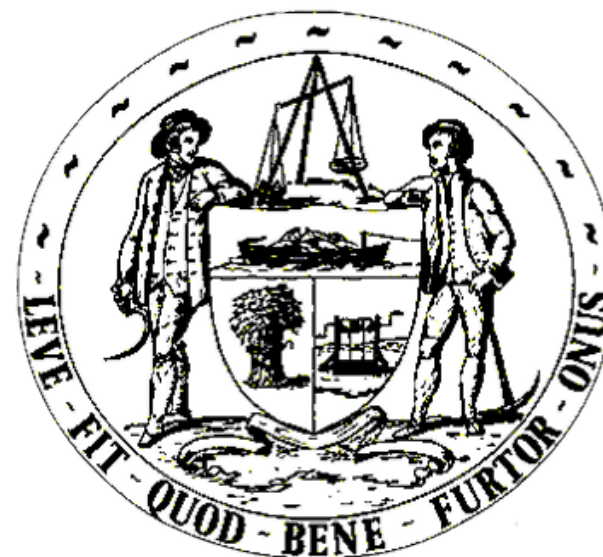


Dates for your diary:

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.

November 12th Sun	SNT Work Party - Contact Mel Sowerby for details
December 3rd Sun	Sleaford Christmas Market
December 10th Sun	SNT Work Party - Contact Mel Sowerby for details
December 10th Sun	Traditional Christmas at Cogglesford 11:00am - 4:00pm
January 14th Sun	SNT Work Party - Contact Mel Sowerby for details
February 11th Sun	SNT Work Party - Contact Mel Sowerby for details
March 11th Sun	SNT Work Party - Contact Mel Sowerby for details
March TBA	SSP Horse Race Night (Refreshments Available) at Sleaford Rugby Club
April TBA Sun	SNT Work Party - Contact Mel Sowerby for details
April TBA	SSP Quiz Night (Refreshments Included) at Sleaford Rugby Club

SLEAFORD NAVIGATION TRUST



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

All SNT members are automatically SSP members, and 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 available from Norman on 01526 832256, or Barbara on 01529 303749



November 2006

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

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.

Submissions

Please send all submissions to either: david.osborne1987@gmail.com or norman.osborne@farming.co.uk.

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

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Your Executive Committee

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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

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
Editor	David Osborne Contact number as above
Work Party Organisers	John Jackson Tel: 01529 410427 Mel Sowerby Tel: 01522 856810

IWA. First meeting with John Bayliss of Waterway Recovery Group (WRG), out near Rauceby warren. Design of constitution with 30 clauses!

Publicity Canoe Paddles from South Kyme to Sleaford. Red, white and blue fertiliser bags used as a starting ribbon (once the weed was dragged from the river in Kyme!). These Canoe Paddles continued for several years and merged into Sponsored Walks along the towpath.

Halifax Building Society sponsored some of the costs of one walk. (34 walkers, 4 dogs, 7 marshalls and a team from St Johns ambulance brigade). £540 raised.

Cardboard Canoe Race, supported by Trustees Savings Bank. Some very elegant and some very silly (and soggy). (*"I was in a soggy one which survived 2 races" says Norman*)

Press releases and articles about Navigation House. Full page letter in local press. Meetings with owners. Day glow car stickers. Up the Sleaford Navigation badges, Cobblers T-shirts.

Coles Morton Marine (boat hire) stated it would be interested in running a local hire fleet if the navigation opened. GT Narrowboats, Eastgate, built steel narrow boats for use on other waterways. Reports by engineers (Halcrow) on water supply issues. Not good.

Pictures taken. Lengths walked (to identify all physical problems) and talks put together.

1980, Anglian Water offer to replace sluices at Bottom Lock with a navigable guillotine gate if we can raise funds for bottom lock gate.

Lengthy discussion and work over the green launch booklet for the restoration of Bottom Lock (a name we gave to Kyme Lower Lock).

Fund raising successful and we create our own Manpower Services Commission lock gate building scheme then have to wait over five years as Anglian Water have budget problems. Complaints to AWA Chairman and in 1986, Bottom Lock opened and first narrow boats enter Kyme.

A good place to stop? Ten years on! Navigation House? That took even longer.

Editorial

Welcome to another Sleaford Navigation Trust Newsletter.

First, a correction from last time, I somehow managed to spell my own email address wrongly, so it has been corrected for this month, and if anyone sent me an article doesn't see it this month, please e-mail me again at david.osborne1987@gmail.com.

This year is the 30th anniversary of the Sleaford Navigation Trust, although it started life as the Sleaford Navigation Society, and I welcome an article from the founding Chairman, Martin Chapman. There has been much achieved in the last 30 years, and we shall see many changes in the future.

The latest achievement is the WREN funding, which is detailed later in this newsletter.

Thank you to everyone who sent me articles and photos this time, and if anyone has any articles, photos or ideas for future editions please contact me.

David Osborne



Is this another Lock?

Thanks to Debbie Scott for spotting lock gates on East Road, Sleaford. She wonders if it is a sign of things to come?

Chairman's Report for November 2006

Chris Hayes

The news of our successful bid to WREN for funding for the replacement bridge in Sleaford has to be the high point of the current newsletter. We made the front page of the Sleaford Standard with the story and Steve and I have just been to another meeting of Sleaford Town Council with an update on the project. The County Council are currently awaiting tenders for a design and build contract for the bridge. It's all very exciting stuff!

We are also moving forward with the plans for the winding hole and slipway and have been talking to Waterway Recovery Group about the work camps to undertake the tasks. It's going to be a busy twelve months!

Aside from this members of the Trust have attended a variety of functions. Pat Taylor has continued to promote the Sleas at several local events and there has been representation by Dave Pullen at AINA and by Steve and me at Northern Canals Association. Work parties have continued and are reported on within the newsletter and, as ever, thanks are due for all the time and effort given by friends and members.

Enjoy the newsletter and spare a thought for Jenny Osborne who organises the printing and postage!

Wren funding bid

Chris Hayes

You will have read in the last issue of the newsletter that the Trust had applied for funding for the new bridge in Sleaford from WREN, (Waste Recycling Environmental). As always there is a delay while projects are evaluated, in this case at two levels. During that time you keep your fingers crossed and hope that all the work put in to preparing the bid was not wasted.

We had also put in a bid to the Inland Waterways Association Restoration Committee for £4000.00 towards the third party funding required in order to release any WREN money and had been delighted to hear that our request had been granted. With nearly everything in place to satisfy the WREN conditions for making a grant we just had to wait for a decision.

New Editor - New Look!

Chris Hayes

Thank you again to David Osborne who has taken on the role of Editor of the newsletter from Martin Noble. David is currently a student at Lincoln University and we are very grateful for the generous gift of his time and expertise. The involvement of younger members of the Trust is particularly welcome and I would like to congratulate him on an excellent first edition as editor!

Chris Hayes

Snapshots of a time

Martin Chapman

"David needs an article for the Newsletter. Could you help?" Norman (Osborne) 's telephone call created a panic. I have been out of it for a long time. At this age I struggle to remember yesterday. I did not know where to start. A short look at one of my files and....I didn't know where to finish. One file and so many reminders. So here goes.

Local lad returns to Sleaford in 1976, married and wondering why the Sleas was in such poor straights. Drought year. Some initial research at Westholme reference library and"there is a Mr Hunt who is also carrying out some research". We get in touch and meet on one of Bill's guided walks along the Sleas.

Some weeks later he is on the telephone explaining that there is a development threat to one of the original buildings, Navigation House. Could I arrange some local interest? Not only did we raise interest in Navigation House but, after meetings at our home (quickly outgrown) and local pubs, we had raised sufficient interest to form a society to look at the possibility of restoration. The rest is history!

A few snapshots from that file (not in date order) and I will leave it to you to think about the work that went into those early years by the growing membership as the campaign got underway. Meetings and publicity to raise interest. A copy of an original share certificate used to acknowledge membership of the new society.

Encouragement from Civic Trust, local groups and enormous support from

(Continued on page 18)

Footpath News

from Dave Carnell

A couple have sent a message to say they appreciated the work of the SNT volunteers and how much they enjoyed a walk from S.Kyme to Bottom Lock, where they enjoyed the plants in the shade on the lock island. It had been reported that there were problems on the bank footpath, but David Pullen checked this during our October work party and it appears to be clear now.

The footpath between Haverholme and Anwick is currently closed where the Ruskington/Leasingham Becks flow into the Slea, as vandals have burnt the bridge down. The County Council have been informed, but we understand that no funds are available to replace this bridge during this financial year.

If anyone finds a problem, such as this, with a footpath please notify Ian Richardson (Footpaths Officer) on 01205 314571



The remains of the bridge between
Haverholme and Anwick

*Photo supplied by Norman
Osborne*

The letter duly arrived in early October and informed us that our application had been successful! Up to £50K is available for our project subject to the administrative conditions laid out in the contract! This means that the work on the replacement bridge can go ahead and also that the separate work on the slipway and winding hole can follow later. The plans mean that there can be greater public access to the area whether on land or water!

Thanks again to all those who helped us with letters of support, survey figures, meetings over technical detail and simple good wishes. I should like to say an additional thank you to Steve Hayes who spent many hours going through the detailed responses to the questions on the application form!

The Ultimate Christmas Pudding

Steve Hayes



Christmas is coming and, following the success of last years Christmas Puddings, Pat Taylor has ordered some more of the 'Ultimate Puddings'. They were extremely popular last year and sold out very quickly. In fact we could have sold a great many more of them at the Sleaford Christmas Market had we not sold out early in the day! The price of the puddings are £4.99 plus postage and they can be bought from Pat Taylor, contact at Tel No: 01522 790652.

The Trust Stall

The Trust is indebted, as always, to Pat Taylor and Rodney Mills and their helpers in manning the Stall at the various events throughout the year. They bring in much needed funds and play a valuable part in publicity and promoting the Trust.

The Stall will be at the Sleaford Christmas Market on Sunday 3rd December.

Cuts to Waterway Funding

Chris Hayes

You may have seen in the national press that there has been a considerable reduction in the amount of money made available to British Waterways and the Environment Agency. Without dwelling too long on the political background to this lack of funding, it is obvious that the decision will have impact on all waterways users and, indirectly, on the Trust as well. Some immediate reactions to the news are given in the extracts below. Please understand that the extracts are for information only not as an indication of SNT policy.

“Save our Waterways Campaign”

The following is an extract from a statement made on the new website established by a group of individuals in response to news of reductions in the money made available to British Waterways and the Environment Agency.

“Our inland waterways are an important national asset and play a key role in improving the quality of life for us all by providing beautiful and peaceful environments, recreational opportunities and access to the countryside.” Jim Knight MP, British Waterways AGM 2005.

Defra, the Government department responsible for our inland waterways, has slashed (for reasons nothing to do with the waterways) the annual budgets of organisations charged with looking after canals and rivers across the UK. And they're threatening to do it again and again for the next five years.

In reaction to this illogical act, waterway enthusiasts and ordinary people are coming together to fight the Government on these decisions and make it change its mind.”

If you would like to read more, the website address is:
www.saveourwaterways.org.uk however I would like to stress that all the views expressed there are not necessarily those of Sleaford Navigation Trust.

What the cuts mean in terms of British Waterways and the management of their budget can be seen from an emailed press release from BW. An extract is given here.



Proud parents help to launch one of the rafts from the SNT built landing stage.

Photos supplied by Debbie Scott



They're Off! Now, where are the others?

Water Weekend

Barbara Jones

This year's Water Weekend was a weekend of water, water and more water. Unfortunately not water in The Slea but water from the sky. There have been wet events in the past but this was the wettest experienced so far, nevertheless, it was much enjoyed by hardy souls and the duck races had a touch of authenticity as the little yellow ducklings sheltered in the greenery at the edge of the water.

Next year should see the building of the new bridge which will mean no 2007 Water Weekend but should see a bigger and better celebration in 2008.



Intrepid Water Weekenders braved the elements to watch the Duck Race at Eastbanks. Even the ducks clung together trying to find shelter.



British Waterways

9 October 2006

BRITISH WATERWAYS ANNOUNCES PLANS FOR JOB LOSSES

Restructure focuses on improving front line delivery of customer services while reducing costs

British Waterways has begun consultation with trades unions on its plans to shed 180 jobs by April 2007 in response to its need to become even more efficient in its management of the country's 2,200-mile waterway network. The redundancies, announced today, are part of restructuring plans designed to bring a greater focus to customer service delivery on the bankside. The announcement comes at a time when the Government has announced reductions in funding to British Waterways.

Job losses will be concentrated amongst office-based staff where it is believed the greatest levels of efficiency can be achieved whilst maintaining and improving on-the-ground service delivery to the millions of people who enjoy the canal network every year. The restructure is expected to provide savings of £5m per annum, helping BW to meet the financial pressures it is currently facing with a reduction in Government grant.

Robin Evans, British Waterways Chief Executive, says: "We remain committed to achieving our Vision and in doing so we have to make difficult decisions along the way. I am announcing these decisions today because they are essential if we are to maintain our rate of progress."

It appears that different groups have different ways in which they will be making people aware of their objections to the cuts. The inclusion of these extracts is simply to give some background to those developments.

Chris Hayes

AINA - The First Decade

David Pullen

Sleaford Navigation Trust (SNT) is a founder member of AINA (Association of Inland Navigation Authorities) and has worked with the association since its formation in 1996. At the AGM and Annual Conference in Cardiff in July David Pullen, the Trust's representative on AINA, was delighted to be one of 5 members presented with a pair of Dartington Crystal whisky tumblers to mark our continued support for AINA. The tumblers are inscribed with the AINA logo and "1996-2006 The First Decade".

For more information about AINA visit the web site: www.aina.org.uk



The 2006 AINA AGM and Annual Conference was hosted by the Cardiff Harbour Authority. After the AGM members were treated to a guided cruise around Cardiff Bay on the trip boat 'Seren-y-Bae'. This included a visit to the barrage with the sluices capable of taking a 1 in 100 year flood (250m cumecs!), and the sea locks. The barrage is 1.1km long and stretches across the mouth of the previously tidal Cardiff Bay from Cardiff to Penarth. It was completed in 1999 and

became a fresh water environment in 2001. The cruise ventured up both the River Ely and the River Taff, the highlight being the visit by river to the Millennium Stadium. The regeneration of this area of Cardiff with the bay and barrage as the catalyst is remarkable and confirms the benefits that waterways based regeneration brings with it in terms of the attractive marine environment.

The AINA annual conference concentrated on the urgent need for modernisation of waterways legislation. It seems that all navigation authorities have issues regarding navigation rights and powers to raise income from users and moorers. Some have the responsibility to maintain navigation but no powers to raise navigation income whilst others have land drainage responsibilities but no revenue from land drainage rates. For example British Waterways administers its network by way of over 300 ancient navigation acts which were created when the original canals and navigations were individually created by private entrepreneurs over 200 years ago. Each act is a unique document with its own peculiarities which affect management and maintenance of that particular waterway. So SNT are not alone in being a

Chris Hayes watches David Pullen and Norman gauging the depth, using the "Mel Haig" boat.

Photos supplied by Steve Hayes



Work Party Reports

Norman Osborne

August

Our scheduled work party coincided with the Sleaford Water Weekend on the 12th / 13th of the month.

On the Saturday Mel Sowerby and Norman Osborne built a landing stage for the Raft Race and canoes for the Water Weekend, and dismantled it on the Sunday.

Also on the Sunday (the scheduled work party day) Mel, Dave Carnell and Ray Merston continued re-building the brickwork at the tail of Cogglesford Lock.

September

Steve and Chris Hayes delivered a small rowing boat kindly donated to the Trust by Mel Haigh. The craft was launched at Ha'Penny Toll bridge and duly tested and used as a survey vessel by David Pullen (see photo), where he and Norman Osborne were gauging the depth of water under the bridge.

A navigation problem has occurred since the Environment Agency contractors spilled a quantity of stone in the navigation channel at the bridge and has made it impossible for many narrowboats to pass this obstruction.

David and Norman then went to survey the site of the old S. Kyme footbridge.

Mel Sowerby and Dave Carnell continued on the rebuilding of the brickwork at Cogglesford Lock and then went to survey the Bone Mill Lock.

October

Mel Sowerby, Ernest Boddy, David Pullen and Norman Osborne spent the morning recovering stone from the navigation channel at Ha'Penny Toll bridge and then went to Bottom Lock to strim and mow the grass on the lock island and prune some overhanging branches from the trees.

The stop boards were also removed from the sluices in preparation for the lower water levels used by the Environment Agency from the end of October for flood defence measures.

unique navigation authority with our own particular (and peculiar?), legal status.

The conference is always hugely useful for networking with others who run and maintain navigations. At this conference one particular gem was a discussion with another navigation engineer where they sometimes replace lock gates without de-watering the lock. This is very relevant to SNT as the problem of replacing the very deep bottom gates at Kyme Bottom Lock without the use of stop planks is very much an ongoing issue.

David Pullen

Sleaford Sports Partnership

Norman Osborne

All SNT members are automatically members of the Sleaford Sports Partnership (SSP), and as such are welcome to events and to use the facilities at the David Williams Pavilion, Sleaford Rugby Club.

Due to changes in the Licensing Laws the SSP need a list of members' names, c/o the SNT. If you would prefer your name to be omitted from this list please notify the Membership Secretary before Friday December 15th.

Dave Turner - Treasurer

Chris Hayes

I am very sorry to have to report that Dave Turner, Treasurer of the Trust for many years, has tendered his resignation. As is the case with all voluntary work, there comes a moment of rationalisation of the amount of time one has available and, sadly, the Trust has been the loser in Dave's evaluation. He has kindly agreed to continue to help in the short term and to liaise with his successor.

We are all very grateful for the work he has done for the Trust and I shall miss his knowledgeable contributions to committee meetings. It has always been a source of mild amusement amongst us that if Dave approved the minutes of the previous meeting as a true record then they definitely were correct! His careful preparation of financial reports, same attention to detail and professionalism will be sadly missed.

Thank you, Dave. Chris Hayes

Weir's all the stone come from?

David Pullen

In late summer 2005 the Environment Agency (EA) contacted the Trust to ask if we had any objection to a temporary weir which they intended to install just upstream of the road bridge on Ferry Lane. This is the flat decked concrete bridge that is more commonly known to the Trust as Halfpenny Hatch. The purpose of the weir was to artificially create sufficient depth to test recent bank strengthening works just upstream of the bridge which had been installed to stop seepage through the bank. As it was late in the navigation season the Trust agreed on the basis that the weir was only temporary and that it would be fully removed after the seepage tests had been completed.

Even in the best of times Halfpenny Hatch bridge is a tricky structure to navigate boats through due to the very low air draft. It is one of the bridges that will require lifting when full navigation for all boats is restored on the Slea. At present with normal summer water levels narrow boaters have to remove most of the roof furniture including chimneys, flagpoles, and sometimes ventilation mushrooms etc, to get under the bridge. If the water level is above normal levels extra ballast, (and sometimes extra crew!), is deployed to get the boats low enough in the water to pass under the bridge. Generally air draft is around 1.8m (6ft), but in spring and summer 2006 it has been nearer to 2.0m due to the exceptionally low river levels. Therefore not only air draft but also water depth (draft) is also important, particularly in a dry summer. Prior to the temporary weir works the Trust had never had serious problems with water draft under the bridge.

In due course in early Autumn 2005 EA's contractors created the temporary weir using 1 tonne bags of crushed limestone. These were lowered over the side of the upstream bridge parapet thus making a weir against the upstream side of the bridge supports. The test was to last for about 6 weeks and was to be completed by early November before the water flow on the Slea returned to normal winter levels. Unfortunately, initially not all the bags were removed and this went unnoticed. Our first indication of the problem was when the first boat of 2006 attempted to navigate up to Cobblers Lock. We then received a report that the contractors had only removed the top layer of 1 tonne bags leaving several bags full of limestone under water level beneath the bridge. Therefore we had to close the navigation upstream of South Kyme until EA's contractors completed the job properly.

The boat gathering at South Kyme in May 2006 was affected as we were concerned that boats could not get to the winding hole at Cobblers lock to turn around. We got round this by the somewhat laborious process of boats

breasting up with one having to go backwards up to South Kyme to enable their partner boat to make the return journey.

Following an inspection by the EA, the remaining bags were removed from the river. At the September 2006 work party the Trust surveyed the water draft at Halfpenny Hatch and were disappointed to find that the crushed limestone had still not been completely cleared from the bed of the river. It appears that one or more of the bags had either spilled or split and that some of the limestone was still visible immediately under the bridge on the upstream side. Measurements with our "Dwyle Flunker", (depth measuring device), indicated that the navigable depth in the centre of the bridge was as low as 0.7m (28in). This is insufficient for most narrowboats and it was decided that the October work party would attempt to clear it away.

As the bridge effectively prevented any form of mechanical method for removal, it was down to getting in the river in the Trust waders with hand tools and attempting to drag the limestone to the edge and onto the banks.



The initial work has succeeded in improving the depth in the centre back to about 0.85m (33in). Water levels are still around 0.15m (6in) below normal and while the water remains low our aim is to have another go at removing the remaining limestone at the November work party.

David Pullen

Mel And Ernest
clearing stone from
the channel under
the bridge.

*Photo supplied by
Norman Osborne*