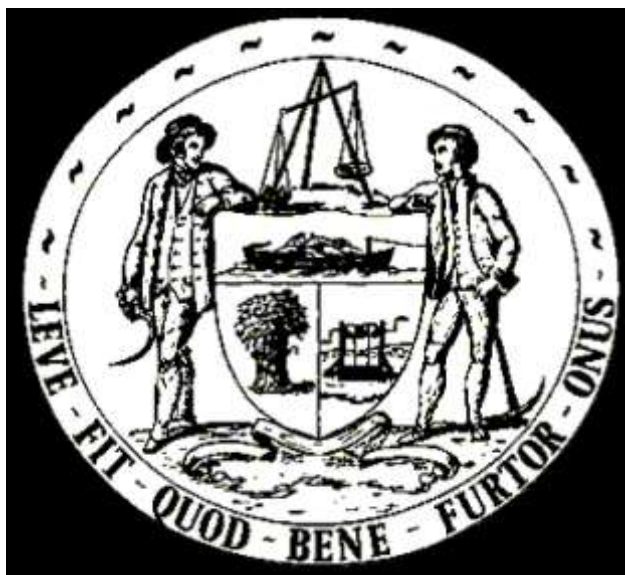


# SLEAFORD NAVIGATION TRUST



40

**Autumn 2013**

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## 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)

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## Aims & Objectives

The Trust aims to stimulate public interest and appreciation of the history, structure and beauty of the waterway known as the Sleas, 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.

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## Newsletters

To request an email version contact:

*[sleaford.navigation@ntlworld.com](mailto:sleaford.navigation@ntlworld.com)*

## Articles

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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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Our thanks to Westgate Print of Sleaford for their help with printing

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## Editorial

Welcome to newsletter number 40!

Thank you to everyone who contributed to this issue - Summer holidays = spare time? It never seems to, does it?

The deadline for the next issue, Winter 2013-14, will be 1st December, and all contributions would be welcome.

Don't forget that to request access to the members' section of the web site where it is possible to download current and past editions of the Trust Newsletter please contact:

sleaford.navigation@ntlworld.com

Debbie Scott, Editor

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SNT Work Parties go on throughout the year, usually on the second Sunday of the month. Contact Mel Sowerby (01522 856810 or sowerbys@ntlworld.com) for details of upcoming dates and activities

## Boat Gathering South Kyme 2013

Remember this item from the April newsletter?

*Boats will be back in South Kyme for the Sleaford Navigation Trust annual boat gathering on the May Bank Holiday weekend of May 4<sup>th</sup> and 5<sup>th</sup>. I suppose I should clarify that. Boats will be there providing there is not*

- *a drought*
- *a flood*
- *plague, pestilence, downpour of frogs, etc.*

Hmm. Perhaps I'd better keep quiet in future. The barrier to the Boat Gathering came not in the shape of frogs but as a bar of silt below Taylors Lock. During the weekend prior to the Boat Gathering, the SNT work party ensured the lock was neat and tidy, grass mown, garden weeded, etc. Two boats arrived just prior to the following weekend and found it impossible to get into the lock. There appeared to be two bars of silt preventing access and both boats became stuck. We were very grateful to the Environment Agency staff working at the lock who helped free the boats so that they could return to Chapel Hill.

Further investigation showed that the bar, not far below the surface, was not the soft silt familiar to boaters on the Slea but was of a far more solid consistency including sand and gravel. This meant that it was not possible to push through in spite of several failed attempts. (I'm not sure what it is about male boaters but there seems to be some macho/ego issue involved here leading some to assert that "some boats may have had a problem but my boat would have been able to get through....") The cause appeared to be the amount of winter rain resulting in flood water passing through the lock and depositing the solid matter below. Naturally this led to a last minute cancellation of the Boat Gathering which was very disappointing for villagers and boaters alike. Some boats travelled instead to the moorings at Tattershall

Bridge and boaters relied on those with access to cars to ferry them into South Kyme so that they could see the scarecrows, visit the Table-top Sale in the Village Hall, go to the Church Service and enjoy Sunday lunch at the pub.



The alternative boat gathering

Photo: Steve Hayes

Enjoyable as this was, it was not the way we had planned to arrive in the village, especially after the disappointment of last year.

### **The next stage**

A meeting was arranged with the Environment Agency in order to look at the problem and attempt to work towards a solution and this took place on June 17<sup>th</sup>. Chris and Steve Hayes, together with Dave Pullen, met with Adrian Clack, Debbie Sylvester and George Picker of the Environment Agency on site.

It was confirmed by the EA that the guillotine gate at the lock had been used for flood relief over the winter and that this may have affected the way in which the deposit of solid material had occurred. This had also been a problem on CRT waterways throughout the system with a local example being Cromwell Lock on the Trent out of action for several weeks because of a silt bar below the lock.

Debbie explained that the EA did not have a budget for dredging in areas where flood risk was not acute and property not at risk. Naturally Taylors Lock did not fall into that category. During

discussion, both she and Adrian affirmed that the EA would be willing to work in partnership with volunteer groups who wanted to undertake de-silting works independently. They would make sure that information was available as to the criteria to which work should be done and help with acquisition of necessary permissions.

Debbie also attended a Parish Council meeting in South Kyme that day where the issue of water management and dredging was again raised. Steve and Chris had been invited to discuss progress of the Water Access plans so were able to contribute to this discussion as well. The Parish Council was anxious that there should be no impediment to boat visiting the village and they too were ready to consider the possibility of volunteers working with the EA to address the problem. At the meeting Debbie was accompanied by Kamen Kalchev of the EA whose role involved community liaison and who agreed to look at local problem areas with Craig Midgeley of the Parish Council.

The Trust is grateful for the level of co-operation and working together that the EA has shown in these meetings. Appreciation was shown by them for the way in which the Trust work parties cared for the Taylors Lock area and they offered to help with more extensive grass cutting of the lock island in future. They also agreed to put in place a method statement for the operation of the guillotine gate for flood relief to ensure that all staff were aware of correct procedures. This was to prevent any potential damage to the gates in the future. Results of depth surveys of the Slea were also made available to the Trust to help assess the extent of the silting problem.

Things are still at an early stage but we are hoping to be able to plan for future work to remove some of the obstacles to navigation and make sure the waterway can be enjoyed by all. Since May some boats have been able to get into the lock but dredging is still a high priority.



The extent of the siltation at Cobblers Lock. Normally this is deep and wide enough to moor 2 narrow boats with a draft of around 3 feet.

Photo: Steve Hayes

## **Dredging Appeal**

As you will have read elsewhere in this newsletter, an accumulation of silt has become a serious barrier to navigation on the Slea. Some areas are particularly difficult and need to be addressed as a priority. The problems at Taylors Lock have been described but other areas such as the bywash at Cobblers Lock where, previously, full length working boats have been able to wind, are now almost impassable.

The Trust is launching an appeal for donations to fund dredging so that enjoyment of the waterway can continue. This will not be undertaken by a commercial firm but will be done by volunteers working in partnership with the Environment Agency. In this way we will ensure that work is cost-effective but to the correct

specifications and completed appropriately.

How much will be done? That will depend on how much money we are able to raise. Priority areas will be identified and addressed first with the immediate intention of boats reaching South Kyme safely.

The Trust has already been given a donation of £1000.00 to start the fund off with the promise of an additional substantial gift from another source. If you would like to help, your contributions would be gratefully received and would help extend the scope of the work. Fundraising activities too would be welcome so please contact Chris or Steve Hayes with any ideas. Please don't forget to Gift Aid any donations if you are eligible to do so as that brings in an additional 25% on top of your gift.

We shall be publicising this appeal through the local media and waterways press and hope you too will feel able to add your verbal endorsement of our activities.

Thank you for your support.

Chris Hayes

## **Water Access in South Kyme**

One of the stumbling blocks preventing further progress with this project has been the issue of ownership of the land. The Parish Council in South Kyme has now authorised the use of a solicitor to process the acquisition of the land and this is now going ahead. We are very grateful to Russ Mathieson for his help in drawing up the detailed plans for the work and hope to have more news shortly on permissions etc.



## Resignation of Director

We were very sorry to accept the resignation of John Line as a Director of the Trust. John has been a valuable member of the team and has entered enthusiastically into all aspects of the Trust's work. His local knowledge has been invaluable.



John and Sam Line with the map of the Slea presented by Chris Hayes  
Photo: Steve Hayes

His resignation comes as a result of his appointment as manager at Becket's Park Marina, Northampton. Our loss is definitely their gain and we all wish him and Sam all success in the move.

## Timberland Delph Cruise 5<sup>th</sup> May 2013

An impromptu chat amongst boat owners following the South Kyme Festival, at Tattershall Bridge moorings led to three narrowboats exploring the Delph on their way back to Lincoln from the River Slea.

Having eased through the entrance doors NB Kyme led the way, NBS Wigford and Nell followed. The delph is wide and straight, the high banks however prevent any view of the surrounding countryside. We found a decent depth of water.

We cruised to within 200 yards of the end, when it joins the Roman Canal, the Car Dyke, the last 200 yards being shallow and somewhat overgrown.

At 55', NB Kyme wined without difficulty, skipper Steve Hayes thought that a slightly longer craft could wind, we were able to moor against the bank, no need for gangplanks.



Timberland Delph

Photo: Steve Hayes

Following a welcome 'cuppa' and cakes, we enjoyed an uneventful return journey to moor overnight at Kirkstead Bridge.

It was a very satisfying cruise on 6½ miles of water previously unknown to any of us.

David Tomlinson

## Christmas comes early.

David Tomlinson is a long-term friend of the Trust and a Life Member. I would hesitate to call him “an old friend” as he might well accuse me of ageism! He has visited Boat Gatherings on the Slea and on the Witham Navigable Drains over the years and had travelled single-handed from Stafford this year to join us in South Kyme. Sadly his was one of the boats that failed to get into Taylors Lock because of the silt bar.



David Tomlinson presenting the new tools to Mel Sowerby Photo: Steve Hayes

David joined the other boats at Tattershall Bridge at the impromptu alternative gathering from where we car-ferried into South Kyme. Over the years he has been very generous in his support of work party activities and continued this in his donation of a range of tools to the Trust. He had hoped to bring these to South Kyme but instead the presentation took place on the landing stage at Tattershall Bridge. In the photo Mel Sowerby, Work Party Organiser, is seen receiving the substantial hardware from David.

We promise to put them to good use and thank him very much for his continued generosity and friendship.

Chris Hayes

# **Can you run The 3 River Challenge?**

**Approx 14 mile riverbank run**

**Sunday 3rd November 2013**

**Meeting at St Mary & All Saints Church,  
South Kyme**

**Gun shot start 10.00am**

**Prebook by contacting us for a form**  
*(entries up to 9.30am on the day)*

**Entry fee £10.00**

***Hot refreshments provided***



**Contact Craig on 01526 860188 for more details**

*Email c.midgley88@btinternet.com*

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**Friday 20th September 2013**

**8.00pm to 11.00pm**

**South Kyme Village Hall**

**Doors Open 7.00pm**

**Tickets £8 Each**

Available from Josie Tel: 01526 860645

Also

Available from Ann Tel: 01526 869014

**Tea - Coffee - Soft Drinks - Wine - Beer - Raffle**

**Light Refreshments Available**



## **Come walking on Sunday 22nd September 2013**

Join Sue and Mel Sowerby and other members of the Trust for a walk to Boiling Wells, the Source of the Sleas as we know it.

We will be meeting at 10 am in Money's Yard Car Park and aim to be back in Sleaford for lunch and to visit Navigation House

Car parking is free on Sundays in Money's Yard and Eastgate Car Park

As the route goes out into the countryside, decent walking shoes are recommended in case there is mud.

Details of the route are available on the SNT website

<http://www.sleafordnavigation.co.uk/page12.html> — Walk 1.

There's no need to book but please contact Sue on 01522 856810 if you would like more information



### **Lloyds TSB Sleaford**

As many people will be aware, Lloyds TSB in Sleaford has had considerable alterations made internally recently and is now undergoing rebranding to become Lloyds Bank

The bank will be having an open day for customers to see some of the usually hidden older bits of the building including the areas used by the Sleaford Navigation Company's bankers, Messrs Peacock, Handley and Kirton in the late 1700s and early 1800s.

The date for the event is unconfirmed as we go to press but is expected to be late September. The Manager, Adrian Twelvetrees, has kindly provided some history of the building and this will feature in the next SNT newsletter.

## **William Jessop, 18c Engineer to the Sleaford Navigation**

The name of Telford is still generally well known but, sadly, few have heard of Jessop, the engineer on the Sleaford Navigation. He was truly an inspirational engineer and a man of honour, worthy of respect. Here are some brief details of the man and his professional life beyond the Sleas.

William Jessop was born in Devonport, Devon, the son of Josias

Jessop, a foreman shipwright in the Naval Dockyard. Josias Jessop was responsible for the repair and maintenance of

Rudyard's Tower, a wooden lighthouse on the Eddystone Rock. He carried out this task for twenty years until 1755, when the lighthouse

burnt down. John Smeaton, a leading civil engineer, drew up plans for a new stone lighthouse and Josias became responsible for the overseeing the

building work. The two men became close friends, and when Josias died in 1761, two years after the completion of the lighthouse, the sixteen year old William Jessop was taken on as a pupil by Smeaton (who also acted as Jessop's guardian), working on various canal schemes in Yorkshire.

Jessop worked as Smeaton's assistant for a number of years before beginning to work as an engineer in his own right. He assisted Smeaton with the Calder and Hebble and the Aire and Calder navigations in Yorkshire.



The first major work that Jessop is known to have carried out was the Grand Canal of Ireland. This had begun as a Government project in 1753, and it had taken seventeen years to build fourteen miles of canal from the Dublin end. In 1772 a private company was formed to complete the canal and consulted John Smeaton. Smeaton sent Jessop to take control of the project as principal engineer. Jessop re-surveyed the proposed line of the canal and carried the canal over the

River Liffey, via the Leinster Aqueduct. He also drove the canal across the great Bog of Allen, a feat comparable with George Stephenson's crossing of the Chat Moss bog with the Liverpool and



Manchester Railway. The canal was carried over the bog on a high embankment. Jessop also identified sources of water and built reservoirs, so that the canal was in no danger of running dry.

Jessop was a very modest man, who did not seek self-aggrandisement. It's said that, even as his reputation grew, he never increased the daily rate he charged for his services. Unlike other engineers, he was not jealous of rising young engineers, but rather encouraged them, perhaps recognising the opportunities he had himself received from Smeaton.. He would also recommend another engineer if he was too busy to be able to undertake a commission himself. He recommended John Rennie for the post of engineer to the Lancaster Canal Company, an appointment that helped to establish Rennie's reputation. When Jessop was consulting engineer to the Ellesmere Canal Company in 1793, the company appointed the relatively unknown Thomas Telford as resident engineer. Telford had no previous experience as a designer of canals, but with Jessop's advice and guidance, made a success of the project. Jessop supported Telford, even when the Company thought that the latter's designs for aqueducts were too



ambitious.

In 1789 Jessop was appointed chief engineer to the Cromford Canal Company. The proposed canal was intended to carry limestone, coal and iron ore from the Derwent and upper Erewash valleys and join the nearby Erewash Canal. The important features of this canal are the Derwent Viaduct, which was a single span viaduct carrying the canal over the River Derwent, and the Butterley Tunnel (formerly the Ripley Tunnel). In 1793, the Derwent Viaduct partially collapsed, and Jessop shouldered the blame, saying that he had not made the front walls strong enough. He had the viaduct repaired and strengthened at his own expense.

In 1790 Jessop founded, jointly with partners Benjamin Outram, Francis Beresford and John Wright, the Butterley Iron Works in Derbyshire to manufacture (amongst other things) cast-iron edge rails – a design Jessop had used successfully on a horse-drawn railway scheme for coal wagons between Nanpantan and Loughborough. Outram was concerned with the production of ironwork and equipment for Jessop's engineering projects.

From 1784 to 1805 Jessop lived in Newark where he twice served as town mayor. In later life, he became increasingly afflicted by a form of paralysis, and 1805 marked the end of his active career. He died at his home, Butterley Hall, on 18 November 1814.

Jessop was in the unusual position of bridging the gap between the canal engineers and the railway engineers who came later. His name did not gain the lasting fame that it deserved because of his modesty and some of his works have even been wrongly attributed to engineers who acted as his assistants. Unlike some engineers, such as George Stephenson, Jessop did not stoop to undignified wrangles with fellow professionals. He was highly regarded by almost all those who had worked with him or for him.

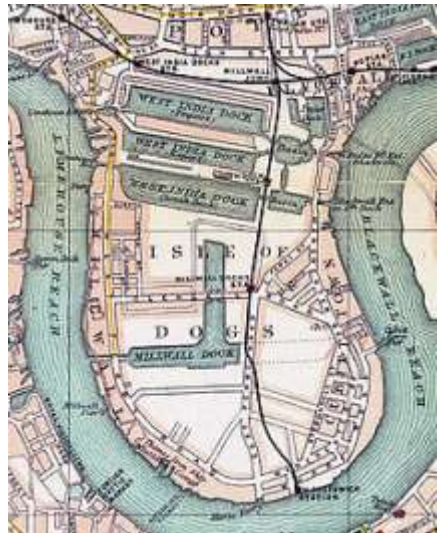
Jessop's engineering projects are listed below:

- the Aire and Calder Navigation
- the Calder and Hebble Navigation (1758–1770)

- the Caledonian Canal
- the Ripon Canal (1767)
- the Chester Canal (May 1778) as a contractor with James Pinkerton
- the Barnsley Canal (1792–1802)
- the Grand Canal of Ireland between the River Shannon and Dublin (1773–1805)
- the Grand Junction Canal (1793–1805), later part of the Grand Union Canal
- the Cromford Canal, Derbyshire/Nottinghamshire
- the Nottingham Canal (1792–1796)
- the River Trent Navigation
- the Grantham Canal (1793–1797), the first English canal entirely dependent on reservoirs for its water supply

Engineer of the Ellesmere Canal (1793–1805), detailed design undertaken by Thomas Telford)

- the Rochdale Canal (1794–1798)
- the Sleaford Navigation (1794)
- the West India Docks and Isle of Dogs canal, London (1800–1802); John Rennie was a consultant on the Docks project



Map of the Isle of Dogs showing the docks from *The Pocket Atlas and Guide to London*, 1899

- the Surrey Iron Railway, linking Wandsworth and Croydon (1801–1802), arguably the world's first public railway—albeit horse-drawn
- the 'Floating Harbour' in Bristol (1804–1809)

- the Kilmarnock and Troon Railway (1807–1812; the first railway in Scotland authorised by Act of Parliament)
- Harbours at Shoreham-by-Sea and Littlehampton, West Sussex

## **New Members**

If you are thinking of joining please do get in touch or pick up a membership application form from events or Navigation House in Sleaford. If you are already a member and would like to upgrade to paying by Standing Order please contact Jenny Osborne on 01526 832256. The saving in postage for reminders and trips to the bank will be much appreciated by the Trust and helpers!

## **DATES FOR YOUR DIARY 2013**

- Friday 20th September - ‘Bowjangles on the box’ – see page 13  
Sunday 22nd September - River Sleas Walk - see page 14  
Sunday 3rd November— 3 River Challenge— see page 12

## Committee Contacts

Chairman	Chris Hayes 10 Chelmer Close , North Hykeham, Lincoln LN6 8TH Tel: 01522 689460
Secretary	Steve Hayes— Contact as above
Treasurer	Penny Carnell Conifer Cottage, Northend, Goxhill, South Humberside, DN19 7JX Tel: 01469 530138
Engineer	David Pullen Brinkburn House, Church Street, Scothern, Lincoln LN2 2UA Tel: 01673 862278
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Director	Susan Sowerby Tel: 01522 856810
Director / Sales	Pat Taylor Tel: 01522 790652
Director / LincsIWA Nominee	David Carnell Tel: 01469 530138
Director / Work Party Organiser	Mel Sowerby Tel: 01522 856810

## Non-Committee Contacts

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Sleaford Sports Partnership (SSP) Liaison	Norman Osborne Contact number as above

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

