



Volunteering

(you don't need to get dirty – unless you want to...)



Getting involved is a great way to meet people and to make new friends. We do need volunteers to join our workparties but there are lots of other things you can do to lend a hand. Volunteering is fun and there are many different ways you could help the canal trust. Here are some of them:

Help man our exhibition stand. Over the summer we take our stand to all sorts of rallies and events in Shropshire and Staffordshire. We always need help to man the stand and to talk to interested visitors. Training is given and you won't be abandoned on your own!

WANTED - the Trust desperately needs a minute secretary for its Trustee Action Group meetings! This would only be for 5 meetings a year. Can you take notes and turn them into minutes for the chairman of the meeting to approve? If so, please contact:
Bernie Jones - bjones@sncanal.org.uk or call 07971 016322

Are you good with paperwork? We always need help with applying for grants.

Apart from these examples there are plenty of other jobs that we need help with including things like updating our website and our Facebook pages, fundraising, scrap metal recycling, stamp collecting, proof reading and event planning

Regular Work Parties

Come along and get some fresh air and exercise and perhaps learn new skills. You don't even have to be a member to take part in one of our work parties.

Our regular work parties take place on three Saturdays each month:

Newport: Every 1st Saturday of the month, 10.00am - 4.00pm.

Wappenshall: Every 3rd Saturday of the month, 10.00am - 4.00pm.

Shrewsbury: Every last Saturday of the month, 10.00am - 4.00pm.

If you want to find out more or to enquire about how you can help, then email volunteer@sncanal.org.uk with your details and what you are interested in doing or take a look at the Volunteering page on our website.

www.sncanal.org.uk

S&N News - Issue 62/3 2016



**SNCT volunteers learn
to lime mortar**

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what's in your

S&N News

*The quarterly newsletter of the
Shrewsbury and Newport Canals Trust*



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*The views expressed by contributors to S&N
News do not necessarily represent the views
or policies of The Shrewsbury and Newport
Canals Trust*



**Working to restore the canals
in partnership with The Norbury to
Newport Canal Restoration CIC**



notes from the chair

It is July already and there is so much going on in the Trust. Our boat, BITTERN, is being restored at Shrewsbury College of Art and Technology thanks to the efforts of Alistair Price (Trustee) and some new staff at the college. The Shrewsbury Support Group has progressed the clearance of the canal line not only in the Sundorne area, but also close to Uffington. The WRGies visited us for a weekend in June and they have greatly helped to progress the restoration of the Forton section, with more Bentonite liner being installed, a French drain laid and repairs made to the wing wall under the skew bridge. The Norbury Festival was a financial success again, even though the weather tried to do its worst for a couple of the days. Jusfashow and the Trust's stand have already been to 4 events this year. There has also been a great deal of work done to apply for more grants for Wappenshall, but read more about that elsewhere in this edition.

The AGM was the best attended yet and it was nice to see so many new faces. I wonder if we might persuade a few of you to come to some of the summer events we have planned? The WRGies are returning from 13th to 27th August - this is the first 2-week camp we have had on the S&N. Why not come to Forton (or maybe other work sites) to see them in action, or come along to pitch in and help? If you can't help, then maybe bake a cake and bring it along? WRGies and SNCT volunteers thrive on cake! It would be



Bittern under restoration at Shrewsbury College of Art and Technology

great to see you. Watch the website and Facebook for more details. See opposite for planned events.

Bernie Jones
Chairman

SUPPORT GROUP MEETINGS

NEWPORT

- **Wednesday 7th September**
Wednesday 2nd November
7.30pm British Legion Club
Audley Road, Newport TF10 7DP
Contact: John Myers 01785 255263

TELFORD

- **Monday 15th August**
Monday 10th October
7.30pm The Elephant and Castle
1 High Street, Dawley TF2 9JQ
Contact: Alan Harding 07944 753009

SHREWSBURY

- **See website for details**
7.30pm Meole Brace Bowling Club,
Meole Rise, off Upper Road,
Meole Brace, Shrewsbury SY3 9JF
Contact: Bernie Jones 01743 709601

Dates for your Diary

Do, please, check the website for updates

- **Tickethouse Lock Garden Event, Saturday 6th August**
Tickethouse Lock House,
Newport TF10 7PF
adjacent to lock 21
- **IWA fundraising weekend Saturday, Sunday 6th-7th August**
Lock wind at Hurleston Junction
- **WRG work camp, Saturday 13th August - Saturday 27th August**
Forton TF10 8BY
The WRG volunteers are coming for two whole weeks this year
Members welcome to attend
- **Whitchurch Boat Rally 20th - 21st August**
Whitchurch Canal arm
Volunteers wanted to man the stand
- **IWA Event: Festival of Water 27th-29th August Bank Holiday**
Pelsall, near Walsall, West Midlands
- **Wappenshall Wharf Open day Saturday 3rd September**
Wappenshall TF6 6DE
- **Mikron Canal Theatre Tuesday 6th September**
Coton Mill, Gnosall ST20 0BN
at 7.30pm
- **Circular canal walk and Wappenshall Wharf tour**
Monday 12th September
Part of the Wellington Walking Festival

New Members

We welcome the following new members to the Shrewsbury and Newport Canals Trust

Theresa & Julia Bishop Newport, Shrop.
Steven & Lynda Jones Apley, Telford
Richard Willis Ripon, North Yorkshire
Gerald & Linda O'Brien Bratton, Telford
Clive Bentley Newport, Shropshire
Jonathan Haskins & Helen Backhouse Much Wenlock, Shrop.
Neil Alexander Knighton, Staffordshire
Jeff, Jean & Allun Williams Trench, Telford
John & Jenny Jackson Trysull, Wolverhampton
Alan & Pat Salt Whitchurch, Shropshire
Rachael Chebsey, Anthony Cowern Overdale, Oxfordshire
Steve Clarke Wombridge, Telford
Malcolm & Stephanie Grey-Smart Market Drayton, Shropshire
Trevor & Marion Lane Tonbridge, Kent
Mary Rigby Wellington, Shropshire
Janet Wheeler & Deborah Collis High Offley, Staffordshire
Barry & Sylvia Fenn Hadley, Shropshire
Harold & Roma Fletcher Wellington, Shropshire
Susanne & Carl Hemming Wellington, Telford
Rich & Michelle Whitehouse Newport, Shropshire
Ivor Brothwood Admaston, Telford
Sally Ash Beaconsfield, Buckinghamshire
Sue & David Cooper & Family Wallingford, Oxfordshire
Janet Johnstone Wellington, Shropshire
Margaret Jones Wellington, Shropshire
Keith Johnson Codsall, Staffordshire
Andrew & Diane Jones Wheaton Aston, Staffordshire
Richard & Myfanwy Rhodes & family Crewe, Cheshire
Ketley Good Companions Ketley, Telford

Our AGM - a full day event!

Once again we gathered at Wappenshall for our annual agm which in recent years we have turned into a full day of interest, with guest speakers and a local walk.



Our first speaker of the day was SNCT member *Malcolm Braine*, who has spent his whole life involved with canals and narrowboats. Malcolm's first contact with the Newport Canal was on a boating holiday not long after the end of the war. He converted his first narrowboat in 1952 and has run a boat building yard at Norton Canes for decades. We were privileged to see some of his fantastic collection of photographs illustrating 50 years of the canals from working boats to key restorations that he has been involved with.

The AGM started promptly at 12.15 and finished not very long afterwards. Our chairman took us through our achievements of the last year and commented that it was

his fastest presentation so far! The financial report and other business was quickly completed and so to lunch.

After lunch we were privileged to be addressed by *Dr Geraint Coles*, who is well known in canal circles for his outstanding work on the Chesterfield Canal. More recently Geraint has picked up responsibility for the "state of the nation" which is a CRT/IWA project to gather a mass of information about each restoration project. For example, how long is the section to be restored? How much is in water? And much more. This will then be used to produce a Strategy Plan for lobbying Government for funding and possibly for prioritisation. Geraint's presentation was fascinating and very entertaining. He kept his audience involved and gave many of us an interesting view on where we stand and how to proceed with the S&N restoration.



CRT presented special mugs to eight members who had contributed over 100 volunteer hours last year.

A big thank you to all our members who worked so hard behind the scenes to prepare the site, park cars, make tea and coffee and prepare lunch.

Afterwards *Alistair Price* led a party to view the guillotine locks on the Trench Arm.



WAPPENSHALL WHARF PROGRESS REPORT

We are reaching the closing stages of our bid to restore Wappenshall Wharf with the assistance of the Heritage Lottery Fund. By early September we need to complete our application for the Second Round including all the supporting evidence - and there is a lot of it. There is a huge amount of work going on in the background to ensure that all our paperwork is correct, up to date and synchronised with the on-line application. We need to re-visit our Marketing Plan, Conservation Plan, Ecology Report, Activity Plan, Interpretation Plan and Business Plan to update and finalise them.

We have now submitted our Round Two Application for a grant from DEFRA for £80,000. If this is successful, it will mean that we are within £200,000 of the HLF match funding target. There is a possibility that if we get this close to the final target the HLF may grant us the remainder as they consider our project to be a very good one. However, we will need to make a VERY good case. For example, we will need to show that once the work is completed at Wappenshall, the project can be sustained for at least 10 years.

The whole project is vitally important to the Trust for a range of reasons. In addition to seeing the Wappenshall site restored, it will prove to future potential funders and facilitators that we really are capable of restoring our canals and their associated structures and give them the confidence to offer their support to our future ventures.

Bernie Jones



WRGies at Forton

18th/19th June 2016



The London section of the Waterways Recovery Group (WRGies) visited us again for a weekend's work at Forton. Although they are called the London section, their members come from as far afield as Devon and Lancashire. SNCT volunteers had visited the site two days earlier to fell a large part of one tree on the towpath and generally bash the scrub.

Over 20 members of the London WRGies and 6 members of the SNCT turned up on the Saturday morning and took delivery of a dumper truck and two excavators provided by *John Freeman*. The first task was to cut up part of the tree that had already been felled by *Alistair Price* and to drop the other two boughs still blocking the towpath. One of the excavators was used to remove six runs of Bentonite that had failed during the winter months. A large



team of WRGies then started to re-point the brickwork of the canal walls and skew bridge. Another team began digging out a trench in preparation for laying a French Drain.¹

Work started early on the Sunday with more brickwork re-pointing and re-positioning the iron rubbing strip at the top of the canal wall. The excavating of the French Drain trench was completed whilst the drainpipe itself was wrapped in a Geotextile covering. This was placed in the bottom of the trench and covered with a layer of pea gravel before burying with soil.

A new roll of Bentonite was used to fill the gap along the canal sides. The sides of the new panels were interleaved with the existing lining before an excavator was used to cover it in a layer of soil.

The large tree stump on the canal bank was removed and the hole filled in before the WRGies tidied up the site. The work party finished at 3 p.m. and we look forward to them coming back in August.

The amount of work achieved in just two days was remarkable and SNCT gratefully acknowledges their contribution.

Jim Weir



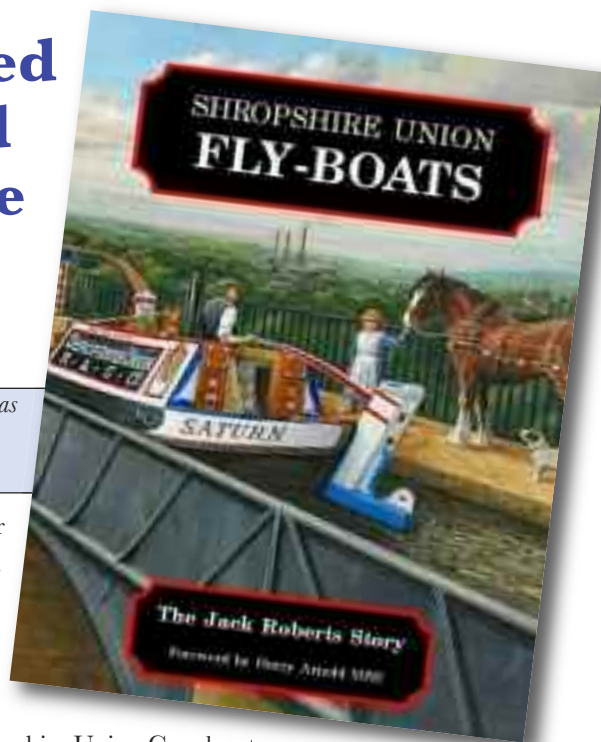
¹ A French drain is a trench filled with gravel or rock or containing a perforated pipe that redirects surface water and groundwater away from an area. The perforated pipe can be wrapped in a geotextile to prevent silt getting into the pipe.

Wikipedia



Ever wondered what it would be like to take a fast boat to Shrewsbury?

Mrs Editor recently bought this book and has had her nose in it ever since! Looks like I'll have to wait my turn....



Only a few canal boatmen have ever written about their work and life and Jack Roberts' autobiography tells us about canal carrying a century and more ago. It provides a unique and fascinating insight into the world of the fly-boatmen on the extensive Shropshire Union Canal system before, and until just after, the First World War.

His remarkable memory lets him describe journeys up long lost waterways, including the Shrewsbury and Newport canals and the Trench arm, the people he met and worked with, the cargoes he carried and the horses he relied on and obviously cared for well. Fly-boats were the express craft of the waterways as, running non-stop day and night, they delivered important and perishable goods around the clock throughout the waterway network. Worked by four-man crews, changing horses on the move, they ran to strict timetables throughout seasonal conditions, except the thickest of ice. They had priority over all other traffic, except during the era of passenger packets which took absolute precedence.

Jack Roberts, born on the canal boat Quail in 1894, worked fly-boats until the Shropshire Union Railway & Canal Company ended fly boating in 1921. He wrote this book in the 1960s but it has only recently been published. It will appeal to both canal and working boat enthusiasts, and also those interested in transport history and the lives of canal boaters.

Published by the Canal Book Shop, working with the Roberts family and volunteer members of the Shropshire Union Fly-boat Restoration Society, the book can be obtained now from the Audlem Mill Shop and from Amazon and other canal book suppliers. The published price is £16.95, the ISBN NUMBER is 978-0-9574037-4-1.

Extract from Shropshire Union Fly-boats by Jack Roberts:

In 1906 I remember going on a trip on the Shrewsbury Canal as far as Uffington. My father had a Trench fly named Opal. The mate was a chap of about twenty called Jack Stubbs, engaged by my father. When we got to Berwick there was a bucket, clean as new, placed by the wall. It was full of water that ran very slowly from a spring, and was kept there for the local people as well as the boatmen. We tipped it into the water vessel.

We then passed through the Berwick Tunnel, and Dad took the horse over the top. It was quite a long walk as the tunnel was over half a mile long. When we left the tunnel, we passed under a railway bridge that carried the main G.W.R. Paddington line. To the right of the canal was a big hall with Upton Magna mountain in the background. Near the next bridge there was a brickyard busy firing bricks, and an old boat called Eva loading bricks for Pimley, which was not far away.

We arrived at Uffington with a load of mixed corn for Mrs Geoffreys' Mill, which was on the side of the river Severn. We reported our arrival at the Mill, and a two-horse wagon came to the boat to collect the load. The load was collected in two journeys. It was only a short distance. There was no warehouse, only a small crane by the canal. Nor was there much space for the wagon between the side of the canal bridge and the small cottage and Post Office. We turned the boat at Sundorn Wharf, as we had a few goods for the shop there.

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Both portals of Berwick Tunnel, 970 yds long, 6 feet 10 inches headroom (Bradshaw, 1904)

© Harry Arnold
waterwayimages.com



Newport Paddle 2016



Thanks to those attending this year. We launched at the Black Shed and paddled upstream like a well oiled team. Thank you to *Peter Scott* for the use of the litter pickers. The general feeling was that there was less litter in the canal than previous years.

After clearing the winding hole, we found Mrs Swan and her 7 signets sheltering by the lock. Mr Swan flew over and gave us his best wishes. On our return, they had all re-located back to their tidy winding hole.

With *Mike Ward* as portage manager (rather than paddling) we had a smoother passage past the obstacles. We had an unintended benefit of the mid-paddle Meretown meander: Thank you to John and Sam for minding the boats at Meretown Lock whilst we had an informative talk by *John Heather* on our walk to Forton for a picnic, delivered by *Mary Witts*.

The extra benefit was the questions and discussions raised by locals due to the sight of 5 boats lying by their walking route for an hour or so. Our boat minders were able to field questions and get more publicity for the trust.

The afternoon went a little downhill, in both senses. I had not factored in enough time for the walk and return but also only booked sunshine for the morning. On our return to the Black Shed, the heavens opened. Two boats bravely ventured down the lower pounds whilst the rest felt the call of the pub. I will not name names.

I'd like to do something similar next year but feel we need to innovate a bit, ideas welcome.

Barry Witts

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Elaine Evans,
231 Monkmoor Road,
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who has taken over as our central stamp collector from Mal Evans



The Norbury Canal Festival



The Best Boat in the rally, as judged by *Tim Nelson* the then Mayor of Newport and his consort *Cllr. Lyn Fowler*, was 'Dutiful Duck', owned by *Mike and Mary Antcliff* from Chirk. Their prize? A 5 litre pack of Morris Engine Oil for canal boats. Mike commented "Much more useful than a bottle of champagne!" This was Tim's final engagement as Mayor of Newport; his first was our 2015 AGM!



It could have been a washout but

The weather was not kind to us this year. On Friday a lot of volunteers turned up to erect the marquees and gazebos and just as we had finished, the heavens opened. We were lucky.

Over the rest of the weekend it rained, it was windy and it was cold. The whole event could have been a washout but it wasn't. In fact it was another great success and over 6000 people turned out, despite the weather, to enjoy the fun and there was plenty to see and do. The weather didn't even put them off going on boat trips.

Car parking was in the field next to the towpath and was very ably managed by the lads and lasses from the ATC, who worked their socks off on all three days not only organising the parking but selling programmes too.

The full complement of 36 boats had already booked their berths by January this year, many of them traders with interesting things to see and buy. Walking along the towpath you could buy food and drink, artwork, leather goods, solar panels, clothing, toys, craft kits, to mention just some of them. The Inland Waterways Association boat was particularly prominent and attracted a lot of interest. The boats themselves were often decorated and made a wonderfully colourful display against the darkness of the sky.

The stallholders on land were equally varied and interesting. Again we were fully booked for stalls, most of whom came last year. There were several food stalls selling cakes, specialist hot dogs, Middle Eastern food and ice creams. The County Market ladies had two stalls to sell their crafts and other goods. There were swing boats and jewellery stalls, a vintage stall, face painting, a specialist dog food stall and new this year was the very lively and popular Pirate Booty stall selling pirate toys.

Charity stalls included the RNLI, CRT, Brum Forest Research, two wildlife trusts, the RAF, Staffordshire Bats and the Bumblebee Conservation Trust and Cuan Wildlife Rescue. Windmill Broadcasting were there all day on Saturday interviewing boaters and members



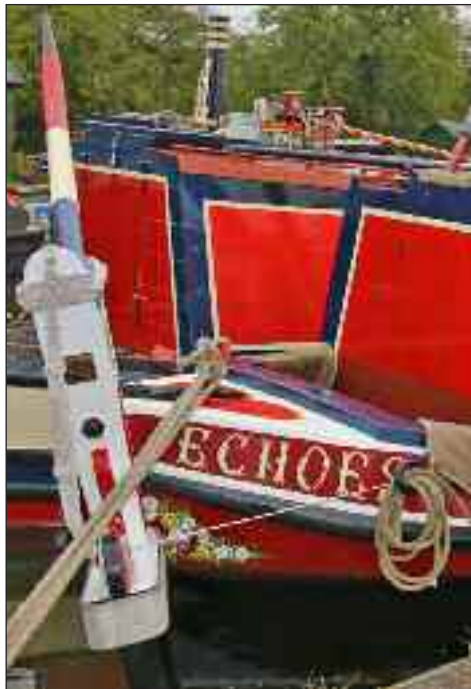


of the public and broadcasting items about our event. New this year was the Austin 7 car club who had 6 of their vintage vehicles on display.

And on top of all this there was a beer festival and the live music events in the evening in the big marquee. Saturday night was topped off with an outstanding performance from Vavoom, a 3-piece 1950's style rock & roll band.

It was certainly a weekend packed with interest and events and it is all thanks to the Trust volunteers who worked so hard to make it all happen and in particular to our Chairman, *Bernie Jones*, who organised it all.

Sallie Lines



jammin' at the junction

Part of the Norbury Canal Festival



Bon Accord



Mitchell Jinks



VAVOOM!



THE HACKLERS and guests



Beckii Pritchard



Mal Edwards MBE

Abandonment costs more than restoration

by “KIWI”

This article appeared in the Shropshire Magazine in about 1965 and was subsequently re-printed by Shropshire Libraries in the book “Shropshire Canals” in 1980. No corrections have been made to the original text of this article. Republished with the permission of Shropshire Magazine www.shropshiremagazine.com

Last July H.M. the Queen Mother performed the re-opening ceremony of the Southern Section of the Stratford-on-Avon Canal, which had been restored over the previous three years from a derelict state by the National Trust and the Inland Waterways Association working in co-operation, and using labour provided by volunteers, the Armed Services and prisoners. The Lower Avon Navigation Trust has re-opened navigation on the River Avon to above Evesham and there is reason to hope that navigation will eventually be restored all the way to Stratford. And now comes news that the British Waterways Board and the Staffordshire and Worcestershire Canal Society are to co-operate in restoring part of the Stourbridge Canal.

These are but a few, though possibly the most successful of the efforts so far, to rehabilitate Britain's waterways, and they have caused at least one Shropshire man to wonder if anything can or ever will be done for the waterways of his native county, including those running near its borders.

The principle Shropshire man-made waterway is the main line of the Shropshire Union Canal which runs along the eastern side of the county passing near Newport and Market Drayton.

Originally known as the Birmingham Junction Canal it was built by Thomas Telford in the eighteen-thirties, the last major canal to be built in Britain. It is a beautiful waterway, fully functional, on which the Waterways Board is making steady improvements. It carries considerable pleasure boat traffic, and it does not seem too much to hope that, given a sane national transport policy, the commercial traffic, which it carried until quite recently, will return before too long.

The other usable Shropshire canal, though open now to pleasure traffic only, leaves the main canal near Nantwich and crosses north Shropshire to draw its water from the River Dee above Llangollen. It has a valid claim to be the most beautiful waterway in Britain, perhaps in the world. It was indeed officially abandoned in 1944 but, owing to the fact that it is now used to convey water to a purification plant near Nantwich, this wonderful waterway has been saved for pleasure boating and other amenities.

Let us now consider the waterways at present unusable, although the writer has spent many happy days, some of them not so long ago, enjoying their almost unbelievable peace and beauty as his canoe glides silently along them.



The Trench Arm of the Shrewsbury Canal with one of the vertical lift locks in the distance

First, let us take the Shrewsbury Branch, which leaves the main canal east of Newport and runs through that town and north of Wellington to near Shrewsbury.

Originally it consisted of the Shrewsbury Canal proper, which was dug from Ketley to Shrewsbury to convey coal from the Shropshire fields to the county town and to the River Severn it was linked to the old Shropshire “tub-boat” canals by the famous inclined plane at Ketley. Later the Newport branch was dug from the Shrewsbury Canal to link it to the main system.

The other at present unusable waterway is the Montgomery Canal; which, running through the breathtakingly beautiful country of the Shropshire-Welsh border, is a close scenic second to the canal to Llangollen, which it leaves at Frankon, near Ellesmere and then passes through Llanymynech and Welshpool on its way to Newtown.

This canal suffered a small breach in 1936, which the then owners, the L.M.S. Railway, left unmended and Parliamentary agreement for its abandonment was obtained in 1944.

No survey of Shropshire's waterways would be complete without mention of the River Severn. Although now only navigable up to a few miles above Stourport, boats could at one time reach Pool Quay, near Welshpool, and to a considerably later date the river was navigable to Shrewsbury, as it still should be.

Can our Shropshire canals be saved as has the Stratford Canal?

An exact parallel cannot be drawn between the two. Our canals have been statutorily abandoned to navigation whereas by a fortunate chance the Stratford Canal had not: our canals have had several roads driven across them at water level (an act of vandalism if ever there was one), whereas a proposal to do the same over the Stratford Canal was stopped in time.

On the other hand, our canals are not nearly so heavily locked and have not reached the advanced stage of dereliction of the Stratford Canal before its restoration.

They would not on the whole pose such daunting difficulties as the restorers of the Stratford Canal were forced to face, and overcame so bravely.



Bridge number 37 Widow's Bridge near Berwick Wharf on the Shredwisbury Canal

The answer is, of course, that our canals can be saved if enough people want them to be saved and are prepared to do something about it, though every year that passes will tend to increase the difficulties. In the meantime the councillors of Newport, for instance, do well to be wary about the proposal of the Waterways Board to “de-water” the canal in that fine old town. Poor Newport! It has at present a “stinking ditch”, when it could have a waterway which would be a thing of beauty and a real amenity, which would set off the picturesque character of the town as well as bringing a growing trade from pleasure-boaters, as has already happened at such places as Ellesmere and Market Drayton.

Our canals are part of the priceless heritage handed down to us by our fore-fathers, and we are in danger of losing them. The Inland Waterways Association advocate a policy of “Multifunctional Utilization” of the waterways as a means of saving them.

The following among others would be developed: the commercial transport function, as waterways provide the cheapest form of transport and could relieve the roads of much heavy and slow-moving traffic; the recreational function such as pleasure boating and angling; the function of beauty, so urgently needed in our largely urbanised community; the function of water supply (including agricultural irrigation), which is of growing importance in this country, and the parallel function of land drainage. Shropshire's canals rehabilitated could play their part in performing all these functions and more besides.

It is probably not generally known that it costs much more to abandon a canal than to restore it. The cost of restoring the Stratford Canal was £3,500 per mile. The British Transport Commission stated that the cost of abandonment would be about £10,000 per mile, while its elimination and complete filling in would have cost upwards of £60,000 per mile.

That is the case, put very briefly, for the Shropshire and border canals. Are they to continue as squalid leaky eye sores or are they to be restored to the functional beauty that was their's such a short time ago? The choice is ours.

Letters (or emails) to the Editor



John Myers, ✉: editor@sncanal.org.uk

Dear Editor

It was interesting, to me anyway, that the front cover picture of your Spring 2016 issue was of canal related artefacts. It included a wooden cabin stool which had been made at the dockyard which I operated at Norton Canes, on the Cannock Extension Canal. The stool must have been one of those which we usually made as gifts, to owners or their children, when we had either built or repaired their boats. Almost all were painted by yours truly in my so-called “spare time”



Malcolm Braine Stool inside display case

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IWA grant boosts work at Forton

The ongoing work to re-water 130 meters of canal at Forton has been given a boost by a grant of £3000 from the Inland Waterways Association to the Norbury to Newport Canal Restoration Community Interest Company (NTNCR). The grant money will be used for materials and equipment at the canal camps taking place later this year.

John Heather, project manager for the restoration work at Forton, said *"We are very grateful for the continued support of IWA. Without this vital assistance it would be very difficult for us to fund the two Waterway Recovery Group camps we have planned this year. The money will largely be used for plant hire and to cover material costs to enable us to re-water this section of our canal at Forton."* John is both a trustee of the Shrewsbury & Newport Canals Trust and a director of the NTNCR.

The two Canal Camps will take place from 13th to 20th August and 20th to 27th August and now is fully booked. Can we encourage as many SNCT volunteers as possible to come along and work alongside the WRGies.



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