

Volunteers Needed



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!

Help our Oral Archive team. This team are talking to, and recording the memories of, the people who can remember when our canals were in use. They need interviewers and also people to transcribe the recordings.

Can you take control of meetings? We need someone to Chair our Shrewsbury Support Group.

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, 10am - 4.00pm.

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

Shrewsbury: Every last Saturday of the month, 10am - 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



The quarterly newsletter of the
Shrewsbury and Newport Canals Trust

Issue 65/2 2017



Councillor Tim Nelson and Mike Jones clearing
Town Lock No,20 in Newport

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Shrewsbury and Newport Canals Trust*

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

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

Can you spare the time...

**to attend the SNCT AGM on
Saturday 3rd June at Wappenshall Wharf?**

It should be very interesting:

At 11am we have the author *Julian Glover*, who has recently published
'Man of Iron: Thomas Telford and the building of Britain',
talking on the subject of

'Writing about Thomas Telford: an author's view.'

The AGM is at 12.15, followed by lunch.

Afterwards, at 2pm, we have *Professor Timothy Peters* discussing
'The life and times of George Jebb (1838-1927); Chief Engineer of
the Shropshire Union & Birmingham Canal Navigation Companies'

*full details are in the AGM summary and programme
enclosed with this magazine*

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www.sncanal.org.uk



notes from the chair

As I hope you will have heard, we reluctantly had to cancel this year's Norbury Canal Festival. It was just not possible to get a car park field close enough to the venue. Norbury Junction is a difficult spot to fit a lot of cars into, so we had no choice. Most unfortunate, as it would have been our 15th year. We have, however, secured a car parking arrangement for 2018.

The HLF bid is in for Wappenshall! We will not know the outcome until June, so please watch the website for the result, as it will not be known by the time this edition of S&N News goes to print.

The Inland Waterways Association (IWA) is undergoing a reorganisation. The old Restoration Committee is being replaced by a new Restoration Hub. This will focus much more on providing restoration Trusts like ours with advice and information and also funding. If you are not yet a member, please do join. Without the IWA we would not be as far advanced with our project as we are now. All money raised goes to trusts like ours. Go to www.waterways.org.uk. There are also many events that our local branch arranges including trips to places of interest, quiz evenings, lock winds and much more.

Bernie Jones
Chairman

Dates for your Diary

Do, please, check the website for updates

- **Sunday 7th May**
Newport Paddle and Litter Pick
See details on opposite page
- **Saturday 3rd June**
SNCT Annual General Meeting,
12.15pm
Wappenshall Wharf TF6 6DE
- **Sunday 4th June River Festival**
Quarry Park, Shrewsbury SY11JA
10am -5pm
volunteers wanted to man our stand
- **Saturday 8th July**
Wappenshall Open Day and sale
Wappenshall Wharf, TF6 6DE
10am until 4pm
- **Sunday 9th July and 5th August**
Balsam Bash (see details on page 11)
Meet at Black Shed, Water Lane,
Newport TF10 7LD. 10am
- **Sunday 9th July**
Wellington Lions Day on Wheels
11am - 4pm, Bowring Park TF11QX
volunteers wanted to man our stand
- **12th and 13th August**
Tern Valley Vintage
Machine Show
See next issue or check web site
Chetwynd Deer Park, Newport,
Shropshire TF10 8AE
volunteers wanted to man our stand

SUPPORT GROUP MEETINGS

NEWPORT

- **Wednesday 3rd May**
Wednesday 5th July
7.30pm British Legion Club
Audley Road, Newport TF10 7DP
Contact: John Myers 01785 255263

TELFORD

- **Monday 12th June**
Monday 14th August
7.30pm The Elephant & Castle
1 High Street, Dawley TF2 9JQ
Contact: Alan Harding 07944 753009

SHREWSBURY

- **Tuesday 9th May**
7.30pm Meole Brace Bowling Club,
Meole Rise, off Upper Road,
Meole Brace, Shrewsbury SY3 9JF
Contact: Bernie Jones 01743 709601

New Members

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

- Stephen and Margaret Mitchell**
Stirchley, Telford
- Roger and Sylvia Taylor**
Bishop's Castle, Shropshire
- Christine Carter**
Clun, Shropshire
- Sue Hamer**
Lawley, Telford
- Colin, Ann and Bryn Bennett**
Brierley Hill, West Midlands
- Wellington Methodist Ladies Group**
Wellington, Telford
- SW Shropshire History and Archaeology Society**
Wentnor, Shropshire
- Shropshire National Trust Centre**
Wem, Shropshire

Newport Paddle Day and Litter Pick Sunday 7th May

Come along and join us, either in a boat or on the bank.
We still have spaces in the canoes or bring your own!

The programme for the day is:

- | | |
|--|--|
| 09.30 meet at Black Shed, Newport and unload | 13.00 boats land at Tickethouse Toll House and picnic in the garden |
| 10.00 set off to the A41 litter picking along the bank and from the water, then return to the Black Shed | 14.00 guided walk towards Edgmond beyond the western end of the section in water |
| 11.30 land pickers finish whilst boats carry on to clear the western canal section | 15.30 boats re-launched and return to Black Shed for loading |

Contact Barry Witts on 07921 758247 or barry.witts@gmail.com for more information .

Meet at Black Shed, Water Lane, Newport TF10 7LD 9.30 for 10am

SNCT OBJECTS TO T&W'S LOCAL PLAN



In early 2016 Telford and Wrekin Council published the third draft of its Local Plan 2011-2031 and the third consultation round on this "Published Version" took place between 1 February 2016 and 15 March 2016.

This, and the previous drafts, very noticeably included almost no references to the Shrewsbury and Newport canals and, specifically, provided no safeguarding of the line of the canal from development within Telford and Wrekin's planning area. The result was that many members of the SNCT and our supporters responded to this consultation objecting to the omission – letters and submissions were sent in from, amongst others, the Inland Waterways Association, Newport Town Council and Newport Regeneration Partnership.

The final version of the Local Plan 2011-2031, reflecting views voiced during the consultation, was submitted to the Planning Inspectorate for independent examination in accordance with Section 22 of The Town and Country Planning (Local Planning) (England) Regulations 2012, on 30 June 2016. Unfortunately there was still little reference to the canals and their line was still not safeguarded.

The next stage was for Planning Inspector *Mr Michael J Hetherington* to establish whether the Local Plan is 'sound', using the National Planning Policy Framework (NPPF) and taking into account the representations submitted via the consultation exercise. He held his review at Meeting Point House in Telford over a two week period commencing on 23 January this year and the canals came up for consideration on the Wednesday 1 February.

The basis of our case for saying the draft plan is "unsound" is that the two neighbouring councils, Shropshire and Stafford, have both safeguarded the line of the canals in their plans. Telford and Wrekin have a "Duty to Cooperate" with adjacent authorities' plans. Also, Paragraph 126 of the NPPF advises that local authorities should consider the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable use.

Given that the canals are heritage assets, there is no such provision in the Local Plan.

We await the outcome of the Planning Inspector's deliberations later this year!



Our HLF bid was finally submitted on 13 February 2017 and we are waiting to hear the result. Fingers Crossed!



Waterway Recovery Group return to Shrewsbury



Following their very successful first visit to Shrewsbury in November 2016 the Waterway Recovery Group returned on the weekend 21st and 22nd January 2017. Eighteen members of the London WRG's were joined by a similar number of SNCT members making a combined work force of over thirty to tackle the next section of canal.

Following site induction, members divided into groups spread along about 200 metres of canal ready to tackle a number of tasks. One group set about removing tree stumps remaining from the November work party, using the Tirfor winch and lots of elbow grease. Another larger group set about clearing the towpath hedge of overgrown vegetation and ivy. Allowing light and air into



Removing tree stumps

the old hedge should cause regeneration from the old wood and roots which will enable us to lay the hedge in one to two years time. Along the offside a third group strimmed brambles and vegetation as well as severing the stems of ivy growing up into the trees. Others using rakes and grappling hooks, pulled excessive weed growth from the canal. Members of the WRG's forestry team working alongside SNCT members, cut down trees growing within an old compound, whilst SNCT members made a start on repairing the gate and fencing. This compound had once protected chambers which opened into underground culverts. Repairing the fencing and gate will make the site safer, protecting curious children and animals that may be tempted to investigate these old culverts.

With the expertise of the WRGies on site we took the opportunity to seek their advice on a section of towpath which showed signs of being undermined. We advised Shropshire Council along with photographs, and they quickly responded, advising us that the problem is not urgent but they will monitor the situation.

For the first time on a Shrewsbury work party, Shrewsbury Support Group used the trust gazebo to set up a "meet and greet the public stand" offering tea or coffee and a cake. It was



A section of the Shrewsbury Canal

generally agreed this had proved to be very successful, with a lot of walkers, cyclists and locals coming along for a chat. Members were able to explain to the public what we were doing locally and our plans for the whole length of the canal and hand out leaflets. In addition to the very positive comments the weekend raised £65 towards trust funds.

At the end of the weekend it was a pleasure to look along the canal and reflect upon a job well done with everywhere looking a lot tidier.

It is nice to have the opportunity to thank the lovely people from the London Waterway Recovery Group who travelled miles from many locations to help us with this work.

Looking into the future the SSG has formed a sub group called the Shrewsbury Canal Re-watering Group. The aim of this group is to profile, line and re-water the canal between the A5112 and Pimley Drive bridge. Whilst still in a very early stage, with a lot of preparation, planning and fundraising ahead, the group look forward to the coming year with great excitement.

Alistair Price Feb 2017

Gnosall Towpath Restoration Group formed

Since the Canal & River Trust (CRT) became a charity a few years ago it has worked hard to get more volunteers involved in the waterways. One of its achievements is the growing number of communities along the canals who have “adopted” their local length of canal.

Just to the south of Norbury Junction on the Shropshire Union Canal, Gnosall Parish Council has now formally agreed to adopt the stretch of canal in the village. The group who will do the actual work is called Gnosall Towpath Restoration (known locally as GTR) and it is already in action, regularly meeting and working along the section. It is being led by *Barry Witts* (of Newport Paddle fame) and the group hold regular workparties.



They assist CRT on major tasks, such as offside tree cutting, as and when required to help CRT resource go further.

Regular workparties are also scheduled on Saturday mornings for tasks such as vegetation control, planting, litter collecting, small projects, fence fixing, bench painting etc. These take place most Saturdays, subject to a) a suitable task, b) volunteer availability and c) weather.

They are keen to co-operate with the SNCT and, in the future, if either of us has a pressing job that needs a lot of people, we could divert resources to help each other out.

Can you spare a couple of hours to help eliminate Himalayan Balsam from the Newport Canal?



2017 Himalayan Balsam Bash

Newport Canal, 10am Sunday 9th July.

Meet at the Black Shed, Water Lane, Newport TF10 7LD

Himalayan Balsam is an invasive non-native plant that smothers our native plants. Whilst it is pretty and colourful it crowds out other plants and can take over whole areas of canal and river bank. It dies back in the winter and starts to grow late in the season so, where it has taken over, it leaves a bare canal or river bank which is then very vulnerable to erosion. If we can pull it all out for 3 or 4 years that will control it and we can eliminate it.

This will be our fourth year working to remove Himalayan Balsam from the Newport Canal. Last year we were delighted to find that there were only 6 plants found on the canal to the east of Town Bridge, where we have been working the longest.

The balsam originally started in the Strine Brook so, to succeed in clearing the canal, we need to eliminate it from the Strine as well. We did our first clearance in Strine Park and down to Town Bridge in 2015 and last year there was a lot less there. Hopefully, this year we will be able to quickly clear both the Strine and the canal to the east of Town Bridge year and move on to the offside area to the west (dubbed the “island”). We extended our operations to the island last year for the first time but we were prevented from penetrating the heavy undergrowth there by fallen trees. Already this year, before the undergrowth grows back, we have started to clear a path through, which will give us the access that we need.

Please dress for working in undergrowth including long trousers, full length sleeves and footwear suitable for working by the water. Gloves and protective glasses can be provided

Contact: John Myers 07711 858986 Email: editor@sncanal.org.uk

An Austrian engineer's impressions of the Longdon Aqueduct



Sebastian von Maillard (1762–1822), Professor of Military Architecture at the Vienna Engineering Academy, visited England in 1795 to see the narrow canals built here. He published his findings in 1817. The following extracts have been translated by Mike Clarke.

“They have begun in England since 1794 to make aqueducts from flat cast iron plates. The first of this type of structure we found near Wellington, which was nearly completed. It stands 14 feet above a 192 foot wide valley; the channel is composed of four equal sections, each 48 feet long; it rests on twelve iron columns of cruciform section, with six vertical, 12 feet high and in cross section 10 to 12 inches thick, and the rest are 17 feet long and inclined at an angle of 45 degrees. All the pillars are sunk a few inches into plates, also of cast iron, and they are on 4 foot high pedestal blocks.

The top of these pillars have screw holes to allow them to be attached to the floor panels.

Since large panels such as those described, which cannot be so perfectly poured at 25 or more square feet and with a moderate thickness of one inch such that small discrepancies do not occur and, when these plates are attached to each other, so that they do not leak water through the 4-inch wide flanges of similar thickness, the joint is filled with a quarter of an inch of wood chips boiled in tar. The flanges are compressed together by means of screws, tightened with a 4 foot spanner by several people acting together, such that the water does not leak through the joints. However, because of the shavings, the brittle iron does not lie easily together, and thus can break. This happened [at Longdon-on-Tern] and the flanges of some plates there, which were overtightened by the screw, were broken. ... Since these plates are similar to each other, such an accident is unusual; but if there is a breakage of one of dissimilar wall plates during erection of the last section, you can have to wait for completion until replacements for the broken plates are cast and supplied.”

Mike Clarke, industrial historian

See website at <http://www.mikeclarke.myzen.co.uk/>

Mike is currently translating
**‘INSTRUCTIONS FOR THE
DESIGN AND IMPLEMENTATION
OF NAVIGABLE CANALS’**

by Sebastian von Maillard
and he hopes to have it ready for
publication later this year

Book your visit to the BiFOR project



In issue 63/4 on pages 20 and 21 we ran an article on the BiFOR project at Norbury Junction. A special visit and guided tour of the project has been arranged for SNCT members on **Wednesday 21 June 2017 at 5pm**. The tour will take about an hour plus an opportunity for questions afterwards. We have spaces for up to 30 members and there is the option of a meal at the Junction Inn afterwards.

Places are on a first come first served basis, so please book with *Bernie Jones* as soon as possible email: berniecjones@hotmail.com, phone: **01743 761447**



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Winter Work at Meretown Lock...

Some 18 months ago a fencing contractor put up a new fence in the wrong place along the canal length between Meretown Lock and the boundary of the A41. It was positioned on the canal side of the existing fence and the adjacent scrub, rather than on the field side.

A meeting was held on site with Newport Town Council (NTC), who own this section of canal, and the neighbouring landowner. It was agreed that our volunteers would clear the scrub and then another meeting would be held to agree the correct line of a new fence and a new hedge that we will plant up.

I put together a work plan for the winter work parties and agreed this with NTC's Culture and Leisure Committee. Then we went to work....

Over the winter our workparties have concentrated on clearing this scrub comprising of masses of overgrown briars, some 15 -20 metres long and rising 2 metres from the ground, self seeded small trees, most of them dead, and a lot of very spiky gorse. The fires that we held each time were enormous, including one in December that took from 2pm, when we stopped feeding it, until almost 5pm to be fully extinguished – the canal was frozen so we had no water to help put it out!



Briefing the work party



Terry and Ruth clearing the stonework at the entrance to Meretown Lock



This section of canal looks a treat now but there is still more work to do

As almost inevitably happens with this sort of project, the timing has slipped a bit as there was more to clear than I anticipated. As we go to press, the site is mostly cleared and we are waiting for the on-site meeting to agree the line of the new fence; the planting of the hedge is now scheduled for next autumn. Thanks to all the many volunteers who have helped to achieve this. There is a great satisfaction in leaving the site in much better condition and closer to the planned re-watering.

John Myers

...and at Wappenshall Wharf

As we wait with anticipation for the HLF decision, the Telford Support Group has been very busy. A lot of work has been done clearing out the warehouses and the Romney building as we get ready, hopefully, for having to relinquish the site to contractors. When this happens we will have to move quickly to get everything out and stored elsewhere, so a lot of decisions have had to be made on what to keep and the rest has had to be “found a new home” or disposed of. A lot of donated scrap metal has been stripped out, sorted and sold, giving us some worthwhile and surprisingly large contributions to funds (the last one was £359).

At the same time the site has to be maintained, particularly in view of the large number of visitors that we get whenever we have a workparty, so that it always looks its best. A group of visitors from the Chester Canal Heritage Trust recently visited, possibly our first coach load! We obviously cannot start any work on restoration yet, whilst we wait for a decision, but we have managed to make one constructive (destruction?) decision by knocking down the

breezeblock wall against *Alan Harding's* fence, well away from the warehouses and very unsightly. The area certainly looks a lot better without it.

Since the arrival of the digger, generously donated by *Ian Braine*, it is being used to start sorting through the spoil heaps to see if there is anything of use or value in them. It has also been used to remove self seeded trees from the basin area.

At the same time we have managed to cut through and remove low level sections from all the ivy growing on the trees along the far side of the east basin, so that the top growth will die back in the course of the next year, taking a lot of weight off the trees.

Phil Jones

(Phil is Work Party Leader of the SNCT Telford Support Group)



Digging out tree roots on the line of the canal



The towpath by east basin with the ivy cleared from the bottom of the 'hedge' trunks



This corner looks much better with the block walling removed

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Letters (or emails) to the Editor



John Myers ✉: editor@sncanal.org.uk

I was interested to read about the work by SNCT volunteers to try to reinstate primroses around the Golden Triangle, particularly on the canal bank in the Gnosall /Cowley area.

The spot I remember most was on the offside just south of Cowley Tunnel and I was a bit sad, when recently passing the area on our boat, to see that very few primroses are left to grow there now.

In days past it was a fairly common sight to see southbound working boats sporting a jam jar of primroses on their cabin tops. Little were we, or the boatpeople, to know that in later years despoliation of such beautiful plants would be severely frowned upon, very rightly so of course.

Malcolm Braine



Shroppie Fly-boats

by Harry Arnold



The Shroppie-fly 'Mail' in the cutting at Northgate, Chester. According to Jack Roberts she worked on the prestige 'Brummagem (Birmingham) Fly' between 1899 and 1904. Waterway Images Collection

Many S&N NEWS readers will probably be familiar with the activities of the Shropshire Union Fly-boat Restoration Society in restoring and operating Saturn - the unique surviving Shropshire Union fly-boat. But what were fly-boats; in a few words?

Fly-boats were the express craft of the waterways. 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.

The days of the fly-boats began with the success of the Bridgewater and the Trent & Mersey canals in the 1770s and - despite railway competition - lasted right through to the First World War. Pickfords - the famous carriers - developed fly-boat services to a fine art, before they transferred their operations to rail.

Latterly however, the Shropshire Union Railway & Canal Company became the best-known and ultimate operator of extensive fly-boat services. Because they were owned by the London & North Western Railway Company and their canal network probed deep into other railway company's territory, the fast fly-boats remained an effective form of competition right through into the period of the First World War.

Ellesmere Port was the hub of the Shropshire Union's operation. Fly-boats left this premier canal port daily for such destinations as Birmingham, the Potteries, Llangollen, Shrewsbury,

Welshpool, Newtown and Trench (Telford), dropping off and collecting goods at many intermediate points. Shroppie fly-boat men were the elite of boatmen. They developed the combination of boat, horse and men into the ultimate of precision teamwork. Such well-known characters of the latter days of canal carrying as "Chocolate" Charlie Atkins and Jack Roberts were Shroppie fly-boat men.

The boats themselves were the ultimate development of the art of wooden narrow boat building. They had to have a unique combination of fine lines, light weight, fast performance and great strength. The Shroppie Fly represented the zenith of the skills of canal boatbuilders and of wooden narrow boat construction before the final decline of canal transport.

Unique to working on the Shrewsbury & Newport canals were the 'Trench-flies'. A small number of specially built 'narrow' narrowboats (6ft 2in beam) designed to go up the Trench (6ft 7in wide) locks section of the original Shrewsbury Canal to a transshipment point at the bottom of the Trench Inclined Plane. A service of four Trench-flies operated until 1919.



The fine lines of an ex. fly-boat subsequently used as a BW maintenance craft and named 'Etruria', photographed on 5 February 1967. It was one of the boats sunk by BW in the flash below Middlewich and subsequently raised by someone and put on the bank. According to records we have 'Etruria' was not its original SUC name. Unfortunately, I didn't get chance to measure it, but by its lines it could have been a Trench-fly. Any further information on the fate of this boat would be most welcome. Harry Arnold, Waterway Images Collection

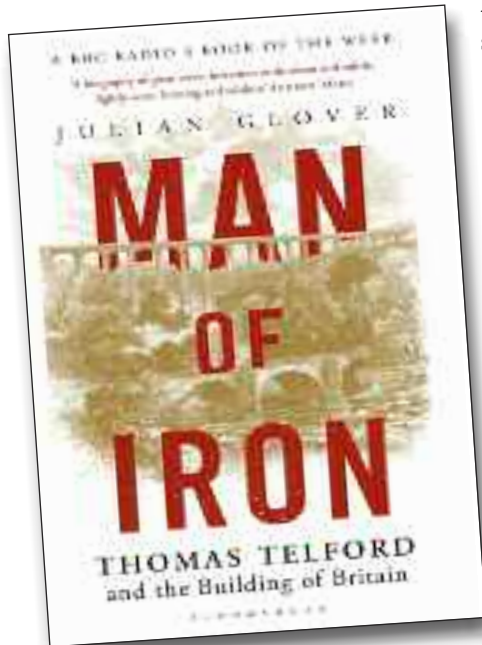
Harry Arnold has been involved, in one way or another, with the canals (including the S&N) all his life. He has had a varied career as a waterway writer, photographer and owner of the Waterway Images photographic library, been involved in three horse-drawn boat businesses, learned horse-boating working with Jack Roberts and has been researching the working boats on the Shroppie ever since. He worked at Norbury Junction as manager of Shropshire Union Cruises in the 1960s, and lived in the original top lock cottage of the Norbury-Newport flight.

A committee member of the original S&N Society, a founder member of the Shropshire Union Canal Society and the founder editor of CUTTINGS.

Man of Iron

by Julian Glover (published 2017)

This is a timely new book in view of our Thomas Telford @Wappenshall Wharf project! Thomas Telford had strong Shropshire connections including involvement with both of our canals.



Thomas Telford's name is familiar; his story less so. Born in 1757 in the Scottish Borders, his father died in his infancy, plunging the family into poverty. Telford's life soared to span almost eight decades of gloriously obsessive, prodigiously productive energy. Few people have done more to shape our nation.

Thomas Telford invented the modern road. A stonemason turned architect turned engineer, he built churches, harbours, canals, docks and the Pontcysyllte aqueduct in Wales. He created the backbone of our national road network. His bridges are some of the most dramatic and beautiful ever built, most of all the Menai Bridge, a wonder then and now, which spans the dangerous channel between the mainland and Anglesey. His constructions were the most stupendous in Europe for a thousand years, and – astonishingly – almost everything he ever built remains in use today.

In an age in which economics, engineering and national identity came together, Thomas Telford's life was a model of what can be achieved by persistence, skill and ambition. Drawing on contemporary accounts, this, the first full modern biography of Telford, at once intimate and expansive, is an utterly original portrait. It is a book of roads and landscapes, waterways and bridges, but above all, of how one man transformed himself into the greatest engineer Britain has ever produced.

“The story it tells makes us rethink early nineteenth-century Britain, rights an historic wrong and brings back to life a man who should never have been forgotten. Glover has a superb sense of place and time and his book has many lessons for the Britain of 2017”

Andrew Marr

(source: Bloomsbury Publishing)

IMPROVING BUT CAN DO BETTER

That would be the SNCT's Easyfundraising report for recent months!

We have 59 members who raise funds this way and in the last year they have raised over £1,000. Our total SNCT membership is over 1400 so there are a lot of you out there who could be helping too. Currently 4 members have raised over £100 each and are well on the way to £200. Remember that this has cost them **NOT A PENNY EXTRA** on their internet shopping, it really is **FREE MONEY**.

This week I renewed my home buildings and contents insurance with Aviva and as well as saving money with cheaper cover, £30 was paid **DIRECTLY to SNCT**.

Please join these **59 FREE MONEY MAKERS**, look up easyfundraising.org.uk and start earning today, its very easy to do. Lets try and get our number of earners up to and beyond 100 as quickly as we can. Most earnings are made up of just a few pence but when added together they make big sums. If we all join in it would make the restoration of our precious canals that much quicker.

Alan Boney

(Alan has recently taken over as head of the SNCT Fundraising team)

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Steve Wilson from Smartwater at Wappenshall Wharf presenting SNCT chairman, Bernie Jones, with a free Smartwater kit to help protect our belongings



Moving the toilet block at Wappenshall Wharf