

# BRIDGE



MAY

2020

The monthly newsletter  
published by the

The  
**Grantham Canal**  
Society

CHARITY NO: 507337



Beautiful photo by  
Debbie Spencer

## This month's update from Mike Stone (Chairman)

After an apparently dull period when little was happening on the canal a lot of effort was taking place behind the scenes. Detailed plans have been prepared and approved for the reconstruction of the depot slipway and work will start as soon as lock-down permits. We need the project to be completed by the end of this year as it is essential that our craft can be examined and maintained. The slipway will eliminate crane-hire charges which amount to more than £2,000 for each craft both lifting out of water and putting them in again. Going forward the opportunity will provide a local training facility for those wishing to learn craft maintenance and construction skills. This is a worthwhile project which will have benefits for years to come so if you can make a contribution it will be appreciated.

Talking of craft the observant will have seen that our weed-boat *Osberton* is no longer at Woolsthorpe. It has gone to London, not to see The Queen but to operate on the Regents Canal ... but only after its new owners, the Rothen Group, have rebuilt it for its new roll. In exchange the Rothen Group will deliver a craft to the Society in July which is more suitable for our maintenance requirements.

We continue to receive comments about the state of the canal west of Hickling where water levels have recently declined on some of the lengths. We are aware of certain problems requiring repair and to successfully undertake work in Nottinghamshire we need a small team of local volunteers from the area to help us. If you have friends or contacts who would be interested in

developing a locally based group working to improve the canal environment in Nottinghamshire by controlling water loss, weed growth and removing self-set trees and shrubs please contact Tony Osbond via email or one of our Canal Rangers whom you may meet on the towpath. This is an opportunity to get out in the fresh air - whilst maintaining social distancing of course – and really making a difference in your neighbourhood.

As soon as the opportunity arises we hope to be able to start work on our planned projects:

- The depot slipway
- Denton weir
- Locks 18 to 16 leaks
- General navigation maintenance.

Lock 14 project re-start will have to await decisions by CRT who manage the site.

**We will not be able to accept visitors either at the depot or at working locations for the time being.**

**Hopefully, by early June, we may be able to make some announcements about what activities can proceed but in the meantime please heed the Governments advice.**

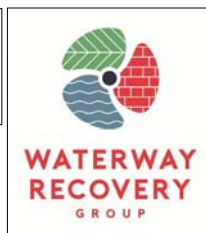
Stay safe and well and we look forward to welcoming you in the future.

*Mike Stone.*



**Support the IWA & become a member**

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



# My diary from the Isles of Scilly by James Faulconbridge

## May 2020

### Scilly Diary – Bud Burst

The end of April saw the leaves appear from the dormant vines here on the vineyard on St Martin's, Scilly. Some of the vines are 25 years old with woody trunks like miniature trees – bud burst sees them clothed in green.

The training method we use here is the Double Guyot system and managing the vines means thinking two years ahead.

First, we select two good canes from the previous year and lay them down onto the bottom guide wires. Each of these canes has 6-7 buds and it is from these that the leaves are now bursting. We train each of these new shoots upwards on

the higher guide wires and they produce our grapes for the season ahead. At the same time during winter pruning, we cut back two 'stubs' which is where the canes for the following year will grow.

Our main job now is going around all of the 2,000+ vines and checking the structure – rubbing off stray buds on the trunk, thinning our multiple buds and setting the vines on course to put their energy where it is more required. Maintaining an open structure in the canopy is vital to encourage air flow and minimise the risk of fungal attack.



With the recent rain, the grass and wildflowers beneath the vines have shot up so another job is mowing and strimming – again to control competition and maintain lower humidity around the vines. However we are also ensuring that the management encourages the 'rare arable flora' for which Scilly is noted – these are the species which thrive as annuals in disturbed habitats and benefited from agricultural practises before the predominance of herbicide use which has reduced much modern farmland to monoculture.

We have some beautiful examples of flora here on the vineyard, such as the endangered small-flowered catchfly – a diminutive relative of red campion – as well as hairy bird's foot trefoil and henbit deadnettle.

Another feature of the landscape which is a relic of the more widespread use of the fields for bulbs, is the evergreen windbreaks which create small, enclosed fields. The majority of the hedges around our vineyard are Pittosporum – a New Zealand native which is hugely popular with the bees when it flowers in spring.

Other species include Escallonia and Fuschia as well as English elm which thrives here despite having been largely lost from the landscape on the mainland.

The wind breaks are not without due cause – the coastal location of the vineyard mean we can be subject to some serious winter storms, and they unfortunately claimed the polythene from all four of our polytunnels this year. It's quite a task to re-skin them – so far we have restored one and a second will hopefully be completed on Saturday – we are taking our time and doing everything possible to make them robust so that hopefully they can last for a few more winters!





## SOME GOOD NEWS!

The Coronavirus Lockdown has certainly affected the Society in all aspects from construction (Lock 14), maintenance, events, boat trips and from those that are contributing to Whats App GCS News, our maintenance volunteers are certainly missing the Friday/Saturday get togethers with Mary's cakes and tea before venturing off for a day's canal clearing.

Rest assured though, there is some activity happening in the background for the Society!!

We are all aware of the trial and tribulations we have had with Osberton over the last three or so years and the valiant efforts of Ian Wakefield and his team in trying to get the boat serviceable.

Through an off chance conversation Mike Stone had with The Rothen Group, a contract services company that carries out maintenance and restoration work on inland waterways, Mike, myself and Rod Gordon made a trip to see Ian Rothen and his team working on the Chesterfield Canal to talk through the possibility of replacing Osberton. I hasten to add this was before Lockdown and Social Distancing.

As a consequence of this visit and further video conference calls we have secured a replacement Reed and Weed Cutter Boat that will be a lot more useful to the Society going forward.

It comes with a wide basket scoop for collecting the persistent green weed that plagues us all summer long and has a fork attachment that can be quickly exchanged for removing the "reed bergs". In addition and as part of the deal, the Rothen Group will be providing a familiarisation of the boat to a small selection of volunteers that want to be part of the team to operate the machine.

The Rothen Group have taken Osberton in part exchange and the replacement vessel is due for delivery in early July, hopefully when we see some relaxation in stay at home, social distancing measures and therefore making plans to start operations again.



**Osberton preparing to leave**



**Osberton in Lock 17**

*Continued ...*

Work is also carrying on with preparations as to what happens when Lock 14 is completed. Currently we are preparing the 'Expression of Interest to the Heritage Lottery Fund' for the restoration of Locks 13 and 12. However Heritage Lottery are not accepting any new submissions until October this year due to the Coronavirus epidemic but we need to get the paperwork completed in readiness for submission.

Legal agreements are also being put in place to submit to Belvoir Castle Estates to extend the lease on the site compound at Lock 14. In principal the Castle is in agreement to the extension possibly until the end of 2023 the time allocated for the restoration of Lock 13. The legal agreement is now being prepared by Gordon Wallis and Mike Stone to extend the existing agreement now in place with CRT but in the name of The Grantham Canal Society.

When Lock 12 is restored the compound will move to an area adjacent to Muston Bridge 59 again on land owned by Belvoir Estates.

Of course when Lock 14 is completed the site accommodation and storage unit, currently on hire to CRT will disappear.

So we have been keeping our eyes and ears open to see if we can obtain replacement accommodation. Rod Gordon with his close connections with contractor Kier has to be thanked for he has managed to secure a 20'0" storage unit that has become surplus to requirements by Kier and as a consequence they have donated it to GCS.

Many thanks must go to Kier and also Kevin Gundel of K B Gundel & Son a Transport Services company who have kindly moved the unit from Loughborough into the compound at Lock 14 for a very small fee. See attached photographs of Osberton departing and the container being delivered. My thanks to Tony Reed who also helped with getting Osberton through Locks 17 and 18 and was present with me when the container unit was delivered to Lock 14 compound. Self Distancing was observed at all times of course!!

*Tony Osbond*



**The container arrives at Lock 14**



**Being offloaded**



**The new Reed & Weedcutter boat**



# Jim's Story - how we rebuilt Lock 15

## Part 2: DEMOLITION



Mike displays reclaimed bricks



3ft of sludge to clear Feb. 2016



Ralph's canopy for the brick cleaners - blown away later!



Motorised barrow - later stolen



Mike crosses the downstream dam



Brick pile at late October 2015



Happy brick cleaners!



Mats laid to alleviate the mud in the canteen



Pump to drain the lock



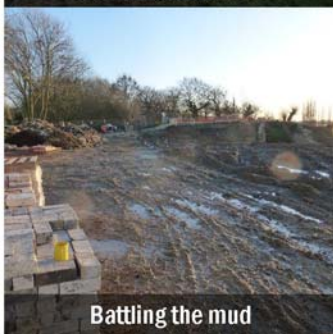
Ian extends the site



Dave's temporary shelter



After the first pump out



Battling the mud



CRT lay more mats



# Jim's Story - how we rebuilt Lock 15

## Part 2: DEMOLITION continued



As the mud gets worse so more bricks get cleaned



The Friday gang



Hard at work



Newly trained drivers John T, Geoff G & Bob T get to work



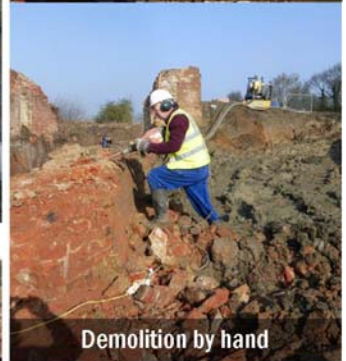
The invert finally exposed



Geoff in action



Cleaning the invert



Demolition by hand



Digging down to invert level



200 year old wooden cill exposed



Getting there March 2016



Walls down to invert

## A TRENT 'CRUISE'

By Mike Atherley



Mike's story this month is about his cruise round the Leicester ring and some reminiscences of the trip.

After I had completed the restoration of my first river/canal wooden cruiser at Beeston Marina it was time to seek a permanent mooring. Looking through canal guide maps I chose the Cranfleet canal because it is a crossroads of four Navigations splitting that repeated trip every time you move and a relatively easy journey by car from Arnold in Nottingham. I went for a look first and met Cyril Blood the Lock keeper who found me a towpath mooring about halfway between the lock and first bridge. At that time you could drive right down to the mooring which made carrying all you need very easy. The first trip I made was to Barrow on Soar where several relatives lived which was a very enjoyable venture and started my ambition of canal and river cruising with my family and friends.

After a while of pottering about that area it was time to try a week long holiday so together with two other boating friends we decided to try the Leicester ring, Trent and Mersey Coventry, Oxford, Grand Union and Soar back to base. The three boats were my 27ft Bell centre cockpit, a 23ft GRP Teal rear cockpit and a 18ft wood Dolphin rear cockpit and outboard. All went well until we arrived at Dallow Lane lock in Burton on Trent. We had moored up and walked up to set the lock as usual only to find this narrow lock which looked more like a sluice than all the previous locks we had ever used so searching around for another route or lock came to nothing. We all said to one another,, we wont fit in that. But one by one all three boats fitted with room to spare, how often can modern narrowboats do that now. This was the first narrow lock any of us had ever seen. It was all narrow but when we reached Foxton the ten lock flight baffled us with red painted and white painted paddle gear, lots of notices on how to use them and of course many gongoozlers. We made a few mistakes but arrived at the bottom all safe and sound. Leicester had some problems with rubbish both afloat and underwater but it was a really good trip and we all learnt a lot. One thing we all did was tie up at lock approaches, if you could find a bollard, set the lock, walk the boat in work the lock, walk the boat out, tie up and close gates and paddles and then set off. We began to notice when steel narrowboats became more popular people would drop crew off and drive in and out of the lock chamber.

I would like to reminisce about the oddities and awkwardness we found in those early years. It would be interesting to read your replies, please send to editor, if you experienced any problems like we came across. Apart from the backlog of work and rubbish in the canals I found some BW staff not very friendly or helpful as if they didn't like pleasure craft using their waterways. One instance passing down the Northampton narrow flight on route to the Nene, we were what I call lock wheeling, sending crew ahead to pre-set the locks to speed up the journey, when a very angry man on a bicycle came rushing down the towpath shouting, stop what you are doing, these locks leak badly and you are draining all the water out of the top basin. Why couldn't a notice at the top and bottom have been installed to warn you about the problems. Also has anyone had problems at a lock near Branston, on the Trent & Mersey, one of the paddle spindles was badly worn, people had used stilsons, grips and all sorts of wrong tools till only a proper T & M windlass would turn it. Woe betide you if you used a windlass like mine, two square tubes welded onto the crank handle, If the lockkeeper heard you he would be out in a flash and curse you until you purchased a proper windlass. Why couldn't the engineers just replace the worn spindle. And finally those of us who have dropped a windlass into the lock chamber and tried to recover it by using a magnet, beware if there was a BW person about. I saw one telling a boater that anything on the canal bed became the property of BW. No doubt when you had gone he would fish it out and sell it on to the next victim.

There was always a contrast to the above oddballs. Sometimes you would come across an elderly man leaning on the lock balance beam and if you started a conversation would find he was a retired boatman or waterway's employee and would offer good advice regarding the locality you were passing through. If you had the time you could learn a lot from his past experiences. Looking back I think we all thought we new it all after reading canal books and a few hours on the tiller but in reality you never stopped learning. Happy boating.



## Flora & Fauna along the Grantham Canal by James Faulconbridge



### May - Swans

I have been enjoying watching the canal take on its summer guise from afar as lots of people are sharing photographs of walks and cycle rides along the towpath as part of their daily exercise. One photo which caught my eye was the swans' impressive nest posted by @jennietweetz. Swans are one of the heaviest flying birds in the world and takeoff takes some doing - the canal provides a perfect runway with its long straight stretches. However at this time of year, they tend to be more settled as the male and female (the cob and pen) pair up to nest and raise their chicks - known as cygnets. As you might expect for a bird this size, the nests too are significant, often measuring 2-3 metres across and built from twigs, branches and reeds which they find nearby. The sloping sides are built high enough to protect the central depression, where the eggs are laid, from rising water in the case of heavy rain.

Swans generally mate for life (although divorces are known to occur!) and will work together for the next four to five months raising the cygnets until they are mature enough to fly. You can easily tell the cygnets from the adults by their grey plumage which gradually moults to the familiar white of the parents. The family group will usually stay together until the following spring, so you can soon expect to see the parents touring the canal with a string of young behind them.



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**Every ticket you purchase helps fund the work of local good causes during this extraordinary time of crisis. We would like to say a huge thank you to all of you who have signed up and supported our community through the lottery.**

**Don't forget to nominate the Grantham Canal Society**

**We're stronger together, even when we're apart. Click or copy the link below to your browser**

**[https://www.lotterysk.co.uk/  
account/login](https://www.lotterysk.co.uk/account/login)**

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# *Let them eat chalk!*

*The making of Traditional English Rocking Horses*  
*By Tony Jackson*

Our horse will take some time to complete. Carving and sanding the body is physically demanding, and not being in my first flush of youth, it's a case little and not too often. But the job's easily moved on with stock photographs of past work. This will enable us to focus on the more interesting aspects; omitting some of the rivet counting elements.

With the horse finally shaped, it's time for its gesso coating – a new word for some? Gesso (soft 'g'), comes from the Italian for Gypsum (chalk), known in the art world as whiting.

Traditional gesso can be traced back over 500 years. Artists primed their canvasses with it. For guilders, it was the base on which gold leaf was applied to those massive moulded picture frames you see in country houses.

Whiting has many uses, other than making gesso. If your food contains added calcium, you're eating it! Yup, it's in everything from bread to Soya milk and, white lines on sports fields (this may have been superseded in some cases).

To turn this whiting into gesso, we need to mix it into a warm solution of rabbitskin glue. Rocking horses are very organic. Along with the rabbitskin glue, we have wood, chalk, leather, horsehair and even the French polish for the stand is made from beetles!



**I always feel sorry for the wood which is carved off - deprived of immortality!**

*Continued ...*



Rocking horse makers of old embraced gesso – so have I. Not only on authentic restoration work – but for new horses too. It does something to the horse which is difficult to quantify. You can always tell when a maker has painted directly onto the wood. No matter how much filling and sanding; the grain and joint lines show through. A gessoed horse ceases to be an assemblage of parts; becoming a whole – a believable life form.

There's an art in making gesso. Like bread making, you use the same ingredients and the same method – sometimes it works out better than others. Like most things, the more you practice, the better you become.

Traditional gesso mustn't be confused with the 'orrible acrylic stuff you can buy in little pots.

Around six coats of this warm creamy mixture is applied to the horse using a paintbrush, allowing a few minutes between coats. When I would do three horses in a row, I found this timing to be about right. The horse then needs to be put aside to dry for at least a week, before being hand sanded. I like to leave them two or even three weeks.

The white horse pictured, dating from around 1870, is mounted on a bow rocker - the safety stand not making its appearance until 1888. Makers of this era, not only gessoed the horse, but the bow as well – as I have done in this restoration. This big feller is now back home in Switzerland. The teddy bear is Wal, named after Wallace Arnold – because he looks like the back end of a bus. Despite this shortcoming, he's a great help around the workshop; a watchful eye is needed to keep him away from the glue.



**Thought we'd look at painting next month – traditional painting proved to be my bread and butter.**



## Meet the Rangers – Part 2 May 2020

### Sue Carr – Section 14 - Bridges 66 to 68 (A1)

Sue Carr has just turned 74 and is a retired Deputy Head – retiring from Bottesford Primary School approximately 14 years ago. Sue is local to the canal living near to Harlaxton. Sue was introduced to the Grantham Canal Society and a rangers role by a friend who was also a member of the society.

Sue began as a ranger 10 years ago on adjacent section 13 which is a 1.7 mile section between bridges 64 Denton Lane Bridge and 66 which is Harlaxton Drift, Sue looked after this section of the canal for approximately 7 years, after which she swapped to section 14 which she still actively tends to.



Section 14 of the Grantham Canal is 1.1 miles long and is well used by the public for walking, cycling, running and dog walking. Sue says she sees many people on the paths as she walks for exercise and to check all is OK. She takes a rucksack with her for litter picking and spraying dog waste at least twice a month. Most of the people she sees on the path are familiar faces and some have become members of the society. Sue will hand out leaflets when she comes across new faces and talk about the work of the Grantham Canal Society. Section 14 is in a wooded cutting, this can present challenges with fallen trees and branches and she regularly has to report these to the CRT. Unfortunately, during the last few months, one such branch has fallen on the wooden landing stage moored just before bridge 68 causing damage, which has yet to be repaired.

This section of the canal was navigable until recently with a winding hole at Sandpits. Swans have nested this year at the very top end of this section near bridge 68; they previously nested at the Sandpits Winding hole.

Sue says the area which creates most work for her is the car parking area adjacent to Vincent's Bridge (67) where she often finds fast food packages, cans and bottles in the area and also in the canal itself.

Walking the canal paths in the current climate of social distancing is a challenge, Sue says, as it's difficult to stay 2 meters apart with more people using the paths for exercise. Sue "likes the nature along the canal, seeing and hearing the various birds including Chiff Chaffs and Finches" she has in the past seen Kingfishers on a couple of occasions.



**If you would like to volunteer for ranger duties within the GCS adjacent sections Denton Reservoir and Earlestone section 15 currently have vacancies.**

*Michelle Storer*



# Woolsthorpe Slipway funding appeal

Our canal depot at Woolsthorpe by Belvoir, once had a barge slipway. Then it was lost in the 1990s, when British Waterways restored the buildings. With an increasing number of essential craft, comes the responsibility for maintaining them. This includes maintenance below the waterline.

Our Chairman, Mike Stone, comments; **“Reinstating the slipway at Woolsthorpe Depot will make an immediate impact on the well being of our watercraft. It will cost £20,000 in materials and our own voluntary labour will carry out the work. This project will save the society significantly over the coming years as craning boats in and out is not a sustainable solution. But we do need your generosity to support us, especially as our funding resource is very low at present.”**

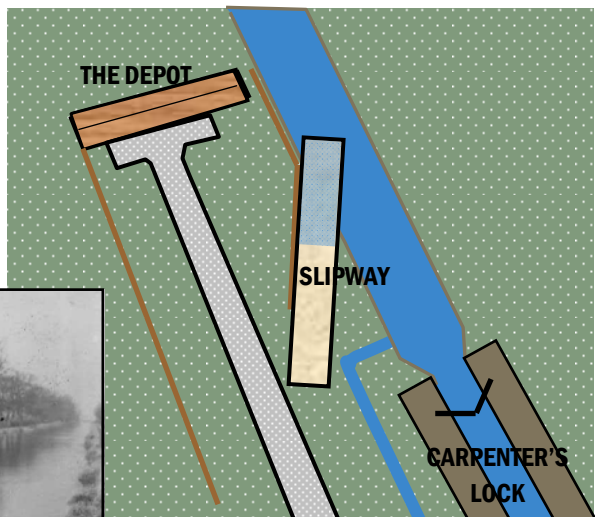
Plans have been drawn up and approved by the Canal and River Trust for the work to be carried out. The original cast iron winch has been discovered and is being restored by our volunteers. This project, once completed, will enable numerous individuals to gain the benefit of boat maintenance skills and provide a future training resource to the wider community.

The current constraints caused by the pandemic has lost the society thousands of pounds in revenue this year, owing to the cancellation of events, cruises and talks. We are appealing for your support at this time to enable a start to be made on this very necessary project.

Full details can be found on our website page detailed below, [please share it](http://www.granthamcanal.org/woolsthorpe-slipway/)  
<http://www.granthamcanal.org/woolsthorpe-slipway/>

This is a rough idea of where the slipway will be placed in relation to the site.

I make no apologies for the colour of the canal! *Ed*



The Carpenter's Shop (Depot) photographed in 1948 by Bernard Jessop



# COMPUTER TECH TIPS

BY GILES ([giles@jigster.com](mailto:giles@jigster.com))

Here are some useful tips from Giles, who is a well regarded Web Designer and qualified Support Technician



## Video Chat Software Guide

It's often easier to setup and initiate a video chat on a phone or tablet device than it is on a PC or laptop because phones and tablets tend to be ideally suited to this task as the camera and microphone are automatically configured. On a PC or Laptop you can have trouble getting the video or microphone to work.

On a tablet or smartphone, Installing the software is similar regardless of which video chat provider you intend to use. On an **Android** device you go to the Google Play store:



Once in the Google Play store do a search for the App in question, if you want to install Skype then search for 'Skype', select it and hit install. Once installed, launch the app and follow the on screen setup instructions. Very similar on an **Apple** devices, go to the Apple App Store:



Once in the App store search for the App in question, if you want WhatsApp then search for 'WhatsApp', select it and hit install. Once installed, launch the app and follow the on screen setup instructions.

There are some good step by step guides here

Guide on installing WhatsApp on Android, iPhone or PC: <https://www.wikihow.com/Install-WhatsApp>

A similar guide for Skype: <https://www.wikihow.com/Install-Skype>

**Alert! Zoom has recently come under fire amidst security concerns that there are some privacy vulnerabilities with their software, so whilst it is good software for video chat and conferencing, if you have concerns over privacy then seek an alternative.**

Facebook video chat guide here: <https://www.wikihow.com/Video-Chat-on-Facebook>

### Useful download links for laptop and PC

Download **WhatsApp** messenger which supports video chat – supports up to 4 concurrent video connections and is end to end encrypted, video chat by smartphone or tablet only:

<https://www.whatsapp.com/download>

The **Facebook** chat client supports video calls although privacy is a concern:

<https://www.facebook.com>

**Skype** for desktop - encrypted when sent directly between two Skype clients (i.e. over the web only and not a PSTN call): <https://www.skype.com/en/get-skype/>

**Apple Facetime** Support group chat and calls are end to end encrypted, best option but only if all participants are using Apple devices.

**Signal** is a relatively new app but focuses on security, currently only supports one to one video chat but is end to end encrypted: <https://signal.org/download/>

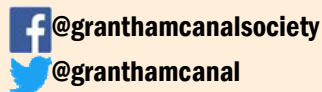
**Microsoft Teams** is only available if you have an active Office 365 subscription, it supports group video conferencing and is end to end encrypted.

<https://products.office.com/en-gb/microsoft-teams/download-app>



# #Trending

By *Tony Jackson*



Our twitter followers really enjoyed the tweet about the cancellation, due to Covid-19, of our Craft and Produce Fair, with over 3,800 viewing this – hmm – trying to tell us something?

Let me explain: Avid BBC Radio Lincolnshire listeners will be familiar with its ever so popular Pirate Gold – a county-wide treasure hunt each Sunday morning. This is all coat and dagger stuff for event organisers – you mustn't even tell even your bestest friend if you've been chosen to be part of it! Let the cat out of the bag – and I understand you have your finger nails pulled out. Anyone else crossing their arms and tucking clenched fists under armpits?

Because the BBC team are confined to barracks, they're doing Pirate Gold virtually from the studio. Well, the poor ol' individual who so innocently rattled an email off to them some weeks ago – got invited to be interviewed on air. Writing this stuff's one thing – you can take time out, gazing out of the window awaiting inspiration to hit like a lightning strike – yer can't do that on the phone – but he muddled through.

The real reason we got so many views – BBC Radio Lincolnshire retweeted us! Thank you to them!

Debbie continues to fill us with wonder at her fabulous photographs on Facebook. She has an eye for a good photo – which is more than I can say of myself. As ever, it's been so difficult to choose just one – but I have.

In writing the funding application to the National Lottery for the restoration of Lock 13, our General Manager asked the stats from our social media. Funders are interested in the support a project has in the community – as with membership numbers – they also take note of social media activity.



**Do follow us, do share and retweet – it matters! Do join us – that matters too!**

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

Philip Sharpe, Anthony Goody, Carole Troops, Michael Stone, Margaret Leighton, Mary Noble, Richard Black, Avenol Scott, Terry Shaw, Roger & Nicky Summerton, Paul Beckett, John Dodwell, Roger Crafts, John Robinson, Tony Osbond, John Clark, David Sims, George Moore, Anne Earl, Christopher Weston, John Woodrow, Muriel Arnold, Jeremy Lee, Jo & Tim Altham, Allan Holmes, Ralph Bellamy, Peter Lester, John Leach, Hilary Taylor, Bruce Rushworth, David Johns, Chris Holmes



**I have included another photo taken by Debbie Spencer.**

The colour and setting is lovely and, for those who don't know, it's taken looking downstream towards Lock 17, Willis's Lock, with *The Three Shires* moored on the opposite bank.

*Ed*

Now would be an opportune time to tell you about a new project I'm working on! Having spent many hours in 2014 compiling the current Grantham Canal guide, I feel that there is a need for updating quite a lot of information that currently isn't included. So, rather than publish a new guide which as you can well imagine is expensive, I'm planning on creating a web based application which will not only run on your PC at home but will also work well on a tablet or phone providing you have an internet connection.

Over the years of editing Bridge I have been sent many articles and photos of both current and early events on the canal so it seemed a good idea to compile all these into a single document so that information can be found, not only as you walk the canal, but also when sitting at home.

Many of you will have read Mike Atherley's accounts of work during the early years of restoration, but what about your accounts and photos. I'm looking for information about villages, canal based activities and businesses that once thrived along the canal's length.

So, during this rather unsettling time, have a look through old photos or recount an event and send them to me. If you email me at [bridge@granthamcanal.org](mailto:bridge@granthamcanal.org) initially, I will respond and can make arrangements for scanning documents or photos if necessary.

I look forward to hearing from you.

*Ed*