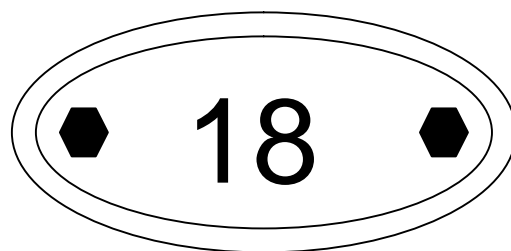
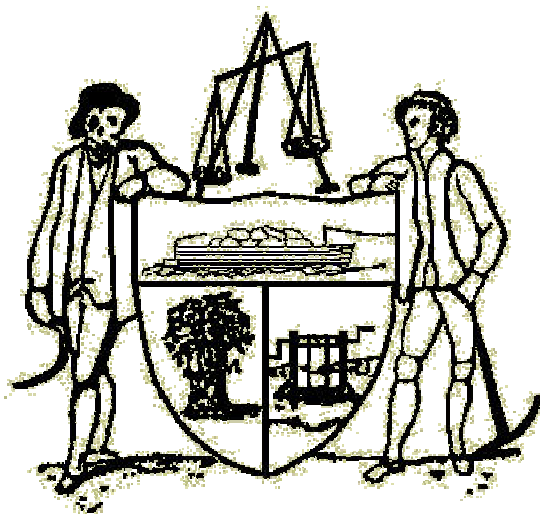


Sleaford Navigation Trust



July 2004

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

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

Each time I sit down to open yet another edition of your Newsletter with my Editorial I find myself staring blankly at the piece of paper ... unlike many of you out there who commit a lot of time and effort to putting together articles or snippets for inclusion. And this month is no different. We have been treated to a wonderfully broad range of submissions this month - from people who love to splash about in or on the water (thank you to Debbie Scott and Simon Price) to those that want to impart their invaluable knowledge of the history of our Slea.

Following my request last time for a copy of an old walks leaflet I received correspondence from two long standing members who really did lift my spirits by showing a continued (and possibly, I feel, renewed?) interest in preserving our piece of heritage. Although one member wishes to remain anonymous I really cannot thank them both enough for the information they supplied me. Our founding Chairman of the Sleaford Navigation Society, Martin Chapman, put together a fantastic package of items for me to pull data from over many editions to come. I would like to express my sincere gratitude to you Martin for your continued support (and for the kind words about the Newsletter!) and hope that some of the articles you find inside this edition help to continue the fantastic work you started way back in 1977. Your letter has given me so many leads it will give me hours of pleasure following them all up. Mind you I very nearly had to get in touch and admit to misplacing it all in a major reshuffle of household effects – fortunately my long-suffering partner came to the rescue by finding the envelope at the eleventh hour so thanks must go to her too!! Should any of you receive letters or phone calls from me over the coming months then you probably have Mr Chapman to blame for that!

Having penned the article on Paper Mill it occurred to me just how rich and varied a history we find ourselves wrapped up in simply by being interested in a 13 mile stretch of water. I, for one, think that it's just as important to keep these precious memories alive as it is to strive for the eventual *restoration* of the waterway. The *preservation* of the navigation and all it stands for is equally as important, if not more so. We all have something to gain from the Slea so let's all pull together and get people to listen to us, to believe in us.

Martin Noble

Chairman's Report for July 2004

Chris Hayes

As we go to press in late June, we are still waiting for the final Implementation Study report from Atkins. A second Waterways bid has been submitted by the Lincolnshire Waterways Partnership but the result is not yet available. This one includes the extension of the foot/cycle path from Bardney to Anton's Gowt along the Witham. We hope that Waterways Three will include works on the Slea although indications are that restoration will be approached in stages rather than all at once.

The Trust has been represented at Sleaford Water Weekend and at Newark Water Festival with, as ever, a great deal of approval expressed for the restoration. Thanks again to Pat Taylor for all her work on the stand. Not only does she present a smiling face to customers throughout the day, or days, she also loads and unloads stock, ably assisted by Rodney Mills, and does a complete audit of goods at the end of the day. Her devotion to the cause is much appreciated!

Simon Pawley spoke to a well-attended AGM in May when he recounted the problems and successes involved with the restoration of Cogglesford Mill. Simon's enthusiasm is infectious and it was good to hear him again confirm the mutual benefits of restoration of the Navigation and Mill. The Mill alone is an attractive heritage site but together with a restored lock, the impact would be increased immeasurably. We now look forward to a joint venture with the Friends of Cogglesford on the 11th July, advertised as "Get fruity at the Mill!" More details will be given elsewhere in the newsletter.

Sponsor-a-Yard ... the appeal continues!!

Don't forget that there is still the opportunity for members to 'sponsor a yard' of the Slea to support the Trust in its fund raising. Full details are available from the Chairman. Two of the latest additions to the list include the Scott family and Audrey Creasey. Please continue to support us in this way; I'm sure Chris still has a few yards left!

Safe Landings at Cobblers

Thanks to the efforts of the volunteers who turned out for the work party in May the Navigation now boasts a brand new, and vastly improved, landing stage at Cobblers Lock. This as-yet-unrestored lock is currently the limit of the navigation and as such it attracts a number of waterborne visitors.

The previous landing stage had served the boaters well for a good few years but was starting to show its age (unlike the boaters of course?!) and had become a little unstable (now stop it!!).



*Pausing for thought after a hard days work,
Davids Carnell & Pullen take a moment to
contemplate life as waterways volunteers.*

Photo by Steve Hayes

After fighting your way through beds of weed and banging your head on low bridges the least we could do was to give you somewhere safe and secure to moor against whilst enjoying that well earned cup of tea!! So please continue to make the effort to journey along this lovely stretch of water and help to keep it navigable for those following in your wake.

Martin Noble

"Down the Sleaford Navigation"

My appeal for a copy of the walks leaflet published by our founding Society seems to have sent a few of you scurrying off to attics and under-stairs cupboards in search of 'that old box of stuff'!! Thank you very much for those that took the trouble to satisfy my curiosity.

I have to say I think it was well worth the effort as the leaflet acts as a historical document in its own right. The last but one paragraph refers to Bottom Lock where ...

"It can be seen that it is in excellent condition, although gateless, and could easily be restored. Between the two water channels is an island upon which stands the now-abandoned lock-keepers house."

Isn't it wonderful to see how far we've come in a relatively short time with the lock now fully restored and in frequent use, with the possibility of further restoration in the near future? Personally I feel it's a shame we've lost the lock-keepers cottage for good but I presume there must have been a reason for that? No doubt today there would be people fighting for the opportunity to take on such a renovation project in such a prime, if somewhat remote, waterside location.

Wouldn't it be great if the present Committee were to consider revising and re-releasing the walks leaflet, especially as it contains so many historical notes about the Navigation and actually covers the length of the waterway from Sleaford to Chapel Hill?

The Editor

Tolls for Passage of Vessels

According to the Act of Parliament, passed by King George III, for every ton of goods conveyed upon the Navigation between Haverholme Mill and Sleaford Castle Causeway or between Haverholme Mill and River Witham a charge of two shillings was levied. Exceptions to this were *lime, limestone, manure of any kind for land, or materials for repairs of roads* – why? Tolls would presumably have been collected at the toll booth shown in the last issue at Holdingham Mill. *Martin Noble*

Dave Carnell – IWA Nominee & Trust Member

My interests in the waterways and their structures began at an early age due to living near the Rivers Ancholme and Humber, where many happy hours were spent fishing, canoeing and watching the barges carrying goods on both rivers.

On leaving school I began an apprenticeship in the construction industry, part of my training involved the history of many types of buildings and structures. This, coupled with my boating activities, led me to becoming involved with the volunteer workers from the Inland Waterways Association, before the Waterway Recovery Group was formally organised.

At about this time the Lincolnshire Branch of the IWA was formed and I became a committee member, representing the Branch on meetings with the newly constituted Sleaford Navigation Society. With the SNS being the only active restoration group in the county I became a member and consequently more involved in the practical side of things like helping the various authorities re-open Bottom Lock, raising a low footbridge in South Kyme, repairing and raising a farm access Bailey Bridge and the demolition and rebuilding of Cobblers Lock.

For many years now I have been the Chairman of the IWA Lincolnshire Branch and presently sit on environmental committees with the Environment Agency, Bio-diversity Actions Planning and Catchment Abstraction Management. All having implications for water based leisure and navigation.

I also represent waterways activities on the Lincolnshire County Council's Waterway Strategy and Action Plan and the recently formed Local Access Forum which aims to protect peoples rights of way on open heath land, downs, moors, bridle paths, towing paths and other public rights of way. I believe it is important that waterways interests are put forward at an early stage and by attending these meetings I hope to achieve this.

In addition to the forgoing I also like to spend time on our boat! This leads to a very active but satisfying early retirement.

Dave Carnell

Paper Mill

As promised in the last issue we can now get a glimpse of what the mill looked like at Evedon. If you recall the derelict lock to the left of the structure has been known as Paper Mill Lock, Evedon Lock and Leasingham (Mill) Lock at one time or another. This view of it has been taken from downstream of the lock just beside the Evedon road bridge and actually looks upstream towards Holdingham (or Corn) Mill which can just be made out at the extreme left of the photo where the light-coloured vegetation that follows the course of the navigation disappears off the edge.



The mill itself has been known as Cropper's Mill and Mowbray's Mill (presumably after millers?) as well as Leasingham Moor Mill (a local name for the surrounding area?) and Paper Mill. This particular scene was captured in 1936 but I understand that the structure managed to hang on until sometime in the 1950s when it was eventually taken down. Henry Brown, the member who kindly lent me this photo, remembers playing there as a young child – and I bet he had some real adventures there too, him and a lot of other local youngsters I expect.

I understand, from another local historian with a great personal interest in the area, that there is evidence of paper being made on this site as far back as approximately 1630. Although I'm not too sure the building would have looked quite like this! She also informs me that the Usher Gallery in Lincoln holds a painting of the Paper Mills by Carl Wood circa 1930.

Martin Noble

The Alternative Work Party

by Chris Hayes, onboard narrowboat 'Kyme'

Over the years a willow tree in South Kyme has branched out over the river in such a way as to impair the passage through by boat and even to impede the flow of the Slea. The growth has been such that any objects floating downstream would lodge in the lower branches and could become a flood risk. The Environment Agency is aware of the hazard and has added the removal of the lower branches to their list of flood prevention works.

Access by boat is obviously much easier than attempting to do the job from the bank and so therefore it was agreed that a couple of boats would go in to South Kyme at the beginning of June in order to do some pruning in advance of more major EA works.

Accordingly 'Wigford' and 'Kyme' arrived at the pointing doors on to the Slea on the Wednesday morning and started to go up to Bottom Lock. The story could well have stopped there and nearly did in that we encountered the thickest, heaviest weed we could remember immediately we entered the Slea. Progress was very slow and was watched with silent interest by the men engaged on bank work to our left. They certainly had plenty of opportunity to watch as, when we looked back to the doors after about twenty minutes to gauge our progress, we realised we hadn't really made any to speak of!

Quite a long time later we arrived at Bottom Lock where we confessed that we had each thought the trip would have had to be abandoned. Greeting us was a solid mass of weed above the lock. A variety of adjectives could have been used; aromatic, noisome, fetid or just plain stinking! It looked thick enough to walk on but we resisted the temptation to try! We pushed through and attempted to break up the solid mass before breasting up one forward, one in reverse, to travel up to South Kyme.

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Progress was still very slow and we realised that some of the weed was floating having been cut higher up the Slea. Dave Carnell walked down the bank to meet us and did so at the point where the man in the weedcutter had put a boom across the river to hold back the weed he had cut. (Not a bad idea but it wasn't making much difference as far as we could see!)

Having negotiated that, we arrived, eventually at the willow tree. Some fairly acrobatic tree surgery ensued with the added bonus that as every branch was removed it dislodged a few thousand insects that seemed bent on identifying us as a potential new home! We cleared sufficient branches to allow boats to pass and also to see through beyond the tree. A very large branch at water level will have to wait for the EA's attention.

One real bonus was a young man who lives in South Kyme called Paul Twidle who walked along the path to see what we were doing and cheerfully gave us a hand to pull branches up the bank as they were cut. His help was really appreciated.

The task took a lot longer than we had anticipated because of the slow pace of travel so it was around 9.00pm by the time we got back to Bottom Lock to tidy the garden, put some plants in and cut the grass! Nevertheless we set to and got most of the jobs done that night but it was pretty late before we sat down on the front deck for the reward of a glass of whisky!

By 10.00 am the following day we were again passing the men working at the entrance to the Slea and, again, they seemed to be having a tea break. We hadn't exactly travelled far in the last twenty-four hours but we did feel to have worked hard in that time! I wonder if they think that's the normal pace for narrowboats?

Sleaford Water Weekend by Debbie Scott

For once it didn't rain!

Glorious weather on Sunday 6th June provided the best setting for Sleaford's annual water weekend (the Saturday wasn't so bad either) and helped the event to another successful conclusion.

Dogged by controversy in the preceding week when issues raised by environmentalists threatened the water activities, the event survived with the committee managing, as usual, to find a balance between making use of the water without creating undue disturbance to the other inhabitants of the waterway.

Although for many years the water weekend was held on the late May Bank Holiday, it was moved a couple of years ago to the middle of July but in the last two years has returned to June - each year the organising committee reviews the format and aims to improve. This year, without major sponsorship, the marquee was out of the question - we managed without, simply having bands play on the Sunday only, following straight on from the Open Air Church Service. A number of stalls reported record sales over the weekend - the Lions cleared 800 sausages and countless cups of tea and coffee. The Friends of Cogglesford Mill completely sold out of their refreshments stock and between them and the newly opened Cottage Restaurant next door to The Mill, we think there must have been many many satisfied customers! Milling as usual, a walk led by Countryside NK officer, Adrian Royston, art works going on at The Nettles and an SNT working party at Cogglesford were some of the things on offer, complementing the activities based on Eastgate - where both days had early starts with the Red Cross Car Boot Sale. Only two raft races this year, but three full duck races, each in aid of local charities, made their ways downstream.

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The canoes were kept busy and several canoeists seem keen to canoe the length of The Slea. Something for the future perhaps?

I'm sure Pat will be reporting on the SNT stall elsewhere, but I do know that she managed to sell my husband 2 years' worth of Waterways World magazines, 1979 and 1981, which have been eagerly read over the last few weeks. Ironically, the first one fell open at a reader's letter entitled 'Swansense or nonsense' which could have been written about the controversy mentioned above. Another one contained an article about the formation of the Sleaford Navigation Society in 1977 - topically it mentions the impending demise (at the time) of Navigation House which spurred the society into being - 27 years on, the building is on the cusp of refurbishment with Heritage Lottery Fund grant just being approved.

Cogglesford's next event is 'Get Fruity at the Mill' on July 11th, which of course is a joint venture with SNT and includes a walk downstream, with strawberries and cream served at The Mill on our return. Let's hope we see you there!!

210 years ago

This was when the Sleaford Navigation finally opened its gates to cargo and passenger boats. 1794 saw the completion of the project to canalise the River Slea from the town of Sleaford to the Witham at Chapel Hill. This was just two years after local businessmen obtained an act of parliament to improve the river along much of its length and to build the locks to allow boats to pass around the watermills. It has been suggested that perhaps we should be marking this anniversary in some way. Perhaps members might like to contact our Chairman with some ideas as to how we could celebrate this event or even offers of support. Maybe Sue Sowerby could bake a 'Wigford Sultana Cake' as part of the celebrations – a treat not to be missed, let me assure you!

Martin Noble

Mills and Locks

The story continues.....!!!!

Having published the table last time showing a number of variations in the names given to the structures along the Slea it has become apparent that I hadn't quite got the full picture! And to be honest that was what I was hoping would happen, the more we expose these conundrums the better we see them. So not only now do we have some meat on the bones (no pun intended) we also have yet another name for our Bottom Lock.

Talking of Bottom Lock I believe it was our founding society that started to call it Bottom Lock. This was in order to emphasise its position on the waterway when they started the 'Bottom Lock Restoration Appeal' and set up the 'Bottom Lock Fund' back in June of 1980. Isn't it amazing how quickly something can become accepted as the norm and all other names become *historical*. Mind you I suppose it was twenty four years ago that it came into being, isn't it scary where the time goes to?!!

Currently known as Previously known as

Bone Mill Lock	Sabine's Mill when it was named after the occupier William Sabine (1826-7)
Cobbler's Lock	Thacker's Lock when it was named after the Anthony Thacker, the first lock keeper there 1793-1829(?)
Bottom Lock	This lock has also been known as Fox's Lock, after Hugh Fox, the first lock keeper there.

This latest information came from the previously published 'Down the Sleaford Navigation' walk leaflet that I referred to last issue. Many thanks to the members of the original Sleaford Navigation Society who let me have a copy of that great leaflet. Keep the names coming in if you have any more, and don't forget to let me know the source and origin of the name.

Martin Noble

Websites worth a visit

Space prevents me from going into detail about two absolutely brilliant sites I've come across this month but let me point you towards **www.narrowboattrust.org** in the interim. Suffice to say the other sites do not concentrate just on boats but cover topics much closer to our hearts - in more ways than one!! Happy surfing!

Diving at Bottom Lock

By Simon Price, RAF Cottesmore Sub Aqua Club

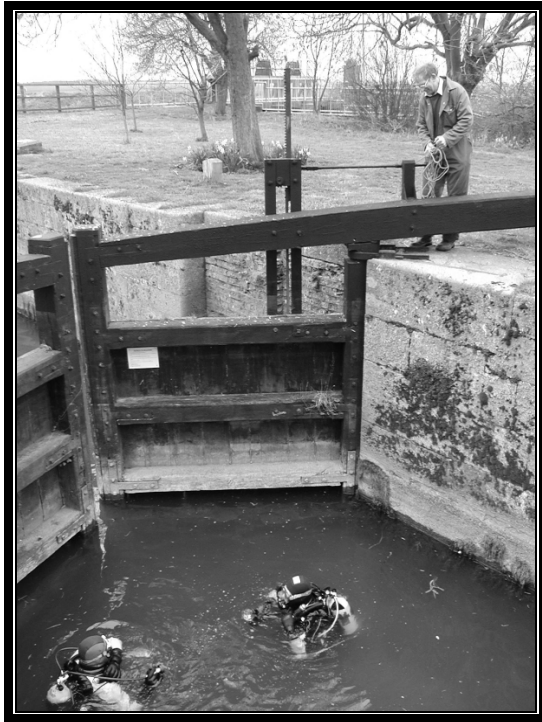
On Sunday 28th March six members of the RAF Cottesmore Sub Aqua Club mounted an expedition to Bottom Lock on the River Slea, in order to attempt to fix the paddle on one of the down stream gates. On two previous visits we had ascertained the problem and a meeting with David Pullen and Martin Noble earlier in the year had come up with an action plan for carrying out a repair. Our main aim of the day was to attach the modified mechanism back on to the lock gate and to once again make the lock fully operational.

Visibility in the river didn't look as good as on previous visits and the water level was nearly a metre lower. Water movement at the repair site was negligible as the broken paddle mechanism was on the downstream gate. The river was clear of any weed due to the time of year. On the previous occasion, access into and out of the river was from a landing platform to the side of the lock but due to the lower water level this didn't realistically seem an option this time. Entry into the river was achieved from this side of the river straight down the bank and worked extremely well. Once in the river and observing the lock gates visibility was very poor to say the least and several torches and a good sense of touch was required. Visibility did improve slightly once we opened the top gate a bit to improve flow through the lock and at one stage the visibility was reported as excellent, however it didn't last long!

Our first task on the gate was to open out four of the existing six holes with a half-inch drill bit and go right through the sluice gate, to accommodate the new bolts. Initially two divers, Sgt Ian Coates and Sgt Carlos Proctor went in to carry out this task. On the initial exploratory dive last year the holes only seemed to be $\frac{3}{4}$ of the way through. On attempting to drill out the four holes the two divers were finding this impossible, as if there was still metal in the holes. A drift and a hammer was passed down and after a bit of hammering the holes pushed straight through which when drilling re-commenced made life a lot easier and the job was completed fairly quickly. With the holes widened we were now ready to attempt to bolt the mechanism back onto the gate. Before this could happen the modified mechanism had to be reassembled which required some on-site welding.

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Cpl Justin Brown had brought along his welding gear and grinding tools and the Trust supplied a generator. With the mechanism reassembled, it was lowered down into the lock where it was secured into position with ropes before the divers re-entered the lock to attempt bolting it back into position. This was probably the hardest operation, getting the mechanism the right height in the water to line the holes up. A signalling system was devised so that the divers underwater could tell people on the surface to raise or lower the mechanism. This involved rope signals, one pull for up, two for down and three for hold steady. This worked extremely well and after just a few adjustments the metal rods used to initially pin it were in position.



Left: Norman Osborne supervising divers Ian Coates and Carl Proctor at a safe (dry!) distance.

Below: The repair team (l to r) Simon Price, Ian Coates, Justin Brown, Steve Winstanley, Carl Proctor, John Brisley, Martin Noble and David Pullen (Norman was taking the photo!!)



The next operation was to push the bolts through and then put the nuts and washers on and do them up. This proved fairly difficult due to the lack of visibility and some more devious signalling was used. This time it consisted of taps on the head for pass the bolt, pass the hammer or more torch light required. Again everything went well and we had the four bolts in fairly quickly. We now had to drill a couple of more holes in the gate, where we had modified the mechanism. A couple of divers had to get out at this point due to lack of air!! Once all 6 bolts were in position and locked up we were ready for the functional test.

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First we proved that the mechanism would raise and lower without any water pressure and then we closed both lock gates and filled the chamber with water. Everything worked as advertised although once the lock was full it was noticed that both lower gates were leaking quite badly, not from the paddles but the actual gates themselves. Looks like another job for the divers once they've thawed out a bit!! Finally the repaired paddle was opened and the lock emptied at a great rate of knots and to much jubilation from the repair team.

Sales Company News

Pat has been busy dusting off the cobwebs from her stall since her return from Las Vegas. Now that event season is upon us both she and Rodney have been seen at a number of events spreading the word about our efforts to restore the Slea as well as raising money from the sale of bric-a-brac. They will be attending a number of events over the coming months (see Diary Dates on back cover) so please pay her a visit - and bring that purse with you too!! Don't forget you can also pick up some of the new membership forms from her to give to your friends and family. Thanks must go to our sponsors HSBC Bank and The Barge & Bottle for their assistance with the costs of those new leaflets.

Editor

Our 2004 Annual General Meeting

Chris opened her Chairman's address to the members gathered for the AGM this year with a sincere thank you to all those who helped with the recent land purchase project. This not only included those who helped in a financial way (especially those who saved Fina points??!!) but also to those who helped in a more administrative manner, particularly Terry, our ever-patient solicitor, and members of the IWA at all levels. It really has been a joint effort that has been well worth it. Touching on the award received by Mary Powell it is hoped that there will a presentation ceremony held in the near future once the trophy has been engraved. The new membership leaflets were unveiled and all those present were 'encouraged' to take a few home with them *and* to ensure they signed up some new members too!

Restoration and waterways projects were outlined with mention of the Fenland Link and our very own Atkins Report – the final draft of which we've still not seen yet but are eagerly awaiting (hopefully next issue Chris will have some news for us?)

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Although the report has still to be published in its final format Chris did stress that at no time was there any suggestion made by the Trust that the footpath in South Kyme would need to go, far from it actually as towpaths tend to be quite useful to boaters who want to get off their boats as well as anglers who need to sit somewhere and walkers who have not mastered the 'walking on water trick' yet! Water supply issues raised in the report could be addressed in a number of ways – back pumping and liners being just two of them.

Chris extended her thanks to all the committee members who freely give their time in support of the waterway and without whom the Trust would be unable to function in its present capacity. Dave Turner presented and explained the Trusts accounts, which were accepted by those present. He also made further reference to the land purchase in that the lock island at Cogglesford is mentioned in the words of entitlement but not actually detailed on the drawing – more details will no doubt follow once the deal is fully completed. Re-election of existing members preceded a wonderful talk by Simon Pawley on the restoration works at Cogglesford Mill – this was accompanied by one of the most novel slide projectors ever seen, you really did have to be there to appreciate it, varifocal glasses would have helped too! Another successful AGM, another successful year.

Martin Noble

'Stepping Out' along The Slea

North Kesteven District Council have been producing a series of leaflets detailing local walks for a number of years now and the River Slea is the latest area to benefit from a revision of this series. The original Slea leaflet in the 'Stepping Out' series was published in c1994 and has just been updated and re-issued. Covering the stretch of river from Moneys Yard to Haverholme Lock and back, a distance of some 3 ¾ miles (or 6 kms for those metric walkers out there!), it is well served with car parks at either end thus allowing the more adventurous out there to walk it in either direction. The leaflet gives details of eleven main features that you'll meet along your way in addition to a very clear and concise map of the route. Copies of the leaflet are available from Sleaford Tourist Information Centre in Moneys Yard or from your very own SNT stall where Pat has a number of leaflets on display. Please let your friends know about the leaflet and the walk, the more people we can get out and about along the river, the more interest we will be able to generate in preserving, and indeed restoring, the waterway for generations to come.

Martin Noble

Building Narrowboats in Sleaford?

In yet another display of support for the Trust Debbie Scott and her family were unable to leave Pat's stall at the recent Water Weekend without making a purchase!!

This time they picked up a bundle of *Waterways World* magazines dating back to the late Seventies. Imagine her reaction when the first page she opened displayed an advert for **GT Narrowboats of Sleaford**. This appears to be a manufacturing concern, based on East Road Industrial Estate, Sleaford, which was advertising its business in 1979. They were advertising 30' to 70' narrowboats with models known as Falcon, Eagle and Hawk. A 46' Falcon narrowboat is photographed setting off to its owner Mr Vose of Nettleham. Does Mr Vose still have the boat?

This advert poses a number of other questions too, some of which I would like to throw open to our readers:

- Does anyone remember the firm or maybe even know someone who worked for them?
- Did they manufacture just the shell or did they supply fully fitted boats?
- Does anyone know the whereabouts of any of their boats?
- During what period did they operate and when did they close and why?
- Are there any existing photos of factory, workers or products?
- Would anyone be willing to put a few memories down for future publication here?

It would be fascinating to learn more about this local firm, especially given the obvious connection with the waterway we all support and share an interest in. As the Sleaford Navigation Society was formed by Martin Chapman back in 1977, two years before this particular advert appeared, I am hopeful that some of our members will be able to help?

Martin Noble

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 856810
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 number 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.

Sat/Sun 3 rd /4 th July Water Festival	Lincoln Waterside Festival. SNT stall will be there along with vast array of other water related activities.
Sunday 4 th July SNT Work Party	There will not be a Work Party this month due to the holiday season please enjoy your break from clearing out canals!!!
Sunday 11 th July SNT / FoCM	Get Fruity at the Mill! Refreshments served at the Mill, with a walk along <i>our</i> part of the Slea. Jointly hosted with Friends of Cogglesford Mill. Further details from Barbara Jones on 01529 303749 and the enclosed flier.
Sat/Sun 24/25 th July Heckington Show	Ever popular country show in the lovely Lincolnshire village of Heckington. SNT stall plus lots and lots of other attractions for all the family.
Sunday 1 st August SNT Work Party	Another month off for all you party animals but please save your strength for next month when John Jackson will have plenty for you to do.
Sat/Sun/Mon 28-30 th Aug IWA Festival	The annual IWA National Festival & Boat Show, Burton-on-Trent, Staffordshire. SNT will be there!
Saturday 4 th September Sleaford Car Show	The annual <i>Sleaford Historic Car & Motorcycle Show</i> (with craft fair) will once again be attended by our SNT stall – always a great day out for all. Held in the grounds of St Georges College of Technology.
Sunday 5 th September SNT Work Party	Back onto the party circuit! Full details of where, when and what from our Work Party Organiser, John Jackson, on 01529 410427
Sunday 3 rd October SNT Work Party	Mark it in your diary; details will be available nearer the time from John Jackson.

Sleaford Navigation Trust is a member of the Sleaford Sports Partnership (SSP).

All Sleaford Navigation Trust Members are welcome to join in any of the SSP events, which are all held at the David Williams Pavilion, Sleaford Rugby Club, Ruskington Road, Sleaford. Further details may be obtained from Norman on 01526 832256, or Barbara on 01529 303749

