

BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



May 2023

Volume 65 Number 689

www.swcanalsociety.co.uk



Staffordshire & Worcestershire Canal Society 2022-2023

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

Vice Presidents: Ann Pollard, Peter Freakley, Derek Overton, Geoffrey Whittaker JP, Robert Cox, Liz Osborn, Carol Aldridge & Chris Dyche.

Chairwoman

Rhian Dobbs - 07909 974034
dobbsrhian@gmail.com

Vice Chair & Broadsheet Editor

Maxwell Dobbs - 07990 890116
maxdobbs5@gmail.com

Treasurer

Angela Clark - 07305 699432
ab.clark@virginmedia.com

Secretary

Ann Pollard - 01384 376585
sunbeam2@btinternet.com

Website Social Media & Work Parties

Adam Capewell - 07595 445589
yamyam80.ac@gmail.com

Advertising, Marketing & PR

Pauline Farnell
pauline.farnell@veolia.com

Conservator

Fred Cooke - 07711 392442
freddiecooke@gmail.com

Non-Committee Posts

Society Sales

Vacant

Raffles

Rosemary & Glyn Phillips

Length Scheme

Vacant

Cruising Awards

Ann Pollard - 01384 376585
sunbeam2@btinternet.com

Membership Secretary

Judith Gray
wharfinger@blueyonder.co.uk

Committee Meetings

Committee meetings held at the Bonded Warehouse, Stourbridge starting at 7:30, and are held at least 10 times a year, members may request to attend.

Printing

Rotary Printers Ltd Stourport 01299 823839 studio@rotaryprinters.co.uk

The contents of this magazine are printed as a matter of information for members of the SWCS but may not necessarily be the official policy, or opinions of the Committee. No item may be used without the prior consent of the editor, except for comment by other Society magazines.

Registered Charity Number 243702

Contents

Editorial	1
Chairwomans Report	2
Volunteer Needed: Conservator	4
Car Crashes Through and balances on Dimmingsdale Bridge	5
Musings on the Topic of Carbon Neutral Boats	6
Bewdley or Bust	9
West Midlands User Forum	10
PROPERTY: Canalside Cottage Swindon	14
Kidderminster Lock Open Weekend	15
Stourport Heritage Harbour – Inland Port	17
Correspondence	18
Rally Entry Form	22
Membership Renewal Form	24

Editorial

I hope you enjoy this Broadsheet. The last edition I was fortunate enough to have something of a small excess of content. However, this edition it has very much been a case that the Chair and I have generated much of the material ourselves. What I would very much like to avoid is the contents of Broadsheet to be a reflection of just my opinion. So please send me your articles, ideas and pictures!

The future funding of CRT is still an outstanding issue, we all know that Governments are permanently strapped for cash and that right now we are suffering the financial effects of Covid and war in Ukraine resulting in inflation. However, I doubt any of us are prepared to see waterways as another victim of these – to this end please see and act upon Ann’s letter included in this edition .

Just as I was finishing putting this edition together news came in of a car crash on Dimmingsdale Bridge. Among my earliest thoughts on this are who will end up picking up the cost of the repair as I am aware that too often CRT finds it is unable to successfully claim against a drivers insurance.

Max



Chairwomans Remarks

It's been quite a busy few months in my role as chair, attending various events on behalf of the society, supporting others and ensuring that as a society we are visible to the public and other interested parties.

Chris Dyche and I did a presentation for Stafford River Link, Angela Clark (our Treasurer) and I attended a CRT VIP Event at Kidderminster, I attended the initial meeting where the proposal for a Heritage Harbour at Stourport was tabled, and I was one of 4 Society representatives at the CRT West Midlands User Forum. I've written articles on these for this Broadsheet.

On a personal level I've not booked onto another Let's Paddle event after my last experience in attempting an ungainly exit from the kayak, but we attended a workshop at the Glass Museum in Stourbridge which was co-hosted by the Museum and CRT. Our son made some lovely artwork followed by a semi guided walk down to Stourbridge Junction. Not a kayak in sight for me. I have since met with a representative of CRT to discuss how we could work with CRT to support each other's endeavours. It basically boils down to the fact that we need more volunteers to move forward in undertaking projects on

the navigation and in raising our profile at CRT events and other rallies.

I'm preparing for the AGM I and apologise for the disruption in holding it a month early. Between a month that seems filled with Bank Holidays and our holiday next month, the Society's Events calendar is all over the place. However, come September we'll be back to our regular meetings and Phil Clayton will have some varied and interesting talks for us.

Planning for Bratch is full steam ahead, and I hope that many of our members will be able to join us either by boat or visit us at some point over the weekend. I'm hoping that the Society's Annual Rally will become a fixture in the boating calendar. The intention is that we move around the length of the navigation, with a different rally site each year.

My final plea, before signing off is the need for volunteers. Whether it be contributors to Broadsheet, manning a stand to raise the profile and increase membership of the society, serving on the committee, being available to make presentations on behalf of the society or even some work parties.

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?

Contact - Ann
sunbeam2@btinternet.com

REPRESENTATIVES

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

COMMITTEE

Served on a committee before?
Share your wisdom!

Never served on a committee
before?
Try something new!

Contact - Rhian
dobbsrhian@gmail.com



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

**The deadline for Issue 690 is
Friday 25th August**

Hopefully I won't get sued by Asda,
but to coin a phrase, Every Little
Helps.

We are unable to attend the June
meeting, so I would like to wish you a
happy summer whether you be
cruising the cut, walking the canal or
just enjoying canalside pubs. I'll see
you in September.

Rhian



Volunteer Needed: Conservator

Freddie recently advised his intent to step down as conservator at the next AGM. To this end we need someone to take over this role. Freddie has kindly written following description of the role and has volunteered to perform a hand over with who ever steps forward.

The main duties of the Society's Conservator for the Staffs and Worcester Canal, the Stourbridge Canal and the Stourbridge Arm have changed little over the past decade:

1. To keep an eye on planning applications for developments, large or small, that are likely to have an impact on the canal.
2.
 - a. To act as a first point of contact for members to report incidents affecting the fabric of the canal usually amounting to significant damage to embankments and bridges.
 - b. To report such matters to CRT who have the legal responsibility for such issues and statutory powers to resolve resolve them.
3. To inform the Society's Committee of these issues and any action and correspondence one has undertaken.

In the early years it was necessary to sieve all of the weekly or monthly lists of planning applications published by the relevant local authority planning departments to find the very few adjacent to the canal. Then to visit those sites of

concern and write to both them and CRT.

None of that is now necessary.

Local Planning Authorities are required by law to inform CRT about applications lying within about half a mile of the canal and especially if they will impact upon the canal and it's locality.

CRT now publish a comprehensive list of those planning applications online. This single point of reference has made the job of locating applications relevant to the canals easy.

The greatly improved Google Maps enables quite detailed visual inspection of sites and so visiting them is rarely necessary.

Local Councils and their planning departments now publish their local plans and land allocation online. These are issued about every five years for the government and for the next few years are now done and dusted.

These recent improvements enable one to do most of the job online saving a great deal of both time and effort.

What once occupied me for several hours each week can now be done in a very few hours a month.

I will of course provide support to whosoever takes over the role of Conservator.

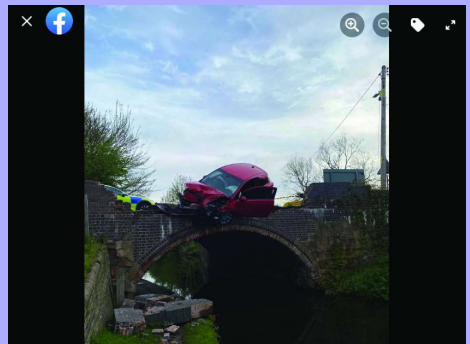
Car Crashes Through and balances on Dimmingsdale Bridge



At 2am on Saturday 6th May a car crashed into Dimmingsdale Bridge. According to a press report neither of the two occupants of the vehicle were injured although the passenger was required to dive into the canal.

At the time of writing CRT have issued a closure notice which is due to be reviewed on the 9th May following the bank holiday.

It is probably a safe assumption that the most immediate concern is the large quantity of brick work in the canal the safety of the bridge.



Presented by: JOHN TURNER

J. & H. Trimmings

BOAT CANOPIES, BOAT, CAR & CARAVAN TRIMMING
HOUSEHOLD UPHOLSTERY – MOTOR CYCLE SEATS

Ashwood Marina, Greensforge, Kingswinford, West Midlands DY6 0AQ
Telephone: 01384 279527

Musings on the Topic of Carbon Neutral Boats

Maxwell Dobbs

A few months ago I was approached by one of our Vice Presidents with regard to covering the electrification of boats and charging such boats.

I'm going to have to be honest at the outset, I'm sceptical, not a climate change denier, but I will admit that I don't necessarily take the claims we see in the press on face value. I didn't really believe apocalyptic images of the dome of St Pauls cathedral surrounded by the sea as they were printed in 1987 and promised as reality by 2020. The same as I don't necessarily believe that many of the fixes that are presented are what they seem - Net Zero could be called creative carbon accountancy. What do I mean by creative accountancy? Drax Power Station as an example is now considered carbon neutral. Despite now burning wood chippings instead of coal, it emits more carbon than it did when coal fired and relies on a huge amount of biomass/wood chipping which are produced in the southern USA. But this works because we can plant more trees and re absorb the carbon we just ignore the length of time it will take to put the trees back.

Since the car industry has for some years gone down the road of electrification it is probably worth considering what has happened and is happening in that industry, what parallels and conclusions might be drawn.

As a driver of a hybrid car, it's financially economical to drive on electric for its 15 mile range before the generator or engine has to take over (depends on whether its running in parallel or series mode – but lets not go down that rabbit hole). At which point the MPG is comparatively poor. It would probably be more efficient to turn the wheels from the engine rather than run an engine to run a generator to make electricity to turn a motor to turn the wheels. I then start to wonder if the economics of the short journeys would still stack up if we stripped all the tax from the fuel and electricity.

I don't want to repeat here the efficiency arguments that have often been cited about 100% electric vehicles and the losses between generation, distribution and charging. But you do have to wonder how many trees have to be cut down processed and shipped round the world to charge your car in a creatively accounted carbon neutral way. I don't want to get in to the less than environmentally sound practices that go into battery manufacture and the problems with recycling or not recycling batteries.

Most of us if asked are probably under the belief that there is a pending ban on internal combustion engines. However, recently Germany declared opposition to EU legislation to ban the sales of cars with internal combustion engines as long as they can run on e-fuels.



SIGNS & SYMBOLS

TRADITIONAL SIGNWRITING & VINYL GRAPHICS - PICTORIAL & HERALDIC ARTWORK
145 Birmingham Street, Stourbridge. DY9 7PP - signsandsymbols@hotmail.co.uk

So what are e-fuels? These are similar to biodiesel etc. To be considered an e-fuel it has to consume more carbon in its production than it releases by being burned.

So to get to the primary purpose of the article, the Government has created a "Clean Maritime Plan" which includes the inland waterways. Broadly the aim is for all shipping to be carbon neutral by 2050. What isn't clear is how this will be delivered or exactly what will be required. As far as I can see we are still in the realms of recommendations and consultations. There is an objective to have a plan on how this will be delivered by 2025. I suppose I feel this a little frustrating, there is a deadline but nothing by way of plan to get there but I suppose

governments like the rest of us have to start somewhere.

There does seem to be commentary and theorising that suggests in the next few years all boats will need to be suitable for conversion to zero emission propulsion. For the narrowboat owner I would argue that technically most existing boats could be retro fitted. And by the time we get to 2035 the discussion is that all new vessels should have zero emission propulsion.

At the present time, zero emission propulsion for boats seems to mean electric propulsion and despite a number of builders and owners engaging with this technology, my personal view is that this is still a work in progress and has to rely on off grid

charging. By off grid charging we mean solar panels or a generator. I would have concerns that enough electricity can be collected from the roof of a narrow boat to cruise continuously.


I can find no evidence that suggests CRT has any plans (not that I expect the budget exists) to litter a 2000 mile network with CRT blue charging points. So it would seem clear that boats would be expected to charge themselves.

At the risk of drifting off topic, I feel I should mention heating. Many of us have solid fuel heating on our boats and as has recently been reported in the press, the use of solid fuel (log burners etc.) in domestic properties produces more pollution than cars and I would wonder what the relationship is between boats and carbon emissions for heating. Do we produce more carbon for heating than we do for propulsion and electricity generation? If we were serious about carbon emissions wouldn't we target the biggest sources rather than the ones that might be politically most expedient?

In conclusion the Government have a stated vague intention to be carbon neutral by 2050 and right now no plan as to how we will get there and in twelve years propulsion will need to be carbon neutral possibly in all new boats. It would seem at this point the options on the market are not where we need them to be i.e. battery capacity and the ability to charge batteries without having to revert to an internal combustion engine in

order to charge (which I assume you might be able to get away with if it runs on an e-fuel).

At this point I expect we will find that in twelve years time we still be buying internal combustion engines and using fuels that are considered carbon neutral.

**Brinklow Boat Services**
April 1 · 🌐

Towpath dwellers! Had enough of flat battery misery? BBS Enterprises bring you a solution to your woes. Breathing new life into an old concept of repurposing old working boats as fuel boats, you've seen the coal boat and the diesel boat, now BBS Enterprises bring you....

The PowerBoat™

Installed on The PowerBoat™ is a silent¹ 11kVA generator capable of charging 5 sets of batteries² @ 2kVA simultaneously. Simply use our App³ to book The PowerBoat, we come to you, plug in and Hey Presto! Your batteries are charged⁴



Also in development:


The PowerBoatPlus™

Using the superior carrying capacity afforded by our unique BigWoolwich™ technology ThePowerBoatPlus will pack 4x50kVA 3 phase generators onto one boat. This will enable us to offer 2kVA of charging capability for up to 100 boats and in an even more exciting development we can offer a solution for EV owners who struggle to find charging stations on roadside verges adjacent to the canal. The PowerBoatPlus™ will be able to offer fast charging at 50kVA for up to four EVs! Truly a game changer for the towpath dwelling EV owner. Furthermore, the PowerBoatPlus™ will enable boat owners with electric propulsion to charge their batteries at locations where no shore based charging points are available. This will be a step-change in the feasibility of all electric propulsion.




¹Use of the word silent should not be taken to imply the generator cannot be heard
²Batteries not included
³App still in development
⁴Response times may vary. T&Cs apply


Photos show 11kVA generator being installed in our prototype PowerBoat™ and space available using our BigWoolwich™ technology for 4x 50kVA generators.







 Tony Gregory and 65 others

17 comments 12 shares

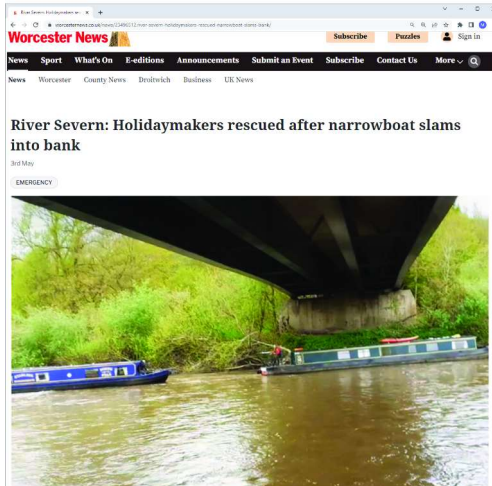
 Like  Comment  Share

 Write a comment...

For April Fools Day Brinklow Boat Services Posted the above

Bewdley or Bust



Stourport's Starline Narrowboats were contacted by a UK-wide hire boat company and asked if they could assist in the recovery of a vessel that had become grounded.

On Sunday (April 30), the boat had been taken past the end of navigation sign by the holidaymakers on board, and as soon as they had realised their mistake, they attempted to wind the boat and became stuck.

The company said the boat was caught by the racing water and hit a bank near Bewdley.

The fire service rescued the occupants in the evening but was unable to recover the boat due to the location and strength of the current.

Rob Coop, operations manager from

Starline Narrowboats, said: "The boat was stuck at a water current pinch point underneath the flyover bridge on the A456 near Blackstone Meadow, about a 45-minute cruise past the end of navigable river.

"The water level is usually so shallow to get that far up but the rain had raised the level just enough to cruise up. The water level was dropping quite quickly so we had a very limited window in which to recover the vessel.

"The water there is very shallow, rocky and fast flowing making it challenging for the fire and rescue services to evacuate the hirers from the narrowboat.

"From the water's edge under the bridge it looks very treacherous.

"Two of us agreed to attempt the recovery, we know the river relatively well and train people to handle these boats for a living.

"The water current was strong making it a real struggle to get close enough to attempt the recovery as the boat was in a terrible position half under the bridge.

"Through quick rope work though we managed to pull the stricken vessel free".

West Midlands User Forum – 21st March at Aston Fields Social Club

Rhian Dobbs

4 members of the Society attended the User Forum, the Chair, Vice Chair, Secretary and a Vice President. The main points covered during the evening were

- Water: Right amount, right place, right time with National Hydrology Manager Adam Comerford
- Planned works for 2023 with Project Team Manager Vaughan Felton and Charles Hughes, Environmental Scientist
- Role of the Fisheries & Angling Team with Fisheries & Angling Technical Specialist Carl Nicholls
- Looking after our local canal – Worcester & Birmingham with Regional Operations Manager Richard Preston & Team Leader Nick Trow
- Working with partners to deliver our regional priorities with Regional Director Adnan Saif
- Open forum to answer pre-submitted questions and general discussion

The first presentation by Adam Comerford was very interesting (especially following on from the presentation by David Brown in February at Bradmore). A lot of the

presentation revolved around how water actually gets into the canal and how it is managed. The telemetry data and how it is collected and feeds in to the management of the water resources was interesting. As was the fact that 3 of the 5 busiest locks in the UK were in the West Midlands Region.

The amount of records broken with the weather last year going all the way back to 1884 was sobering with regards to the impact on the system, and the amount of closures across the network whilst frustrating were understandable.

My main take away from this presentation was the new regulations for Water Abstractions (2023 Water Act), which limits the amount of Water that CRT can take out of the system. Under previous legislation no licences were needed, and there was no cost associated with this. Now though, due to the legislation licences have to be applied for. Whilst this will add to running costs, my personal view is that this will force CRT to better manage the water systems, as there is now a financial implication involved. Although with seemingly extreme weather

conditions across the year, it would appear to me that maintaining the network is going to be an ongoing managed crisis.

The planned works section by Vaughan Felton and Charles Hughes gave an overview of budgets and the 4 areas of works and projects: Priority Works, Priority Projects, Dredging Projects and Environmental Projects. I would recommend using the link at the bottom of this article to read it in full as there are 34 slides! Highlights however include a budget of £3Million for 2023/24 Priority Projects (excluding reservoirs) , £2 Million investment in reservoirs.



Martin Brookes

FOR ALL YOUR MARINE WORK

On the Stourbridge Canal, between Stourton and Wordsley Junctions

*Coach Painting - Boat Building - Fitting Out - Compliance Work
New Installation - Engine Servicing - Repairs - Welding
Hull Blacking - Breakdown Call Out Service*

***Diesel Tank cleaning and fuel filtering with minimum need for drilling
or cutting or emptying tank Mobile or at Wharf Service***

Bookings for Wharf Cranage NOW available

**All Work Personally Undertaken
Waterways Craft Guild Accredited
Free no obligation quotation
07802 444370 or mb.tramp@btinternet.com**

The Walsall Canal will be dredged over 2 years due to budget limitations because of the cost of removing the waste. The issue of winding holes for 70ft boats in areas of the Shropshire Union was an issue, along with the state of some towpaths. There is a new asset manager for Dredging for the West Midlands.

Dredging is also undertaken for Environmental purposes – to clear the silt and eliminate nutrients for invasive species. We also learned that using weevils as biological warfare on invasive species was working, and we were reassured that 5 years of testing had been undertaken before letting them loose on the waterways. Once the food source for the weevils (invasive species) has been eliminated the weevils will in actual fact die off. The weevils are also more cost effective than mechanical processes for eliminating invasive plant species.



The presentation from the Fisheries and Angling Team was interesting although contentious towards the end. The asset value of all the fish if CRT had to replace them all is £40 Million. The trust is the largest owner of freshwater fishing rights in the UK with a legal duty to provide fishing. Team With an income of £0.6 Million the team manage 250 clubs and the rent of fishing rights. The team advised that there is a lot of brand awareness of CRT via the Angling and Fishing (being the instigators of the Let's fish initiative which has fed into the Let's Paddle, Let's Walk etc).

Some comments were made about fishermen and if there is a code of conduct for fishermen. There is a set of guidelines on the Trust's website, and it was confirmed that boats do have priority.

Onto the final presentation which was the Operations Update from Richard Preston. This presentation centred on what work had been accomplished (I recommend following the link to the presentation) but one of the biggest hindrances is the amount of fly tipping, vandalism, third party issues (car accidents etc) and a spate of vehicles ending up in canals. All an unexpected cost to the trust for preventable incidents.



The Team At Ashwood Marina Offers a Comprehensive Package of Facilities and Services to Complement Our Beautiful Moorings:

WE NEED YOUR BOAT!!

We urgently need to replenish our stock of used Narrowboats to sell.

We offer a caring service and competitive brokerage fees, so if you want to sell, call us.

Bespoke New Builds and Re-Fits from Perrydale Narrowboats

We work with you to create your perfect narrowboat for your liveaboard/cruising dreams



Visit www.perrydalenarrowboats.co.uk to view gallery

Re-sprays:

To give your boat the ultimate external make over.

Moorings:

Towpath style moorings available in a linear setting.

Craning & Docking:

A monthly service, giving ample time for engine and blacking works to be completed. Space available for DIY blacking and fit out work or we can offer an extensive range of hull works and repairs.

Follow us on:



Ashwood Marina is located on the Staffs & Worcester Canal between Rocky and Greensforge Locks



Ashwood Marina, Kingswinford. DY6 0AQ. Tel: 01384 295535
info@ashwoodmarina.co.uk . www.ashwoodmarina.co.uk



Most of the work is completed by contractors with CRT Project Managing, alongside a huge army of volunteers and corporate volunteering. Last year there were about 160,000 volunteer hours in the region.

The final Q and A session was chaired by Adnan Saif. Most if not all of the questions did not relate to the Staffordshire and Worcestershire Navigation. Generally there was concern about water levels, and would the trust have sufficient budget to meet the new water regulations and we were assured that the trust

was “in a good place” to meet these needs.

Understandably the biggest bone of contention at the meeting was the newly announced charging scheme for holding events on the waterways, how it had been communicated (to some not others) and the actual cost.

Overall an interesting meeting, and a master class in being on brand with regards to communications. If I heard the phrase a “200 year old network” once I heard it many times.

I also got the impression that CRT is attempting to manage expectations

with regards to the next round of government funding, and preparing everyone for budget cuts. Not just at this meeting but generally with their communications (A Reflection on Funding Changes – Richard Parry, A Message from David Orr – Chair of CRT) and with no update on the continued government grant funding as yet for 2027 (delayed from 2021 due to Covid), I believe funding is a huge concern. Thankfully the IWA Campaign #ProtectOurWaterways is already highlighting this and spearheading an initiative.

This is the second User Forum that I have attended. If any member of the Society would like to attend future a future forum or to submit questions then please do get in touch.

The link for the presentation <https://canalrivertrust.org.uk/meetings/54149-canal-and-river-trust-west-midlands-user-forum>

PROPERTY: Canalside Cottage Swindon DY3 4NR

From the estate agents website “A Grade II listed detached cottage situated on the Canal front just of the High Street in Swindon. This is a great opportunity to purchase a three bedroom detached cottage in need of refurbishment but with planning permission granted for a two storey

rear extension and rear access from the High Street. The property in brief comprises: entrance hall, lounge, kitchen dining room with pantry and rear porch, landing, three bedrooms and bathroom. Being ideally located within walking distance of Swindon Village”



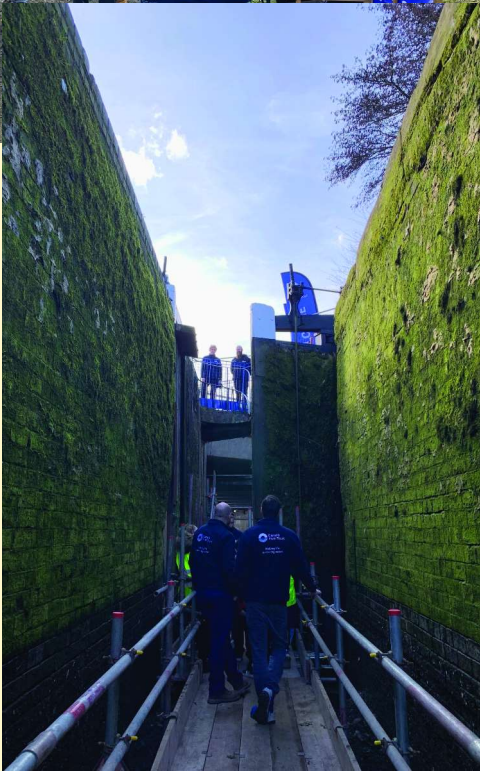
Kidderminster Lock Open Weekend



Rhian Dobbs

Back in January I received an invitation from Adnan Saif, the West Midlands Regional Director for CRT to attend an event at Kidderminster Lock.

The lock was undergoing a major refurbishment and restoration of lock gates as part of the Canal & River Trust’s winter works programme. It was an opportunity to get inside a working lock – as well as seeing how the team install the produced gates, manufactured at the Bradley Locks Workshop.

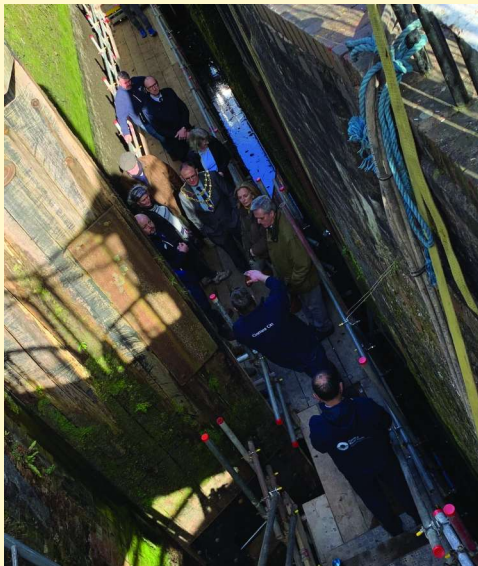


We were given a sneak preview on the afternoon of Friday the 17th of February before it was open for public access on the weekend. Myself and our Treasurer Angela Clark attended on behalf of the Society and met the CRT Team and local dignitaries (including the Mayor).

We were welcomed by Adnan Saif, took a tour of the lock, took pictures, and were treated to a cup of coffee by the team. It was not only an opportunity to see the inside of the lock but also to meet the local CRT teams.

It's always interesting to see inside a lock, so this was an opportunity not to

be missed. I am sadly informed though, that even after the work, the lock is still somewhat leaky.



**CREATING
DESIGN, PRINT
& WEBSITES**

SINCE 1970

01299 823839

www.rotarycreativegroup.co.uk

Mitton Street, Stourport-on-Severn, DY13 9AA

#ALLTHINGS

Copywriting
Brochures
Banners
Adverts
Leaflets
Pads
Business Cards
Letterheads
Folders
Business Starter Packs
Newsletters
Invitations
Wedding Stationery
Order Of Service
Posters
Logos
Websites
Marketing
Branding



Stourport Heritage Harbour – Inland Port

Rhian Dobbs

I was invited to attend on behalf of the Society a meeting for the Town of Stourport to consider the proposal for Heritage Harbour status – a prestigious award recognising the historic nature of the built and active environment of the Canal Basins, town and riverside.

The organiser was David Strucket of IWA and the meeting was held at Stourport Yacht Club on the 18th of April. There were about 25 attendees present and we had a Zoom meeting with The Maritime Heritage Trust.

Heritage Harbours has been set up through work by the Maritime Heritage Trust and National Historic Ships UK, and has recognised many ports and harbours around our coast – and more recently has recognised ‘inland ports’ of Chester and Shardlow.

Volunteers were asked for to move the project forward, and with some consultation with Angela Clark (who wasn’t present for the initial meeting), she has agreed to be the Society’s representative and keep us informed, and assist where possible.

At the last meeting that Angela attended there were 12 attendees, including the Mayor and an ex-Mayor, a Councillor, 2 representatives of

Stourport Forward, 1 from The Civic Society, and 1 from the Town Clerk's office.

Whilst it would appear that gaining Heritage Harbour (or Port) status is a very simple matter, which can be done by just submitting an application, it was agreed that they would prefer to make the submission a bit more detailed and also increase their internet profile.

2 groups were formed, one with a brief to gather together all the existing printed info to see what there is and how it can be increased and/or improved. The other with a sort of lobbying brief.

During the meeting the point was made that visitors to Stourport could spend their time there totally unaware that the canal and basins exist! There is no signage to point them in the right direction and the only road where a glimpse of any waterways occurs is the one out of Stourport over the river, and that is fairly fleeting!

Hopefully Heritage Harbour Status will increase the profile of the Canal and Basins in Stourport, and with continued support from enthusiastic volunteers it will soon become a reality putting Stourport on the Heritage Map.

Correspondence

On the 17th March a number of societies and individuals received the following e-mail from CRT:

"Hello,

I'm contacting you to advise that on 22 March 2023 the Canal & River Trust will be issuing communications about the introduction of charging for third-party events taking place on its land and waters, charges will apply for applications received from 1 June 2023. Applications received before this date will not be charged.

We are introducing charging so that vital funds aren't diverted away from our core purpose of protecting and preserving the 250-year-old canal network. The introduction of charging will help to offset the costs of processing event applications and will help us in our ongoing work to look after the network for today and for future generations to enjoy.

Feel free to get in touch to discuss the charging in more detail and the impact on the events you organise. In the meantime, please continue to submit your event applications in the usual way through our website.

Kind Regards

Gavin Passmore

*Community Engagement Manager, West Midlands
Canal & River Trust"*

My personal reaction to this along with I suspect many others is a view of being taken for ride by CRT. So I will grant that CRT would want to know who does what on their property, so that they can to ensure that they cannot be held liable for any incidents. And I will acknowledge that if an employee's time is involved there is a cost. However, when the activities like rallies and festivals probably serve CRTs aims of promotion and engagement as much as they do our own, then it starts to feel like we are

being charged by CRT for doing their job for them.

I would go onto point out that for some time CRT have used a third party for processing event applications. I would be interested in how many applications are processed each year and what the business case for contracting out this work looked like – it may stand up very well indeed. But as someone who has worked through this process and engaged with the company running this service, I have been rather disappointed.

Communication has been poor, tasks that were to be undertaken never happened (mooring restriction signs for example) and paperwork for signing was not sent until after the event. I think we can only hope that if this is to be paid for service, it might acquire a concept of service.

The Call To Arms!

As you are all aware from cuttings in both the Waterways Press and National newspapers. CART still have no idea what the next round of Government finding will bring. In the worst case scenario, nothing.

The standard of all canals appear to be not what they were, repairs taking longer than normal, issues being left until the last possible moment. If we are not careful canals could fall into decline easily if pressure is not put to bear on all our representatives. CART need to have funding available to deal with any major issues that arise. The Canal Society needs to contact all the MP's within our area expressing our concern and ask them to lobby the Government to ensure funding is available to keep the canals in a viable position. Could I also ask that we as individuals, and not just the Society, need to be pressuring our local MP's, Councillors, Press etc. Anyone we think can be of help and raise our concerns. The canals are of benefit to all people have been encouraged to use them

We are fortunate that the local MP for Stourbridge is part of the Waterways Parliamentary Body so I am awaiting her response eagerly!

Please if you could contact anyone you think may be useful

Many Thanks

Ann Pollard - Secretary

INLAND WATERWAYS ASSOCIATION DONATES £2,000 FOR PRESIDENT'S NEW BOILER



The Inland Waterways Association (IWA) Lichfield Branch has donated £2,000 in memory of Malcolm Braine, founding member of Staffordshire and Worcestershire Canal Society. The donation will support the current restoration work and design and installation of a new boiler for President – one of the world's only surviving boats of its kind and part of the National Historic Fleet.

IWA's donation honours Malcolm, a renowned boat-builder and restorer who formed a link from the historic working boatyards to the modern

leisure-boarding era. Malcolm's abilities for boat renovations were second to none; he worked on almost 150 historic boat conversions during his lifetime.

A hugely respected figure in boatbuilding, Malcolm was recruited by Tom Rolt into IWA in 1948, which led to his honorary life membership 70 years later. Sue Gurney, Lichfield IWA, states that the donation is "particularly fitting as Malcolm was instrumental in originally rescuing and restoring President" in the 1970s.

President was built in 1909 by Fellows, Morton and Clayton Ltd and is the only existing restored ex-Fellows Morton and Clayton Ltd steam powered narrowboat. She could carry 18 tons of cargo such as tea, spices, beer and bicycles, and was powerful enough to tow several unpowered boats, known as butty boats. They worked "fly", that is day and night, between London, Birmingham, Coventry, Derby, Leicester and Nottingham. Unfortunately, the compound steam engine and coke-fired boiler took up valuable cargo space. To solve the issue, the steam engine and boiler was replaced with a 15 horsepower Bolinder in 1925, increasing carrying capacity by nearly 8 tonnes. She spent the remainder of her working life as a motorboat.

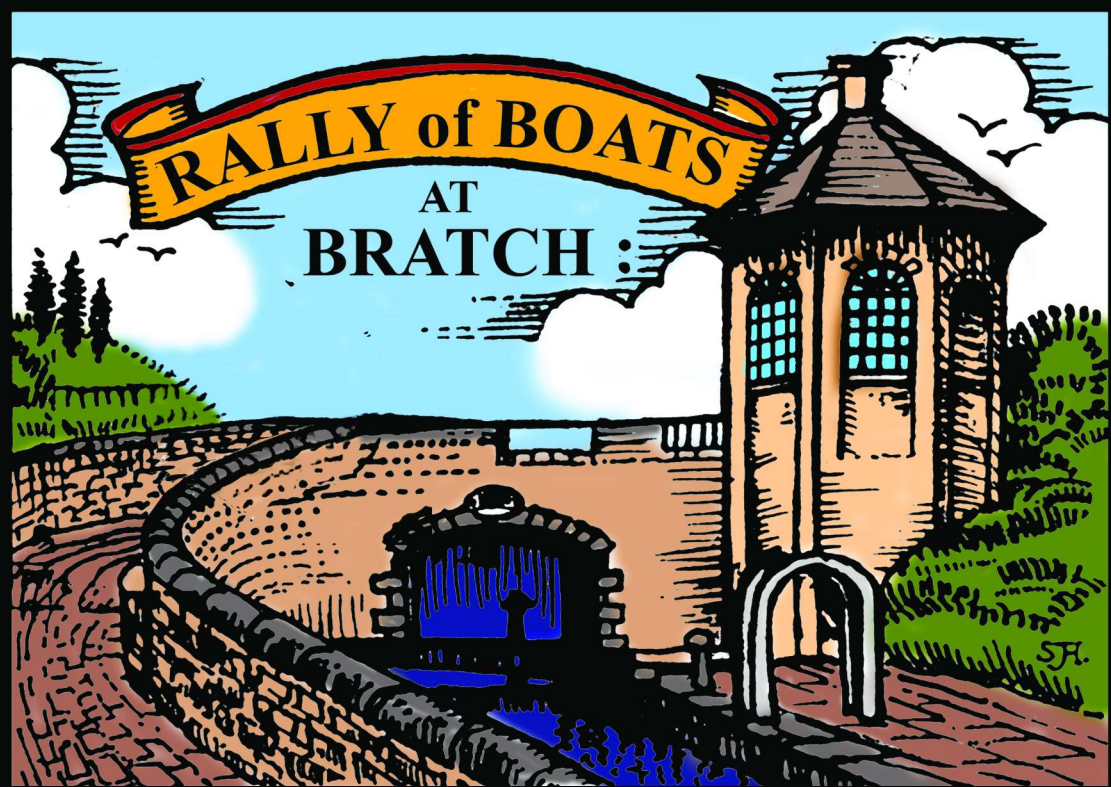
The Museum took ownership of President in 1983 and the following

year, dedicated volunteer group 'Friends of President' (FoP) formed to support her maintenance and operation ensuring that President is regularly seen on the UK's waterways. Notable 'appearances' include joining the flotilla of boats as part of the Queen's Diamond Jubilee Pageant on the River Thames in 2012 and carrying the Olympic Torch into the Museum in the same year!

However, after more than 30 years' service a new boiler is needed, as well as restoration work to the woodwork of the vessel, at a cost of almost £100,000. Thanks to many dedicated supporters, like the IWA, much of this has been raised but the Museum needs your help to raise the last £20,000. Your donation will help bring an important part of Black Country industry and transport back to life, ensure key heritage and boating skills aren't lost and inspire our audiences, both at the Museum and in our communities.

You can donate here: <https://www.justgiving.com/campaigns/charity/bclm/president>

From the National Historic Ships Newsletter and forwarded by David Osborn unfortunately I wasn't able to include it last edition.



**10 am - 5 pm Saturday & Sunday
2nd & 3rd September 2023**

Bratch Ln, Wombourne, Wolverhampton WV5 8DH

Refreshments Historic Boats

Stalls Gathering of Boats

Free Admission

**Staffordshire & Worcestershire
Canal Society**

www.swcanalsociety.co.uk

Find us on 



Rally of Boats at The Bratch

Sat 2nd- Sun 3rd September 2023



Entry Form

Title		Forename		Surname	
Address				Telephone	
				Home	
				Mobile	
Post Code				Email	

Boat Name	
Length	
Draught	

All entries to be in by Monday 21st August

All entrants must have current insurance and C&RT licence.

I confirm that I have a current licence and insurance. Signed. _____ Date / / 2023

Please list any special needs

Entry Fee £15.00.

A Commemorative plaque is included in the entrance fee.

Are you a Staffordshire and Worcestershire Canal Society Member Yes ☐ No ☐

Non members of the society will be joined up automatically from the rally date until the normal renewal date (April) and will receive the society's magazine by email.

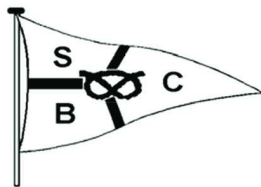
Note:- The only facilities onsite will be rubbish disposal which is located next to the bottom lock. Nearest water points are Greensforge, Autherley Junction or Gailey so please ensure that you have topped up before arriving onsite.

Return completed forms with remittance to
Mr S Bingham
A's Fast Fit Autocentre.
The Hayes,
Lye
West Midlands
DY9 8NY
Contact Tele 07964151552
email:- ste.bingham1954@gmail.com

Payment Details
Cheques made payable to
Staffordshire and Worcestershire Canal Society
By EFT to Sort Code 30-99-83 (Lloyds Bank)
Account No 02673373
Include your Boat name as reference

EFT payment date/...../.....

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 RENEWAL FORM

Please return to
Mrs Judith Gray
29 Verity Walk
Wordsley
Stourbridge
West Midlands
DY8 4XS

email:- wharfinger@blueyonder.co.uk



YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- | | | |
|--------------------------|---|--------|
| <input type="checkbox"/> | Single Membership | £15.00 |
| <input type="checkbox"/> | Family at the same address Membership | £15.00 |
| <input type="checkbox"/> | Junior (up to 18 years of age) and those in full time education | £1.00 |

Full Name

Address

.....

.....

Post Code..... Telephone.....

Email

www.swcanalsociety.co.uk/privacy/

To enable the society to collect Gift Aid, we need to update the records for all members who we are eligible to collect for. Even if you have previously done so, please complete and return this form to the membership secretary.

GIFT AID DECLARATION

- ☐ I am a UK tax payer. I would like the Society to treat all membership subscriptions and donations I make in the future and have made *in the last 4 years*⁽¹⁾ as Gift Aid donations until I notify you otherwise.

⁽¹⁾ If you have not been a member or tax payer for this period please delete.

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.

Signature

Date

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

Payment made by EFT ☐

Payment by Cheque/Cash ☐

I wish to receive Broadsheet by post. ☐

I wish to receive Broadsheet electronically. ☐

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*

May 15th

Annual General Meeting followed by
“Photographs of the Staffs & Worcs canal by the late Dr. Patrick Thorn, part 1”
presented by Tony Gregory.

June 12th

Ian M. Bott “The Midlands Zeppelin outrage”
The events of 31st January 1916 and damage inflicted on our canals and
factories.

September 11th

Tony Gregory presenting Patrick Thorn’s S&WC photos part 2
or surprise guest!

October 9th

David Jones - The Stafford Branch Canal : a Journey of Discovery

November 13th

David Jones - The Stafford Branch Canal : a Journey of Discovery

December 11th

Quiz with bring and share supper TBC

Local Events

2nd - 3rd September

Staffs Worcs Canal Society Rally of Boats - Bratch

21st -22nd October

Stourbridge Navigation Trust 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

