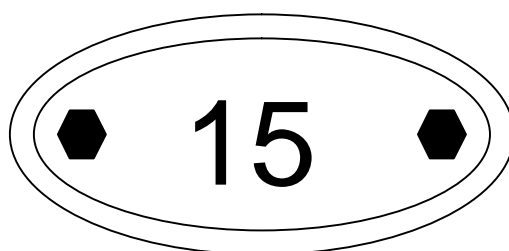
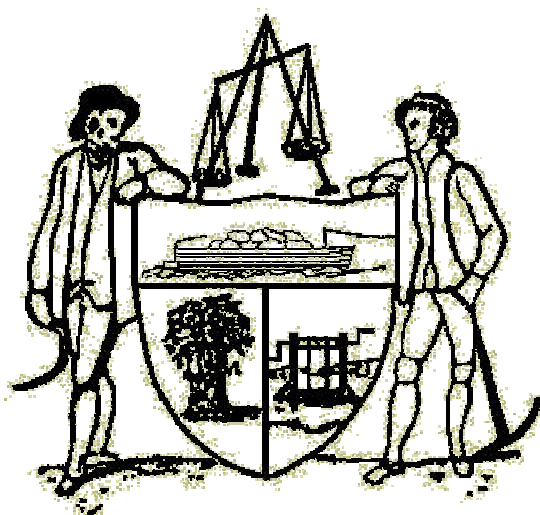


# *Sleaford Navigation Trust*



October 2003

50p  
(Free to Members)

## The Sleaford Navigation Trust .....

... is a non-profit distributing company limited by guarantee, registered in England and Wales (No 3294818)

... has a Registered Office at 10 Chelmer Close, North Hykeham, Lincoln, LN6 8TH

... is registered as a Charity (No 1060234)

... has a web page: [www.sleafordnavigation.co.uk](http://www.sleafordnavigation.co.uk)

### Aims & Objectives of SNT

The Trust aims to stimulate public interest and appreciation of the history, structure and beauty of the waterway known as the Slea, or the Sleaford Navigation. It aims to restore, improve, maintain and conserve the waterway in order to make it fully navigable. Furthermore it means to restore associated buildings and structures and to promote the use of the Sleaford Navigation by all appropriate kinds of waterborne traffic. In addition it wishes to promote the use of towpaths and adjoining footpaths for recreational activities.

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

## *Editorial*

I feel I must start this edition with a big thank you to all those of you who have made so many encouraging comments about the last (and, as you may recall, my first) newsletter. It has certainly given me the will to carry on for a few more editions yet!! As I made very clear in the July issue though the newsletter really is about you the members and what you want – the response to my questionnaire was very enlightening and I hope that those of you out there that took the trouble to reply will be pleased to see your thoughts and comments taken on board in this, and future, issues. The lucky winner will have received the Chairman's prize by now and I hope Chapel Hill is still basking in its glory (rather appropriate that the winning entry should come from the point at which the Sleas join the Witham)!!

Whilst I'm in a benevolent mood and thanking people I must extend a huge thanks to Dave Turner, my predecessor, for his wonderful article on William Jessop that you'll find in this edition. I know it's something he's been promising himself to do for a while now, well Dave it's been worth the wait. He's not the only one to submit articles for this edition though, it really does make a huge difference to the publication to have a wide range of topics from a variety of authors so thank you too to all the other contributors this month.

In order that we can continue with such a diverse forum I would like to ask anyone out there who has something to offer the rest of us in the way of memories of the Sleas in years gone by would they please consider putting pen to paper? Furthermore if anyone has any photos of the waterway showing how it used to look then please give me a call.

I hope you enjoy this edition and look forward to hearing from some of you in the coming months.

*Martin Noble*

## *Leve Fit Ouod Bene Furtor Onus*

No, the computers spell checker has not gone berserk! This Latin phrase appears on the coat of arms for the Sleaford Navigation Company. But do you know what it stands for? Answer on page 14!!

## *Chairman's Report for October 2003*

### *Chris Hayes*

*Since the last newsletter we have welcomed Dave and Mary Fletcher to Sleaford to attend the meeting of Northern Canals Association. We were delighted to have the opportunity of inviting Dave to see the Navigation on a day when he could hear for himself the exciting future outlined by the Lincolnshire Waterways Partnership.*

*Work has continued at Haverholme Lock and the coping stones are now in place on the by-wash. Sadly some vandalism has occurred there in the form of graffiti both on the by-wash and on the road bridge. We hope to be able to remove the damage to the new brickwork soon.*

*Lincolnshire County Council funded a stand at the National Waterways Festival at Beale Park, near Reading, over the weekend of the August Bank Holiday. The stand was manned by Trust members who explained the plans and the current cruising opportunities to very many visitors. It was very hot indeed and the customary plum bread had to be offered without butter as the temperature soared! As ever, many thanks are due to all those who helped at this and other events.*

*You will read elsewhere in the newsletter of the land purchase. It seems amazing to think that the agreement has now finally been signed with the majority of the funding in place. Thanks here go to individual donors and to the Inland Waterways Association at both local and national level without whose help the purchase would not have been possible. Ownership of the land in question is very important in that it puts the Trust in the position of being able to apply for additional funding from different bodies including the Heritage Lottery Fund'*

*Continued on Page 5*

*Unfortunately the very prolonged nature of the negotiations has meant that the final bill, including legal fees, is higher than at first anticipated and the Trust now needs to raise an additional £1500 to cover all costs. In order to do this we are giving members of the Trust and others, the opportunity to sponsor a yard long section of the Sleaford Navigation! Donations of any size would be appreciated but the gift of £5 or more would mean the giver will receive a personalised certificate recognising their sponsorship. The ideal Christmas gift!! Any money received beyond that required by the purchase will go into the Trust's General Fund. Details of the sponsorship appeal will shortly be released to the local media and waterways press but you heard it first in the newsletter! For further details please contact me.*



*Cogglesford Lock, Sleaford.  
Looking upstream with the  
mill in the background.  
Apart from the mill  
everything else you can see is  
now ours!!*

*(Photo by Martin Noble)*

## Cogglesford

The name Cogglesford is thought to come from the 'cobbled ford' which was probably the nearby spot where the Roman road known as "King Street" crossed the river. Cogglesford Mill has a number of activities planned throughout the year. It also has a support group known as 'The Friends of Cogglesford Mill' who aim to promote and preserve the property. The mill is set to become an even more popular attraction once the Navigation reaches Sleaford.

# William Jessop

## The Sleaford Navigation Consultant Engineer

by  
Dave Turner, SNT Treasurer

The Sleaford Navigation was the work of Britain's foremost civil engineer of the time and possibly our greatest ever civil engineer, William Jessop. A product of the canal mania years of the early 1790's it is remarkable that a navigation to such a relatively obscure place should have attracted the attention of the country's top man, but then Sleaford was not totally without friends in high places.

Jessop was born in Devon in 1745, the son of the man in charge of maintaining Eddystone lighthouse. It was just Jessop's luck that eleven years later John Smeaton would be called in to rebuild the lighthouse, and presumably through his father's influence three years afterwards, that he would become apprenticed to the great man. And great man John Smeaton certainly was, he was at the peak of his profession. It was he who coined the term 'Civil Engineer' using it to describe the work he did, his work at Eddystone serving only to underline his eminence. Smeaton was a Yorkshire man and Jessop came to live with him near Leeds serving as apprentice until 1767 and assistant till 1772. Already an important difference between him and his contemporaries was evident - Jessop was brought up near to the sea and worked with Smeaton on several river navigation projects whilst James Brindley, Robert Whitworth, the Dadfords and most of the other canal engineers had no experience of 'moving' water navigations.

The main projects with which Smeaton was concerned whilst Jessop was with him were the Calder and Hebble, the Trent, evidence on water supply for a Bridgewater canal bill, the Wear, Witham, Lea and Yorkshire Ouse river navigations, the Forth and Clyde canal and various drainage, harbour and bridge projects. In the years immediately after Jessop left his employment Smeaton was far too busy to undertake all the work that came his way and he appears to have gladly recommended his ex-pupil for some of it. This was how Jessop came to survey the Selby Canal in 1773/4 and the Grand Canal in Ireland also in 1773.

Continued on Page 7

Jessop went on to be appointed Engineer for the building of the Selby Canal and it was on this job that he first came into contact with the Pilkington brothers who worked as canal contractors on various Jessop projects for the next 20 years. More work on the Calder and Hebble, the Mirfield cut in 1776 preceded his first work in his own right in the East Midlands. In 1777 he was consulted on the canalisation of the river Soar which had been started the year before but which had got into difficulties. He wrote a report recommending a deeper summit level to form a 12 inch reservoir, and a lock and weir at Redhill instead of a staunch and with a change of Engineer the navigation to Loughborough was completed as per his recommendations.

Just a few years later in 1783 Jessop was appointed Engineer to the River Trent Navigation a post he held for the remainder of his life. He moved with his young family to live in Newark and became a partner in what later became known as Parnham's cotton mill (on what is now know as Parnham's island) a little way upstream of Town Lock. He also became involved in civic affairs twice accepting the post of mayor serving on the council until leaving the town in 1805. Over the next twenty years as the map of the East Midlands developed to the familiar shape it is now, Jessop was involved in every branch or arm of the Trent, in some cases doing the initial survey, in others serving as Consultant Engineer. In almost every case he was engaged to appear before House of Lord's committee as expert witness on behalf of the promoters. From these records alone it is clear that between 1785 and 1805 Jessop bore the brunt of the navigation work in the whole country with 27 appearances between 1789 and 1796 alone. Apart from John Rennie who made 16 appearances no other engineer made double figures and his assistant on several jobs, Thomas Telford, appearing only once.

A list of the East Midland navigations with which Jessop was involved leaves little out; Loughborough Navigation, Leicester Nav., Leics. & Northants Nav., Ashby-de-la-Zouch Canal, Melton Mowbray Nav., Oakham Canal, Trent Nav., Derby Canal, Cromford Canal, Nutbrook Canal, Nottingham Canal, Grantham Canal, Witham Nav, Horncastle Canal, and Sleaford Navigation. Joseph Banks was one of the more important of the Sleaford promoters and in all probability it was his influence that ensured Jessop's involvement in both the Sleaford and the Horncastle navigations.

Continued on Page 8

However because of difficulties with the construction of the Sleaford Navigation, it is thought by some that Banks prevented Jessop from ever being accorded the sort of national recognition that he might have expected to receive. William Jessop was this country's most eminent waterway engineer but Joseph Banks moved in even loftier circles and could influence royalty.

Jessop's work was not confined to just one part of the country. He was closely involved with some of the country's major waterways like the Grand Junction, the Rochdale and the Caledonian. He was in charge on both the Caledonian and the Ellesmere assisted by Thomas Telford whose name has been better remembered than his own. Neither was he concerned with just navigation work, being responsible for the building of Bristol's Floating Harbour and West India Docks in London among others and for numerous drainage schemes along with many other proposals which inexplicably did not go ahead at the time. He is remembered though for the partnership with Benjamin Outram and others in the Butterley Company which produced many of the ornamental cast iron bridges of the canal era and which has recently produced the steel fabrication work for the innovative and award winning Falkirk Lift.

William Jessop can have had little time for himself and his family. Apart from his enormous workload, he was at the cutting edge of eighteenth century civil engineering technology and his understanding of what we know call soil mechanics was obviously well ahead of most of his contemporaries as was, I suspect, his attention to detail. However, he did not always get things right having problems driving Blisworth tunnel on the Grand Junction Canal and also had the embarrassment of an aqueduct collapse on the Cromford Canal which he paid for out of his own pocket. Few have ever paid for their own mistakes in such a way, which is a telling insight into his character. Sadly little of his paperwork has survived and his contribution to the great canal building era has been largely forgotten for many years partly because he had little interest in glorying in the limelight. Nevertheless he was the man who gave us not only the Sleaford Navigation but was instrumental in the construction of a large proportion of the rest of our major waterways.

Further Reading

William Jessop, Engineer. Charles Hadfield & A W Skempton  
Thomas Telford's Temptations. Charles Hadfield



## *Sales Company News by Pat Taylor*

*Thanks to all those people who bought raffle tickets over the spring and summer. The raffle was drawn at the Sleaford Historic Car and Motor-Cycle Show in early September. We sold tickets at a variety of events in and outside Lincolnshire and I assure you that the folded ticket stubs were shaken up very well indeed but, strangely, all the winners came from Sleaford! They have all now been contacted and prizes distributed.*

*During the year we have held promotional and fund raising stalls at Sleaford Water Weekend, Lincoln Waterfront Festival, Heckington Show, the Inland Waterways National Festival near Reading and the Car and Motorcycle Show in Sleaford.*

*I'd like to thank all those people who helped on the stalls but particularly Rodney Mills without whose support I could not have managed!*



*Pat and Rodney trading  
their wares at the Sleaford  
Water Weekend*

*(Photo by Martin Noble)*

### *Publicity*

Whilst Pat and Rodney do an excellent job of promoting the Trust at many annual events the Committee feel there is now a need for someone to take on the task of publicity as their primary contribution to our efforts. Spreading the word is essential now that we are really starting to make progress with the restoration of the navigation into the heart of Sleaford. We really need to engage local people in our efforts as soon as possible. If anyone would be willing to help in this vital role please contact the Chairman on 01522 689460.

## **‘We nearly made it!!’**

### **by Jan Burnip**

Our journey in early August was to Boston, Lincs, down the River Witham from Lincoln. Our N.B. **Lamprey** was accompanied by N.B.s **Petrel**, **Aquarius**, **Badger** and **Aegir**. Duncan & Marg. Pottinger on **Petrel** had previously navigated Kyme Eau which flows into the River Witham, through the village of South Kyme, and had gone still further to the derelict Cobbler’s Lock. They felt that this would be an exciting challenge to the rest of us, their unsuspecting friends! —and so we turned in through the floodgates towards Lower Kyme Lock.

We decided to take the boats through the lock breasted up, one forward and one reverse, and **Aegir** travelled solo. After overcoming the difficulties in the lock, the view in front of us was thick green blanket weed, undisturbed and solid enough to support a bird’s nest. We arrived at South Kyme in the late afternoon to find that the pub was shut, no shop, but very friendly and welcoming villagers. We were directed to the South Kyme Golf Club, what an oasis on one of the hottest days so far.

The proposal to venture further was discussed that evening with our liquid refreshment. It was decided that **Aquarius** would attempt the journey to Cobbler’s Lock with **Petrel** in reverse, in case help was needed. Several of the ‘female crew’ naively reckoned on about a 4hr journey there and back! Hey ho! Myself and two others decided to stay with the boats and enjoy a quiet morning.

The next morning, on another steaming hot day, the boats departed at 8.30a.m. Less than an hour later **Petrel** returned, unable to pass under the second bridge, depth-wise. **Aquarius** continued with 6 crew. At 12.30 pm we received the dreaded call—help was needed. Myself and John Cooke off **Aegir** set off to Anwick, obtaining a lift from a very kind contractor working nearby. After a near mile walk to Cobbler’s Lock, the last part through dense nettles (our poor legs!) we could see **Aquarius** about 100yds. short of the lock and winding hole. The boat had come to a complete stop, sitting on blanket weed, which had rolled up under the hull.

Continued on Page 11

The crew had already exhausted themselves trying to pull the boat forwards, so with extra ropes, decided to pull backwards—doing so for nearly an hour, to reach deeper water. They were once again absolutely exhausted, and once on board, collapsed in a heap, leaving ‘skipper’ Glyn Phillips to reverse all the way back to South Kyme. So near and yet so far! We arrived back at the moorings at 7p.m.—nearly 11 hours boating!

Back to the ‘liquid refreshment’, a recap of the day, a ‘never again’, and then the general opinion that at another time of the year we might just have made it.

### Sleaford Water Weekend 2004

Although it seems like we’ve only just had this year’s event the Water Weekend for 2004 has been set for the weekend of 12/13 June. This increasingly-popular event goes from strength to strength each year and is an ideal opportunity for the Trust to present itself to the people of Sleaford.

## Northern Canals Association

### Steve Hayes, SNT Secretary

The various canal societies and trusts throughout the country meet on an informal basis about four times a year in two groups, Northern and Southern Canals Associations. One of the purposes of the meetings is to share good practice and keep up to date with the various developments that have occurred in other areas. Often a problem facing one group has been experienced and overcome by another group who are able to share their experience and indicate a way forward. In this way the meetings provide a network of support and shared interest. The other purpose is to give first hand knowledge of the location and progress of other restoration schemes. Meetings are held in locations where work is seen to be of particular interest to the membership as a whole. A site visit normally follows a presentation to the group about the project and in this way the individual waterways receive a wider promotion among what can be a very influential group.

Continued on Page 12

Sleaford Navigation Trust was the host for the June meeting of Northern Canals Association and we were delighted to welcome not only a large number of representatives of canal trusts and societies but also Lady Knollys, Chairman of IWACC, John Fletcher, National Chairman of IWA, Roger Hanbury of the Waterways Trust and Dave Fletcher, our new President.

We were delighted that the three main partners of the Lincolnshire Waterways Project, Mary Powell of Lincolnshire Development, Caroline Killeavy of British Waterways and Nick Bromidge of the Environment Agency had agreed to make a joint presentation on the project. This was very well received and the response highlighted the innovative nature of the partnership.

The weather was excellent for the walk in Sleaford and the visit to Haverholme where again the response from the group was extremely supportive. Lunch at the Sports partnership was more than impressive and we were very grateful for the cooperation and help we received there. All in all, an excellent and beneficial day for the SNT.



*Members of the Northern Canals Association at Cogglesford Mill during their tour of the Slea.  
(Photo by Steve Hayes)*

## **Land Purchase by Chris Hayes, Chairman**

As you will have seen from the Chairman's Report, we have been successful in purchasing from the Estates of the Marchioness of Bristol, the bed and banks of the River Slea from Sleaford to the Bypass. This has been a very long drawn out negotiation lasting over many years and perhaps some explanation of the background will be helpful to readers.

For many centuries the Earls of Bristol had been landlords of Sleaford, administering the town at a distance through a bailiff. The connection to the title was through the Carre family who had been Lords of the Manor in Sleaford from the sixteenth century. After the death of her brother Sir Edward in 1683, Isabella Carre, daughter of Sir Robert Carre had married the Hon. John Hervey who was subsequently created the First Earl of Bristol in 1714. In common with other absentee landlords, the Earls of Bristol were motivated by profit rather than by concern for their tenant farmers. Lord Bristol played no part in the movement to create the Sleaford Navigation but did not oppose it; perhaps he had an eye to profit there too!

The situation remained unchanged for many years with the Bristol family reluctant to part with any of their land in Sleaford. Where it was possible to lease and maintain ownership they did so as was the case with the site of the sewage pumping machinery at Cogglesford Mill. This changed, however, in the 1960s when the Marquis of Bristol inherited and began to sell off land to cover the cost of tax bills. Rising land prices for property meant that almost all the land was sold off and the Bristol Estates Office in Sleaford closed in 1989.

The remaining land was offered to the Society but the problem in finalising any purchase has arisen from the variety of solicitors used by the Bristol Estates over the years and the location of the relevant documentation. In comparison with the original landholding the size of this parcel of land was insignificant and there seemed a real risk that the purchase would collapse because it was not really worth all

Continued on Page 14

Continued from Page 13

the trouble of searching out the paperwork. Dickensian visions of large locked cupboards for which the keys could not be found would not be wholly inappropriate!

Thanks here must be given to all those members who individually and successively kept up the pressure to maintain our interest in the land. Dave Pullen, Dave Turner and Steve Hayes deserve special mention here. Without the services of Terry Austin, the solicitor acting for the Trust, a successful outcome would have been impossible. Terry has brought a new shade of meaning to the term tenacious and has given a great deal of his time to the negotiations. We are truly grateful to him.

*Leve Fit Ouod Bene Furtor Onus*

*The heavy burden correctly carried becomes light*

### Diving at Bottom Lock

The paddle gear on one of the downstream gates at Bottom Lock has been broken for some time now and despite attempts to secure the services of a local dive club the Trust were still no further forward with repairing it. That was until the RAF Cottesmore Sub Aqua Club came to the rescue by offering their services. A site visit was carried out to 'get a feel for the problem' followed by an exploratory dive being carried out by Simon Price, the clubs boss. In order for any dive to take place stringent safety precautions must be observed so his support team included a Principal Dive Officer as well as two safety men. The dive was extremely successful in identifying the cause of the problem and recovering the paddle gear. The divers are now working with Dave Pullen, the Trusts Engineer, to devise a suitable repair scheme.

Continued on Page 15



Continued from Page 14

The team from RAF Cottesmore have very kindly offered to assist us further by attempting to carry out the repair themselves. As this type of underwater engineering will be a first for the team I'm sure it will prove to be a popular (and taxing!!) dive for their members - and a very fruitful one for us, without their co-operation we would still be looking for a solution to the problem. I will keep you updated with how things are progressing in future newsletters and would like to thank the team once again for their support and assistance.

The Editor



Diver Simon Price  
preparing to enter the Slea,  
ably assisted by Ian  
Coates, John Brisley and  
Ross Clarke.  
(Photo by Martin Noble)

Dave Pullen and the RAF  
Cottesmore Sub Aqua Club  
recover the broken paddle  
mechanism from Bottom  
Lock.

(Photo by Martin Noble)



## **WRG BITM Work Party – 21<sup>st</sup> and 22<sup>nd</sup> June 2003** **by John Jackson, SNT Work Party Organiser**

The SNT once again hosted a party of volunteers from the BITM Group for a working weekend.



Left to right:- Dave Wedd\* (drove van) : Stella Wentworth\* (Accompanied Dave and does BITM publicity) : Ian (from Mansfield) : Barbara Hinsley\* (squatting down) : John\* (drove dumper) : Simon : Tony Hinsley\* Team Leader : Mark Gribby\* : Sharon and Dominic (from St. Neots)

All \* have visited us before, on 15th -20th June 2001.

*(Photo by Norman Osborne)*

This was Sharon and Dominic's first work party; they are in the process of buying a boat and sensibly decided to gain as much practical experience of the waterways and the people who share similar interests. Many of the group has worked with us before on 15th -20<sup>th</sup> June 2001. Tony Hinsley is a very experienced group leader and with a willing team they set about planning and executing the main objective of the weekend, which was to establish an access route into the north side of Haverholme lock from the northern side of the bridge. This task was completed during Saturday and will prove to be invaluable when we need to employ heavier plant and vehicles as work on the lock restoration reaches an advanced stage.

Continued on Page 17



The SNT contribution of manpower was small because a number were on holiday and it was decided that we would carry out a riverbed debris clearance of an area of the river between the road bridge on Carr Street to the junction with the Slea. This project came about when it was observed that the view from the top of the new Hub building looking down into the Slea was spoiled because the accumulated rubbish on the river bed was more pronounced.

David Pullen accepted the request to clear this area and our small team of David, Debbie Scott, myself and my daughter Davina spent Saturday manually dredging that area. We were joined on Sunday by the BITM team who had successfully completed their task at the lock and together we produced a skip full of items ranging from traffic cones to motorcycle petrol tanks. A very enjoyable and constructive weekend once again.

Martin's survey has returned considerable value as he has provided leads on some very useful potential recruits to the SNT. I have contacted them and they have agreed to attend our next work party. Mr. and Mrs. Gibson from Bourne, Mr. Gibson has spent 40 years in the construction industry and although that experience will prove very useful he is happy to join the indians at the sharp end. Dennis and Margaret Cakebread from Sleaford have offered to take their motor home to restoration days for tea making etc.

*Hello, I'm Steve Hayes and I am Secretary to the Trust.....*

I teach Design Technology at a smallish Secondary Modern school just north of Boston at Stickney. I have now been there about 18 years; I only went to work there for 3 months but liked the place and stayed. Before I started teaching I used to work as a Design Engineer mainly in the petrochemical industry but had forays into other fields such as foundries and heating and ventilation.

I suppose that I have always been interested in transport in some way. I went through the normal stage that many boys in the 1950's and early 1960's passed of being interested in railways.

Continued on Page 18

But that was in the days of steam and there was, and still is, a certain magic about a steam engine. I then became interested in aircraft, especially vintage aircraft, and still enjoy going to museums and air shows.

My involvement with canals first started in 1976 when I hired a boat with some friends and travelled from Worcester, up the River Severn to Stourport, on to Wolverhampton, through Birmingham and then back down to Worcester. I was completely hooked but, for many reasons, I never managed to get back onto the canals until 1990.

When I did get back to the canals it was with my wife Chris, and Rebecca (then aged 9) and David (then aged 7). We decided to take a short break, looked through the brochures and eventually settled on the Stratford because it seemed interesting. What I had neglected to take full account of was the number of those little things called locks! Suffice it to say when we moored outside the pub at Hockley Heath after about 30 locks I remember thinking 'I hope that it is not noisy at throwing out time and it wakes the children'. I need not have bothered I slept so well that had they knocked the pub down during the night I would have slept through it! Although I was hooked the conversion was equally rapid for the rest of the family, by the end of the year we had bought our first boat, an ex Anglo-Welsh hire boat.

Our downfall came about when in casual conversation Mel Sowerby, who Chris used to work with, said 'We're having a boat gathering on the Slea next weekend. Do you fancy coming?' We took the boat down to Cobblers Lock, and joined the Society as it was then and have come more involved ever since. I even seem, somehow, to have taken on the role as speaker and now go out giving talks about the Slea.

Chris and my self were initially part of the team that worked to organise the Bi-Centennial Rally in 1994, and shortly after that I took over the Secretary's job which I have done now for about 8 years. I have also recently become more involved with the IWA and now sit on the National Restoration Committee and also on the Lincolnshire IWA branch committee.

It was only after we had been boating for a number of years when my Mother mentioned about waterways being in the blood, it turned out that my Great Uncle Arthur, whom I am too young to remember, was a barge skipper on the Hull to Lincoln run. I guess the wheel has come full circle!

## Your Executive Committee

Chairman	Chris Hayes 10 Chelmer Close, North Hykeham, Lincoln LN6 8TH Tel 01522 689460
Secretary	Steve Hayes Contact as above
Treasurer	David Turner Brownlow's House, Brownlow's Hill, Coddington, Newark, Notts NG24 2QA Tel 01636 708781 e-mail d-turner@totalise.co.uk
Engineer	David Pullen Brinkburn House, Church Street, Scothern, Lincoln LN2 2UA Tel 01673 862278
Ordinary Member	Debbie Scott Tel 01529 305755
Ordinary Member	Barbara Jones Tel 01529 303749
Ordinary Member	Susan Sowerby Tel 01522 793149
Chairman, Sleaford Navigation (Sales) Ltd	Pat Taylor Tel 01522 790652
Lincolnshire IWA Nominee	David Carnell
Editor	Martin Noble 20 Curlew Way, Sleaford, Lincs NG34 7UD Tel 01529 413135 Mobile 07799 000046 e-mail martin@noble6161.fsnet.co.uk

## Non Committee Contacts

Membership Secretary	Jenny Osborne, Bank House, Ruskington Fen, Billinghay, Lincoln LN4 4DS Tel 01526 832256
Sleaford Sports Partnership (SSP) Liaison	Norman Osborne Contact as above
Work Party Organiser	John Jackson Tel 01529 410427

## Dates for your diary...

The following activities are planned over the next few months so please make a note of them and endeavour to support your Trust in any way you can.

Sun 5 October SNT Work Party	Graffiti removal at Haverholme Lock, fence erection and vegetation clearance at Cogglesford Lock. Contact John Jackson on 01529 410427 for details.
Sun 19 October Halloween at the Mill	Cogglesford Mill presents a number of activities for witches and wizards from 11am to 4pm. Contact Sylvia Walker on 01529 414155 for further details.
Sun 2 November SNT Work Party	Lock paddle repairs and vegetation clearance at Bottom Lock. Contact John Jackson on 01529 410427 for details.
Sun 30 November Sleaford Christmas Market	SNT promotional stand at the Sleaford Christmas Market. Please contact Pat Taylor on 01522 790652 for details of how you can help.
Sun 7 December SNT Work Party	Vegetation clearance at Haverholme Lock. Contact John Jackson on 01529 410427 for details.
Sun 7 December Christmas at the Mill	Christmas comes to Cogglesford – mince pies, mulled wine, presents .....!! Contact Sylvia Walker on 01529 414155 for further details.
Thu 11 December IWA Social Evening	Lincolnshire Branch of the IWA will be holding their annual 'Pie & Pea Supper' followed by a quiz. 8pm at Jubilee Hall, Heighington, Lincoln. All welcome.
Sun 4 January 2004 SNT Work Party	Details still to be arranged, please contact John Jackson on 01529 410427 for further information.
Thu 15 January IWA Meeting	Chris & Steve Hayes present an 'Update on the Sleaford Navigation Trusts Works' to the Lincolnshire Branch of the IWA. 8pm at St Mary-le-Wigford Church Hall, Lincoln. All welcome.
Sometime in January SNT Social Function	It is hoped to hold some form of function in Sleaford to enable SNT members to get together and also to recruit some more!! Further details from Debbie Scott to follow.

*Sleaford Navigation Trust is a member of the Sleaford Sports Partnership.*

