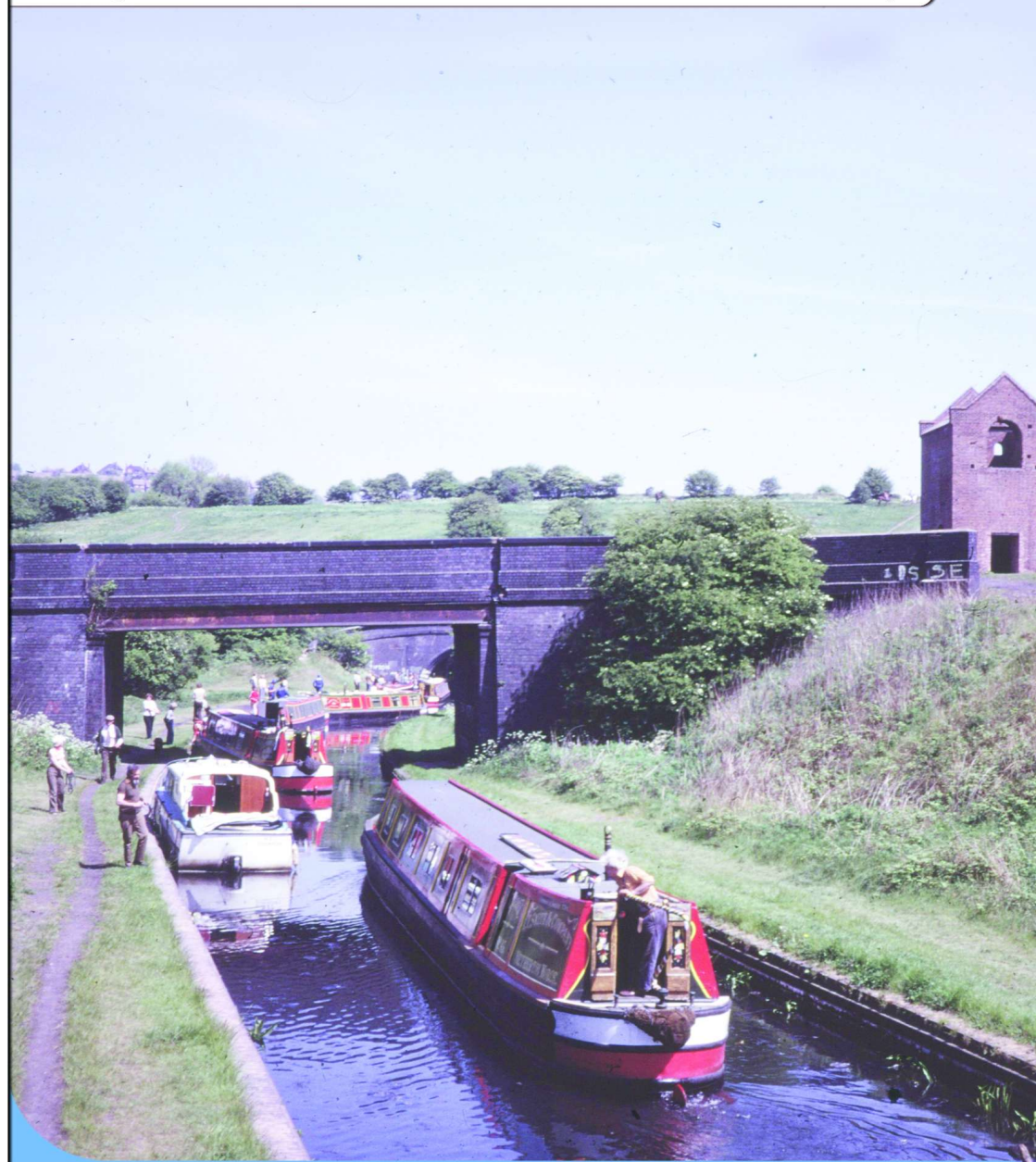


BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



February 2025

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Staffordshire & Worcestershire Canal Society 2024 -2025

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Committee Meetings

Committee meetings, starting at 7:30, are held atleast 8 times a year, members may request to attend.

Cover Photo Windmill End 1980 in the foreground is Alan Smith with Laurel. I believe at the time Netherton Tunnel was closed and boats were being allowed through if taken through by BWB. Crews were taken to the other end by mini bus.

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.

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Vacant

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Vacant

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Editorial

Welcome to the the Winter Broadsheet. As usual thank you to all who have contributed to this edition and keep them coming.

Since the appeal last edition regard the whereabouts of the rally awards there have been no responses, it would for the sake of posterity be interesting if we could find out who the last recipients may have been.

Immediately before putting this edition together I attend the meeting at Lower Penn regarding the plans to site a Battery Storage facility near to the canal, I would strongly suggest having look at the plans and raise your concerns.

I have also included in this edition entry forms for the Bonded Warehouse Open Week and our own rally at Bratch

The next edition is out in May so the deadline for submissions is the last Friday in April.

Max



Chairwoman's Remarks

I hope that you all had an enjoyable festive season and looking forward to 2025. I don't know if you remember from my last newsletter but I did rubbish the idea of New Year's Resolutions, then asked you all to make one. It's membership renewal in a few months and if every member could persuade/cajole one other family or person to become a member then it would make such a difference to our numbers. Just like that we could literally double our numbers – shout out in the Broadsheet if you manage to encourage more than one membership. Also on the subject of membership would it be easier for you to set up a standing order? Remember, it's a bargain at £15 which includes The Broadsheet quarterly, 10 social meetings a year (including the raffle), and the highlight of the year – the AGM! How could anyone resist?

January seems to have been a busy month relating to all things canal. The President and Vice Chair attended a parish council meeting in Lower Penn to discuss the proposed BESS. Rest assured that I will on behalf of the SWCS be lodging opposition to the planning consent, as we have genuine concerns about the whole project. There is a copy of the letter included in the magazine

and I would urge you to consider the impact and where possible write to the planning department to state your objections.

Committee meetings and socials, rally meetings, and AGMs and talks for other canal based charities have also been attended. Whilst not related to the Staffs and Worcs, the feasibility study carried out by Coombeswood Canal Trust with regards to a long term plan to open up between the canal Hawne Basin and The Leasowes was an interesting presentation and I'm hopeful that it will come to fruition.

I also received an e-mail from Richard Parry, prior to the press release going out, advising that he will be standing down as Chief Executive this summer. My personal experience with Richard has been a positive one. The first time I met him was at the BCBF, I was sitting on the back of the boat and I had absolutely no idea who this random bloke was chatting to boaters as he went past! Since joining the committee I can fully appreciate the work that Richard has done on the ground. The events that he has attended on behalf of CRT and how accessible he actually is to members of the boating community, and no doubt other users of the canals. Of

Membership Renewal

course this will be on top of his day to day work with the Trust. I wish him every success with his future endeavours and I'm hopeful that his family will be pleased to actually see him on evenings and weekends when he's not attending various events on behalf of CRT!

I hope that his replacement will be as accessible to the users of CRT as Richard has been. Always willing to listen, help guide things along and resolve issues where he can.

The latest from Fund Britain's Waterways, who are tirelessly working to support additional funding, will be holding a rally in London on the Thames in May of this year. Something to look forward to and show your support. Details will be available on the FBW page if you are interested in being part of the flotilla.

A short and sweet communication this month, and in the meantime as ever I look forward to welcoming as many of you as possible to the Social Meeting this month.

Rhian



Once again, it's that time of year when we remind you that the society membership is due for renewal on 1st April.

You will find a renewal form enclosed with this copy of Broadsheet.

We would also like to encourage members to consider setting up standing orders for memberships. Bank details Lloyds Bank
Sort Code: 30-99-38
Account Number: 02673373

Renew by 1st April 2025



Do you have an article
you'd like to submit
for inclusion in
BROADSHEET ?

The deadline for
Issue 697 is
Friday 25th April 2025

The Staffordshire & Worcestershire Canal and its Railways Part V

The following first appeared in Broadsheet in November 1987 and the second part of a series of articles written by Dr Patrick Thorn.

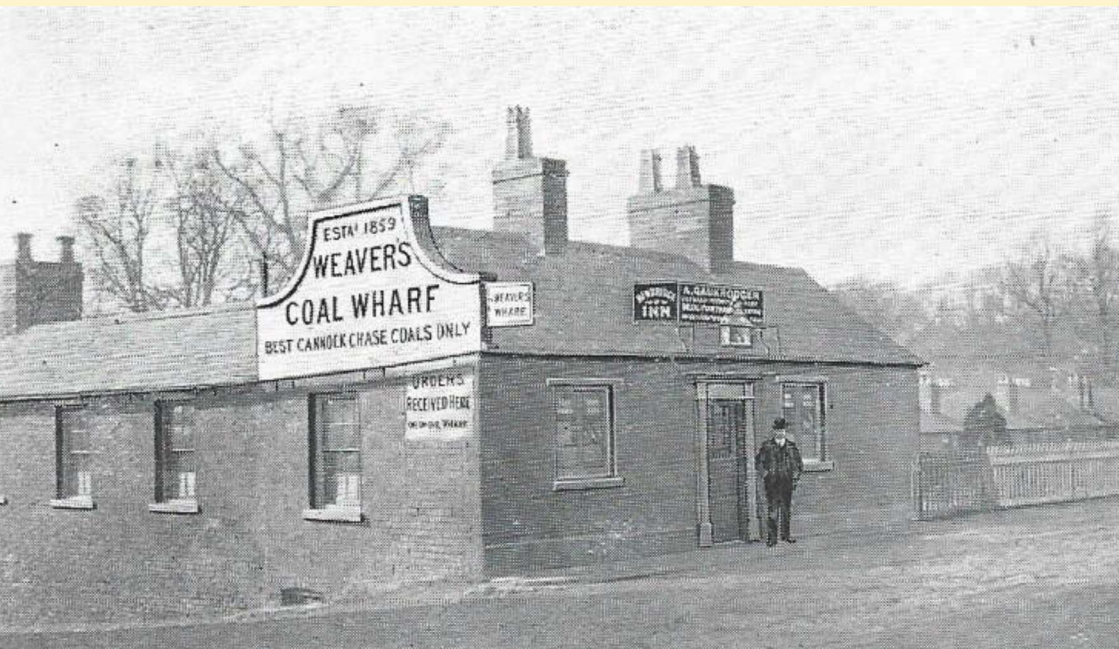
We are now left with five railways to consider. The horse-drawn tramway from Radford Wharf into Stafford only lasted a few years(2) and I have nothing to say about it. Each of the other four cross the canal once and all are in operation now. I propose to deal with the local mineral line out of sequence so that the three main lines may be taken together.

Littleton Colliery Railway

The original tramway from Littleton Colliery to Otherton Basin was built on

an embankment but was never used for coal(2), flooding overtook the mining shafts. It was two decades till the flooding problems were overcome and the Littleton Colliery Company formed in 1899(2). One of its early moves was to apply to the S. & W. C. Co. for permission to build a girder bridge over the canal so that their railway could go beyond the canal basin to join the L.N.W.R. main line just south of Penkridge: permission was granted on 19th September 1899 provided there was no narrowing of the canal(3) The S. & W. committee decision to charge £5 a year was reversed six weeks later! Trains carrying Littleton coal to Rugeley and

Weaver's Coal Wharf about 1906 - Typical outlet for Littleton Coal. Earlier Newbridge Inn than now.



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Ironbridge power stations cross this bridge daily in 1987.

Coal production started in 1902. On the 13th February 1902 the manager from Littleton put before the S. & W. committee their "plan of a proposed enlargement of the Canal Basin at Otherton". Much discussion took place at successive meetings mostly about who should pay - but eventually the first boat load of coal left on 26th April 1904. I think the loading gantry was put in later and Langford's Plate 14 shows that it was a formidable structure: as at Ashwood, boats were loaded from railway trucks overhead but at Otherton this was on a much larger scale. Coal went from this basin to wharfs in South Staffordshire, East Shropshire and as far as Welshpool

and Llangollen(14), from 1926 Stourport power station was added to the list.

The railway- canal interchange basin at Otherton was destroyed when the M6 was constructed.

Shrewsbury and Birmingham Railway

The northern of the two viaducts at Oxley carries the S. & B. over the canal. The S. & B. could be described as the S. & W.'s most aloof relative: apart from this crossing the two concerns had nothing to do with each other. The S. & B. got its place in canal history at the first "Battle of Wolverhampton": this took place on the B.C.N. at the top of the '21' alongside Victoria Basin in 1851. The incident was part of the prolonged

struggle for territory between the G.W.R. and L.N.W.R.

Grand Junction Railway

It took a decade to get through Parliament the Act approving the G.J.R. because of intense opposition from landowners and canal proprietors(15). The three main lines in our list all played their part as railways superseded canals in long distance carrying.

Opened in 1837 this was 'Britain's First Trunk Line joining Birmingham to Liverpool and Manchester. The bridge carrying the G.J.R. over the S. & W. is alongside Slade Heath Bridge (No. 72). Originally the bridge was a single iron span of 32 ft(15): probably some of the stone abutments are original. A few minutes towpath walk north from the present bridge takes you to a bend in the canal where inter-city trains suddenly pass just above your left shoulder! From Autherley Junction to Radford Bridge the G.J.R. was never far away so that now the railway is often audible and sometimes visible as it shares the Penk Valley.

Engineers with household names were associated with the G.J.R. George Stephenson, John Locke. Ursbeth Rastrick whom we met in Part 3, and Joseph Locke. Thomas Brassey is regarded by some railway historians as the greatest railway contractor ever and he built railways all over the world: he cut his railway teeth on Penkridge viaduct.

In 1835 Brassey appeared before a special meeting of the S. & W. C. Co. committee applying for permission to erect "a small crane at Acton Bridge on the line of this canal and a stage on the bank thereof for unloading stone and other articles to be used on the G.J.R.(13) The committee gave permission. Once the G.J.R. was established there is no evidence of much trading between canal and railway: however it may be that one of the reasons for changing the name of Spread Eagle station to Gailey in 1881(17) was that some railway-road-canal interchange took place there.

The directors of the G.J.R. were men of vision. The opening of the London and Birmingham Railway in 1838 joined London to Lancashire, but it was the G.J.R. directors who continually worked towards a connection with Scotland(15). This was an ambition which they pursued from the start: it came to fruition after amalgamation into the L.N.W.R.

Trent Valley Railway

The impending construction of the T.V.R. between Rugby and Stafford caused a major row between the L. & B. and G.J. companies(16).

Eventually "if you can't beat 'em, join 'em" won the day, and the L.N.W.R. was formed in 1847. The T.V.R. was a Birmingham by-pass which took both distance and time off the journey between London and Lancashire. Thomas Brassey was the contractor.

The T.V.R. is more closely related physically to the S. & W. than any other of the canal's railway relations. Two viaducts carry the T.V. over both the Penk and the canal: over these frequent inter-city trains sweep into the Sow valley. Originally there was only one timber viaduct over the Penk and S. & W.: that was burnt down in 1858(17) and replaced by wrought iron girders on brick piers. The second viaduct must have been added in the 1890's so that the T.V.R. could be quadrupled between Stafford and Milford and Brocton stations in 1898(16). Half a mile on railway and canal are so close for 600 yards that the railway overhangs the off-side of the canal: the supporting structure is impressive and presumably that also was built in the 1890's.

Canal and railway are adjacent again at Milford Bridge (No. 105). Just after that is the only place on the S. & W. where the canal had to move over to make room for the railway. A plan dated 1845-7(10) shows proposed diversion of the canal: the course of the canal now shows that this diversion was made.

A mile after Milford Bridge both sound and sight of inter-city trains vanish suddenly as the fastest route from Staffordshire to London enters Shugborough Tunnel in style.

I am grateful to the staff of Wolverhampton Central Library, Staffordshire County Records Office and the Public Record Office, Kew.



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FANCY A SEASON WITH “ERNEST THOMAS II” ?



Many members will be aware that I and several other Staffs & Worcs Canal Society members are heavily involved with the community trip boat ***Ernest Thomas II***.

We are now in our 39th season of operation, and into the 2025 Season.

Between Easter and November last season, the boat undertook 101 trips, with a variety of clients from disadvantaged, handicapped, and dementia groups. Our trips go mainly as far as Wombourne and Coven along the Staffs & Worcs canal, from our wharf at Castlecroft with a maximum of twelve passengers.

All the above, including the boat's maintenance, crew rostering, paperwork and bank work is carried out by our band of volunteers. In recognition of our work, we were awarded the Queen's Award for Volunteers in 2013 (the highest award available and considered to be the MBE for volunteers).

If you would like to see “our” canal from the water, and help serve the community at the same time, do contact me at gregory.lowerpenn@gmail.com or visit our website www.ernestthomas.co.uk for more information. We are an Accredited Training Centre for the National Community Boat Association, and have six qualified trainers to deliver all qualifications required by the Marine & Coastguard Agency.

Tony Gregory
Chairman - South Staffordshire Narrow Boat Co. Ltd.

Richard Parry to leave CRT after 12 years as CEO

The Canal & River Trust charity is today (23 January) announcing the decision by Richard Parry to stand down from his role as chief executive this summer after serving 12 years in the post. A recruitment process for the Trust's next chief executive will get underway shortly.

Richard joined the Trust in 2013, a year after its creation, and has led the Trust through its critical formative years to become an established and well-supported national charity.

Richard comments: "It has been an honour to lead the Trust through such a key period, working to build a sustainable future for our historic canal network, increasing the number of people benefiting from it and wider appreciation of its value to the nation. I have loved working with such committed colleagues and a rising number of amazing volunteers who together deliver the ongoing care that the 250-year-old canal infrastructure demands – and making so many friends amongst those who use our canals and share our passion for them.

"After 12 years it is the right time for me to hand over to a new chief executive to lead the Trust on the next stage of its journey, alongside our Chair, David Orr CBE who took up his post two years ago. My departure this

summer will fit into a cycle of succession, so that David and the new chief executive can look to the longer-term future, including strengthening the Trust's partnership with Government with over four years of the current parliamentary term to run.

"There is a huge amount of work for the Trust to do over the coming months and I will be focusing all my efforts on delivering our priorities until I hand over later this summer."

David Orr comments: "Richard has made a fantastic contribution, establishing the Trust as a much-admired national charity. He has led the organisation through many challenges and chalked up many achievements over the past 12 years. He has been dedicated to the national treasure that is our canal network, venturing across the country to be a visible, engaging leader.

"We face many more challenges in the years ahead, and the Board and I will be looking to recruit a successor of the calibre needed to follow on from Richard, to take the Trust forward on the next phase in our journey, to grasp the wonderful opportunities we have to use our canals to support many of our national priorities and improve the lives of millions of people."

Planned Battery Energy Storage System at Lower Penn Poses Risk to Staffs & Worcs

The Staffordshire & Worcestershire Canal Society (SWCS) has written to formally object to the planning application for a proposed Grid-Scale Battery Energy Storage System (BESS) near the Staffordshire & Worcestershire Canal at The Roughs, Lower Penn. While we acknowledge the importance of renewable energy projects, we have significant concerns regarding the proposed development's compliance with industry guidelines, particularly in relation to fire risks and pollution control.

In particular, we have concerns regarding the safety of the site and how this could impact the canal in the event of an issue and local environmental considerations: There is a danger that the pools that feed the canal or the canal itself could become contaminated

1. Pollution Risks and Fire Water Runoff

Our most significant concern is the potential for pollution of the Staffordshire & Worcestershire Canal in the event of a fire at the proposed energy storage facility. Battery storage systems, particularly lithium-ion batteries, present a high fire risk, and the resulting fire water runoff could contain harmful chemicals, including

heavy metals, toxic substances, and contaminants from the batteries themselves.

The NFCC guidelines emphasise the importance of robust fire suppression measures, including proper site containment and the ability to contain any fire-related runoff. It is unclear whether the proposed development includes adequate systems to prevent contamination of nearby watercourses, such as the canal, should a fire occur.

Recent incidents, such as the industrial pollutants entering the canal at Walsall, highlight the catastrophic consequences that uncontrolled runoff from industrial accidents can have on local watercourses. If fire water from the site were to enter the canal, it could cause extensive environmental damage, harm to aquatic and non-water born life, and degrade the quality of the waterway for public use. The canal is not static and water from here flows to the River Severn at Stourport. The canal is a valuable heritage asset, and any contamination could have long-lasting detrimental effects on its ecosystem and surrounding communities.

The canal is also home to a significant number of families and is key part of the operation of number of business's and charities near Lower Penn and much further beyond. Who simply cannot afford to be put of business by a failure to manage a chemical spill in the middle of the countryside.

Given the experiences in Walsall it has been necessary for Canal River Trust to seek support via a Just Giving Charity page to raise funds to address the clean up. A clean up that is expected to be in the order of years to resolve with insufficient funding to address.

Given the proximity of the site to the canal, we strongly urge the Council to ensure that comprehensive pollution control measures are implemented, including:

- Containment systems that can prevent runoff from reaching the canal.
- A clear plan for dealing with fire water and ensuring it does not contaminate nearby watercourses.
- Emergency response plans that include coordination with the Canal & River Trust and local environmental agencies.
- We also understand that

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dealing with issues with a site such of this are outside the experience of the local fire services and therefore may require support from other services, with this in mind what is the view of the services that might be called up on to support an incident at this site.

2. Environmental and Heritage Concerns

The Staffordshire & Worcestershire Canal is a leisure resource (cyclists, walkers, runners, anglers, canoeists, paddleboards and boaters), a designated heritage asset, both historically and environmentally (Green Flag recipient and a not insignificant green corridor linking the North and South of England). As a local and national treasure, it is crucial that any developments in its vicinity are carefully considered in relation to their potential impact on the canal's character, ecosystem, and accessibility for the public. What happens in Lower Penn could have far reaching implications that reach well beyond Staffordshire and the West Midlands. We are particularly concerned about the potential visual, noise, and air quality impacts of the development, as well as the risk of contamination in the event of an emergency.

The Society urges the planning authority to ensure that any approval of the development is contingent on

the implementation of strict measures to protect the canal and its immediate environment from all forms of potential harm.

Conclusion

In conclusion, the Staffordshire & Worcestershire Canal Society objects to the planning application for the Grid-Scale Battery Energy Storage System. We believe that the proposed development does not adequately address critical safety concerns outlined in the NFCC guidelines, particularly in relation to fire risks, site access and potential contamination of the canal in the event of an incident. The proximity of the development to the canal raises significant environmental and safety concerns that should be addressed before any approval is granted.

We urge the Council to reconsider the proposal and ensure that all necessary precautions are in place to prevent harm to the canal, local wildlife, and the community. The SWCS would welcome further consultation with relevant authorities and stakeholders to ensure that the proposed development is designed and managed with the utmost regard for safety and environmental protection.

Land Gift to Speed Up Canal Restoration



Daniel Hassall (Persimmon Homes) shakes hand with Derek Lord (LHCRT)

A DEVELOPER has donated a parcel of land in Lichfield which will speed up canal restoration.

The land – owned by Persimmon Homes, which is creating its St John's Grange community in the Staffordshire city – will now belong to Lichfield and Hatherton Canals Restoration Trust to manage, enabling it to restore a key junction and make the movement of canal boats easier for those passing through the area. Pictured at the ceremony is Derek Lord from the Lichfield and Hatherton Canals Restoration Trust and Persimmon Homes West Midlands managing

director Daniel Hassall.

The handover was marked by a visit to the canal by Persimmon Homes West Midlands managing director Daniel Hassall.

Daniel said: "Handing over this land to the Lichfield and Hatherton Canals Restoration Trust is the latest example of our successful partnership with the local community around which we build our homes."

Derek Lord, planning and technical trustee at Lichfield and Hatherton Canals Restoration Trust, said: "We are so grateful to Persimmon Homes for this generous land transfer, which will enable us to continue the restoration of the Lichfield Canal. This follows on from the two culverts that Persimmon Homes funded to allow access over the canal into the St John's Grange development, showing the positive difference the company makes in addition to house building."

Daniel concluded: "It was great to meet Derek Lord to see the positive impact this land transfer will have on the trust and the wider area.

"We'll continue to work closely with our local partners to ensure our investment makes a positive difference to communities."

Iconic Canal Routes Transformed into Urban Nature Havens



Peter Hoarle, Canal & River Trust enterprise manager, Guy Fearenside, lead volunteer for the Walsall area, and Julianne Joyce, community co-ordinator, centre, with a group of volunteers working at Walsall Lock Flight.

Neglected areas of the region's iconic canal network are being transformed into urban nature sites to boost wildlife and create attractive places for local people to walk, run and cycle.

More than seven miles of canals running out of Birmingham and into the Black Country are being enhanced thanks to £100,000 from the West Midlands Combined Authority (WMCA).

These once busy trade corridors are being improved as part of the Canal & River Trust's Wild Waterways project.

Locations for the improvement work include:

One-and-a-half mile stretch of James

Brindley's 21 locks through Wolverhampton, built in 1771 to connect the Birmingham Canal with the Staffordshire and Worcestershire Canal

The 200-year-old Walsall Lock Flight on the Walsall Canal, between Walsall basin and the Birchills Junction

Four miles of Brindley's Birmingham Old Canal Mainline out of the city centre, up to the new Midland Metropolitan University Hospital

The project will see new tree, shrub, wildflower and wildlife habitat areas planted and existing ones significantly improved. Regular litter picking patrols will also be introduced.

The initial work will be carried out by local volunteers but community groups are also being urged to get involved to help maintain the historic routes in the years to come.

Richard Parker, Mayor of the West Midlands, said: "This funding will see key sections of our historic canals transformed into safe, nature-rich spaces for our communities and tourists to enjoy.

"They were originally built to bring trade and prosperity to the West Midlands but three hundred years

later we are repurposing them for our 21st century lifestyles.

“By working with the Trust we are providing new opportunities for people to get outdoors and enjoy nature, boosting personal health and wellbeing.”

Julianne Joyce, community coordinator for the Canal & River Trust, added: “Our canals are such fantastic, biodiverse places to be, and funding like this is so important in making sure they remain accessible and attractive for local people and boaters.

“These are wonderful green and blue spaces – not what you’d expect from one of the most urbanised areas of the

country. We want to encourage people to come here and get away from the traffic to enjoy the wildlife, get active and improve their wellbeing.”

The WMCA has supported 55 charities and community groups with more than £1.6 million of environment funding. The money has improved the lives of more than 500,000 people, enhancing and creating new nature sites and bolstering the region’s resilience to climate change.

Funding for the Canal & River Trust’s Wild Waterways project has come from the WMCA’s Community Environment Fund, set up as part of the Commonwealth Games Legacy Enhancement Fund.

The logo for J. & H. Trimmings, featuring the letters 'J&H' in a stylized, bold, blue font, slanted diagonally upwards from left to right.

Presented by: CLIFF TURNER

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Stourbridge Open Weekend

Dear Fellow Boater,

The Trustees of Stourbridge Navigation Trust have decided that the Annual Stourbridge Open Weekend at The Bonded Warehouse will go ahead again this year on October 18th and 19th. This will be the 40th Open Weekend staged by the Trust, and its predecessor; although the first was 42 years ago in 1983 as Covid-19 caused us to miss two years.

We are determined that this anniversary event will be one to be remembered. It will also be recognising 50 years since the start of determined efforts by a band of volunteers to reopen the Town Arm after neglect following the 1962 IWA Battle for the Stourbridge Canal. This year also celebrates 40 years of the legal existence of the present Trust and the availability of the Warehouse to community use with the formal opening in 1986. The year 2000 saw the Trust become financially sustainable and stopped relying on public funds and begging bowls. Also, 25 years ago, the Open Weekend boaters were treated to a mud-free towpath. This had been completely rebuilt with the Trust working in partnership with British Waterways (now Canal & River Trust) and Dudley Council using funding all raised by the

Trust.

For Boaters attending this year we will be producing a special boater's plaque with no extra cost to boaters above the Boat Entry fee of £15.00.

One request we make now – we need volunteers to help run the event. Like all voluntary organisations, we are short of help. Why not do your bit to help run this event? A few hours between Friday morning and Monday lunchtime would be very welcome. Or how about becoming a Trustee? Please email your interest as soon as possible to our Manager.

Please download the Boater's Entry Form below and return the completed form to us by post or simply popping in to The Bonded Warehouse, Canal Street, Stourbridge, West Midlands DY8 4LU.

The team of Harbour Masters look forward to welcoming you this year.

We wish you a good cruising year.

David Caunt
Harbour Master again (for the last time)

40th Anniversary Stourbridge Open Weekend**18/19 OCTOBER 2025****BOAT ENTRY FORM****About you.**

Name Telephone -
 Address Home.....
 Mobile.....
 Post code
 Email.....

About your boat

Boat name CRT Reg. No.....
 Boat lengthft/.....m Draft
 Special features (eg Trad, Tug).....
 Expected day of arrival on site
 Special requests (eg dogs)

Weekend Entry fee £15.00, including a **special anniversary plaque**, payable with this form by -

- Cash to the SNT Office
- Bank Card by ringing the Trust Manager on 01384 395216
- BACS to Sort Code 40 43 17, Account No 42049066, with reference O.W. Booking followed by your boat name.

Entries received after 7 October 2025 will be treated as late entries for the allocation of your Weekend mooring position to allow the Harbourmaster time to do all the work involved.

Please read and sign the reverse of this page – essential!

Conditions of Entry

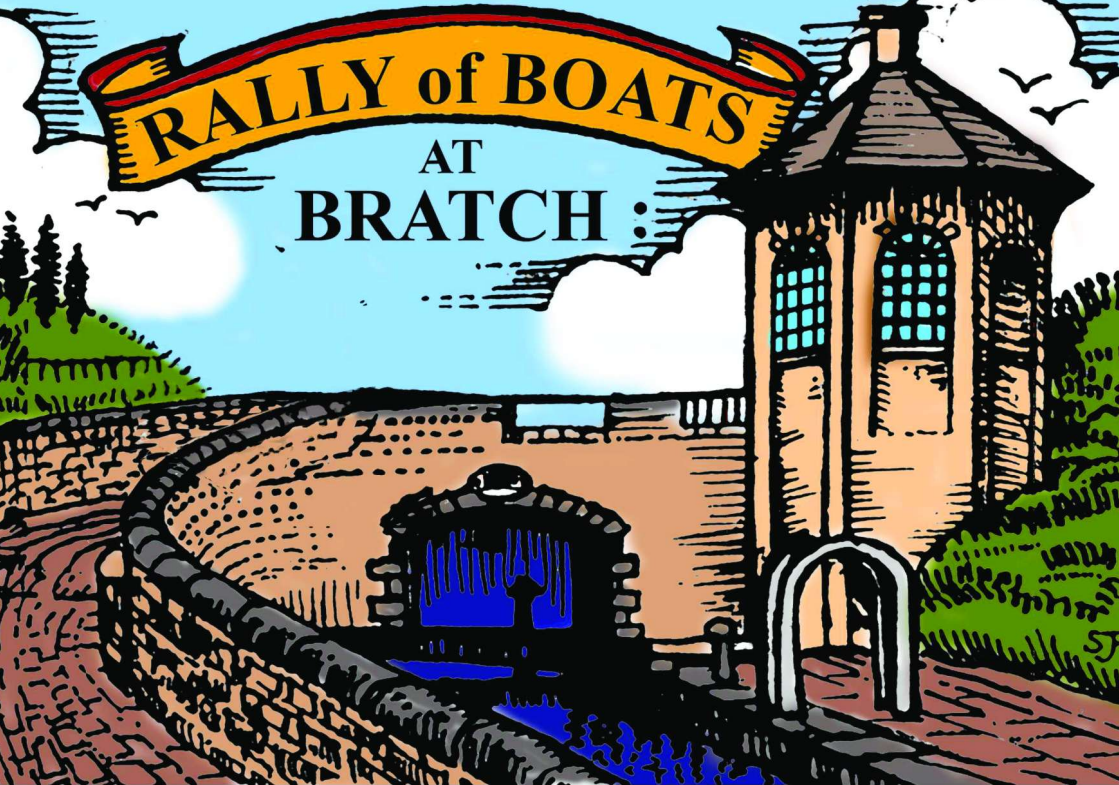
1. All information you submit on this form should be complete and correct at the time the form is submitted. You should advise any changes to the organisers as soon as possible. This entry covers the named boat only and no refunds will be made if you cancel your attendance. The Trust reserves the right to refuse any entry without giving any reason.
2. You confirm that you hold third party insurance to indemnity of £1,000,000.
3. You agree to abide by all relevant licensing requirements of Canal and River Trust whilst the boat is moored at the event, including the display of the correct craft license and satisfying the requirements of the Boat Safety Scheme.
5. You agree to comply with the directions of the Harbourmaster including mooring abreast as required. The decision of the Harbourmaster as to the allocation and other arrangements is final.
6. Moorings are at the absolute discretion of the Harbourmaster and may be changed at any time. The Harbourmaster reserves the right to move any boat from the moorings before, during or after the event should the need arise.
7. The Trust will not be held responsible for any loss or damage, other than those the organisers are legally liable as a result of their negligence. You should ensure that you have adequate insurance to cover any accidents or other losses.
8. You agree not to undertake any trading whatsoever from the boat covered by this entry. Land based trading entry forms for the site are available on request.
9. You agree not to leave any litter, or cause pollution to the waterway, the towing path, the event site or the surrounding area, this includes not discharging toilets into the waterway and not leaving excrement from pets on the towing path or surrounding area. Mooring pins are to be kept as near as possible to the towpath edge and clearly identified.
10. You agree not to cause a nuisance to other people nearby, whether by excessive noise or other activity. Engines and generators should only be run to charge boat batteries and only between 08.00 and 18.00 hours.
11. You agree not to store on your boat any article of flammable or explosive character other than fuel and lubricants as allowed under the Boat Safety Scheme. This is for everyone's safety in the unlikely event of a fire.
12. All information provided by you will be stored in accordance with current legislation. A copy of this information can be made available to you on request to the Trust Manager. The Trust promises not to sell your details to anyone else.
13. The Trust warns all attendees of the danger of Weil's Disease (Leptospirosis) and other waterborne infections. The Trust cannot be held responsible should any disease be contracted whilst attending or travelling to and from the event.

I confirm that I have read and agree to comply with these conditions.

Signed

Name in capitals

Dated



**10 am - 5 pm Saturday & Sunday
30th - 31st August 2025**

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 30th - Sun 31st August 2025



Staffordshire & Worcestershire Canal Society

Entry Form

Title		Forename		Surname	
Address					Telephone
		Home			
		Mobile			
Post Code		Email			

Boat Name	
Length	
Draught	

All entries to be in by Monday 18th August

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

I confirm that I have a current licence and insurance. Signed. _____ Date / / 2025

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.

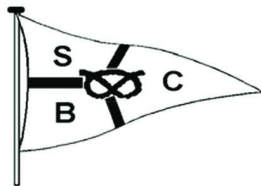
Note:- The only facilities onsite will be rubbish disposal which is located next to the bottom lock. Nearest water points are Greensforge, Autherley Junction or Gailey so please ensure that you have topped up before arriving onsite.

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*

February 10th

Mary Bodfish - Beer, Bets & Bull Baiting

March 10th

Neil Barnett - Manchester Ship Canal and River Mersey to Liverpool

April 14th

Phil Clayton - Thames Tales

May 12th

Anthony Poulton-Smith - Crime on Canals

Local Events

Stafford Riverway Link Open Weekend

Sunday 25th & Monday 26th May Baswich Lane ST18 0YJ

Rally of Boats at Bratch

Saturday 30th – Sunday 31st August Bratch Lane WV5 8DH

40th Anniversary Stourbridge Open Weekend

18th-19th October Canal Street Stourbridge

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

