

BROADSHEET

November 2020

Stourbridge Open Weekend 2019




Photo by Ian Cowdale



www.sweanalsociety.co.uk

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Staffordshire & Worcestershire Canal Society 2019-20

President: Steven Gray (wharfinger@blueyonder.co.uk)

Vice Presidents: Ann Pollard, Jean Dobbs, Peter Freakley, Derek Overton, Geoffrey Whittaker JP, Robert Cox, Liz Osborn, Carol Aldridge and C Dyche.

Secretary

Ann Pollard 01384 376585
8 Firmstone Street
Stourbridge
DY8 4NT
sunbeam2@btinternet.com

Treasurer

Christopher Dyche 01384 375582
65f Platts Crescent
Stourbridge
DY8 4YY
christopherdyche@hotmail.com

Membership Secretary

Colin Beard 0138 4918774
14 White Harte Park,
Kinver,
DY7 6HN
email
kinverpooky@gmail.com

Conservator

Fred Cooke
Orchard House
Old Lane
Wightwick
Wolverhampton
WV6 8DQ
Tele 01902 761441. Mob 07711 392442

Broadsheet Editor

Ian Cowdale 01902 820197
31 Church Hill
Penn
Wolverhampton
WV4 5PD
ian_cowdale@hotmail.co.uk

Cruising Officer Vacant

Work Parties Vacant

Society Sales Vacant

Non-Committee Posts

Raffles

Peter & Ann Cuthbert 01902 753733
55 Green Lane
Aldersley
Wolverhampton
WV6 9HX

Cruising Awards

Ann Pollard 01384 376585
sunbeam2@btinternet.com

Length Scheme

Derek Overton 01746 718571

Education & Resources

Vacant

Website

Bari Pollard
www.pchelperathome.co.uk

Committee Meetings

Committee meetings held at the Bonded Warehouse, Stourbridge starting at 7:30, usually second Wednesday of the month, open to committee members only.

BROADSHEET

Editor: Ian Cowdale 01902 820197 ian_cowdale@hotmail.co.uk

DTP: Steven Gray 01384 827745 wharfinger@blueyonder.co.uk

Advertising: Colin Cartwright 01384 292881

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Contents

- 5. *Editorial*
- 6. *Mike Grant*
David Bates
- 7. *The Future of the Staffordshire and Worcestershire Canal Society*
- 8. *C & R.T. Our response to Coronavirus*
- 9. *C & R.T Broadens online passage booking offer*
- 10. *Boat Licence fees for 2020-2021*
Sustainability requires investment
- 11. *Lichfield and Hatherton Canals Restoration Trust Progress*
£700.000 spend proposed on green improvements
- 14. *Managing boats on London's waterways*
- 17. *Magnet fishers to the rescue as e-scooters dumped in canals weeks after launch*
- 18. *Brierlet Hill campaigner to re-tell history of Delph Locks*
- 19. *Call for demolished 19th century bridge to be rebuilt*
- 20. *Boaters Report Published*
- 22. *Membership Renewal 2020*

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Editorial

Welcome to the November Edition of Broadsheet. You will probably have recognised the front cover without reading the caption. Unfortunately as you will know, as with many other events this year, the Stourbridge Open Weekend was cancelled by the Trust this year, so I include this photo from 2019 to remind you what a great event it is. I am sure it will be back for 2021.

In the meantime recent lockdown measures have meant that the Trust has had to cancel bookings and close the Bonded Warehouse, at least for the coming month. We are also still missing out on our Bradmore evenings and according to a recent update, the Community Centre is unlikely to open again this side of Christmas.

Sadly, in this issue we announce the loss of two long standing members, David Bates and Mike Grant. They both made significant contributions to the Society in their own way, which I am sure was, and is, appreciated by everyone. They made many friendships within the Society and they will be sorely missed by us all.

Well, Coronavirus lockdown restrictions are back with us and as the Government has announced that in England, non-essential travel should be avoided and overnight stays limited to work purposes only. Consequently the Canal and River Trust are advising boaters to restrict movements and not to stay overnight on your boat unless it is your primary residence.....again. Fortunately we can still visit the canals for exercise.

One thing that CRT say is categorically not allowed on canal towpaths for safety reasons, are e-scooters. This however haven't stopped large numbers of the hire scooters being thrown into the canal around Birmingham. Apparently this is a common problem for waterways in cities throughout the world. Unless they are quickly removed, the toxic compounds from the batteries leach out of battery packs and poison the surrounding water. Read more about this inside.

The effect of sky-high property prices has led to London's waterways becoming the busiest they have ever been, with boat numbers increasing by 84% since 2012, not helped by many central moorings being leased out to businesses. One of the many results of this is that visitor boats cannot find moorings anymore and choose to visit elsewhere instead. One thing that has always puzzled me is where all the waste from the moored boats go? The scale of waste is brought into focus when I recall the efforts of the daily 'lavender boats' at the large IWA rallies of the past. Now is your chance to contribute your thoughts on this tricky problem, by completing the CRT online survey. Bear in mind, whatever is eventually decided may have a bearing on waterways across the country.

Your Society would not be doing its job if it did not seriously consider the long term diminishing numbers of Committee Members and Officers. Your president, Steven Gray brought this up in March, but no meetings since then have perhaps deflected from the seriousness of the situation. Chris Dyche has raised this again by including in this issue a letter to all the membership. What is now required is pretty well a complete Committee to cover the majority of functions

that have supported the Society over the last 60 years.

Yours truly has been dropping hints for a while that I would like to retire from my role of Editor that I have filled for numerous years. I realise however, that this means of Society communication could be replaced by an on-line version, as long as someone would fill this role. Not so, many of the other roles that Chris refers to, and rightly addresses. Bear in mind the urgency he refers to is linked to our renewal of membership at the beginning of March 2021.

In the meantime look after yourselves.

Ian Cowdale.

Mike Grant

Just before we were due to go to press we were saddened to hear the news that Mike has passed away. He had been a long standing member of the society and continued to attend our monthly meetings at Bradmore, until ill health prevented him from traveling up from Milton Keynes. There will be a fuller dedication to him in our next Broadsheet.

David Bates

We are sad to have just heard that David Bates passed away the last week in October. Our deepest condolences are with Gill and family for their loss.

David served on our Committee in the 80's through to the early 2000s when he decided that he could not continue to actively contribute anymore because of his failing eyesight.

David and Gill were boat owners when there were still serious concerns over the future of the waterways and enthusiastically supported the Society gatherings and activities.

David, was originally a furniture designer and manufacturer. Later on, together with Gill they started the company that was to become Woodsetton Designworks, specialising in pewter jewellery and gifts which supplied galleries and museums nationally and internationally.

I recall that David supplied plaques to the Society on several occasions and the company has always supported the Stourbridge Open weekend as a trader in the Bonded Warehouse.

I remember giving David lifts to and from our Committee meetings by car for many years, and I found his wide-ranging knowledge on anything from local buildings and local history, to iron foundries and of course canals, always fascinating and entertaining.

Ian Cowdale

The Future of the Staffordshire and Worcestershire Canal Society

You will remember that back in March of this year, I wrote an article for Broadsheet, "2020 A Year for Decision" in which I gave notice that I would be retiring as Society Treasurer at the 2021 A.G.M. In the same article I also made reference to the fact that we had for many years operated without a full committee, and that it was only thanks to those few of us left on committee, that our Society had continued to function. This was achieved by us covering all the vacant posts in addition to our own commitments.

I don't need to tell you that much has happened since I wrote that!! March proved to be our last Bradmore meeting, and we have not yet been able to hold our 2020 A.G.M. With the current National Situation as it is, I think it very unlikely that Bradmore meetings will be able to restart for some considerable time to come; and time moves on!

In addition to this, following my 'Letter of Intent' in March, I was notified by both our Membership Secretary and our Conservator that they had also decided to retire from their respective posts at the June 2021 A.G.M.

This means that, as of next June, our Society requires the following posts to be filled if we are to Continue:-

- Chairman
- Vice Chairman
- Treasurer
- Membership Secretary
- Conservator

Additionally, we have the existing vacant posts of Cruising Officer, Society Sales & Work Parties, which ideally also require filling. With Bradmore meetings in mind, we also have our Raffle Organisers; a non-committee post, but very important from a fund raising prospective. Ann & Peter have looked after this job for very many years, and I know that they would like to pass the 'baton' on to new organisers.

So where does this leave us? I would dearly like to see a new and vibrant committee take over the Society, and reinvigorate its standing of influence and respect. A Society which, I believe, our waterways will increasingly need into the future.

However, if we prove unable to fill these posts and so move the Society on to a 'New Future', then regretfully, I believe that the time has come to acknowledge the situation and formally wind-up our Society. So PLEASE, give this situation serious thought. If any of you are willing to take on any of these posts, please contact our Secretary Ann or myself as soon as possible. Colin Beard and I are

both willing to stay on long enough to ensure an easy transfer of our respective responsibilities; no-one would be left without plenty of help. A final decision regarding the Society's future HAS to be made no later than the end of February 2021.

This would indeed be a sad decision for me personally, but it is better that we make a decision now rather than let the Society just fade away into oblivion. We can justifiably look back at all that the Staffordshire & Worcestershire Canal Society has achieved over the many years since its conception over 60 years ago; WITH PRIDE.

Chris Dyche.

CRT - Our response to coronavirus

In these unprecedented times we are supporting the national effort to keep everyone safe, while making sure people still have the opportunity to gain the mental and physical benefits of being by the water.

As the Government has announced that, in England, from Thursday 5 November, non-essential travel should be avoided, and overnight stays limited to work purposes only, we are advising boat licence holders to restrict your movement and not to stay overnight on your boat unless it is your primary residence from Thursday.

Boat licence terms & conditions regarding movement every 14 days will be suspended for the 4 week period from Thursday until 2 December when these restrictions are due to come to an end.

We have now updated our coronavirus and boating FAQs. Please read our latest updates.

We will keep the situation under active review and update you in line with changing circumstances and government guidance. Please refer to the government guidance for England and Wales for more information.

Sign up to Boaters' Update and our stoppage notifications to get regular updates by email.

This time, there will be no additional support for leisure boaters and businesses with concessions on licence fees, to compensate for restrictions of boat movements- Ed.

Canal & River Trust broadens online passage booking offer

Towpath Talk – 23 October 2020

The Canal & River Trust is making journey-planning easier for boaters by making passage through more staffed locks and tunnels available to be booked in one place online.

Boaters are asked to book passage in advance for some tidal and river locks, lock flights, long tunnels, and other structures like Anderton Boat Lift and the Ribble Link. While a few of these structures can already be booked online via the Trust's online licensing portal, many others have individual, local booking processes.

From 2 November 2020, boaters will now also be able to book the following passages online:

Thames Lock; Braunston Tunnel; Saddington Tunnel; Blisworth Tunnel; Boston Tidal Lock; Newlay & Kirkstall; Forge Locks; Bingley Three and Five Rise Locks; Harecastle Tunnel.

They join the likes of Standedge Tunnel, Liverpool Link and the Queen Elizabeth Olympic Park waterways which already use the online booking system.

Before they book passage, boaters will be able to see all the information they need, including any necessary dimensions, and opening days/times.

Jon Horsfall, head of customer service support at Canal & River Trust, said: "We are pleased to be extending our online passage booking offer. We ask boaters to book passage through some of our structures in advance so our colleagues are prepared and boaters have a smooth, uninterrupted journey.

"We're committed to offering the best possible level of service to our customers and we believe boaters will appreciate a more modern booking process that's available 24 hours a day, and a choice of how to interact with us.

We hope that, by reducing the admin, this will give boaters more of a chance to focus on the excitement of planning a cruise. We are planning to bring even more of the booked passage structures into the online process ahead of next summer's main cruising season."

Boaters can find out more on the 'Booking your passage online' page of the Trust's website. Bookings can be made via the online licensing portal, in the 'Bookings' section.

The online system is already used by boaters for licence renewal, amending details and booking moorings. Boaters will still be able to book by telephone if they are not able to book online.

Boat license fee for 2021 to 2022

The Canal and River Trust have announced that headline private and business boat license fees will rise by 2% from 1 April 2021.

Jon Horsfall, head of customer service support, said: "This year we've seen the added impact of the coronavirus pandemic, which has caused a 10% reduction in our income. We acted quickly to support leisure boaters and businesses with concessions on licence fees, giving specific additional support for boaters and businesses with additional needs.

From April 2021 the Trust will continue the phased introduction of additional pricing bands for boat widths over 2.16m (7ft 1"). This means that licence fees for boats over 2.16m wide will be subject to an additional 5% in addition to the 2% annual rise from 1 April 2021.

Jon Horsfall commenting on this said: "The changes we announced to the structure of licence fees in 2018, following our national consultation, will ensure that the financial contribution made by boaters towards the cost of looking after the waterways is spread fairly across the boating community. We have staggered the changes for wider vessels over a five-year period from 1 April 2020 so there's no sudden impact on any boaters."

Sustainability requires investment

The installation of 300 shore power mains connection charging sites is just one recommendation for the UK Government from the Inland Waterways Association (IWA) to make boating more sustainable.

The infrastructure investment would improve air quality by reducing the emissions from stoves for heating and engines run for charging batteries, as well as enabling a move towards more boats with electric propulsion, says the IWA's Sustainable Propulsion Group.

Other recommendations include a national dredging programme across Britain's inland waterways, working with navigation authorities, to make propulsion more efficient.

Research into biofuels - into the production, use and distribution of biofuels - which will reduce the environmental impact of existing diesel and petrol engines.

In addition, research and development of alternative forms of propulsion should be carried out, including hydrogen production and distribution, hydrogen and solid oxide fuel cells and the use of supercapacitors, which would allow these technologies to be developed and trialled in new build boats.

There are around 80,000 powered craft on the inland waterways of England, Scotland and Wales, with the majority of these having hydrocarbon engines.

The recommendations are in response to the UK Government's strategy to reduce emissions from diesel and petrol engines, allowing the inland waterways to contribute to the UK meeting its goal of zero CO2 emissions by 2050.

Lichfield & Hatherton Canals Restoration Trust Progress

4 November 2020

Sunday saw the milestone opening of a key 160 metre section of the Lichfield Canal Heritage Towpath Trail at Gallows Reach.

This has been the culmination of much work by hardworking volunteers, working in all weathers to expose the 200+ year old towpath and wall which had been buried and lost back in the 1960s.

The old brick towpath wall was restored where it was found in poor condition and rebuilt in several places with reclaimed heritage bricks where the towpath wall had been lost. A significant section of rustic retaining wall was built to the rear of the towpath and the existing ramp access from the London Road bridge had to be extended to tie in with the alignment of the towpath.



The canal channel along this section has been excavated and the surplus soil material will be moved next year to other parts of the site.

Pending completion of the remaining narrow canal channel and towpath along the rear of the retail shops, a temporary 'causeway' has been created across the canal channel which gives good access from the Nature Trail onto the restored Heritage Towpath Trail.

Another milestone achievement in the restoration of the Lichfield Canal for the community.

£700,000 spend proposed on green improvements

Dudley MBC - 21/10/2020

Councillors will be asked to back a spend of nearly £700,000 on improving green spaces around the borough's canal and river network. The investment, or which the lions share will come from external funding at no expense to the taxpayer, is part of the Black Country Blue Network.

The project is a region-wide scheme to improve biodiversity of green spaces through habitat improvement works. It will also see canal and riverside locations rejuvenated to make them more attractive to visitors.

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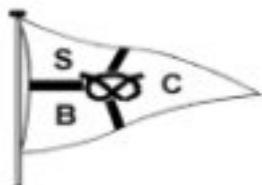
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The Dudley sites earmarked for improvements include open spaces in Coseley, including Cannon Drive and Clayton Park; Sedgley Beacon; Castle Hill woodland and Peggy's Meadow; open space in Holloway Street, Upper Gornal; and Turl's Hill and Swanbrook Valley.

Members of Dudley Council's ruling cabinet will be asked to back the plan at a meeting later this month.

Councillor Ian Kettle, cabinet member for regeneration and enterprise, said:

This is a very worthy scheme. Not only will it help plants and animals flourish and protect their natural habitats, it will also open up better access to beautiful canalside locations.

That in turn will make them more popular as walking or cycle routes, encouraging healthy lifestyles and active recreation for people in the borough.

Canals in particular form such an important part in the history of our borough, so I very much welcome any investment in them.

The £675,000 for the scheme will be funded by £339,000 from a European Regional Development Fund (ERDF) grant; £272,000 from developers through either section 106 or Community Infrastructure Levy contributions; £24,000 from the Wildlife Trust; and £40,000 from prudential borrowing.

Managing boats on London's busy waterways

Canal and River Trust

With boat numbers in London already very high and increasing, we'd like to hear from you on what approach you think we should take for managing boat numbers in very busy areas, and how you could help.

Our waterways in London are popular with boaters and towpath users alike. As a space for all to enjoy, it's important that this growing demand is managed, especially on the increasingly busy waterspace. Without additional measures to manage the areas of highest demand, it's likely that the ever-growing number of boats will impact on everyone's enjoyment of the waterways.

Over the past decade we've seen the number of boats using the London waterways more than double* and this trend is continuing. The growth has been driven by boats that do not have a permanent mooring (often called 'continuous cruisers'), with many of these boats being primary residences.

In 2018 we published the London Mooring Strategy to help manage the London waterways safely and fairly. However, the strategy acknowledged that if boat numbers continued to rise then additional measures to manage boats in the busiest areas would need to be investigated, to ensure the waterways are managed safely, provide an enjoyable customer experience and are available fairly for everyone.

National boat count in London

all boats	2010: 2101 –	2019: 4274;
boats without a permanent mooring	2010: 413 –	2019: 2208

What are the issues?

Managing boat numbers

In parts of central and inner London mooring space and boater facilities are already under pressure. We have no legal powers to stop or restrict the number of licensed boats on the water, so creative solutions to help manage growing boat numbers are necessary to address these challenges.

Caring for the waterway

With the Regent's Canal celebrating its 200th anniversary, and other waterways older still, they need to be looked after as a part of the city's heritage, as well as a vital contributor to the health of the city today. All stakeholders involved with the city's waterways need to work together to ensure they are cared for sustainably for the future.

Improving the waterways experience for all

With a growing liveaboard boating population, and increased recreational and leisure use, the number of people wanting to use the waterways is growing. It's important that we make sure using London's waterways is an enjoyable experience for all.

We need your input to help us manage the busiest parts of London's waterways.

Give your feedback

Please complete our online survey before 8 January 2021.

Attend one of our virtual engagement meetings on Zoom taking place between October 2020 and January 2021. Please register by going online and clicking on the date of the virtual meeting you would like to attend.

Monday 16 November, 10.30-11.30am. Wednesday 18 November, 3-4pm.

Tuesday 24 November, 1-2pm. Saturday 28 November, 10-11am.

Wednesday 2 December, 7.30-8.30pm. Friday 4 December, 2-3pm.

Tuesday 8 December, 6-7pm. Saturday 12 December, 3-4pm.

Wednesday 16 December, 10.30-11.30pm. Friday 18 December, 2.30-3.30pm.

Wednesday 6 January, 7-8pm. Friday 8 January, 10.30-11.30am.

Frequently asked questions

What is the issue?

There has been a significant growth in the number of boats on the London waterways* over the past 10+ years, with boat numbers more than doubling. Many of the additional boats are being used as permanent accommodation. This has put a significant amount of pressure on mooring space, infrastructure and facilities, which were not designed to support this amount or type of use. For

example, increased boat numbers adds pressure on water resources, increased wear and tear, and damage to locks and banks caused by poor navigating, collisions and mooring pins. High numbers of boats do, at times, also create tensions and issues between different waterway users.

Why are you looking to manage the London waterways experiencing high demand differently?

When the London Mooring Strategy was launched in 2018 we acknowledged that if boat numbers continued to rise in London then we would need to look at additional measures for how boats could be managed. Boat numbers in London are already far higher, and at a far greater density, than in any other part of our network and show no sign of reducing. If we don't do something differently we won't be able to address the current issues and challenges, let alone deal with the likelihood of ever-increasing numbers of boats in London.

What will managing areas of high demand differently mean?

We haven't decided this yet. Before we do we want to engage stakeholders so that they understand the challenges and issues and have an opportunity to contribute suggestions as to how these could be addressed.

Who are the stakeholders you'll be engaging with?

We want to hear from boaters, other waterway users, and other key stakeholders including people living close to the waterways, London Boroughs and the Mayor of London. Everyone can be affected by the different issues linked to busy waterways.

How and when will you be engaging stakeholders?

Due to the pandemic we'll be holding virtual meetings online to hear ideas and answer questions. There will also be opportunities to give your views using an online survey, or in writing if you do not have internet access. This initial engagement will take place between mid-October 2020 and early January 2021.

What will happen after the initial engagement?

We'll consider the ideas and feedback we've had before publishing a proposal for managing areas of high demand early 2021.

Will you consult on your proposal?

Yes. There will be a formal consultation on the proposal before it is finalised. We would then run a pilot of the proposal before anything is implemented permanently.

*The London waterways where we are seeing high demand include the Paddington Arm of the Grand Union Canal, Regent's Canal, Hertford Union Canal, Limehouse Cut and the Lee Navigation.

Magnet fishers to the rescue as e-scooters dumped in canals weeks after launch

Express and Star Oct 2020

The e-scooters, worth hundreds of pounds each, were launched in September but within weeks some have already been vandalised and dumped in canals. One was retrieved by magnet fishing enthusiasts who clean up the waterways, while seeing if there are any gems to be found beneath the surface.

After the find was reported to Voi, the company hired by Transport for West Midlands to roll out the e-scooters, the groups – which included the Dudley Dippers and Peaky Dippers – were asked if they would retrieve others known to be in canals, as they are fitted with GPS trackers. The e-scooters are set to be made available soon in the Black Country following an initial trial in Birmingham and Coventry.

Nicola Jones, from Coseley, who is part of the Dudley Dippers, said: "We were shocked at how fast they acted. "We contacted the company and within half an hour a guy was here in a florescent jacket. "He said he had spoken to management and asked us if we would help remove other scooters out of the canals.

"Because of the GPS tracker they know exactly where they are. There are two in Brindleyplace and others around Birmingham."

The e-scooters are available to hire for £1, and then 20p for each minute they are used. Mrs Jones, 46, said: "What a waste of money. I think it's disgusting. They couldn't be bothered to take them back so they just dumped them in the canal. It's bad for the waterways."

She said the groups were surprised to be asked to help following the discovery in Small Heath, Birmingham, but they were ready to offer their assistance if it means keeping the canals clean. "It's cleaning up the waterways. Barges can be damaged by them. We've pulled shopping trolleys and other things out," she said.

A Voi spokeswoman said: "Safety is our top priority and we have been working closely with local authorities to ensure a successful trial and a positive experience for riders, pedestrians and the overall community.

"When we launch in a new city we always seek out collaboration with local diving groups. We welcome and support the Dudley Dippers activity and we are currently liaising with them so we can establish a close collaboration to ensure West Midlands canals stay safe and clean."

The e-scooters are being rolled out to try and encourage more sustainable travel and cut commuting times.

Brierley Hill campaigner to retell history of Delph Locks

Black Country Radio - 20 October 2020

Brierley Hill campaigner, Adam Davies, has teamed up with the Canal & River Trust to propose a restoration project to retell the history of one of the Black Country's most iconic Industrial Revolution landmarks.

The Nine Locks, sited just off Delph Road, is effortlessly recognised by its striking flight of eight locks and distinctive waterfall weirs which connect the Dudley and Stourbridge Canals.

At the heart of the proposals are plans to clean up and repurpose the site's old canal stable block building, which is thought to be the last remaining intact canal stable block in the Black Country.

The repurposed building would mainly be used as a 'welcome station' from which passers-by could pick up leaflets and guides and chat with Canal & River Trust volunteers about the history of the local area.

Keith Stevens, Area Operations Manager for the Canal & River Trust – the charity that cares for the canals across the West Midlands – has emphasised the importance of preserving the original character of the building as a crucial part of any plans. He said:

"Not only are the stables grade II listed, but they are also in a conservation area and the locks are also listed, so it is a very sensitive heritage area. "Nevertheless, we want to give this original waterway gem a new lease of life so it's here for generations to enjoy".

Depending on the conclusions of a Heritage Impact Assessment, the proposers also hope to use the most unmodified section of the building to facilitate education visits from schools and other community groups – bringing the history of the building back to life for a new generation Adam, who approached the Canal and River Trust earlier in the year, said: "Like so many local people, I have enjoyed countless walks along this stretch of canal and have had conversations with visitors from far and wide about its history.

But too often those visitors understandably comment that the site's past isn't illustrated as obviously as it could be "That's why I approached the Canal & River Trust to exchange ideas on making better use of the site, and to see if I might be able to help make those ideas a reality.

"It turned out that Keith and his team of volunteers had long considered using



the building as a welcome station, so we built on that idea and began to scout for local support. The response has been phenomenal – people really want to see this happen.”

As well as locating historical information at the re purposed stable block, the team are also hoping to raise funds to replace and update the information boards which were installed beside the locks in the 1980s but have since been ruined by graffiti.



The viability of basing a cycle hire scheme at the location is also being discussed. The Canal & River Trust highlight that research shows that being by water makes us happier and healthier.

The early-stage proposals have been presented to the Brierley Hill Community Forum where plans were warmly received by stakeholders and local residents, and potential funding leads were considered.

Anyone who thinks they may be able to contribute to the project, perhaps by sharing old photographs of the site, is encouraged to email them to Adam at adam.brierleyhill@gmail.com

Call for demolished 19th century canal bridge to be restored

Bridge 37, on the Caldon Canal between Denford and Endon, had to be suddenly closed off in March this year after a number of huge cracks had appeared in the Grade-II listed bridge - leading to it being closed - according to a report submitted to Staffordshire Moorlands District Council by the Canal & River Trust. The statement said: "On Sunday, 1st March 2020, the Trust received a call from residents, concerned about the condition of the bridge. Upon arrival on site, Senior engineers said the bridge was not likely to be able to be repaired and there was a risk of it collapsing on its own.

The statement added: "The investigation into the cause of the failure of the bridge found that severe undermining and erosion of the south east abutment was caused by the dewatering of the upstream side of the bridge, which had been necessary to facilitate repair works at the adjacent lock (lock 12). This type of failure of a bridge is believed to be unprecedented and, given the known condition of the bridge, was not considered to be reasonably foreseeable.

"A fabric dam had been installed by specialist contractors on Thursday 27th February and signed off as being safe to work behind on Friday 28th February. The dam was visually inspected on Saturday and found to be in good condition. It appears that on Saturday evening /Sunday morning, canal water managed to track behind the sheeting, which forms the seal to the dam, and that the resulting differential head across the abutment, was sufficient to mobilise material from both behind and beneath the bridge foundations, leading to the failure of the bridge."

Most of the bridge was taken down, aside from the abutments on either side. Now Historic England, a body that preserves historic buildings in England, has expressed concerns about the lack of plans to restore the bridge as it was.

The Canal and River Trust lodged an application to Staffordshire Moorlands District Council explaining why the Grade-II listed bridge had to be demolished. In response to the Canal and River Trust's application to the council, Historic England said they understood why the bridge had been taken down.

In their consultation they said: "We are extremely concerned that the current application does not include proposals to reinstate this important structure. Bridge 37 clearly is of national importance in its own right.

"In addition, the applicant has extensive knowledge of the bridge's construction, and it was laser surveyed before the works began. We are also not aware of any reasons why the form or function of the bridge would need to be adapted.

"As such there would seem to be enough information to enable a faithful reconstruction of the bridge, and no justification why this should not go ahead as a matter of priority."

Boaters Report Published

The Canal & River Trust has published its 2020 Boater Report .

The Report sets out how the Trust generates its income, including the contribution from boaters, and how that money is invested in the network.

It will be provided as a PDF which will be included with licence renewals and new boat licence applications. A small number of printed copies will be available for those boaters without email. A pocket-sized fold-out containing all the key information will be available as handouts for volunteer lock keepers to give to boaters.

It details how income increased by £6.1 million in 2019/20 to £216.1 million and spend on charitable activities increased by £10.9 million, largely due to the emergency repair works at Toddbrook Reservoir. Underlying expenditure on core maintenance, repairs and infrastructure works continued to grow, including £8.2 million spent on dredging (2018/19: £7.2 million) and £7.9 million spent on vegetation management (2018/19: £7.6 million).

This year the Report contains profiles of twelve colleagues and volunteers, so boaters can get a sense of the wide range of jobs carried out across the Trust to help keep the waterways safe and open for cruising, and ensure boaters' needs are met.

Jon Horsfall, head of customer service support at the Canal & River Trust, comments: "The Trust's core purpose is maintaining the 2,000 miles of canals and rivers we look after and making the experience of using them as good as we can. Boaters play a central role in helping to fund the work with around 10% of our income coming from boat licences. (and 10% more from moorings and boating businesses - Ed) The Report is designed to give licence holders an

overview of how much it costs to maintain the waterways, where the Trust's money comes from and where it gets spent.

"In what has been a difficult year for everyone, we have worked hard to keep the waterways open within the government's coronavirus guidelines. We appreciate the impact this has had on boaters and have offered concessions on licence fees, and specific additional support for boaters and businesses with additional needs.

"It has also made us appreciate even more the vast range of skills held by our colleagues and volunteers whose efforts are vital to the safe operation of our canals and rivers. Without them, and their tireless work, during lockdown and beyond, we would not have a navigable waterway network. This Report celebrates just a few of these roles. Boaters' feedback is important to us, with positive comments as welcome as constructive criticism, and we'd urge boaters to let us know when they're happy with the service they've received from the Trust. Meanwhile we'll continue working to make sure the waterways are open for boaters to cruise for years to come."

From the Boater's Report: Income

Donations and legacies £6.4m (2018/19 £5.3m)

Third party income from charitable activities £31.2m (2018/19: £23.5m)

Defra grant funding £51.9m (2018/19: £51.3m)

Boating and moorings* £41.6m (2018/19: £40.2m)

Utilities and water Development £33.3m (2018/19: £29.9m)

Investments £51.7m (2018/19: £53.4m)

Total £216.1m (2018/19 £203.8m*)

* excluding £6.2m income in 2018/19 from BWML British Waterways Marinas Ltd (sale? - Ed)

Expenditure

Allocated support costs £12.6m (2018/19: £11.7m)

Other £1.1m (2018/19: £3.5m)

Day to day operations & customer service £39.8m (2018/19: £37.8m)

Waterway assets £26.0m (2018/19: £26.4m)

Major infrastructure works £49.7m (2018/19: £23.8m)

Vegetation £7.9m (2018/19: £7.6m)

Operational buildings, craft, plant & equipment £14.4m (2018/19: £13.9m)

Dredging £8.2m (2018/19: £7.2m)

Community engagement and participation £5.7m (2018/19: £4.5m)

Third party funded improvement projects £24.8m (2018/19: £15.7m)

Museums and attractions £3.9m (2018/19: £4.1m)

Total £194.1m* (2018/19 £156.2m)

* excludes £38.7m expenditure on raising funds. Trust deficit for the year overall £16.7m

Membership Renewal 2020

Just a reminder about Membership Subscriptions:

Membership renewals have understandably been affected by recent events, resulting in more than normal being outstanding for the time of year.

Renewals were due on 1st April 2019.

Our membership subscription again remains unchanged, as follows:-

SINGLE MEMBERSHIP	£13.00
COMBINED MEMBERSHIP	£13.50 e.g. Husband & Wife)
JUNIOR MEMBERSHIP	£1.00 (up to 18yrs of age) & those in full time education

Remittance in the post should be addressed to:

14 White Harte Park, Kinver, South Staffs, DY7 6HN.

or passed to a Committee member at Bradmore

Thank you

Colin Beard

Membership Secretary

PHIL JONES

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Staffordshire & Worcestershire Canal Society

MEMBERSHIP APPLICATION FORM

Please return to
Mr Colin Beard, Membership Secretary
14 White Harte Park
Kinver
Staffs
DY7 6HN



YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- | | | |
|--------------------------|---|--------|
| <input type="checkbox"/> | Single Membership | £13.00 |
| <input type="checkbox"/> | Combined (eg husband & Wife) Membership | £13.50 |
| <input type="checkbox"/> | Junior (up to 18 years of age) and those in full time education | £1.00 |

- New members joining 1st April to 31st August pay the full rate
- New members joining between 1st September & 31st January pay half the above fees.
- New members joining between 1st February & 31st March pay the full rate for up to 14. months membership.

Full Name

Address

.....

.....

Post Code. Telephone

Email

GIFT AID DECLARATION

☐ I am a UK tax payer. I would like the Society to treat all membership subscriptions and donations I make as Gift Aid Donations until I notify you otherwise.

Note: You must pay an amount of income tax or capital gains tax equal to the amount we reclaim on your subscriptions & donations. Remember to notify us if you no longer pay tax or wish to cancel this declaration

WATERWAYS INTERESTS. Please Indicate

- | | | |
|----------------------------------|---|---|
| <input type="checkbox"/> Angling | <input type="checkbox"/> Canoeing | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Boating | <input type="checkbox"/> Industrial Archaeology | <input type="checkbox"/> Walking |

Boat Name

☐ Volunteer Work

Registered Charity No 243702

Diary Dates Bradmore Meetings

A series of talks and presentations, usually waterways orientated but with occasional eclectic contributions on a variety of other subjects - open to the public free of charge.

Meetings held at the Bradmore Community Centre, Birches Barn Road, Wolverhampton starting at 7:45pm

Meetings will resume when Bradmore reopens

Events

Electronic Broadsheet

We are now making all future copies of Broadsheet and loose inserts available electronically. This would be by "opting in" for those members who chose to receive Broadsheet electronically.

There is no intention of discontinuing the sending out of "hard copies" to other members.

Please contact Steve Gray by email to wharfinger@blueyonder.co.uk with your name and email address if you wish to "opt-in."

Note:- email addresses will only be used for the communication of society information and will not be passed to any third party.



Staffordshire and Worcestershire Canal

46 Miles and 43 Locks
From Stourport Basins
To Great Haywood Junction

