



BASINGSTOKE CANAL NEWS

No. 234 Summer 2012





Surrey & Hampshire Canal Society Ltd

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Rt Hon Philip Hammond, MP. Gerald Howarth, MP. Maria Miller, MP. Jonathan Lord, MP. Anne Milton, MP

Despite having to find their way to a new venue and my typing error in the last newsletter editorial that mentioned the wrong date, a record number of people attended the Society's Annual general meeting. Two years ago we only had about 40, but this time more chairs had to come out to accommodate 70. Very encouraging!

Cover Picture : Boats on the Basingstoke at Easter.

Photo: Kathryn Dodington

It was particularly nice to see faces that I didn't recognise and apologies to any new members that the Committee didn't get round to greeting. AGMs are always a bit fraught for the Committee, rushing about trying to remember everything that needs to be done.

It was also very nice to have Linda Kenemy at the meeting. I think this is the first time that the Chairman of the Canal's Joint Management Committee has ever attended one of our AGMs and as long as she didn't find it too daunting, I hope it won't be the last. Better communication is an essential for the Canal's future if there is to be a real working partnership between the various stakeholders.

It is interesting that the County Councils seem to be gradually coming round to the idea that the Canal's future might best be with the Canal and River Trust as part of the national waterway network. This is a view that the Society's Committee has long held.

However, as Tony Hales made clear at the AGM, it is not something that is going to happen very quickly. CART has to get its own act together and then tackle the task of taking on the waterways currently managed by the Environment Agency. If and when that has all been done, they might be able to contemplate adding a few more, so it is unlikely that anything much will happen in the next decade.

However, that might be a good thing, because it is clear that the canal will have to have been put into good order and will need an endowment to allow

CART to pay for its maintenance. We also need to get the water supply problem sorted out for the canal to become truly viable. It would be a major achievement if we managed to get all that done in the next decade.

Since the canal re-opened in 1991, there has been talk that the Canal Society now lacked a big objective to give a reason for its existence. I think it is now clear that helping to secure reliable water supplies, to put the canal into good order and to secure adequate funding and possibly a dowry is more than enough to be getting on with.

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The Canal Society has benefited greatly in the last few years from a couple of unexpected bequests. The first of these, from our late member Alan Flight, enabled us to buy our work boat from British Waterways and is also allowing us to purchase the barn and landing used by the John Pinkerton at Colt Hill as well as the Pinkerton's replacement.

Once these purchases have been made, however, our coffers will be more or less back to their previous levels and we shall be faced with the need to raise funds for any new projects, such as a back-pumping scheme at Brookwood.

Money left to a charity or given to it in the seven years prior to death is deducted from the value of an estate before inheritance tax is calculated, so it is a really good way of leaving something to posterity. What better way of helping to ensure the survival of your favourite canal than by leaving a bequest to the Canal Society?

* * * * *

Let's hope that the weather will be kind to our Canalside Jubilee event at Frimley Lodge Park over the Bank Holiday weekend.

Hope to see you there!

Chairman's report

The Canal Society has consistently emphasized the vital importance of maintaining the Basingstoke Canal as a through navigation. In our view the canal will not survive, in the longer term, if it is not kept open for boat traffic. We are therefore taking advantage of every opportunity to transmit this message to the owners of the canal and to the other members of the Canal Partnership. This month we have hosted visits to the canal by a number of key decision makers in both County Councils and in the National waterways movement. These visits have enabled us, in the informal and congenial atmosphere of the John Pinkerton, to put across our views on the future development of the canal.

I am pleased to say that I think our efforts in this regard are producing results. There is no doubt that both County Councils are very committed to ensuring that the canal returns to full navigable use, if possible by the autumn. There is also a real willingness, on the part of the Counties, to engage with us on other key issues including, in particular, the question of governance. It has been evident, for some considerable time that, although the present governance arrangements do provide the necessary democratic control which is an essential condition for local authority support, they do not provide an effective means of driving the canal forward and achieving the potential which we all know is there for the taking. We are hopeful that a constructive debate on this important issue will result in the establishment of a more effective model for governance in the future.

At the National level, we were particularly fortunate in being able to welcome to the canal Tony Hales, the Chairman of British Waterways and the Chairman Designate of the Canal & River Trust which is expected to take over responsibility for the BW waterways in a few weeks time. Although it will take some time for CART to settle down as a third sector charity, it is our belief that, in the longer term, CART would be a very suitable manager for the Basingstoke. We say this because CART will have the management resource and technical expertise to ensure that the Basingstoke can play a much more significant role in the national waterways network.

At the end of next month we will be saying goodbye to Ian Brown the Canal Director. I'm sure Ian will agree with me that he has faced a very difficult task in managing the canal through a period when the results of 20 years of under-investment had led to a situation where the canal faced closure and the formidable challenge of what has almost amounted to a second restoration. Ian will not be directly replaced. His day to day management responsibilities will be handled by a Canal Manager who is yet to be appointed. His wider role, including the relationships with the county and district authorities, income generation, involvement with planning issues etc will come under Phil Allen who is a Team Leader in Hampshire County Council. Phil is well known to us and I am confident that we will build up a good working relationship with him.

In Surrey, James Taylor has recently taken over from Rod Edbrooke as the officer responsible for the canal in Surrey's Countryside Department. I am pleased to say that James has already become closely involved in the Water Resources Group, led by John How, and we are very pleased to welcome him to the canal. I would also like to take this opportunity to thank Ian Brown for the patient and helpful approach which he has always taken to the BCA's relationship with the Canal Society. We wish him well in retirement.

Late last year the County Councils commissioned a consultants report on a future 'Vision' for the canal. This had been inspired by an acceptance that, with local authority budgets increasingly under pressure, the future of the canal was becoming increasingly dependent on other sources of funding. This report is not, of course, the first report that has been undertaken on this subject and I think we could be forgiven for thinking that history was about to repeat itself, yet again. We have nevertheless co-operated fully in the preparation of the report and we can only hope that, if its conclusions are accepted by the Canal Partnership, they are fully implemented. We must wait and see. In the meantime I hope you are able to get out on to the canal this summer and enjoy its many attractions.

Philip Riley
Chairman

Society AGM

The new venue for the AGM at the Deepcut Village Centre proved very good, although next year we shall be bringing a PA system. Some 70 people turned up, which is the biggest attendance we have had for many years.

The formal business started with the usual apologies for absence and approval of the minutes of the previous AGM, and then got into the more interesting stuff with the Finance Director's report.

Graham Hornsey began by saying that on the face of it, it had not been a good year for the Society with the 2010 profit turning into a loss. However, he said, we are not in the same league as JP Morgan and the loss is easily explainable.

The difference was mainly due to reduced income. Subscriptions had stayed fairly constant but donations were down because the 2010 figure included a £10,000 bequest and a grant of £4000 from Rushmoor. The Boat Company income was also down from the record 2010 figure.

Expenditure was slightly up. The Work Party projects included completion of repairs to Lock 17 (£3000), Lock 1 landing stage (£2500), Eelmoor landing stage (£8000, offset by the £4000 grant), and the WRG Peter Redway Memorial Weekend (£2000). Other costs included the stolen trench sheets (£3500 after insurance recovery), repairs to the dredger gearbox damaged whilst on hire to the Society (£2000) and the £1000 cost of relocating the work boat for Peter Redway's funeral.

Despite the loss of £7000, the Society's assets still exceeded £260,000. Graham stated that he believed that the Society had the financial resources to continue in the furtherance of its objectives in future.

There were no questions and Peter Wright proposed a vote of thanks to Graham for his work. A proposal to accept the accounts was carried unanimously, as was the motion to re-appoint Ruttan Viccajee as the Society's accountants.

Philip Riley as Chairman then reported that there

had been 12 nominees for the Committee, so the Society again had a full Board. These were Philip Riley, Gareth Jones, Graham Hornsey, Martin Leech, Stuart Black, Roger Cansdale, Freda Dawson, Kathryn Dodington, Dieter Jebens, Verna Smith, John Wall and Peter Wright.

With no other business, the formal AGM closed.

The Robin Higgs Award was presented to Dieter Jebens. Dieter was one of the founder members of the Society back in 1966 and had edited the campaign booklet "The Case for Restoration". He then edited the Society's newsletter for many years and had served on the Committees of both the Society and the Boat Company.



Philip Riley then made a special presentation to Jill Haworth in thanks for all her archivist work.

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Society Accounts for 2011

The Surrey and Hampshire Canal Society Limited Summary of accounts for year ended 31 December 2011

Income and expenditure account

	2011	2010
	£	£
Income		
Subscriptions	10,537	9,771
Donations - general	4,246	13,772
Grant received	-	4,000
Profit of boat company	22,773	31,276
200 Club profit	606	681
Other fundraising income	275	469
Interest received	2,536	2,420
	<u>40,973</u>	<u>62,389</u>
Less expenditure		
Projects and working parties	(22,279)	(23,623)
Newsletter production and postage	(5,053)	(4,721)
Stationery and office costs	(708)	(1,905)
Insurance	(4,905)	(4,392)
Depreciation less profit on sale of asset	(4,325)	(5,436)
Equipment maintenance	(2,323)	(1,179)
Rallies and events	(1,599)	(2,430)
Accountants' fee	(1,840)	(1,804)
Other expenditure	(4,983)	(1,722)
	<u>(48,015)</u>	<u>(47,212)</u>
Net income	<u>(7,042)</u>	<u>15,177</u>

Balance Sheet

Fixed assets		
Investment in subsidiary company	100	100
Plant & equipment	11,057	13,710
Amounts due from subsidiary company		
Loan	8,000	8,052
Profit for year	22,772	31,990
Other debtor	352	-
Cash at bank and in hand	221,881	212,726
Accrued expenses	(3,040)	(2,245)
Net assets	<u>261,122</u>	<u>264,333</u>
General fund	182,640	208,182
Restricted fund	3,729	7,729
Designated fund - John Pinkerton replacement fund	71,213	48,713
Other	3,540	3,540
Total funds	<u>261,122</u>	<u>268,164</u>

AGM

The Boat Company report followed. Peter Wright reported that their profit last year was just under £22,000 which was £9000 down on the previous year. Bookings had been down due to the generally depressed economic situation and a lot of money had been spent with the MCA on getting new captains certificated.



2012 looked to be a better year and with 10 new captains, they were looking forward to getting the new boat in 2013. Constant attention had to be paid to new legislation and Peter mentioned that they had even had to register the details of the *John Pinkerton* with the London Coastguard!

In answer to a query about VAT on charter fees, Peter said that all passenger fees were zero rated.

A question was raised as to whether access for disabled passengers on the new boat would be as difficult as on the *John Pinkerton*. Peter said that with much regret it had been decided not to have specific disabled access provisions because of the huge impact on both the design of the boat and its cost, and the fact that boats for the disabled were available at Odiham. However, access would still be much easier with shallow steps in a corridor with rails either side.

The effects of competition from the hire boats at the Mytchett Canal Centre were queried, but Peter did not feel that they had much impact.

Philip Riley thanked Peter and all concerned with the boat for their huge contribution to the Society.

Chairman's Report.

After a refreshment break things resumed with the

Chairman introducing Cllr Linda Kenemy, the current Chairman of the Canal Joint Management Committee.

Linda said that soon after getting elected last May, she had received a phone call from Kathryn Dodington, who then took her for a half hour hike along the canal, much of which had no water in it. She felt she ought to try to do something about this and got herself onto the JMC, where she was surprised to suddenly find herself Chairman. She felt that Surrey County Council had neglected the canal and organised a trip on it for the Council Leader and his Deputy. They had both been "blown away" and the new Council Leader was very supportive. The Vision Statement had been commissioned as part of the documentation needed for an application to the Heritage Lottery Fund. She looked forward to seeing the canal coming back to life with more moorings and more boats and she assured the meeting that everyone in Surrey saw the value of the canal.

Philip Riley thanked her for this. He promised that the Society would be keeping her on her toes, but was very grateful for the things that she had done, particularly in the current very adverse economic circumstances.

It had been very good to see the Contractors finally at work, but there were clearly lessons to be learnt. It ought to be possible to get things moving more quickly and employment of a specialist canal contractor with better liaison with the Canal Authority would have avoided some of the mistakes that had had to be rectified.

Philip thanked Kathryn Dodington, now also Commodore of the Byfleet Boat Club, for her work on the Open Access scheme which had had its first trial at Easter. He looked forward to this being fully implemented.

On water supply, Philip said that there were no quick or easy fixes, by the Water Resources group was trying very hard to find solutions.

He thanked the all the volunteers for their efforts

AGM

and said that the WRG weekend last year had been a very successful and fitting tribute to Peter Redway.

Looking to the future, it was clear that there was a need for a better way of managing the canal to bring about the necessary changes. For example, the Canoe Club's plans for a new shower and toilet block at the Canal Centre that would have also allowed increased camping, had been stalled yet again by the County Council. There was also a need for more moorings on the canal, with a reported list of 90 people wanting to bring boats onto it.

Philip appealed to members to support the celebrations at Frimley Lodge Park over the Late May Bank Holiday weekend. He finished by thanking the Committee and the membership for their support. The Society seemed to be doing well, with some 50 new members last year, but the challenges remained.

Work Party report

Martin Leech then gave a quick resumé of the activities of the Work Party last year. He said that a very big thank you was due to them and particularly Kevin Redway who was responsible for most of the transport and logistics.

Canal Society's name

The Chairman said that when the Society was founded the owners, the New Basingstoke Canal Co, had objected to the use of Basingstoke Canal in the name of the Society. However, it was felt that it was now time for a change.

What was being suggested was that the current name would be retained for the Registered Company but that the Society should operate as The Basingstoke Canal Society. Cost of the change should be fairly minimal.

After some discussion, a show of hands gave 68 in favour of the change and 2 against. There seemed to be a general feeling though that the current Society logo should be retained.

Finally Tony Hales was invited to speak.



Tony Hales, CBA, Chairman of the Canal and River Trust

Tony said that he had been Chairman of British Waterways for 7 years and he and 2 other members of the BW Board would be continuing on to CART.

The vision for the future was that the waterways should be safer, with more miles open, better maintained and with more people using them.

The reason for the change to a trust status was a desire for more stable finance and better accountability. During his time as Chairman he had dealt with 9 different ministers and had had to explain the wider social benefits of the waterways to every one. This was not the best way of managing a large system needed long term planning. In addition, their budget had suffered cuts 2 or 3 times every year.

They had to look after about 2000 miles of waterways, 3000 listed structures, 65 SSSIs, 5 World Heritage Sites, 9 battlefields, 90 reservoirs, 4 ports and cater for 35,000 boats!

Current income to do all this was £140 million a year with about £100 m self generated ($\frac{1}{3}$ from boating, $\frac{1}{3}$ from property and $\frac{1}{3}$ from utilities, selling water etc.) and £40 m from the government. This was still £20m short of what was needed and they were looking to generate at least half that from trust income. The vital thing was to get away from the

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AGM

threat of the Treasury raiding their property portfolio.

His key aim was to keep all political parties onside. He said that "DEFRA had been terrific." On the financial side, the policy had been to agree shared objectives first and then decide the money needed to achieve them. The aim was to at least maintain the current system. The Government's first offer had been £390m but this had been negotiated up to £800m over 15 years. They wanted to increase the income from property and were clear that property could not be sold to fund restoration.

10 CART trustees were now in place, including John Dodwell, who he described as a passionate boater, and the ex-finance director of John Lewis. They would be responsible to the 35 members of the Council.

On the question of volunteers, Tony admitted that BW had not been good at making it easy for them to work on their waterways. However, they had improved over the last 3 years and he felt that things were going really well now. They would be launching the Friends recruitment programme soon.

The aim was to take on the Environment Agency waterways in 2015, provided that they came with enough money to maintain them.

In conclusion, Tony foresaw a really exciting future and hoped to have a relationship with the Basingstoke.

Tony agreed to take questions:

Q. What kind of work were volunteers doing?

A. All sorts. Brian Blessed had launched the volunteer lock keeper programme. There was the usual bankside clearance work and people were working as a lawyer and a marketing man.

Q. Are the volunteer lock keepers putting people out of a job?

A. No, the intention was to provide a better service.

Q. Will there be public members of the Trust, like with the National Trust?

A. There will be a "Friends" scheme.

Q. Do Local Authorities contribute?

A. Yes, millions a year, some as regular donations, such as on the K&A, and Rochdale, and others as a one-off payment.

Q. Do problems between boaters and conservationists arise?

A. Yes, all over the place. Best compromises have to be worked out.

Q. When Gas Street Basin in Birmingham was redeveloped, how did this work?

A. Don't know, before my time, but for the land next to Canary Wharf a joint venture company was formed with Canary Wharf and a developer. Once everything had been planned and approved, BW took their profit and bailed out.

Q. Could he envisage CART taking over the Basingstoke Canal?

A. CART was anxious not to be seen as a predator snapping everything up, but if asked, maybe, provided that a deal could be struck for an endowment..

Finally, having let Tony make his escape, there was a short open forum for questions and comments:

Q. Should the Society be doing more to attract young people as volunteers?

A. It could do more and WRG obviously succeeded in doing this. However, they offered a social side that was hard for the Society to do.

Martin Leech observed that having more people volunteering to act as leaders was the key to doing more.

Verna Smith also appealed for more help with the Sales stand.

Q. Is the reservoir still included in the plans for redeveloping the Deepcut barracks site?

A. Not clear. We are struggling to keep abreast of planning issues and the complicated planning system. Again more people were needed to help monitor developments.

Work Party

Having finished Lock 17 and the Lock 1 landing stage, the Work Party has moved its activities to the towpath between Frimley Frimley Lodge Park and the Canal Centre at Mytchett.

The bank has become dangerously eroded in many places to the extent that the BCA were thinking of closing it for safety reasons. The holes in the bank, or wash-outs as they are known, appear to be caused largely by dogs climbing out after being allowed to swim in the canal (*Below*).



There is a massive amount of work to do over a length of some 800m. Nicospan mesh supported by wooden posts is being used to reinforce the bank (*Below*). Once in place, with the posts tied back to further stakes driven into the towpath, the Nicospan is back-filled and the towpath will eventually be resurfaced with stone. The job may well take all year to complete with the aid of £25k



from a fine levied on a local firm for an environmental infringement.

The Wey Navigation recently decided that one of their work boats was surplus to requirements and thanks to the good offices of Rob Locatelli, this has been donated to the Canal Society.

A team, described by Nigel Searle (*thanks for the photos*) as the latest S&HCS expeditionary force, collected the boat, called *Fly II*, from the Wey. The small work boat that Kevin Redway made out of an old oil tank was used as a push tug powered by the outboard motor usually used on the *Alan Flight*.



One of the Society's barges that had been used during the construction of the Lock 1 landing stage was also hooked up, making a very long string of boats. Bow hauling through the locks was necessary and it was a long day getting up to St John's to join the rest of the Society fleet.

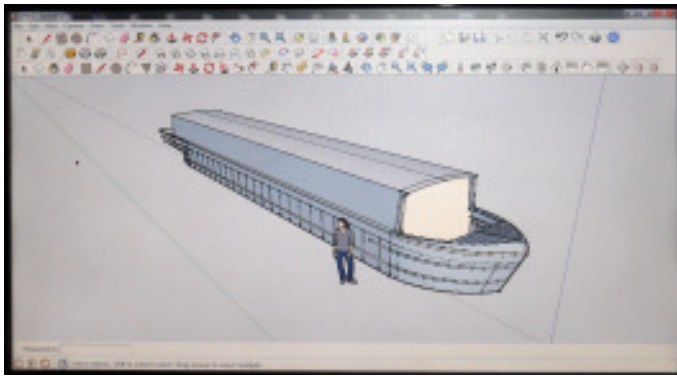


The new boat looks as if a bit of welding may be needed but it should prove very useful.

John Pinkerton

After many delays, the decision has finally been made to proceed with buying a new trip boat to replace the John Pinkerton, which is now entering its 35th year of service.

A few details of the contract and specification remain to be settled but we hope to have a design approved by the MCA within the next couple of months. Once that is done the main build contract will be let and the boat should be delivered in time for some crew familiarisation training before next season starts.



Several visits have been paid to the company that we hope to get to build the boat and, as the computer screen shot above shows, they have already done some preliminary design work.

The boat will be 18 inches wider than the *John Pinkerton*, making the cabin a bit more spacious and allowing more room for the bar and toilet. There will be a 240 volt electrical supply, allowing the galley to be equipped with both a fridge and the glass washing machine that may become a requirement.

Entrance to the boat will be from the stern deck via a corridor with much shallower steps than the *JP's*. This should make life a lot easier for those with restricted mobility and also for the crew who will no longer have to walk round the gunwales to get to the stern. The boat will also have a small foredeck, accessible from the cabin.

Progress will be regularly monitored, so watch out for further reports.

What will probably be the *John Pinkerton's* last season as the Society's flagship has already started and it should be a good one, boosted by income from the trips to the biennial Farnborough airshow. Let's hope that the guests are suitably impressed by the new landing stage at Runway's End.

A couple of trips for some special visitors were run in May. The first of these saw Cllr Keith Chapman and Karen Murray taking a trip to King John's Castle. Keith is on Hampshire County Council and was Mayor of Basingstoke in 2010/11, his second term in this post. In his first term of office, he was behind the project to try to get the canal restored into Basingstoke which, sadly failed to get backing from the Heritage Lottery Fund. He has also been a past Chairman of the canal's JMC. Karen is HCC's Director of Culture, Communities and Business Services which includes the canal.

A second trip on the morning of our AGM allowed Tony Hales, Chairman Designate of the new Canal and River Trust, and Cllr Linda Kenemy, the current Chairman of the JMC, to see the canal at first hand. Robin Higgs, our past Chairman, and Gareth Jones from the Guildford & Reading Branch of the IWA were also invited along.

Both trips enabled the Society to explain its aspirations for the canal to some very influential people, who hopefully will have been persuaded to share our enthusiasm.



Above, left to right:
Gareth Jones, John Wall, Martin Leech, Tony Hales, Linda Kenamy, Philip Riley and Robin Higgs.

Events

MIKRON THEATRE COMPANY

Date: Saturday 23rd June 2012

Time: 7.30pm

Venue: Fleet Football Club Clubroom. Calthorpe Park, Crookham Road, Fleet, GU51 5FA

Show: **CAN YOU KEEP A SECRET**
The rise and fall of the Yorkshire Luddites

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

Sound familiar? Welcome to England 1812. Whilst the country's elite enjoys lavish balls and chattering salons, textile mill workers fight for their livelihoods by smashing up the machinery designed to replace them. Luddism - a fight for rights or fear of progress? Direct action or mindless vandalism?

In the back room of a Yorkshire pub, a young lad is 'twisted in'. He takes the oath of secrecy and joins the Luddites. But why won't he give his real name, calling himself instead after the movement's mythical founder, Ned Ludd. What is he hiding? And who was Ned Ludd anyway?

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!

2012 is Mikron's 40th Birthday and their 41st national waterways tour. They would not be with us without the huge support from their Ruby Appeal. They raised £40,000 and this covered the shortfall they had and meant the 2012 tour could go ahead. Supporters included the National Lottery through the Arts Council England, Esmée Fairbairn Foundation, Canal and River Trust, Lawrence Batley Theatre, Standedge Visitors Centre and 14 generous Friends of Mikron plus you, their audience.

Come along by car or on foot to the Fleet Football Club (where they have performed before when wet) and enjoy another Mikron masterpiece. The Society always looks forward to their annual visit and a good attendance will help them financially.

Make a diary note now so you do not miss the show. Bar available.

For further information contact David Millett on 01252 617364 or email at d.millett7@ntlworld.com



"Open Access" -

Quite some time ago, when bringing my boat back to Brookwood on the Basingstoke, I became somewhat irritated at being met by a ranger and given a lecture on water safety. Fine for a hire-boater I thought but for someone with experience I should be able to think for myself. Coupled to that the rangers had differing standards so what suited one was not accepted by another.

Fast forward a few years and the restructuring of the Basingstoke Canal Authority with the plan for four of the eleven rangers to go it struck me that the BCA could not afford to escort each boat up the canal. I voiced my concern to Ian Brown and suggested something that later became known as 'Open Access' – as long as you have a licence you can travel. There were lots of details to deal with but towards the end of 2011 we had a proposal which was put together with input from the BCA, the houseboat residents, Byfleet Boat Club, Surrey and Hampshire Canal Society and other interested parties. The fact that we had a policy and the structural repairs were planned to be completed by the end of march-2012 led me to suggest that Byfleet Boat Club should organise a trip up the Basingstoke for Easter 2012 which would test the proposal and, if possible, test the repairs to Deepcut and Brookwood flights.

There were a few false dawns but suffice to say the end result was an agreement to trial 'Open Access' on the Woodham flight and assisted passage on the St John's flight for Easter 2012 – Deepcut and Brookwood were to remain closed due to the drought situation at the time of planning.

Nine hardy boaters came forward to go the Brookwood Country Park. which on the day became eight due to the illness of a pet. One of the participants was already moored in Woking so it was seven boats waiting at Lock 1 on Friday 6-April-2012. The agreement was that we would be left to our own devices, as experienced boaters, but able to call on the duty ranger should we deem that necessary. We did our best to pair a short boat with a long boat in case we had lower gate opening issues – we did but with the mix of boats we had there was one pair of two boats at 60'.



Above: New landing stage at Lock 1 in use for the first time with Leo No 2

There were no real issues until the last pair – *Leo No2* and *Nancy Bell* were approaching Lock 2 as the Marylebone narrow-beamed tug *White Heather* came out of Lock 2 (See front cover picture). There's a bit of dredging required hereabouts but after a bit of to-ing and fro-ing and a flush of the lock downstream *Leo No2* and *Nancy Bell* were on their way upstream and *White Heather* downstream. The only other issue of note was that we drained Lock 3 due to a blowing off-side cill – later repaired.

We all made it to the Bridge Barn for a quiet evening. Andy Foster (the BCA Duty Ranger) and I walked the Woodham flight about three hours after we had left it and caulked up. It is amazing how much water was making its way through the paddle gear.

Saturday morning and we were off up St John's



to Brookwood at Easter

under 'assisted passage' rules and with the additional boat we were now an even number, which meant good use of the available lockage.

We had a lovely and quiet time on Brookwood Country Park (*Below left*) with the Hunter's Lodge pub not too far away. Some of our number explored Deepcut whilst others enjoyed exploring Brookwood Cemetery – the largest in Europe.

Sunday morning revealed that the Surrey and Hampshire 'Easter bunny' (*aka Verna Smith*) had been – everyone was overwhelmed by the thought.



Above: The fleet at St John's

We were back at Bridge Barn by lunchtime having entertained the locals by using the locks (as was the case on the way up). We enjoyed another sociable evening in the pub. *Winter Lilly* – the Woking based boat made its way home.

Almost all of us were off early (ish) on Monday morning with *Leo No2* staying in Woking for an appointment with Woking Borough Council the following day.

The majority were off down Woodham at 10:00 with a slight hiatus at Lock 2 to await unlocking of the paddle gear. There was a very tight squeeze for *Orion's Wey* and *Thatwey* both being 60' and lower gates that wouldn't open fully. We did require the intervention of the ranger with the special tool and they popped out like a cork from a bottle and back

onto the Wey.



Above: Ranger Andy Foster clearing debris from behind the gates.

We checked the flight again some three hours later and caulked up where necessary – paddle gear was leaking again. There is a suspicion that one of the houseboat owners moved water down from the pound above Lock 3 to his pound (above Lock 2) despite all the houseboats being on the level when we left – in the morning the houseboat pound was at the weir level and the pound above very low. If this was the case then the anarchy present amongst a very small number of the houseboaters needs to be stamped out.

Leo No2 made it out to the Wey successfully on the Wednesday.

There's some lessons to be learned by the BCA and by the boaters but for a first attempt I think 'Open Access' was an unqualified success.

Everyone enjoyed the trip to Brookwood Country Park and Byfleet Boat Club is planning a return visit to Woking to spend an evening at the Theatre in late September or early October.

For the record those enjoying a trip to Brookwood were: *Leo No2*, *Aqua Vitae*, *Zavala*, *Stronghold*, *Nancy Bell*, *Thatwey*, *Winter Lilly* and *Orion's Wey*.

Thanks to Kathrn Dodington for this article and for all the work she has put into "Open Access".

From Society Newsletters No 102 April 1982 and 103 June 1982

- The 'John Pinkerton' made a record profit of £11,633 net despite a drop in the number of trips in 1981. This was done by making selective charter fee increases but keeping the overall scale of charges good value. As a result the surplus increased by 6%.
- Now that Ron Jesse (our Dredger Engineer) has moved away from this area, the dredger team is anxious to recruit another engineer or qualified fitter who knows about diesel engineering and steam powered plant. A retired person who can work during the week to prepare the equipment for the weekend would be ideal.
- It is planned to hold a Cruise Weekend in July to help get boats cruising the summit pound from Ash Lock to North Warnborough. The only slipway available will be at Ash Lock where there will be water and toilets, phone and mobile land backup in the event of difficulties.
- The lengthsman scheme on the Surrey section of the canal is to be reactivated now that restoration is increasing in this part of the canal where locks are restored, pounds are being refilled with water and weirs are now in operation. It is intended to split the scheme into 1 mile sections to cover the whole 16 mile section. Volunteers are urgently required to come forward therefore.
- Hart District Council's recently published plan to protect the environment of the canal and to encourage its use for recreation is very welcome. It makes six recommendations which are all very positive for the future of the canal.
- The Society has been represented as various local public inquiries into development adjacent to the canal including Grove Farm, Freelands Farm and Velmead Farm at Crookham Village and land opposite Frimley Lodge Farm in Surrey Heath. Members have been asked to write letters to the Department of the Environment opposing these developments.
- In May the Railway Group held a farewell party for all their volunteers on the 'John Pinkerton' They had achieved a great deal in assisting the restoration of the canal, including laying their tracks at Swan Cutting, the Deepcut flight and on the Ash Embankment. Chairman Robin Higgs thanked them and hoped they would not be disbanded as they are too valuable an asset. They have taken their place in the successful restoration history of the canal.
- At the recent AGM the highlights of the year 1981 were reported to members. These included making the Ash Embankment fully watertight with thanks to Stan Meller and his team of narrow gauge railway volunteers plus our own volunteers and visiting groups to help with the clay distribution. Other achievements were the virtual completion of the restoration of the 14 locks at Deepcut plus the completion of the restoration and the re-opening of Broad Oak Bridge near Odiham. Another achievement was the completion of the rebuilding of Cowshot Manor Bridge at Deepcut by Manpower Services Commission workers.

BCA Navigation update - May

Hampshire Pound (Odiham to Aldershot) – Open

The Pound is fully navigable and the BCA Team continue to monitor the current weather situation closely and are making adjustments to weir and bypass settings accordingly.

Ash lock - open

The lock is open between 9am until 5pm, obviously the opening of the lock is dependent on the water levels in the Hampshire section. Please organise pairs of boats using this and other locks whenever possible.

Deepcut Flight – To remain closed to navigation for the time being

A substantial amount of repair and refurbishment work has now been completed with the demolition and rebuilding of lock wing walls, by-pass runs and fitting of new lock gates. The BCA Team will continue to review progress with repairs, available water supply and any changes in the weather that will allow for the opening of this Flight to navigation.

Brookwood Flight – To remain closed to navigation for the time being

The fitting of stop plank grooves and final fitting of the lower gates at Lock 12 will commence soon. This will involve a temporary dam to protect the Hermitage Pound whilst this work is undertaken. Once this work is completed and subject to available water supply and any changes in the weather that will allow for the opening of this Flight to navigation.

St John's Flight – Restricted opening during May

Replacement of Lock Gates will be carried out in May with a planned closure at 16th May – 22nd May

Woking Pound – Open

Woodham Flight – Restricted opening during May. Replacement of Lock Gates will be carried out in May with planned closures at 3rd May – 29th May for the replacement of gates at Locks 6, 5 and 1. *Timings are subject to change so please check with the office 01252 370073 as there may be an opportunity for boat movements.*

The Woodham and St John's Flights will be open for the Jubilee Boat Rally 2nd – 4th June

Please check current navigation status with the Office 01252 370073 before any planned passage.

New World Wildlife Fund HQ at Woking

Regarding temporary navigation closure in conjunction with the demolition and removal of the existing foot bridge over the canal at Brewery Road Car Park Site, this is provisionally programmed for Tuesday 8th -16th May 2012 and placing the new one 15th -26th October 2012 (to be confirmed). A towpath diversion is now in place at the site, whilst construction of the new HQ for the WWF is undertaken. This will remain until construction of the new building is completed in 2013.

Drought Update

The BCA Team continue to monitor the current weather (climate) situation closely and are implementing established and agreed set procedures to manage the situation in the best possible way to support both ecological and recreational values and activities. Currently after a reassessment by the Environment Agency there are no drought order restrictions imposed on the Basingstoke Canal, so back-pumping can continue as and when required. Recently we have not needed to use any back-pumping due to consistent rainfall. Quite the reverse, we have had to dump water in order to manage the risk of overtopping on the Hampshire pound.

The Deepcut and Brookwood flights remain closed for the time being to finish off essential structural repairs, safety modifications and towpath reinstatement, in order to get the flight open to navigation as soon as possible, provided that there is sufficient water to refill during or after the summer.

The Senior Countryside Officer for Surrey County Council and Service Manager along with the Canal Director and Senior Ranger carried out a check for any outstanding issues (snagging) with the term contractor on Friday 18th and will be going back

Cont page 17

BCA Rangers report

Thanks to James Emmett for this report:

Water management on the canal is vital aspect of our job. The rain arrived in April and the canal quickly topped up to 85mm over the Farnborough Road weir, meaning we were at risk of water flowing over the towpath in certain areas if it continued, so sluices were opened and water was dumped to maintain a safe level. After the rain stops, the run off can take a couple of days to find its way into the canal, so the duty ranger has to remain vigilant during extreme weather. Thankfully, things have settled and we are at a more stable level of 35mm over the weir, with sluices closed.

Heavy rain saturates the ground, making vulnerable trees more susceptible to falling over so we inevitably have a clear up operation after rain and wind. This time around 10 trees came down, mostly small although a Silver Birch did block the navigation, holding up a Galleon Marine boat between Baseley's and Stacey's Bridges.

Just upstream alongside Yew Tree Copse a sizeable oak was observed to have shifted towards the canal so, as the dredger was nearby, a decision was made to fell it before it felled itself and ripped a chunk out of the embankment possibly causing a breach. With the dredger it was a simple operation for Sarah and myself. It really is vital piece of kit (*Below*).



We also observed the root plate of one half of a willow just upstream from Farnborough Rd weir had shifted, leaning heavily over the towpath, so again as a precautionary measure we removed it.

Our student Dan from Merrist Wood will be finishing his placement in the next couple of weeks. One of his last jobs was hedge cutting between Barley Mow and Baseley's Bridge, the towpath here is very narrow so it is important we keep the hedge back as this is a very popular spot for walkers doing the 'Dogmersfield Loop'. Having Dan has proved invaluable since the reduction in the team size, and we hope we can continue this scheme.

A gentleman trapping Crayfish at Ash Lock notified us that he had trapped some native White Clawed Crayfish alongside his regular Signal Crayfish. Luckily we got some photos and were able to ascertain they weren't White Clawed but another non-native; the Turkish Crayfish, also known as the Narrow Clawed Crayfish. (*Below*)



Andy Foster has installed temporary chainage posts along the towpath to assist with inspection regimes. He celebrates his 25th year with the canal this year.

Old lock gates are being brought to Deepcut by the term contractors where we are methodically breaking them up to abstract some of the oak beams for use on the canal. We have already cut several mooring bollards using this reclaimed timber. They are incredibly robust and breaking them up is no mean feat, so we are investigating the possibility of selling them on 'as seen' to a reclaimed timber merchants.

On the rubbish collection side of our job, fly tippers are unfortunately using Farnborough Road slipway area again, exploiting the fact that the BW padlock and barrier is continually being smashed. We have

BCA update continued

Continued from page 15

for a final inspection on Wednesday 30th May. Martin Leech from the Canal Society also went along on the 18th. Several issues that had been flagged up had been dealt with, but there were still a few bones of contention. (See page 21)

The following programme of work on lock gates is planned:

- Lock 4 - Adjustment of newly fitted upper gates
- Lock 5 - Installation of new upper gates
- Lock 6 - Installation of new upper gates
- Lock 1 - Installation of new upper and lower gates
- Lock 9 - Installation of new upper gates
- Lock 26 - Installation of new upper gates
- Lock 12 - Final fitting of lower gates and installation of stop plank grooves.

Additional soft bank protection works in Hampshire will take place over the summer, but levels do not need to be dropped so there will be no interruption to navigation.

The last part of the Condition Survey, inspecting the culverts, should be completed shortly. If repairs are needed and require the canal to be closed, there should be time for engineering solutions to be designed and implemented over the winter. The importance of this to the boating community has been emphasised at the Stakeholder Meeting.

repaired it and replaced the padlock again, but there are only so many times we can replace the £70 a time padlock! The remains of a house clearance, including kitchen, were dumped below Lock 15 and Chris pulled a motorbike from the canal in Woking; it was only a year old and stolen four days previously. Any fly-tipped material is taken to our skip at Mytchett or Euro-bin at Ash Lock. All to be emptied at our expense of course!

We are now entering the strimming and mowing season, so a great deal of our time will now be taken up cutting the towpath, car parks, centre grounds, lock tops, wing walls and mooring areas. Here's hoping for a good summer!

The final bit of news is that Ian Brown will be retiring as Canal Director at the end of June. Ian Brown first came to the Canal Centre as the part time maintenance man, then became Head Ranger in 2005 and Canal Director in 2006. He has had to deal with some pretty turbulent times but persuading the Counties to stump up £1.7 million for the canal was a major achievement.

The strategic part of his job will pass over to Phil Allen, who is Hampshire County Council's Countryside Area Team Leader, while the day to day management of the canal will be in the hands of a new appointee. In Surrey, James Taylor has taken on Rod Edbrooke's County Council responsibilities for the canal.

One of the safety modifications mentioned in the BCA update is the installation of new paddle gear which has the spindle for the windlass at right angles to the canal. This removes the need for the operator to be pushing towards the canal with the attendant risk of falling in should anything slip.

However, there is nothing new, as this photo of a WWI soldier on the Basingstoke Canal shows. It comes from the archives of the Imperial War Museum.



It would be interesting to know when the change to the less safe design was made, and why.

Mrs Noah's Cruise

Thanks to Liz Dodwell for this piece of waterway history. As many will know, Liz was the daughter of Mrs Joan Marshall who was the General Manager of the Basingstoke Canal from 1949 to 1964.

Liz writes "Althea was a sculptress and a childhood friend of my sister – she came with us on our gypsy caravan trip to the South coast in 1946/7 with Kitty and made a lovely bronze of Kitty which I treasure."

Kitty was one of the New Basingstoke Canal Company's barge horses, seen on the right with Mrs Marshall. "Mr Noah" was Philip Dresman, who was involved with Floating Homes Ltd, the company that set up the houseboats.

We didn't take quite as many passengers as Mrs Noah, but there were times on our extraordinary journey when I knew just what the poor lady must have gone through. The Houseboat "Water Boatman", like the ark, was built for spacious living rather than cruising. When Floating Homes Limited built her on the Basingstoke Canal, West Byfleet, everyone assumed that that would be her only resting place.

She is 42ft 6ins in length and 10ft beam and her headroom (oh calamity) is 7ft 11ins. Mr Noah, who has a beard and is called Philip, found us a mooring in a lovely little place called the Cumberland Basin in Regents Park. It is a sort of appendix to the main canal next to the London Zoo, set down below the level of the road in a grassy tree-lined area of the park that makes it hard to realise it is in the heart of London.

Our trip started in freezing fog on Saturday, December 28th 1963. It took the workmen all morning to disconnect all our various appendages: the television aerial, telephone, electricity and water supplies, while I frantically tore down all the movable objects. The two little Noahs, Ruth 2 and Rebecca 1, played joyous football with the clocks and china. The other members of the crew included two little girls of 13 whom we took along to help with the babies, a boxer dog, Brindi, and a cat, Bianca. We cast off at about 2 o'clock and the workmen, not



altogether happy at their new role of barge horse, heaved us under the first bridge. We had started the strangest voyage that I have ever had the misfortune to be involved with.

The depth of ice varied between 2 and 4 inches all the way down the canal and had to be broken, and pushed under the boat. It made a noise like all the china in the world being ground to powder. It bumped and grated and screamed under our metal hull until I really thought the boat was going to be cut to pieces. We took about an hour to get to the last lock on the canal, although it was only half mile and after that the ice thinned and we slid round the corner and into the ice free waters of the River Wey. A small boat towed us slowly down the waterway while the fog thickened and darkened and froze and the children played at being arctic explorers and we lit the candles and then called a halt. We had reached the White Hart lock, and like all the best locks had a convenient pub backing onto the canal.



In the morning the fog had cleared and the day was bright and frosty. As the boat has a square bow and only about 7 inches of her hull below the water she is difficult to tow. The boatmen took a line from each of the towing rings forward and by manipulating them like the reins of a horse he was able to keep us on a fairly straight course. We threw out a makeshift sea-anchor astern, which consisted of a plastic bucket tied on the end of a washing line; very effective in keeping her stern straight.

Having locked through, we cleared the bridge with about three millimetres to spare. We glided on past the sedgy banks, with occasional surprised fishermen reeling in their lines and staring at the strange procession of one speedboat, one house, four men and a dog. Unfortunately our dog, Brindi, has a sense of humour and his favourite joke is to fall behind unobtrusively, then select the longest, prickliest stick he can carry and gallop between the legs of the men walking in front. It never fails to amuse him so after about half an hour he was ignominiously confined to barracks.

At about 11 o'clock we reached Cox's bridge. The boat was just too high to fit under it so we had to wait for an hour while the lock-keeper lowered the level of the water to let us through. Philip put all the children into the speedboat and they disappeared downstream to ask the lock-keeper to prepare the next lock for us. Brindi furious at not having been asked to join the party, flung himself into the canal, swam ashore and shook himself all over us. I am glad I'm not really Mrs Noah. Animals have such ingenious ways of expressing disapproval.

We came to the last lock on the Wey and went out from the narrow little waterway into the wide, swiftly flowing Thames just below Shepperton Weir. As we crossed the current waves lapped over our bow and gurgled through the front hall down into the saloon. The girls screamed with fear and started looking for their life jackets. We rounded a turn into Shepperton and then manoeuvred into the Old Ferry Boat Yard where we were to moor until Thursday when the tug could pick us up for the more hazardous part of the journey.

The children spent a blissful 5 days in a leaky old dinghy trying vainly to catch minnows in jam jars. Every morning when Ruth woke up she said hopefully, "Tiddlers for breakfast Mummy?" The elder ones learned to row quite proficiently in the short time we were there.

The McCann family are famous on the river. They own several tugs and passenger boats but their speciality seems to be towing Things that nobody else will move. If a vessel is so rotten that all the lightermen turn her down and say she is sinking, the McCanns tow her right down the tideway and bring her safely to her destination. They know boats better than they know themselves. In fact they are honorary boats themselves and old Jim, the patriarch of the family, looks like a well tarred and weathered old fishing smack. His tug was pretty old and weathered too and we spent the rest of the day clouded in diesel fumes as we chugged our stately way down the Thames. I love the river, and it was disappointing that we could not go further, but after locking through at Teddington we had to turn into Brentford lock onto the Grand Union Canal. Brentford lock is dark and slimy and cavernous and it was joy to rise out of the stygian gloom up into the daylight again. But the day was fading already and soon after entering the canal we turned into a backwater where we moored up for the night. The workmen left us and we all rushed out of the boat to stretch our legs and explore.

A pair of narrow boats were moored just ahead of us owned by the Willow Wren Company, and a man was polishing the already gleaming brass work. It brought home to us how sad and unlovely our boat was becoming. A broken window, a section of the rubbing strake torn loose, the electric cables hooked up on deck and her white paint covered in scratches, daubs of mud and fingerprints which would have brought joy to an action painter.

We were moored in a British Waterways' Dock which presented an endless vista of sheds and great piles of barrels and ingots of lead and runs "Oh", they said, "How nice to see you. Where did you park the car?" "We came in our house", we



replied. It was marvellous to spend a civilized evening in their elegant flat and we took home a gallon of water. I say "have friends" - I only hope we can still count on their friendship because on Saturday we taxed it to the limit. At 9 o'clock I sent all the children up to their flat when we went to collect the ballast from the council Yard. I did not like the idea of having small children underfoot while the men were heaving heavy blocks about in the boat. As it happened they woke our friends out of their Saturday morning sleep, then ate practically all their food and made sticky fingerprints all over their furniture.

Meanwhile we chugged down to Paddington to collect the most extraordinary mountains of manhole covers, drain gratings and granite blocks. The Council men were delighted. It was years since they had had such an amusing morning and the mountains inside the boat rapidly grew. It takes an awful lot of weight to take a boat down a few inches and it says something for her construction that seven or eight tons of ballast did not appear to strain her in the least.

Then we returned to our tunnel and tried again. This time we got much further but we stuck much tighter. We tried in vain to pull her out again and the tug revved and roared and Mr Turner looked quite pale as he saw the possibility of his tunnel becoming a permanent home for us troglodyte water gypsies. At last we scraped free and returned again to the mooring of the night before. Undaunted, we sawed off the over-hanging eaves of the boat losing a good six inches off her beam. "More tunnel Mummy", said Ruth as she saw me light the candles again. She obviously saw it as a sort of adult game and was quite prepared to enjoy anything. This time we thought we would make it. Light was filtering in from the far end before we reached the horrible grinding stop that was becoming so familiar. Another great bulge in the roof of the tunnel. "Wait until Monday", said Mr Turner, "and I will lower the water level for you". So, sadly, we pulled her back again and waited.

On Sunday we visited my sister and borrowed and coal and used up all their hot water for baths and

felt a little more cheerful and then returned to our home which was better suited to a family of mountain goats than to us. We sat disconsolately on the manhole covers and drank coffee, having sent the girls out to see a film and suddenly there was a deafening crash and something hit me very hard on the cheek. One of the natives had taken exception to us and was throwing stones through the window. Philip and the dog went out hunting them but, of course, they found nothing. I found blood on my face and glass all over the floor.

On Monday morning when we woke up we measured the water level and waited. And all the workmen appeared and we measured it again and it was just the same. Then we had coffee and measured it again - it hadn't altered. At about 11 o'clock a car was leaving for Byfleet so I packed off the two girls back to their families. I felt that it was beyond a joke and there was no reason for them to share our discomforts any longer. They departed in floods of tears at having to leave the babies. We sat all day on our manhole covers and at 3 o'clock the water had dropped only 1½ inches. There is 20 miles of water free from locks in this reach so it takes a long time to drain off. Then British Waterways very kindly shut an emergency gate to shorten the reach, and at 4 o'clock we tried again.

This time Mr Turner came behind us in a British Waterways tug and Jim went ahead, if necessary to pull us through. I think everyone was past hoping and I sat and watched the worn brickwork sliding by. We slowed and scraped and quickened again and then we were out in the daylight. We could hardly believe it. We had arrived. Under a couple more bridges and then we were in the lovely reach of canal that leads into the park, and by 5 o'clock we were moored in the Cumberland Basin. The electricians plugged us into the light and all of a sudden we had electricity which glared and showed us just how dirty our boat was inside. "More moving the boat Mummy", said Ruth. "Please Mummy, more tunnel now."

Althea Dresman.

Houseboat "Water Boatman"
The Cumberland Basin, London

Contractors at work

Some of the work done by the contractors employed on the canal by Surrey County Council has drawn criticism from the boating community, mainly for reasons of safety but also because in some cases it just didn't look very nice.

Canals are part of our heritage and we would like to see repairs done in keeping with traditional standards. An example of this was the piling done to cure the leaking bank at Mabel Street in Woking. The sheets were not very even and there was no wooden waling along them. This is no longer apparent because Nicospan mesh has been put in to hide the piling (*Below*). Still not very decorative, but plant growth will hide it all before long.



The safety concerns were more important as they concerned underwater obstructions that could pose a serious danger to boats. The fact that these had been installed by the contractors themselves highlights the point made by Philip Riley about the desirability of using contractors specialising in canal work rather than general civil engineers.

One of these obstacles was the outfall of the bypass channel at Lock 19. As was reported previously, there was concern earlier about the use of gabion baskets filled with stone that had been installed below the lock to prevent scouring. These were reduced in size at the request of the BCA.

However, another gabion placed at the bypass exit offered another trap for unwary boaters. There did not appear to be any need for it and it has now been removed. It still is still not a good piece of design, but it is a lot better than it was (*Top right*).



Lock 19 bywash outfall before (*Above*) and after (*Below*)



Concerns were also flagged up about a protruding bit of concrete at the outfall of the bypass channel below Lock 25. This lock is unusual in that the bypass runs under the towpath because of Curzon Bridge standing over the lock. The obstruction was therefore ideally placed to be hit by a boat dropping someone off to work the lock. The concrete has now been trimmed back.

The message is clear - use contractors with experience of canals and canal boats or make sure that they are supervised by someone with this knowledge. It is frustrating to see contractor's time and Counties' money being spent on using Kango hammers to undo work that shouldn't have been done in the first place.

Despite this, much has been achieved and the Deepcut flight should be in much better structural condition by the end of the summer.

SHCS notes

MEMBERSHIP SECRETARY REPORT

Many thanks to all those of our members who paid their 2012 membership fees promptly. Unfortunately, we still have quite a few members who have not yet paid. If you are one of these, we would be very grateful if you could pay your subscription as soon as possible to save the Society the expense of sending out reminder letters.

The fees due are as set out on the opposite page.

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:

Mike & Josie Wall of Old Basing
Jeffrey Hill of Hartley Wintney
David Bowden-Smith of Fleet

Penny Cadle of Sandhurst
Christopher Thompson of Fleet
Paul Appleyard of Camberley
Jane Louise Pohorely of Haslemere
Philip Sharpe of Rugeley, Staffs
Peter Michael Close of Camberley
Pauline Wigmore of Fleet
Paul Deverell of Deepcut
Eric Smith of Crowthorne
John & Geraldine Guthrie of Winchester
Kamil Ddin of Fleet
Angela Grundy of Brookwood
Evelyn Barton of Odiham

Doreen Hornsey
Membership Secretary

E-Mail: Membership@basingstoke-canal.org.uk

Treasurer

Graham Hornsey has been the Canal Society's Treasurer for nearly 5 years and has done a great job keeping our financial affairs in order. Just as important, he has defined what the duties of the Treasurer are and put in place a system that can be taken over easily by his successor.

Sadly, the time has come to find a successor because Graham has announced his intention of stepping down from the job at the end of the year.

If you have any experience in this sort of area or maybe just have a methodical mind and would like to help the Society, please get in touch with Graham to find out more details of the job.

The job can be done largely when it suits you, but this is a really important post that we have to fill.

Please think about it.

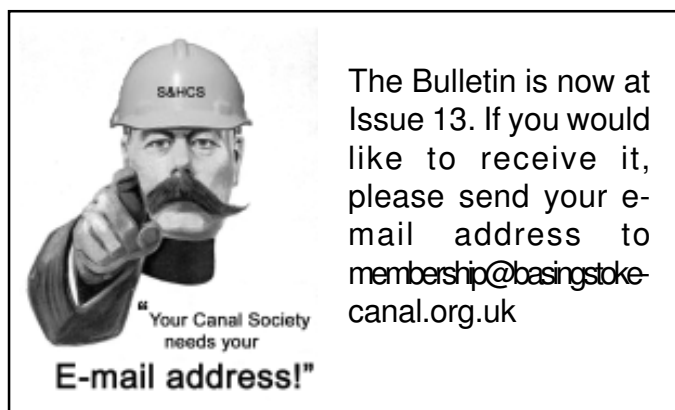
Bulletin

The bulletin published by the Canal Society and circulated by e-mail now has 540 regular subscribers with about 15 more joining every month. It is also available on the Society's website and the number of hits can be monitored, as well as the approximate locations of the readers. This was the distribution for Bulletin No 12:

United Kingdom	694
United States	21
France	8
Australia	6
Germany	2
New Zealand	2
Egypt	1
Thailand	1
Hong Kong	1
South Africa	1
Bermuda	1
Country Unknown	1

Most of our American readers are in Washington or California.

SHCS information



The Bulletin is now at Issue 13. If you would like to receive it, please send your e-mail address to 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 1st each year.

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Then & Now



This is a pair of hand-tinted stereo photos of Basing House Bridge that I found on eBay a few years ago. There is a pencilled date of 1865 on the back which could well be correct judging by the height of the trees compared to later pictures. *The photos can be viewed in 3D by looking at them cross-eyed!* Below is the same view today. The bridge is fine - shame about the water.

