



The Basingstoke
Canal Society

Basingstoke Canal News

No. 259 Autumn 2018





Editorial

Nigel Searle's photo of the graffiti on the Bridge Barn water point (page 17) got me wondering whether someone is trying to send some of us a message.

“Change is inevitable”

Perhaps it's time for the canal restoration generation to pack it in and make way for a younger team. Mind you, we have been saying this for years but there seemed to be little prospect of finding anyone younger to take over the Society.

Now, however, we do have some younger people on the Committee with more energy and ideas, many of which will involve changes to deal with the modern world. The last thing they will need is a lot of oldies sitting around muttering that things weren't like that in 1966.

The one thing that won't change however is the need for the Society's membership to provide support to the Committee, whoever they may be.

Although we do have many hard working members, sadly, this seems to be one thing that much of the current membership seems to have become very bad at doing. Two examples: We have been appealing for over 6 months for someone to take on the relatively simple job of organising speakers for the very popular

Chobham meetings and haven't had a sign of any interest. Martin Leech spent a colossal amount of time getting to grips with the ghastly General Data Protection Regulations and the Society spent hundreds of pounds on postage, yet out of 520 forms sent out, a mere 140 have been returned. Many of the other 380 may well have spent 20 years restoring the canal and feel that they have done their bit, but it doesn't really take much effort to post a letter.

Those of us who have been on the Committee for a long time (too long!) have probably got used to this sluggish response, but if we have new, keen people on the Committee, it will be very disheartening for them.

One of the changes we are going to make is a redesigned website that will enable new members to join and pay subscriptions on line. Perhaps this may enable us to get the people who are currently clicking a button to become a Friend to click a button and become a Member of the Society instead.

We can only hope that this will happen to produce a new, more lively Canal Society ready to take on the changes and challenges that will undoubtedly be coming.

One of these may be the proposed transfer of ownership of the canal to the Canal & River Trust, which seems to have gone ominously quiet after the optimism earlier in the year. If this has stalled for financial reasons, which seems all too possible, we may need to do some serious and imaginative fund raising.

But, as the other graffiti says “In the middle of difficulty lies opportunity”. Go to it!

Cover Picture : A shady paddle near Lodge Copse Bridge.
Photo: Roger Cansdale.

Chairman's report

Reports in the waterways press that the Neath Canal in South Wales is in a 'parlous state' should be cause for concern amongst those of us who want to see a thriving national inland waterways network. The timeframe for the restoration of the Neath Canal parallels closely the restoration of the Basingstoke.

The local preservation society was formed in the 1970s and had some early achievements in restoring sections of the canal and an important basin at Aberdulais. This was followed by a successful application to the local authority for a £3M grant towards restoration of a further section and the replacement of an aqueduct which had been swept away by floods.

A trip boat was purchased in 1990 and this operated successfully until last year. However, the canal has now suffered a reversal in its fortunes. One of the main issues is the lack of facilities for boats including marinas, moorings and turning points. It is also reported that "the local councils and the Welsh Assembly need to smile on canal-side development particularly on several brownfield sites along the route of the canal". The local Canal Trust says that there needs to be a renewed focus on boats. A report issued in 2013 says that "In the absence of a strategy [to reintroduce boats] vital opportunities to realize aspirations will be lost with adverse consequences for ... the canal"

Thankfully the Basingstoke Canal does not present such a depressing picture. The navigation has remained open for most of the summer (although the effects of the prolonged drought are beginning to be felt), we have thriving trip boat and hire boat operations in both Hampshire and Surrey and we are fortunate

in having two very successful canoe clubs. The canal also benefits from a strong partnership between the BCA, the local authorities and the voluntary sector.

However, some of the issues that have contributed towards the decline in the Neath Canal are also very familiar to us. We have fewer boats based on the canal that we had in the period following the re-opening. Very few new moorings (and no marinas or boat basins) have been built since 1991 and we are yet to see any tangible benefits flowing from developments adjacent to the canal. The Canal Society has consistently campaigned on these issues but with very limited success. The Canal Partnership and, in particular, the 6 riparian districts are uniquely positioned to secure the support that the canal needs. The Canal Society is playing its part in building new moorings at Farnborough Road, re-building Crookham Wharf, contributing to the cost of Woking Wharf and putting forward proposals to construct a boat basin at Colt Hill, Odiham.

However, I think we are entitled to ask what the other members of the Canal Partnership are able to do to promote more use of the canal, particularly by boats. To quote an article in another recent canal society magazine "Of paramount importance is that [waterways] are navigable, providing – in the form of boats – the moving wallpaper which is their greatest attraction". It is to be hoped that the Canal Partnership will learn from the experiences of our Welsh friends and will not let the Basingstoke fall into disrepair through lack of use. As a former Prime Minister used to say "we are all in this together".

Philip Riley

Thanks to Duncan Paine for the following round-up of recent volunteer work on the canal.

The Society's **Engineering Team** have been doing numerous minor repairs and painting jobs for the BCA. This has included replacing the barrier and post at the canal centre.



They are due to repair a section of fence recently destroyed by a caravan fire. Currently the weed cutter is getting a general tidy up and paint job.

The BCA's dredger *Unity* has been out of commission for some time and it had been hoped to do a major overhaul that would have replaced the excavator part of it. However, it has proved difficult to find a company interested in doing the job, so consideration is being given to a less ambitious project involving the Society's Engineering Team to overhaul the current set-up. They have already sorted out the weedcutter's engine and hydraulics so should have the relevant expertise, although not the ability to do the heavy engineering that the original plan required..



Above: Pete Philip's doing his bit to keep everything looking smart at the Canal Centre.

Left: A caravan was very rapidly completely destroyed by fire. Happily nobody was hurt.

The Society's main **Work Party** finished the winter work of bank clearance at the end of March and the preparation work for the new Society funded mooring at Farnborough road also had to stop. This was due to Natural England decreeing that no more posts could be driven into the canal after April as it would disturb the plants! So work then changed to lowering the wharf at Chequers, as shown on the back of this edition of the BCN.

This has not been as straight forward as was expected. After removing the towpath material while initially leaving the wharf wall in place to avoid spilling material into the canal, large voids appeared behind the wall. These were obviously full of water, which was leaking through the wall below water level due to



Above: Removing the top of the wall. Note the boards to stop debris going in the canal.

Below: Water-filled voids behind the wall.



perished mortar and cracks in the wall. The old bullnose bricks and the top four courses of bricks were then removed. Where the cracks were found, the wall was taken down to water level and ‘stitched’ across with special metal inserts and the brickwork rebuilt. The voids behind were fully excavated and back filled with clay. In the meantime new bullnose bricks were being replaced on the new level where the wall was sound.

The initial work was done along the main straight section of the wharf, allowing the towpath under the bridge to be used by the general public. However when the section of the wing wall round to the bridge had to be attacked, the towpath under the bridge was closed and notices placed on the road to warn motorists of pedestrians crossing on the road. This piece of brickwork also proved to be problematic with two significant cracks and associated voids which had to be attacked as before. (*See back cover*)



Above: Wall repaired and back-filled.

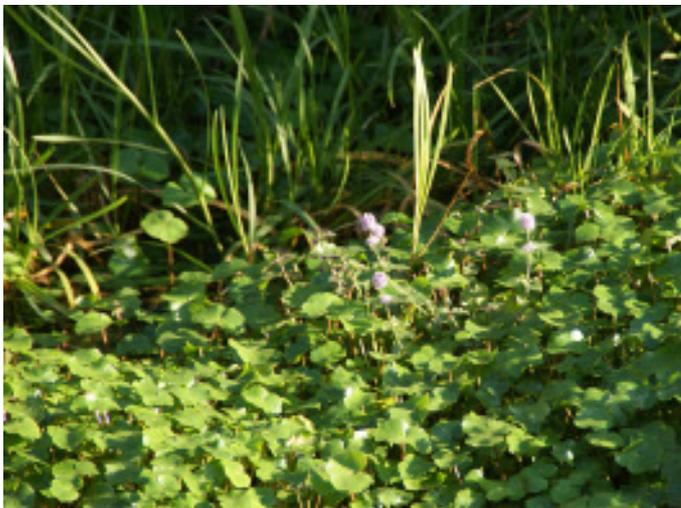
Below: Capping bricks back on.



Tuesday volunteers

The regular **BCA Tuesday work parties** have been doing a lot of work along the length of the canal.

They cut back trees and rhododendrons around Anglers Flash in Ash. The towpath was mowed at Monument Bridge, while other volunteers were removing hydrocotyle (Floating Pennywort) from the canal using a work boat.



Above: Rampant hydrocotyle in Woking some years ago before the work parties got it under control.

This work extended down to Lock 4 with rubbish being removed from the water and the towpath. In following weeks this extended to Bridge Barn. One week was spent at Scotland Bridge cleaning the lock gates and the surrounding area.

A couple of weeks were spent at Colt Hill clearing the rubbish left by the travellers and

then mowing the grass and cutting down bushes and any overhanging trees from the road and carpark.

Lock gates at St Johns 7 to 11 and later Deepcut Locks 16, 17, 19, 20, 21 and 22 were all painted, together with the Deepcut bollards and footbridges. (Lock 18 was awaiting new lock gates).

Finally a pull of Himalayan balsam was done from Lock 28 to Deepcut bridge, and a towpath cut of vegetation along the same section.



Above: Himalayan Balsam, a beautiful invasive species whose explosive seed pods cause it to spread like wildfire if it is not pulled up in time.

The Tuesday volunteers continue to make a huge contribution to the appearance and well-being of the canal and it is hoped that they will all be coming to the volunteer barbecue at the Canal Centre at the end of August.

Contractor work

Not just volunteers at work - Rob Locketelli's River & Canal Services were finally able to start work on the extension to the quay at Woking in front of the World Wildlife Fund's building.



barge up Deepcut despite low water and a need to go very carefully through Lock 18, strapping up the damaged gate.



The piling is all done now but with the capping and towpath finishing still to complete.



The piling was done before the show started and there was no repeat disaster. They managed to get their barge back down Deepcut to Woking where there they continued working until they had to make another flying visit to Lock 18 to fit new gates to replace those damaged earlier in the year by a boat.



Work was somewhat interrupted when reports came in of a bank leak on the site of the 1968 breach behind the Farnborough airfield. This put the first two days of the SBAC Air Show under water and as the 2018 Show was due to begin shortly, Rob's team were asked to do some piling there to back up the old aeroplane fuselage that was originally used to fill the 1968 breach. They managed to get their crane

Unfortunately, the Deepcut flight was still unavailable for use because of the shortage of water caused by the long, very hot summer.

Canal Centre

One of the Canal Authority's major sources of revenue is the income generated by the adjacent field, which is very popular for all sorts of camping. The site has 75 pitches, but up till now, it has not been possible to let them all out simultaneously because of the limited shower and toilet facilities in the Canal Centre building.

Augmenting these has been talked about for at least 10 years, with interruptions for bat surveys, newt surveys and consultants. Now, at last some solid and relatively simple proposals are going in for planning consent.



There is to be a new toilet, shower and laundry “Service Block” and a new layout for, still, 75 pitches. The diagram above shows the block, whose facilities will be fully accessible by all abilities, situated on the far side of the current open field.

The 10 small brown rectangles are timber glamping pods! These are effectively tents without the leaks and draughts and with electricity and a bit more insulation so that they are habitable for most of the year.

As can be seen, the majority of the pitches for tents, caravans or motorhomes are set in woodland glades and are screened from the canal. 5 of the grass pitches and 10 gravel pitches for caravans or motorhomes will have electricity, reducing the need for noisy generators.

It is intended to have someone full-time on site, who would live on a boat moored in the arm by the swing bridge. If anyone wants a free mooring in exchange for dealing with the

development plans



day-to-day problems of a campsite, it might be worth talking to the BCA.

The plans were put on display at the Canal Centre recently to allow the public, and in particular the residents of the nearby retirement complex, to view them and talk to the architect and make comments.

If Surrey County Council's planning department don't put too many obstacles in the way, work could start at the beginning of next year with full operation and benefit to the Canal's budget starting in 2020.

Meanwhile, the Canoe Club's facilities have been enhanced by a portacabin and they will eventually no longer have to share the facilities in the Canal Centre building with campers.



News from the

Not the easiest season for the *JP II*, with the long dry summer causing water levels to drop. Despite the fact that the Broad Oak Stream is still running and Deepcut was closed due to the gate damage at Lock 18 back in June, trips to King John's Castle stopped some weeks ago and the alternative Barley Mow trip is taking over 3 hours. Possibly good for bar profits but trying for the crews.

Nevertheless, the Farnborough Air Show trips were a success and the company has already booked the boat again for 2020.



Above: *JP II* moored just outside the CAA airshow exclusion zone.

Again, these trips were not without problems. Dick King had to do emergency repairs to the toilet system and debris round the propeller proved so difficult to remove that a team of divers had to be called in to do the job (*right*).

Apparently Health and Safety regulations demand that divers come in sets of four even in 4 feet of water, so this was an expensive operation. The debris appeared to be crayfish traps. A top window was also broken by a

fishing weight while the boat was moored at Odiham; accident or vandalism?

On a more cheerful note, Colin Beale, Howard Best, Cheryl Richards, Derek Taylor and Harry Glover all qualified for their Boatmasters Licenses, maintaining the Boat Company's 100% success record. Very well done to them and to those who trained them.

On 28th June, the *JP* hosted a meeting of the canal's Joint Management Committee. The actual meeting took place with the boat stationary on the wharf but a trip to the castle with a buffet lunch took place afterwards for those able and interested enough to stay on.

On 1st July, the *JP* took a load of visitors to Old Thatch for one of the National Garden



Boat Company

Scheme Open Days. To the relief of some of the older passengers, the aged and rather rickety stile at the end of the footpath from Stacey's Bridge had been replaced by a gate funded by Winchfield Parish Council and the Hampshire Countryside Access Forum through the Small Grants Scheme. The actual work was done by the NE Hants branch of the Ramblers Association, one of whose members happens to be Dick King's wife Brenda.



At the other end of the canal, *Kitty* has been enjoying a very good season, with no water level worries thanks to the back-pumping scheme. In some mysterious way, the boat seems to attract visitors from all over the world, more so than the *JP II*.



An interesting trip was put on for a party of children from Belarus, still affected by the Chernobyl accident over 30 years ago. An annual visit is organised by the Woking Friends of Chernobyl's Children group. The organisers of the Basingstoke Canal Society's trip boat "Kitty" heard about this visit and offered to take the children out on the canal in Woking. In fact two trips ran, one in the morning and one in the afternoon with lunch provided in between.



The children all very much enjoyed seeing the canal with its birds, flowers and dragonflies, as well as benefiting from the fresh air and sunshine. The trip also provided some excellent publicity for the boat courtesy of That's Surrey TV station.

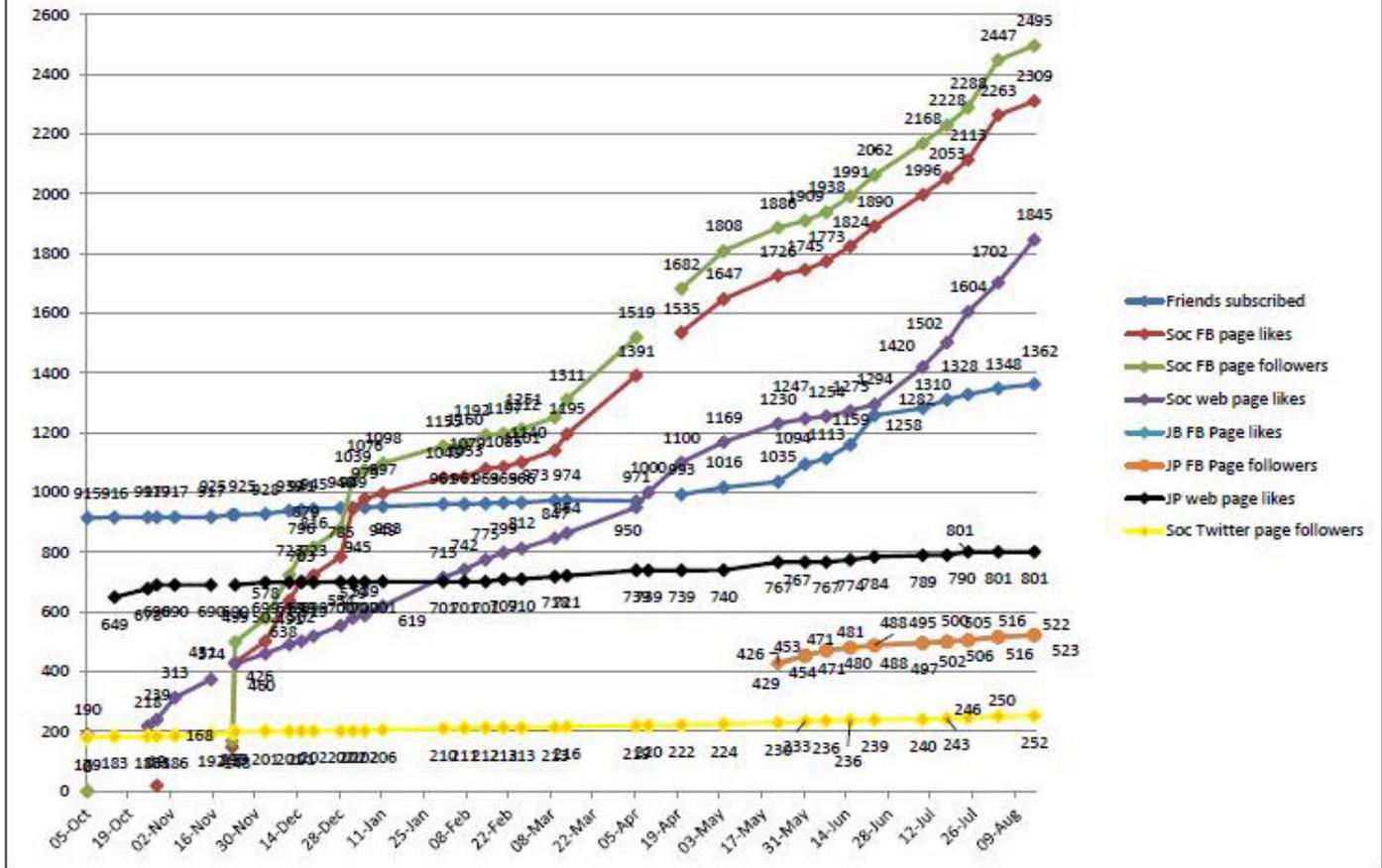
Dick King has been looking for some body or bodies to help with maintenance of the *JP II* for a long time. Dick lives near Petersfield, which makes it very difficult to get to the boat in a hurry if there is a problem, so he could really do with some help more local to Odiham.

If you are a bit of a handyman (or woman) and would like to help to keep the boat running, why not get in touch with Dick?

Social media

Social Media Campaign Numbers

FB page launched 5/10; Bulletins issued 17/11, 5/1, 13/3, 2/5, 9/7
 Friends leaflet distribution started 27/2 Member db emails added to Friends from 23/5
 Paper consent forms added to Friends from 12/6



Our Friends and Followers now total over 3800, well in line for our target of 5000 by the end of the year.

The Committee has agreed to a major revamp of the Society’s website. Although it doesn’t seem all that long ago that this was last done, it is actually over 5 years and it is clear that there is now a pressing need for people who wish to join the Society to be able to pay online. Many people no longer have cheque books, so this is vital. The ability to buy the Society’s books and other sales items online would also be very helpful.

Sorting this out is really a job for a professional website designer, so while we are at it, seems

only sensible to redo the rest of the website, making it more inviting and easier for potential volunteers or members to join.

The Committee is also looking to put a new management structure in place for the Society, or perhaps re-establish what used to exist in the form of various sub-committees. We already have the Boat Company, Work Party and Sales & Marketing sub-committees, but there used also to be Admin, Fund Raising, Social and Planning sub-committees. These seemed to wither and die as people stepped down, but they relieved the main committee of a great deal of work and time-wasting discussion. Watch this space - we will be looking for volunteers!

Artefacts

The BCA has been having a tidy-up at the Canal Centre to make space for the Canoe Club's new portacabin and to prepare for the planned redevelopment of the camp site. As part of this, the container in which the Society stored a lot of stuff used by the Work Party has been moved to the compound at the Lock Gate Workshop at Deepcut.

In the process, a lot of things were discovered in the container that had been forgotten about. These included display boards and, perhaps more interesting, a number of artefacts discovered over the years in and around the canal. These include an interesting barge kettle, designed to fit into the top of a solid fuel stove so as not to slide off, and a cast iron sign saying "To the Wey 28 miles" that probably ought to be screwed back onto Broad Oak Bridge. But why that one, or were there



once distance signs on all the bridges?

Another sign that apparently came off the temporary Cowshot Manor Bridge says "Built by 5th Field Co RE Aldershot Sept 1922".



What a fabulous photo by 15 year old Hugo Wilson, one of the winners in our calendar photo competition! He would like to become a professional wildlife photographer and judging by this, looks well qualified to do so.

Events

Chobham meetings

Meetings will be held in the Parish Pavilion, Recreation Ground, Station Road, Chobham, Woking, Surrey GU24 8AJ (see map for exact location).

This meetings will start at 8pm on the third Wednesday of the month, October through April inclusive.

Coffee/tea and biscuits will available during the interval. Raffle and retiring collection.

Non-members and friends are very welcome.

Wednesday 17 October 2018

Kim Lowe: The Life of Brookwood Cemetery

The talk will cover the creation of the cemetery, the design, and the people who have been laid to rest in the cemetery.

Wednesday 21 November 2018

Pam and Mark Bathurst: The History and Restoration of the Paddle Steamer Medway Queen "Heroine of Dunkirk"

The talk traces the history of the Medway Queen since launch in 1924, service on the Thames estuary, use as a minesweeper in WWII and seven trips to Dunkirk, returning to her old route until 1963. Use as an Isle of Wight nightclub from 1966 until 1974, return to the River Medway in 1984, and rebuilding of her hull.

Wednesday 19 December 2018

David Linsell: Power from Poo

This talk will introduce Thames Water with an overview of the company, it's geographic coverage, customers and handling volumes of clean and waste water, plus tonnes of dry solid



material for disposal. It will describe the sewage treatment with historical development, basic elements in a sewage work, sludge processing, anaerobic digestion, pasteurisation and thermal hydrolysis. Finally, power generation in combined heat and power plant plus future developments will also be discussed.

Wednesday 16 January 2019

Pete Starling: By Barge to Blighty, - The role of inland waterways and the evacuation of casualties in the First World War

During the first world war with the number of casualties being on unprecedented scales, evacuation to the base hospitals at the coast became a major problem. This talk will highlight the role of the inland waterways as a means of casualty evacuation.

Wednesday 20 February 2019

Malcolm Head: Archaeological Treasures of the Thames

This show and tell discussion will feature a number of artefacts that have been recovered from the River Thames during dredging operations conducted over a number of years. Of varying ages, it's remarkable that the objects, some of which are very fragile, have survived

Events

mechanical dredging and are available to enjoy today, many years after they were lost or discarded.

Wednesday 20 March 2019

David Rouse: 200 Years of The Thames and Medway Canal

The Thames and Medway Canal, originally built in the early 1800s, now running from Gravesend to Higham in North West Kent has an interesting military, engineering and social history. Unfortunately, the canal was never the commercial success hoped for.

This talk traces the timeline from initial fundraising, construction challenges, the impact of railway fever, and eventual demise of the canal. Looking forward, the canal could be developed into a green safe water corridor, supporting fishing, informal boating and other activities.

Wednesday 17 April 2019

William Sargent: Marine Policing Unit

This talk will discuss how the Marine Policing Unit (MPU) is responsible for policing the 47 miles of River Thames within the Met area (Dartford to Hampton Court) as well as providing a specialist response to over 250 miles of canals and waterways, lakes and reservoirs and other bodies of water in London.

Further information at

<http://www.basingstoke-canal.org.uk> or contact

chobham.talks@basingstoke-canal.org.uk.

To receive free reminder emails sent about a week prior to each talk, contact Mark Coxhead at mark@coxhead.org.uk

HELP! HELP! HELP! HELP!

Malcolm Brickwood has stepped down as Chobham talks organiser, but he has already booked the speakers for the 2018/19 season.

We are still looking for a replacement for him. As Malcolm has done at least half the job for next year, all that will be necessary then will be to liaise with the speakers to make sure they turn up and that we provide any necessary equipment for them.

The next year a bit more effort will be needed, to find speakers. However, there is no shortage of advice within the Society and Malcolm has a list of past speakers to avoid repetition.

The Chobham talks are very well supported

HELP! HELP! HELP! HELP!

(about 50 people at the last one), so this is an important role that needs to be taken up. If you would like to do something for the Canal Society, this is an ideal way of sticking your toe in the water. It is not a terribly time-consuming job, but it is a rewarding one and, within reason, would allow you to pursue your particular interests in the selection of speakers.

Please give it some thought and contact one of the Committee if you are interested (details on page 23).

If nobody comes forward, this will be the final season of these Chobham meetings.

Events

QAVS

As announced in the last issue of the BCN, the Society has been granted the Queen's Award for Voluntary Service. It was originally understood that the actual presentation of the QAVS trophy and certificate would be done by the Lord Lieutenant of Surrey and we envisaged this being appropriately done at the combined BCA/Society barbecue for volunteers.

However, we were then informed that a senior member of the Royal Family would like to do the presentation at some date. As this was unknown at the time, we decided to go ahead with the barbecue and sort out the presentation event separately.

We understand now that HRH the Duke of Kent will be doing the honours on 13th November. As he also performed the canal's re-opening ceremony in 1991 (*below*), this seems very fitting and it will be a great pleasure to see him again.



The actual time and venue for the QAVS occasion have yet to be settled.

Mikron Theatre

After missing a year due to the unavailability of our previous venue, the Fox & Hounds, it was great to welcome the Mikron Theatre Company back again.

This time they performed in the garden of the Water Witch at Odiham in front of a record audience of about 100 people. The weather was perfect and the venue, with its backdrop of the canal, was great.



This year's production, "Revolting Women", was a very entertaining (and educational) look at the life of Sylvia Pankhurst, a leading light in the suffragette struggle to get the vote for women. Less well known than her sister Christabel, she was perhaps more militant in her approach and less inclined to deal with those in authority, preferring to work up from the bottom rather than down from the top.



A Woking philosopher?

Nigel Searle took this photo and, as he observed, it is perhaps remarkable that the water point opposite the Bridge Barn has remained free of graffiti for so long.

“Change is inevitable” is a rather more thoughtful slogan than the usual stuff and hard to argue with, although the painting leaves something to be desired.

It is a similar sort of observation to that which appeared some years ago, not very far away on the Parley Drive Bridge.

Do we have a home-grown philosopher in Woking? Perhaps we should invite him to contribute a Thought-for-the-Day on our Facebook page.



Water problems

Three of us decided to do the South Pennine Ring in early July. So we picked up a boat in Sowerby Bridge and started down the Calder & Hebble Navigation. Having a bit of extra time we went down there past the start of the Huddersfield Broad canal for a day; this could have been a mistake. We came back up to join the Huddersfield Broad but at the first lock found the pound between locks 1 to 2 was nearly dry. Phone call to CRT got nice words but no action. So a further call saying that the water above lock 2 was overflowing could we run some down? CRT said yes which we did and as the pounds were about 3:1 in length there was still enough water between lock 2 & 3 to allow transit.

We completed the Huddersfield Broad, all nine locks and moored overnight just short of Aspley Basin in the middle of Huddersfield. Next morning at 9.30 we arrived at lock 1 on the Huddersfield Narrow canal with a booking for the Standedge Tunnel in 48hrs time. But although that was 42 locks later we were sure this was not a problem with an experienced crew. Only to find that the pound above lock 1 was dry. Call to CRT got various staff attending and saying there was a water shortage. They eventually ran water down from lock 12 which allowed us to start locking at 4.30, making it a rather short day. Anyway we cleared 14 locks before deciding supper & a good night's sleep was required.

The next day a fairly prompt start saw us get through 8 locks before having major weed hatch action, removing a padded anorak. A few minor water shortage problems with low pounds which we could struggle through saw us in the pub near the tunnel mouth by about 6.30.

There were 3 boats going through the tunnel from east to west that day. At 8.00am the CRT chaperones arrived and gave us instructions, life jackets and hard hats. The first boat then departed and we, being second, had to wait half an hour before following them. The tunnel was fascinating with brick, plain rock and reinforced concrete lining in various places. We had to stop 3 times at specific adits which go through to one of the three train tunnels that track the original canal tunnel. The adits allowed the train tunnel builders to use the canal to remove debris. At the stops the chaperone contacted base and gave our position & the fact that we had not broken down and were not going to run into the previous boat. We got through successfully only scrapping the sides a couple of times and hitting our head once, good for hard hats!

After clearing the tunnel we descended one lock then were told there was not enough water in the following pounds. However after a delay for lunch enough water had been run down to allow the three boats that had done the transit to continue, albeit in the middle of some very low pounds, lock crew walking round. A couple

by Duncan Paine

of days later we moored up in Droylsden Marina on the Ashton canal for the night. Taking the recommendation of not mooring overnight on the Ashton canal we cleared its 18 locks and locks 83 & 82 on the Rochdale to stop in some nice new mooring in Piccadilly Village in the Islington Marina.

The next day we had to phone CRT about some low pounds, and we cleared the prop a couple of times with various assortment of rubbish. When we got above lock 65 in a long (1.5 miles) and very low pound we struggled along for about quarter of a mile before grinding to a stop mid canal. More phone calls to CRT. Eventually a CRT man arrived, pulled us a bit nearer the towpath so our gangplank just managed to reach the towpath, and then left us for the night. After more calls the following day enough water came down to allow us to crawl to within about 200 yards of the next lock. Aground again, with help from passers-by and ropes we got off the lumps in the canal and into the lock. Low water for the next few pounds meant we did not stop at some nice looking pubs as we may not have got ashore nor restarted if we had. Another day and some water in a long pound and we felt we were getting near the summit. However, after Littleborough, problems started again. This time when CRT were called they managed to supply a little water and with the help of a local Rochdale Canal Society volunteer and the CRT man we made it to above lock 37, ie one lock

off the summit but were then told to stop there for the night and transit the summit the following day. This we did, and thinking we were taking water down we should be ok.

This worked initially but we then had two consecutive pounds where we scraped through in the middle, the second one passing a small trip boat marooned aground outside the pub we were aiming at. We managed to stop after the next lock and walked back to have a meal. The next couple of days were not too bad till on the penultimate day when we went through lock 5 and after couple hundred yards of a 2 mile pound, stopped on some lumps in the canal. CRT were called mid-morning and by late afternoon and further calls to CRT to no avail the boatyard was called. They attended and flushed us off the obstructions. This was done by filling and rapidly emptying the lock behind us and also assisted us again later in the pound. The next lock, Tuel Lane lock, being one of the deepest in the country was CRT operated and we were booked through on our last day.

We were very lucky to get round as CRT closed Tuel Lane two days later. Locks 1E to 8E on the Huddersfield Narrow were then closed. Furthermore the most recent notification defines that from 6th August locks 1 to 48 on the Rochdale as well as 1E to 24W, ie over the summits of both canals.

And you think we have problems on the Basingstoke!

GDPR reflections

Those whom it did not pass by completely without notice may have the same opinion as me about the General Data Protection Regulation (GDPR - that thing that was in the news a lot a while back): that it is about as interesting as watching paint dry. Nevertheless, the Society, like all other organisations including charities, has had to respond to its requirements and that job fell to me.

It was firstly necessary to identify how we use all the personal data that we collect. The result of this investigation was a not particularly riveting Privacy Notice document, which no doubt you read in the last BC News.

One of the GDPR's requirements is that everybody must consent to their personal details being used for purposes other than they might reasonably expect from the actions they themselves have taken. For example, if you have signed up to be a Society Friend or member, then the Society must now obtain your explicit permission to send you promotional and other materials unconnected to these schemes. The committee agreed that we wanted the flexibility to do this, even if we did not do it often, and so I embarked on a project to obtain this consent.

As a preliminary, it was necessary to establish for which Society members we did not have email addresses. Surprisingly it turned out there were as many as 520 of the 960 or so membership. So, that group of members received a paper form plus return envelope with their last BCN (at not a little expense). Many thanks to all those members who have completed and returned those forms. By so doing, you have not only *agreed to the Society holding my personal details for the purposes of sending me online canal-related*

information, newsletters, bulletins and any other canal-related materials the Society may occasionally publish, but also have given us a means to contact you online. I also thank Ann and Duncan Paine and their helpers for putting the extra stuff into correct half of the BCN envelopes.

I was amused to see that about a dozen or so people stated they did not have email addresses, but would nevertheless like to receive online materials. Sorry to disappoint, but I am afraid that the laws of physics mean that this will just not be possible! There are a few others who have diligently returned the form who also will not receive the Bulletin - I apologise but I just could not read your writing. If you think this has happened to you then please give me a call, on 01276-452754. (Note: the next Basingstoke Canal Bulletin goes out in September).

About 150 paper forms have been returned, and at the time of writing they are surprisingly still trickling in. So, not the majority then, which is a bit disappointing. If you are a member and you have not given us your consent, then we urge you to do so. It also saves the Society money if we can communicate with you by email, though I do understand that some do not want their electronic in trays filled up. I am looking forward to a lot of Christmas cards in the unused return envelopes!

All the subscribers to the Bulletin and Society Friends have also been asked to provide their agreement online to the above updated declaration. However, around 460 of the early subscribers (out of 1370 altogether) have still not done this. Can I please encourage this group to fill in this form (<http://basingstoke-canal.org.uk/consent/>) to give us the requisite

Sales



We have previously been nervous about producing a calendar because of the risk of being left with a heap of useless items if they don't all sell by the end of the year. However, with the increasing popularity of our Facebook page and the number of people bringing their children to see Santa at the Canal Centre, we decided to give it a go this year. Gill Phipps organised a photo competition on Facebook which produced over 200 entries.

The judges attempted to pick photos that were

permission - it takes just seconds to do. Thank you.

So, was this a useful exercise? Absolutely yes, because we have done the necessary

not only good in their own right, but also represented all the seasons of the year, aspects of canal life and locations on the canal - quite an ask! We hope we succeeded but the result certainly has some stunning pictures.

Price will be £6 including p&p and it should be available via both our Facebook page, the Society's website, the Canal Centre and from Denise Smith, our Sales Manager.

Meanwhile, we start on the Christmas cards.

due diligence, and it has provided the opportunity to get our records more up to date. Was it rewarding? No, of course it wasn't.

Martin Leech, Vice-chairman

BCS Membership

MEMBERSHIP SECRETARY REPORT

Dear Members

I recently sent out reminders to those members who had not paid their subscriptions for 2018. Quite a few members have responded to my email or letter and paid their subs or advised me that they no longer wish to be members so my thanks to them for their responses. Unfortunately, there are many non-payers who have not got back to me yet. If I do not hear from these members by the end of September I will have to assume that they no longer wish to belong to the Society and cancel their memberships.

As a reminder the membership fees are as follows:

Adult: £10, Family £12, OAP £5, 2OAP £7, Group £15.

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

Jamie Gordon of Woking
Bruce & Heather Carnegie-Brown of Crookham
Ian Sims of Bramley Green
Simon Gill of Lambwood Hill
Greg Norman of Woking

Sharon Gallagher of Crookham Village
Tony & Rowena Welsh of Crowthorne
Neil Sutherland of Farnborough*
Melanie & Steve Berry of Blackwater
Kirsty Bennett of Odiham

Kind regards

Doreen Hornsey
Membership Secretary

* Neil has recently been co-opted onto the Society's Committee. He has a very useful background in corporate management and IT. He is also an active member of the Tuesday work parties.

As Martin Leech notes on page 20, out of some 960 members, we only have email addresses for just over 400. There must be many more on email, whose addresses we do not have. It would help communication enormously and save the Society a lot of money in postage, if we could have them. If you are one of them, please send a quick email with your name to membership@basingstoke-canal.org.uk.

200 Club winners

June

Mr S J Murrell £40
Mr B Holmes £15
Mr R G Jelfs £10
Mrs V A Ovington £10

August

Mr J T Carter £40
Mrs V Vine £15
Mr D Jebens £10
Mr A Stumpf £10

BCS information



The Bulletin is now up to Issue 35.

If you want to keep up with the latest news about the canal, please click on the Friends button on the Society

website at www.basingstoke-canal.org.uk

To join the Society, please 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.

Date for next copy 31st October 2018

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Crookham wharf



Above: Work on the main part of the wharf wall complete but another crack to be repaired and back-filled under the bridge. Photo by Duncan Paine