



# BASINGSTOKE CANAL NEWS

No. 217 Spring 2008



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## Surrey & Hampshire Canal Society Ltd

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## Editorial



2007 was a frustrating year for the canal. Thanks to a combination of weather and absence of water abstraction at Greywell, the water levels held up remarkably well, but navigation was frustrated by a series of stoppages necessary to keep the locks working.

We had hoped for better things in 2008, but it seems that we are to be thwarted again, this time right at the beginning of the season, previously the most favourable time for boating.

Network Rail announced last year that the bridge at Ash Vale needed replacing and work started before Christmas with a stated objective of getting the navigation open well before Easter with a later weekend closure to do the actual bridge replacement.

We now understand that the job will not be completed until the end of June. No work was done for about 3 weeks over Christmas and we understand that serious mistakes are having to be rectified. Nevertheless, a 3 month overrun on a programme that was only supposed to take about 4 is quite impressively bad.

In addition, Surrey County Council realised that the planning permission to renovate the Ash Wharf Road Bridge was about to expire, so the navigation is blocked there as well. Rumours are that this may take all year to complete because orders for materials have only just gone in.

It all smacks of a general attitude that it's only a canal, so it doesn't matter. It's high time that the message went out that there are people, such as Jim Piele and John Cale, trying to earn a living from the canal, and that a public right of navigation still exists on this waterway.

We have been fighting very hard to counter the growing perception that the Basingstoke is not worth the effort to try and navigate and we really didn't need this sort of casual, uncaring attitude to it. It is quite probable that some of the boats that were expected at the 50 Boats at Brookwood rally will cancel if they are unable to cruise the rest of the canal. I sincerely hope that the BCA will be pressing for compensation for loss of income from visiting boats.

\* \* \* \* \*

This is but one of a number of matters that have been keeping your Committee very busy lately.

Trying to raise funds for the Brookwood Back-Pumping

Cover Picture: Dredging at Hermitage.  
Photo: Roger Cansdale

Scheme is a major occupation at the moment, while detail design and project planning goes on. We have also had to comment on three things of major importance to the canal, the Sustrans towpath project in Woking, the Aldershot Urban Extension proposals and the Canal Conservation Management Plan. All involved reading and digesting large documents, discussions and assembling comments. In addition, Verna Smith, aided still by Peter Coxhead, has been organising the Easter rally at Bridge Barn and the Brookwood gathering in May.

We have scope for 12 Committee members and currently only have 9, of whom 7 are fully active.

We really do need more help if the Society is to remain alive and responsive to the various threats currently posed to the future of the canal. This future, potentially, is probably a lot brighter than it was a couple of years ago when closure seemed a real possibility, but the BCA still needs as much support as we can give it.

**Please think about it and contact one of the Committee if you feel that you might be able to help. Thanks.**

## Annual General Meeting

**NOTICE is hereby given that the Thirty first Annual General Meeting of the Society will be held on Saturday 7th June 2008 at the Fleet Football Club, Crookham Road, Fleet, Hants, commencing at 7 p.m.**

The formal Agenda for the meeting is as follows:-

1. To hear apologies for absence.
2. To confirm the minutes of the Thirtieth AGM held on 12th May 2007.
3. To approve the Annual Accounts for the year ending 31st December 2007.
4. To appoint the auditors, Hilton and Company.
5. To elect or confirm the appointment of the members of the Board of Directors (Executive Committee).
6. To transact any other business relative to the Annual General Meeting of the Society.

By order of the Board of Directors

Verna Smith,

Honorary Secretary

14th February 2008

# Chairman's Page

Welcome to 2008 - your Committee may consider that a consultation season has been injected into our calendar.

As reported in our last Newsletter, towpath improvement works are proposed for the Surrey section of the canal. Finance for these works is being raised by a partnership agreement with Surrey County Council, Woking Borough Council, Sustrans and the Canal Authority. Sustrans are Project Managers, reporting to a Steering Group comprising representatives of the Partnership, Cycle Group and Councillors.

At the Public Consultation Meetings members of your Committee raised a number of concerns, and these were tabled in our formal response to the consultation. In general we accept that towpath works are necessary, but on terms acceptable to the Heritage environment of the canal, public safety for users of the towpath and the use of materials visually compatible with existing towpath surfaces.

Our key responses objected to a tarmac surface being provided, and insisted on no encroachment into the navigation reducing the width of the channel. Any tree works must be

based on the tree survey recommendations made by Surrey Tree Consultants Safety Survey; safety relates to towpath users and canal bank integrity. A practical towpath width of 2m exists except for the Woking Town Centre section where a wider towpath could be achieved.

Woking Borough Council has requested a planning application; this has resulted in the sending out of Neighbourhood letters to residents near the canal, and I understand that considerable public response has followed the Neighbourhood Consultation. The Planning Application will now be considered at the March Planning Meeting, with some canal maintenance works scheduled for late February /early March. These works will include undergrowth clearance and bank protection.

For a New Year bedtime reading activity, the long awaited draft of the Basingstoke Canal Conservation Management Plan arrived on the computer, 80 plus pages.

The Countryside Access and Open Spaces Act (CROW) vested increased powers in English Nature, now Natural England, for the control and recovery of Sites of Special Scientific Interest (SSSI).

A recovery programme and actions has been drafted and incorporated in the Conservation Management Plan, some aspects are acceptable, and others certainly need clarification.

The canal is a multi-user facility with Navigation and Ecology interests requiring firm management to achieve improvements for all interests and users of the canal. The Conservation Management Plan will provide a Management guide for the future working arrangements on the canal. It is essential that we try and achieve a balanced approach, rather than a return to detrimental conflict.

An update on the Brookwood SSSI recovery project is in the working party report, and the Society is working with the Canal Authority to improve marginal habitat but not closing the winding hole to navigation. We consider a win/win result is possible, providing precedence for future projects.

Our responses to the Conservation Management Plan will be submitted before the end of the month.

Peter Redway

## **AGM Notes:**

- a) This Notice is issued from the Honorary Secretary's address at 63 Avondale, Ash Vale, Aldershot, Hants, GU12 5NE.
- b) Every member of the Society who is entitled to vote at a General Meeting is entitled to appoint a proxy, who need not be a member, to attend and vote in his/her stead. Forms of Proxy can be obtained from the Honorary Secretary.
- c) Only paid-up members are entitled to attend and vote at the meeting.
- d) Copies of the Accounts can be obtained from the Honorary Secretary prior to the AGM upon receipt of an SAE. In accordance with normal practice the Accounts, when approved, will be published in summary in the Basingstoke Canal News.
- e) **Nomination forms for the election of the Board of Directors can be obtained from the Honorary Secretary.**

**Please note that the venue for the AGM is the same as last year.** It is not hard to find - on the opposite side of the road from the Fox & Hounds and a quarter of a mile up towards the centre of Fleet.



# Work Party

## WOKING

The weed growth through Woodham and Woking had covered the canal in places; working parties concentrated on clearing the channel so that the illuminated boat gathering for December had reasonable passage up the canal. A total of 8 weekends were expended clearing weed from the canal and this disrupted the planned volunteer programme. Unfortunately Woking Town Centre still requires extensive work to recover a cared for appearance.



Above: It wasn't just weed that was removed. This bin had been lying in the canal for about 9 months.

## DEEPCUT

The new gates for lock 18 were delivered to lock 15, the nearest road delivery point for Deepcut locks; *Belfast Girl* had a frustrating journey from St Johns to lock 18. Branches and leaf litter washed into the locks as they were filled, lodging behind the lower gates as they were operated; every gate opening had to be cleared to let the gates open fully before the dredger could enter or leave the lock. The passage to lock 18 was all day Friday and most of Saturday morning.

The replacement of the gates also provided some challenges, on removal of the old gates, their pivot pins dropped out, the towpath side pin remaining in the support block. After a number of attempts the pin was recovered and the new gates lowered in position. The top beams were at the same level and with the same water level clearance. Balance beams were normal on the towpath side but at 45 degrees on the offside, mitre posts and heel posts were at different heights on either gate..

Saturday night and dusk descended with no choice but to close the gates, secure the site and return on Sunday.

Andy and James (Canal Rangers) performed some chain



Above: Old gates out at Lock 18  
Below: New ones in.



saw carpentry, modifying the gates: result balance beams fitted and gates adjusted. The dredger was turned above lock 18 after water had been run down from lock 28.

At lunch time Sunday we started the return to St Johns, the new gates sealed as we left lock 18. Again debris accumulated in the lock chambers causing delay, so it was dark before we cleared lock 12.

Thanks Ian, Andy and James for the beer and help through the locks, another joint working party.

Note: follow up checks confirmed a manufacturing error between gates.

## WORKBOAT

A return to Ash Lock in the new year resulted in welding work and rust cleaning inside the cabin, a security box for the Transit tool store was also modified during the weekend.

# Work Party

## WESTERN END

Newbury Working Party Group returned to the Basingstoke, helping clear the growth from the canal banks. The Western End has now been designated a Local Nature Reserve which we hope will enable funding for improvements on the canal. Dredging is a high priority involving volunteers.

*Right:* Members of the Newbury Group doing bank clearance work in Up Nately in January.



## ST. JOHNS AND HERMITAGE

The invasive weed in the Woodham and Woking sections of the canal has not yet spread upstream, so prior to working in Hermitage, the dredger and barges used in Woking had to be sterilised. A weekend silt disposal from barges, steam cleaning and pumping residue away from the canal was an experience we would have missed if at all possible.

All is ready for the first dredging weekend by volunteers for many years, since 1993 if my memory is correct.

The silt dredged will be used to form marginal shallows for Reed Beds, filtering the surface water run off whilst providing Habitat. HSBC and the Environment Agency have sponsored this project.

Peter Redway

## WORKING PARTY DATES

DATE	LEADER	LOCATION
23/24 Feb	PR/DJ/DL/KR	Brookwood
8/9 March	PR/DJ/DL/KR	Brookwood
21-24 March	PR/DJ/DL/KR	Bridge Barn
12/13 April	PR/DJ/DL/KR	Work boat Ash Lock
26/27 April	PR/DJ/DL/KR	Work boat Ash Lock
10/11 May	PR/DJ/DL/KR	Work boat Ash Lock
24/25 May	PR/DJ/DL/KR	Greywell Footpath
7/8 June	PR/DJ/DL/KR	Preparation Brookwood Pumping
21/22 June	PR/DJ/DL/KR	Preliminary Brookwood Pumping

### LEADERS:

PR - PETER REDWAY 01483 721710  
DL - DAVE LUNN 01483 771294  
DJ - DAVE JUNKISEN 0208941 0685  
KR - KEVIN REDWAY 01483 722206



## *The boys are back in town!*

The first dredging by the Society since *Perseverance* ended its run 15 years ago took place at the Hermitage flash in mid February (see cover photo). The spoil was loaded into a barge which was subsequently unloaded by the dredger to fill in behind the piles at the back of the flash. This will be planted with reeds.



An interesting collection of objects was removed from under the bridge, including a safe (empty), a laptop (probably not working), a bugle (Kevin "Satchmo" Redway, *above*), a waste basket, a bicycle wheel and a large, rather surprised carp that was returned to the canal.

Dredging will continue into March.

# *BCA News - Report from*

## **The Year Ahead**

Last year saw quite a lot of core maintenance activity on the canal in both Hampshire and Surrey sections. Some of this was the usual fire fighting but other aspects were due to a sharper focus on the overall desegregating condition.

To qualify the last statement, certain elements have fallen out of balance where greater integration is needed. For example, the integration between conservation and recreation, and the BCA maintenance and work plan will now focus on this area in detail.

Currently, I am re-drafting a comprehensive conservation management plan and service level plan that will both reflect and compliment each other. More resources will be used to deliver on these two essential and critical 'action' plans in a way that will clearly demonstrate to all interest groups that the BCA are seriously committed to the overall and whole sustainability of the Basingstoke Canal. This is also demonstrated by the commitment that both joint owners continue putting in.

We are not far from finalising the next step of a full condition survey that will show the true condition of the canal's structural integrity and the true cost of maintaining this asset. Recently we have commissioned the help of a consultant asset management information technology expert, who has been working closely with Andy Foster, one of our long standing and experienced rangers. They have developed a sophisticated data base that realises the asset, inventory, datum points and a gap analysis of what we actually have on the canal.

This information will be used to populate an asset management plan that will be used to manage the maintenance of the structure and related assets, bringing the canal into good order in the future.

Next prime objective is to formalise and secure funding for the canal. Here we have been concentrating on encouraging the six local riparian authorities to offer a more solid commitment to revenue funding via a formalised grant funding route. The BCA have held extensive discussions with lead officers and members of the local authorities to request that consideration be given to establish a formal service level agreement (SLA) on a roll-on three year basis.

This method of funding the canal will also be considered by the two joint County Council owners with hopefully a capital investment program that will help deliver on the envisaged future Asset Management Plan. We hope to have all the SLA's in place for the 2009/10 financial year with most local authorities formally looking at this now.

If we have this commitment to funding, the canal's future will

be secured and further sustainability would be realised. Once we have funding stability, a move towards trust status may be possible and that could open up additional funding opportunities that will help with the capital investment part of the future asset management plan.

## **Recent work on the Canal**

The collapsed culvert that led to a breach in Dogmersfield last June has now been repaired with the navigation and towpath totally restored. The BCA and Hampshire structure engineers have learnt a lot from this failure and that information will be useful for future planned preventative maintenance procedures and influence the way we tackle similar situations.



*Above: Inflatable dam at Blacksmith's Bridge  
Below: The empty pound to Double Bridge  
(Photos from the BCA)*



# *Ian Brown, Canal Director*

For instance, it was decided to replace only parts of the existing brick built culvert and 'resin line' the remainder in order to protect it from further damage and or failure. This is a technique that we could use on various other culverts and by-pass runs.



Above: CCTV view inside the culvert.

Major reconstruction work is at the moment being carried out on two principal bridges that cross the canal in Ash Vale. The Rail Bridge is being replaced by a concrete structure and in order to do this the canal has literally been dammed off to install a new box concrete culvert that will take the canal under the new bridge once it is built. As part of this structure, the BCA will acquire a set of stop gates that can be used to isolate this section in times of emergency.



Above: Excavation work under the bridge

We are also working closely with the principal contractor Edmund Nuttalls and Natural England in handling the silt arising from the large excavation into the bed of the canal.

We hope to use this for another conservation project at Hermitage Flash, where we are establishing an off-line reed bed and habitat reserve.



Above: A hopefully vandal-proof dam at Ash Vale.

The road bridge at Ash Wharf is also being refurbished with the pedestrian walk-way being replaced with a new steel structure. The underside will also see a major refurbishment, removing the unsightly and dangerous steel upright supports that encroach on the towpath under the bridge (*see below*). Utility service pipes will also be cleaned up and replaced where necessary.



Regrettably, delays are envisaged with these major works and both the BCA and the Contractors are working closely together in order to try to reduce the time that the navigation will be affected and ensure that the commercial business interests of canal operators are supported in a positive way.

# More from Ian Brown

*Continued on page 8*

Another disaster – the by-pass at Lock 15 collapsed in January, our usual New Year present keeping in line with last year, where the same thing happened at Lock 8. This will be speedily repaired by the BCA team during February.



Above: The collapsed by-pass at Lock 15.

Below: The new non-slip and, hopefully, non-rot footbridge decking.

Five sets of replacement lock gates are planned for this year at locks in Woodham and Deepcut. All foot bridges will have been refurbished with new marine standard decking replacing the wood slats. Hand rails will also be replaced by the BCA and be painted by the Swingbridge Community Volunteers, again demonstrating a good partnership working together.

The land slip at Deepcut Cutting will be attended to this year, first the whole stretch of bank from the road bridge down to the Dry Dock on the towpath side needs to be repaired with soft bank protection installed, marginal planting and the towpath re-built. It will be some time before we can re-open this area but hope to do this later this year.

The first phase of the Surrey towpath refurbishment project, where the BCA is working in partnership with Sustrans, Woking Borough Council, the Woking Local Cycle Network and Surrey County Council will start early in the spring. I am



personally very excited about this initiative; it provides a unique opportunity to have the resources at hand not only to provide a better all-weather towpath surface that all can enjoy and good safe access, but also to enable bank protection, the removal of dead and dying trees and clearance of encroaching vegetation that was a huge problem to towpath users last year.

The actual towpath will be no more than 2 metres wide; we aim to open up tree shading in order to let more light in and use base and surface materials that are durable, safe and non-toxic to the flora and fauna on the canal. To do this we have chosen 'Fibredeck' this is a bituminous-based inert spray that will be applied by a specialist contractor (Colas). This surface will be covered using a small natural stone chip that will compliment the area and be sympathetic to use.

It will create a canal corridor through Woking to be proud of, encouraging respect from the public, as many local authorities have achieved, such as Reading, Banbury, Birmingham, Guildford etc.

Lastly, but by no means least the BCA working in partnership with Basingstoke & Dean Borough Council, Natural England, Hampshire & Isle of White Wildlife Trust and Hampshire County Council have been successful in establishing the last mile and half of the canal at the western end, Up Nately, a Local Nature Reserve (LNR). This move will protect this part of the canal from further dereliction. Hampshire County Council will now declare the LNR in public and the BCA working together with the Canal Society will now start repair work on this section with funds allocated by HCC and B&D BC.

*Ian Brown*

**Sadly a Navigation Update from the BCA in mid February announced that the Ash Vale Railway Bridge work would not be completed until June. The Ash Road Bridge work is also likely to be late finishing.**

At the time of writing, a meeting with Network Rail is due to be held to discuss the effects of this overrun on users of the canal. Apart from preventing boats coming to the Bridge Barn Rally exploring the top half of the canal, the stoppage will adversely affect the business of both John Cale and Galleon Marine. John's boats will be constrained largely to trips to Frimley and Galleon Marine's boats will be unable to go beyond Great Bottom Flash.

The Society's problem is that the John Pinkerton is on the wrong side of the stoppage. It looks probable that it will have to be craned out and taken back to Hampshire by road - at Network Rail's expense. Currently the BCA thinks that the only places to do this are next to Lock 2 for craning out and the Crookham coal pen site for the return. It looks like a slightly fraught start to the season!

# Out and about on the canal

The Rangers have also been busy elsewhere, implementing the BCA's policy of discouraging tree growth on embankments. The bankside opposite Tundrey pond now has a rather barren look (*top right*), but seeing at one of the cut tree stumps (*below*), it is obvious why such a policy is necessary. Old trees go rotten and die and we don't want them taking out an embankment when they fall over. In any case, it won't be long before coppice growth fills the gaps again.

The current lack of tree and shrub growth allows some splendid views that are hidden later in the year, such as the bridge across Tundrey Pond (*lower right*) that was built by the canal contractors.



*This picture of rubbish removed from the canal in Woking reminded me of Banksy's sad version of Monet's Waterlilies.*



# King John's Castle

In the last issue we reported that the moorings and towpath at King John's Castle had been upgraded. Work has been continuing on the castle itself to bring it up to the standards nowadays seen as necessary to allow safe public access.

This involves stabilising the walls and putting a floor inside the castle. The floor is to be higher than the current earth floor and will be supported on foam plastic blocks. These were transported from the Lift Bridge on one of the BCA's work boats (*below*), making a most impressive load for anyone mistaking foam plastic for stone.



The castle itself has been enveloped in scaffolding (*below*) to give access to the walls, or what is left of the walls, because the original stone has long ago been removed and recycled in other buildings. What remains is essentially the flint and mortar infill between the original walls.



The work on the walls seems very painstaking, essentially using lime mortar to fill in the holes that have appeared over the centuries. Some years ago repairs were done using cement, which is now recognised as a disastrous course of

action since unlike lime mortar, cement is completely rigid and does not move with rest of it, allowing new cracks to appear and water to ingress.



Rather strangely, the top of the walls has been turfed (*below*). This is intended as protection, but whether it succeeds or merely provides a good rooting medium for tree seeds remains to be seen. They have already removed one Scots Pine that had grown in the walls.



It was certainly fascinating to stand at the top of the castle walls and imagine myself as one of the archers defending it against the Dauphin of France's army in 1216!

# The John Pinkerton's Progress

The year 2007 has seen another record year for profits for the John Pinkerton trip boat operation from Odiham, with over £26,600 being transferred to the Canal Society's bank account. The extra profits for 2007 came only from a large number of extra charters over the season, especially towards the end when we were running trips, unusually, towards the end of October.

## Maintenance

This winter has seen a new departure for our maintenance crew. Normally the procedure is straight forward with checking and logging the boat's condition and any work done on the hull that year, and then the painting and decorating to smarten up the appearance for the next summer season.

In the past, every two years, the hull is checked out of the water in the dry dock at Deepcut. This year the Maritime and Coastguard Agency (MCA) surveyor wanted a detailed check of the JP's double bottom. It was some years ago that the second steel plate was added as a precaution against corrosion and wear in the original quarter inch plate.

The system of checking is that the air pressure between the two plates is increased to a value and measured to see if the pressure is maintained. This is to check for leaks and therefore faults in the plates. All went well with no leaks, and the thumbs up for the existing base plate.

Now a system of checking will be developed so that the double base plates will be systematically monitored in years to come.

## Operations

As you can imagine, extra trips last year meant much more work for the boat crews and also, more importantly, the two crew managers who contact our crews by telephone and email throughout the summer months to make sure the boat is always fully crewed with a skipper and three other crew members.

This is one area where anyone in the Society who enjoys the regular contact with others, albeit over the telephone or by email, could help considerably by "shadowing" a crew manager and then stepping in to give them a break without worry, during holiday times, illness or perhaps times of high family workload.

The season for the boat is from roughly Easter to the middle or end of October depending upon charter numbers, so the work of organising crews for up to three trips a day, only spans the summer months. We could even split the task of crewing into three with an extra manager with one crew manager organising crews for the Saturday and Sunday trips, one for weekday days and one for weekday evenings. If you are interested in supporting this side of the extremely

valuable trip boat income to the Society, or would like more information, please telephone me on 01344 772461.

2008 will see another Farnborough Air Show with another lucrative charter for the whole week of the Show bringing in an extra boost to this new year's income.

## AGM and Crew Meeting

This year's Annual General Meeting will be held, as in previous years, at the Canal Centre, Mytchett, on Friday 14th March 2008. The room will be open from 7.00pm for a 7.30pm start.

The evening will follow the usual format - after the formal business session, we will be having an informal crew meeting with a question and answer session and time for discussion.

Tea and coffee will be available during the evening.

## Pinkerton's Progress on the Web

As usual we will be publishing Pinkerton's Progress on the website, ([www.s-h-c-c.co.uk](http://www.s-h-c-c.co.uk)), and sending the newsletter by post only to those people who, as far as we know, are not on the internet. This will save so much time, effort, paper and money. If you haven't notified Janet Moore of your email address please ring her on 01483 771843.

Peter Wright



The Canal Society has bought a container that will be kept at the Canal Centre to provide storage for items such as the *Pinkerton's* chairs and other equipment during the winter. It has been fitted with a very secure locking system. Thanks to the BCA for permission to keep it at Mytchett.

# **WELCOME TO NEW MEMBERS**

**We would like to welcome the following members who have joined the Society in the past year:**

Mrs P Hill of Tadley  
Mr & Mrs G Cottrell of Camberley  
Mr D Cooper of Woodham  
Mr M J Way of Ashford  
Mr A W Coleman of Fleet  
Mr J A Binns of Addlestone  
Mr & Mrs R Gunner of Woking  
Ms J Herridge of Woking  
Dr P A Agutter of Staines  
Mrs J Kimber of Ash Vale  
Mrs A Lee of Woking  
Mr N Hammond of Aldershot  
Mr H W Lambert of Camberley  
Mr T Barton & Miss Z Latham of Church Crookham  
Mr R J Green of Frimley  
Miss M M Lewis of Farnborough  
Mr N Thompson of Farnham  
Mr M Holmes of Hartley Wintney  
Miss S Edwards of Bracknell  
Mr D Balyckyi of Guildford  
Mr C T Oakley of Winchester  
Mr H W Kelsey of Ash Vale  
Mr & Mrs S Dallen of Woking  
Mr & Mrs C Thompson of Fleet  
Mr A D Wells of West Byfleet  
Mrs I J Thompson of Hartley Wintney  
Mr J B Bryant of Woking  
Mr D Squires of East Grinstead  
Mr R Collie of Fleet  
Mrs S A Larcombe of Church Crookham  
Mr & Mrs JVG Holmes of Woking  
Mr G Blackburn of Hook  
Mr & Mrs B Twydell of Hartley Wintney

Mr G W Jones of Mytchett  
Mr & Mrs M S Cashmore of Basingstoke  
Mr I T Jennings of Church Crookham  
Mr N V Herbert of Guildford  
Mrs C Adamson of Lightwater

Thank you all for your support.

We hope to organise a New Members get-together at the Canal Centre some time during the summer and will be sending out invitations. It will be your opportunity to meet the Committee and some of the long term members, and to find out more about the Society's activities and, perhaps, what you might fancy helping with.

**Doreen Hornsey**  
**SHCS Membership Secretary**

## ***Wey & Arun Canal***

**New for 2008**  
**Annual Boat Licences now available for use**  
**On the Wey & Arun Canal (Loxwood section)**

**For use between Drungewick (Long Meadow Winding Hole) and Loxwood (Onslow Arms)**

The Trust has now introduced an annual licence for small unpowered boats e.g. canoes, dinghies, kayaks, etc. for use between Drungewick aquaduct and the Onslow Arms pub, Loxwood, West Sussex. A delightful stretch of restored canal in a scenic part of West Sussex.

If you would like to apply, please contact Sally Schupke on 01483 503029 ([rallies@weyandarun.co.uk](mailto:rallies@weyandarun.co.uk)) , or post your details and cheque (made payable to The Wey & Arun Canal Trust Ltd) to Bridge End, Somerswey, Shalford, Guildford GU4 8EQ.

Day licence £5  
Annual licence £15

Please note that motorised boats are only allowed on the canal with prior approval from the Trust or at one of the Trust's boat rallies. A licence does not entitle the holder to operate any locks on the canal.

## **SHCS 200 Club**

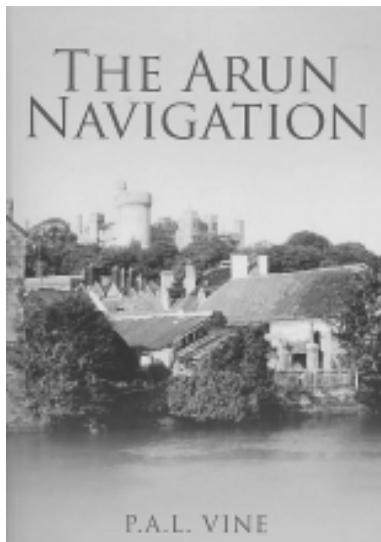
Sorry, but due to a misunderstanding, the 200 Club membership form was missing from last issue. You will find it enclosed with this one.

Due to printing cost we have removed the Standing Order form so it all fits on one page. Anyone who wants to pay by monthly standing order please contact me by post or e-mail. Hope this not a problem, as the subscription is only £12 for a single share.

Thanks for your support & Good Luck

*Jim Johnstone*

# Book reviews



## The Arun Navigation

Compiled by PAL Vine, published by Tempus Publishing @ £12.99. Paperback ISBN 97807524 43232.

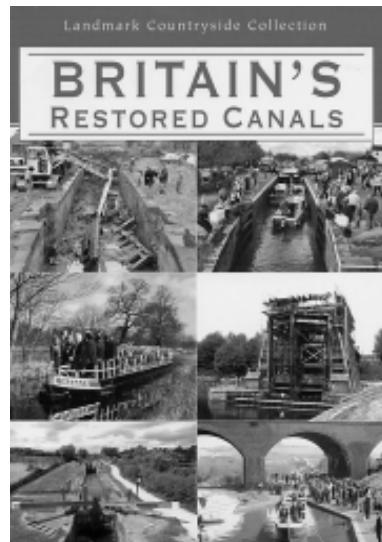
First published in 2000, this updated and revised edition came out at the end of last year following the Wey & Arun Junction Canal by Paul Vine, also revised and reprinted by Tempus last year.

The 37-mile long River Arun is the longest river in Sussex. Rising in St Leonard's Forest near Horsham, it enters the English Channel at Littlehampton. The Arun has been navigable since the Norman Conquest and was made navigable up to Stopham Bridge near Pulborough in the reign of Elizabeth I. After the development of Littlehampton harbour an Act of Parliament in 1785 authorised the river navigation to be improved to Pallingham. One of the provisions of the Act was for the construction of a 4.5-mile cut from Pallingham to Newbridge and the 2-mile long Colwaltham Cut, including the 375-yard long Hardham Tunnel, bypassing five miles of twisting river between Greatham and Pulborough.

The opening of the Wey & Arun Junction Canal in 1816, from Newbridge to Shalford on the Wey Navigation in Surrey, and the Portsmouth & Arundel Canal in 1832 provided a safe inland waterway from the South Coast to the London docks avoiding the sometimes difficult and dangerous journey by sea as well as serving agricultural trade and other industries along its route.

This book along with the other Paul Vine titles published by Tempus make interesting sequels to the author's definitive account of London's Lost Route to the Sea published by David & Charles in 1965.

*Dieter Jebens*



## Britain's Restored Canals

Roger Squires, published by Landmark Publishing @ £16.99. Paperback ISBN 1-84306-331-X

Roger Squires first published his book "Canals Revived" thirty years ago, based on research work done at London University, and the new book brings the story up to date.

It is still a scholarly piece of work, intended to be the definitive history of the canal restoration movement and contains a staggering amount of detail. With its chronological format, that inevitably leaves the reader a bit breathless as the story darts from one part of the country to another, and the rather small type font needed to cram everything into a 192 page book, it is not exactly light reading, but it has an excellent index and provides an invaluable reference if, say, you want to find out what was happening on the Thames and Severn in 1978. It also has a good selection of photos and maps to show where is was all happening.

The Basingstoke gets over thirty references and it is nice to see Tim Dodwell getting credit for his pioneering restoration work that eventually led to the founding of WRG. Perhaps not surprisingly, the account of the attempted purchase of the Basingstoke by the IWA in 1949 does not throw any new light on what really went on; I wonder if we shall ever know how Sid Cooke came to own the canal?

Perhaps the most useful part of the book for anyone thinking about restoring a canal is on the last page, where Roger has distilled his experience of dozens of schemes over the last half century into a dozen key elements for success. These alone would make this an essential purchase for any aspiring canal restorer, but the book is also a worthy celebration of possibly the country's most successful post-war volunteer movement.

*Roger Cansdale*

# Forthcoming events

## Woking Canal Festival 2008

**Easter Saturday and Sunday, March 22/23<sup>rd</sup>**  
at  
**The Bridge Barn, Woking.**



Illuminated boat procession on Saturday from Woking town centre to the Bridge Barn, starting at 7:30pm



### **What are you doing this Easter weekend?**

**We really do need more help from more members to run this event successfully.**

*Even if you can only spare 1 hour, we really need you.*

### **Before the event**

Collecting the IWA Trailer from Burton, and March 8<sup>th</sup> Leaflet distribution in Woking Town Square

### **Easter Weekend**

*Friday 21<sup>st</sup>:* Help needed to erect gazebos, lights, bunting and to spread woodchip, and put up signs.

*Saturday 22<sup>nd</sup> [12-5pm]:* Help needed with marshalling the car park, announcing, fund-raising, manning the SHCS Sales stand, running childrens' games, helping with boat trips.

*Saturday evening:* Towpath stewarding for the illuminated boat parade.

*Sunday:* As above plus breaking the site and towing the IWA trailer to Byfleet Boat Club.

**Please contact:** Peter Coxhead [01932 344565]  
Verna Smith [01252 517622 evenings]

**This really is your annual opportunity to do a little bit for the Canal Society - please lend a hand.**

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### **Other dates for your diary:**

May 24/25/26 **50 Boats to Brookwood** at the Brookwood Country Park .

n.b. This a boaters' event so there are no landside stalls but spectators are welcome.

Sept. [date to be arranged] **Fox and Hounds Rally, Fleet.**

*In addition the Sales stand will be at a number of local village fetes.*

*If you would like the Sales stand to come to your event please contact Denise Smith [01252 0517779]*

## **MIKRON THEATRE COMPANY**

Date: Monday 7th July 2008

Time: 7.30pm

Venue: The Canalside Garden of the Fox and Hounds, Crookham Road, Fleet

Show: DE(b)TONATION - The UK's Addiction to Credit.

Show written by Richard Povall - Music by Rebekah Hughes - Lyrics by Richard Povall.

There's a world debt crisis. Rod and Joy are up against it. Rod's business selling sock suspenders is not doing as well as could be hoped. Joy is addicted to Marks and Spencers and they need a new dryer. Neither of them know what the other is or isn't doing and soon things will get on top of them. Joy's ageing Auntie in the cellar is like their money problems: always there, an embarrassing and unspoken presence. We now owe a trillion in personal debt in the UK and money owed exceeds the country's GDP. When personal debt increases by a million every four minutes and 15% of 15-25 year olds think an ISA is an iPod accessory where are we heading?

Using the words of those affected by debt and the testament of those that work with them, Mikron will make something entertaining and informative out of great trauma. Through song, humour and a cracking story, owing money was never such fun. Losing your home, inability to pay the bills and a sparse Christmas ahead - let's talk about the topic that prompts the most discomfort: MONEY.

2008 will be the 37th year that the company have toured the waterways of England in their 72 year old narrowboat 'Tyseley No.183'. As usual come along by boat, car or on foot and enjoy this year's presentation, which is a non-waterway theme. Bring a folding chair or rug or just sit on the grassy bank. Indoor back-up in case of rain.

This annual visit by Mikron is increasing in popularity. Last year was a record attendance which shows they have gained a very loyal following over the years. Don't miss the show as your support is vital to keep the Mikron's future alive, as their grant funding is always under threat from Arts Council and other grant funders cutbacks.

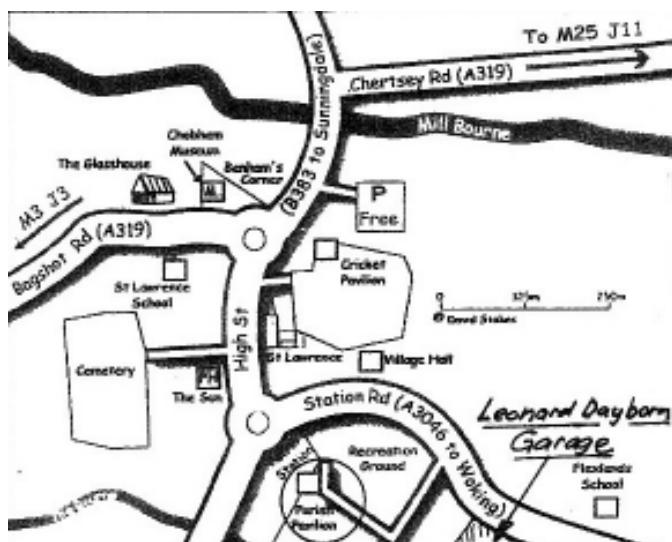
Admission is free but there will be the usual collection after the performance. Come early and enjoy a meal before the show.

For further information please contact David Millett on 01252 617364.

# Events

## CHOBHAM SOCIAL MEETINGS

Just two more of this season's monthly gatherings to go at the regular venue at the Parish Pavilion, Recreation Ground, Station Road, Chobham. The meetings start at 8pm on the third Wednesday of the month. See map below for the exact location. Coffee/tea and biscuits are available during the interval. Non-members and friends of members are very welcome. The meetings so far have been proving very popular, so get there early if you want a good seat.



Despite problems with the computer/projector, Tim Dodwell's talk in February provided a fascinating insight for us relative newcomers into activities on the Basingstoke in the pre-Canal Society days, when the canal was being run by Mrs Marshall, Tim's late mother-in-law.

Wednesday 19<sup>th</sup> March 2008

### George Fleming - 'Waterways at War'

George Fleming from Salisbury will be presenting the story of the waterways in wartime, including during the First and Second World wars. The relationship between the canals and the military and the problems presented will be fully explored.

Wednesday 16<sup>th</sup> April 2008

### Matthew Armitage - 'The History of Tooley's Boatyard in Banbury'

The recent revival of the historic Tooley's Boatyard in Banbury is a fascinating story and goes back to the early days of the canal movement with Tom Rolt and his famous boat 'Cressy'. The boatyard was threatened with demolition in the re-development of the canalside at Banbury, but a determined campaign by the canal movement saved it for future generations, and the boatyard is now open for visitor tours.

## Woking Illuminated Boats

Once again the members of the Byfleet Boat Club braved the assorted problems of navigating the Basingstoke Canal in December to take part in the illuminated boat procession from Woking Town Centre to the Bridge Barn. At least this year there were no gales to delay their return to the River Wey with fallen trees.

Despite slightly dreary weather that prevented the band playing out of doors, there was a good crowd to watch the boats. The Mayor and Mayoress of Woking judged the boats and awarded first prize to *Corn Dolly*, second to *Barley Twist* and third to *Marjorie*, with *Mr Bunbury* taking the small boat award.

A very large amount of effort had gone into decorating the boats (and their crews!). Many thanks to Rodney Wardlaw and the other members of the BBC for another splendid reminder that the Basingstoke is still accessible by boat.



Above: John Weller was a popular Father Christmas with the many children who came to the event.

# Letters

Dear Peter,

I am writing on behalf of the Members of the Basingstoke Canal Joint Management Committee to express our thanks for the fantastic work carried out on the canal by the Surrey and Hampshire Canal Society.

The Society's contribution to the canal both financially and in terms of work carried out by volunteers is enormous and I am sure that much has been achieved that would not otherwise have been possible.

I hope that the Committee and the Society can continue to work together to maintain and improve the canal as a valuable asset for the community.

Finally, I would like to thank you for your personal contribution and to congratulate you on your recent, well deserved, award of an MBE.

Yours sincerely

David Munro  
Chairman  
Basingstoke Canal Joint Management Committee

## "DEEPCUT DIG"

Reading about the Deepcut Dig taken from Newsletters 77 and 78 brought back fond memories of a great day out. Ann and I had been Society members, I think, for three years. We had been boat enthusiasts since 1963 when we took our first holiday on the River Thames and thought it would be good idea to do something positive in the way of restoration on a canal which we wished to see restored.

Unfortunately as we were worked on Saturdays we could only help on the Sunday. We arrived at the assembly point early with our three daughters, and our friends George and Joan, carrying spades, shovels, pruners and other gardening equipment. Because we did not have any particular skills we were put to work with others clearing shrubs, small trees and vegetation around locks 12 and 13.

We worked steadily, stopping occasionally for a drink. Lunch was taken on site for about 20 minutes at about 1.0pm. If my memory serves me right we continued until 4.30pm when we stopped and made our way back to the car and off home to Twickenham in the satisfaction that we had helped in a small way to advance the restoration of the Basingstoke Canal.

Some 20 years later in the late spring of 1997 two "golden

oldies" launched their Dejon cabin cruiser at Potter's slipway and spent a week on the canal they, like so many members past and present, had helped to restore albeit only through their yearly membership.

Yours sincerely,  
Ian Woodhead  
Wiltshire.

Dear Roger,

Thank you for publishing my letter in the last issue and your interesting reply. I have been very heartened to see the pictures of the work being done on the canal, also the pictures of the Addlestone Scouts doing a great clear-up job (future members?)

I have been to see the canal stand in the Peacocks Shopping Centre and can only say that when the towpath is widened and the weeds removed it will look very smart indeed.

Having seen the pictures of the canal canoe club in action, why not invite them to Woking for a Canal Awareness Day? With the help of Woking Borough Council, Barclays Bank – sponsorship, Woking Bakers – cakes & scones etc, Woking Model Boat Club from Goldsworth Park, Scouts & Guides - face painting etc, Membership stand – free balloons and car stickers. Byfleet Boat Club – rowing on the canal. Jazz Band and Pop Group. Fireworks in the evening to round off the day.

In short let's have a canal party on a Saturday or Sunday.

Keep up the good work Roger and to you and everybody in the SHCS have a Happy Christmas and Prosperous New Year.

Yours etc

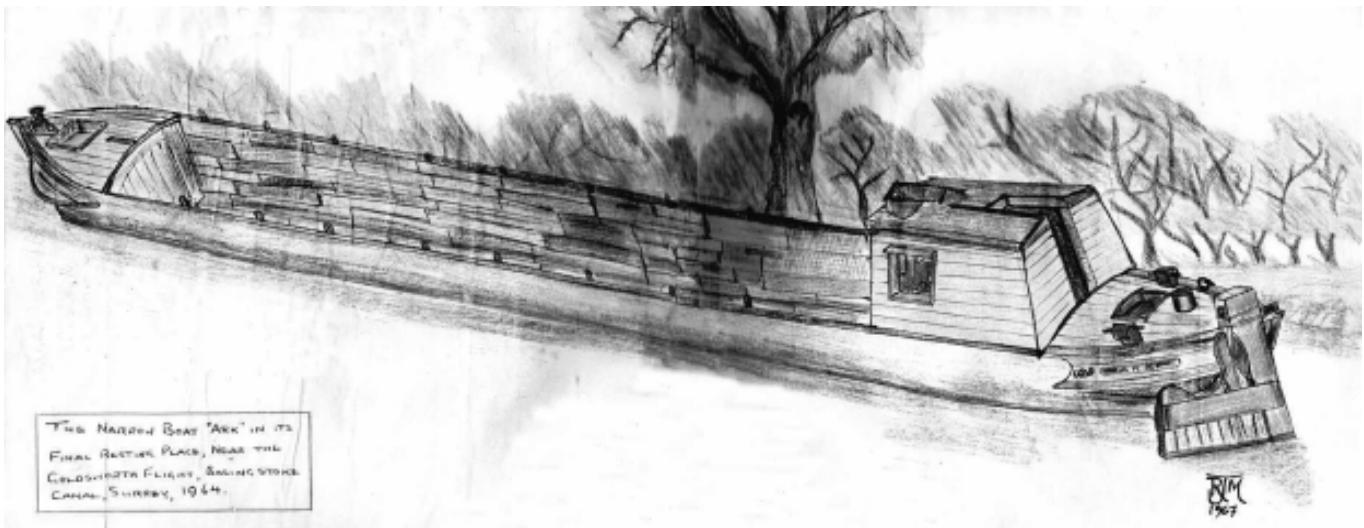
David Wood

P.S. I would love to help with the bank clearance work, but being over 70 and advised by the doctor not to do any strenuous work and having 6 grandchildren I am always kept busy.

*I'm glad that David is encouraged by what is being done to the canal. With regard to the "Canal Awareness Day", many of the activities that he suggests will be part of the annual Bridge Barn rally in Woking over Easter. Do drop in or, even better, contact Verna Smith (01252 517622) about lending a hand.*

# "Ark", a Chesterfield Canal mystery

John Lower, Editor of the Chesterfield Canal Trust magazine "Cuckoo" recently received an email:



## "Basingstoke Canal, 1964 Illustration.

Having been to the London Boat Show, I bought a copy of "Chesterfield Canal - History Nuggets". For many years I've tried to contact someone who knows about the narrowboats that plied that cut.

I did this drawing in 1964, after having been on several working parties with Tim Dodwell, who led most of them, and spotted this unusual type of craft. From this I was inspired and went back to Woking from North London to photograph it and sketch it, and this was the result. It has languished in my diaries for many years for some-one to cast an expert eye over it, and give an opinion.

Bob Martin."

*Bob subsequently sent scans of a couple of photos, which are too poor to reproduce here, a copy of the drawing and some details, a hand-drawn map of the boat's location and a copy of his diary for the day, an extract of which is reproduced below:*

*From the diary of Bob Martin.*

**21<sup>st</sup> September 1967 – Basingstoke Canal at Woking**

...had a close look at "Ark" which I believe is an ex-Chesterfield Canal Narrow Boat which is strikingly different from the traditional narrowboat both in design and decoration. Needless to say, this narrowboat is decaying badly, but the decoration and name is still discernible. The cabin is a small affair flush with the deck, the cabin now on it is just an addition at a later date. The main colours are red, white and blue, there are no roses, castles etc, just a small scroll like design.

*The location of Ark was half way between Arthur's Bridge and Langman's Bridge in Woking – just upstream of Goldsworth Bridge which has been built since 1967.*

So this raises a lot of questions:

- “ Was it a Chesterfield Canal Boat?
- “ Was “Ark” its original name?
- “ How and why did it get to the far end of the Inland Waterway system, on a broad canal?
- “ Presumably it was broken-up when the Basingstoke Canal was restored—were any bits retained?
- “ Did anyone else record this craft or take any photos?

No original Chesterfield boats are known to survive, so Chesterfield Canal Trust have a project in hand to construct a replica "Cuckoo". We are particularly interested to find out as much as we can about the last ones to survive. Can any of your members help?

*John Lower*

If this rings any bells with anyone please contact John at [john@lower.me.uk](mailto:john@lower.me.uk), 01246 237705, or John Lower, 92a Tapton View Road, Chesterfield, Derbyshire, S41 7JY

- § As we seem to have had above average rainfall last autumn and so far this winter, this augurs well for the water supply for the canal this coming spring and summer. At the present time surplus water is flowing over the wastewater weir in Aldershot Road, Fleet, near Reading Road Bridge, which is, of course, at a fixed level. If only this water could be saved and stored, rather than flow down to the River Thames at Wargrave via Fleet Pond, River Hart, River Whitewater, River Blackwater and the River Loddon. In the longer term it is still hoped that the Bourley reservoirs between Church Crookham and Aldershot can be acquired as a storage facility but this depends on the future plans of the Ministry of Defence.
- § Good news that the section of the canal and towpath west of Greywell Tunnel between the tunnel portal and the lowered Penny Bridge at Up Nately may well be formally constituted as a Local Nature Reserve by Hampshire County Council shortly. This will give good recognition to this important and very rural non-navigable section of the canal. The Society has improved and maintained the towpath in this section for walkers and ramblers for many years. Many members will no doubt have started and finished a walk at the Fox and Goose at Greywell and walked over the tunnel on the local footpaths and joined this isolated section where some interpretation boards tell the story of the canal in this area. The remains of the Brickworks Arm can also be seen from the towpath footbridge at Up Nately.
- § Coupled with the above, moves are now being made for a local partnership between the County Council, the Society and other organisations to plan for the long proposed footpath from Basingstoke Town Centre to the western portal of Greywell Tunnel. This would use sections of the original line of the canal where possible but would also involve some detours where it is not possible to follow the original line. The effect of these plans if and when they come to fruition will be to create a long distance footpath from Basingstoke to London via 'the last five miles', the navigable section towpath, the River Wey towpath and the River Thames towpath.
- § Formal planning permission has now been given for the continuation of the Clay Pigeon Shooting Range at the Four Seasons Hotel in Dogmersfield park on a long term basis. The Society objected to this along with local Parish Councils and nearby local residents at Broad Oak and along the A287. Noise monitoring was undertaken by a professional firm supervised by Hart District Council which indicated that, on balance, there was no obtrusion to local residents and towpath users. However, when the wind comes from a southerly direction, even with noise limiting cartridges, the shooting can be clearly heard on occasions.
- § In 2006 the Inland Waterways Amenity Advisory Council (IWAAC) was reformed as the Inland Waterways Advisory Council (IWAC). Previously this national organisation was only able to advise and report to Government on matters affecting British Waterways canals and rivers. However, under the new remit, it can report and advise on all matters affecting canals and rivers owned by other navigation authorities which includes the Basingstoke Canal, the Grand Western Canal and many others. This must be an improvement as it is essential that a non local independent body can look at issues from a wide perspective.
- § With the Department of the Environment, Fisheries and Rural Affairs (DEFRA) being in the spotlight over the last year or so and having to effect cutbacks in funding to British Waterways and the Environment Agency due to mismanagement of the payments to farmers, foot and mouth issues, it is encouraging to read that the new Waterways Minister, Jonathan Shaw MP has announced that he has set up a joint governmental inland waterways committee comprising senior representatives of the departments for Transport, Business, Enterprise and Regulatory Reform, Health, Communities and Local Government, Culture, Media and Sport, and the Treasury, together with representatives of the main navigation authorities and the Inland Waterways Advisory Council (IWAC). This is intended to enable a greater understanding of the intrinsic value of the waterways to the UK as a whole within Government and to enable other government departments to become more involved in understanding and subsequently partnering support for the waterways as a consequence. Fine words so let's hope some good comes of it in the future.
- § The Sustrans scheme for the upgrading of the towpath from Brookwood Bridge to the River Wey Navigation over a period of years is in the news at the present time. The scheme which involves the Basingstoke Canal Authority, Surrey County Council, Woking Borough Council, and, of course, Sustrans (which stands for Sustainable Transport) will improve towpath conditions for walking, cycling and wheelchair use for the disabled. The aim is to get more people and youngsters off the busy roads in Woking by using the towpath as a conduit through the town, and to improve off road access to schools. There can be a conflict between some cyclists and walkers at times but it is only by good education of the users that harmony can be maintained. We all know of the minority of heads down, Lycra-clad cyclists who do not slow down or give advance warning to walkers when they approach at speed. If all cyclists had, and used, a bell it would improve matters for all concerned.

# Vice-President

# Lookback

From Society Newsletter No. 79 April 1978.

- At the Society's AGM in February a censure motion was raised concerning the Committee's decision to spend £10, 000 on building a Society trip boat for the canal when money is badly needed for restoration work. The motion as such was out of order and it is doubtful, from what was said by members in favour of the project, that it would have been carried. As the Treasurer pointed out, the Committee was proposing to spend only £2000 towards the cost out of general funds. The rest was donated and raised by members and friends of the Society. The idea was conceived as an investment to raise funds for restoration and it was estimated to make an annual surplus of £2, 500.

The trip boat was also seen as a practical way of introducing the pleasure of the canal to a great many local people, thus promoting its amenity value as well as publicising the Society's work in restoring the waterway. The boat would also help maintain the restored section by keeping silt in suspension and weed growth down.
- § It is just 43 years since the last of the great Harmsworth barges, the 33 ton Ariel 1, slipped down the skids into the canal at Ash Vale. On Wednesday the 1st of March, just 43 years later another launching took place, albeit on a smaller scale, but in the traditional way. The boat, a wooden work boat, has been built at the Ash Lock yard of HCC by Tony Harmsworth, Senior Canal Warden, assisted by Andrew Cresswell of the Job Creation Programme scheme. A small crowd gathered to witness the launch which was performed by Tony Harmsworth and his father Mr. Wilfred Harmsworth. The 30ft long, 8ft wide workboat was lowered onto the greased skids, the two struts previously placed into position knocked out, and the workboat slid gracefully (with a huge splash) into the canal.
- § The big working party effort for 1978 is now under way, with a major emphasis on the 14 locks of the Deepcut flight. In addition to Society volunteers, volunteers from the London Waterways Recovery Group are hard at work on Lock 17, with members of the Southampton Canal Society working on rebuilding Lock 19. The Job Creation Project team are working on other locks five days a week. In addition our steam dredger 'Perseverance' is currently in the area of Sandy Hill bridge, Winchfield, working every weekend. Family parties are working once a month on the Hampshire section, undertaking a variety of jobs not requiring specialist skills. It is also planned to start towpath widening in the Farnborough/Fleet area and lock gate construction working parties, initially starting with instruction in this skilled work.
- § The focal point of the Ash Vale length of the canal is undoubtedly Ash Wharf, which has become heavily silted and overgrown since the canal was disused. The originally large wharf area has now been covered by a shopping parade, the back of which faces the canal. Until the 1950s Blundell's Boathouse stood beside the basin and skiffs could be hired to row over the Ash Embankment or down to the Swan pub at Heathvale Bridge. These were popular with off duty soldiers and after closing time, the skiffs could be seen cavorting from side to side and sometimes the proprietor, Mrs Blundell, had to wait until after midnight for the skiffs to be returned!
- § Guildford Borough Council has now published a report entitled 'Ash Wharf Basin, Basingstoke Canal - Restoration Scheme'. Two alternative schemes are proposed, the first to retain the maximum water space and the other to improve the rear access to the shops. The Society would like to see the area restored for the maximum benefit of boaters and the local residents so that an eyesore could be turned into a valuable local amenity. For boats using the canal the basin would become an important stopping off on the badly serviced length of the canal between Woking and Fleet.
- § David Gerry, the Canal Manager for the Hampshire section of the canal reported on an interesting find when the North Warnborough flood relief weir was rebuilt. "During the construction of the new weir, the contractors uncovered a 12" square elm pipe made of 2 and a half inch thick boards nailed together with 6" square hand made nails. The pipe was positioned horizontally under the canal bank. Its purpose is something of a mystery. It seemed unlikely to have been a culvert so we came to the conclusion that the pipe was a drain. Originally it would have been fitted with a trap door and a chain to open it". Mr. Wilfred Harmsworth senior tells us that similar drains exist in Greatbottom Flash at Ash Vale and another at Eelmoor Bridge which was sealed with clay about 50 years ago.
- § Fred Hill, the celebrated Hymac operator who brought his excavator to the canal for a week and stayed for over a year, has given up his job with Dragon Plant Hire at Guildford to join Surrey County Council as a Countryside Warden. Fred's expertise has been much admired by all who have seen the results of his work in Woking, between Monument and Chertsey Road bridges, and in clearing the 2-mile section between Pirbright bridge and Deepcut. Recently he has been working on the section from Frimley aqueduct towards Mytchett Lake. His successor will be John Norris.

# *SHCS notes*

**General Canal Society contact number: 0796-4357442**

May I take this opportunity to remind everyone that the Canal Society's 2008 subscriptions are due on 1<sup>st</sup> March. Those of you who pay by cheque or cash will have received a reminder and I look forward to receiving your subscriptions shortly. Prompt payment would be appreciated as it costs the Society money to send out reminders! If you pay by Bankers order, please make sure that you are paying at the correct rate, i.e. £10 Adult, £12 Family, £5 Single OAP, £7 2 x OAP, £3 Junior and £15 Group. We still have quite a few members who are paying at very old rates! If you joined the Society after 1<sup>st</sup> November 2007, then you do not need to pay again until March 2009.

*Doreen Hornsey, Membership Secretary*



Anyone interested in joining the Society should contact the Membership Secretary, Mrs Doreen Hornsey, whose contact details are listed below. The annual subscription is Adults £10, Junior £3, OAP £5, Family £12, 2 OAP £7, and Group £15, payable on March 1<sup>st</sup> each year.

**Date for next copy 30<sup>th</sup> April 2008**

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*To contact any of the people listed here, please ring  
0796-4357442*

*Basingstoke Canal Authority*

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01252-370073

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Canal Authority Internet Website: [www.basingstoke-canal.co.uk](http://www.basingstoke-canal.co.uk)