



BASINGSTOKE CANAL NEWS

No. 218 Summer 2008



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Surrey & Hampshire Canal Society Ltd

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Rt Hon James Arbuthnot, MP. Michael Gove, MP. Philip Hammond, MP. Gerald Howarth, MP. Humfrey Mallins, MP

Editorial



2008 looks like being another frustrating year for the canal, with plenty of water at the moment but no way of using it to the full because of the bridge closures in Ash and the need to do urgent repairs to the Deepcut flight.

It would be nice to think that the current status represents the bottom of the downturn in the canal's fortunes and fortunately there are some signs that this may be the case.

The County Councils seem at last to have recognised that there has been no capital investment in the canal since it re-opened in 1991 and according to Ian Brown are "150%" behind the new action plans. The first is the Service Level

Plan that should tie the local District Councils to a legal commitment to fund the canal in return for the BCA's guaranteed maintenance of the canal in their area.

Secure funding should enable the Asset Management Plan to get to grips with the problems of the canal and its structures - locks, culverts, etc, once the condition survey has been completed. Along with this is the Conservation Management Plan that is still being worked on. The Society is watching this carefully to ensure that there is a sensible balance between the needs of conservation and those of navigation and other recreational use. Interesting to hear Ian say that he would like to see more boats as sadly the BCA doesn't generate funding from underwater plants.

The fourth plan is for the Canal Centre where Ian wants to improve the moorings and other facilities and to install a slipway.

Hopefully Ian will have two new members of staff in the not too distant future and will be able to return to just doing the Director's job implementing these plans rather than the three that he has been juggling with for the past year or more.

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Ian's aspirations to form a trust to run the canal and to get its legal status sorted out are to be welcomed.

Before the canal re-opened, the Society promoted the idea of a trust and Richard Allnut did quite a lot of legal work on the idea. Clearly the canal would remain in public ownership and the Counties would retain the ultimate responsibility for its safety, but a trust would have greater freedom to operate and make decisions and, hopefully, a greater ability to raise

funds from private industry and commerce.

The anomalous legal status may have prevented the canal being abandoned in 1913, but now it is an embarrassment that needs to be sorted. James Arbuthnot, MP has expressed his willingness to help a new act through parliament and I'm sure our other Vice-Presidents would do likewise.

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It isn't just youngsters who vandalise the canal. Recent complaints have been made about the mess left by dogs along the towpath. This seems to be an increasing problem in all built up areas with easy unrestricted multiple access points.

Although the majority of dog owners are sensible and public spirited, there are always a few who don't give a damn. It is illegal to allow dogs to use the towpath as a lavatory, and this will be emphasised on the new tourist type information boards to replace all of the old painted ones along the canal, but very difficult to enforce.

Perhaps the local media can persuade all dog owners that their dogs' mess is nobody's responsibility but their own.

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

Towpath

The canal towpath work has received its share of adverse press in the Woking section. Sustrans, Surrey County Council, Woking Borough Council and the Canal Authority in partnership proposed towpath improvements from Lock 15 to the River Wey. A chip and tar surface is now proposed, although initially at the consultation presentation it was proposed as Tarmac.

A Planning Application, based on change of construction was required by Woking BC. Preliminary works clearing undergrowth also included the felling of three mature oaks due to safety risks identified by tree surveys. Public reaction to undergrowth removal and the Planning Application was unprecedented. Allegations of widening the towpath and cycle race tracks, and demonstrations were the norm, all reported by the local press.

Your committee considers that sections of towpath are in need of an upgrade, but we did not agree with all of the proposals and criticised as appropriate. It is unfortunate that the proposed surface will require specialist equipment to construct and effectively removes towpath surfacing works from the volunteer and Ranger skills.

The Planning Application was granted, subject to conditions, and contract work has commenced at the time of writing.

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.

Conservation Management Plan

The second draft of the Basingstoke Canal Conservation Plan (CMP) has been circulated for comment, and John Eaton of Liverpool University, a recognised expert on Inland Waterway ecology, has been commissioned to draft the final plan.

Natural England have been granted increased powers in respect of SSSIs, and have the responsibility to improve the ecology of degraded SSSIs, such as the canal.

The Society has prepared a response to the draft CMP seeking a status quo on navigation and an upward review of boat numbers as recovery of the SSSI occurs; we seek parity with the Welsh section of the Montgomery Canal.

Dredging of the channel and post dredging use needs to consider the linear nature of the canal and navigation requirements.

Off-line reserves are proposed and we support this concept if it is included in the plan. Tree shading is a contentious subject, and while the glade principal used for achieving open shade-free sections of the canal is acceptable, we do not support felling which would remove existing screening from urban developments.

Water analysis and improvements in water quality that may result, are welcome.

Perseverance

Perseverance was donated to the Ellesmere Port Museum in 1993; our expectations at that time were that full restoration into steam would be carried out by the Museum.

Some restoration work was completed but work on the boiler was not authorised; a grant from PRISM for this work would have been possible but was not applied for. Outside storage has not preserved the components such as crane and boiler.

I attended a recent seminar at Ellesmere Port, entitled "Old Boats New Life", where a score system was used to rank boats in order of restoration and display. Perseverance scored 30 but is not included in the full restoration category.

Concerns that Perseverance will become a static, not a working exhibit are emerging. A hole cut into the hull for walk round viewing is not what we agreed when donating the dredger to the Museum. Investigations into the viability of full restoration into steam and potential for post restoration exhibitions are intended.

Any comment and information from dredger crew members would be welcome as my learning curve is rather steep at present.

Peter Redway

Work Party

Conservation

Working Parties concentrated on the Hermitage Flash Project until March this year when spring growth dictated the end of dredging operations until autumn.

The dredgings were unloaded from barges into the reed bed site at Hermitage Bridge Flash. The unloading process uses a barge fitted with a railway sleeper deck and securing rings, on which an excavator is loaded via ramps, secured with chains and moved to the unloading site.

Loaded mud barges are then moored alongside the excavator and the silt transferred to the reed-bed site. At the same time, other silt barges are being filled with dredged material ready for transportation to the unloading site.

A section of canal approx 250 m in length has been dredged from Hermitage Bridge towards St. Johns, and work will continue in the autumn.

Work Boat and Tug

With dredging operations suspended for the summer, and conditions improving for painting, we have concentrated on refurbishment of our workboat.

Welding work on the cabin and internal bulkheads was followed with primer, undercoat and gloss paint, and our second tug has also received attention and is now a nice multi-colour.

Western End

We have agreed to assist the Last Six Miles Project with footpath improvements over Greywell Hill and the western end of the tunnel, taking advantage of dryer conditions. Some fallen trees across the canal will also be removed.

Work Camp

Waterway Recovery Group will be holding a summer camp on the Basingstoke; originally this was to help construct our third back pump system, but will now assist the reconstruction of Lock 22.

Fund raising for the back pump project is dependant on a hydrology study, which will evaluate canal water supply requirements for 365 days a year navigation. This is a requirement of funding applications as any start on the back pumping will prevent further grant applications being agreed.

The camp is scheduled from July 19th for two weeks.

WORKING PARTIES

DATE	LEADER	LOCATION
7/ 8 June	PR /DJ /DL/ KR	Deepcut Preparation
21/22 June	PR /DJ /DL/ KR	Deepcut Preparation
12/13 July	PR/DJ/DL/KR	Deepcut Preparation
19 July-Aug	WRG camp	Deepcut

LEADERS

PR - Peter Redway	01483 721710
DJ - David Junkison	0208941 0685
DL - Dave Lunn	01483 771294
KR - Kevin Redway	01483 722206

Peter Redway

Perseverance

Peter Redway recently attended a conference run by the Waterways Trust at Ellesmere Port, where our old steam dredger still resides in bits.

TWT clearly do not have the financial resources to restore and conserve all the old boats that they have acquired. They have devised a scoring system to help prioritise their activities. Points are awarded for various parameters, such as rarity, originality, aesthetic impact and historical association with people and events, and the boats are then put into groups depending on their potential future.

Perseverance scored 30, although on our reckoning it should have had at least 40. What is of more concern is that the group status does not appear to correlate with the points score. Someone's personal opinion seems to come into the

equation somewhere, and it is significant that our Chairman heard the following remark: "This is *Perseverance*, a dredger used on the restoration of the Basingstoke Canal. A previous member of the Museum was misguided enough to accept it for an exhibit. The idea of restoration into steam is lunatic."

Given this attitude, the future of *Perseverance* at Ellesmere seems bleak. The question is what to do about it. The Society's business is the Basingstoke Canal, not running a steam museum. Nevertheless, it deserves better than to rot away in Cheshire. We intend to investigate other possibly more welcoming locations a bit closer to home. Any suggestions or contacts would be welcome.

Conservation matters

Conservation Management Plan

Ian Brown has been battling with drafts of the Conservation Management Plan for many months now and has now called upon John Eaton of Liverpool University for assistance. Dr Eaton has been involved with the Basingstoke Canal for many years and is well respected by both the ecological world and the Canal Society.

Getting the plan right is very important if there is to be any sort of real partnership between the two sides. It is in everybody's interest that this does exist. Boaters do not want to suffer further restrictions on their activities, particularly if these are believed to be unreasonable and lacking in scientific justification. Conservationists need the support of the Canal Society because it appears to have the only body of volunteers capable of doing any real constructive work on the canal, such as the reed bed installation at Hermitage.

There are several potential areas for conflict between conservation and navigation interests.

Restrictions on boat movements have not so far proved a real embarrassment, but could do if the structural and water supply problems of the canal are solved one day. The Society would like to see some thought being given to ways of increasing these limits towards those already operating on the Montgomery Canal, a not dissimilar waterway.

Dredging raises issues because some of the proposals from the conservation lobby are unacceptable to the Society. Suggestions that the canal should be dredged in short stretches with undredged bits in between are impractical as well as uneconomical; how is the spoil to be transported to the dump site if the canal is too shallow for mud boats to pass? It is not possible to put dredgings straight on the bank everywhere. Perhaps though a "nursery" area could be set aside in one of the flashes where the plants could be kept prior to being re-planted.

Also unacceptable is the suggestion that dredged areas should be kept free of boats for a year. This would effectively stop through navigation of the canal for ever once a regular programme of dredging is established. Again perhaps off-line reserves are the answer.

Also important is the need to get some real scientific research done into the causes of the SSSI decline. The Society offered help with water quality monitoring some years ago, but nothing has been done yet.

All things the Society could help with if there is the will on both sides to co-operate for the good of the canal.

Society Conservation Officer wanted

The BCA has a Conservation Management Plan that details how the Canal, as a designated Site of Special Scientific Interest, is to be managed. Ian Brown has been preparing a new issue of the document. Inevitably there are things which clash with navigation interests and the Society's Committee has been kept very busy making comments on the drafts that have been circulated.

We recognise that there are compromises to be made, but these need to be made by both sides to maintain a sensible balance between the interests of wildlife and those of users of the Canal, particularly since they were the ones who restored it and made it possible for the habitat to exist at all. Interestingly, the first thing one now sees on Natural England's website is the statement

"Natural England is here to conserve and enhance the natural environment, for its intrinsic value, the wellbeing and enjoyment of people and the economic prosperity that it brings."

That doesn't sound too different to the objectives of the Canal Society, so we feel that it should be possible to develop a real partnership to take the Canal forward. In the past there has been a tendency for some of the more extreme "conservationists" to try to portray the Society as ecological vandals set on wrecking the environment with their boats – hardly realistic given the small number of our members who actually own boats.

What the Society really needs is someone to take the lead on these conservation matters and, hopefully, strike up some sort of rapport with the various conservation bodies. Knowledge of natural history would be useful, as would a familiarity with the various bits of legislation associated with conservation, but skill in the art of diplomacy is what would probably be most useful. The SSSI is in clearly in decline, with poor water quality and reducing aquatic plant life. If this is to be reversed, we all need to pull together.

If this sound like the sort of job that would appeal to you, please contact Peter Redway for a chat (01483 721710).



BCA News - Report from

Ian Brown gave the following talk to the meeting of the Basingstoke Canal Boating Club in April:

All six of the riparian District Councils have now agreed to have Service Level Agreements with the Canal Authority and I am particularly delighted to report that Hart has agreed to fund its full share of £67,500 this year. I hope that the others will be following suit with all adopting three year roll-on agreements for the 2009/10 financial year.

We are currently a third of the way through a full condition survey of the Canal. When this is complete we shall be in a much better position to assess the future capital funding needs with delivery on an asset management plan.

Major engineering work at both Ash Vale Station Rail Bridge and Vale Road Bridge will be sufficiently completed to allow a restored navigation on the Mytchett Pound after June.



*Above: Work continuing on the railway bridge.
Below: Collapsed pipes at Lock 15.*



This year I intend to focus all our resources on Deepcut and regrettably this is going to mean that the flight will remain closed until at least the autumn. I apologise for this and I

know the effect it is going to have on users of the canal.

We could open it earlier after the work on Lock 15, which should be starting in a couple of week's time, is finished, but the likelihood is that further problems would cause it to be closed again. In my view this would lead to an even greater loss of credibility for the canal. We want to do the job properly so that next year, the canal will open and stay open.



*Above: A wing wall in need of attention.
Below: Another gate to be replaced.*



We replaced 6 sets of lock gates last year and intend to do the same in 2008. I am 99% confident that if we get through all this work, the canal will be kept open next year for a good season of navigation and in the future.

We have been working on the Conservation Management Plan, which has already gone through two drafts. Recreation and conservation must be allowed to develop together

Ian Brown, Canal Director

and everyone must be realistic. John Eaton of Liverpool University, who has long been associated with the canal and who is highly respected by all sides, will be helping to prepare the next draft of the CMP, hopefully for implementation later this year. The key message here is that navigation will be given the importance that it deserves.

We shall be recruiting some new staff. I need a good Senior Ranger in post and this may be an appointment either internally or externally, but if it is internal, we shall be bringing in new blood to fill his old position. We can't really afford to pay for a real Operations Manager of the right calibre so I will continue to hold the reins there. We will also be recruiting a ranger to replace the one who recently retired.

We want to develop the Canal Centre and the plan will be out in the summer. Proposals will include a slipway for trail boats. Mike Rippingale, who runs the stretch limo business next to the Canal Centre and also has tea rooms in Cornwall, will be taking over the tea room, which hopefully will be open in the next few weeks. There are several possibilities for a marina on the pound, such as Potter's pub, Frimhurst or eventually Mytchett Lake, but personally I feel that the right place for a marina at this stage is Woking. We need to enhance the appearance and standing of the canal in Woking. The current towpath upgrade work will help, but we still have problems, such as fly-tipping off the bridges, which we are trying to address.

If all goes well and we manage to bring the fabric of the canal up to a fully safe standard, and if water supply can be improved, I am hopeful that in time we will be able to allow navigation on the canal in the same way as on the rest of the waterways network, without the current levels of restriction.

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At the subsequent BCBC meeting in May, Ian spoke of his strong wish to have a trust formed to run the canal, which might open the door to getting funding from new sources. It might also free the canal up from some of the counties' bureaucracy that has prolonged so ridiculously the sorting out of things like the Deepcut land slip and the Canal Centre tea room.

Ian is also keen to regularise the legal status of the canal, which has been peculiar ever since the 1869 liquidator failed to get an Act of Parliament to transfer the original undertaking to the new owner. As a consequence of this, the canal appears legally to be merely a piece of wet real estate rather than a canal, although a public right of navigation is still thought to exist (according to 3 to 1 legal opinions). Sorting this out would make it much easier for the BCA to deal with bodies such as the Environment Agency and Natural England.

The following Press Release was sent out on 8th May:

Towpath improvements on the Basingstoke Canal in Woking

The Basingstoke Canal Authority today announces that towpath improvement work will be carried out alongside the canal over the coming weeks. The work will be managed by Sustrans, the UK's leading sustainable transport charity, with over 30 years experience of path construction work. Unfortunately, it will be necessary to close the towpath from time to time for public safety. Notices will be erected at each end of the affected section. Normal hours of working will be from 8am to 5pm and the towpath will remain open at evenings and weekends.

The Canal Authority has received planning permission from Woking Borough Council for this work and full details can be found on the Council's website (planning ref. PLAN/2007/1309) or direct from the Canal Authority. The work is funded by Surrey County Council local transport budgets and from Cycling England's Links to Schools programme.

Work will commence on site on Monday 19 May and will continue for approximately seven weeks. The 3 mile section between Kiln Bridge and Monument Bridge is the length to be improved.

On the stretch in St John's between Kiln Bridge and Parley Drive, some sections of towpath will be widened by repairing the canal bank. Erosion of the bank has led to narrowing of the towpath over the years and the opportunity is being taken to restore the original width.

The Authority regrets the inconvenience caused to local people during this period and will endeavour to post detailed information regarding towpath closures on the website www.basingstoke-canal.co.uk

Sustrans' Regional Director, Simon Pratt said: "We are delighted to be able to help the Canal Authority and the County Council to improve this wonderful local resource for all users, young and old, walkers and cyclists. The canal towpath is a fantastic route through the town for all types of local journey on foot or by bike."

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The Society will be watching keenly the progress of this work and the subsequent effect on the various users of the towpath. We would be interested in any comments from members.

Out and about



Work on the railway bridge at Ash Vale continues, with the walls of the box culvert being cast in steel reinforced concrete. The photo above left shows the concrete being pumped in to form the towpath side wall. Above right is the off-side wing wall south of the railway line.

In April, Ian Brown was still hopeful that the navigation would be open by the end of June. The weather in May has been good on the whole, so if their luck holds they might do it, but there is going to be an awful lot of tidying up to do before the dams can be removed to let the water through. Actually replacing the railway bridge will take place later and will be done over a weekend. Can't hold the trains up for too long!



Irritating though the railway bridge delays are, I do have some sympathy for the contractors, because however much you plan, you don't really know what you are dealing with until you start digging. I think the delays in the Ash Road Bridge project are less excusable, because it is 5 years since planning permission was granted for this and nothing appears to have been done until there was a last minute panic when it was realised that the permission was about to expire. The underside of the road bridge is being refurbished so that the unsightly props can be removed, the parapets have been rebuilt, and the concrete foot bridge is being replaced by a new steel structure, but there is a lot of work still to be done. The local shops and residents must be going mad.

Ian Brown has told the contractors that he wants the navigation to be re-opened by the end of June, which will at least allow Galleon Marine's customers to get beyond Ash Lock and have a drink at the Swan. I wonder if the new developments in Aldershot will have a canal-side pub? It's a long way from the Fox & Hounds in Fleet to the Swan at Ash.

on the canal

Sunken boat

As the photo of the empty pound above Lock 15 shows, the remains of a sunken boat are still present. This was a long and unhappy saga that started many years ago when the unwanted boat sank there. Leigh Thornton persuaded the Army to remove it as a training exercise in underwater demolition, but having done enough to ensure that the boat would never float again, they decided that it was costing too much in cutting rods and gave up.



The result is a menace to navigation when the water levels drop, because there are bits of the hull near the towpath that boats

(including the *Pinkerton*) can, and have got stuck on. It is not impossible that a boat could be holed as the side plate sticks up like a blade and it is impossible to see it when it is under the water.

With the water dropped, this would surely be a good time to remove this completely before there is an accident.

Leaky lock walls

With the whole of the Deepcut flight built on sand, many of the locks have water coming through the chamber walls, showing evidence of water seepage round the back. This slowly washes the sand away leaving voids which have been the cause of the by-wash pipe collapses that have occurred on several of the locks.

A few years ago when he was the Canal Director, Leigh Thornton engaged a Dutch company to inject polyurethane foam behind the walls, but this clearly has failed to cure the problem, although it may have slowed it down a bit.



Ian Brown is now contemplating using foam concrete injection and has been talking to Nuttalls, the contractor doing the work at Ash Railway Bridge. It is a concrete based material that is normally made to a low density by air entraining or foaming. The material is produced by a mobile concrete batching plant and mixed on site. Foamed concrete is a free flowing, self-leveling, material that does not require compaction. Its main advantage over more traditional fill or sub base material is its ability to flow into the most restricted and irregular cavities in situations where "crowded" excavations would make it difficult to adequately compact other materials. It can be made in a range of densities and strengths and although never more than half the strength of 'normal' concrete, it sounds as if it could be the ideal material for this job, where it is its sealing and durability properties rather than compressive strength that will be important.

Actually getting the plant on site might be tricky - another job for *Belfast Girl* ?

King John's Castle



The restoration work on King John's Castle next to the canal at North Warnborough is now almost complete. All that is now missing are the interpretation boards.

When the intention to "do up" the castle was announced, I had very mixed feelings about it. I could understand that modern health and safety considerations meant that the county had to do something about it, but I have always liked its neglected and wild look. I also rather liked the fact that youngsters had parties inside it, probably repeating some of the behaviour of hundreds of year ago when it was used as a hunting lodge by the king and his friends.

I have to admit now, though, that the castle looks pretty good. It seems to have acquired a certain presence that it lacked before. Perhaps it is the fact that the walls look cleaner so that the features, such as the holes where the rafters went in, stand out more clearly. Best of all, we have got rid of the unsightly notices that have disfigured the walls for the last few years.

Interesting to compare it with much the same view in a postcard from the early 1900s and an engraving from 1772. The stones that originally faced the walls were removed centuries ago and recycled in local buildings, leaving the flint and mortar "cavity wall insulation" behind, so it's not surprising that it's been slowly falling down. Let's hope that the conservation work will preserve what's left for future generations.



The John Pinkerton's Progress

Surrey & Hants Canal Cruises Ltd held its AGM on 14th March at the Canal Centre. After reporting a record year, the Chairman, Peter Wright presented Janet Moore with a bouquet to mark her retirement as Crew Organiser. Janet had done the job for many years and got a big vote of thanks.



Above: Leaving Potter's Pub. (Photo. Duncan Payne)
Below: The Pinkerton returning to the water dwarfed by the huge crane.

Peter was able to report that a replacement had already been found. John and Yvonne Kilburn had stepped in to take over; they could be contacted at jandymk@tiscali.co.uk or on 01420 477243.

The spring is always a busy time for the Boat Company, with the annual MCA inspection as a somewhat nerve-wracking event. Happily all went well, including a pressure test on the double-bottomed hull which demonstrated that there were no leaks.

During the winter the *Pinkerton* was, as usual, on the pound between the Canal Centre and the dry dock at Lock 28 and it was planned to return to Odiham before Easter on the assumption that the repairs to the two bridges in Ash would be completed on time. Sadly as Easter approached it became increasingly obvious that this was not going to happen. A meeting was held with Network Rail and their contractors and it was agreed that they would organise and pay for the boat to be craned out and transported to the Hampshire pound. Other users of the canal such as Galleon Marine and John Cale negotiated for compensation for loss of business.

The actual craning out took place at Potter's Pub opposite the Canal Centre by kind permission of Bob Potter, who can be seen in the cover photo talking to Ian Brown as the boat sailed overhead. A low loader then took the boat to the slipway near Wharf Bridge in Aldershot where it was craned back in. The operation was very efficient and we now know of two new places for craning boats in and out.

After Easter, the MCA paid a return visit to conduct a stability test on the boat. Since two previous tests had shown it to be at least twice as stable as it had to be, the need for this was unclear, as was the ruling that banned using people as ballast on health and safety grounds. It was



apparently acceptable to risk injury to the crew heaving 25kg bags of sand onto the roof! Needless to say the boat proved more than adequately stable.

Monday 19th May found 5 trainee captains being put through their paces by an MCA examiner. All of them passed, so congratulations all round, including Kathryn Dodington the Training Officer.

The winter's bill for inspections, training, examinations and licences for the boat and its captains exceeded £4500.

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Don't forget the Tuesday evening Club Nights on the *John Pinkerton* at Colt Hill, Odiham. All welcome!

EVENTS

Bridge Barn Rally

I was very tempted to omit all mention of this year's rally, that was blighted by the worst weather that we have ever had for the Easter event, but those who attended and those who helped all deserve recognition for their stoicism.

The fact that this was the earliest Easter since before the First World War didn't help, but ironically if we had held it in February it would have been lovely.

The weather was so bad, with high winds, rain and hail, that the organisers decided to abandon the evening illuminated boat procession on safety grounds. They also decided to write off the Sunday and the BCA Rangers were very co-operative in getting visiting boaters off the canal a day earlier than originally planned.

Despite all this the Society operated the little trip boat *Maggie G* (top right) and found enough hardy members of the public to fill 5 trips. Most of the stall holders turned up but were not rewarded by much in the way of customers. Even the band managed to play (below), though I don't understand how it is possible to finger a mandoline in those temperatures!



The boaters did their usual sterling job of decorating their boats and themselves (bottom right) and the then Deputy Mayor of Woking, Peter Ankers and his wife did the judging (centre right).

Best Decorated Boat was the Lamey family's *Brighton Belle*, and Venessa Lamey's was also the Best Bonnet. The Wilson family's *Leo* was voted Best Illuminated Boat

***A very big thank you to the stalwart members of the Byflett Boat Club, who gave their usual support, and the other visiting boaters, and to the stall holders, band, helpers and, not least, the organisers.
Better luck next time!***



Events

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.

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.

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 01252617364.

Late May Brookwood event

With great regret, a decision was made to cancel this event. The reason was the delay in completing the bridge works at Ash which meant that many of the visiting boaters who had hoped to carry on up to the Hampshire pound would be unable to do so. It also looked likely that even Deepcut might be closed (since confirmed). It seemed probable that many of the visitors would pull out, making the event non-viable.

On a brighter note, it is hoped to stage a similar, and perhaps expanded event next year, so watch this space, as they say.

Fox & Hounds Rally

At the time of writing, no decision has been made about this event due to the uncertainties about the future of the Basingstoke Canal Boat Club, the traditional organisers.

Now that things are looking a bit brighter there (*see Page 14*), we hope that something will be arranged, possibly in September.

Reading Water Fest 2008

Saturday 21 June 2008, from 11am, Abbey Ruins, Chestnut Walk, Riverside Walk and Bel and the Dragon restaurant.

Reading Borough Council and the Kennet and Avon Canal Trust come together to bring you Reading Water Fest.

Water Fest is one of the town's best-loved events, paving the way for the internationally renowned Reading Festival and WOMAD, on the borough's waterways.

The event winds its way through the ruins, along Chestnut and Riverside Walks and ending up at Bel and the Dragon and the Riverside Museum.

Visitors to this year's celebration of canal life will be entertained by traditional music and dance in the Chapter House of the Abbey Ruins. Other entertainment will take place throughout the Water Fest site throughout the day.

Childrens activities and entertainment will also take place in the Abbey Ruins throughout the day. Chestnut Walk will be transformed into the Water Fest 'craft avenue' where you can browse among the hand-made products and take in the beautifully painted narrow boats along the towpath.

A number of boat parades will work their way along the river during the day and there will be a best-dressed boat competition, canoeing demonstrations, a duck race and a boat tug of war on the water too.

For more information on the event or if you are interested in taking part please contact 0118 939 0771.

SHCS pennant

Tim Dodwell sent me a picture of this Canal Society pennant, bearing the Society's original logo.



Dieter Jebens thinks that it was designed by Les Harris, as was the one used today.

Does anyone else recognise this?

Boating matters

Basingstoke Canal Boating Club

As we reported last time, the BCBC seemed to have fallen upon hard times, apparently with a general lack of support for the Committee and its efforts. It seemed likely that it would be wound up.

The Canal Society's Committee felt that this would be a pity, but did not feel that they were able to offer any significant help.

Help did come, however, in the shape of Chris de Wet, the BCBC's original chairman. Chris has been living in the Midlands for some years and has played no part in the BCBC's activities, but he does still take an interest in the affairs of the canal. Fortuitously he was in the area recently and decided to make a last effort to keep the BCBC going.

He attended the club's AGM, which also threatened to be its winding-up meeting, and offered to act as temporary chairman to organise a public meeting about boating on the canal to try to generate some support.

A press release was sent out and copied by e-mail to some Canal Society members. The meeting was held in the Mytchett Community Centre on 16th May and was attended by about 50 people. There did not appear to be many unconnected members of the public, with the majority being Canal Society or IWA members.

Nevertheless, they heard Ian Brown, the Canal Director, give a very up-beat account of his aspirations for the canal and answer questions. The first of these was whether the current restrictions on lock operation would be lifted to allow use of the canal in the same way as the rest of the system. Ian said that they would be relaxed if safety and water supplies could be assured some time in the future.

Peter Redway, the Society's chairman then spoke. He felt that a viable Boat Club was important as an independent lobby on behalf of boat interests on the canal.

Chris de Wet wound up the meeting by commenting on the importance of a 'home fleet' for the canal and reminding everyone of the BCBC's original campaigning motto "Use it or lose it!".

It is good to be able to report that six people have volunteered to serve on the committee and that the BCBC has some 50 members. If anyone would like to join, please contact Jan Byrnes, 28 Grayswood Drive, Mytchett, Camberley, GU16 6AR. Telephone 01252 676833. E-mail j.byrnes@ntlworld.com

We wish the BCBC the best of luck for the future!

Basingstoke Canal Canoe Club

Hi Roger,

I read with interest the current issue of Basingstoke Canal News. I thought that I ought to respond to David Woods' suggestion that the Canoe Club help out at the Easter Canal Festival. Easter will be a very busy time for the canoe club.

We have two junior ladies who will be representing Great Britain at the Gent International Regatta in Belgium. We have 6 members who are competing in the 60th Devizes to Westminster International Canoe Marathon, "the DW" and an even greater number of members will be at the waters edge to support them as they try to paddle the 125 miles from Devizes in Wiltshire to London. 4 will be attempting this feat "non stop". There are 77 locks to carry the boats round en route. We also have 16 juniors and a supporting team of adults who will be having their first taste of "white water" on the River Barle in Somerset using equipment donated by the Hants Youth Opportunity Fund.

Your members might be interested to know that although the Deepcut Flight has not seen any barge traffic this winter it has been a popular training ground with the canoeists, particularly those who wish to compete in the "DW". Paddlers have enjoyed paddling to the top lock, portaging (picking up the boat and carrying it) every lock and paddling the pounds until they reach the bottom and then turning around and repeating the exercise, but uphill this time. If the pound is dry you run with the boat on your shoulder to the next lock. The fast ones can make the return trip from the BCA buildings to bottom of Deepcut and back in about 1hr 15minutes!

In April our regular Tuesday evening sessions will start at Mytchett. Expect to see up to 70 children learning to paddle under the guidance of one of our coaches. Adults too will be on the water having fun. 11th May sees our Annual Canoe marathon where there will be about 200 competitors. We have had to change the route this year because of the bridge works at Ash Vale and so for the first time we will be racing towards the top lock, turning in front of the dry dock.

I wish you all the best for a successful Canal Festival at Easter.

Regards

Liz Murnaghan

Chairman BCCC

Events in the 1950s & 60s



Above: David Cooper and Tim, Liz and John Dodwell

Tim Dodwell gave a very interesting talk at Chobham in February about boating activities on the Basingstoke in the 1950s and 60s. He kindly provided the following chronology of boating events on the canal. We are lucky to have quite a few photos of these various trips, some of which are in our recent book of photos (more currently being printed).

1894 approx (according to Paul Vine) Bonthron skiff trip

1938/9 Beckett narrow boat at Woodham with children

1950's Glendower trips at Woking (*below*)

1952 Wey CC Easter Cruise to Woking – 2 boats – Charlie Poulter's 'Bykenholte' and 'Gay Dolphin' through all locks to limit of navigation

1955 Wey CC Cruise – Roy Mack's 'Hawke'

1956 Wey CC Cruise to foot of Deepcut/Frimley Locks – Roy Mack's 'Wiven' (with Robert Aickman) and Maid Line 'Maid Marcia' (with Lionel Munk) (*below*)



1957 Jack Howard's 'Prompt Corner' Wey to Greywell, but portaged round one of the Goldsworth Locks

1960 My first trip on the canal on 29 December by canoe, portaging locks, Wey to Goldsworth

1961 Wey CC Easter cruise Charlie Poulter's 'Mary Toft' to Woking, 'Wagtail' to bottom of Deepcut Locks, later 'Althea' to Woking

1961 December, 1st working party to prepare for Rally, subsequent hand dredging at Wheatsheaf Bridge, and dragline further on

1962 HB 'Warwick' from Woodham to Hermitage Bridge
Easter Rally (30 boats) at Monument Bridge
August - Breach at Crookham

1963 March - Attempted dinghy run down Deepcut Locks. 28 not worked due to bottom gates starting to crack. Stopped at head of Lock 18.
September Explored tunnel in dinghy (*below*).
October Boats to Woking pound



1964 May - Boats to Wheatsheaf Bridge, 'Wagtail' to Lock 7

July - 31 children on boat trip at Woking
1 September – Mrs Marshall left Canal Co

1966 March – HB 'Joan Marshall' from Woodham to Hermitage Bridge

1965 March – HB 'Warwick' from Hermitage to Harelands Lane (Arthurs Bridge)

IWA Working Parties – Started December 1961 and continued up to 1962 Rally. Resumed in 1963 to April 1964.

'Unorganised' Working parties in Woking with Canal Company permission began in October 1969, mostly in winter months, mainly clearing towpath and rubbish, with the last in November 1973.

Stan Meller



Left: Stan and his two sons, David and Andy (all correctly wearing hard hats!) on the Deepcut railway above Lock 25 in the spring of 1978.

Stan Meller who sadly passed away recently, at the age of 86, was undoubtedly one of the most significant players in the restoration of the Basingstoke Canal.

An engineer by profession, Stan was a man of many parts, always very committed and involved in things, offering his help where he saw a need. As Chairman of the SHCS, I got to know Stan in the mid 1970s, and although it was in the context of the canal, I have no doubt that Stan's first love was railways, and for us, the way they could be brought in to further the restoration work.

Stan was a happy and fulfilled man, working hard for what he believed in, a philosophy so aptly summed up by the title of his autobiography, "A Life of Luck", in which is recorded a very full, happy and varied life (*to be found on the Society's website at www.basingstoke-canal.org.uk/smbio01.htm*).

Starting with Colt Hill and the section to Lodge Copse supporting the dredging operation, then the Deepcut Railway carrying materials for the flight of locks, to be followed by the Ash Embankment and all the clay for the relining, it was a highly significant input, the latter, one in which his 2 sons became heavily involved. Stan was also very much central to the restoration of the historic Mytchett Place Road and Guildford Road bridges, the new Blackwater

Valley Aqueduct, and then when he became Special Projects Manager, there was the Greywell Tunnel and the Western End, and the historic boat "the Seagull".

The list goes on, for as well as this, he was for more than 20 years my Secretary for the Southern Canals Association, usually referring to me as 'Boss'. On a personal note too, I am well aware of the significant part he played in my being awarded the OBE in the Queen's Birthday Honours list.

As an engineer working for EMI, he had, during the war years, transferred to Great Malvern, where he worked on the development of radar. It was always a place he loved revisiting, and with our wives, over the years, we would return to the Malvern Hills, stopping for something to eat at a little café called "The Kettle that sings" on the western side of the Worcester Beacon.

So in remembering Stan with affection as we do, we can think back with pleasure over all he has done, but at this time, it must be that our thoughts are with the family left behind.

Robin Higgs OBE

Edna Jesse

I am writing to inform you of the death of my mother, Mrs Edna Jesse, on 18th March 2008. My father died on 5th August 2005 and the Surrey & Hants Canal Society had been kind enough to keep sending her newsletters since then. Could you end this fine tradition now?

I have happy memories from my teens of helping dad and Dave Gerry pull rubbish out of the canal and retubing the boiler of Perseverance before it left the K&A. More recently, just after the new aqueduct was completed I took mum and dad on a 3-day trip from Galleon Marine to enjoy the fruits of their labours. Hopefully this will be available to more in the future, providing of course that navigation can be maintained.

Yours sincerely

David Jesse

Edna's long time friend Judith Gerry sent this appreciation of her:

Members of SHCS will be saddened to hear of the death of Edna Jesse, only two and a half years after Ron. They were both founder members of the Society, and whilst Ron was very much in the public eye with all his work on the dredger, Edna was always there behind the scenes backing him up and doing all she could for the Society, fundraising, organising our first jumble sale, and later helping with car-boot sales, stands at fetes, Christmas fairs, etc. She was very good at handicrafts, and made all sorts of saleable things and helped others make things too, generally at Janet Hedger's home, when all the ladies got together and made things for sale, where there was lots of laughter and fun too! Edna also had green fingers, and grew lots of plants for

SHCS sales. Later she ran a smallholding at Mill Lane, which she thoroughly enjoyed. She and Ron took early retirement, and moved to East Orchard, near Shaftesbury in North Dorset in 1981, where she helped Ron with collecting and repairing secondhand tools and sending them to Africa and India for "WaterAid". Some 5 years ago they moved to St Ives near Ringwood, as they felt they needed a smaller garden and to be nearer to civilisation. In spite of poor health, they organised an old people's social club, as they saw around them a great many lonely people, who they felt could be brought together to enjoy life better. Edna carried this on after Ron's death, and it was so good at her funeral when six members of the club were there, and told David and me how Edna had transformed their lives. They had made firm friends, and even gone on holidays together, and they said they would keep the club going in her memory. Edna was a good friend to many, and she will be sadly missed.

Edna was diagnosed terminally ill at the beginning of last year, and given about 9 months to live (in fact she lived just over a year), and with her indomitable spirit, said she was going to do all the things she had wanted to do, and hadn't got around to over the years. She went for a helicopter trip, a hot-air balloon trip, and did some catamaran sailing! She lived life to the full for as long as she could, and was cheerful to the end.

Edna wrote a rather nice letter to the newsletter in 1991, reminding younger members that Ron and his friends had actually been working on the steam dredger well before 1973 when restoration had been said to have begun. She signed herself "The original dredger widow"!

MEMBERSHIP SECRETARY REPORT

Many thanks to all those of you who have paid your 2008 subscriptions and special thanks to the considerable number of members who also included a donation. Unfortunately, we still have quite a few members who have not yet paid this year. I would be grateful if the outstanding subscriptions could be paid as soon as possible as, with the increasing cost of postage, sending out reminders is expensive for the Society and I will have to stop sending newsletters to those who have not paid.

A warm welcome to the following new members:

Sheila Brown of Old Basing
Jonathan Beards of Farnborough
Janet Buckley of Fleet
Ian Carmichael of Odiham
Ian Bell of Farnham
David Cattell of Woking
Paul Roper of Baughurst
Arthur Hayward of Basingstoke
Julie Cantrill of Medstead
Aelred & Susan Derbyshire of Romsey
Ronald & Doreen Davis of Old Basing

Doreen Hornsey

- § Excellent news that Hart District Council are to fund the canal in this financial year 2008-9 to the full requested amount under the formula of £67,500, a massive boost after the flat figure of £20,000 that has been paid for the last six years. The canal is central to Hart District with the canal being a green recreational lung right through from Greywell and Odiham to the Rushmoor boundary at Norris Bridge to the east of Fleet. Unfortunately Surrey Heath and Runnymede Borough Councils have not followed suit this year leaving their contribution at last year's figures. Overall the deficit in funding has been reduced from 12% last year to 3.7% this year. Hopefully for 2009-10 the new Service Level Agreements will be in place so that the canal funding is placed on a proper basis which will enable the Canal Director to plan ahead to a much greater degree.
- § It is perhaps not always appreciated that the Society's contribution to the canal, both in kind by volunteer labour and in cash to fund our work is not shown in the official canal financial accounts. In 2007 there were 376 volunteer days worked on the canal and at £50 a day this totalled £18,800. Add in our cash input to our work programme and the total was £46,151. Also we must not forget that many members give their time as volunteers to skipper and crew the 'John Pinkerton' trip boat throughout the season.
- § The drafting of the revised Conservation Management Plan for the canal is proving a time consuming exercise for the Canal Director. The second draft has been issued for consultation and the Society has made a full submission. At a forthcoming stakeholders meeting final agreements on what will need to be in the final version for submission to Natural England will have to be finalised. Bearing in mind that the canal was built for navigation this aspect must be reflected in the final version and such proposals as closing sections of the canal after dredging operations for a year must not be included. The first Conservation Management Plan under Dr. John Eaton of Liverpool University managed to balance out the interests of navigation and nature conservation and so must this revised plan.
- § At the time of writing (end of April) the Tea Room at the Canal Centre has still not re-opened, although Surrey County Council Estates Department have completed the repair work in order to comply with Food and Hygiene and Environmental Health requirements. Let's hope that the new tenant operator can finalise negotiations with SCC and get the Tea Room open as soon as possible. It is a very valuable facility for the Canal Centre and brings people into the Canal Centre grounds who then spend money on boat trips and in the shop at the Centre itself.
- § After many years of working up a scheme for the derelict land alongside Colt Hill Wharf (opposite Galleon Marine), Basingstoke and Deane Canoe Club have now submitted a Planning Application to Hart District Council for approval for change of use of the land from agricultural use to leisure use and the erection of a single storey Canoe Club clubhouse with associated car parking, access and landscaping improvements. Assuming this is approved and the building completed this will improve the appearance of the area as the land in its present condition certainly does nothing to enhance one of the main access points to the canal.
- § Comments were made at the recent meeting of the Basingstoke Canal Joint Management Committee about the unkempt appearance of parts of the canal through the centre of Woking. It was at one time hoped that the building of the proposed new Surrey County Council headquarters fronting the canal at the Brewery Road car park site would include making the canal at this location into a very attractive asset for Woking, which would include proper temporary moorings. However this was not to be and now efforts must be made by all concerned to make the canal a feature, as has happened in other towns and cities in other parts of the country.
- § It is very unfortunate that the Deepcut Flight has had to be closed until further notice after the old concrete bypass pipe collapsed at Lock 15, coupled with failings of some of the upper and lower wing wall structures. Let's hope that SCC can fund the repairs as soon as possible, but it will take some time to complete. However, in the meantime it is good news that the footbridges over the canal are being refurbished with a high quality marine standard decking.
- § The recent heavy rainfall has once again highlighted the appalling state of the section of the towpath between the Hart boundary at Norris Bridge and the end of the section of the towpath improved by Rushmoor Borough Council from the A325 Farnborough Road bridge to the section of the towpath near the end of the airfield runway. This was completed in 2005 under Rushmoor Borough Council's Strategic Partnership Scheme for environmental improvements using monies received from TAG from each landing and take off of aircraft at Farnborough airfield. We understand that towpath stability problems and tree roots mean that this section will be more costly to upgrade. However, this section is now the only bad section of towpath on the whole Hampshire section of the canal and it is a shame that with the canal being re-opened in 1991 this section is still very difficult to use in winter by the average canal towpath walker. It is even difficult to negotiate by cyclists if they haven't full off-road tyres.

From Society Newsletter No. 80 June 1978

- § 20th May 1978 was a flagship day for the Surrey and Hampshire Canal Society when the 'John Pinkerton' made its maiden cruise from Colt Hill, Odiham after the traditional champagne naming ceremony by Lord Montagu of Beaulieu. Throughout the twelve years during which the Society has fought and worked to save the Basingstoke Canal no previous victory or achievement can match the satisfaction of seeing the 'John Pinkerton' ready to sail on a glorious spring day. After the months of planning, debates, outspoken criticism, fears, set-backs and the tensions of the last few weeks of preparation, the scene at Colt Hill was a complete contrast. Members, villagers and visitors lined the bank to admire the gleaming paintwork and brasswork of the 'John Pinkerton' and wish her bon voyage. As she chugged quietly up the canal she brought a new sense of life and purpose back to this long disused length of the navigation.
- § As a commercial venture the trip boat is, without doubt, going to be a sound investment and an outstanding success. Less easy to quantify, but of equal importance, is the publicity value. To thousands of people, whether as passengers, bystanders or those who simply read about the boat the 'John Pinkerton' is a practical demonstration of the Society's aim. In the words of our Chairman, speaking at the naming ceremony, Robin Higgs said 'The successful completion the 'John Pinkerton' once more demonstrates the widespread support that exists for restoring the canal. She also symbolises the purpose for which the canal is being restored - as a valuable and much needed recreational amenity.'
- § To facilitate regular navigation, Hampshire County Council has converted the hydraulic lifting bridge at North Warnborough from manual operation to electrically powered. Previously it took 30 minutes to pump the bridge up on its hydraulic rams by rocking a lever to and fro about 600 times. Concern has been expressed following a local newspaper report that Hampshire County Council does not recognise the general right of navigation on the canal and, therefore, no general right to have the bridge raised, which is contrary to the Society's view and legal opinion. It was reported that keys for operating the lifting mechanism will be held by members of the County Council staff, by authorised Society personnel on the trip boat and by the emergency services.
- § A warm welcome is extended to all the new members who joined the Society as a result of the massive leaflet distribution and thanks are due to those members who trudged the streets to circulate the 10000 membership leaflets. The number of life members is growing steadily with over twenty members having signed up on the dotted line.
- § The travelling Basingstoke Canal exhibition, housed in a Portakabin, created by Surrey County Council in association with the Society, started its second tour at Guildford during the Easter holiday. After Guildford, where it attracted 800 visitors, it went to Ash Wharf, then onto Farnham followed by Farnborough. The exhibition includes a photographic display, artefacts and a slide show and volunteers man the exhibition at all the locations. More helpers are needed, especially for mid-week openings. A vacancy also exists for a retired Society volunteer to become the Portakabin Exhibition Manager.
- § On the 8th April, six of the Deepcut Flight volunteer workers, led by Mike Fellows, paid a visit to the Thames and Severn Canal. The work was all on the top cill of Lock 4, and was to build an earth dam and direct the canal into the River Frome, and then build a con-block permanent dam across the top cill and to remove the mitre beams. By mid-Sunday afternoon the work was completed so on the way home, they visited both portals of the blocked Sapperton tunnel. They were very impressive, especially the restored Coates portal.
- § Our steam dredger 'Perseverance' is now working deep in the secluded Hampshire countryside at Sandy Hill Bridge, near Swan Farm at Winchfield. This is one of the most isolated and attractive sections on the whole canal. Three and a half years have now elapsed since our 70 ton dredger started its laborious journey from Colt Hill. Odiham westwards. In those days the mud and silt were transported in skips by manpower along a towpath railway line to the adjacent dump sites. At Swan Bridge a diesel locomotive eased the strain. Shortly afterwards a tug, barges and a drag line crane were introduced and the job was fully mechanised.
- § On Sunday 16th April the first Canoe Tourist Trial, organised by the Society in conjunction with the Westel Canoe Club, took place on the canal based at Reading Road Wharf, Fleet. According to some senior local residents, this was the first large event organised on the canal in Fleet since the regatta to celebrate the peace at the end of the first World War in 1920. About 50 canoes were expected to enter but 330 actually took part with entries coming from canoe clubs and individuals from all over the South East. The trials consisted of 20, 12 and 6 mile events and competitors could opt for one of three different course completion times within each category. The Society organised all the car parking, catering, sign-posting and facilities for the event and the Westel Canoe Club organised the canoeing side of the event. A very successful day.

SHCS notes

General Canal Society contact number: 0796-4357442

We have co-opted 2 new people onto the Society's Committee, Gareth Jones and Paul Roper. Gareth has been helping with the Bridge Barn Rally organisation for some time and lives near the Canal in Mytchett. Paul is on the IWA's Restoration Committee and owns a narrow boat. Welcome to both of them.

Don't forget the Society's AGM on Saturday 7th June! 7pm at Fleet Football Club



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 1st each year.

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