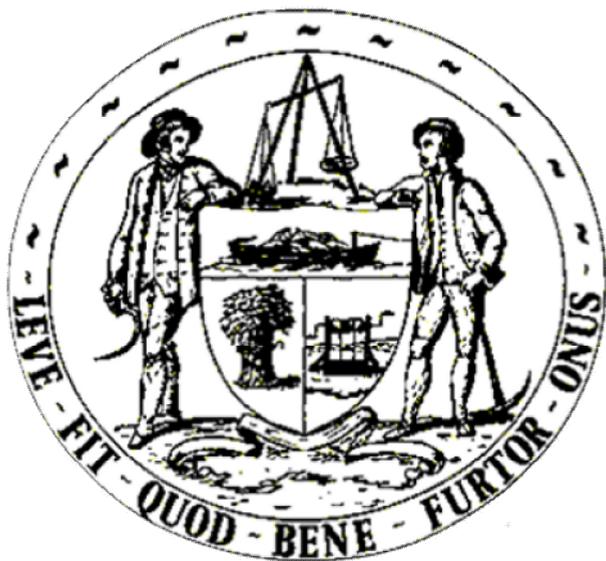


SLEAFORD NAVIGATION TRUST



29

Summer 2008

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.

Articles

Please send all articles 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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Editorial

Thanks to everyone who contributed to the newsletter in this issue. Without these contributions the newsletter would not be possible. If anyone has any articles they would like to see in the newsletter, please send the article to me at *david.osborne1987@gmail.com* as new contributors are always welcome.

There are no work party reports this issue, as there have been very few work parties so far this year. The Slea Journey series of articles is also missing this issue as progress along the Slea was hindered by nettles. Hopefully this will resume next issue.

Special thanks go to Neil & Sue Ramsey, who provided an article about their experiences on the European waterways in their boat Sky Gypsy. This article will be continued in the next issue of the newsletter. Thanks also to Mrs Robson for her photos of Holdingham Mill, which will also be printed in the next issue as we ran out of space this time.

As I am expecting a busy year at university, I am aiming for another newsletter to be put together over the Christmas period, so would like any articles for the next issue by the middle of December.

David Osborne

Chairman's Report for Summer 2008

Chris Hayes

As ever a great deal of hard work has been going on behind the scenes and particular thanks are due to Dave Pullen who has been keeping tabs on work at Bottom Lock as well as overseeing the planning application for the slipway and winding hole in Sleaford.

I am delighted to say that he has just let me know that the planning application has gone through successfully and now only hope that we will be able to get on with the works within the limited time period for funding.

The lift-bridge is in process of fabrication and may even be built by the time you read this. Installation will be during September. We hope to have details of the opening celebration soon.

Gates for Bottom Lock will shortly be being built ready for their installation in October. I understand that landing stages have also been ordered so, all in all, things are very exciting! We plan to have a special boat gathering in South Kyme in May to celebrate all the improvements at Bottom Lock.

Pat Taylor and helpers had a successful visit to Heckington Show but I understand that the temperature and humidity in the marquee were somewhat akin to a Turkish Bath! I'm not sure where that kind of weather has disappeared to now.

Please could I ask you to read the article in the newsletter on Gift Aid. This could be very beneficial financially to the Trust and the additional funds would be very welcome.

Finally, I'm sure you will want to join me in congratulating our Editor, David Osborne, on gaining a First Class degree and in extending all best wishes for his Master's degree.

Welcome to our newest members!

Welcome to our newest members, Guy Forman and Christopher Grimes

Gift Aid

In early July I went to a workshop in Lincoln entitled 'Tax Effective Giving'. The aim was to make small charities aware of the opportunities which exist to help them have maximum benefit from donations. Some of the topics discussed were perhaps more applicable to larger organisations than ours and would require a considerable amount of setting up and administration. However, one of the topics, 'Gift Aid', was of real relevance to the Trust and very easy for us to administer. I must admit that I did not fully understand the process prior to the workshop so I have written an explanation of exactly what Gift Aid is and the way it works, please take the time to read it! Apologies if you are already more aware of the system than I was.

What is Gift Aid?

Gift Aid is a simple scheme that enables charities to claim an additional 25p from every £1 donated by UK taxpayers. In addition to this, the Government will provide Transitional Relief of 2%. So while charities will claim 25p from each £1 donated, until the beginning of the 2011 tax year they will actually receive 28p!. The Government is even encouraging Charities to make the most of Gift Aid as an aid to increasing income to their organisation.

How does it work?

Gift Aid can apply to one-off donations or to repeated gifts. It can apply to sponsorships and we have also learned that it can apply to our membership fees. For example a Family Member paying £10, in actual fact, is able to increase the value of the membership fee to the Trust through Gift Aid up to £12.82!

On top of this, higher rate taxpayers are eligible to reclaim 25p from the taxman for every £1 donated to charity by including details of their donations on their Self Assessment form. This rebate can be donated directly to a charity of their choice on the same form and if the donor chooses to do so it can be increased further through Gift Aid.

Not only is this relevant to future donations, it also applies to previous contributions as it can be backdated for up to 6 years.

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Declarations

A Gift Aid declaration is a formal statement which can be made either in writing or orally. This will then give the Trust authority to reclaim tax from HM Revenue & Customs on the donation. The declaration will cover all donations made to the Trust since 5 April 2003, or when you joined, and also all future donations.

What to do next?

All the Trust needs is for you to sign a simple form and we do the rest, the only stipulation to us being able to claim is that you pay UK Income Tax. Please sign the enclosed form and return it to our Treasurer, Penny Carnell. We have even included a stamped addressed envelope to make it even easier for you to sign up!

I am aware that we did investigate Gift Aid in the past but any paperwork that we have from that time is incomplete and I feel the best solution is to start again from scratch. I have checked with HM Revenue & Customs and have been told by them that the Trust has not made any previous claims. With the Trust being able to claim Gift Aid on up to the last six years' donations, an application now would mean a very welcome addition to our finances!

IF YOU PAY UK INCOME TAX, YOU CAN HELP US TO ACCESS THESE ADDITIONAL FUNDS BY SIGNING THE FORM AND POSTING IT BACK TODAY!

Thanks,

Steve Hayes

Bottom Lock Gate Removal

David Pullen

The Bottom Lock gates were removed on Wednesday 7th June by the Black Sluice Internal Drainage Board with assistance from the Witham 4th Internal Drainage Board.

The following pages show the work being done.

(All photos supplied by David Pullen)



The arrival of the crane.
One hour delay due to fault
on compressed air controls.

Safety Precautions



Sawing off balance beam

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Taking the weight



Removing the collar strap

Hmmm... They wouldn't come loose despite some heavy "welly" so out came the cutting gear.

Note: Only the strap was cut, not the lugs on the masonry casting





Then it's easy

Look at the gaps in the boards below the water line, no wonder they were leaking like a sieve!



Gate with paddle modified by RAF divers, the paddle was on it's last legs as well! Look at the twist in the main frame of the gate.

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Gate paddle which was blocked off by RAF. Also Andrew Means trailer waiting to take the gates away.

Detail of heel post casting



Gates stored at Bridge Farm. Andrew Means has been extremely helpful and has cleared the nettles

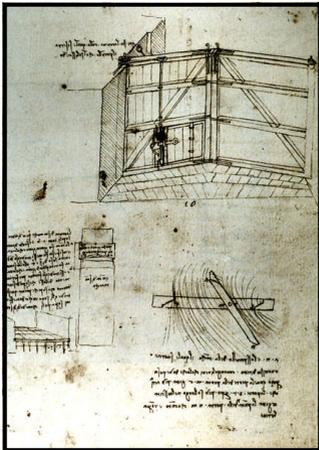
Who has stolen our lock gates?



Leonardo da Vinci. 1452 - 1519

Design for a lock at San Marco

Steve Hayes



Da Vinci's lock design

*Picture supplied by
Steve Hayes*

Among the vast array of Leonardo's papers in Milan that are assembled together in the Codex Atlanticus is a remarkable drawing of a new canal lock. It is recognized as the first to show the best form of water gate, and how another gate within the larger gate could serve to control the flow of water. Nearly all modern gates follow this principle, including the massive gates at Panama.

The design is for the lock at San Marco in Milan that was completed in 1497. The deceptively simple drawing is full of details of the mitre gate, which superseded the portcullis type of gate previously used. It shows the mitre and quoin posts, vertical wooden planks with horizontal and diagonal braces,

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iron sheathing for the joints, a brick floor underneath the gates, and a recess in the wall into which each gate folds. A detail of the wicket for letting water into the lock from the upper level is shown below the gate.

Leonardo wrote a note in his manuscript collection of papers known as the Codex Atlanticus about the walls and foundations of the lock at San Marco:

"The lock of San Marco is of masonry on piles. The floor of the whole lock rests on a bed of gravel and lime, which, while still soft, was covered with crossbeams of green wood whose heads were buried in the same mortar. The other sides were laid close and spiked. In addition, the crossbeams were framed and nailed to the spikes."

Whether the Italian engineer Zonca ever read this note or not, he certainly was aware of Leonardo's design for the lock. The engraving of a canal lock in Zonca's book, which describes and illustrates a host of mechanical achievements of his time, provides a realistic interpretation of Leonardo's design. Three small boats are ready to leave the lock, an oval shaped brick basin, just as the mitre gate is opened by workmen straining at the windlasses. The mitre gate follows Leonardo's design, but Zonca also showed a single-leaf gate at the other end of the lock.



Zonca's engraving
of a lock

*Picture supplied by
Steve Hayes*

Festival Bound!

Chris Hayes

As I'm writing this we are in the throes of making the last arrangements and preparations for attending the Inland Waterways Association Black Country Waterways Festival near Wolverhampton over the August Bank Holiday weekend. We shall be helping to man the joint Lincolnshire Waterways Partnership/Sleaford Navigation stand which will provide information for visitors and help promote both SNT and LWP.

This arrangement follows a very successful partnership last year at St Ives. No, not St Ives in Cornwall but the place where the traveller was going when he met a man with seven wives! St Ives, Cambridgeshire, in fact. A beautiful little place, well worth a visit by boat, by train or by car.

The Trust had booked a space for a stall for sales and promotion of the Slea quite close to the location of the display tent for the Lincolnshire Waterways Partnership. The weather at home at the end of August had been good and we thought it a bit strange to get an ominous message from a member of the Trust who had travelled to the Festival by boat to "bring your wellies!" We duly passed it on to others who reacted similarly, "Bit odd but we might as well." What a good thing it was we got that message!

We arrived at the place where we should have erected our gazebo to find it under water. Large areas of the site were in the same condition and as soon as a few vehicles had driven through the best description of the situation was a mud wallow to gladden the heart of the most discriminating pig! We quickly made the decision that if the LWP would have us we would be delighted to share their tent. Thankfully they offered us accommodation and we worked together very effectively over the weekend.

In spite of everything the site opened to the public on time and the weekend was a great success. The mud began to dry up and the whole experience passed into folk lore. Had the festival at Wakefield been muddier? Was it worse than Burton?

In the euphoria that follows hard work we all agreed to do it again this year so let's hope that Autherley will be as successful and a bit drier underfoot! I might mention though that the wellies are sitting there ready to be packed. Better to be safe than sorry! Surely I won't need the Trust's waders this year ...?

Erewash Celebration

Chris Hayes



This year saw the 40th Anniversary celebration of the Erewash Canal Preservation and Development Trust at Langley Mill. The ECP&DT have long been close friends of Sleaford Navigation Trust and there has been a tradition of mutual support of rallies and events. Consequently members of the Trust were delighted to join the hundred or so boats at the late May Bank Holiday rally in Langley Mill.

The Trust's stall at the Erewash Celebration

It was good to see how travel up the Erewash has improved over the years with many signs of canalside development. It really does seem now that the canal is now seen as something to be proud of by those who live near it and some of the scenery along the route is wonderful. Well worth a visit if you haven't been!

Photo supplied by Sue Sowerby

The weather could have been kinder but it failed to dampen the warmth of friendship over the weekend. There were a variety of events and entertainments, many taking place in the marquee housing the bar and, during the day, stalls including that of the Sleaford Navigation Trust. Close affiliation with the local branch of CAMRA ensured the popularity of the bar but even the organisers were caught out by the level of that popularity as emergency trips had to be undertaken by replenish supplies!

We had been warned that the entertainment for one evening would consist of contributions from visiting groups of boaters so had given some thought to where our talents might lie! Eventually the ladies of SNT gave a spirited reading of a poem in praise of the Lincolnshire sausage, courtesy of Pat Taylor who found both the text and the imitation sausages made from recycled pairs of tights! I must admit that I felt there was an inherent undercurrent of innuendo to some of the verses and that may have contributed to the response our offering received! Judge for yourself! It was great fun being involved and the whole evening was highly entertaining and memorable!

One of the competition prizes over the weekend was an enormous stuffed Winnie the Pooh. The “lucky” winner was the one who chose the correct name from the list offered. Perhaps it would be fair to say that this was one of those prizes you hoped not to win. Perfectly nice bear but where would you put it?? Was it doomed to be the eternal raffle prize, not just a bear of very little brain but also one of no fixed abode. Imagine our joy when the announcement was made that we were indeed the lucky winners! Sadly I have to report that Pooh is not now gracing SNT committee meetings but has already moved on gladden the heart of another raffle winner.



What a surprise!

*Photo supplied by
Steve Hayes*

Thanks to ECP&DT for a great weekend. More than once over the four days I heard the comment, “You know, this is what IWA Nationals used to be like!” For me a good laugh, camaraderie and the shared celebration of achievement are still a very important part of waterway restoration.

The Lincolnshire Sausage

Of all the counties and the shires so varied and so wide,
Each one has some local dish they speak about with pride,
Roly poly pudding, Bara brith or Bacon Clanger,
But those in Lincolnshire only mention their own banger.
The Lincolnshire sausage, that'll make you smack your chops,
And in its manufacture they have pulled out all the stops,
A great majestic sausage with a great majestic name,
And beside it any other sausage hangs its head with shame.

Oh, the Lincolnshire sausage, that's a meal for any man,
You can tell the way it sits up proud and noble in the pan,
You can keep your Cornish pasty, you can have your sausage roll,
But a Lincolnshire sausage with its skin as black as coal,
Well! Can anyone imagine any nicer sight than that?
To stab it with your pocket knife and see that squirt of fat,
To drop it in the frying pan, to push it to the front,
And on a winter's morning you can hear the beggar grunt.

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Oh the Lincolnshire sausage, that'll give your life a spark,
Granny had a spasm when she grabbed one in the dark,
Grandad he had eaten one the night he said 'Be mine!'
And though his eyes grew dim, his whiskers never failed to shine.
The Lincolnshire sausage, fully stuffed in every part,
The final great achievement of the sausage stuffer's art,
Bursting at the seams with healthy meat and fat and gristle,
Cereal and herbs and even little tufts of bristle.

Oh the Lincolnshire sausage, it's a masterpiece it's true,
You can grill it, you can fry it, you can stick it up the flue,
You can jab it, you can prick it, or for something even rougher,
You can hit it with a frying pan and really make it suffer.
Let the gourmet gabble, only other gourmets listen,
Never on his fork will a Lincolnshire sausage glisten,
Never will he hear it sizzle, prick it fore and aft,
And stick it down the skirting board to counteract the draught.

Oh the Lincolnshire sausage, that'll make the weak the strong,
The Lincolnshire sausage, that'll make the short the long,
The Lincolnshire sausage that'd melt a heart of stone,
A pound of them and you could plough the parish on your own.
So when your sturdy son sets out upon his daily round,
His mighty hobnails ringing on the cold and frosty ground,
Be contented Missis as you bid your lad good day,
For a Lincolnshire sausage goes with him, all the way.

Navigation ladies
reading "The
Lincolnshire
Sausage"

*Photo supplied by
Steve Hayes*



Sky Gypsy

Neil & Sue Ramsey

I knew twenty years in advance exactly what I wanted to do when I retired.

Whilst serving in the R.A.F. during the war and afterwards, I learnt to sail and enjoyed it very much, so when I read a short story entitled the '£200 Millionaire' it inspired me - the eponymous hero lived on board a small sailing boat and travelled Europe, his needs were simple and expenses few and I decided upon retirement, when I had a small guaranteed regular income, that was what I would do.

I began my preparations a year or two before the due date by buying a sailing boat hull and fitting it out to suit my needs. It had to be easy to handle alone and altogether a cosy full time floating home because I intended to live on board for several years. However, the "best laid plans etc., about eighteen months before my intended departure I found a new partner and shipmate.

Fortunately she was enthusiastic about the project and turned out to be a big help with the soft furnishing and general finishing touches to the boat, so my solo adventure became a honeymoon!



*Photo supplied by
Neil & Sue Ramsey*

After launching Sky Gypsy (so named to reflect my years as a long distance R.A.F. transport pilot) at Lincoln, we motored down the Witham to Boston, put up the mast and sailed across the Wash to Great Yarmouth. Because my new wife needed time to learn boat handling and about living aboard generally we spent that first winter around the Norfolk Broads - very peaceful until about Easter when the hire fleets emerged, but by then we had ironed out the few small wrinkles and were ready to "go foreign".

Holland is a wonderful place to live in a boat. There are huge inland "seas", some dotted with islands where people spend their weekends having parties and barbecues - on Mondays the municipal dustbin boat calls and takes away the full rubbish skips. There are big commercial canals used by barges to keep heavy freight off the roads and there are beautiful rural backwaters

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meandering past windmills and tulip fields. Everyone understands the joys and problems of water transport and makes room for boats and boaters. In every town there are moorings near to the shops, complete with water taps and usually an electricity plug-in point. Bridges that cross the canals always have an opening or lifting section, even if the road is a motorway, what a feeling of power when all the traffic stops just for you!

All in all an ideal start to our life afloat, but although we had no set itinerary our ultimate aim was to be in the Mediterranean by winter so we gradually worked our way south, entirely in the spirit of the '£200 millionaire', stopping wherever we wished until we felt the urge to move on a little further and experience another new delight.

Oh what delights, the early morning mist rising from the water heralding another perfect day, the wonderful architecture of the towns and villages of Holland and Belgium and the absolutely unforgettable scenery of the Vosges and Ardennes mountains where you can watch ospreys diving into the water ahead of your boat. Sometimes you become part of a convoy of boats working through a set of locks together and exchanging news about good mooring places, sometimes you never see another boat all day and only speak to a lady living in a lock-side cottage who gives you fresh vegetables from her garden in exchange for some English sweets for her children.

Our life continued in this idyllic way all that summer as we gradually travelled south via the river Saone and eventually, at Lyon, we joined the mighty river Rhone. Here, we found many more boats of all nationalities heading for the Med. The Rhone is very wide and fast flowing and the locks are HUGE, designed to hold ten barges at once, so small boats usually have to wait until there are a few others wanting to use the lock. Fortunately they are worked automatically under the control of an "eclusier" perched high above in a small glass cabin.

We stopped for a few days at interesting towns and villages including Avignon and Arles, discovering the pleasures of the local food- and drink- made from the produce of the vineyards that we passed every day, the terraces often coming right down to the water's edge.

This article will be continued in the next issue.

Committee

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Lincolnshire IWA Nominee	David Carnell

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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

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. All Sleaford Sports Partnership Events will be held at the David Williams Pavilion, Sleaford Rugby Club, Ruskington Road, Sleaford, NG34 7SP.

November 1st	SSP Bonfire Night at the Sleaford Rugby Club
March 20th	Opening of the link lock–Boston
Easter '09	Drains Cruise–details to be arranged
May 4th	Re-opening rally–South Kyme
May 25th	IWA Campaign Rally–Chesterfield
Usually Second Sunday of the Month	SNT Work Parties. Contact Mel Sowerby (01522 856810 or sowerbys@ntlworld.com) for details.

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

