

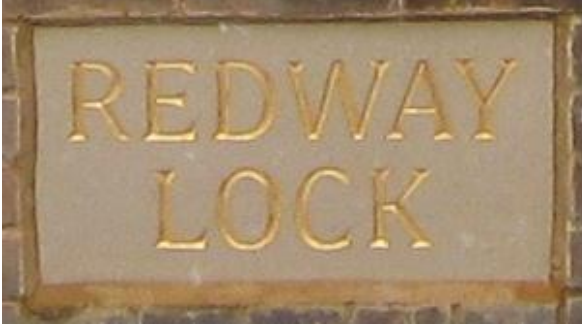


The Basingstoke
Canal Society

Basingstoke Canal Bulletin

No. 17 JANUARY / FEBRUARY 2013

Tribute To The Redway Family



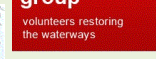
Friends and colleagues of Peter Redway and his family gathered at Lock 11 at St Johns in January where a commemorative stone naming it “Redway Lock” was unveiled. This is to recognise the contribution of the Redway family to the Canal over many years, and in particular Peter, our former chairman, who was instrumental in the restoration of that lock and many other works on the Canal. The stone was carved by stonemason Janet Buckley and was installed by the Society workparty. For more, see the latest [Basingstoke Canal News](#) when it is published, and a [local newspaper report](#).

Learn about the Canal by clicking these links

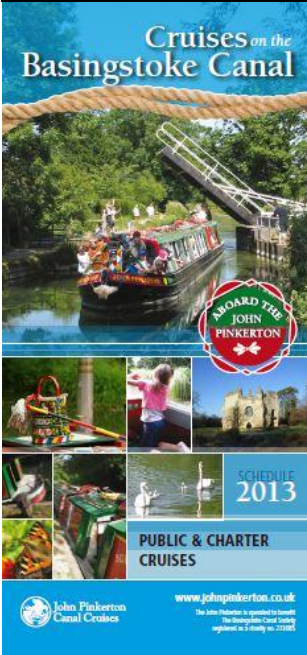
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- [Bridges/Locks in pictures](#)
- [The Canal “then, later and now” pictures](#)
- [Basingstoke Canal Wiki Page](#)
- [Basingstoke Canal Authority \(BCA\) Website](#)
- [Joint Management Committee \(JMC\) Papers](#)
- [Map of the Basingstoke Canal](#)
- [John Pinkerton on Facebook](#)
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Basingstoke
Canal
Authority

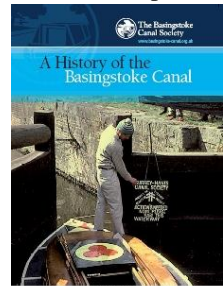


Welcome To The Basingstoke Canal Society



As reported in the [last Bulletin](#), the Society changed its working name from the beginning of the year, and we are now *The Basingstoke Canal Society*, largely to reflect the particular canal which we support. This was intended to be the name of the Society when it was originally founded in the 1960’s, but that was deemed to be too similar to the name of the company that owned the Canal at the time. For legal purposes however, and to maintain the connection with the past, “Surrey and Hampshire Canal Society Ltd” will continue to be the Society’s formal name. In addition, the name of the company that runs our trip boat operation has become *John Pinkerton Canal Cruises*.

To reflect these changes, we now have new “livery” including logo, and you will be seeing a steady transition over the next few months to the new house style in all our publications and materials. A lot of work has gone on in the background by members of the Society and boat company committees, and also by design and marketing consultants [Lawrence and Beavan](#), to complete this “rebranding” project. A [new 2013 trip boat leaflet](#) is already in print (*left*), and a printed booklet by Roger Cansdale and Dieter Jebens which is a reissue of “A History of the Basingstoke Canal” originally by Glenys Crocker will be available imminently (*right*). New letterheads, powerpoint slide templates, and rebranded merchandise will soon be in our possession. Also, look



out for the new-look [Basingstoke Canal News](#) out soon. Craig Shanks, our webmaster, is also rebuilding the website using pages in the new format. The formal inauguration of the Basingstoke Canal Society will take place later in the year, with the launch of the Society’s brand new John Pinkerton trip boat (see page 3).

Click here to join The Basingstoke Canal Society

Further Cash Pledged For The Canal

It was good to hear the announcements recently that Hampshire and Surrey County Councils have each pledged an additional £2m towards the Basingstoke Canal. Surrey's money is to be spent over the next 4 years from 2013/14; as yet we do not know the terms of the Hampshire contribution. This new money comes on top of their combined £1.6m injection that was made in 2010 towards the structural works that have been going on in various locations over the last 18 months or so, and reported on in previous bulletins. For details on how some of the first year's new money will be spent, please see the Capital Works Status report from the County representatives (see below).

Canal Looks Set To Open Fully By Easter

Ignore what the boating press are saying. The Counties have been working behind the scenes to get the Canal open to full navigation by **this Easter**, and we should commend their efforts. The term contractor Dyer and Butler are under no illusions about what is required, and are in the process of finishing off a list of jobs that will hopefully result in the Canal being navigable from end to end once again after a break of nearly 5 years. Planned works on Deepcut are now largely completed, and both sets of gates on Brookwood Lock 13 have been removed and replacements are being manufactured. Works at Pondtail bridge are now complete following delay by the heavy rain (see below), and the Coxheath Bridge stop plank grooves are scheduled to be installed by mid-March. Yes, it is likely that the contractors will be working right up to the wire, and yes, nothing is guaranteed as unexpected problems or delays could arise at any time. But an Easter opening looks to be a real possibility, and if that happens then it represents a significant achievement. [News of the Basingstoke re-opening](#) has got top billing in the [latest IWA Bulletin](#).

Easter Boat Trip

Kathryn Dodington, Society committee member and Commodore of the Byfleet Boat Club organised a boat trip along the Canal from the River Wey to Brookwood during the Christmas holidays (right), to encourage boat use on the Canal and to remind us all that it is primarily a navigation. She has plans for another more substantial gathering over the Easter week, not only to mark her departure from the area to waters new in Stoke Bruerne, but also hopefully to celebrate the reopening of the Canal to full navigation – Ed.



The Society, in conjunction with Byfleet Boat Club and the Guildford and Reading branch of the IWA are behind a boat trip on the Basingstoke from Woodham to King John's Castle over Easter and during the following week. There are options to only go to Woking or to go to Woking and Brookwood Country Park but the option that has attracted the most interest is the trip over the full length of the canal from Woodham Junction to King John's Castle and return. Currently 37 boats have registered and paid for the trip. We are limited to 15 lockings (30 boats approximately) a day so will be happy to accept a further 29 boats for Odiham and the Castle. Boats are coming from as near as Woking and as far as Gas Street Basin in Birmingham. If you can help with locking and/or caulking (full training will be offered by the BCA) then please e-mail me at Basingstoke.easter@gmail.com. Kind regards,
Kathryn Dodington

For details of the trip, including timings and licence applications, please see [Kathryn's blog](#) - Ed

Society Work Party Activities



It being the time of year when bank and overhanging tree clearance is permitted (that is, it is not bird-nesting season – until the end of March anyway), the regular Society workparty has been engaged in this activity over the last few weeks. Areas that have been given attention include the Swan Bridge cutting in North Warnborough, and more recently West Hart (near Crookham),

where the team were requested by the BCA to thin out and coppice bank growth. Large amounts of growth were removed - the team filled the *Alan Flight* workboat many times with cuttings from relatively short lengths of bank (*above*). There are of course many other areas on the canal that require this treatment, not least the section from Guildford Road Bridge to Deepcut Lock 28, which is in a very sorry state indeed. It is hoped that

the workparty will be able to do some clearance here soon. The BCA have also asked us to help prepare for the opening of the Deepcut flight by assisting with weed removal.

The renovation of the BCA's weedcutter (*right*) by a Society volunteer team led by John Wharf is making good progress. It has been found that the wiring is fundamentally sound, and it has been mostly reconnected so that the machine can be controlled again from the cabin. Painting is underway. A replacement cutter blade has been sourced and is expected to be available sometime in March. We hope the weedcutter will be in operation sometime during the next couple of months.



Capital Works Update

An update from Phil Allen on the capital works underway and planned for this year:



We now have a very good idea of our plans for the coming year, all of which are positive in terms of the future of the canal. Primarily, we are working to open Deepcut around the end of March. The targets we have set ourselves are tight, and subject to any supply problems that may arise, but the key point is that we are focussed on achieving this, which will be a boost for the navigation.

During 2013/14 in Surrey, James Taylor (my counterpart in SCC), is running a project focussing on reinforcing the Mytchett Lake embankment to meet the modern safety standards required by the Environment Agency and Inspecting Reservoir Engineer. A detailed engineering design is currently being carried out by WS Atkins (SCC's consulting engineers), but the proposed method of construction should cause little disruption to navigation, if at all.

In Hampshire we are completing works on the stop plank grooves at Pondtail (*below*) and Coxheath bridges. We've had to flood the works twice due to heavy rain, which has delayed progress but was inevitable. Also in Hampshire, we plan to work on replacing the North Warnborough culvert (which will require the canal to be closed), and revetments at Swan Bridge. The Swan Bridge work, plus painting of the Coxheath footbridge (by our Highways dept.) will be done from pontoons, and we will set up time slots to allow navigation during the works. Further works planned in Hampshire are culvert repairs, 2 further sets of stop plank grooves, weir improvements, and soft bank protection. The programme for these works is yet to be determined, due to confirmation of funding and preliminary engineering investigations.



As always we endeavour to avoid the peak visitor season in carrying out disruptive works, but if there are safety issues we will have to proceed.

Phil Allen, HCC Countryside Services Manager

The workmen in the photo are each working near one of the new stop-plank grooves – Ed.

New John Pinkerton ("JP2") Update

*Progress on the Society's new trip boat has recently been very rapid and, almost to everybody's surprise, it looks as if it could be ready for delivery to the Canal around the **second week of March!** However, the work going on in Fleet is presenting a challenge as to where it can be craned in, as the preferred location (at Farnborough Road) is on the wrong side of the blockage from Odiham, where the boat will be based, so this may delay its arrival. We will of course be following the progress of the JP2. See the next Bulletin for more news. Pete Phillips, a member of the JP2 project team, recounts the progress made up to the **end of January**:*

If I remember correctly the last update on our new trip boat finished with the boat having its primer coat of paint being applied. Well, since then things have progressed, but not perhaps as quick as we had hoped for. The reason for this was that towards the end of November 2012 Lambons (*the builder*) were preparing to start the interior fit out of the boat, when they were informed that the material they were going to use did not meet MCA fire standards. We had been informed by our advisor (not Lambons) that if we treated this boarding with flame retardant then it would meet MCA requirements, but this was incorrect as we found out. Again it was back to the internet to find a source for these non-combustible boards and we found only one company in the UK who

could supply them in the relatively small quantity we required, and luckily for us this company's headquarters is in Bracknell. As these non-combustible boards are rigid, they were unsuitable to fit to the ceiling and were not tough enough for the floor and I have to say the MCA were very understanding on this and so we were asked to apply for an alleviation to this "non-combustible rule" at least as far as the ceiling and floor were concerned. So we put our 3 heads together and wrote a proposal for this alleviation, which after two weeks' delay the MCA granted. This was like an early Christmas present for us.

We quickly arranged a meeting with Lambons and the board suppliers in Bracknell and the boards were ordered. However, as the boards were made in Glasgow and the laminate was applied in Holland, with the Christmas Holidays intervening, delivery to Lambons could not take place until the end of January.



As regards the rest of the boat, well:

- The exterior has been painted along with most of the interior
- The engine and gearbox has been delivered from Beta Marine and is awaiting fitting (half a day's work they say)
- The windows have been delivered and fitted (*left*)
- The floor has been fitted along with the ceiling
- The two toilet waste tanks are also fitted.
- The electrics and plumbing work has begun but is being held up awaiting delivery of the wall boards

So the big question is when will the boat be delivered. Lambons tell us they are still looking at the end of February 2013 or thereabouts. However even when the boat is in the Basingstoke Canal water there is still a bit of work to do with Lambons and the MCA to prove that the ballast and stability of the boat is as good as the calculations say it will be, along with proving the boat and its system work OK. With that done there is then quite a bit of crew training to do before we can start operating with passengers, but I know that Dick King and his committee members are working hard on this so that all the manuals, check lists, crew training etc are ready for the final MCA inspection. As I never win anything on the lottery I will not chance my arm and predict the date of the first passenger trip, but assuming nothing seriously goes wrong in the build program then I would say: if not for Easter then shortly afterwards. It would be nice for Easter though...



Pete Phillips, Nigel Bird, John Abbott

If you haven't seen the [virtual tour of the JP2](#), then please click [here](#) to see what facilities it will provide. The Maritime and Coastguard Agency (MCA) is the regulating authority for passenger boats.

It is worth noting that a decision has been made on the formal name for the new boat. The Society committee met recently and voted that it should be called the "John Pinkerton II". This will be doubtless regarded as controversial by those who feel it should carry the name of the current boat (ie without the "II") - Ed.

John Pinkerton Up For Sale



Spare a thought for our existing trip boat. It will be pressed into service yet again for a short time this season, only because the new boat will now not be commissioned, the crew trained and certification done before the first booked trip at the Easter weekend. As a result the "JP1" has had to be taken to the Deepcut dry dock so it could be given another MCA examination and certification renewal which could not be avoided (it has passed the first check), and to be cleaned up and painted for the last time (*left*). We would much prefer it to continue as a passenger trip boat, and we are actively looking for a buyer with this in mind. An advert has been placed in the [national IWA bulletin](#). It seems that there is some interest out there, however readers are asked to email [Jeff Hill](#) or call him on 07766 587928 if you know of an organisation which might be interested in purchasing this venerable and well looked-after boat. (See it on the [cover of the latest IWA Waterways magazine](#)).

Water Strategy Group Progress



The team involved in searching out potential new supplies of water for the Canal made a significant step forward recently, with the granting of additional abstraction rights by the Environment Agency (EA) to the Woodham back-pumping facility (*left*). Early last year the WSG put together an application to double the amount of water to 3.4 Million litres (ML) that can be pumped from below Lock 1 to above Lock 6 each day. Responsibility for the application was taken up by James Taylor, Senior Countryside Management Officer, representing Surrey County Council as the owner of the current abstraction licence. We are pleased to report that, after some further exchanges between James and the EA, this application has been approved. Pumping can now take place all night, should it be required, and the effect will be to permit significantly more boat movements through the Woodham flight in dry weather conditions. The duration of the licence has however not been extended beyond the original 2015 date, so we will have to reapply for this extended limit in due course.

The WSG team have also started to investigate the possibility of using boreholes as suppliers of additional water, and recommended that Surrey and Hampshire CCs fund the production of "water prognosis reports" by the British Geological Survey (BGS) for each of seven sites on the Canal from Odiham to the top of the Deepcut flight. These reports have now been received, and the team are in the process of analysing them and are considering which sites might be worth pursuing as potential locations for boreholes.

Society Lengthsman Scheme

We are pleased that Mike Gordon (right) has taken over from Graham Hornsey as the coordinator of the Society's lengthsman Scheme. For those that don't know, a lengthsman is an individual who volunteers to keep an eye on a length of canal, and report back any problems. The role suits regular walkers and cyclers of the Canal. Many sections of the Canal have lengthsman allocated, but there are others which have no coverage. Here is Mike to tell you more about the scheme and how you can help:



The need for more lengthsman remains so serious I'm considering offering a bounty! If you could get anyone interested I would be eternally grateful. I have been busy meeting people – a few more lengthsman have been crossed off my list so if I have not yet met you, it's only a matter of time.

Sadly, it seems clear that the level of BCA staffing will mean that the role of the volunteer will increase and the lengthsman are ideally placed to take a far more pro-active role. Much more on this will follow over the next few months and I ask you all to please be very free with your thoughts and comments as we progress. Your feedback is all important.

It has been suggested that a few lengthsman could become emergency volunteers who would be happy to be called out at any unsociable hour to assist Rangers. So far, three of us have put our names forward (thank you Julia & Kelvin. A couple more would be great, especially in the Hampshire sector. I do appreciate this incentive is not for everyone, but what about you. We can chat about it, and it's just an idea at this stage.

Fiona Shipp (the BCA manager) has suggested that we could report more good news as well as the bad. Would the twitchers among us like to start reporting sightings. Would the naturalists like to report activity. Is there evidence of ash dieback? All of this could have a valuable role as part of national surveys and the like.

Recently, I presented at the Canal Society's Committee. I am very pleased to be able to report that in the main we are in agreement and the lengthsman scheme is regarded as important to the care of the canal. I am confident that the scheme will become more prominent and accessible this year and I'm keen to represent us at all levels of the Society. I also came away from that meeting with two new lengthsman. Result!

There is a "Meet & Greet" event being planned for 23rd March, the Saturday before Easter for new members to showcase the Society, and will include the lengthsman scheme (*for details, see Forthcoming Events, overleaf – Ed*). I will be manning a recruitment table and would love to see as many of you as possible there for a good old chin wag. Please do contact me for more info if you want. I shall also be attending the Society's AGM on Saturday 18th May.

You can contact me on lengthsman@basingstoke-canal.org.uk or on 01252 492472 or 07505 752157. I would love to hear from you.

Mike Gordon, Lengthsman Coordinator

BCA News



Ranger Chris Healey has written a report of the latest news from the Basingstoke Canal Authority. This will appear in the latest [Basingstoke Canal News](#) when it is published.

Other News

Society Presidents

We are pleased to announce that Tim and Liz Dodwell have agreed to become joint presidents of the Society. The couple have a long association with the Basingstoke Canal, and met when Tim was a volunteer for Liz's mother, Joan Marshall, who was herself the general manager of the New Basingstoke Canal Company in the 1960s. Tim is the older brother of John Dodwell, one of the C&RT trustees. They succeed the 7th Earl of Onslow who occupied the post since the founding of the Society in 1966 until his death in 2011.

Volunteering and Car Insurance

Volunteers may be unaware that using their personal vehicles for volunteering isn't automatically covered by their car insurance. Whilst many insurance companies will count volunteering within the "domestic, social and pleasure" category (but usually require you to tell them about your volunteering), others require it to be classified under business miles. The Association of British Insurers (ABI) states: "Anyone considering using their vehicle in connection with volunteer work should check the position with their motor insurer". For more guidance, please refer to [a recent IWA Bulletin article](#) on the subject. The ABI have also published a [list of insurers](#) who undertake to cover driving for voluntary purposes at no additional cost.

Bedser Bridge now in place

The new pedestrian bridge near the Lightbox building in Woking has at last been [lowered into position](#) over the Canal, though is apparently not going to be open until the Spring. [As reported in an earlier Bulletin](#), the original planned design of the Bedser Bridge courted considerable controversy, and following an outcry from locals, Woking BC substituted a less imposing design with wooden cladding and lower access. The old bridge was closed in March 2012 and removed a month later.



Forthcoming Events

- The 2012/13 season of the [Chobham Social Meetings](#) is taking place at The Parish Pavilion, Recreation Ground, Station Road, Chobham, at **8pm** on the **third Wednesday** of the month. Non members and friends are very welcome. Refreshments will be available at the interval. Please email [David Millett](#) or call him on 01252 617364 for more information. For a map and for more details about the talks, please refer to the latest [Basingstoke Canal News](#). This season's talks continue with the following:
 - **Wednesday 27th February** (*Note: not 20th*) – **Ron and Myra Glover** – 'Down the Rhine and Up the Neckar'
 - **Wednesday 20th March** – **David Saady** – 'The Ribble Link and the Lancaster Canal'

Please note the change of date.
- Basingstoke Canal [Joint Management Committee \(JMC\)](#) public meeting, **Thursday 28th February, at 10am** at the Canal Centre. Click [here](#) to see the meeting papers when they are published.
- The last [Surrey and Hampshire Canal Cruises Ltd AGM](#) takes place on **Friday 8th March starting at 7.30pm** at the Canal Centre. Come and hear the latest on the new John Pinkerton trip boat.
- A [New Members Social Event](#) is planned for **Saturday 23rd March from 2-5pm** at the Canal Centre. Come along and learn about the Canal and meet members of the Committee, the boat company and other enthusiasts in a friendly environment. Refreshments will be provided.

Your Feedback Is Welcome...

We would of course welcome your feedback on this Bulletin and on the Society's new look. Please send this to the [bulletin editor](#). Short articles about the Canal with accompanying photos if possible would be appreciated. The copy date for bulletin articles is the **last day of each month**. Publication (if it occurs) will normally take place towards the end of the following month.

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The views expressed are not necessarily those of the Society.

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