



# BASINGSTOKE CANAL NEWS

No. 233 Spring 2012





This issue of the Newsletter carries the notice of the Canal Society's Annual General Meeting on Saturday 12th May.

It really is important for members of the Canal Society to try to attend this meeting. It is virtually the only opportunity for everybody to meet face-to-face and hear what is going on, both on the canal and in the Canal Society.

**Cover Pictures:** Contractors at work on Lock 20

There is a lot about the activities on the canal elsewhere in this issue, but we are also trying to restore the Society, or at least re-launch it into the next phase of its existence.

A change of name will be proposed at the AGM, but we also feel that there is a need to review the broader aspects of how it appears to the public and, in particular, the younger generation, without whose support it will cease to exist.

Please come along to the AGM and give us your views and ideas, particularly if you are one of our newer members with a fresh perspective on things.

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There is a saying that you should be careful what you wish for because the wish might be granted. We hoped for good weather over the autumn and winter to allow the contractors to complete the work on the canal necessary for its re-opening. Apart from a brief bit of snow, the weather has indeed been very kind and work has gone on almost uninterrupted.

Sadly, the downside of this is that we now face drought conditions in the south east of England. The proposed Boat Gathering in Guildford in July has already been called off because the Wey Navigation doubts that there will be enough water to get possibly 80 boats up to Guildford and back.

Unless we are hit by a monsoon shortly, it looks unlikely that many, if any, boats will be coming up

Deepcut in June. Nevertheless, the celebrations will take place at Frimley with as many boats as can get there from the top pounds or by trailer. Boaters who can only get up to Brookwood will be bussed up to Frimley if necessary.

We owe it not least to the County Councils to celebrate their efforts to get the canal back into good condition again and anyway, it's time we had another good party!

\* \* \* \* \*

It will be a great pity if the water situation does blight our celebrations, because a major step forward is being taken to make the canal more accessible to boaters. The proposals for an Open Access policy have now been accepted by the Joint Management Committee and will be implemented on a trial basis.

Hopefully, this will mean that the canal will operate the same way as the great majority of Britain's canal. Boaters will no longer be required to be met by a ranger at Lock 1 and shepherded through the locks. Licences will be available for purchase on the River Wey as well as from the Canal Centre.

One problem area is probably going to be the pounds between locks 1 and 3, where the houseboats are moored. Lack of proper regulation has allowed some of the so-called boats to be little more than rather bad bungalows with a damp problem and rigid service pipes connecting them to the bank. Changes in water level are inevitable on a navigation but care is going to be needed to minimise these and the howls of outrage that will otherwise occur.

\* \* \* \* \*

I was pleased to hear at the JMC meeting that management changes are to be made that will remove responsibility for strategic policy from the Canal Manger, who will now only be responsible for operational management of the canal. That strikes me as more than enough for one man to do, without having to worry about increasing income streams etc!

# Chairman's report

Since my last report, the pace has quickened on the capital works programme funded by the County Councils. The work at Deepcut is on schedule and, as I write this in late January, new gates are being fitted at Lock 25. In early February the contractors are due to start work in Hampshire where leaks will be repaired and new stop plank grooves installed at strategic locations to improve water management. The mild winter has obviously been very beneficial and has enabled the work to be undertaken in relatively dry and frost free conditions.

As reported elsewhere, the Society's volunteers have also been very active in recent months. After the great success of the Waterways Recovery Group work camp, our teams have concentrated on completing some of the projects which could not be finished by WRG. Volunteers have also been working with the BCA rangers on weekday work teams engaged in clearing the bank-side vegetation. This is a new departure for us and I'm very encouraged by the excellent spirit that has been built up between the volunteers and the full time staff. I'm sure we can build on this experience as it is becoming increasingly clear that the voluntary sector will need to play a greater part in maintaining and improving the canal in the years to come.

Water (or lack of it!) remains an issue of serious concern to us and to the Canal Authority. The Water Strategy Group, which we had established to pursue a number of initiatives aimed at identifying additional sources of water has been very active over the winter and a range of options have been examined including increasing the amount of water permitted under the abstraction licences, sinking bore holes, improving water management by the installation of a telemetry system and accessing surplus water from new housing developments. Once the initial review is complete, we will prioritise options, assess feasibility and explore funding options. Inevitably this will take time but we are determined to address the water issue as lack of water threatens the long term viability of the canal as a navigation. Water shortages are also potentially damaging to the SSSI.

Another initiative, launched last year, is aimed at

improving access to the canal from the R Wey. We have long recognised that the limited opening hours operated by the BCA at Woodham have deterred boat owners from coming on to the Basingstoke. Our 'Open Access' working group, which includes representation from the IWA, Byfleet Boat Club and Basingstoke Canal Boat Club, has now produced some proposals for increasing the access hours so that boat owners will be able to navigate the Woodham flight between sunrise and sunset 7 days a week. These proposals are expected to be approved by the Joint Management Committee in February and trials will be conducted in the spring. These will include testing the locks to determine whether they can be left fully in water after the passage of a boat.

We are now 4 months away from our boat rally which will take place at Frimley Lodge Park on 2<sup>nd</sup> to 4<sup>th</sup> June. The rally will celebrate the 21<sup>st</sup> anniversary of the restoration and re-opening of the canal. It will also publicise to the boating community and to the public at large that the canal is 'back in business' after 3 years of closure due, in the main, to the condition of the Deepcut Locks. I do hope as many members as possible will support the rally (with or without their boats) as we must do everything we can to re-build the reputation of the Basingstoke as a waterway which everyone with an interest in our rich canal heritage will want to visit.

Finally can I urge you to come to our AGM on 12<sup>th</sup> May (further details can be found on page 20). We are hoping that our guest speaker on that occasion will be Tony Hales, the Chairman of the Canal & Rivers Trust. I'm sure Tony will have some important messages for us and he will be coming at a crucial stage in the creation of CART which, although delayed, will almost certainly take over responsibility for the British Waterways canals and navigations in the foreseeable future. The AGM will also provide me and my colleagues on the Committee with a good opportunity to cover some of our other achievements over the past year and to look forward to making the Basingstoke a leading destination for all those who value our exceptional network of inland waterways.

Philip Riley

# Work Parties



Photos 1 2  
3 4  
5 6



# Work Parties

The Peter Redway Memorial weekend last year saw a huge amount of work carried out by the WRG volunteers. However, a couple of jobs remained to be completed.

Of these, the most pressing was the re-surfacing of the towpath between Norris Bridge and Eelmoor Flash, which had become heavily rutted and very muddy in wet weather. The Canal Society's volunteers spent three weekends finishing the whole of this stretch.

Only one weekend was needed to complete the landing stage for visiting boats below Lock 1.

The correspondence between BCA Ranger Chris Healy and the Society's Kathryn Dodington, that we printed in the last BCN, has had a very positive result. Chris has now led a total of 5 mid-week work parties doing bank-side clearance work.

The first of these saw a mixture of Canal Society volunteers and local residents clearing saplings from the towpath edge between Pirbright Bridge and the Brookwood locks, before moving on to do the same between Hermitage and Brookwood Bridge.

*Photos, opposite:*

- 1 Newly re-surfaced towpath near Norris Bridge, Rushmoor
- 2 Completing the landing stage below Lock 1, Woodham
- 3 Bank clearance at Hermitage, Woking
- 4 Bank clearance near Odiham
- 5 Work party at Sheets Heath Bridge, Brookwood
- 6 Bank clearance and coppicing opposite Tundry Pond, Dogmersfield

After three sessions in Surrey, Chris then moved operations to Hampshire where coppicing work was done behind the towpath on the embankment opposite Tundry Pond.

The Canal Society's volunteers have also done further bank clearance work near Colt Hill using the Society's work boat.

As many people found in the early days of the canal's restoration, bank clearance work is a very pleasant way of spending a few hours in the open air taking very useful, but not too strenuous exercise.

Chris provides equipment, coffee and tea, and, if necessary, first aid equipment. However, risk of injury is no worse than in most gardens and is mainly limited to getting scratched by brambles. Chris is the only one occasionally using a chain saw, and most of the work is done with pruning saws or loppers. The cuttings end up on a bonfire which makes provides a bit of warmth at lunch time on a chilly January day.

This work is very labour-intensive but relatively unskilled, so is ideal for volunteers. In fact, given that only five BCA rangers are now employed, if volunteers don't do it, probably nobody will. Several members of the public, who have joined Chris's work parties, have been people who remembered the canal from their childhood and wanted to do something to preserve it.

If you feel similarly inclined, why not get in touch with Chris Healy? His mobile number is 078944 25578 and his email address is  
Chris.Healy@hants.gov.uk

The Canal Society's work party is now focussing on the towpath between the Canal Centre and Frimley Lodge Park, which is in a terrible state with wash-outs that render the towpath almost impassible. Up to date details can be found in the Society's e-mail bulletin via the website.

Major bits of bank reinforcement will be needed with infilling behind before any re-surfacing is attempted. Some diplomacy will also be needed to avoid upsetting the public who still try to use this popular bit of the canal. The good news is that some of these users are runners, who have offered to help with the work.

# A vision for the Canal

The County Council owners of the Canal are intending to make an application for a significant amount of funding from the Heritage Lottery Fund.

Such applications require large amounts of supporting paperwork and this needs to be very professional if there is to be any chance of success. With this in mind, the Counties have employed a contractor, Planning Solutions, to produce a "Vision" for the canal.

Their brief is to develop a vision for the canal, which will deliver:

- Maximum recreational value
- Conserve its exceptional value for wildlife
- Financial sustainability (medium term) – including a coordinated strategy to maximise developer contributions
- Possibility of outsourcing management to a charitable trust
- Active engagement with the local communities and businesses
- Opportunities for outdoor learning, apprenticeship and training
- Recognition of the canal as a significant tourist attraction

Key tasks are to assess:

## Market

- Main users, canal / water based and land based
- Potential growth areas

## Product development

- Canal use
- Recreation
- Commercial

## Governance

- Management structure
- Ownership
- Volunteering

They are looking at other waterways, including the Wey Navigation, for examples of best practice and

are carrying out a consultation process with anyone interested in expressing an opinion. The stakeholder groups to be consulted include

- Basingstoke Canal Authority
- Surrey and Hampshire Canal Society
- Inland Waterways Association
- Natural England
- Borough and District Councils
- Commercial Operators
- Interest Groups and User groups

The Canal Society's Committee has already had one session with the consultants, at which the importance of maintaining the canal as a navigation was stressed.

Interestingly, Kevin Brown of Planning Consultants gave a brief presentation at the recent Canal Joint Management Committee meeting, and mentioned that the public perception of the purpose of the canal also seems to support our view. Boating is seen as its chief purpose although, of course, in reality the great majority of its users are not boaters. Nevertheless boats are clearly seen as an essential part of the canal's life.

There is a tendency for many people (and I'm not sure that I would entirely exclude myself from this!) to dismiss exercises such as this as a waste of time and money and "teaching your grandmother to suck eggs".

However, if, as I'm sure they will, Planning Solutions deliver a report setting out a well reasoned case for supporting the future of the canal that will help to extract a few million pounds from the Heritage Lottery Fund, it will be money well spent. It will also be useful ammunition to use in trying to persuade some of the more tight-fisted Local Councils to cough up their full share of the budget.

If you would like to give your opinions to the consultants, please contact Kevin Brown as soon as possible on 02392 481999 or email to [kevin@pslplan.co.uk](mailto:kevin@pslplan.co.uk). He is a very approachable guy and a good listener.

# ***Waterside Jubilee***

**Waterside Jubilee June 2-4<sup>th</sup> at Frimley Lodge Park**

**We will be celebrating the 21<sup>st</sup> anniversary of the royal re-opening of the canal as well as the Queen's Diamond Jubilee at Frimley with as many boats as are able to get there, one way or the other, by water or by road.**

**At the time of writing we expect that the engineering work on the Deepcut flight will be completed well before June. However we do need water to refill the canal and to have sufficient reserves for boats to navigate to Odiham and back and currently the prospects do not look very bright. Nevertheless, the celebration will take place!**

**We need you to help.....**

- ◆ If you have contact with people who helped with the restoration please forward their details so we can invite them.
- ◆ We will need people to help to set up the site on Friday 1<sup>st</sup> June. Could you help?
- ◆ We need at least 1 qualified electrician to supervise the installation of the generator and power for the P.A. etc.
- ◆ Do you know of people who would like to have a stand at the event?
- ◆ We will need people to man the exhibition and talk about the Society. Could you help?
- ◆ Would you be prepared to help as a steward to help with car parking, information and safety?

Please contact us through [events@basingstoke-canal.co.uk](mailto:events@basingstoke-canal.co.uk) or Verna Smith on 01252 517622

**Provisional programme**

**Each day will have stalls, live entertainment and attractions.**

**Saturday: SHCS 21<sup>st</sup> Birthday Celebrations**

**Sunday: Jubilee Celebrations**

**Monday: Focus on Children's activities**

The boater's licence pack and stallholders' forms are available to download from the Canal Society website [www.basingstoke-canal.org.uk](http://www.basingstoke-canal.org.uk)

***This really is your chance to help the Society with this important and high-profile event, that we hope is going to demonstrate that the Basingstoke Canal is alive and getting better, even if not well yet. Please give Verna a call.***

# Events

## CHOBHAM SOCIAL MEETINGS

The rest of the spring programme is shown below:

The meetings will be held at our usual venue at the Parish Pavilion, Recreation Ground, Station Road, Chobham, near Woking, GU24 8AZ.

Meetings will commence at 8pm on the third Wednesday of the month (See map for exact location).

Coffee/tea and biscuits will be served during the interval. Non members and friends are very welcome to come along. Retiring collection.

Further information from David Millett on 01252 617364 or email [d.millett7@ntlworld.com](mailto:d.millett7@ntlworld.com)

Wednesday 21<sup>st</sup> March 2012

**Dick Skeets - 'The Hereford and Gloucester Canal'**

Dick Skeets will be visiting us to talk about the history of the Hereford and Gloucester Canal and bring us up to date with all the restoration work that has taken place over many years and which, of course, is still continuing.



Wednesday 18<sup>th</sup> April 2012

**Paul Gosling - 'Southampton Shipping with Railway Connections'**

With a long term interest in shipping and transport in the Southampton area, Paul will be visiting us to illustrate the story of shipping in Southampton Water and the Docks from 1970 to the present day. The presentation will include scenes of boat and freight trains which are integral to the dockland scene.

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## MIKRON THEATRE COMPANY 2012 VISIT

The annual visit of the Mikron Theatre Company will be on Saturday 23rd June at the Fleet Football Club, Calthorpe Park, Crookham Road, Fleet, GU51 5FA at 7.30pm.

The show this year will be 'Can You Keep A Secret'.

Riots in our city streets, the worst economic crisis for decades, a long war fought abroad with no sign of progress.

Sounds familiar? Welcome to England 1812.

In the bicentennial year of the Luddite risings, which took place around Marsden West Yorkshire, who better to illuminate their story than fellow Marsdeners, Mikron - with their unique blend of humour, history and harmonic arrangements.

Full details will be in the next edition of the Basingstoke Canal News and in the Bulletin, but if you require any early information please contact David Millett on 01252 617364 or email: [d.millett7@ntlworld.com](mailto:d.millett7@ntlworld.com)

# Farewell "John B"

If you take a walk along the towpath from Lock 1 to Lock 3, it is pretty clear that the days are numbered for some of the old houseboats that first came onto the canal in the 1950s.

As the canal restoration progressed and the 1991 re-opening approached, they were all surveyed. Some were removed from the canal, but others whose condition was not too bad, were encapsulated in a secondary hull to prolong their life.

One such was the *John B*, but its owner has obviously decided now that he needs new accommodation and that it had to go.



The job of removing the boat from the canal went to Rob Locatelli's River & Canal Services company.

After the boat was lifted out onto the bank above Scotland Bridge, the secondary plating was cut off, revealing the state of the original wooden hull (*Left*). The space between the two hulls appears to have been filled with something like polyurethane foam, which would have provided good insulation and might have been all that was keeping it afloat by the look of it.

Further work reduced the boat to a set of "flat pack" sections (*Below*), that were easily removed.



The whole process was very efficiently carried out and according to houseboat resident Julia Jacs they did a really organised and tidy job. Thanks to her for the report and photos.

Concerns have been reported about some of the houseboats having rigid pipe connections to the bank, including in one case pipes to a central heating boiler in a shed! These are clearly not designed to allow for the changes in water level that are inevitable on a canal used for navigation. This is another argument for requiring proper conformity with normal boating regulations.



# John Pinkerton

The trip boat organisation is facing a year of change.

At the end of the year we will be losing our Booking Managers Marion and Hugh Gough who will be retiring after about twenty years. If you think you would be interested in taking over the position of Crew Manager, taking enquiries and bookings for the John Pinkerton could you please contact Peter Wright on 01344772461 to have a chat. We run, on average, about 170 cruises a year. This usually translates into £20,000 to £30,000 of profit that will be paid direct to the Canal Society forming approximately two thirds of the income for the Society.

Thanks to the publicity through the Society we have been able to fill two vacancies for organising crews for the boat. At the end of last season both our Crew Roster Managers retired. David Easter, who is also our Auditor, has helped us over the last couple of years and Mike Hammersley, who has still been using pen, paper and telephone until this last autumn also retired! I am sure many thanks will be wished to them from our members as they have done a brilliant and vital job setting up crews for the boat, enjoyment for us, money for the Society and ultimately the Canal.

Mike has been with the JP, I think without exaggeration, from the beginning. Throughout this time he has been rostering crews and so is due a special "Thank you" for all the work he has done for well over thirty years.

Since about 1995 captains on boats that carry more than 12 passengers have had to have a licence from the Maritime and Coastguard Agency and the legislation has not stopped there. The checks on the boat's maintenance have become more rigorous and now the crews have to have a brief refresher trip every two years. This has meant that our training organisation has increased in size. We now we have a training manager and assistant to organise trips on the boat for new captains, regular crew refreshers, and new crew throughout the year.

Lastly for my part, this year sees my eighth year as chairman. Next year I am hoping to use my own boat for more trips and so if I am going to be in remote places and out of contact it might be the time to take real retirement! I will therefore be retiring from the position of chairman. I hope to remain on the committee for continuity, but not in an executive role.

*Peter Wright (Chairman)*

*Peter also sent out the following email recently:*

You will be pleased to know that the JP passed its main MCA check this morning.

It seemed straight forward as there were few things that had to be inspected this time. Also as the poor boat was frozen into the mooring, we could not even have a run down the canal that would normally be required for a "running check". Instead a selection of forward gear and then reverse seemed sufficient!

Thanks must go to John Wharf and the maintenance team, and John Kilburn for keeping an impressive library of manuals for the inspector.

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## ***Surrey and Hampshire Canal Cruises Ltd Annual General Meeting***

**23rd March 2012 –7.30pm** at the Canal Centre, Mytchett. Come and hear the latest on the JP2, among other things.

Potential new crew members would also be very welcome. Remember, the *John Pinkerton* is the Canal Society's main source of income, so this is your chance to support the Society (as well as having a pleasant cruise on the canal!).

# BCA update

The following works have now been completed or are in progress in Surrey:

- Rebuilding of lower wing walls, along with repairs to upper wing walls and installation of anti-scour protection on locks 19 and 20 have been completed.
- Major repair works to Lock 25 are well underway.
- Tree felling below Lock 1 has been undertaken, in preparation for installation of soft bank protection and a marginal plant shelf.
- A second gang has been deployed to carry out the more minor works within the Deepcut Flight affecting locks 15 to Lock 28.
- The area of subsidence at lock 12 near the Total garage which had been previously filled with loose material has opened up again and is now to be filled with concrete.
- Sheet piling has been undertaken to a number of upper and lower wing walls on the Deepcut Flight, levels have been agreed with BCA.
- New Lower Lock gates have been hung at Lock 25 with new balance beams to be fitted.
- New Upper and Lower Lock Gates are now being manufactured for Lock 1, Lowers for Lock 17, Uppers for Locks 23 and 26.
- New upper gates already on site are to be fitted at Locks 4, 5, 6 and 9 by the end of April.
- A programme for replacing all the jack heads on ground paddles and lower gates has been agreed and funded and will continue to completion.
- Towpath and bank repairs have commenced on the stretch between the Canal Centre and at Frimley Lodge Park and some path closures and diversions are likely over certain weekend periods during February, March and April. Work will not impede or effect the Saturday Park Run.
- Design work on reinforcement of the embankment at Mytchett Lake continues.

The following works are in progress in Hampshire:

- Bank side repairs are being carried out on the embankments of West Hart, Poulterers and Crookham. This work is expected to be finished by the end of March.
- Final condition surveys are being carried out on the remaining culverts on the Hampshire Pound. All remedial work will be carried out either during the survey or during this year.
- The Hampshire Pound is closed to navigation between Double Bridge and Poulterers and will remain so until the end of March.
- The Ranger Team are managing water to try and increase level prior to reopening Hampshire pound.
- Ash Lock remains closed to preserve water.
- The towpath at Eelmoor (near iron bridge) will be closed on the 6<sup>th</sup> March 2012 for a Fire and Rescue service training exercise.

The BCA appeals for the public to observe towpath closures and also notes that theft of plant and equipment and vandalism is a problem within the area. They encourage canal users to be vigilant, and report any site activity outside the normal working hours to the police.

Dean Wall reports that the Santa cruises were a success again despite a brief hiatus when *Rosebud's* engine self-destructed. Thanks to the Society's Verna Smith for helping out in the office.

Good news on the planning front - the Canoe Club's new building at Mytchett providing more toilets and a shower block has been approved, as has an extending licence for camping at the Canal Centre which now allows 75 caravans, motorhomes, trailer-tents or tents at any one time.

The BCA is looking for volunteers who are interested in keeping the Visitors Centre grounds nice and tidy. Work will involve basic gardening work, weeding, cutting the grass, hanging baskets etc. If you are wanting to help out please contact the Centre on 01252 370073 or email [info@basingstoke-canal.co.uk](mailto:info@basingstoke-canal.co.uk)

# BCA update

**Once again, thanks to James Emmett for a Ranger's eye view of activities on the Canal.**

The offside cutting on the Hampshire section of the canal has been completed and the chipper has been taken off the Hampshire workboat and is about to be put on the Surrey workboat. We will only have a couple of months to carry out cutting in Surrey before the bird nesting season, so we will resume the offside cutting there in the Autumn.

The contractors, Dyer & Butler, are installing dams at Chequers and Double Bridges again in order to extend the bank protection on the West Hart embankment, where further leaks have been discovered.

The dredger has been moved to the other side of the dam and along the way carried out some branch/tree clearance. We are delighted to report that all appeared to be working well and it is great to have such a useful piece of kit back in service.

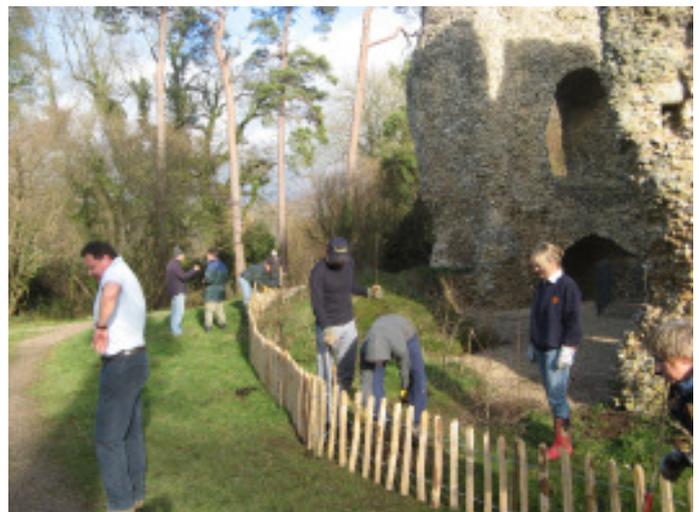


A hibernation count in Greywell tunnel in January had a total of 306 bats counted in the eastern end: 279 Natterer's, 25 Daubenton's and 2 Brandts/Whiskered. In the western end, 39 were counted,(37

Natterer's and 2 Daubenton's) (Thanks to Roy Champion for the photos)



The 28<sup>th</sup> January also saw a team of volunteers from Friends of Ancient Monuments carry out some much needed work at Odiham Castle (The BCA has been responsible for the maintenance of the Castle grounds on behalf of Hampshire County Council for a couple of years now). We replanted the hedge around the base of the castle and replaced the worn out hurdle fence with a small chestnut pale fence, as well as some small tree clearance in the moat.(Below)



Andy Loader has continued to install upper jack heads and has arranged for the manufacture of lower jack heads and posts made from steel which

# BCA update

Surrey County Council have confirmed they will provide funding for.

High winds brought down a number of trees that had to be removed (*Below*).



Andy also advised the term contractor when they installed their first gate at Lock 25. (*Above right*)



As rangers we are being asked to carry out an increasing number of regular inspections along the canal and record our findings. We have always observed leak sites, embankments and so on as we work, but we are being asked to formalise the procedure. Andy Foster has been working on a length inspection system and establishing a 'chainage' system with physical markers along the towpath. (*Continued on page 14*)



## Gabions at Lock 19

*See story on page 15*

# BCA update

The cold weather brought a frozen canal and with it a phone call informing us of a swan frozen into the ice at Ash Vale. Nobody had heard of this sort of thing happening and couldn't believe it was possible. Despite asking for confirmation that the bird was indeed frozen into the ice, the caller insisted it was. Sarah Murray was in the area so went to check, where she discovered the swan was just sitting down on the ice! The following day we received a similar call about a swan in Mytchett, again it was just sitting down.

We have been busy tagging and measuring 190 trees on several sections of the canal in preparation of a bid for HLS funding. The actual tagging and calculation of the volume of timber to be removed took a few days, but will hopefully result in some money towards the removal of some of the trees overhanging the canal.

The Tuesday volunteer group has been continuing successfully and Chris Healy is exploring the possibility of working with the "Community Matters Project" in Rushmoor. If the open access boating comes to fruition we hope to offer volunteer events on Saturdays as well as Tuesdays, as we have received several enquiries asking if this would be possible.

The open access proposal and recent questioning of the validity of events such as Santa Cruise at the JAG has raised many discussions amongst the BCA team! To put 'costings' into some kind of perspective, I want to share with you some figures used in the recent redundancy consultation process.

A visiting boat currently pays a maximum of £11.35 a day (this is reduced to £4.50 if a 15 day license is purchased). Opening the Woodham and St John's flight of locks, escorting 1 boat and caulking up upstream/downstream journeys currently uses 2 rangers and costs the BCA £240 per day (this is based on true cost...van hire/fuel/salary/training/uniform/admin etc...in no way do we earn anywhere near this!). Between February 2010 and March 2011, there were 63 days when the lower locks

were used, the cost to the BCA in ranger time alone was £15,120 in order to generate a maximum £715 income. (The actual figure was lower as this figure is based on boat licenses for boats over 50ft long)

We are aware that using two rangers is probably unsustainable and to continue with the current system and to make visiting boats cost effective over a year we would need 1332 boats coming onto the canal, that's 3.6 boats every day to cover costs if on a 3 day license. It rises to 6795 boats per year or 18 boats per day needed if buying 15 day licenses. This is why we are so keen for the open access proposals to work, and for the predicted increase in visiting boats generating essential income for the upkeep of the canal.

I have perhaps digressed a little from the usual update, but as a ranger team we are fully aware of the true cost of maintaining the canal for boating (Weed cutting by contractors on the canal in 2009 cost £26,720!) but we passionately believe the canal is a fantastic resource. Events such as the Santa Cruise event not only give 2000 local residents a boat trip along the canal, most of them children who will hopefully grow up with positive memories of the canal, but it importantly generates vital income to help keep it going.

*James Emmett*

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*James' last point about children is a very good one. Perhaps if the three youths, who were recently arrested by the Police after they had burgled and vandalised boats at the Canal Centre, had been given a more positive link to the canal, they might have behaved differently. As it is, I suppose CCTV will be the next thing the BCA will have to spend money on.*

# Deepcut concerns

The County Councils' use of contractors to do remedial work on the canal rather than relying on volunteer effort is in principle an excellent idea and essential if the work is to be completed in time for the proposed boat rally at the beginning of June.

However, some of the techniques being used have been called into question by experienced boaters.

One of the problems that has shown up on the Deepcut locks is collapse of the lower wing walls due to scouring of the ground below them by the water flowing out of the paddles. Some form of protection is needed to prevent this and when Peter Redway led the rebuilding of Lock 22 back in 2008, this was done by laying 150mm thick reinforced concrete across the bed of the canal between the wing walls below the lock (*Below*).



However, a decision has been made that the contractors, Dyer & Butler, should use wire gabions filled with stone to provide this protection at Locks 19 and 20.

The reasons for this are not entirely clear. It has been suggested that Natural England did not approve of the use of concrete in the canal for fear of contamination, but considering the amount that was used at Ash Vale railway bridge when the stop gates were installed, this seems unlikely. More probably it was thought to be cheaper, but, if true, this is a very short term view.

It is not a technique that is widely used, if at all, in

this sort of situation and grave concerns have been raised about the possibility of damage to boats.

As the photo at the bottom of page 13 shows, one of the gabions at Lock 15 is well placed to be struck by a boat if it goes too close to the bywash outflow. Others in the bed of the canal are probably low enough to be avoided, provided that boats stay in the middle of the channel. However, there is a mooring bollard to tempt boats over to that side.

Collision with a wire basket full of rocks won't do a steel hulled narrow boat's paint much good but the real danger is to fibreglass cruisers and boat propellers, particularly those of outboard motors.

The obstacle was even worse as originally installed and it was only due to intervention by Jon Green of the BCA that rocks were removed to allow the gabion to have a sloping edge, but it still projects beyond the line of the wing wall. It has been suggested that warning markers will be installed, but it seems crazy to deliberately put obstacles in the navigation in the first place.

It is actually not clear what the purpose of the particular gabion at Lock 19 is, because it is sitting on a concrete shelf, so the simplest thing would seem to be to remove it completely.

Lock 20 also has gabions in the bed of the canal now, but they don't appear to be as obtrusive. How long they will all last is anyone's guess.

The matter was raised briefly at the recent meeting of the canal's Joint Management Committee and Ian Brown, the Canal Director, promised to have an inspection once the water levels were restored.

One can only hope that lessons have been learned and that better supervision of these works by someone who has some knowledge of boats and boating will be done in future.

One thing is for sure: this is a poor piece of design that needs to be sorted out and not repeated elsewhere on the canal.

# Brewery Road, Woking

The plans for the new headquarters of the World Wildlife Fund in Woking included a new footbridge to replace the current one. As initially designed, this would have been a lot higher than the present bridge with resulting very large ramps to allow for wheelchairs. This drew a considerable amount of criticism, not only from the Canal Society but also from the general public.

To their credit, the Council seem to have listened and a new design has been produced (*Below*), which is much more acceptable. It is only a little higher than at present and is now made of wood rather than concrete and steel and, most importantly, the access ramps are much smaller with less impact on the landscape.



*Photo: Nigel Searle*

The car park has now been fenced off (*Above*) and work has started to remove the parking meters etc in preparation for the building work..

It is a pity that the Society's efforts to get some advantage for the Canal from the development of the Brewery Road car park were not successful, but at least the scheme now blends in reasonably well and the WWF building design itself looks very attractive in a modern sort of way.

There are suggestions that secure moorings might be installed on the opposite bank, and whispers of something even more exciting in Woking in future.

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## Archives

The job of Society Archivist has passed from Jill Haworth to David Tonkinson, who has been making impressive progress in producing a database of the contents of the filing cabinets and cupboards in the office at the Mytchett Canal Centre. The job is far from finished, because there are also about 10 large boxes of documents that were removed from Peter Redway's house!

Amongst the collection are a lot of photos and slides that will also need to be catalogued, but there must be a lot more in members' hands that could be added to the archive. For example, Tim Dodwell

has kindly sent me a CD of the old photos of the canal that he used in his talk to the Society back in 2008, which will be added to the archives.

If you have any more, please let either David Tonkinson or myself know. If you wanted to keep them, they could be scanned and returned to you; I can cope with negatives and slides as well as prints. It would, of course, be immensely helpful if details could be provided of where and when the photos were taken and the names of any people shown in them.

*Roger Cansdale*

# Videos for sale

The following collection of video tapes has been very kindly donated by one of our members. If anyone would like to buy any of them for a small donation to the Society, please contact Verna Smith on 01252 517622

1.	The Regent's canal	25mins	London Canal Trust
2.	Ribbon across England [Kennet & Avon canal]	59mins.	Mission recordings
3.	The Jam 'Ole Run [David Blagrove] 1998	86mins.	S.J.K Productions
4.	Not so much a marina, more a way of life [David Blagrove] 1999	59mins.	S.J.K. Productions
5.	The Canal Carrier's Winter David Blagrove	76mins	S.J.K. Productions
6.	The Bargee [The Wey and Arun Canal]		W.A.C.T
7.	The Black Country Boating Festival 1997	35mins.	Lumic
8.	Painted Boats & Barging Along 1940 copy	May be broken	Vintage Films
9.	The Monmouth & Brecon Canal	54mins	Artsmagic
10.	Waterways as Heritage [Brittany Canals] 1999]	26mins.	
11.	The Grand Union Southern Section. Northants.	57mins.	Video active
12.	Worcester & Birmingham Canal	57mins	Video active
13.	Shropshire Union Canal	40mins	Video Active
14.	Montgomeryshire Canal	57mins.	Video Active
15.	Llangollen Canal	40mins	Video Active
16.	Canal Carrier's Easter 2 [Oxford to Newbury] David Blagrove	54mins.	SKP Productions
17.	The Canal Carrier [David Blagrove]	56mins.	SKP Productions
18.	Heart of England Route David Suchet	70mins	Video Active
19.	The Last boatdocks [boatbuilding] 1998	50mins	Laurence Hogg
20.	Working for the Company [BW Staff]	45mins.	Laurence Hogg
21.	Braunston and its narrow boats [1996 Braunston boat show]	60mins	Laurence Hogg
22.	Boaters' gathering Black country museum	50mins.	Laurence Hogg
23.	The Canals of Birmingham 1998 part 4	91mins	Laurence Hogg
24.	Narrowboats on parade [heritage boats]	80mins	Laurence Hogg
25.	Narrowboats on the BCN part 5	60mins	Laurence Hogg
26.	Historic Narrowboats [Braunston 1999]	52mins	Video Active
27.	The Narrowboat story	60mins.	Laurence Hogg
28.	Waterways our heritage [compilation of historic film 1999]	58mins	BW
29.	Inland Waterways 1993		BW
30.	Broad Waterways 1989		BW
31.	Take to the boats 1993		BW
32.	Canals & Canalboats 1999	70mins	Castle
33.	Narrowboating Waterway magic	60mins	Laserlight
34.	Narrowboating in the heart of Shakespeare's country	55mins	Laserlight
35.	Old Glory Summer 1993	2hrs	CMS
36.	Best of British steam London & Southern railways	60mins	Beckmann
37.	Classic vintage & post war cars	53mins	IVL

*From BCN No.53, September 1973:*

For some time a clandestine news sheet 'Restoration News' has been circulating to the private individuals who, in agreement with the New Basingstoke Canal Company, have been working on the canal. As far as the Hampshire section is concerned, the Society has agreed to take over the publication, and it will in future be sent ONLY to members who complete the questionnaire.

## RESTORATION NEWS

**OCTOBER 1973 No.8**

A broadsheet published monthly for the information of people interested in the preservation of the Basingstoke Canal. This newsletter is in no way connected with any other organisation or society, and exists only to give the locations and times of voluntary working parties.

Rumour has blossomed into fact: at the time of writing a public enquiry is taking place at Farnborough Town Hall. Next week the enquiry will move to Woking for the Surrey section. The results can only be good. If any of you can get to the enquiries go along to demonstrate public support - this is the time to show it exists. All that has gone before was preparation for now - now we can get restoration going for real - now we need public support as never before - now we can see where we are going. Roll up those shirt sleeves and on with the real work!

7th OCTOBER: "Once more into the breach, dear friends.." this is the most important section; clearly, until the breach is repaired there can be no water in the canal! We need every bit of help we can get. Map ref. 169/882515. wellingtons and gloves. Tools provided, but bring some refreshments... the nearest are miles away. Parking at Ash Lock.

13th-14th OCTOBER: CURZON BRIDGE - a special two-day event for clearing a complete lock. Pumps and hoists have been hired. All we need is 25 strong and willing volunteers on each day. Start 9:30.

14th OCTOBER: ASH LOCK to QUEENS ROAD BRIDGE: Towpath clearance 10:00 to 4:30. Tools provided, but strong footwear and gloves are necessary.

21st OCTOBER: DEECUT LOCKS starting 10:00 a.m. the third lock above CALSHOT Bridge. Tools provided, but this is the Mudlark Special - wellies or waders needed.

21st OCTOBER: ODIHAM BRIDGE - a special job this time to get the bridge hole cleared of junk (and treasure?) deposited during the last 180 years or so. The objective is a depth of 2'6" down from the present level, so wellies are essential. As work deepens in the afternoon we shall need about 20 volunteers to continue in waders. We can kit out about 10, but PLEASE BRING DIGGING IMPLEMENTS. Plenty of towpath, shifting and other work for all the others who come along, but bring gloves. Lunch at the New Inn nearby by prior arrangement; parking on the common.

28th OCTOBER: CLAYCART BRIDGE - business as usual on the towpath. You got 75 yards cleared last month in a good turn-out; keep it up!

The Western Pub Evening is at the New Inn, Odiham, as usual on Monday October 8th. Among other things we shall be talking about the clearing of the Bridge hole. Why not bring a torch and have a look at what you are letting yourself in for?

Well, next month we shall know the fate of the negotiations to buy the Canal for us. As I said before, the news can only be good. The councils are on our side (we put them there, didn't we?) and restoration will be total. We are moving on to the beginning.....

- Whilst the transition of the national waterways system from British Waterways (BW) to the Canal and River Trust (CRT) is to be delayed from the original start date of 1st April, it is encouraging that negotiations with Government by the Inland Waterways Association and others have resulted in a better deal for the new body to make it more viable. From funding of £390M over 10 years it will increase to £800M over 15 years (if you add indexation). For 2012-13 instead of £39M it will be £70M which will include £25M for service pension liabilities and £6.2M to cover repayment of national loans. Much more encouraging for the future of the waterways.
  - With the lack of rainfall over the autumn which is continuing through the winter it does not bode well for water levels this coming summer along the canal. We can only hope that the latter part of the winter and the spring period brings a change in the weather pattern and we get above average rainfall to recharge the underground springs which feed the canal in the Greywell area. We will have to wait and see.
  - Good to hear about the increasing co-operation on working parties between Society volunteers and the Canal Authority rangers is proving to be very successful, especially as members of the community are being invited to join in. The Big Society is beginning to expand, which is essential in the current financial climate where the number of rangers have been reduced to five from nine.
  - A recent full page article in the Sunday Telegraph about the involvement of Brian Blessed in the campaign by British Waterways (soon to be the Canal and River Trust) to encourage people to come forward as volunteer lock keepers on the national system is another example of the Big Society at work. 61 volunteer lock keepers are required to cover locks all over the country ranging from Bradford to Bath. In return for one day a week full training will be given and BW will also provide an uniform. It will be interesting to see how soon the volunteers will come forward.
  - What a joy to use is the upgraded towpath from Norris Bridge on the outskirts of Fleet to Eelmoor Bridge by the Farnborough airfield. Using funds provided by the Rushmoor Borough Council Environmental Improvement Fund (with TAG monies from landing and take-offs at the airfield), Society and Waterway Recovery Group volunteers have completed a magnificent improvement over the muddy mess that this section of the towpath has been for countless years.
  - Another long awaited job which is now under way by Society volunteers is the much needed bank repairs along the towpath at Frimley Lodge Park where the washouts and subsidence has been increasing in recent years mainly caused by dogs scrambling in and out of the water. At long last Surrey Heath Borough Council have found £25,000 of additional funds (separate to their normal revenue funding grants) to allow this long overdue work to start. The present state of this section has presented a very bad impression of the canal to the public for too long.
  - Good to see that the strong local feedback and the submission of a petition of 1900 signatures have resulted in Woking Borough Council redesigning the footbridge to connect the town and the new World Wildlife Fund headquarters in the town centre. The height will now be only just above that of the existing bridge. Public pressure works! The bridge is named after the famous Bedser twins who were born in Woking.
- 

## Heather Higgs

It is very sad indeed to have to report the sudden and completely unexpected death of Heather, the wife of our Vice-President, Robin Higgs. Heather had always been at Robin's side supporting his various canal and railway interests, including memorably with them both dressed in period costume for the *Pinkerton's* inaugural cruise down to the River Wey after the opening ceremony in 1991.

We send our deepest condolences and best wishes to Robin.

# SHCS Annual General Meeting

**NOTICE is hereby given that the Thirty Fifth Annual General Meeting of the Surrey & Hampshire Canal Society will be held on Saturday 12<sup>th</sup> May 2012 in the Deepcut Village Centre, Cyprus Road, Deepcut GU16 6TB, commencing at 2 p.m.**

The formal Agenda for the meeting is as follows:-

1. To hear apologies for absence.
2. To confirm the minutes of the Thirty Fourth AGM held on 21<sup>st</sup> May 2011.
3. To approve the Annual Accounts for the year ending 31st December 2011.
4. To appoint the Independent Accountants, Rutton B Viccajee.
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

Gareth Jones, Honorary Secretary  
16th February 2012

## **AGM Notes:**

- a) This Notice is issued from the Honorary Secretary's address at 9 Mytchett Lake Road, Mytchett, Camberley, Surrey GU16 6AW.
- 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 the afternoon 2pm start time.***

Following the formal business of the AGM there will be reports from the Chairmen of the Canal Society and Boat Company and presentation of the Robin Higgs Award.

The following resolution will then be put to the meeting:

**That "The Surrey and Hampshire Canal Society Ltd" shall in future operate as "The Basingstoke Canal Society", incorporated and registered as "The Surrey and Hampshire Canal Society Ltd".**

*The effect of this will be that the Society will be known to the public as The Basingstoke Canal Society. However, the trouble and expense of changing the legal name will be avoided.*

*The reasons for this proposal have been mentioned in the past and the response has been largely favourable. The reasons for the current name arose 45 years ago when the newly-founded Canal Society found itself in conflict with the New Basingstoke Canal Company and wished to differentiate itself from the canal owners. Today, however, the conflict does not exist in the same way and the name does not tell the public what we are really interested in.*

*We are not directly concerned with any waterways of Surrey and Hampshire apart from the Basingstoke Canal, and the majority of the Committee believes that our name should reflect this fact, thereby avoiding the need for constant explanations when dealing with the public.*

*As the legal name will remain the same, we believe that the decision could have been made by the Committee, but we feel that it is right that the Society's members should be able to express their opinion at the AGM. Anyone not able to attend the meeting can contact the Secretary, Gareth Jones, to register a proxy vote.*

The next item on the AGM agenda will be a talk by Tony Hales, who is the appointed Chairman of the Canal & River Trust, about the new management arrangements for the majority of Britain's waterways. Finally, there should be time for a short question and answer session.

*For directions to the Deepcut Village Centre, please see the map opposite.*

# Letters

Dear Roger,

I wonder if any of your members have any information on one of my family? His name was FRANK HAYTER; he was born in Shaftsbury/Gillingham, Dorset in 1868 and buried in Normandy, Surrey on Dec 5<sup>th</sup> 1904, aged 37 years.

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## AGM Venue

**The Deepcut Village Centre** is a new venue for our AGM, but please do not let this deter you from attending. As the photo below shows, it is a very nice new hall and is not hard to find; there will be signs off the main Deepcut Bridge Road.



Turn off onto Newfoundland Road, follow this round, turn left when you come to Cyprus Road and then immediately left into Crimea Road. The hall and ample parking is on the right.



With his father George (carpenter), mother Matilda and younger sister Annie, he was living in Gillingham in 1871. I believe by 1881 the family were living in Aldershot (No 2 Kent Cottages) and by 1891, Normandy (The Firs), Surrey.

The interesting part is shown by the 1901 census, showing by then his sister ANNIE HAYTER was married to WILLIAM WOODS, carpenter/builder and FRANK was staying with them and their own family at "The Firs", Normandy. His occupation was recorded as CAPTAIN OF CANAL BARGE(!). At this time he would have been 33 years old.

It is quite reasonable to surmise that FRANK was working on the Basingstoke Canal. This was a difficult period in the canal's history and I do not know of any information connecting him with the canal or any of the carriers operating on it.

An alternative might have been that Frank worked on the Wey Navigation.

Thank you for your co-operation.

Yours in anticipation

Howard Diamond

*Information obtained so far:*

Frank Hayter:  
1891, a stoker in RN at Portsmouth.  
1901, at Normandy.  
Died at 37 on 5/12/1904 at Swan Cottage, Swan Alley, Manor Road, Walton-on-Thames  
Occupation at death, bargeman. Double pneumonia for 27 days, convulsions for 1 day.  
Grandmother's brother.

*Does anyone have any knowledge of Frank Hayter or his family, or have any suggestions as to where it might be found? If so, please contact me and I will pass it on to Howard.*

Editor

# SHCS notes

## MEMBERSHIP SECRETARY REPORT

Our membership renewal date is 1<sup>st</sup> March and those of you who pay by cheque will receive a letter by this date giving you details of your due payment. I would be very grateful if you could respond as soon as possible so that we do not need to incur the extra cost of sending out reminders. It would also be helpful if you could let me know if for any reason you do not wish to renew your membership. If you pay by bankers order would you kindly make sure that you are paying no less than the following subscription rates:

Adult	£10
Family	£12
Senior	£5
Senior Couple	£7

We hope that you will all wish to continue as members as we need your support.

A warm welcome to the following members who have joined us in the last few months:

Hugh Sawyer of Basingstoke  
John Carter of North Warnborough

George Rhoades of Wokingham  
Jonathan Parry of Camberley  
Jan Lightfoot of Woking  
Peter Burt of Alresford  
Michael Gordon of Ash Vale  
Ian Adnams of Finchampstead  
Paul & Yvonne Johnson of Church Crookham  
Steven Hogben of Addlestone  
Stuart Black of Frimley Green  
Philip Morgan of Crookham Village  
Timothy Rayment of Farnborough  
David & Jo Horwood of Hook  
Mike & Debby Hewison of Church Crookham  
Mark Porter of Woodham  
John Holmes of Crookham Village  
Peter & Helen Lawrence of Fleet  
Bill & Lois Fraser of Winchfield  
Brian & Maggie Thomas of Guildford  
Boris Samaru of Farnborough

Doreen Hornsey  
Membership Secretary

E-Mail: [Membership@basingstoke-canal.org.uk](mailto:Membership@basingstoke-canal.org.uk)

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## ***New Committee member - Stuart Black***

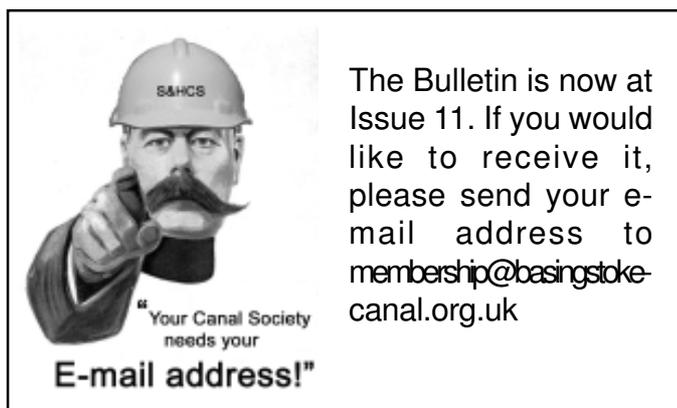


Stuart is a new member of the Society and responded to our appeal for new Committee members, bringing us up to our full complement of 12.

Stuart has an avionics engineering background and currently works as a business change consultant. He has lived in Frimley Green since 2002, and in 2010 moved to a house near Lakeside that backs onto the canal. He bought a 20' GRP Viking cruiser that he and his family regularly use on the Canal.

He says that he has great admiration for the Society's vision, ambition and determination that achieved the restoration of the canal, and hopes to be able to bring new ideas to the Committee to help achieve a secure long-term future for the canal as a navigation.

# SHCS information



The Bulletin is now at Issue 11. If you would like to receive it, please send your e-mail address to [membership@basingstoke-canal.org.uk](mailto:membership@basingstoke-canal.org.uk)

Anyone interested in joining the Society should contact the Membership Secretary, Mrs Doreen Hornsey, whose contact details are 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 2012

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<i>Editorial Team:</i>	<i>Editor:</i>	Roger Cansdale*	29 Knoll Road, Fleet, Hants GU51 4PT <i>e-mail:</i> <a href="mailto:roger.cansdale@ntlworld.com">roger.cansdale@ntlworld.com</a>	01252-678608
 <i>President:</i>				
<i>Chairman:</i>	<b>Philip Riley*</b>	<b>Wincombe Cottage, Broad Oak, Odiham, Hook, Hants RG29 1AH</b>		<b>01256-702109</b>
<i>Vice-Chairman:</i>	<b>Martin Leech*</b>	<b>31 Windle Close, Windlesham, Surrey GU20 6DZ</b>		<b>01276-452754</b>
<i>Hon. Secretary:</i>	<b>Gareth Jones*</b>	<b>9 Mytchett Lake Road, Mytchett, Camberley, Surrey GU16 6AW</b>		<b>01252-690024</b>
<i>Hon. Treasurer:</i>	<b>Graham Hornsey*</b>	<b>'Mallards', 94a Aldershot Road, Fleet, Hants GU51 3FT</b> <b><i>e-mail:</i> <a href="mailto:Treasurer@basingstoke-canal.org.uk">Treasurer@basingstoke-canal.org.uk</a></b>		<b>01252-623591</b>
<i>Membership Secretary:</i>	Doreen Hornsey	Address as above, <b><i>e-mail:</i> <a href="mailto:Membership@basingstoke-canal.org.uk">Membership@basingstoke-canal.org.uk</a></b>		01252-623591
<i>Working Party Information:</i>	Vacant - See website and latest bulletin for information			
<i>Trip Boat Manager:</i>	Peter Wright*	Holly Lodge, 39 The Avenue, Crowthorne, Berks RG45 6PB		01344-772461
<i>Trip Boat Bookings:</i>	Marion Gough	St Catherines, Hurdle Way, Compton Down, Winchester, Hants SO21 2AN		01962-713564
<i>Events Organiser:</i>	Verna Smith*	63 Avondale, Ash Vale, Aldershot, Hants GU12 5NE		01252-517622
<i>Sales Manager &amp; Mail Order Sales:</i>	Denise Smith	48 Maple Close, Avondale, Ash Vale, Aldershot, Hants GU12 5JZ		01252-517779
<i>Exhibitions Manager:</i>	John Ross	14 Heathcote Road, Aldershot, Hants GU12 5BH		01252-330311
<i>Website Manager:</i>	Craig Shanks	34 Fir Tree Way, Fleet, Hants GU52 7NB		01252-676383
<i>Press Officer:</i>	Roger Cansdale*	29 Knoll Road, Fleet, Hants GU51 4PT		01252-678608
<i>External Talks Organiser:</i>	Roger Cansdale*	<i>e-mail:</i> <a href="mailto:roger.cansdale@ntlworld.com">roger.cansdale@ntlworld.com</a>		01252-678608
<i>Lengthman Organiser:</i>	Graham Hornsey*	'Mallards', 94a Aldershot Road, Fleet, Hants GU51 3FT		01252-623591
<i>200 Club organiser</i>	Jim Johnstone	20 Hawkins Grove, Fleet, Hants GU51 5TX		01252-626749
<i>Archivist:</i>	Rev David Tonkinson	17 Squirrel Close, Sandhurst, Berks, GU47 9DG		07515 879513
<i>Woking Organiser:</i>	Peter Coxhead	17 Abbey Close, Pyrford, Woking, Surrey GU22 8RY		01932-344564
<i>VP &amp; Chobham talks:</i>	David Millett	25 Frere Avenue, Fleet, Hants GU51 5AW		01252-617364
<i>Director</i>	Dieter Jebens*	3 Tall Pines, Gally Hill Road, Church Crookham, Fleet, Hants GU52 6RX		01252-622614
<i>Director</i>	Freddie Dawson*	35 Wharf Road, Ash Vale, Surrey GU12 5AY		01252-512828
<i>Director</i>	Kathryn Dodington*	8 Sheets Heath Lane, Brookwood, Woking, Surrey GU24 0EH		01483-473630
<i>Director</i>	John Wall*	43 Marrowbrook Lane, Farnborough, Hants, GU14 0BB		01252 512960
<i>Director</i>	Stuart Black*	41 Bramble Bank Frimley Green Camberley GU16 6PN		01276 513659

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

**Basingstoke Canal Authority** Canal Centre, Mytchett Place Road, Mytchett, Surrey GU16 6DD 01252-370073

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

# Then & Now



**Lock 1 in 1910 (*above*) and in 2012 (*below*).**

No M25 in the background in 1910 and a bit more user-friendly today and not as many cows, but otherwise not much change.

