

BRIDGE



FEBRUARY

2021

The monthly newsletter
published by the

The
Grantham Canal
Society

CHARITY No: 507337



Photo by Bob Pratley



This month's update from Mike Stone (Chairman)

The days are getting brighter and longer and the news about Covid is getting encouraging. Maybe the opportunity for volunteers to appear once again on the Grantham Canal is not far away. Well you may think that we have all been doing nothing but you would be wrong. The Canal rangers have still been walking the towpath; thanks to working from home the society has submitted responses to three planning applications that appeared and involved the canal; the General Manager and others have ensured that the impact of the heavy rain has been controlled in areas for which GCS is responsible; that your Committee and team leaders have developed plans for a return to work – when we are able and that the Society is prepared for future action. Please don't ask me when that will be – I do not know!

Management and Committee have approved the GCS Restoration Plan – 2021 to 2030. This is a top level outline of the Society plans for restoration activity during the current decade. To give you a flavour of the contents key features are:-

Work at the East end of the canal will target completion of the navigation to Redmile. This involves restoration of two locks and reconstruction of two bridges and clearing the waterway to a navigable depth.

There is also a slipway to be constructed at Woolsthorpe Depot; Denton run-off weir to be raised; the length to the A1 to be further improved and leaks to be attended to.

Active restoration at the West end of the canal following several requests, so we are seeking a location for a work site in the area between Cotgrave and Gamston. This will then be developed into a further operational site to;

- From Hickling - stop several leaks; repairs to culverts; removal of shrubs and self-set trees and generally clearing the canal.
- Enhancing the canal between Cotgrave and Gamston is seen as urgent as that length has recorded a significant increase in visitors during

lock-down and GCS will work with the Country Park volunteers to improve their enjoyment.

- Investigating the requirements of re-watering the dry section and areas where limited colliery subsidence needs to be addressed in our future detailed planning.

The Society sees that there is opportunity to involve the populations of Rushcliffe BC and Nottingham City in volunteer restoration work on a canal 'on their door-step'. This should

increase our ability to complete improvements to the canal more quickly and deliver an enhanced level of enjoyment for all.

It is intended that the teams operating from the West site will be developed as separate but similar units to those based at Woolsthorpe with the management of both sites reporting to the central Management team and the Society Committee.

Of course some functional areas e.g. Finance, Press & Publicity, Health & Safety, etc. will be serving both locations. **Can I just remind you that this is the plan for a decade so please don't expect results by next Christmas!**

Now if you live towards the West of the canal why not get involved right from the start and become an active volunteer? If you wish to find out more please contact volunteercomms@granthamcanal.org today!

I hope you have been offered a job and can soon look forward to a more secure life-style whilst still maintaining your distance and frequently washed hands.

Mike Stone.



Support the IWA & become a member

<https://www.waterways.org.uk/account/register/>



Gordon Wallis, Acting Company Secretary for the Grantham Canal Society, died suddenly on Friday 29th January 2021

In recent years Gordon became an enthusiastic member of the Grantham Canal Society and our chairman, Mike Stone, said: **“I recruited him as a member and secretary in which capacity he was able to give us invaluable and complicated legal advice over leases, advising on legislation and insurance. He brought professionalism and much needed expertise while displaying strong physical courage as his mobility became more restricted”**.



Gordon was a Nottingham solicitor and a highly regarded property lawyer who acted for ‘Big Names’ in the county and further afield, he enjoyed a wide circle of friends.

But above all, he was known for his courage and stoicism overcoming a severe disability caused by polio, often eclipsed by his genial manner. He was struck down as a child spending 18 months in Harlow Wood Orthopaedic Hospital near Mansfield recovering his mobility. Thereafter, he walked with the aid of a calliper and walking stick cutting a distinguished figure. Friends often remarked how his smile would light up a room, that he never complained even in adversity.

Mr Wallis, who was 76, was born in Sheffield and brought up in Worksop attending the Woodard school nearby, Worksop College. He served his training contract with a firm of solicitors in the town before moving to Nottingham in 1970, later joining Browne Jacobson. Over the years, he built up a strong stable of clients from the property world but was nevertheless sought after for his common sense advice on a much broader front.

He was a keen member of Trent Bridge and Nottingham Rugby Club and an active Round Tabler and later Rotary Club member. Gordon and his wife, Eve, travelled widely and he was president of Mapperley Rotary in 1992/93. A natural and easy ambassador for Nottingham, the doors to their home were thrown open to Round Table and Rotary friends from around the world.

In Nottingham, Mr Wallis met his future wife, Eve, to whom he was married for nearly 45 years. He leaves a son, Giles, and two step daughters, Karen and Julie, six grandchildren and a great grand-daughter.

*Extract from eulogy & photo posted on **Nottinghamshirelive** by Richard Tredsidder*

My diary from the Isles of Scilly by James Faulconbridge February 2021

January should be a time for dormancy and hibernation, but it's been a hive of activity here on the vineyard on St Martin's! We've taken advantage of a few still, sunny days to take all of the panels we built in the shelter of the shed and construct the shepherd's hut ready to offer accommodation this season when lockdown restrictions are lifted – there's still lots of work to do on the inside but it's great to finally have something in place! We've also had solar panels installed on the roofs so that we, like the vines, will be powered by the sun this summer. Finally we've had the roofs of the winery and visitor centre boarded out and insulated which should help us to keep the energy bills down, as well as provide a much nicer appearance.

The vines themselves are dormant but it won't be long until their leaf buds burst – we're leaving the pruning until the end of the month but this will be quite a job –

nearly 2000 vines each need pruning and training by hand. We've already replaced over 50 wobbly or fallen posts, so at least our support structures are all in place.



The vineyard used to be a flower farm for many decades and daffodils are popping up everywhere in the hedgerows, field edges, stone walls and underneath the shepherd's hut! There are hundreds of varieties and we have our fair share represented here on the vineyard – there is a complicated identification system which starts by splitting the daffodils into one of 12 divisions based on number of heads, trumpet to petal ratio, petal colour, trumpet colour etc. Working out which division your flower in is fairly straightforward but it's just the start – if you search for Daffodil Key

online, you can download the PDF to have a go at identifying any in your garden!

Winter on Scilly can be variable – it's almost never below zero which makes for reliably mild conditions, but the winter storms can be ferocious. If you read about the Great Storm of '87, it's force and severity have been exceeded only in exposed coastal locations like the north of Scotland, and our little islands down here off the south-west coast. So far it has been relatively mild and still, but the Scillonians tell us that February is generally the worst so watch this space!

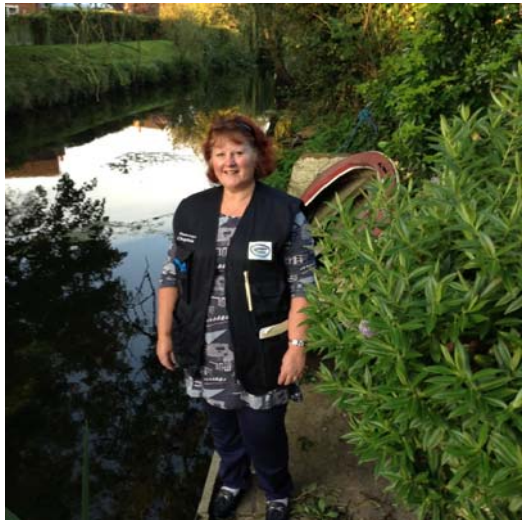
My name is Tina Clark and I am a Waterway Chaplain (WWC) in the North East Hub.

This is part of a country wide charity of Waterway Chaplains.

I am based in South Kyme, but can be called to serve from the Wash, Boston, up to Lincoln.

As a Waterway Chaplain I walk the towpath in South Kyme ready to have a chat about anything to anyone. It is surprising how many times I have gone out at a different time or different route

and met someone who says 'I was needing to see you'! I personally feel I am called to serve God by following the mission statement of the WWC - To act justly and to love mercy and to walk humbly with your God. As a WWC I can act as an advocate in disputes, many WWC work with liveaboards, those whose boats are their homes and contain all their belongings. They may be asked to move on and are unable to due to lack of fuel or attending hospital appointments. A WWC may act as a go between to find a beneficial solution to the boater and Canal and River Trust. It may be to advise where a boat or rod licence can be obtained. WWCs are sometimes called by concerned parties about a liveaboard who is suicidal or suffering from some hardship.



The WWC prayer line asks for prayers for some very distressing situations, a liveaboard having petrol poured over her boat in a hate crime, a liveaboard whose husband recently passed away and has fallen and broken their arm. Often the problem is a lack of fuel or food which can be a direction to the nearest food bank or being taken to fuel suppliers.

At present the problem is continuous boaters, not having a permanent address being unable to access health care including the covid injection or cancer treatment. WWC can help by giving out NHS cards and intervening with Doctors' surgeries. In South kyme mine is a more prayerful ministry. I support the Slea Navigation Trust and lead the annual - water levels and pandemic permitting, Boat Service. I serve the waterside residents, whether it is popping to the COOP to save a shielding resident going out or listening to a concern, it is lovely just enjoying the joy of seeing a kingfisher or a bank of wildflowers. If I am able to serve you as a WWC please contact me on **01526 860283**.

For more information about how to become a WWC or the work of the WWC please contact www.waterwayschaplaincy.org.uk

MIKE ATHERLEY RECOUNTS SOME EARLY DAYS PROMOTING THE GRANTHAM CANAL RESTORATION SOCIETY



This is an overall view of the IWA National Boat Rally at Trent Bridge, Nottm, 1974. The Grantham Canal Society were the campaign target for the main event and we took a very active part in the whole event. The site was enormous covering several fields along Trent Embankment



These show boats entering lock 1 of the Grantham and moored up in the short pound above the lock the date 1973. This lock, owned by the Trent Water Authority had been rebuilt by them to limit flooding into West Bridgford and we don't think ever used until our rally. The lock was heavily silted both inside and outside with a big sand bar in the river entrance. Also they had surrounded the lock with security fencing which made access very difficult. The biggest problem was water supply because of a limited source along the Radcliffe Road pound. We managed by making sure each lock movement was filled to max capacity



We used to collect waste paper and cardboard and had several sheds on our worksite at Lock 11, Cropwell Bishop. The photo shows Mel Crosby, with beard, and a colleague beavering away making separate bundles and stacking them inside one of the sheds. Jim and Whalley Leafe were the organisers of the team and this brought in a good income for several years.



We were lucky to be able to access the Victoria Centre in Nottingham for a campaign display and sales stand during the 70s. They allowed us to display three boats all on static display, The John Player Steam Launch, Hero, Mr. Gregory's steam Launch and the Tizzards mock narrowboat, Baby Grumpling. We could only sell agreed items because of stall holders contracts, but overall the event created a lot of good publicity.



This photo shows me with Roy Wells who brought a marquee full of antiques of all types including farming and classic bicycles, some were trick bikes which kept the public and us very amused in trying to ride them. Roy was a friend of Les Reid, one of the founder members.

Frills & Furbelows!

Who were these people who toiled along the canals fuelling the industrial revolution?

Often treated with suspicion by those who 'lived on the bank', they went about their daily lives in general isolation of the wider community.

With their clothing largely mirroring that of working people of the time, there were one or two notable exceptions.

The women in their laced boots, long skirts, aprons, shawls and – employing a little decorum; garments of the mysterious zone, safest left to imagination and conjecture. All this is topped with the culmination of a bonnet.

Probably with its origins in those worn by land workers of the era, or even earlier, the boatwoman's bonnet takes this basic design a huge stride farther. This finale is a wonderful explosion of extravagance; an abundance of frills, furbelows, cording and lace; of needlework gone unchecked - a pure confection!

I'm purposely being shy of mentioning dates. Think Victorian/Edwardian, with some boatwomen carrying on the wearing of bonnets to almost with living memory.

What of the boatmen? Pale by comparison - let's leave the men for another time – let us immerse ourselves in this picture of a boating family, gathered together to celebrate a christening. Let us take time out and think of simpler times. These rather mournful black bonnets would indicate deference to the passing of Queen Victoria.

Tony Jackson



Photo courtesy of Waterways Archive

Flora & Fauna along the Grantham Canal by James Faulconbridge



Bridge February – Vegetation Clearance

The Canal and River Trust have begun work clearing reeds and bulrushes from some stretches of the canal at key sites including Kinoulton, Hickling, Cotgrave, Gamston and Lady Bay. The aim is to clear the central section and create diversity of habitat rather than a monoculture of vegetation.

A general biological principle is that more variable habitats or management offers more niches which supports more biodiversity. Larger fish for example would need open water to swim in when mature, but would benefit from the relative safety of the reeds when they are small fry and at risk of becoming a tasty meal for something larger. If you had no vegetation in the canal, the recruitment of young fish could suffer and populations decline. On the other hand, without management of the reeds, the canal could quickly become dominated which would leave the fish with no habitat when they grow larger. The disturbance caused by boats passing through a navigable canal would naturally prevent the reeds from reaching into the centre of the channel, but until this goal is realised, sections of the Canal will require management.

The timing of clearance is ideal – winter is when many aquatic species are dormant and so there will be less disturbance. As a further protective measure, the vegetation will be placed along the canal side to allow any creatures to escape back into the water. The same principles of timing and technique are good practise if you are clearing your garden pond and want to minimise disturbance!

YOUR HELP PLEASE



There were originally 69 bridges along the Grantham Canal. Several have been removed completely but some, like the one above, added.

This is Bridge 18a - we know when it was built and who by.

(We also remember the controversy surrounding the road construction when they built this bridge over the canal but ignored the next, subsequently blocking the canal!)

However we don't have details on ALL the bridges along the Grantham Canal

So can you help - please?

If you can tell us more about any bridge it would help us; when it was lowered, rebuilt or removed.

Please email

bridge@granthamcanal.org

The Great Grantham Canal Lockdown Challenge - Part 1

Like most of us out there, we spent a lot of lockdown 1 finding new places to walk and trying to make things as interesting as possible, with the sunshine and British spirit that carried us through most of that Lockdown, it was not too bad. However, at Christmas with Lockdown 3 approaching and the sense of despair that was coming with it, we decided we needed to up our game, if only to try and lessen the cries of not another walk, it's so boring (and that was the adults!). So, we decided to set ourselves a challenge - walk the entire length of the Grantham Canal from start to finish and to get it all done in Lockdown.

This is a little snapshot of our journey so far



Walk 1 River Trent – Cotgrave (Bridge 15) 5.5 miles



We set out on Boxing Day, sandwiches packed (this was before the no picnics rule) to tackle the first stretch starting at the River Trent. For us this was the most urban part of the canal we had walked, but having driven past this stretch so many times it was actually nice to walk along, peer into the back gardens along Lady Bay and Gamston (sorry residents) and also meant we could have a toilet and coffee stop at Morrisons half way round! We perhaps underestimated the time this might take and it was getting pretty dark by the time we walked the stretch through Cotgrave Country Park but it was an interesting 3 hours, crossing over and under roads,

having a nose at houses and the last stretch past the country park made me think it would be good to explore that a bit more.

Walk 2 Cotgrave to Colston Bridge (Bridge no 23) 3.3 miles

For walk 2 on New Year's Day we reeled back our distance and a did relatively short walk from Cotgrave past the Cropwell's and ending up at Colston Lane. Some more interesting bridges along this route and we enjoyed seeing the Cropwell locks. It was nice to end the route walking past some old warehouses and again some back gardens where we could play spot the treehouse.

Continued ...

Walk 3 – Colston Bridge to Hickling (Bridge 30) 4.4 miles

From the Cropwell's through Kinoulton to Hickling is a really picturesque stretch. There are also quite a few information boards along this route and a bit of history about the Avenue of Poplars and the Sherwood Foresters. We had walked this stretch in Lockdown 1 and really enjoyed it, so it was good to do one of our longer walks with things to look at. Hickling is a lovely place to start or end a walk, sadly The Plough was



shut for take outs due to flooding, but this is definitely worth a visit particularly when The Plough re-opens and there is potential for coffee (or hopefully in the not too distant future – a cold beer!)

Walk 4 – Hickling to Harby (Bridge 43) 4.9 miles

Another long walk so this time we snuck some snacks and a flask into our rucksack. Starting at Hickling this was a walk of many bridges, which was good as it meant we had some decent markers to count down towards the end, and some good bribing opportunities (next bridge for a snack, bridge 39 for a hot chocolate) with kids, bribes is a very necessary part of any long walk and its also a good way to get rid of the Christmas chocolate!. The swing bridges were good fun for the girls, and they found some very muddy banks to slide down, but I loved Clarke's Bridge a Grade II listed building. Working in property bats can sometimes be the bane



of my life, but it was lovely to see how they have been incorporated into the structure of the bridge. We had a diversion around Hose which was a shame as I was hoping to see and mark the halfway point but reaching 18 miles and marking the over halfway point at the end of the walk, was a good achievement (and earned us all some more chocolate snacks).

Many thanks to Tamsin for this splendid account - we look forward to Part 2

Life Afloat

Polly describes the ups and downs of living on board a narrowboat and being a 'constant cruiser'

I thought it might be interesting for the non-boaters amongst your readers to have an idea of what life on board is like (with apologies to those of you boaters to whom this will all sound very familiar).

We live in a small space; the boat is 58' long and 6'10" wide – that means probably 6' wide on the inside after the insulation and wooden panelling is accounted for, and 50' long in winter when we're not using the front and back decks. It follows that you need to be tidy and quite well organised when living on a narrowboat – yeah right! Here is a photo of the back bed with Ian's project items carefully stored and sorted as you can see; luckily this is a spare bed and we have another that we sleep in.



Storage for clothes is limited, and we generally only buy what we need to replace worn out items, throwing away or recycling what we replace. Most of our clothing is practical for everyday use (thermals for winter, waterproofs, etc) but we do have a few smart clothes and can scrub up quite well if necessary. We have a surprising amount of storage space – drawers under beds, cupboards above the beds and in corners and plenty of space beneath the mattresses for larger items, but getting to those is quite a procedure. Actually, becoming accustomed to only buying what you need is a very good discipline and saves a fortune!

The boat is cosy warm in winter – we have a stove that burns coal and logs which is usually lit constantly from late November until April (unless the chimney needs sweeping in which case we have a nasty cold morning after we have let it go out overnight until we've swept and lit it the next morning). We get coal delivered to wherever we are as we need it by local coal merchants – usually 10 x 25k bags at a time – or we can buy it from passing fuel boats or marinas. Grimes are the local suppliers that we use for this area; they are brilliant and will come and find us anywhere – the tight spaces they have managed to fit their massive coal lorry into in order to reach us, even backing out along a narrow road with a wet drop on one side - is nothing short of miraculous!



We have a gas oven, separate grill and a hob with 4 rings, so can cook pretty much anything. I particularly enjoy cooking a full Sunday roast on board each week and watching the faces of passers-by as they see our plates laden with roast meat, potatoes, veg and Yorkshire pudding; I believe most people think boaters live on bacon butties and pasta (which we do have too). I never mind people looking in the windows of the boat from the towpath; children in particular are fascinated to see inside, and we're always happy to give them a wave.

Continued ...

One thing we do suffer from, especially in the autumn, is spiders – they seem to love boats both inside and out; no sooner have we cleared away any cobwebs than they are back again. Still, apparently spiders only like dry places, so we console ourselves that having spiders means we aren't sinking!



There are downsides, of course: we always have to make sure that we don't run out of water and other essentials; boating Nirvana is having an empty loo tank, and full diesel and water tanks. There is something wonderful about being able to moor in a remote place miles from anywhere and knowing that you can be self-sufficient for at least a couple of weeks. We have guide books for wherever we go that tell us where the various facilities are and these are invaluable – they are used by a lot of walkers too, and Nicholson's have included the Grantham Canal in the latest edition of their waterways guide No. 6 Nottingham, York and the North East.

As continuous cruisers without a home mooring we are allowed to stay in one place for up to 14 days (unless it is a popular spot, in which case the length of permitted stay for boats may be restricted to 48 or even 24 hours). On canals it's normally easy to find a mooring and if necessary you can just moor up to the towpath and knock a couple of mooring pins in to tie the ropes to, but rivers are a different matter and usually the only places to moor are close to locks or in marinas. There are a few wonderful organisations though, set up and run by boaters, who identify and maintain moorings along some rivers so that boaters can actually enjoy mooring on them – These are The Great Ouse Boating Association, Friends of the River Nene, and, most exciting, there is a new group

starting to do this on the River Trent. They can be found on Facebook as "Visitor Moorings on the River Trent and Associated Waterways" and have already refurbished the visitor moorings at Stoke Bardolph below Stoke Lock. Places to moor on the Trent are currently very few and far between, so to have a few more will be very welcome. The advantage of rivers is that usually there is enough room to turn the boat around anywhere, but on canals it often involves a journey of a few miles and maybe locks in order to get to a winding hole.



Being on a boat means you are very close to nature and the wildlife that lives on, or in, the waterways – you almost feel part of it, and sometimes it can get too close. One spring we found a female mallard in our anchor locker sitting on a nest of eggs which she had laid on top of our anchor chain and rope! Obviously that meant we couldn't move, because to do so would be to interfere with a wild bird's nest which is illegal. After about 4 weeks she hatched out two adorable ducklings who started to explore the front deck of the boat.



Continued ...

This was fine until it was time for them to leave. Mrs Mallard flew onto the water and called her ducklings, but there was no way they could follow her because it would mean climbing up the vertical sides of the deck. We tried putting planks, and then pieces of carpet in the front deck for them to waddle up, but every time they got anywhere near to the top they would turn round, fall over, and roll all the way back to where they started. I am not one for interfering with nature, but after hours of listening to Mrs Mallard squawking and the ducklings' terrified squeals I finally picked them up and dropped them onto the water where they bounced upright and happily swam to their Mother. Mr Mallard very quickly appeared to greet them, and the family of four swam off into the sunset allowing us to continue on our way as well.



We generate our own electricity by running the engine; we have 4 leisure batteries and one separate starter battery, and we also have solar panels on the roof which top the batteries up nicely in the summer. We also have to run the engine for hot water, which can be a chore in the winter if we aren't moving far.

One of my favourite things is lying in bed at night listening to the rain beating down on the roof; there's something wonderful about being warm and cosy and hearing the wild elements just outside. Sometimes we are woken by ducks running along the roof of the boat, or nibbling the algae along the waterline, which is also nice to hear as long as it doesn't persist for too long.



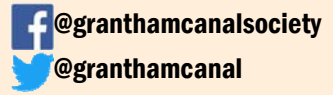
Laundry can be a difficulty – not the washing, as we can always hand wash and have a washing machine on board – but drying it. In the summer we hang the washing out on deck or even on the towpath, but in the winter the front cabin resembles a Chinese laundry for a couple of days after we have done a load of washing. Very often, though, we make use of laundrettes if there are any nearby which makes life a lot easier. This is a picture of Meadow Pipit moored at Thrapston on the River Nene, and you can see our laundry hanging out to dry on the grass at the front of the boat.

Boaters are a very sociable (and usually boozy) crowd, and in the summer more often than not impromptu towpath parties happen when a few boats are moored next to each other. The boater's grapevine is a great way to find out about the local area, and it's amazing how often you get to hear news of other boaters you know from chance meetings up and down the canal.

Having lived on board for 12 years now we wouldn't want to move back on land; there's something special about waking up to different views, and although we don't have our own garden there are always new places to explore as we move around, not to mention the fascinating diversity and history of the waterways that we are immersed in. So far we have explored about one third of the UK's Inland waterways, so we have plenty to keep us occupied for a while yet!

#Trending

By *Tony Jackson*



I doubt I'm not the only one who feels they're hanging on by their finger tips, trying not to lose grip before the end of this damned pandemic.

On our social media, we've been running a mood boosting 'Pretty as a picture' series. We've featured some fabulous photographs, which have been sent in by our followers over time – a heartfelt thank you to them, as they're fully aware by now, of my lack of aptitude with the camera!

These pictures stand as a timely reminder of how beautiful our canal is. Springtime is just around the corner, and never has it been so welcome as it will be this year!

Two projects to provide additional benches along the canal have come to fruition recently – and boy, do I intend to make use of some of these come the better weather, ah bliss!

Another series, this time, only on Facebook, due to it being over 2,500 words! 'Beauties of the Grantham Canal', transcribed from a 1978 edition of 'Bridge', but originally published in the (Nottingham) Evening Guardian, is a wonderful insight into a ramble along the canal in 1935, the year before official closure. To think the canal was still wholly intact at this time, the writer in blissful ignorance of the carnage which was to follow.





DID YOU KNOW THAT YOU CAN "GIVE AS YOU LIVE" AND DONATE TO THE GRANTHAM CANAL SOCIETY BY DOING... NOTHING MUCH? YOU SIMPLY BUY YOUR GOODS THROUGH THE GIVE AS YOU LIVE WEBSITE OR APP AND SIT BACK AND LET GOOD THINGS HAPPEN! SO FAR, OVER £12,000 HAS BEEN RAISED THIS WAY FOR THE GCS - WOW!



ANOTHER WAY TO HELP IS BY USING AMAZON'S SMILE OPTION: SHOP AT SMILE.AMAZON.CO.UK AND AMAZON WILL DONATE 0.5% OF THE PRICE OF ELIGIBLE PURCHASES TO YOUR FAVOURITE CHARITABLE ORGANISATION, AT NO COST TO YOU.

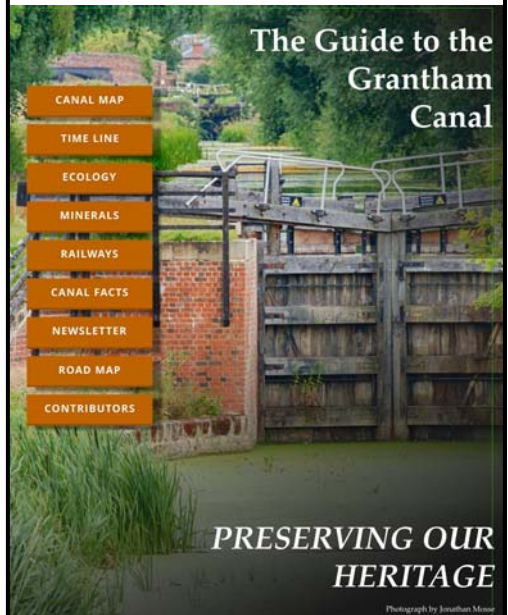
WITH CHRISTMAS SHOPPING ON THE HORIZON, PERHAPS GRANTHAM CANAL SOCIETY COULD BENEFIT A LITTLE TOO...

IF YOU HAVE ANY QUESTIONS OR DIFFICULTIES, PLEASE GET IN TOUCH

This is our new on-line guide to the Grantham Canal.

You can search the guide for details about the canal together with interactive maps which, when clicked, enable both past & present photos to be viewed.

Give it a try:



© The Grantham Canal Society Hosted by AMAR Ltd A CymruWeb Design

The Grantham Canal

As the Canal is 33 miles long we have divided it up into five sections below.

You can just click on the section of map to view photos of the canal in detail.



**A swan family enjoying an outing in the sunshine near bridge 34
Photographed by Ros Church.**

**ARE YOU A MEMBER OF
THE GRANTHAM CANAL
SOCIETY?**

Why not join the 13 new members we gained during January?

It doesn't matter if you live miles away or don't wish to actively volunteer - you will be supporting our efforts

THE COST IS MODEST!

The annual subscription rates are as follows:

Single Adult:£20

Family:£30

Under 18/Over 60: ..£15

The
Grantham Canal
Society
Charity No: 507997

Our grateful thanks to the following who have recently made a donation to the Society:

Margaret Leighton, Roz Taylor,
John Dodwell, Tony Osbond,
Tony Binch, Alec & Lisa
Hampson, Jeremy Lee,
John Sentence, Jo & Tim Altham