

BROADSHEET

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Bratch



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 Staffordshire & Worcestershire Canal Society

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Staffordshire & Worcestershire Canal Society 2021-22

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 **Staffordshire & Worcestershire Canal Society**

Editorial

Summer is just about over and it seems to have been something of a busy period, an AGM, various waterways events and our own 250th Celebration.

This Broadsheet is being finished off less than a week after the 250th anniversary event that in my biased opinion went well and delivered what it set out to. My gratitude to the members of the Rally committee for all their effort and hard work. My contribution included being interviewed for on Black Country radio. My hope is that I represented the Society in a favourable light. There is a more detailed report later in this edition.

At the 250th the Society was able to run its own stall, and with a number of donated books, it was successful both in sales and in attracting a number of new members.

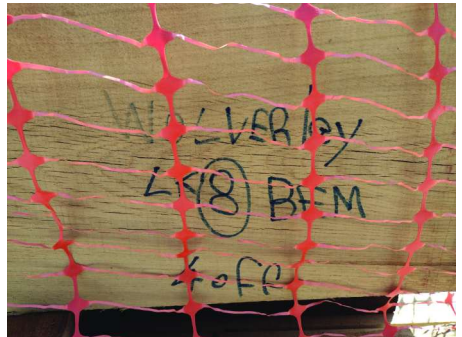
Earlier in the Summer there was the opportunity to visit the Stafford Riverway Link for their open weekend, which was well attended and was good opportunity to see the massive amount of work that has already been completed.



On the same topic Andy Tidy has recently released a video to his YouTube channel (Life at 2.3 miles an hour) about the Stafford Branch and is well worth a watch.



Summer also saw the opportunity to visit the Bradley works at the BCNS rally. This was another busy and character-full event (even if some of those characters where in the form of a group dressed as the Peaky Blinders.) Whilst there I did spot some timber that I suspect might be headed our way.



Looking to what is happening later in the year there is the Aldersley Anniversary event on Saturday September 24th The Society has been invited to have a stand at that event, and any offers of support with running that would be gratefully received. As noted later in this edition CRT are clearing moorings around the junction for this event.

We also see the return of the Stourbridge Navigation Trusts Open Weekend at the Bonded Warehouse after an absence of two years. I expect to be there by boat but I still don't think my boat will be in primer! The entry form is included in this edition.

As ever I am very grateful for this edition's contributions and hope you enjoy them as much as I have. As before if there are only comments, changes or contributions you would like to see, please send them through.

Max



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Chairwomans's Remarks

Change is in the air. A new Chairwoman for the SWCS. Julian, our previous chairman, due to mounting commitments has had to step down. Thank you Julian for all your hard work and appreciate all that you did during a worrying time for the Society. We will continue to see you at the Bradmore meetings.

So, who am I? The eagle eyed amongst you may have spotted a commonality between myself and the Vice Chairman – Max Dobbs. Yes, we are husband and wife. When I heard that Julian was sadly stepping down from the role, I decided to put my money where my mouth was and step into the breach. Having spent time discussing SWCS with Max upon his return from various meetings, and offering up suggestions it seemed reasonable to stop standing on the sidelines and become more active. It would appear that I can't get more active than being the Chairwoman!

My background to canals and boating comes through my inlaws and my husband. My inlaws were very active in various boating societies in the 70s and 80s, and with Max being vice chairman and editor it seems that I was destined to become more involved. Quite a legacy, but I'm not sure about how our 10 year old son feels about that weight on his shoulders.

I was voted in as Chairwoman in June, and it's been a busy few months culminating in attending the 250th Celebration at Bratch. What a success that was! It was lovely to see so many boaters who turned out, the trade stalls did well, the VIPs and Dignitaries were very impressed with what had been accomplished, and it would appear that most of Wombourne turned out for the rally. The feedback has been very positive. Personally I would love to see this rally as an annual fixture for the Society and in the waterways calendar.

I must admit that I felt a bit of a fraud for the success of the Rally. The Rally Committee worked incredibly hard and made everything look easy, and the success of the SWCS in general is a tribute to all who have gone before me. I really felt that I was standing on the shoulders of giants. It is a lot to live up to. My heartfelt thanks go to all those involved, the Committee, Volunteers, Heart of England Narrowboats (our sponsor), The Ernest Thomas, Wombourne Parish Council, CRT and Severn Trent.

Special thanks goes out to Judith Gray as our new Membership Secretary for increasing our membership during the rally from the SWCS stall, and I hope that our new and existing members will

continue to support the Society. Along with Ann Pollard, their hard work on the stall also resulted in many sales and donations being made to the Society during the weekend.

I hope to build on the work that Julian started with regards to moving the society forward by increasing the membership, forging stronger links with the Canal and River Trust, supporting local business based on the canal, and other towpath users. More on this in the next Broadsheet. In the meantime, if you do have any ideas or suggestions please contact me either in person or via e-mail.

I hope you have all enjoyed the wonderful summer weather, but it's now back to business. The first committee meeting proper will be held in early September and the next Bradmore meeting on the 12th of September and I hope to meet many more members there.

Rhian



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In Memoriam

David G. Tomlinson

We are very sad to announce the death of David G. Tomlinson aged 86 on 23rd March, 2022.



David was raised by his parents in the Weeping Cross area of Stafford along with his twin sister.

He was a founder member of the Staffordshire & Worcestershire Canal Society and took on the role of Chairman from 1960/61 and again from 1970/71.

Between 1964 and 1967 David fulfilled the role of Work Party Organiser; this was the period of the Stourbridge 16 restoration. He would be onsite in all weathers, ensuring that whatever equipment was needed was available and in working order. At times he would work with as few as one or two people or at other times with many groups from other supporting organisations. Without David's dedication things may have turned out very

differently. As well as being Chief Bod he would often be found with his 8 mm cine camera recording the work being done. These recordings have now been saved in the Canal & River Trust archives.

After the completion of the Stourbridge restoration David turned to other restoration projects and was a long time Treasurer for the Pocklington Canal & Amenity Association. In later years he also worked with the Sleaford Navigation Trust and the North Walsham and Dilham Canal Trust.



October 1967 when The Pocklington Canal Society took a trip up the locks. - Carole Cooper

As the restoration of the Stourbridge canal was coming to a conclusion he became a civilian policeman within the Armed Services, initially based in Stafford, but later moving to Rosyth in Scotland and then to a base on the Shetland Isles. David would commute to and fro in his trusty Land rover and would often drop in unannounced when he was at home on leave to catch up on any waterways news. He would find a comfy seat, settle himself down and any canal magazine lying around was picked up by him and devoured.

David owned a number of boats over the years on which he spent many happy hours accompanied by his dog, cruising the Waterways System and participating in many other organisations rallies. For some time he owned a Wilderness Boat which he could easily tow behind his Landrover, this allowed him to visit many of the lesser accessible waterways and make new friends This was eventually replaced by a steel narrowboat built by Clubline of Coventry to suit his individual needs.

David held no fear of being a single handed boater and went to places like the KymeEau which entailed cruising the tidal section of the Upper Trent. He was also a little accident prone and injured himself on more than one occasion when boating.

David's appetite for canal history meant that he read and accumulated a wealth of knowledge, which he would readily pass on. We had many visits over the years from him, during which we had a lot of convivial conversations and his ability to drink tea knew no bounds. He regularly said it was time for him to go, but he always managed another one or two cups of tea before he headed for home.

David was a gentleman, who took our teasing in good part and was very able to give back as good as he got. David was also a very generous man, the work he did and the smile on his face will never be forgotten.

Steven & Judith Gray

Martin Brookes

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Article & Photographs Tony Gregory

Over the weekend of 27th & 28th August, the Staffordshire & Worcestershire Canal Society celebrated the fact that 'their' canal was declared open throughout for navigation in 1772.

A 250th Anniversary Rally seemed to be in order!

The organisers had decided to create a small intimate event, going back to original canal rally format, before the advent of Festivals, Boat Shows and the like.



The land available at The Bratch is very limited, but volunteers from the local Parish Council did a great scrub clearance job to enable the canal society and charity based organisation stands to be erected.



Judith Gray and the SWCS Stall

Invited canal charities attending included S&WCS, Stafford Riverway Link, Worcester-Birmingham & Droitwich Canals Society and Dudley Canal Trust. The South Staffordshire Narrow Boat Co. loaned their community boat "Ernest Thomas II" for public display and to host the dignitaries following the opening ceremony.



Chris Dyche giving the opening address.

Chris Dyche, Society Vice President was introduced by newly elected Chairman Rhian Dobbs, and Chris gave an account of the history of the canal and declared the event open. CRT's Richard Parry responded and said how important canal societies and volunteers are to the ongoing success of our waterways.



Richard Parry responding

Wombourne Parish Councillors attended as did District Councillor Dan Kinsey representing Wombourne North & Lower Penn.



Cllr Dan Kinsey & Rhian Dobbs

Working boats Aquarius, Lacerta, Petrel and Sweden were the centre piece of the site, and the

public were allowed to view their cabin interiors.

Twenty seven boats attended and with the dramatic backdrop of Bratch locks and Toll House they made a splendid spectacle in the short pound down to Bumblehole Lock. Just three trading boats kept the general public entertained and the catering van did steady business all weekend. Of course, the weather helped – it was pleasantly warm with no wind or rain.

I can do no better than to quote the Worcester-Birmingham & Droitwich Canals Society contributor on Facebook: "We had a lovely weekend at the

Bratch eventsmall but perfectly formed."

There was even talk of a repeat event



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Let's Paddle with the Canal and River Trust



By Rhian Dobbs

Throughout the year CRT has been running many initiatives to get people active on and near the waterways; Let's Paddle, Let's Fish, Let's Walk. These have been held the length and breadth of the country including on the Staffordshire and Worcestershire Canal.

I signed up my son for Let's Paddle, and booked two places thinking that I would just stand on the bank and observe. However, upon arrival I made the decision (wise or not) to partake myself.

The event was held at Wolverhampton Canoe Club, and we were kitted out with Personal Buoyancy Aids (life jackets to you and me), and a paddle, along with a safety talk before venturing onto the canal.

I was first in, seated in a fetching yellow kayak, I had a gentle paddle around. We then all set off up towards Aldersley Junction. Those narrowboaters that we met were very accommodating towards the

bunch of youngsters (and two not so young) who were zig zagging up the canal. Although safe to say many of us made contact with other kayakers, paddles, banks and trees!

Once we reached the junction we all grabbed the kayak next to us, and quite a few brave souls stood up in their kayak to prove their balance and confidence on such a small water craft.

Then a much more accomplished group of paddlers made it back to the canoe club. It was at this point that I realised the indignity of trying to exit the kayak without being immersed in the cut, was to be a challenge. It wasn't pretty being heaved out of the kayak but I made it out without falling in the water.

Whether or not I got the most uncomfortable kayak in the world I don't know, but I'm glad that I tried something new, and it was a whole new way to experience the Staffs and Worcs. Whilst I don't think I'll be kayaking again (unless I can be craned in and out!) my son loved it and we've signed him up for another free session.

Did you know? Part 3

The third of a series of articles about the earliest days of the
Staffordshire and Worcestershire Canal

By Julian Souter

In the last edition of the Broadsheet, I examined the issues faced when constructing the canal from Upper Mitton down to the Severn, looking in particular at a tunnel that was never built and the reasons for the choice of land that eventually became the basins and locks down to the Severn in modern-day Stourport.

In this article I am turning my attention to the very earliest cutting of the canal from Compton to Dimmingsdale and in particular the received wisdom that James Brindley built his first lock at Compton. My primary sources of information can be found in the Stafford Record Office (currently closed for building works), mostly the responsibility of the Under Clerk of the Works, John Fennyhouse Green, that include a series of notebooks, lists of landowners and a rough plan of the canal drawn in late 1772 after the canal had been fully opened. Other useful information is located in the Minute book of the Staffordshire and Worcestershire Canal Company, an amazing tome that records the bi-annual meetings of proprietors (shareholders) of the company from 1766 to 1843(also in the SRO) and the Committee Order Book, 1766 to 1785- "A Journal of the proceedings of the Committee of the Staffordshire and Worcestershire Canal

Navigation"-that is kept in the National Archives at Kew.

Conventional wisdom has it that Brindley's first lock was built at Compton. Ian Lanford in his seminal Towpath Guide published in 1974 writes that "it is fairly certain that Brindley did in fact build his first lock at Compton". As we shall see, however, the evidence contained in the contemporaneous records, much of which lies in the Committee Order Book, challenges this. The first meeting held was on 15th July 1766 but it is the second held on 15th August that gives us our first indication of the activity in the stretch of the canal from Compton to Dimmingsdale. There are four agreements made at the meeting:

"Thomas Tranter for making the Navigable Canal from a piece of Land in the parish of Penn in the Occupation of [blank] Stevenson opposite to a Farm House there called Castle Croft the same having Clover growing thereon to the Extent or distance of Three Miles towards the River Severn"

"James Hogg and [blank] for making the Navigable Canal from the piece of Land above mentioned to the first Lock to be made in such Canal towards Compton"

"Joseph Prince and William Bowker for making the Navigable Canal from the Lock to be made at



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Wightwick to the Lock to be made at Wightwick Mill

and finally

"John Beswick for making the Navigable Canal from the Lock to be made at Compton to the first Lock to be made upon Coven Heath".

The detail here is fascinating: the names of the contractors, the names of the locks, the land (some of which has clover growing on it) and a farm house all give us insight into the early planning. There is also, it would appear, to be a lock at Coven Heath, clearly never built. The three locks that were built, however, are given here as reference points for

the cutting of the canal but it must be stressed that we are not told when they were built.

We see in the record books that it is Green's responsibility to level and measure the land through which the canal is to pass. In his Levelling Book on 2nd August 1766 he drives in a stake in the middle of the meadow "set out for the 1st Lock" – the site of Compton Lock. On 5th August he measures the level from Wightwick Mill and finds it 5' 4 and 4/8ths of an inch below the lock at Compton. The same day he sets out "first Lock in Mr Fleemings Meadow 100 feet long". This land is numbered 56 in the list of landowners and is clearly shown on

Green's rough plan as the site of Compton Lock. Of course setting out the lock is not the same as building it! The minutes of the Committee Meeting held on 20th October seem, however, to be conclusive:

"That one Lock be begun as soon as Conveniently may be at or near Compton and completed with all convenient dispatch".

Or are they conclusive? We need to examine the chronology of the locks immediately below Compton to be absolutely certain.

As we have seen Compton Lock is referred to as the 1st Lock, Wightwick Mill the 2nd and Wightwick the 3rd. On the 5th and 14th August Green is working "where must be 2nd lock of 9 feet and where must be 3rd Lock of 9 feet (1)". However, it is on 19th February 1767 that John Baker, the Clerk of the Works and Green's immediate boss, orders Green to set out Wightwick Mill Lock that is to be 100 feet long and the same depth as the lock above (Compton(2)). On 19th March Green appears to have set out this lock as it is "set out where it is now by Mr Baker's Orders". On 11th March, Green sets out Wightwick Lock 16 feet wide "for Machine to cut(3)" again as ordered by Baker and a couple of days later records that when the lock pit is sunk "to where the Land is likely to fall in"

work must be halted until Dadford's timber is ready(4). On 25th March Green sets out a dock and basin at the head of Wightwick Lock, the basin still there today used as a winding hole. The final direction, however, is Brindley's who on 30th April orders the "Lock at Wightwick to be sunk directly under the Directions of Mr Dadford as likewise Lock at Wightwick Mill". It is interesting that he issued no such order for Compton Lock and there is no further reference to this lock in the Committee minutes. If Compton Lock had been his first, surely he would have done so.

To summarise our findings to this point, we know that Compton Lock was set out at the very beginning of the canal's construction but we do not have any evidence that it was actually dug out and built. We do, however, have evidence that the next 2 locks were dug out and built as per John Baker's and then James Brindley's instructions. We have to wait until 20th January 1769, just under two years later, for the final piece of this jigsaw. This is when Baker tells Green to meet him at Compton on the following Monday at 8 o'clock "to set out the Lock". Although on 23rd January (the following Monday) Baker does not appear, Green records that Dadford is with him and that he puts in top water stakes near the tail of the lock

(1) The falls today are 9' (Wightwick Mill) and 8' 8" (Wightwick)

(2) The fall at Compton Lock today is 9' 4". The discrepancy between this and Green's early record may be explained by the fact that the level of the summit was raised by 4" a few years later

(3) This "machine" is a bit of a mystery and is not referred to again

(4) Originally appointed as a carpenter, Thomas Dadford by this time had been given the responsibility for making locks. He eventually rose through the ranks and succeeded James Brindley as the company's engineer at some point after the latter's death in 1772.

and for the head of the lock "in Mr Fleming's Broomy Hill". This is No 55 in the list of landowners and incorporates the head of the lock on Green's rough plan. He gives the dimensions of the lock as well:

"Depth of Cutting for it to be 13F 6l below top Water at Head, Width of it's bottom to be 14 feet and Slope of it's Sides 1 to 1".

This record tells us that Compton Lock, although set out in 1766, cannot have been built then as it needed setting out again in January 1769. As a postscript to this tale, on 23rd May 1769 Green levels the top of the upper sill of Compton Lock and drives a stake near the head of the lock on the towing side. This suggests that the lock has now been completed. In July 1769, Green

needs to check the level of the water between Coven Heath and Compton Lock and he enlists the help of the contractor Perry to shut the paddle to help him make the necessary measurements. Clearly the lock is operational at this point in time.

In conclusion, the committee's intention was to build Compton Lock early on in proceedings. It is worth noting that the committee also envisaged a lock at Coven Heath; an uncharitable conclusion is that they basically didn't know what they were doing, but it is more probable that plans changed as the work progressed. Brindley ordered the building of Wightwick Mill and Wightwick Locks and much later John Baker ordered the setting out of Compton Lock.

Presented by: JOHN TURNER

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So, if Compton Lock was not Brindley's first, which one was?

The next lock below Wightwick is at Dimmingsdale and it is on 5th February 1767 that Brindley provides detailed instructions and measurements. The towing path is to be "turn'd" there, the lock is to be 100 feet long, 8 feet deep and 15 feet wide at the bottom with a slope of 4 to 3. The fall is not included. Green sets out the lock on 7th February and is involved in levelling and measuring in and around Dimmingsdale in May and June. On 19th May he records the fall of the lock as 11 feet (9 feet today). On 17th June, he measures Payn's cutting of the lock pit as well as the "Jetty" for the lock gates on the east and west sides. This tells us clearly that the lock chamber was dug out, if not finished, by this date, a couple of months after Brindley's orders for the cutting of Wightwick Mill and Wightwick Locks. We know that there is invariably a delay in the issuing of an order and its execution but it does seem as if it is one of these two locks that was the first to be built.

When discussing these issues, Ray Shill in *Silent Highways* suggests that Dimmingsdale is a strong candidate for the first lock to be built because of its basic bypass channel that starts a little way above the top of the lock, a feature that can be clearly seen on Green's rough plan. The lock weir at Compton, however, is the distinctive circular type that is a feature of much of the southern section of the

canal. This more sophisticated arrangement, Shill argues, may possibly have followed the more basic one at Dimmingsdale. The problem with this is that of the first four locks we have been looking at, two have the circular weir (Compton and Wightwick Mill) while two do not (Wightwick and Dimmingsdale). For reasons that are not at all clear, Green describes the circular weirs we see today as "semi-circular" but whatever the reason for this, his records show that on 17th June (the same day he measures the lock pit at Dimmingsdale), he also sets out a "Semicircular Ware in Mr Beddards Meadow above Houndell Bridge 9 Yards in Diameter". This is Bumblehole Lock and No 130 in the list of landowners and once again the circular weir is clearly marked on Green's rough plan. We therefore have to conclude that weirs – circular, semi-circular or even diamond shaped – do not provide us with the answer as to where the first lock was built. Instead we need to base our judgement on the dates in Green's records. As we have seen there is no definitive answer, other than Compton **not** being the first lock to be completed. It seems likely that the award should go to one of the two Wightwick Locks, one with a bypass weir and one with a circular one!

In the next Broadsheet I hope to write about the problems caused by poor workmanship and how Brindley, John Fennyhouse Green and his boss the Clerk of the Works, John Baker, dealt with them.

Sixty one years and counting.....

By Tony Gregory



Spare a thought please, for all the members, chairmen and committee members who have served the Society so well that hopefully we can go forward for a good few years yet!

Looking back to the Society's first rally in 1961, we can be justly proud of what has been achieved in the intervening 61 years. The Staffordshire & Worcestershire Canal Society has made a vast contribution to our beautiful waterway since its founding in 1959.

British Waterways was lobbied to make improvements, Local Authorities informed as to the leisure potential, bridges rebuilt, finger posts made and erected, the Tontine saved, and many more success stories.

We have just marked the 250th anniversary of the canal being open to navigation, and have enjoyed the celebrations at The Bratch.



The society's own trip boat 'Foyle'. Express & Star

Boat parade celebrates Birmingham canals ahead of the Birmingham 2022 Commonwealth Games



Birmingham Boat Parade June 2022 saw seventy narrowboats take part in what CRT described as a spectacular celebratory boat parade that aimed at showcasing the regions canals ahead of the Birmingham 2022 Commonwealth Games.

CRT worked in partnership with the Birmingham Canal Navigations Society (BCNS) and the Inland Waterways Association (IWA), to organise the parade which showed off a wide range of boats from original working boats, modern day narrowboats as well as examples of sustainable boats designed for the future.

The parade was part of the Birmingham 2022 Festival, celebrating the people, history, and stories of our canals and started at the Roundhouse Birmingham

adjacent to Sheepcote Street in the centre of Birmingham. From here it travelled along the Birmingham Canal Navigations past Brindley Place and Gas Street Basin finishing at the Mailbox.

Ian Lane, Head of Strategic Projects for the West Midlands, said: "It was great to welcome so many boats to our canals in Birmingham and help join in the celebrations ahead of the start of the Birmingham 2022 Commonwealth Games.

"We've got lots of exciting events and activities happening in the lead up to and during the Games to really show off how wonderful our canals are, and we really want local people, boaters, and businesses to get involved. We have activities both on and off the water, from kayaking to history tours to bell boating so there should be something for everyone."





Do you have an article
you would like to submit for
inclusion in **Broadsheet**?

**The deadline for Issue 687 is
Friday 28th October**

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250 Years of Aldersley Junction

Many members and readers will by now be aware that Canal & River Trust are organising an event to Celebrate the opening of Aldersley Junction.

**The event will take place on
Saturday 24th September 2022
12pm to 5pm**

Stalls and activities on the day include:

- One heritage boat will be attending and moored up.
- Wildside Activity centre will be running boat trips (1pm,2pm,3pm)
- Stalls from Wildside, Canal &

River Trust and other groups

- Period actors as James Brindley and other characters.
- Rose and Castle artist

We have also be asked if any members wish to attend by boat moorings are being made available.

We also expect to have the Society stand in attendance.

If anyone is interested in attending or helping with the Society Stand please let me know.
(maxdobbs5@gmail.com)

VOLUNTEERS WANTED

LENGTHSMEN

Is there a stretch of the canal you can keep an eye on and report any issues?

NAVIGATION ISSUES

Spotted any issues that you think need raising with CRT?

REPRESENTATIVES

Would you be willing to attend waterways events and represent the society even if only for a couple of hours?

Contact - Ann
sunbeam2@btinternet.com

Contact - Rhian
dobbsrhian@gmail.com

THE BONDED WAREHOUSE

Canal Street, Stourbridge DY8 4LU

Stourbridge Navigation Trust Ltd.

Registered Charity No. 1094294

OPEN WEEKEND
15th & 16th OCTOBER 2022

BOAT ENTRY FORM

NAME _____

ADDRESS _____

_____ POST CODE _____

TEL. No. _____

EMAIL _____

Name of Boat _____ Type _____

Length _____ Draft _____

Boat entry is FREE but submission of this form is essential. Boat event plaque information overleaf.

No trading allowed from boats.

All boats wishing to attend the Rally should read and sign the conditions overleaf. (Unsigned entry forms will not be accepted).

Return completed form to:

The Harbourmaster
Stourbridge Navigation Trust Ltd.
2 Canal Street, Stourbridge DY8 4LU

Telephone: 01384 395216

*Email: stourbridge-trust@btconnect.com
www.thebondedwarehousestourbridge.co.uk*

CONDITIONS OF ENTRY

- Moorings are at the absolute discretion of the organisers, who reserve the right to move any boat before or during the event. All crew must comply with the organisers instructions at all times.
- All boats entered for the event must display a current CRT Licence and must carry at least £1,000,000 (one million pounds) Third Party Insurance cover. The organisers cannot be held responsible for any injury to individuals or damage to property during the event.
- Your personal information will be securely stored by Stourbridge Navigation Trust Ltd. and will only be used for the purpose of this event or any future event organised by us. An entrant may examine their personal details held at any reasonable time by prior appointment with the Trust.
- Our General Data Protection Regulation policy (GDPR) can be seen on our website www.thebondedwarehousestourbridge.co.uk
- Be aware of illnesses caused by infections in the water.

I agree to abide by the conditions of entry set out above:

Print Name _____

Signature _____

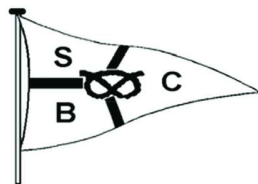
Date _____

If you are willing to volunteer to help with the event in any way please indicate this by ticking the box. ☐

Boat Plaques

Please tick the box to order the usual year plaque at a cost of £4.50, payable at the event, available from the Harbourmaster. ☐

STAFFORD BOAT CLUB



**DO YOU NEED TO PAINT YOUR BOAT OUT OF
THE WATER OR IN A HEATED WET DOCK ?**

**WANT TO HIRE A ROOM FOR A SEMINAR
WITH MULTIMEDIA PROJECTOR OR TO
CELEBRATE THAT SPECIAL OCCASION ?**

**NEED COAL, DIESEL BUG TREATMENT, LOO
BLUE, SACRIFICIAL ANNODES, RED DIESEL,
PUMP OUT, PLASTIC CARD PRINTING,
GARMENT PRINTING, BANNER MAKING AND
MUCH MUCH MORE ?**

***Why not give us a ring or visit our
website for more information and prices.***

www.staffordboatclub.co.uk

Telephone 01785 660725

Fax 01785 662222

Stafford Boat Club, Maplewood, Wildwood, Stafford. ST17 4SG

Staffordshire & Worcestershire Canal Society

MEMBERSHIP APPLICATION FORM



Please return to:

Mrs Judith Gray Membership Secretary

29 Verity Walk,

Wordsley,

Stourbridge,

West Midlands

DY8 4XS

wharfinger@blueyonder.co.uk

YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

☐ Single Membership £15.00

☐ Family at the same address Membership £15.00

☐ 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

<https://swcanalsociety.co.uk/privacy/>

Bank details for electronic payments: Lloyds Bank.Sort Code: 30-99-83 Account no: 02673373

Payment made by BACS/Bank Transfer ☐ Payment by Cheque/Cash ☐

I wish to receive Broadsheet by post ☐ I wish to receive Broadsheet electronically ☐

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

☐ Angling

☐ Canoeing

☐ Other (please specify)

☐ Boating

☐ Industrial Archaeology

☐ Walking

☐ Volunteer Work

Boat Name (if applicable)

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 7:30pm

September 12th

Roger & Martin Fuller

October 10th

John Potter "Update from Stafford Riverway Link"

November 14th

Andy Tidy "Hatherton Canal from above"

December 12th

Curling organised by Rosemary Phillips with Bring & Share supper

Local Events

September 24th

Aldersley Junction 250th Anniversary Celebration

October 15th -16th

Stourbridge Bonded Warehouse - Open Weekend

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

