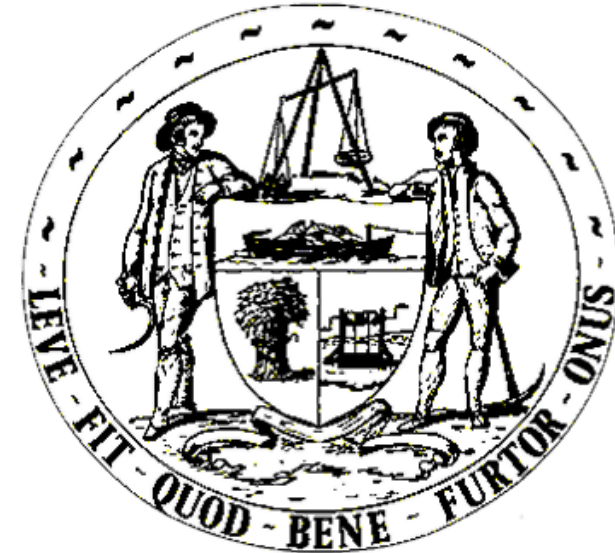


### Dates for your diary:

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.

April 3rd	Proposed Head of Navigation Celebration for the slipway and bridge
First weekend in May (Bank Holiday)	South Kyme Boat Gathering
July 17th & 18th	Chesterfield Canal Festival at Worksop
Usually Second Sunday of the Month	SNT Work Parties. Contact Mel Sowerby (01522 856810 or sowerbys@ntlworld.com) for details.

# SLEAFORD NAVIGATION TRUST



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**December 2009**

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



## 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 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.

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## Articles

Please send all articles to either: [david.osborne1987@gmail.com](mailto:david.osborne1987@gmail.com) or [norman.osborne@farming.co.uk](mailto:norman.osborne@farming.co.uk).

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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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## Committee

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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

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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

in bad weather - "I walked my legs off". She also walked to Dogdyke to a local farmer who had a sideline business charging the accumulator batteries used to power the radio. They had 2 batteries so they could use one while the other was being charged. Some trades people delivered though, the baker from Walcot and Mr Wilson from South Kyme who sold everything. He came down the bank in his van "they looked after the family very well".

### Going to school

The Kirk children went to the village school in Billingham. To reach the school bus, the children walked along the river bank which could be treacherous in bad weather. The bus - run by Mr Twells, would collect children who walked from outlying farms and cottages to the nearest lane where the bus would wait. Shirley remembers that the bus was sometimes driven by old Mr Twells whose eyesight wasn't so good - on several occasions he drove the bus off the road! It was a worrying experience. One of their friends not only had to walk along the banks, but across 2 fields as well. Sometimes there would be a bull in the field, which terrified the children.

The children went to church twice on a Sunday - in the morning to Sunday School and back again later in the day for evening service with their parents.

### Catching the Sunday dinner

Lock keepers and farm workers at this time were not well paid, so Dad like many others did a bit of poaching on the side to put a rabbit or pheasant on the table for Sunday dinner. He would go out very early in the morning to catch one in the neighbouring fields owned by his farmer cousins Jess and Fred. It wasn't until years later that they let on that had often spotted him, but had turned a blind eye as they knew he had a lot of mouths to feed!

Dad also supplemented the family income on occasion by catching and skinning otters - something which wouldn't happen nowadays. These otters had got trapped in the lock pit when both gates had been closed. The skins were sent away by train and Dad got paid ten shillings for each skin. Shirley recalled what a horrible sight it was to see - they had to hold the lamp for Dad or fetch his knives for him.

*This will be continued in the next newsletter*

## Editorial

It has been a long time since the last newsletter. Newsletters are put together once enough articles have been sent to me. Articles are always appreciated, and I would like to thank everyone who has submitted articles for this newsletter. They do not necessarily have to be related to the Sleas, with several about boating in general in this newsletter.

If you wish to submit an article, please send it to [david.osborne1987@gmail.com](mailto:david.osborne1987@gmail.com).

Thanks should also be expressed to Sue Sowerby for organising an impromptu members' social evening at The Hume in South Kyme during November.

I would also like to draw your attention to the article by Dave Carnell on page 6 about the future of British Waterways. Our secretary has asked members to join the signing of the petition at <http://petitions.number10.gov.uk/protectourcanals/> to support the IWA against the possible dereliction of the inland waterway system.

This year has seen work done at Bottom Lock, with quadrants for the bottom gates being concreted in, and other work been done around the lock.

The coming few months will hopefully see the building and completion of the proposed slipway at Sleaford in the Eastgate Car Park, adjacent to the Hub and with the re-engineering of the lifting mechanism of the New Street foot bridge should complete the current head of navigation work. If all goes to plan there will be a celebration of this on April 3rd.

I'd like to take this opportunity to wish everybody a Merry Christmas and a Happy New Year.

*David Osborne*

## Chairman's Report

### Chris Hayes

Nearly at the end of another year! Thanks are due yet again to all those Trust members and committee members who have continued to give their effort and time so generously throughout 2009.

Although much of the work at Bottom Lock and on the bridge in Sleaford had been achieved at the end of last year there has still been a lot of additional work to complete. Mainly this was painting work at Bottom Lock earlier in the year but, more recently, quadrants have been installed to make lock gate operation easier. We now have interpretation boards in place to give extra information to visitors and we continue to be heartened by the number of people who tell us how important Bottom Lock is to them. Walkers, canoeists and boaters share our recognition of the quiet, special, atmosphere of the lock.

The plans for the winding hole and slipway in Sleaford have gone to tender and work there should shortly be in progress. Current plans are that the completion of the Head of Navigation project will be celebrated at Easter. Special thanks here to Dave Pullen who has steered the implementation of the design through what has at times seemed nothing short of an obstacle course!

SNT has continued to have a presence at a variety of venues and events both locally and nationally. Some of this has been in the form of promotional or sales stands either alone or with Lincolnshire Waterways Partnership. The Sausage Festival at Lincoln Castle was a different experience for us but we had a lot of enquiries about developments on the Sleas. Incidentally I did reject the generous suggestion from Neil Curtis that I should have a go at sausage filling! Perhaps I was remembering the recitation at Langley Mill a while ago or perhaps I just thought it would be one photo opportunity too many!

Steve and I attended a very interesting Association of Inland Navigation Authorities conference in London in early November where the theme was the role of volunteers. Attitudes towards volunteer labour do seem to be changing, perhaps because of the restrictions imposed by the current economic climate, but the result suggests that there is less dismissal of the "anorak" and more recognition of what volunteers have to offer. One focus of the conference was how to attract new volunteers and shift the emphasis slightly away from "what they can do for us" towards "what's in it for them". Lots of ideas there bear further exploration.

Plans are in place for a boat gathering in South Kyme at the early May Bank Holiday and I know that will be eagerly anticipated by boaters and villagers

been. Amazingly though, none of them was ever taught to swim and Mum was very proud that they all obeyed her and none of them ever fell in once!

Very sadly, a local boy was drowned in the river - the Kirks knew his family, both Shirley and Gordon had often played with him. She recalls her father being called to fetch the grappling irons to help find his body.

Being surrounded on all sides by water was a precarious position in times of flood. Water would come up through the bricks of the floor. Neighbours brought their parents copies of the weather reports in the newspapers when there was going to be bad weather - they were worried the whole island would be submerged under water. The family wouldn't have stood a chance to escape. Shirley feels they were lucky to have survived such was the danger sometimes.

The cottage itself had 2 bedrooms and a small box room upstairs with a sloping ceiling. The windows had tiny glass panes. It didn't have electricity and they used paraffin lamps and so called 'blow up' tilly lamps - these could be dangerous. Dad planted fruit trees by the cottage. The apple tree is still there and a few years ago Bill brought back an apple for Shirley.

When Mum and Dad moved out of the cottage, Dad didn't want the trouble of taking the old iron bedsteads with them, so he threw them in the river. Bill thought he saw them in the water a few years ago when he was walking down by the lock. They are believed to be still there.

#### **Near Neighbours**

The Kirks nearest neighbours lived in a small row of cottages a short distance down the bank towards Chapel Hill. Kit and Carrie lived in one of the cottages. Carrie had a truck which she pulled along with her shopping. It annoyed Dad that during the war they never bothered to put up black out blinds. One time, he went over there and nailed some up himself. He was worried that if the cottage lights were spotted, they might all be bombed. The cottages were pulled down some time ago, but you can still see some bricks in the field where they were.

There were also farmhouses across the fields. Even so, they still felt isolated. It was about 3 miles walk along the river bank to the nearest shops in Chapel Hill. Shirley and the older children were sometimes sent by their mother to buy provisions. Shirley dreaded being sent - it was such a long walk, especially

*(Continued on page 18)*

## Bottom Lock—An Oral History (Part 1)

Shirley & Bill Kirk

### Working at Bottom Lock

Shirley and Bill's father Len Kirk, who was born in 1910, was the Lock Keeper at Bottom Lock from 1937 until 1952. He and their mother Pat (she didn't like being called by her real name Martha) lived in the lock cottage with their 5 children. Shirley, the eldest, was a baby when the Kirks moved from Chapel Hill to the lock. Gordon, Arthur, Brenda and June were born in the cottage. Brothers Bill and Clifford were born after the family moved from the lock to the Kirton Fen area. You didn't go to hospital in those days - midwife Nurse Everard was called from North Kyme.

Before taking the part time job of lock keeper, Dad worked on the land, and he balanced his part time hours looking after the lock with continuing to work for a number of local farmers. By this time there was very little boat traffic on the Slea apart from the barges that carried the sugar beet after the harvest. Dad's main job was operating the lock gates to control the flow of water and reduce the risk of flooding. Often was the time a local farmer - who thought he knew better - tried to tell Dad when the gates should be open or closed, but Dad wouldn't be pressured and made up his own mind. The job also included general maintenance of the lock and clearing weed from the water with a grappling iron and rake. Because of the nature of the work, it meant the family couldn't leave the lock for long or travel far.

### Life on the 'island'

The lock keeper's cottage was on an island in the middle of the river. Access to the cottage on one side was via a bridge across the lock gates and from the other via a walkway made from 2 railway sleepers laid side by side with a railing to hold onto. It was very narrow and Shirley recalls the post woman getting the wheel of her bicycle stuck in the gap between the 2 planks.

Mum was worried to death about the river. When the children were young, she kept them 'fenced in' and the gates were tied with washing line to stop them getting out. As they grew older, they had more freedom, but their mother always worried about them falling in. She was always checking were they were and was anxious if she couldn't find them. Neighbours and people who knew them always told her if they had seen the children were they shouldn't have

alike. Some local members met for a fairly impromptu social evening at the pub in South Kyme in November and had a very pleasant time renewing acquaintances and making new friends. The warm welcome we received in the village was much appreciated.

Can I close by wishing you all a happy and peaceful Christmas and hope that the New Year brings what you would wish for yourselves and those near to you.

**Stop press:** Congratulations to our editor, David Osborne, on gaining a distinction in his Masters degree.

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## New Members

Welcome to our new members: Mr P. Jowett, Mr E. Hubbert, Mr D. Andrew, Mr & Mrs K. Foster, Mr C. Turner, Mr & Mrs J. Lower, Mr. W. Frecknall, Mr A. J. Peacock-Pochin, Mr & Mrs D. Mitchell and Mr & Mrs D. B. Fox.

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## Sleaford Sports Partnership Fun Day

Steve Hayes

On the Sunday morning I went to pick up the trailer with all the gear in from storage and drove over to Sleaford Rugby Club. When I arrived I found that it was a lot windier than I had first thought and, although I got the large gazebo frame out of the trailer and its roof in place I decided that it would be a risky operation to go any further. Jenny Osbourne arrived shortly after and after enlisting help from some nearby RAF personnel we expanded the roof out to full stretch. Bearing in mind the wind, we were also very careful to attach the heavy duty guy ropes, it's a large bit of canvas and I had visions of it being lifted off with us clinging to it floating towards Sleaford.

Despite trying to summon help from members of the work party at Cobblers (why is reception on mobiles awful when you have a real problem?) we made little real progress until Pat Taylor and Ellie Sowerby arrived with the stock. We had to use all the pegs to fasten down the walls of one gazebo that we would have normally used on both of them. Better safe than sorry!

*(Continued on page 6)*

(Continued from page 5)

The event proved popular with a steady stream of visitors to the stall and a great deal of support and interest was shown in the work of the Trust and in our current and future projects.

Thanks to all who helped in whatever capacity. It was good to be able to support a Sports Partnership event because on previous occasions dates have clashed and made our involvement very difficult.

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## British Waterways Future Plans

**Dave Carnell**

The President of the Trust David Fletcher has recently criticised British Waterways Plans for the future. I copied this report from their AGM. and taken from Decembers edition of Waterways World mag, page 44. where a proposal to take BW out of government control into a Third Sector organisation similar to the National Trust by 2020. "Mr Fletcher began by congratulating BW directors for tackling the issue and referred to the "Partnership for the People" initiative during his term of office at BW which echoed this proposal. He continued, "there is no doubt that BW ,as a third sector organisation could do a good job of running the waterways. However he pointed out that the biggest obstacle he had faced was that ministers would no longer be responsible for the canals if BW was taken out of the state. When the collapses happen now, the ministers are directly, personally responsible. How do you tie in Government irrevocably? He went on to criticise BWs earlier strategy of earning its way from commercial ventures. saying, "I've never believed in the largely self sufficient argument. In my view it`s a myth" In a retort to this Robin Evans, BW CEO, defended the the self sufficient principal" it is that drive that is behind what we`re doing. I`d characterise what your saying, as the catastrophe way of running BW. That is no way to run the third largest owner of historic properties. I simply do not accept that moving into the third sector involves more risk".

reached my destination on schedule. A quick inspection of the boat, tidy up and cleaning, and then off to Oxford by train to meet the wanderers. Thankfully I would be able to report that both boat and boater were still in one piece!

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## Maud Foster Becomes More Boater Friendly

**Dave Carnell**

With funding from the Lincs Waterways Partnership volunteers from IWA Lincs Branch and East Midlands Waterway Recovery Group have installed mooring rings on the historic ô Packett Boat Landingö steps on the Maud Foster Drain in Boston.

Previously extra long ropes were required to secure the boats to the fence at the roadside, some 14 feet above the boats. At the head of the steps security is provided by a locked gate opened with a BW water-mate key.

Similar rings have been installed alongside Cow Bridge Lock allowing crew to step onto the lock side prior to operating the guillotine. On the guillotine itself a safety grill, placed there by the Witham 4th District Internal Drainage to prevent boats becoming trapped under cross members effectively reduced the length of the chamber by 12ö preventing full length Narrow Boats using it has been removed. Following design proposals from Dave Carnell Lincs. IWA and John Baylis East Midlands WRG Andy Carrott Engineer for the IDB installed deflector plates below the cross members to push boats away from the descending guillotine plate, once the mitre gates had been closed.

To overcome the restricted and difficult access to the lock from the Frith Bank Drain mooring rings have been fitted to the concrete plinth of the adjacent road bridge, allowing crews to secure the boat, cross the road and prepare the lock for entry.

*(Continued from page 13)*

With the essentials sorted at Tesco and Hillmorton, I carried on to and through Braunston. One highlight was seeing a fully laden working boat carrying coal, which looked great. I moored up for the night just in time as it had, once again, started to rain. This was getting to be a habit!

The next morning I woke to an incessant drumming on the roof, birds? No, more of that rain. "It's bound to stop soon," I thought, "I'll wait and read for a bit." By three o'clock I was thinking, that I really ought to move, if only for the reason that when Chris got back she was sure to check the log and questions would be asked! By half past four I was past Napton Junction and had discovered that Gortex leaks! Time to stop, sod the questions!

I enjoy the Napton flight and was looking forward to it so when I set off in sunshine the next morning I was feeling good. Plenty of boats were moving but I was now an old hand at this game! I got up to lock four, there was a boat in lock five coming down, bit windy so I decided to wait in the lock. I saw the gates open and set off, he waved. "Ah he's seen me. Great I'll go straight in. But hang on what's happening? Somebody is closing the gates and filling the lock!" As I passed the boat he said that he had told him to wait as there was a boat coming. Everybody had been so nice up till then but, for some reason I saw red at this breach of etiquette and determined that I would give the ill mannered git coming down a piece of my mind!

I moored on the lock mooring and went up to confront the first person I saw with a windlass, it was an elderly gentleman so perhaps I did actually tone down what I was going to say quite a bit. Even so I let rip at him, he didn't say much but then he explained very nicely that he was actually on the boat waiting above the lock. I can grovel extremely well when necessary! The woman on the offending boat in the lock, however, did suggest that, "If I wasn't prepared to do locks then I should stay off the canals" when I spoke to her. I was not impressed, how dare she talk to me, an experienced single handed boater, like that. A few more words were exchanged before she set off down the flight. I'm normally quite a calm person but I guess that must have been a case of canal rage. The elderly gentleman turned out to be rather nice and, despite my outburst, helped me with the paddles!

The rest of the journey to Banbury was quite uneventful, the summit level of the Oxford was, as usual a delight, and I was almost sorry when I eventually

## Across the Cut and into the Trees

Liz Hill

(Apologies to Ernest Hemingway)

Another lock up the Leicester line,  
The day was calm, the weather fine.  
I'd managed to jump off with ease  
(Bearing in mind my dodgy knees)  
When up there sprang an off-shore breeze.

Mel steered for the bank - alas the gap  
Seemed too wide to jump without mishap.  
"Jump! Jump!" the gallant Captain cried  
"It's far too far!" the crew replied  
"I'll never reach the other side!"

"Just jump, you fool" my love replies,  
I brace myself and close my eyes,  
Then, taking one almighty bound  
Land in a heap on muddy ground  
Winded & bruised, but safe & sound.

I run to the lock, and what a fright!  
I scan the cut from left to right  
Alas, there is no boat in sight!  
And then, round yonder bend, I see  
Both boat and captain - in a tree!  
And both have got their backs to me!

Cross and weary, back I plod.  
“How’ve you got their, you silly --- gubbins??”  
“!!!!!!” -Mel’s words blew o’er my head  
“Are *you* alright?” I think he said  
But noticed he looked rather red!

It seems that my almighty bound  
Pushed out the bows and sent them round  
Into the by-wash. Then the breeze  
Blew them back and across and into the trees!  
And all because of my weak knees!

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## Preparing for the National Waterways Festival

### Dave Carnell

Having attended the National Waterways Festival at Radcliffe on Soar as a three week volunteer worker members may like some of the background to the work that goes into building up a the site. With the Soar being recognised as a river that reacts quickly to rainfall from local and neighbouring counties the extra moorings being installed required riding posts to allow for water level rises. The section of the build up team or BODS (build, operate, dismantle staff) consisted of three teams of 6/7 people. One team had performed this work at previous festivals, the other two teams were from the East Midlands Region. One from the Erewash (ECPDA) the other from the Sleas (SNT). Bank preparation consisted of much strimming of nettles, long grass and pruning of trees to facilitate access. Wooden poles



Bob Alexander & Mel Sowerby strimming

*Photo supplied by Dave Carnell*

I pressed on, as the weather was for once warm and sunny, knowing that my first real test lay ahead. A couple of miles down the canal was the Atherstone Flight and I had decided that, as there were no boats around, I wanted to get a couple of locks under my belt that night. I was working on the basis that if you are going to mess around and make a prat of yourself it is better to do it when there is nobody around!

All went well I with the first lock even though another boater arrived to lock down as I was in the lock. He even offered to help but was quite understanding when I explained that this was my first lock single handed and that I would like to work my own system out. Three locks up the flight, feeling quite pleased with myself, I moored up for the night in splendid isolation.

The next morning, after a bit of maintenance on the boat, I set off up the flight. The delay in setting off, I discovered, was advantageous as I was starting to meet those boats that had set off from the top of the flight. That certainly helped my progress, some boats I helped through and some helped me, either by leaving the locks empty or working the paddles for me. I seemed to be at the top of the flight in no time at all!

Time for lunch before setting off again, destination Hawkesbury Junction. A little light drizzle, no problem, after the lovely warm weather in the morning it will clear up soon. Later that afternoon, visions of Noah and his ark kept coming to my mind. It was at this point that I realised another problem of single boating, if you’re the wrong clothes you stay in them! My mistake was shorts, by Hawkesbury I thought that I had knees but had to check. No all was fine they were a healthy blue colour!

Locking through at Hawkesbury the familiar juddering of the prop told me that something was wrong. The cold and wet, however, made me think “Sod it, I’ll moor up for the night and sort it later!” Next day the offending article was removed, it was a complete sweatshirt, undamaged but grubby. Damn it, wrong size!

Sadly the rain continued, at one time so heavy that the view almost disappeared. I was alerted however when I looked to one side and saw the woods vanish into a mist and just managed to get the waterproofs on in time!

*(Continued on page 14)*



damage to fenders, rubbing strips and one had cleats torn off. East Midlands BW acting manager Sean McGinley stated, "Whilst we want to encourage people to enjoy Lincolnshire's waterways the behaviour of this individual was unacceptable. The waterways are there for everybody and where inappropriate behaviour is threatening the safety or enjoyment of others we will take necessary action."

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## Single to Banbury

### Steve Hayes

Early in the year I realised that this summer, as far as boating was concerned, was going to be different. We knew that we were going to have visitors on the boat both at the start and the end of the cruise but in between the original planning of the trip and sorting a suitable route out to accommodate them, another factor had been thrown into the pot. Rebecca, our daughter had been invited to a wedding by an old friend from university and Chris had generously offered to accompany her as chaperone. Well it was in Cairo! This was going to leave a week in the middle of the trip when the boat had to be got from Polesworth to Banbury. I therefore agreed to forgo the pleasures of Cairo to move the boat myself and made a mental note to polish my halo.

Becca duly arrived at the appointed rendezvous to pick Chris up leaving me with the admonishment to be careful! "We want you and the boat in one piece when we get back." I watched them go with a certain amount of trepidation. How would I manage on tight bridges with no view round the corner? Would I manage the locks by myself? Were there enough waterside pubs where I could get food to stop myself falling over from hunger? With these questions going round in my head I cast off and headed through Polesworth.

The first blind bridge I approached slowly. Was that the reflection of a boat, no just somebody on the towpath, phew safely through that one! In due course one of the questions that I hadn't thought of presented itself. Normally it would be, "Can you just take the tiller for a bit while I go to the loo?" I made a mental note to "go before I went" in future!

were then sunk into the bank and water to provide supports for wooden walk ways to each mooring point. They were then supplemented with scaffolding poles, up to 20 feet in length, being pressed into the river bed to provide riding posts for the boats to moor alongside. Due to the nature of the river bed, gravel, a specially adapted fitting was made to allow a telescopic handling machine to do this. To support these riding posts two other poles were taken back to the bank and fixed to ground anchors. Much of the latter work was done off the side of two boats "Rest Harrow" and "Scrimmager" who also towed working flats loaded with materials needed for these moorings.

Due to the number of boats attending 12 moorings were installed through Radcliffe Lock and passed the A253 road. This tested the boat handling skills allowing for the wind, current and deadweight of the loaded flat.

The number of floating pontoons were extended, by towing them into place, again a new experience as they more than doubled the length of the boat to be manoeuvred,

To provide members of the public with safe access to the floating trade exhibitors more scaffold was used to provide safety rails and handrails. A

hectic five days for all three crews with a few last minute snags until late on the Friday evening. Was it worth it! Initial reports indicate it was a financial success, with nearly 100 new members signed up and many boaters and members of the public complimented the work of the volunteers. Following the event it took just two days for all the temporary moorings and scaffolding to be dismantled sorted and bound together for collection.

This report does not identify the works carried out by other volunteers within the bounds of the Festival site. In total around three volunteers gave of their time and effort in planning, preparing, manning and dismantling the largest national volunteer Festival in the UK.



Ernest Boddy placing fittings to the temporary moorings

*Photo supplied by Dave Carnell*

# National Waterways Festival

## Steve Hayes

Once again, August Bank Holiday saw the Trust in action to support and help man the Lincolnshire Waterways Partnership stand at the IWA National Waterways Festival at Redhill on Soar. Many members of the Trust had already been on site for two weeks prior to the Festival. They were working with Dave Pullen, our own Trust engineer, who was the Waterspace Manager for the event and their task was to install the moorings for the visiting boats at the Festival. I know their efforts were very much appreciated by the organisers.

Chris and I arrived at Redhill on the Thursday to get established on the caravan site. Putting the awning for up for the first time in windy conditions was, to say the least, interesting but was achieved in the end!

One of the highlights of the weekend is always the boaters' quiz, this takes place on the Thursday night before the Festival and is put together by Martin Ludgate, Deputy Editor of Canalboat and Editor of Navvies. Chris and I were joined in the Beer Tent by three people from the Manchester IWA branch and agreed to form a team called, surprisingly enough, Cobblers. We felt that we had done quite well in most of the rounds and at the end were delighted to find that we had actually won the quiz. Not only that, the team only a few points behind us was also made up of Trust members. Well done to them as well, a clean sweep for the Trust and also £165 for our funds and a good start to the weekend.

Early on the Friday Keith and Allen arrived by van with both LWP and SNT display boards. The first job was to locate the marquee, not an easy task in the melee of people arriving to set their own stands! Having found it there was a problem, it wasn't in the kind of layout that we were used to. The tent was end on to the main avenues and not facing as had been the case previously. There then ensued a period of head scratching to decide quite how we would rearrange the display. We eventually managed to sort out a layout that we felt worked. One of the considerations was not only how were the displays to be positioned but where could the kettle be. An important factor if you are on the stand for three days! The layout must have been good because neither Mary nor Dilys made any major changes when they arrived.

Fortunately it had been decided on the Friday to brace the displays against the

marquee because, when we arrived on the Saturday and opened up the ends of the marquee, there was a huge through draft which can only be equated to that of a wind tunnel. Leaflets were blowing everywhere but we finally managed to catch them all and anchor them down. The nearby equipment stall did an extremely good trade as Dilys bought lots of clamps to secure the tablecloths and the leaflets. We were sure that it was a lot warmer outside the marquee than it was inside!

As usual Trust members did sterling work handing out the "Lincolnshire Plum Bread" an attraction that draws in return visitors every year. In fact at the Campaign Rally on the Chesterfield Canal we were asked where the Plum Bread was and had to say that that only happened at the National. Over the three days a total of fifteen loaves were buttered, cut up, and handed out! Pat Taylor, as usual, was in charge of the sales stall and did a magnificent job raising money for the Trust.

One of the aims of the stand is to promote Lincolnshire Waterways and also assess how many people were aware of recent developments and had visited the area. Visitors were asked to complete a questionnaire indicating their level of knowledge of the waterways and the sites they had visited. They were asked to highlight both what they had enjoyed and what improvements they would like to see. Trust members were on hand to explain additional details concerning LWP and SNT and it was gratifying to see the degree of interest and support expressed. Completed questionnaires revealed a surprising number of visitors to the Sleas and supported anecdotal evidence that there have been many more boats on the waterway this year than before. All this means more evidence of the need for a winding hole in South Kyme and perhaps a weed-cutting programme!

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## Dave Carnell

A female who caused damage to a number of Boats in Brayford Pool and the Fosdyke has been prosecuted by BW for exceeding the speed limit and inconsiderate boating. In August Lincoln magistrates imposed fines of £50 each for the two offences and £247 costs. A number of boats received slight

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