

## Diary Dates

- 10-17<sup>th</sup> Aug. Waterway Recovery Group Canal Camp.  
Staying at the Rugby Club Pavilion and working on  
the Slea Navigation. Local volunteers welcome.
- Fri 16<sup>th</sup> Aug Mikron Theatre Company at The Golden Eagle, 21  
High St, Lincoln
- Sat. 17<sup>th</sup> Aug SSP Go Karting at Ancaster in the afternoon. BBQ  
(open to all) at the Rugby Club in the evening
- Thurs 22<sup>nd</sup> Aug Mikron Theatre Company at The Black Horse, 21  
Melton Lane, Hosc, near Melton Mowbray. By the  
Grantham Canal.
- 23-26<sup>th</sup> Aug. National Waterways Festival, Huddersfield,  
Sales Stand.
- 7<sup>th</sup> Sept. Classic Car Rally, Sleaford, Sales Stand.
- 19<sup>th</sup> Sept IWA Social Meeting, 7.45pm.
- 29<sup>th</sup> Sept Working party at Haverholme.
- 27<sup>th</sup> Oct Working party at Haverholme.

Meetings marked IWA are organised by the Lincolnshire branch of the Inland Waterways Association and are open to everyone. The venue is St Mary-le-Wigford Church Hall, Lincoln unless otherwise stated. For details contact Mrs V Longthorne on 01949 530138.

Meetings marked SSP are organised by the Sleaford Sports Partnership the venue being Sleaford Rugby Club. For details contact Barbara MacKay on 01529 304355 or Norman Osborne on 01526 832256

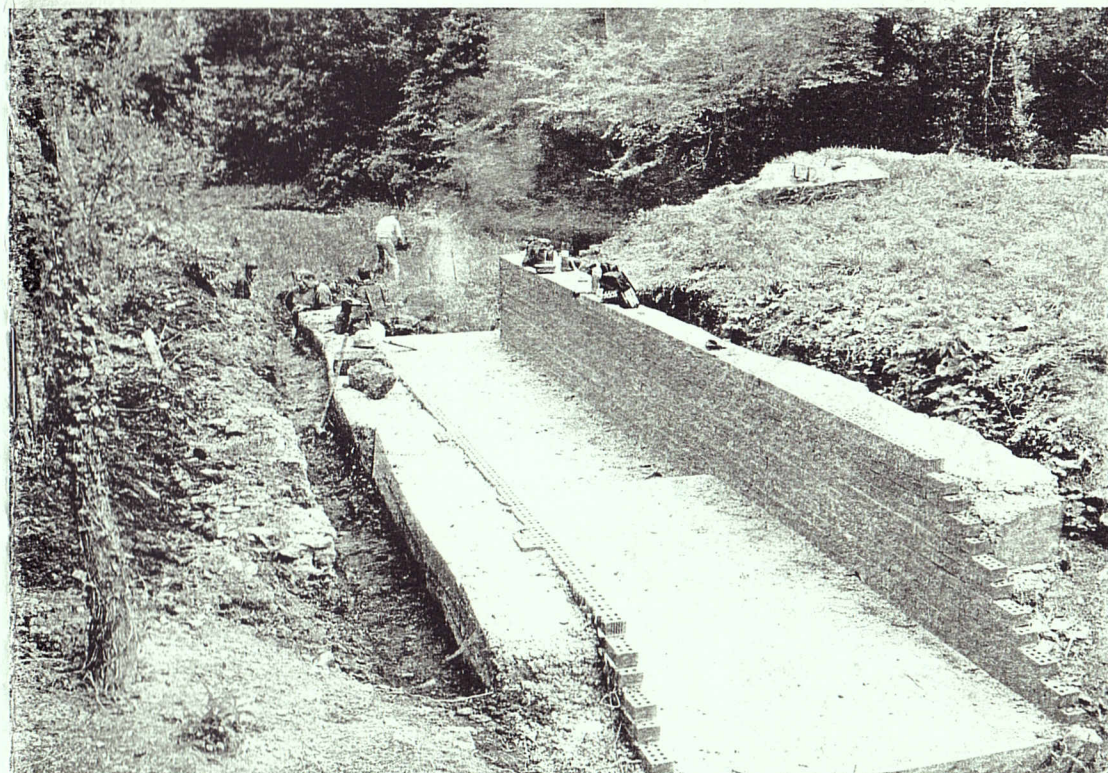
For details of work parties contact Dave Pullen, Tel. 01673 862278.

## Front Cover Picture

Haverholme bywash last September.

# SLEAFORD

## NAVIGATION TRUST



# NEWSLETTER

No 10 - August 2002



## The Sleaford Navigation Trust

A non-profit distributing company limited by guarantee, registered in England and Wales No: 3294818.  
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### Aims and Objectives

To stimulate public interest and appreciation of the history, structure and beauty of the waterway known as the Slea or the Sleaford Navigation and to restore, improve, maintain and conserve and make it fully navigable. To restore associated buildings and structures and to promote the use of the Sleaford Navigation by all appropriate kinds of waterborne traffic and to promote the use of towpaths and adjoining footpaths.

### Executive Committee

**Chairman :** Chris Hayes 10 Chelmer Close, North Hykeham, Lincoln LN6 8TH.  
Tel. 01522 689460

**Secretary :** Steve Hayes as above.

**Treasurer :** David Turner Brownlow's House, Brownlow's Hill, Coddington, Newark, Notts. NG24 2QA. Tel. 01636 708781  
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**Martin Chapman**

**Barbara MacKay :** Tel. 01529 304355

**Susan Sowerby :** Tel. 01522 793149

**Pat Taylor :** Chairman : Sleaford Navigation (Sales) Ltd. Tel. 01522 790652

**David Carnell :** Nominee of Lincolnshire IWA

### Non Committee Contacts

**Membership Secretary :** Jenny Osborne, Bank House, Ruskington Fen, Billinghay, Lincoln LN4 4DS. Tel. 01526 832256

**Sleaford Sports Partnership Liaison :** Norman Osborne, as above.

**Editors:** Izzie and David Turner, address above.

Articles and opinions in this newsletter are those of the authors concerned and do not necessarily reflect SNT policy or the opinion of the editors.

**Photographs:** Izzie Turner unless otherwise credited.

## Editorial

It did not prove possible to produce an April newsletter in time to go out with the AGM notice and accounts so please accept our apologies. We hope to do better in future. Whilst we are happy to edit the newsletter it will help and no doubt be far more interesting for the readers to have a variety of writers bringing forward different experiences and points of view. Please do not be afraid to put pen to paper, or tap away at the keyboard, if you have something to tell us or even a question to ask about the Slea or some other waterway. This years WRG Canal Camp takes place from the 11<sup>th</sup> to the 16<sup>th</sup> August with work again centring on Haverholme lock. It is hoped to complete the by-wash channel as far as is possible - the upstream end can not be completed until the weir crest length is agreed with the EA. A new foot bridge across the by-wash is the main task for this years campers the completion of which will allow us to remove the old bridge which was built on top of the weir crest. If you can spare a day or two or even just an hour or two please come along and help, you never know you might get to like it. If possible please let either Dave Pullen or Dave Turner know beforehand if you are coming to enable us to plan the work effectively.

Izzie and Dave Turner

### Lincolnshire Waterways Project

We understand that the submission for E.U. funding will be made in September when the third round of the Objective Two funding gets underway. Presumably a decision will be made some time in 2003. The project is being developed by Lincolnshire Development on behalf of the county council with help from BW who have produced a Strategic Framework Document to focus the project. All parties are seeing this as a ten year development even though Option Two funding is currently only scheduled to operate for five more years. Lincolnshire Development recently met with the National Farmers Union to brief them on the proposals and it is understood that a general meeting with farmers is to be organised around November.



Mary Powell of Lincolnshire County Council assures us that the current first choice for getting the full project off to a big start is completing the works from Cobblers lock to Haverholme on the Slea and so bring boats another mile nearer to Sleaford. The section from Cobblers lock the current head of navigation to Haverholme was the subject of an engineering study by ADAS in 1988 at which time it was estimated the cost would be about £200,000.

### Can You Help?

With the exciting developments in the offing we are conscious of the need to expand our volunteer base. In plain terms we could do with a bit more help! We are all volunteers but with relatively few of us active, combined with the basic level of activity required to keep the Trust up and running, there is a concern that we might be missing out on opportunities to advance the cause. We can find work for of almost unlimited variety from physical on work parties, clerical, helping get the message across to the public (and sell a few T shirts) at festivals and boat rallies. Or perhaps you would like to join us on the committee. Now is your chance, make someone's day by giving Chris and Steve Hayes a ring to chat things over. Phone number inside front cover.

### Sleaford Culverts

What a strange title? Even stranger is the apparent desire of several Trust members to spend a sunny Friday afternoon "proggling" about in the culverts under Southgate in Sleaford. Why.....?

The reason to inspect and measure the culverts in Sleaford all stems from the EA insisting that a huge amount of floodwater must be allowed for in designing the by-pass weirs and channels on the Slea. EA insist that up to 8 cumecs ( $\text{m}^3/\text{sec}$ ) may flow down the Slea in times of flood, this being the calculated maximum water flow from land drainage upstream of Sleaford.



*Dave describing where the leak in the Trust waders is!!*

*Photo Chris Hayes*

Of course the Slea has never flooded in living memory! but nevertheless EA is very nervous following the notorious floods of Easter 2000. Our own engineering reports indicate that the river banks upstream of Cogglesford Lock can only cope with 5 cumecs before they would overtop and the excess water would then flow into the Old Slea. However EA still insist that we must design for 8 cumecs. We are now trying to establish if the culverts in Sleaford can actually pass 8 cumecs, because we believe that the Southgate area would in any case become flooded at this level of water flow because the culverts are the limiting structures. Hence the reason why we decided to carry out our own survey, and then we will get our own engineering hydrologist to calculate the capacity of the culverts. EA are also carrying out this analysis, but we want to have our own evidence, and in any case EA aren't in any hurry to do the work.

Why 2 culverts? There are 2 main watercourses which make up the



river Sleaford flow in Sleaford, the Sleaford itself which is the northernmost culvert in Southgate, and the 9 Foot Drain which is the southernmost culvert (next to the United Reform Church). The 2 watercourses join in a back garden just upstream of the Carre Street weir so we also measured under Carre Street bridge because that has to be able to carry the combined flow.

Dave Pullen

**The following press release resulted in reports on Radio Lincolnshire and in the local press.**

**Lottery Boost for Sleaford Navigation Trust**

Sleeford Navigation Trust is celebrating today after receiving a grant of £4923 from the National Lottery's Awards for All programme.

The money will allow the Trust to purchase a laptop computer and projector in order to update promotional presentations about the Sleeford Navigation and the new Lincolnshire Waterways Project. The new technology means that images produced by digital camera can be used side by side with older drawings, maps, slides and photographs to show the past, present and future of the waterway.

Trust chairman, Chris Hayes, said, " We are delighted to get the award and we hope to be using the new equipment very soon. We shall be helping to mount a display on Lincolnshire Waterways at the Inland Waterways Association National Waterways Festival in Huddersfield in August and the award means our contribution can be very professional - if we can master the technology in time!"

**Around and About**

**Change Lane Bridge**

Sadly not on the Sleeford Navigation but situated just south of Kendal on the Lancaster canal this fine bridge has just been fully restored. When I visited the site in 1969 Change Lane bridge was in something of a state weeds growing out of the falling masonry and the canal completely dry. Few of us thought it likely that it would ever be repaired whilst just a few miles to the south the M6 construction works were causing six new major blockages to the canal. A partnership of local authorities, BW and voluntary groups led by Kendal Civic Trust has raised several thousand pounds to complete the works so that this the most northerly 'turn over' bridge in England stands proudly waiting for the boats to return.

**Rochdale Canal**

A nail biting finish to the £24m restoration saw BW and their contractors working around the clock to complete this project in time for the scheduled reopening on 1<sup>st</sup> July. Several large contracts mainly bridge rebuilds were expected to (and did) run right up to the wire with one of them (the M62 crossing) not getting underway until the completion of court action five weeks before the opening deadline. With the engineering works lasting up to the opening day there has been no time to effect proper commissioning trials of either the new or restored sections and so it is expected that some teething troubles will emerge. That said this is a major restoration and a credit to BW and The Waterways Trust.

**Ribble Link**

Another major undertaking in the NW of England also involving BW and TWT but in this case an entirely new navigation scheduled to open within days of the Rochdale. 12<sup>th</sup> July was the date set for the ribbon cutting when this waterway started to fulfil the two hundred year old dream of connecting the Lancaster canal with the main



navigable system. Just as work was due to start on this project last year the foot and mouth problem prevented access to important work sites ruining all BW's carefully worked out schedules. Here again works were ongoing right up to the opening and the first few weeks afterwards are to be regarded as commissioning time with all charges being waived. BW's announcement that the normal charge will be £30 per boat each way has already provoked responses from boating organisations concerned that such a high charge will deter boaters from visiting in large numbers.

### **Anderton Lift**

With a barrage of publicity, brass bands, trumpet fanfares, balloons and daytime fireworks the £8M refurbishment work and restoration saw the return of the lift to the boating map after nearly twenty years. The lift raises boats the 50 feet from the river Weaver to the Trent and Mersey canal just outside Northwich in Cheshire. It closed after a routine inspection revealed major deterioration to the structural steel columns caused in part by the corrosive atmosphere from the chemical works across the river. Access to the river Weaver from the main canal system is now vastly improved and BW are expecting much greater pleasure boat usage on what had become very quiet waters.

### **Cotswold Canals**

23<sup>rd</sup> of May saw HRH the Prince of Wales visiting the Cotswold canals in his capacity as Patron of The Waterways Trust. The Prince met representatives of the various bodies involved in the restoration including British Waterways, Gloucester County Council, District Councils and the voluntary sector. A year ago BW published a report commissioned to study the probable effects of the restoration which found that it would lead to 1.8M extra visits to the area generating some £8.5M spend per annum. This summer is due to see the start of a major fund raising appeal for the £82M needed to complete the works. BW appointed a Regeneration Programme Manager, Andrew Stumpf, earlier this year after the opening of the Forth & Clyde and

Union Canals in Scotland where he had previously worked. He will spend his time equally between this project and the projected new Milton Keynes to Bedford waterway. Chris Leggett has also moved onto the Cotswolds project (from the Kennet and Avon) and is now the full time Project Manager. On the volunteer side there has been no let up in the work with several active work sites in operation at any one time.

### **Falkirk Wheel**

Scotland's second coast to coast waterway the Forth and Clyde (which itself reopened only last year) was reconnected to the Union canal and so to Edinburgh with the opening of the Falkirk Wheel boat lift in May. The opening was due to take place on the first of the month but £100,000 worth of damage caused when vandals cut through the padlocks and a section of the Union canal drained through the work site caused it to be delayed. The visit by HRH The Queen went ahead as planned with the lift operating as normal and the first boats passing through on their way to Edinburgh. BW engineers and their contractors completed repairs shortly afterwards but the drying out took several weeks.

Dave Turner

## **AINA (Association of Inland Navigation Authorities)**

We continue to support and attend this forum, and AINA goes from strength to strength in gaining the attention of DEFRA and various waterways ministers, particularly Lord Whitty. Lord Whitty attended the most recent AINA meeting in London and listened patiently to the many demands from all navigation authorities for more funding and government support for AINA and for the smaller navigation authorities like Sleaford to get some tangible recognition from government for our efforts.

Recent and forthcoming AINA reports include; Demonstrating the Value of Waterways, a good practice guide to project appraisals for restoration and management, A reference guide to good environmental practice for waterway management, a water resources management plan, and environmental impact of different uses of the waterways. Some of these reports will soon be available on the AINA web site [www.aina.org.uk](http://www.aina.org.uk).

Through AINA we are also able to raise issues such as negotiations with EA on design standards for flood defence structures such as flood banks and the sizing of bypass weirs and channels.

Dave Pullen

## **June Work Party**

The June work party at Haverholme was brought forward to 23 June to avoid a clash with the World Cup Final and Waddington Air Show amongst other things. There was further work on the brickwork on the by wash channel, preparation of base works for a new footbridge over the bywash, and further investigative work on the lock chamber invert.

The materials for the new bridge will be paid for by NKDC and it will be constructed by the WRG work camp in August. We need a new bridge because the existing bridge spans the existing weir which is too small and in the wrong place. Also the present bridge does not have any handrails and is a potential safety hazard.

We established that there is an intact brick invert in the bottom of Haverholme Lock chamber in the form of a shallow inverted arch. This is quite good news as it is likely to mean that the lock walls can be re-built from the invert. However investigations at the May work party revealed that the downstream wing walls are built on a timber raft, and we will need to consider very carefully how to re-build the wing walls. Discussions with BW reveal that they have a number of similarly constructed locks, which they have successfully stabilised, so we are hopeful that BW expertise will help us to solve the problem.

Dave Pullen