harwood's group spent many years creating a showpiece site. In the Lordings area, our greatest engineering challenge is to find a way of crossing the River Arun (a new cut created across the canal route after the canal closed). The canal between Lordings and Harsfold, although currently overgrown, has been desilted and made navigable by small boats.

South of Harsfold the next bridge is Haybarn, where the Trust installed a second-hand swing bridge in 2005. Significant work will be needed to restore navigation between Harsfold and Haybarn, probably including bank reinforcement where the canal runs close to the River Arun.

Beyond Harsfold is Lee Farm Bridge, a small farm crossing that will need replacement, then Lee Farm Lock, where the Trust rebuilt the lock chamber in the 1990s.

The distance between Lordings and Lee Farm Lock is about 3km (1¾ miles).



The site of Harsfold Bridge (on the route of this year's Puddle) is hard to photograph because of strong vegetation growth. The pictures above are all from a similar viewpoint, looking south.

Top: In 2003, members of Winston Harwood's group install a weir just north of the bridge site. The bridge was in line with the gate and fence.

Middle: The completed weir.

Bottom: In 2006, two unidentified canoeists have reached the weir during a Small Boats Event.

The 2017 Poddle

This year's Poddle (sponsored walk) is on Sunday June 4th and starts at Ingfield Manor School, Five Oaks, just off the A29 north of Billingshurst. The walk is just under 12 miles and takes in some of the canal. It will be a relatively flat walk and should be fine for most people although not pushchairs or wheelchair users.

The walk goes through woodland and fields until it comes to the canal by Loves Bridge, then passes Rowner Lock to arrive at Newbridge. We follow the canal past Lordings to Harsfold Bridge and then make our way to Wisborough Green Scout Hut for lunch. After lunch we head northwards to Malham Lock and then eastwards through woodland back to the school for a cup of tea and cakes. You are very welcome to join the walk at lunchtime if you feel that the whole walk is too long.

The route is an opportunity to explore some less well-known sections of the canal where Trust volunteers have previously carried out extensive work. Rowner Lock was the site of the first volunteer working party on the Wey & Arun Canal and later saw the first boat (a small dinghy) to pass through a restored lock. Volunteers also restored the structure of Malham Lock. On the Lordings site, Winston Harwood's group rescued an aqueduct and two locks from dereliction and rebuilt a bridge.

More information about the Poddle and a sponsor form are enclosed with this issue of *Wey-South*. If you don't feel up to walking then there are many opportunities to help out in less strenuous ways; please get in touch.

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



On December 8th, the Canal Completion Steering Group (CCSG) met at Shalford. Trust representatives gave visitors an update on key projects, including the latest Bramley Link Phase 1 plans and Summit Level developments. From left to right along the canal bank: Les Etheridge (National Chairman, Inland Waterways Association), Philip Oliver (WACT Bramley Link Manager), Kevin East (Waterways and Environment Manager, British Canoeing), Jason Leach (Enterprise and Restoration Team Manager, Canal & River Trust), Tony Ford (WACT Summit Level Project Manager), Ian Burton (WACT Conservation Advisor), Tony Tyrrell (WACT Hon. Secretary), Cllr John Bailey (Horsham District Council).



The Waterway Recovery Group Forestry team kindly gave us a weekend on 10/11th December to continue tree maintenance work in the Hunt Nature Park at Shalford. Above and below: A fallen tree in the Cranleigh Waters would risk causing a blockage in a flood; the group efficiently removed it. This type of job is too difficult for our in-house teams and would be expensive if we had to use contractors.





The Trust has a fruitful partnership with British Canoeing (BCU), whose members enjoy free of charge access to the Loxwood section of the canal (visitors should notify the Canal Centre or the Loxwood Office). In 2016 BCU gave us a grant towards improving canoe facilities on the canal. In a project supervised by Brian King (who also took the pictures), the first two canoe landing stages were installed in early December. The design, approved by BCU, uses Gripdeck non-slip boarding. Above: At Drungewick Lock. Below: Next to Drungewick Lane slipways.



New 'Nicholsons' features our canal

A new edition of Book 7 in the Collins Nicholson Waterways Guide series (*River Thames & the Southern Waterways*) will be available by the time you read this. For the first time, the guide features the whole length of the Wey & Arun Canal, thanks to a long visit from author and photographer Jonathan Mosse in May 2016. The excellent maps, based on the Ordnance Survey Pathfinder (1:25000) series, highlight the canal and rivers. They also clearly show our long-distance footpath, the Wey-South Path, plus shops, pubs and visitor attractions.

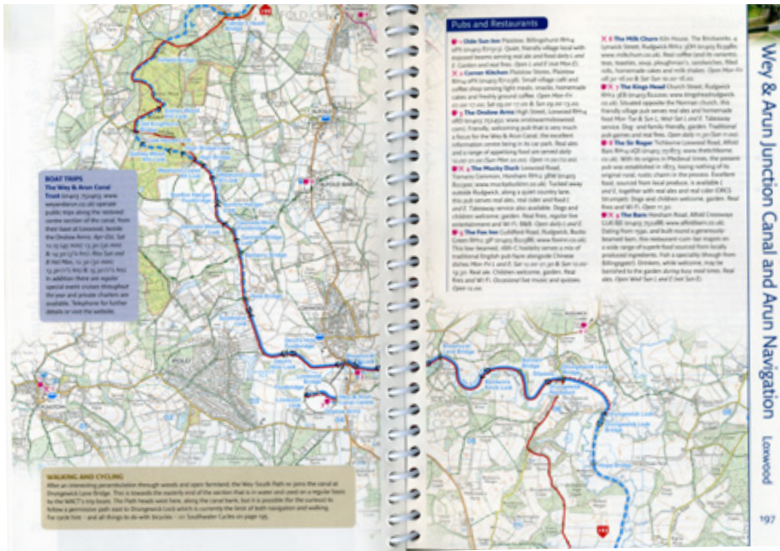
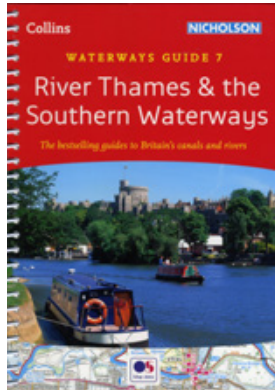
From South Stoke on the River Arun to Gun's Mouth on the River Wey, the guide gives a generous 16 pages to the Wey & Arun Canal and the Arun Navigation. The whole navigable length of the River Wey and River Thames is included as well. The maps show the sites of all locks and bridges and mention most of the canal highlights. However, this is not primarily a

guide to the canal itself, which is well covered in our own *Wey-South Path* guide, *Guide to Restoration Progress* and *Visiting the Wey & Arun Canal*. In none of those, though, will you read about the Ancient Order of Froth Blowers (Fittleworth), the discovery of *Polacanthus rudgwickensis* (Rudgwick) or the opening times of Cranleigh Leisure Centre. One small disappointment is that there was not enough space for more photographs of our canal; the only one shows *Zachariah Keppel* in Loxwood Lock.

Trust members Julian Cheek and Julian Morgan helped to show Jonathan over the route, answered his questions and proofread his draft copy, so they at least share the blame for any mistakes. We are very grateful to Jonathan for his painstaking work and to Collins

Nicholson for their decision to put us on the definitive map of the British waterways.

The new guide is A5-sized, spiral-bound and priced at £16.99.



Images on this page are copyright © HarperCollins Publishers Ltd 2017 and reproduced with their kind permission.



We recently came across the top picture showing an unidentified lad in a dangerous pose at Pallingham Bridge in 1973 (copyright Dr N Clifton and licensed for reuse under Creative Commons Licence).

The middle picture (archive image) shows Canal Trust volunteers during the 1975 restoration of the bridge, which had been threatened with demolition (Roger Dunbar).

The bottom picture shows the bridge during the 2016 Bicentenary celebrations.



Some of the Santa Cruises team on December 11th: Barrie Maddock, Daphne Mitchell, Richard Box, Jonathan Mitchell, Karen Brent, Wendy Hill, Ian Fraser, Mark Wellesley-Wood, Mary Bacon, Rod Smith, John Thompson. (Pictures by Julian Morgan and Dave Verrall)

Gennets Bridge Lock



***Above left: Teamwork needed to remove the centering from underneath the lock bridge.
Above right: The brickwork is rising towards the top of the lock walls.
Below: Looking towards the north end of the lock. (Geoff Thomas)***



**Martlet
Kayak Club at
Loxwood**





We are always delighted to see responsible canoeists using the Loxwood section of the canal. The Martlet Kayak Club is based at Brighton Beach and chose the canal for their 2016 Christmas Paddle on December 11th, also the first day of Santa Cruises. We are grateful to the club for making their water-level pictures available to us. Above: under Brewhurst Bridge. Below: Following Wiggonholt down the canal. (Picture by Dave Verrall)





The 'temporary' works compound has been next to the A281 Horsham Road in Shalford, most of the time since 2013. It was put there to store materials and plant, first for the riverside path, then for the Hunt Nature Park Viewing Platform.

By late 2016 the compound was mainly full of wood, some useable as firewood, some not. Starting at Christmas, the Hunt Nature Park Working Party reduced the wood pile to a minimum and over the weekend of 14/15th January the Northern Working Party removed the compound fencing.

*Top picture: London WRG in August 2014.
Centre: Checking a possible site for a future Visitor Centre in October 2014. Bottom: Work in progress to empty the compound in January 2017.*





It seemed a shame to use the old balance beams from Baldwin's Knob Lock for firewood. Richard Bracey has skilfully converted the spare oak into a range of limited-edition items, including bowls, pens and table lamps. If you are interested in purchasing any of these (in aid of Canal Trust funds), please visit or contact the Loxwood Canal Centre (01403 753999).

Jarrett Bacon Dashwood and the 1867 Spithead Review - 150 years on

On 8th July 1867, JB Dashwood set out from Weybridge on the journey to Portsmouth recorded in his book *The Thames to the Solent* and revisited in the DVD *The Lost Way to the Sea* in 2002.

We now know that Mr Dashwood was the Principal of West House School in Essendon, Hertfordshire, when he made his journey. One of five brothers, he was 35 and had just married Maria Geere, who went with him in the Una boat *Caprice*. Maria long outlived him and was 105 years old when she died in 1935. JB Dashwood was said to be a descendant of Lord (Francis) Bacon, explaining his second name.

The review of the Fleet was held in honour of the Sultan of Turkey and his Viceroy of Egypt, and the Sultan was awarded the Order of the Garter by Queen Victoria on the quarterdeck of the Royal Yacht, presumably to recognise an important ally. The actual occasion was a disappointment to spectators on the shore as a storm reduced visibility. The planned manoeuvre where two lines of ships were to up-anchor and proceed against each other was cancelled as too hazardous and likely to result in collisions. The whole exercise was delayed as the Viceroy used

the London, Brighton & South Coast Railway (LBSCR) which arrived at a different station from the Sultan, to the confusion of the welcoming party of local dignitaries!

The failure to achieve the promised spectacle gave rise to a question in Parliament that revealed the practical difficulties of getting anchors up in high winds with ships still carrying the enormous windage of masts and rigging despite being steam-powered. A visit to *Warrior* at Portsmouth will attest to the background of this remark; she was one of the more powerful and easily handled of the Fleet at the time. Many were still fully rigged like *Victory* and with relatively small engines.

The same storm may have been the reason for Dashwood abandoning his own onward voyage to Christchurch from the Solent. From my own experience, the area around and beyond Hurst Castle can be a daunting prospect for small craft when the wind rises!

Tony Pratt

We are planning to mark the anniversary of Dashwood's journey on 8th July - details later. Dashwood's book and the DVD mentioned in Tony's piece are on sale at the Loxwood Canal Centre.



Technical Features of Compasses Bridge

Member Robin Carr has asked us: Would it be possible to publish a diagrammatic plan showing technical features of Compasses Bridge to enlighten those like myself who are not technically minded such as the “training walls” with a note as to why they are so named and the reason for extending the north training wall by 12 metres?

At Loxwood the new road bridge necessitated reducing the water level (and therefore the level of the base of the canal). Presumably we encountered no such problem at Compasses Bridge?

We asked Project Manager and bridge engineer Tony Ford to explain. This recent photo (above) of the southern side of Compasses bridge shows the principal elements of the structure.

The **abutments** are the vertical walls that form the sides of the canal through the bridge opening. The abutments support the bridge deck.

The **bridge deck** is the flat slab that carries the road and footway surfaces. At Compasses the deck is made of concrete. The sides of the deck

are exposed as an architectural feature and in turn support the parapets.

The **parapets** are the fences which protect the edges of the road and footway – in simple terms to stop people and vehicles falling into the canal! At Compasses the parapets are made of hardwood timber with the vertical posts fixed directly to the side of the bridge deck.

The **wing walls** are vertical walls which support the road and footway and which gradually taper to nothing as the **earth slopes** rise up from canal level to road level. At Compasses, the wing walls are made of concrete and then clad with brickwork to form an architectural feature.

Away from the bridge the canal is about 10m wide. At the bridge, the canal narrows to 4.5m. The canal is gradually “trained” (or narrowed) from 10m to 4.5m by the **training walls**. These vertical walls also provide support to the earth slopes which rise up from canal level to road level.

The function of the training walls is neatly summarised in the schedule to Zachariah Keppell’s original contract with the Wey & Arun Junction Canal Company as “*The width on the*

surface of the water to be thirty-three feet and the slopes to be eighteen inches horizontally to a foot perpendicularly but where the bridges are built the cuts are to be contracted to a twelve foot bottom and gradually increased to the full width at the distance of forty yards from the bridges."

At Compasses, we have done rather better than 40 yards (36.6m) as our training walls on the south side bring the canal to its full width about 9.5m from the bridge. On the north side,

canal without altering water levels, because the canal is in a cutting at this point. At other locations there is a problem because the original bridges were usually hump-backed. Building new hump-backed bridges on busy roads is out of the question nowadays for safety reasons. Lowering the canal is a possible approach, but not always an easy one because it can mean changing the position and depth of locks, as we did at Loxwood.



Above: The north-west training wall in October 2016. (Peter Jewell)
Below: February 2017 - visiting volunteers from London WRG working on the brick copings for the north-west training wall.

however, the training walls are much longer. On the north-east (pub) side of the bridge the training wall is lengthened to support the public viewing area that we are creating next to the canal.

On the north-west (Dunsfold Park) side the training wall is lengthened to support the gently sloping footpath that we are constructing in order to regain public access to our landing stage.

At Compasses we were lucky that the road level allowed us enough headroom for the



Ice breaking and maintenance at Brewhurst Lock



On two cold weekends in January, small working parties led by Kevin Baker carried out various maintenance tasks at Brewhurst Lock. Above left: Kevin with a new safety grille installed on one of the top gate water inlets. Above right: The stop planks are in place at the top end of the lock. Below: Pumping out water to enable access to the grilles.



Working Party Roundup

Canal restoration isn't all clearing brambles, digging holes and mixing concrete, although such work keeps several working parties happily occupied throughout the year. Admittedly, it is this physical work that we tend to concentrate on in these regular pages.

Enabling the restoration to progress involves far more than the work described here. So let us pay tribute to those who raise the money to pay for it. That's not just for building materials, tools and equipment but all the on-site extras needed to ensure our workers are safe and otherwise well catered for. Not forgetting, either, paying the contractors we need to bring in to tackle the more specialised tasks. Our money comes from many sources – boat trips, sales, applying for grants, seeking donations and taking advantage of the various match-funding schemes that are out there,

delivery of materials and equipment, build compounds and site huts – the list is endless. Add to that the need to ensure that the line of the canal is preserved, which means close liaison with local and national authorities – including finding new routes in the few places where the original route has been lost, or where restoration is too challenging for even our volunteers.

We have mentioned our visiting groups before, and will remind ourselves again of the support they give. We may well have the largest number of voluntary working parties and individuals of any of the current canal restorations – has anybody counted? – but outside help is vital if we are to maintain our impressive progress.

So, although these pages and *Working Party News* only really describe the work at the



The group picture at the Navvies' Lunch at Foxbridge Golf Club on February 1st. (Janet Phillips)

the list goes on. For every successful funding application there are several that do not bear fruit – all, successful or not, involve a lot of work that few people see. And there are those who give generously themselves, either through gifts or through legacies.

The work doesn't just happen, either. It has to be planned. Designing bridges and drawing up material specifications is just one, albeit vital, part of that. There are all the negotiations behind the scenes in getting permission to work in the various places, gain access for

sharp end of things, don't forget that, like an iceberg, there is even more out of sight. Having mentioned *Working Party News*, this monthly newsletter is available to anybody, either on the Trust's website or by email (send a request to subscribe to WPN to listadmin@weyandarun.co.uk). For those wise souls who avoid technology, you can get paper copies by sending a supply of stamped addressed envelopes to the Loxwood office. I don't doubt that there is even more happening on the ground than appears here or in *Working Party*

News, so if you are feeling left out, please send a report – we'd be happy to include it.

Bill Thomson

Midweek Working Party

MWWP ended 2016 working at Haybarn, completing clearing the towpath side of the canal on the non-public bridleway as far as the causeway and half clearing up as far as Lee Farm Lock. It now looks like a canal, albeit one with very little water in it. Relatively good weather meant the numbers attending remained high – often in the high twenties. Also, people enjoy working there because it is away from traffic and aeroplanes. The only problem is the potholes down to the site. Disposal of the waste material kept us all warm when it has been cold.

2017 began with some finishing off at Haybarn and Lee Farm Lock. The group then moved to the northern end of the canal, namely to the Hunt Nature Park, clearing willows and alders in preparation for creation of the boardwalk and wetland area. Large numbers of trees which had already fallen have been cleared and the area is now looking much better, although there is still much to do.

February began with the annual Navvies' Lunch, which was a great success. We wish to thank Di Miles who organised it. 47 people,

mostly MWWP members but some partners plus people from other groups, sat down for a delicious meal at Foxbridge Golf Club. We enjoyed drinks and a chance to mingle before sitting down to enjoy the meal. MWWP members were very pleased to see that it was horrid weather outside and were not thinking they could be doing some exercise.

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

Hedgelaying Group

The group meets mainly on Tuesdays for hedgelaying, clearance and coppicing. Keith Nichols writes: We were coppicing on a WACT member's land from the end of September 2016 to early January 2017. As we were taking material from there, I thought it would be rude not to do some hedgelaying, with his coppice material, at the site.

On 2nd January and 19th January I heeled in a total of 580 saplings at Gennets Bridge Lock. The Group moved to near High Bridge, Rosemary Lane, Alfold, in early January. The target here is to lay about 450 yards of hedge. We don't have enough stakes and binders for the whole length so we shall probably be coppicing again in a month or two.

Many more spuds will be baked, and bacon, eggs and sausages cooked, on our brushwood- burning bonfires.

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

Thursday and Sunday Group

Construction work at Gennets Bridge Lock (GBL), like all construction work, can be constrained by the weather. Storm Angus went through early one Sunday morning in November, though a good day's work was then possible before the next storm came through that evening. Since then temperatures have dipped to -6° C (that's minus 6) and there has been occasional heavy rain.



Hedgelaying along the canal bank in the Alfold area. (Keith Nichols)

November saw some of the concreting and clay backfill of the bottom training walls. Bricklaying of the lock-facing bridge parapet continued up to the string course and a start was made on the downstream parapet. The string course shows on the outside of the bridge as bricks projecting out from the plain brick wall of the parapet and corresponds to the road surface on the inside of the parapets.

Also in November the back-pump pipe was laid in; this enabled the bridge ramps to be formed to join the brideways to the bridge arch. Under the ramps is compacted crushed concrete, then the steel reinforcing, and it is topped with a layer of concrete. The ramp concrete is extra thick around the edges, where it sits on the inner parapet wall. In December JJ Price and Geoff Thomas did extra days on the parapets to bring the bridge brickwork up to the string courses. By 22nd December both ramps, with their corresponding parapet walls and the top sill walls, were ready for concreting.

The weather was kind, and the last big concrete pour, consisting of some 29m³ (cubic metres, or 64 tonnes if you like) was done by midday.

Following the holidays, the next task was to break the ice and remove the shuttering, then backfill with clay behind the concrete walls just formed. With the intention of completing the offside wall first, installation of the shuttering for that side was started.

Using one of the cabins as a workshop, two sets of coping mould tools were made and then set up on the top of the lock. The adverse weather gave the impetus (nothing else to do) to remove the wooden centering from under the bridge. This was very heavy, so great care had to be taken, but working as a team, all parts came out relatively easily. With these out, the Acrow props required to do the copings and top sill walls became available.

When Sally Schupke visited at the end of January she commented on how dry

it was underfoot at the site. Well, the reason was that the ground was frozen. When it thaws, it's going to be very messy again, just as it was before Christmas.

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

Northern and Summit Working Party

Compasses Bridge is a project that keeps on giving – giving us more work! The opening ceremony last October seems a long time gone and we knew we hadn't finished the job. Our regular Saturday team (often working more than one Saturday a month) augmented by at least three visits from visiting weekend groups, have made steady progress often in less than comfortable weather conditions. To combat the latter, a wood-burning stove outside our site office has been in regular use burning up all the timber site waste. We also have a new (second hand) loo block with separate gents' and ladies' facilities. All this will be transferred to our next site and will ensure that we maintain up to date requirements for site welfare.

What about the work? The bricklaying on the long airfield training wall continues and may be finished by mid-March. Graham Hawkes has been the leader on this and manages to lay about two metres of coping per day with fair weather. It's a long process but it



Destined for the Burnsife - Andy Evans and the digger remove more of the dam from the north side of Compasses Bridge.



27th December 2016: An informal site conference outside the Compasses compound.

looks good and has set the standard for future bridge projects. We could have done something quicker and more cheaply but we have to show the public and others that we are creating something attractive that enhances the canal environment. On the pub side, a large concrete retaining wall next to the bridge was put up before Christmas and since then JJ Price has been plugging away with the brick facing (when not laying bricks at Gennets). Again this work is nearly finished.

Nearly every day between Boxing Day and New Year's Eve saw a team on site. We used a hired 10-ton dumper to take more of the dam away from the north side of the bridge – down to the Burns site as usual. This, of course, all makes a mess and I guess that more volunteer time has been spent sweeping the airfield road network than almost any other job on the project. Not that I wish to put off new volunteers from joining us as it is normally the management who do this exciting task! Much work was and has since been done in and around the main gate and security cabin. Footway kerbs positioned, concrete decks cast, post and rail and security fences erected, bollards installed and the old roadway removed. We have even spread some top soil to make part of the site look finished.

Dave has drawn up a (not so) short list of tasks leading to completion – still aimed for Easter which seems a feasible target. Jobs include completing the copings; an additional

retaining wall (smaller than the last one); backfilling behind the copings; installing the viewing steps; more bollards; and building a pedestrian ramp down from the bridge to the landing stage (built by NWPG some years ago) that is beginning to re-emerge from the mud. We are holding an “Open Working Week” between 13th and 18th March when volunteers can just turn up – a variety of work will be available. New volunteers or volunteers from other WACT teams would be very welcome to join us for as many or as few days as you can manage. The main task is to build the aforementioned ramp which will involve many tons of crushed and compacted concrete. Once done the retaining wall can be built and this part of the site landscaped. Other work will be available of course.

As the weather improves and the work at Compasses nears completion we will be turning our attention to the Thruscott Slipway and to Gun's Mouth. Our first job at the latter site is to re-deck the two landing stages to provide for safe access for future works there. Other work there is possible depending on progress with permissions.



Preparing the ground for the extended osier bed in Hunt Park.

We work every third Saturday and often on other days (notified by e-mail). Forthcoming dates are 13th–18th March, 15th April and 20th May. Weekend visiting group dates planned so far are 29/30th April and 1st May, 10/11th June. Please note that these latter dates are different from those in the last *Wey-South*.

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

Monday Group

Maintenance is the name of the game, writes Nick Wood. So in November, December and January the group has been out and about around the canal 'Keeping Up Appearances'. Following the replacement of the balance beams at Baldwin's Knob Lock (by others), the group removed all the temporary Heras fencing, restored the original wooden fencing and replaced the sponsored seat on its plinth.

We have also visited our 'regular' sites at the Drungewick aqueduct and slipway site, Newbridge (A272), Southland Lock and Loxwood, strimming, brushcutting, mowing and generally keeping the locations tidy. We have repaired the fence and gate at Haybarn Swing Bridge, cleared Malham Lock of vegetation and made a start in Sidney Wood by removing overhead branches above the towpath and clearing culvert 1 by Firtree Copse to allow the water to flow freely. Four rotten fence posts at Devil's Hole Lock were also replaced.

A busy three months!

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

Hunt Nature Park Working Party

Most Thursdays see the team working on maintenance tasks around the park. In mid-winter unusual views open up; if you looked carefully you could see the osier (willow) bed across the Cranleigh Waters. This was the site of a special working party on December 25th when three members

doubled the size of the growing area, ready for the Spring.

Contact support@weyandarun.co.uk

Tickner's Heath Depot

John Smith writes: Well, here we are, with another year been and gone, and, what, you ask have those band of brothers (yes brothers, not what you were thinking) who inhabit the outer reaches of the Trust's area been doing with themselves and more importantly with the valuable items housed at the depot (don't laugh)? Well, read on, trusty supporter.

November came upon us at a rush and those brave souls at the Compasses Bridge project showed an interest in using the Swedish mixer which has languished at the depot for many a year. So the team thought it politic to give the old girl a test before handing it over. The surprising thing was that after priming the



The Swedish mixer.

engine started virtually first time and so was given a full workout to make sure everything was functioning as it should be. A set of instructions in English was obtained and it was all systems go as far as we were concerned; we even gave a demonstration of use prior to handing it over. Unfortunately when it arrived on site it must have taken a dislike to its new surroundings and the engine gave up the ghost. So, unless we can find another similar French engine, it is destined to end its days in the long grass.

Speaking of mixers, the team turned its attention to a rather old diesel mixer on which the late Dave Kersley had lavished so much time. The chaps thought it a fitting tribute to him if we could complete the repairs for him, so Andy Evans was called upon to do a bit of welding to the chassis. After some minor tinkering, the beast is now ready for whatever the Trust sees fit to throw at it.

During December the large outboard motor of dredger *Wasp* was delivered to the depot as it had decided to misbehave. The red overheating light kept coming on and the motor went into idle mode which of course was no use to anyone. It was stripped down, cleaned and flushed through, but after re-assembling it still overheated. So the only thing left was to obtain a new impeller and see if that cured the fault. Off went Charlie Coxwell to his local suppliers and a pristine impeller was obtained and fitted. Lo and behold, the thing ran for quite some time in our test rig without a sign of the red light, so all that now

remains is for it to be given a full test when attached to *Wasp*.

After a well-earned rest over the festive season the team returned to the depot bright-eyed and bushy-tailed ready to take on 2017. As a weekend camp loomed we were at first rather busy ensuring all the items needed for the weekend were ready. The 10ft trailer was serviced, brakes checked, lights given a function test and a hand winch found, amongst other things. The only trouble was that we had also to ensure there was sufficient space at the depot for items that we were told would be returning. This meant various plywood panels, two large metal gates and an assortment of ironmongery had to be found a home, bucking the trend as normally we receive fewer items back than went out.

We have managed to do a few runs with the Land Rover, collecting or delivering items to and from the canal side. We recovered quite a lot of wood and decking from the slipway, which is now stored at the depot in preparation for the construction of canoe landing stages at the summit. The wood was left over from the construction of the two landing stages at the Drungewick end of the canal. We had been told that the decking in particular was rather light – obviously whoever said this was an entrant for the Iron Man series as Mick Jones and I can testify to another perspective.

We have now turned our attention to undertaking a rather early spring clean and are at present deep into a full clearout of surplus items stored at the depot. This is in preparation of the anticipated return of yet more equipment during the year.

One final thing: the depot has now completely exhausted its stock of logs, so we cannot entertain any more requests for such items – sorry. So that's it for now, all the best.

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



The Trust's Land Rover in use for clearing the Hunt Nature Park works compound.

Membership Report

We now have 2,943 members. Membership numbers have remained relatively stable over the last three months and with the spring and summer months to come I would expect to see an increase in our membership.

The Milestone Club is a valuable source of regular monthly income. If you would like to join in then please let me know and I will send you an application form. This was previously the Restoration Fund and I am happy to say that the relaunch into the Milestone Club has resulted in a £300 increase in monthly donations. We anticipate that we will raise around £14,000 (plus Gift Aid) over the coming year from the 108 contributors, to whom we are very grateful.

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

Kelvin Baldwin
Nick Baxter
Richard Bennett
Susan Brenton
John & Rosemary Browning
Wendy & Scott Brownlee
Richard Coupe
Christopher Davis

Bill Eccleston
Robert Hamilton
Keith Hawes
John Hopkins
Barbara Luff
Andrew Mariner
Alan & Christina Mayer
Kevin Newman

David Ockenden
John & Nicky Salway
Timothy & Sue Sawyer
H Silverman
Alan Slaymaker
Merril Snelling
Garry & Janice Sparks
John & Shirley Young

We have learned with sadness of the death of:

Mr J Griffin

Mr P Holland

Mr R Jones

Mr G Sharp

Mr M Wilson

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

Numbers Game results

The Numbers Game makes a very useful contribution to Trust funds as well as giving subscribers a monthly chance to win £100. There are three winners every month and members contribute £3 by standing order for each number they hold.

If you would like to join in, Timothy Lewis, the game's administrator, will be pleased to hear from you. Contact him via the Northern Office (details on page 3) for an application form.

Winners since the last *Wey-South*:

NOVEMBER 2016 – £100 first prize: Hazel White of Rusper; **£30 second prize:** Dr Geoffrey Grime of Ifold; **£10 third prize:** Anne Davies of Warnham.

DECEMBER 2016 – £100 first prize: Ken Bacon of Rustington; **£30 second prize:** Christopher & Judith Breach of Guildford; **£10 third prize:** Eddie Fairman of Kingswood.

JANUARY 2016 – £100 first prize: Mike Hobbs of Farncombe; **£30 second prize:** Alan Nicholson of Rotherfield; **£10 third prize:** George & Judith Breach of Guildford.

2016 Christmas Raffle

Our 2016 Raffle made a major contribution to Trust finances, with 3890 tickets sold and an extra £902 in donations, making a total of £4,792, with all expenses covered by sponsors. We are very grateful to Timothy



Lewis for taking charge of the organisation and, of course, to all who bought tickets.

The prizewinners, drawn at the start of the Trust's Board meeting on 17th January, were:

- 1st prize (£200) D Chant, Rusper
- 2nd prize (£100) D Hainline, Bramley
- 3rd prize (£75) M Fox, Farnham
- 4th prize (£50 Marks & Spencer voucher)
V Stratton, Leytonstone
- 5th prize (£40) A Connor, Godalming
- 6th prize (£30) R Welfare, Sutton

... and IWA Restoration Raffle

We also thank all who bought tickets in IWA's Restoration Raffle and nominated the Wey & Arun Canal Trust as their favourite cause. This contributed a very useful £330 into our funds.

2017 Coach Outing

Stratford River & Canal Festival Saturday 1st July

Following an enjoyable visit there in 2014, this year's day out for members, their families and friends will be to Stratford-upon-Avon. The annual River & Canal Festival is a celebration of Stratford's beautiful River Avon and has grown to become one of the region's biggest and best free summer festivals, with a quintessentially English feel. Enjoy boat rides, live music on the Bandstand and Acoustic Stage, a spectacular display of narrow boats, a craft market, food stalls from around the world, local ales, Pimm's and Prosecco. There is plenty to see and do in Stratford, which is home to a great selection of independent shops, old inns and restaurants. You can follow in the footsteps of William Shakespeare and visit the historic buildings associated with the Bard, including his birthplace, the Royal Shakespeare Theatre, and Holy Trinity Church where he is buried.

The coach will pick up in Billingshurst at 08.00, Loxwood at 08.20, and Guildford at 09.00. Seats are £16.50 for adults and £13.50 for



From the 2014 visit - looking across the river to the church where Shakespeare is buried. (Ray Chick)

under 18s. Fare includes coach travel and a small donation to Canal Trust funds.

Bookings are now open – contact Mark Anderson (markwanderson@hotmail.co.uk, 0771 874 6667).

Dunsfold Park

On 14th December 2016, Waverley Borough Council's Joint Planning Committee approved a planning application from Dunsfold Airport Ltd and Rutland Ltd for a new settlement on the Dunsfold airfield site. The application was for residential development consisting of 1,800 new homes, space for new businesses, amenity space and supporting infrastructure. There is also a passing mention of a proposed canal basin. This is a momentous decision that, if confirmed, will have huge effects on the whole area.

The Wey & Arun Canal Trust is completely neutral on the question of whether development of the airfield site is a good idea. However, if this development goes ahead, the Trust is determined to pursue all possible opportunities to benefit the canal project. While the owners of Dunsfold Park did not make any direct financial contribution to the rebuilding of Compasses Bridge, the work could not have gone ahead without their generous co-operation.



Members will be sad to hear that Beryl, the wife of our Vice-President Peter Foulger, died on 10th January after a long period of poor health. Peter and Beryl had been married for 51 years. Beryl disliked having her picture taken but we came across this archive shot, believed to have been taken during preparations for a Poddle lunch.

Dates for your Diary

- Saturday 25th March** *Calcott Riley Trail – 4-mile walk circular walk leaving from Shamley Green at 2.15pm. More details and registration (free of charge) at weyarun.org.uk.*
- Sunday 26th March** ** Mothering Sunday Relaxers (Special Boat Trips) at 11am, 2.30pm and 4.30pm. (Coffee/Danish pastry in morning, Cream Tea in afternoon). Guided Walk from Shalford to Bramley leaving from Shalford at 2.30pm. More details and registration (free of charge) at weyarun.org.uk.*
- Saturday 1st April** ** Start of public boat trips from Loxwood – every Saturday, Sunday and public holiday Monday (except Easter Sunday/Monday) until 29th October.*
- Friday 14th, Sunday 16th and Monday 17th March** ** Easter Bunny Specials at 11am, 12 noon and 2pm.*
- Saturday 29th April** *Annual Meeting (AGM) – Cranleigh Village Hall at 2.30pm. Full details on page 4.*
- Sunday 14th May** *Arun Boat Rally (Pulborough to Pallingham) – small boats welcome. Recommended launch time 3.30pm. More details and registration (free of charge) at weyarun.org.uk.*
- Thursday 25th May** ** Cream Tea Voyage at 2.15pm.*
- Thursday 1st June** ** Pirates & Princesses Adventures at 11am and 2pm.*
- Sunday 4th June** *Annual Poddle (Sponsored Walk). Details on page 9 and enclosed with this issue of Wey-South.*
- Friday 9th June** ** Pimm's & Picnic Cruise at 7.30pm.*
- Wednesday 14th June** ** Cream Tea Voyage at 2.15pm.*
- Sunday 18th June** ** Dad's Bacon Butty Brunch trips at 9.45am and 12 noon.*
- Friday 23rd June** ** Midsummer Supper Cruise at 7.30pm.*
- Wednesday 28th June** ** Cream Tea Voyage at 2.15pm.*
- Saturday 1st July** *Coach Outing to Stratford River & Canal Festival, organised by Mark Anderson – see details on page 30.*
- Saturday 8th July** *150th anniversary of the start of JB Dashwood's journey from the Thames to the Solent – reserve the date, details later.*
- * For all boat trip information please contact the Loxwood Office (details on page 3). Bookings can be made with the office or online at weyarun.org.uk/trips. Booking is essential for all Special boat trips.**



Above: Familiar spot (the north side of Brewhurst Bridge), unfamiliar view – the field on the opposite bank is visible thanks to clearance during 2016 at the landowner's request. Formerly it was a thick tangled hedge dreaded by skippers who misjudged their approach to the bridge.

Below: Geoff Thomas captured this view of the excitement inside Wiggonholt during one of 2016's highly successful Santa Cruises.



Make a day of it !

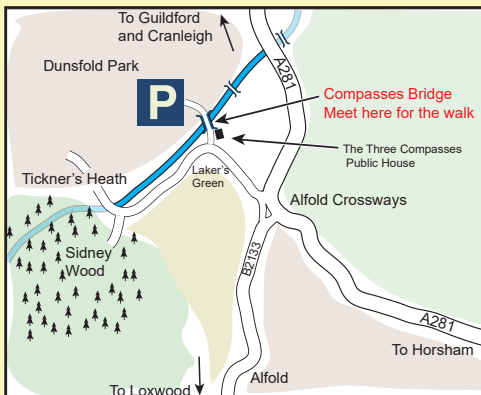
Two free special events have been planned for the morning of Saturday 29th April prior to the Annual Meeting in Cranleigh Village Hall in the afternoon.

The Two Bridges Walk

Meet at the far end of Sainsbury's car park off Stocklund Square in Cranleigh for a 10.30 start. The walk will progress northwards passing under Cranleigh's Elmbridge Road railway bridge on the Downs Link path. The circular walk is approximately 5km on a firm, level surface. As it can be muddy in places walking boots or wellingtons would be advisable. The walk will be to the site of the Whitley Manor Railway Bridge with a short diversion to look at a Jessop iron swingbridge. Return should be by 12.30 when there will be plenty of time for a lunch at one of the many eating places in Cranleigh.



The Summit Saunter



Meet at the now-completed Compasses Bridge and explore the canal southwards to the proposed site for our next major bridge project to get past the blockage in the canal at Dunsfold Road, Tickner's Heath. On the way we will see the work underway to build our new slipway (about halfway between Compasses and Tickner's). We will also see how the section of canal that we desilted in 2013-15 is now looking and we will see the length of canal along which we still need to undertake desilting. Parking will be available on the aerodrome (just the far side of Compasses Bridge). Start time is 10.30. Length of walk approx. 1.5km. Walking boots or wellingtons advised. The walk will finish in time for lunch at the Three Compasses or one of the many eating places in Cranleigh.

Please register for walks at <https://weyarun.org.uk/drupal/agm-events>, or call 01483 505566

Where, when, how?

- ◆ The start is at Ingfield Manor School, Five Oaks (RH14 9AX). The entrance to the school is off the roundabout at the junction of the A264 and A29 next to Harwoods Audi Five Oaks, a large car showroom. Five Oaks is about 1½ miles north of Billingshurst. Turn left if you are coming from the Billingshurst direction.
- ◆ Arrive between 9am and 10:30 to check in, receive your Route Guide and start walking the whole route or only the morning route. If you only wish to walk in the morning, we will provide transport from the lunch stop back to the start.
- ◆ If you wish to walk only in the afternoon, come to Wisborough Green Scout Hut (Harsfold Lane, Wisborough Green RH14 0BT). Here you can check in and have lunch. Harsfold Lane is on the south side of the A272, about 200 yards east of the centre of Wisborough Green. We will provide transport from Ingfield Manor back to Wisborough Green.

The Wey & Arun Canal Trust, which is working hard to restore 23 miles of navigable waterway linking the River Arun at Pallingham to the River Wey at Shalford, organises a sponsored walk each year. This is the Trust's most important fundraising event and makes a vital contribution to pushing the restoration effort forward.

This year's Poddle is on Sunday 4th June. The route is based around the Arun Valley and so is fairly flat. We are going to walk from Ingfield Manor School to Wisborough Green Scout Hut, where lunch will be provided, then back to Ingfield Manor. The morning walk includes a long section alongside the Wey & Arun Canal from Loves Bridge, past Rowner Lock (the site of the first volunteer working party on the canal) to Lordings. Here you will be able to see the waterwheel and a restored aqueduct before continuing to the site of Harsfold Bridge, which the Trust hopes to restore in the near future. After lunch the walk heads across farmland and past Malham Lock, partially restored by the Canal Trust, then through woodland back to the school, where a cup of tea and cakes will be provided.

Did you know we offer 50/50 sponsorship? If you enter as a 'Team' and raise more than £200 sponsorship (minimum £20 each) we are happy to split funds equally with another charity or organisation of your choosing. If you or your organisation wish to take part as a team please complete individual sponsor forms as usual but please also contact the organiser for a 'group' form.

If walking isn't for you, why not ...

- ◆ Sponsor the Last Man?
- ◆ Make cakes for the walkers?
- ◆ Help on the day as a marshal or on a refreshment point?

Please contact the Poddle co-ordinator for more information or to offer assistance - all help is greatly appreciated.

PODDLE CO-ORDINATOR

Margaret Darvill

☎ 01483 894606

✉ poddle@weyandarun.co.uk

For more details of the Wey & Arun Canal Trust and its aims, contact the Trust's Shalford office.

✉ support@weyandarun.co.uk

☎ 01483 505566

WEY & ARUN
Canal
Trust

*You are invited
to take part in*
**The Wey & Arun Canal Trust's
45th Annual Poddle
Sunday 4th June 2017**



The first boat to pass through the restored Rowner Lock – in 1992.

What is it?

The 2017 Poddle is a 12-mile sponsored walk along the Wey & Arun Canal and through the Sussex countryside raising money towards the restoration of the canal.

Who can do it?

Almost anyone, with the exception of the very young, infirm and pushchairs as the walk covers stiles and some hills. Dogs are welcome especially if sponsored!

What do I need to do?

Complete the sponsor form overleaf and raise as much money as you can – minimum £20 please (lunch is provided) then just turn up and walk.

Sponsorship & Gift Aid Declaration Form

Please hand in this Sponsor Form - it will be given back to you at the finish when you check out.

giftaid it

Please sponsor me to walk the 2017 "Poddle" on Sunday 4th June 2017 in aid of the Wey & Arun Canal Trust.

(name of walker - CAPITALS PLEASE)

We, who have given our names and addresses below and have ticked the box headed "Gift Aid?"; want the charity named above to reclaim tax on the donation detailed below, given on the date shown. We understand that each of us must have paid or will pay an amount of Income Tax and/or Capital Gains Tax for the current tax year (6 April to 5 April) that is at least equal to the amount of tax that all the charities and Community Amateur Sports Clubs (CASCs) that I donate to will reclaim on my gifts for the current tax year.

Surname (CAPITALS PLEASE)	First Name (CAPITALS PLEASE)	First line of Address (essential for Gift Aid)	Postcode (essential for Gift Aid)	Amount £	Date Paid	Gift Aid? (✓)
Remember: Full name + First line of address + Postcode + (✓) = <i>giftaid it</i>				Total "Gift Aided" donations:	£	

(To be completed before arrival - IN CAPITALS PLEASE)

Walker's Details

Full Name:

Address:

..... Postcode:

E-mail address:

Please tick here if you are a member of the Wey & Arun Canal Trust

Gift Aid

Please ensure that if any of the above donations are to be Gift Aided by you or a donor that you/they are a taxpayer, aware of your/their commitments, and that you/they have recorded the first line of their address and their postcode and ticked the Gift Aid box. By doing this their donation increases by 25%, i.e. 25p for every pound. If all are able to do this it will mean that the total amount raised is increased by 25%.

Signature: **Date:**

If you have more sponsors, please download a form from <https://weyarun.org.uk/drupal/poddle> (or continue on separate sheets of paper).

Please collect your sponsor money as soon as possible and send a cheque payable to "Wey & Arun Canal Trust Ltd" to:
The Treasurer, Wey & Arun Canal Trust,
Bridge End, Somerswey, Shalford,
Guildford GU4 8EQ

FOR OFFICE USE ONLY:

Walker Number: