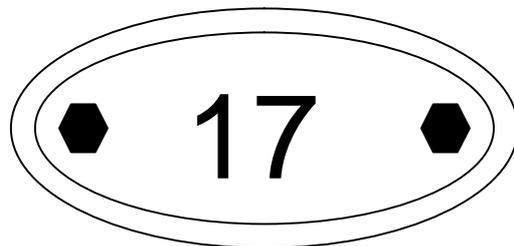
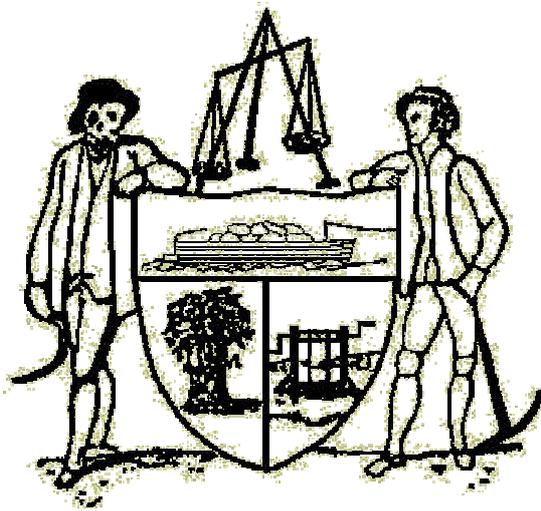


Sleaford Navigation Trust



April 2004

The Sleaford Navigation Trust

... is a non-profit distributing company limited by guarantee, registered in England and Wales (No 3294818)

... has a Registered Office at 10 Chelmer Close, North Hykeham, Lincoln, LN6 8TH

... is registered as a Charity (No 1060234)

... has a web page: www.sleafordnavigation.co.uk

Aims & Objectives of SNT

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

Articles and opinions in this newsletter are those of the authors concerned and do not necessarily reflect SNT policy or the opinion of the Editor.

Editorial

Welcome to the springtime edition of the SNT newsletter – hopefully this one will reach you on time, unlike the last one which suffered a few last minute delays! As it's my fourth edition you'd think I would have got the hang of it by now!!

My pleas for submissions have at last been heeded and I must say how glad I was to receive a number of items for publication this time around – please keep them coming in!! Debbie Scott has sent me a report on the Day-Star performance which unfortunately I had to miss, thank you for that and for the accompanying photo. Your former editor has come up trumps again and allows us a glimpse into his waterways background. Dave's article on William Jessup that appeared in Issue 15 is still doing the rounds of the publishing world with even more Editors asking for permission to reproduce it! Just remember that you read it here first folks!!

Remember the photo that Steve Hayes submitted last time of the boats just scraping under a bridge? Well someone else remembered it very well as it was actually their boat!! Des Longthorne has sent in a great article taking us on a trip down his own memory lane – no doubt it will strike a few chords with all you other boaters out there too!

You will also find another photo of Holdingham Mill from the same source as the last one, but taken from a different angle this time. I must also thank Henry Brown of Leasingham for his photo of the old Paper Mill at Evedon taken in the 1930's. Although I do not intend to publish it until the next edition I mention it now in the hope that someone may feel like putting pen to paper with a few tales about it? The photo dates from 1936 but I believe the mill was not taken down until sometime in the 1950's. I understand that evidence of making paper on this site goes back as far as 1630 (yes, that's 1630!) so wrack those brains for a few memories of the place.

We have a number of major events coming up in the next few months what with AGMs, Water Weekends and joint ventures with our Cogglesford Friends so get your diaries out and try to make a point of seeing us there if you can. I look forward to meeting some of you in the near future and would like to thank all of you for your support to date.

Martin Noble

Chairman's Report for April 2004

Chris Hayes

You will remember that the announcement was made in a previous newsletter that the land purchase for the bed and banks of the Slea was going through at long last! Details have now gone to the Land Registry and the final 'T's are being crossed and the 'I's dotted! Ownership is now, finally, ours.

Atkins, the firm of consultants completing the Implementation Study for the restoration, has now issued an Environmental Scoping Report to all consultees. This is an analysis of all the effects of the restoration on the environment in both the long term and short term. This has gone to a wide variety of organisations on a list drawn up by Atkins and the Environment Agency and comments have been invited. We now await the final report and recommendations.

The Trust has been very concerned in the recent months by the fencing erected by the Environment Agency around some of the lock structures on the Slea and on other waterways.



Metal fencing, recently erected by the Environment Agency, surrounds the historical remains of Evedon Lock,

Photo by Martin Noble

Apparently this is the result of Health and Safety concerns but the resulting heavy metal fencing could actually make access to the lock very difficult should an accident occur and rescue be needed. Fences have been put at Bottom Lock, Evedon Lock, the by-wash at Cobblers Lock and around above the tilting weir at Cogglesford Lock.

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The whole issue of Health and Safety is a thorny one but there is a document, endorsed by the EA, entitled 'Visitor Safety in the Countryside' which expresses the current view that, rather than prevent access to areas with potential for danger, it is better to alert the public to that danger and then put the onus on to them to take adequate measures to ensure their own safety. We believe that the wooden post and rail fencing erected by the Trust at Cogglesford achieves that end.

We are delighted to be able to congratulate our 'sister waterway', the Horncastle Canal, on raising the funds required to complete a Feasibility Study for restoration and on featuring prominently in the April edition of Waterways World.

The East Anglian Waterways Association chose to hold their AGM in Sleaford on March 14th in order to update members on the progress of the Lincolnshire Waterways Partnership. They have been very supportive of the Slea in both sponsorship and encouragement so it was good to be able to welcome them to Sleaford.

A new membership leaflet is in preparation thanks to sponsorship from the Barge and Bottle and the HSBC Bank. Hopefully you will soon see the new leaflet at a variety of outlets.

Websites Worth a Visit

Another very well presented website comes from one of our fellow trusts - "The Shrewsbury & Newport Canals Trust" may be found at www.sncanal.org.uk. Their site is particularly friendly to use, as well as being quick to download and navigate around it also appears to be updated on a regular basis. They currently have details of their recent feasibility study on there as well as lots of other information and photos. Please do give it a try!

Martin Noble

Annual General Meeting 2004

The Trust is due to hold its AGM at the Sleaford Rugby Club on Wed 5 May at 7.30 pm. All members are invited to attend and are more than welcome to bring along any other interested parties – however please note that only members will be allowed to vote on issues raised. Dr Simon Pawley, the local historian of some repute (and a member of the Trust), has very kindly agreed to give a talk on the restoration of Cogglesford Mill. As this will be accompanied by a slide show there is no doubt that the evening will be of particular interest to all of us who share an interest in the Slea. We look forward to seeing you there!

Martin Noble

'Day-Star Theatre Company Come to Sleaford'

By Debbie Scott

The actors of Day-Star Theatre Company are no strangers to Sleaford, having performed here at least twice before. It has been a few years now and so there were several people in the audience for whom the company's versatility was a completely new experience. Those who'd seen them before were equally impressed and even if they'd seen the same play before (at the 2003 National Rally) were still pleased by the performance.



Pete and Jane as *Ernest* and *Lily* during their recent performance in Sleaford.

Photo by Debbie Scott

How two people transform themselves into first one couple, then another, then another and then top it all by swapping partners at least twice is enough to amaze! Using just a few prop changes, accents and facial expressions to add to the costume changes, Pete and Jane became Jeremy and Eleanor, Ernest and Lily and finally Rick and Holly, the anticapitalist eco warriors determined to put the greedy capitalist world to rights. The role of navigation in the history of food miles? Food for thought indeed.

After the show, Dave Carnell stood in for our Chairman and gave us an update on the restoration progress, and Pete and Jane did the honours of drawing the Raffle. Thank you to everyone that turned out on a wet evening, Pat and Rodney for bringing the stall, Gavin, Pete and Jaki for helping with the refreshments, Sue and Mel for providing hospitality for the company and everyone who donated prizes and bought raffle tickets. We noticed the pile of membership application forms had shrunk, so we'll take this opportunity to particularly welcome new members who join as a result of this event! Special thanks to Pete and Jane for travelling over to Sleaford - this year by road again, but one day they will be able to reach us by water.

Dave Turner, a Pen Picture

My association with canals, boats and navigable rivers started in the 1960's when an aunt and uncle took me to see Bancroft Basin on the newly reopened Stratford Canal. A year or two later I was walking bits of the Chesterfield Canal but at that stage I was still more interested in architectural history and archaeology. The big change came in 1970 when at university I met people with similar interests and we took to towpath walking at weekends, managed a boat holiday or three and eventually in February 1971 arrived at Bugsworth Basin on the Peak Forrest Canal to take part in a voluntary work party. This proved to be just the first of many and for six years I spent more weekends helping to restore canals than everything else put together.

Career wise I started out as an accountant, not the type that calculates your income tax liability but the sort that pays the bills for industry, calculates the wages and works out the cost of producing whatever it is the organisation is manufacturing or providing. The happy combination of pushing a pen on weekdays (computers were still in the future) and physical work on a canal somewhere at the weekend worked out well and whilst I could not yet afford a boat I could at least read every book about the canals I could get hold of.

Voluntary work at Bugsworth gave way to lock chamber clearances on the Marple flight with the Peak Forest Canal Society and that done we sorted out the Rochdale 9 locks in central Manchester then reformed as a mobile work group travelling to anywhere in the country, even to Glasgow. That was how I got to know the Project Manager of the Droitwich restoration but it was in a weak moment after being made redundant that I accepted an invitation to work on that canal. What was to have been at most a six months temporary contract ended up being a six year stay after I took over the manager's job. As well as looking after the volunteers, contractors and our own full time workforce I spent much time liaising with all sorts of organisations including the local authority who eventually not only conceded that we could dig up their beautiful Vines Park to reinstate the canal through the town centre but also gave us £200,000 towards the cost!

A spell in local government then preceded a return to the East Midlands where I now work for myself. 24 years ago Isobel and I bought a boat, a former carrying narrowboat which we have restored and used for holidays on the waterways and because of it I have become active in the Historic Narrow Boat Owners Club (I am also their treasurer). After 30+ years I am still involved in waterway restoration but now more so from the keyboard than the shovel. Canals are part of our heritage and it is gratifying to record that this has at long last been recognised by large sections of the public and most importantly by the powers that be. The coming years will see many more navigations reopening, almost inevitably the Slea being among them. In order to make that a certainty the Trust needs to recruit lots more members, particularly from the good people of Sleaford, so my message to you is go out and recruit as many of your friends and acquaintances as you can.

January Work Party by John Jackson, Work Party Organiser

The January work party took place on a surprisingly bright and relatively warm Sunday with a good turnout with Steve Hayes and George Cook attacking the graffiti on the byewash walls with vigour and the chemicals provided by Barbara. Despite a great deal of elbow grease and expertise I am afraid the ambient temperature defeated the chemical reaction and resulted in limited success. I will arrange for a further quantity of chemical and we will try again when the weather improves. Myself, Norman Osbourne, Dave Turner and David Pullen moved the remaining pile of hardcore from the car park to consolidate the service road established by the last BITM work party. The track is sound and will prove to be a great asset when larger items of material and equipment are brought in to continue the restoration in the future. While David and Norman trooped off to try and locate a land drain, this will certainly result in blood, sweat and tears for us on a forthcoming work party, Dave Turner and myself loaded the two extremely heavy metal bridge supports onto his long suffering but very versatile trailer. He then drove the dumper truck up onto the trailer using the girders as a track way and drove off into the sunset or our garage at the rugby club whichever sounds more feasible. Norman, David, Steve and myself joined him there (the rugby club) and after clearing some space in the garage the truck was parked up awaiting its next run out. A good day and a good result.



Haverholme Lock from
downstream. Clearing
the vegetation makes
you appreciate the task
we have ahead of us!

Photo by Jo Cook

SLEAFORD NAVIGATION TRUST

A non-profit distributing company limited by guarantee.
Registered in England & Wales No: 3294818. Registered Charity No. 1060234
Registered Office: 10 Chelmer Close, North Hykeham LN6 8TH

Directors Annual Report December 2003

This is the seventh annual report of the directors of the Trust and covers the year to 31st December, 2003. The company was incorporated on 19th December, 1996 and its full name is the 'Sleaford Navigation Trust'. It is a company limited by guarantee registered in England and Wales No. 03294818. On 17th January, 1997 the Trust became a registered charity No. 1060234 and on 20th January, 1997 took over all assets and liabilities of the 'Sleaford Navigation Society' Registered Charity No. 515144. The Society was subsequently dissolved being removed from the Charity Commissioners list of charities on 24th September, 1997. The address of the registered correspondent is 10 Chelmer Close, North Hykeham, Lincoln, LN6 8TH. The governing documents of the Trust are the memorandum and articles of association which have been approved by the Charity Commission.

The Directors of the Trust during the year to 31st December 2003 were:

Christine Hayes (Chairman)	Barbara Jones
Stephen Hayes (Secretary)	David Pullen (Engineer)
David Turner (Treasurer)	Debbie Scott
David Carnell	Susan Sowerby
Pat Taylor	

All the directors were elected at the first annual general meeting in 1998 with the exception of David Carnell who is the nominee of the Lincolnshire Branch of the Inland Waterways Association and Debbie Scott who was elected later. The Trust's governing documents contain powers to authorise outside bodies to appoint a nominee director and this authority was used at the 1998 annual general meeting for the Lincolnshire Branch of the Inland Waterways Association. At the 2003 annual general meeting one director, Martin Chapman, retired and did not seek re-election. Debbie Scott was nominated and duly elected. No director may remain as a director for more than three years without seeking re-election.

The Trust registered office is: 10 Chelmer Close, North Hykeham, Lincoln, LN6 8TH. General correspondence should be addressed to the Secretary at the registered office.

The main Agents of the Trust are

Bankers: Lloyds Bank plc, 2 Northgate, Sleaford, Lincolnshire. NG34 7BL

Solicitors: Shakespeares, 10 Bennetts Hill, Birmingham. B2 5RS.

Auditors: Robt. A. Page Kirk Cree Jepson, Sherwood House, 7 Gregory Boulevard, Nottingham. NG7 6LB,

Membership Secretary: Jenny Osborne: Bank House, Ruskington Fen, Billingham, Lincoln, LN4 4DS

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Objectives Organisation and Activities

The Company was established to stimulate public interest in and appreciation of the history, structure and beauty of the waterway formerly known as The Sleaford Navigation or Kyme Eau and to promote the restoration and preservation of the waterway for navigation and other purposes. These aims are being furthered by the Trust's policy of mobilising support for the restoration, finding solutions to the technical and other difficulties associated with its revival and ongoing operation, and the identification of sources of funding with which to finance the work. In appropriate situations the Trust will use volunteer and / or paid labour to advance the physical work of restoration. This is a continuation of the policies adopted by Sleaford Navigation Society which led to the route of the navigation being recognised and protected under the County Structure and District Council Local plans. No material change of policy has been made by the Trust during the year.

The Trust is organised and controlled by its Directors who provide their services on a volunteer basis as members of the Executive Board. The Board meets quarterly, to formulate strategy and review progress. The implementation of that strategy is the responsibility of a sub-committee the 'Management Sub-Committee' which meets monthly, with the exception of August, to transact all business within its remit. Currently all of the directors are members of the sub-committee. There are no paid or seconded staff.

The Trust is a corporate member of the Inland Waterways Association which shares certain objectives with the Trust and provides help and support nationally and locally to all organisations engaged in waterway restoration. The physical restoration work by the Trust's own volunteers is supplemented by that of the Waterway Recovery Group (WRG), the national co-ordinating body for volunteer labour on the inland waterways of Britain. The Trust is a member of the Sleaford Chamber of Commerce and the Sleaford Sports Partnership and is represented at the meetings of the Friends of Cogglesford Mill. The Trust is also a member of the Lincolnshire Waterways Partnership which is being led by Lincolnshire County Council, British Waterways and the Environment Agency in order to enhance and develop Lincolnshire waterways for the benefit of the community. Representatives of the Trust attend meetings of AINA and Northern Canals Association.

Review of Progress and Achievements

The Lincolnshire Waterways Project is a commitment from partners to the Fenland Link and the development of Lincolnshire waterways for all users. The County Council has allocated £9.7m to the scheme and is applying for matched funding from the EU. It has been confirmed that, together with the Fenland Link promoted by the Environment Agency, the restoration to navigation of the Sleaford Navigation is a first priority. £50,000 has been made available to undertake an implementation study on the Slea in order to facilitate later progress. The support of the County Council, British Waterways, the Environment Agency and the other partners has moved the completion of restoration of the navigation much nearer.

Apologies from the Editor

Welcome to my new regular feature – your Editor apologising for things he got wrong in the last issue!!

This time it was misleading you with the picture of Holdingham Mill which I said was also known as *Bone Mill* – well it's not, it's also known as *Corn Mill* (amongst other names!) as I'm sure you all knew. Still at least it proves that at least two people are reading the newsletter! Please see page 13 for even more names for the different mills and locks along the Slea.

I should also apologise to Ruth Tinley for the incorrect spelling I was given for her surname – sorry Ruth!

Martin Noble

Walks Along The Slea

Some years ago the Society (as it was then) published a booklet entitled "Down The Sleaford Navigation" which gave details of short walks along and around the river - does anyone have a copy that I could borrow with a view to sharing some of them with our newer members?

The Editor

Sales Company News

I believe it has been a quiet few months for our intrepid stall holders, Pat and Rodney, since their last major outing at the Sleaford Christmas Market. Pat will no doubt have been busy though polishing all her plaques and sharpening all her pencils ready for the new season ahead!

She will have a selection of items for sale at the AGM in May and will be getting the full stall out for the first time at the Sleaford Water Weekend on the first weekend in June. Please remember her when you are clearing out those cupboards as she is constantly on the lookout for bric-a-brac to boost the money she raises for us. Mind you her forthcoming trip to Las Vegas might well provide her with a few coppers of her own – good luck Pat and don't forget your friends when you hit the jackpot!!

Martin Noble

Name That Lock and That Mill!!!!

The seven locks along the length of the Slea have been known by a variety of names over the course of time, some of which you can find below. As some of the locks on the upper stretches of the navigation were associated with water mills it is possible that the *locks* sometimes ‘adopted’ the name of the *mill* too although this is not thought to have happened on each change of name (owner?).

Currently known as *Previously known as*

Cogglesford Lock	Cogglesford Mill Lock Almond’s Mill Peck’s Mill Sharpe’s Mill Top Lock
Bone Mill Lock	Dyer’s Mill Sabine’s Mill Lowe’s Mill
Corn Mill Lock	Cropper’s Flour Mill Tomlinson’s Corn Mill Tomlinson’s Mill Nash’s Mill (the last miller)
Paper Mill Lock Evedon Lock Leasingham (Mill) Lock	Cropper’s Mill Mowbray’s Mill Leasingham Moor Mill Paper Mill
Haverholme Lock	Haverholme Mill Lock
Cobbler’s Lock	Anwick Lock Thackers Lock Second Lock
Bottom Lock	Kyme Lock Kyme Lower Lock Lower Kyme Lock First Lock

The names shown above have been drawn from a number of sources and show how often things can change over time! I would like to thank the SNT Executive Committee for helping me to compile this list, without whom I would have no doubt missed out at least one name, if not more!!! Perhaps some of you might even know of additional names for our locks, if so please drop me a line.

Martin Noble

Holdingham Mill – Revisited!

Following on from the article in the last newsletter I thought you might be interested in seeing the other side of Holdingham Mill. This view, taken from downstream of the lock, clearly shows the old Toll House structure. I have no date for this photo although as it came from the same source as the one in the last edition it could well have been taken in the 1950s too. There certainly seems to be a fair amount of water flowing through there, unlike the present state of the river!



Note that, in this shot, the roof over the wheel house does not appear to have collapsed yet - or maybe it has been repaired already? Can anyone shed any light on the Toll House? Why were tolls collected here, what were the fees charged, who did the money go to? Do any records survive pertaining to its use? Any local historians out there? Please drop me a line and share your tales with other readers!!

Martin Noble

A Trip Down Memory Lane

The photograph of two boats negotiating a low bridge published in Issue 16 evoked a few memories for Des Longthorne who recalls the journey here ...



The picture on page 8 of the No. 16 issue evoked some interesting recollections for Val and myself. The boats, which are moving towards the camera, are Ernest Boddy's 'Florrie Kendall' on the left and our 'Boomb Rat' on the right. The picture was taken at around 5 pm on Sunday 30th April 1989 and closer inspection showed that the character who seemed in danger of falling in was myself. I was watching the bridge clearance of our cabin and liaising with Ernest who is just visible behind the bridge decking. There was, in fact, some six inches to spare which was agreeable to me but meant the 'bottom would be too near the top' for a deep draughter like 'Florrie Kendall'. Our slow progress up to this point, of about $\frac{3}{4}$ mile per hour, already hinted at problems ahead.

We had arrived at Kyme a week earlier, having got together with Ernest Boddy through the auspices of Pat Taylor and in fact, totally unplanned, we had picked Pat up at Tattershall Bridge leaving her little Morris Minor to be picked up later. 'Boomb Rat' was brought up backwards as an insurance lest 'Florrie Kendall' was not able to turn and thus we could assist by towing her back out.

Continued on Page 16

I felt it was probably not worth us attempting Cobblers as the Bailey Bridge was a problem to most shallow drafted boats. However, Ernest prevailed and pointed out that 'Boomb Rat' could always be left at the Bailey Bridge and we could then all continue on 'Florrie Kendall'. With twenty or so Boddys and other bodies involved I think we would have been up Kyme Eau less a paddle from the insurance point of view.

We got moving at twenty to four, towing in line on rudimentary cross straps. This was not a pretty sight as 'Boomb Rat' towed this way proved a wayward beast. After Vicarage Lane we breasted up as shown in the picture and progressed very slowly until we got to 'Appletreeness' whereupon 'Florrie Kendall' grounded, the three miles having taken us four hours.

In the galley Val was emulating the feeding of the five thousand and, in fact, ran out of bread and most other supplies. She pressed a French stick of uncertain vintage into service by freshening it under the tap causing one lady, some years later, to call across a busy Out-Patients Department "I remember you. You're the lady who washes her bread". Meantime I untied and reversed, I don't remember how as reversing has never been 'Boomb Rat's' favourite pastime, to the Cobblers by-wash, handbrake turned then backed up to 'Florrie Kendall'. With a lot of effort from both boats we struggled up to the by-wash and she turned - it was now almost nine o'clock.

Ernest set off and 'Florrie Kendall' went aground once more on the bend and I struggled back from the lock where I had ended up in shallow water, turned successfully and went down to pick up 'Florrie Kendall' yet again.

We heaved her over the mud, which appeared to be from an inflow, then set off independently for Kyme - we had been five hours twenty minutes travelling three and three quarter miles.

The return in darkness, with memorable multitudes of disturbed wildlife flying in all directions, was covered in one hour twenty five minutes at 2.1 mph. Someone in the party tried to knock Halfpenny Hatch bridge down with his head but otherwise all went well - apart from the pub being closed on our return! 2.1 mph is not far from 'Boomb Rat's' average over 11 or 12 thousand miles and showed that the arm, even if temporarily shallow, was no worse than some other well used arms. The whole trip of six and three quarter miles had taken us many hours and I know that all involved will remember it.

Ernest had his lovely family with him plus Pat Taylor, Mel Sowerby and others. We had John and Sylvia Marshall who crewed with us at times, Sam and Paul Siviter who lived near the canal in Kyme, George and Mrs Wildsmith (of 'Roxanne') and George and Sheila Marriott who later bought 'Roxanne' and renamed her 'Iolanthe'.

1989 was a memorable year for us. Still both at work the logistics of countrywide boating were a mite daunting. We travelled 820 miles and 430 locks to the National and the total back to Snaygill on the Leeds and Liverpool Canal was 1215 miles and 685 locks. We had run aground on the Trent and discovered at Tattershall Bridge the forward gear was not engaging correctly, the effective arm at the gearbox being much longer than on the Morse control. (This was corrected at Kyme just before setting off as above.)

We met a former U-boat captain, with the Naval Officer who had sunk his U-boat, at a lock near Berkhamstead and were chased by 'yobs' on scooters from Victoria Park to St. Pancras in London. We had diesel in the sump returning to Yorkshire with no time to spare to fix it except by doing oil changes almost daily. To beat the Leeds/Liverpool stoppages we did long flogs on short days with our friends the O'Connors using two cars, starting at 5 am in the dark, boating until after dark on Saturday and half of Sunday- then the oil change and back to shuffling the cars.

Claymore at Preston Brook fixed the fuel leak and we had a monumental thrash in half gale conditions to Wigan, then up the 'Wigan Locks' on Sunday morning to White Bear at Adlington. Anyway, we made it back with a weekend to spare and great fun it all was. Few experiences, however, approached the one described here. Thanks for your company then and later 'Florrie Kendall' and thanks to everyone else who were there, particularly Pat Taylor who had organised the gathering that weekend at South Kyme.

P.S. The name 'Boomb Rat' has nothing whatsoever to do with a certain pop group as many people think. (On one occasion I was threatened with violence by someone who insisted it was!) Some 36,000 Boomb Rats were bred at the top end of the Wendover Arm on the old Rothschild Estate and then exported to various parts of the world, most of them to work on the Queen's aeroplanes.

*Des Longthorne
nb 'Boomb Rat'
February 2004*

Your Executive Committee

Chairman	Chris Hayes 10 Chelmer Close, North Hykeham, Lincoln LN6 8TH Tel 01522 689460
Secretary	Steve Hayes Contact as above
Treasurer	David Turner Brownlow's House, Brownlow's Hill, Coddington, Newark, Notts NG24 2QA Tel 01636 708781 e-mail d-turner@totalise.co.uk
Engineer	David Pullen Brinkburn House, Church Street, Scothern, Lincoln LN2 2UA Tel 01673 862278
Ordinary Member	Debbie Scott Tel 01529 305755
Ordinary Member	Barbara Jones Tel 01529 303749
Ordinary Member	Susan Sowerby Tel 01522 856810
Chairman, Sleaford Navigation (Sales) Ltd	Pat Taylor Tel 01522 790652
Lincolnshire IWA Nominee	David Carnell
Editor	Martin Noble 20 Curlew Way, Sleaford, Lincs NG34 7UD Tel 01529 413135 Mobile 07799 000046 e-mail martin@noble6161.fsnet.co.uk

Non Committee Contacts

Membership Secretary	Jenny Osborne, Bank House, Ruskington Fen, Billingham, Lincoln LN4 4DS Tel 01526 832256
Sleaford Sports Partnership (SSP) Liaison	Norman Osborne Contact number as above
Work Party Organiser	John Jackson Tel 01529 410427

Dates for your diary...

The following activities are planned over the next few months so please make a note of them and endeavour to support your Trust in any way you can.

Thursday 15 th April IWA Lincs Branch	Further travels of “Leslie Ann”, a video by Jeff & Veronica Strickland. 8pm at St Mary-le-Wigford Church Hall, Lincoln.
Saturday 17 th April SSP	Quiz Night. 8pm at Sleaford Rugby Club.
Wednesday 5 th May SNT	SNT AGM followed by talk on Cogglesford Mill. AGM starts at 7.30 pm at Sleaford Rugby Club.
Sunday 9 th May SNT Work Party	This months Work Party will once again take place at Haverholme Lock.
Monday 24 th May SSP	SSP AGM 7.30 pm at Sleaford Rugby Club.
Sat/Sun 5 th /6 th June	Sleaford Water Weekend – fun and games for everyone, centred on and around our waterway!!
Sunday 6 th June SNT Work Party	Trust members will be supporting the activities around Sleaford in a number of ways. Contact our Chairman or Work Party Organiser for details of how you can help too.
Sat/Sun 3 rd /4 th July	Lincoln Water Festival.
Sunday 11 July SNT / FoCM	Get Fruity at the Waterside! Strawberries & Wine event to be held at Cogglesford Mill, jointly hosted with Friends of Cogglesford Mill. There will also be a guided walk along <i>our</i> part of the Sleas! Please contact Barbara Jones for further details on 01529 303749.

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

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

