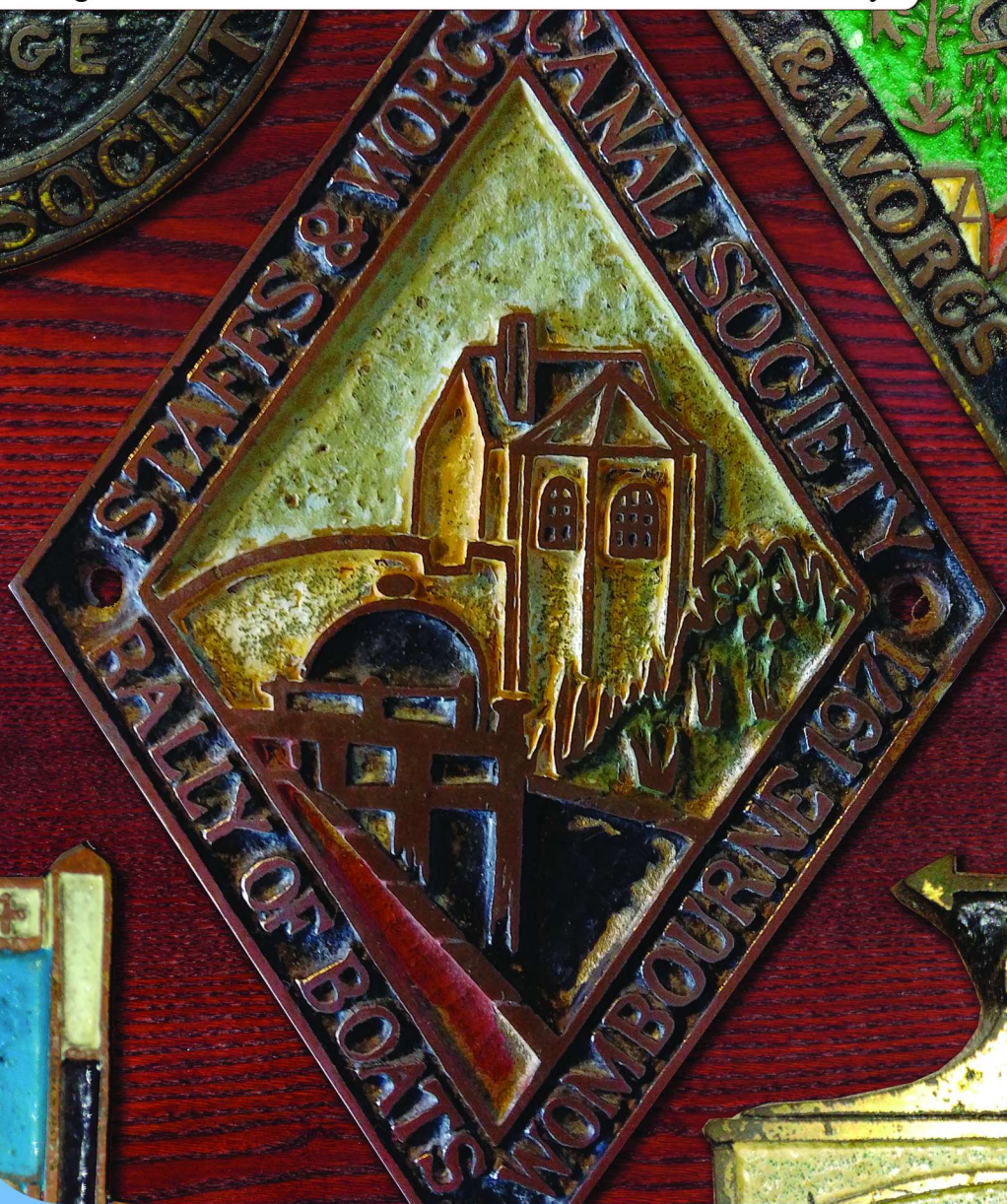


BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



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Staffordshire & Worcestershire Canal Society 2024 -2025

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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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Editorial

Welcome to the Spring edition of the Broadsheet! As always, a warm thank you to everyone who has contributed articles, ideas, and updates. Your involvement continues to shape this publication into something both informative and enjoyable.

This issue includes the Reminisce, an article from J.H. Parker-Oxspring that many members may recall inserted in Broadsheet long ago. I would like to express my thanks to Tony Gregory and Steven Gray for kindly providing a copy of this historical gem.

Tony has also completed the audit of Bridge Name plates which will be in the next edition.

Attention now turns to preparations for the rally at Bratch I hope many of you are planning to attend and support this and the other events in our calendar.

Lastly, a quick note about deadlines: the next edition is due out in September, so please ensure any submissions are with me by the last Friday in August.

Happy reading .
Max



Chairwoman's Remarks

The boating season has kicked off and already there are a slew of events lined up. We've already started with the West Midland Users Forum for Canal and Rivers Trust. It is held on zoom with local and national representation from CRT along with interested parties in the region. This time it was suggested that the name be changed to Boaters Forum, which I think is a good idea because I've never been fussed on the name! There is a lot of information shared during this event and we are asked to submit questions prior to the event in order to keep the running time down although some questions after presentations are permitted. If anyone has any questions they would like to raise with CRT they can of course submit directly themselves or raise with the Society to follow up directly or via the next Forum in October.

It was a positive meeting all round with notices that the cutting of vegetation was increasing apace which is good news. The new refuse regulations are being rolled out across the network, which I imagine will sit alongside the investment to Boater Facilities across the network. We were updated on the the work taking place and scheduled work. You can report any issues on the canal direct to CRT or raise serial issues with us as a society to report. Whichever way you choose to report,

please where possible use What 3 Words for the location as this is very helpful.

One concern which was raised and discussed at length was the use of the canals by paddle sport users. We all share the canal and it is great to see so many people out and about using it, however there have been reports of dangerous incidents taking place with paddle sport enthusiasts going through tunnels where prohibited or without sufficient lights, or even going across Pontcysyllte standing up on a paddleboard! CRT advised that most users will be members of clubs which are mainly sensible but due to the increase in uptake of watersports that not all users make wise choices. I think this is one to watch out for in the future. I for one, can feel quite nervous when steering a large heavy steel narrowboat and number of canoeists appear! I dread to think what would happen should I meet them in a tunnel or an aqueduct. Does anyone have any thoughts or experiences on this to share?

Events for the summer are already looming. WBDCS Rally took place this May Day Bank Holiday, BCNS Boat Gathering on the 16th – 18th May, Stafford Riverway Link is the 25th/26th of May, Coombeswood Canal Trust Open Day is scheduled for the 7th and 8th of June and of course Crick is a regular feature along with a multitude of Waterways Events.

Please support your local waterways wherever you are by attending these events. Details can be found in local press, Towpath Talks, CRT and all good retailers.

Speaking of support The IWA Flotilla to Westminster will already have taken place by the time you read this and The Mon and Brec is in need of support as well. There is an article later in the magazine and an online petition with the Senedd in Wales that I would urge you to sign. The Mon and Brec has always been on my bucket to list. I just hope that by the time we are able to do it that it is still in water.

I wish you a summer full of sun, boat rallies and campaigning to save our waterways.

Rhian



October AGM

Just a reminder that the AGM has been moved to October.

The minutes from last years AGM will therefore be presented in the next edition.

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?

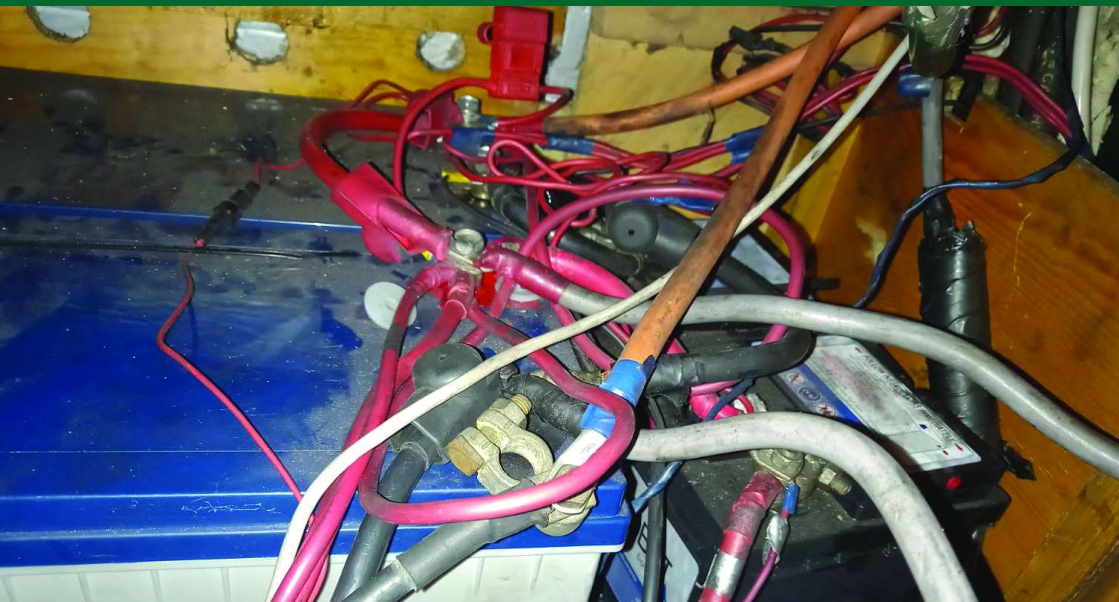
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before?
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Contact - Rhian
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More unsafe boats on waterways says RCR



River Canal Rescue is concerned over the increasing number of unsafe boats cruising the waterways. The marine breakdown assistance company estimates around 16% of its 3,500 yearly call-outs are due to poor electrical/wiring installations and battery connections, safety lapses and carbon monoxide exposure; up from 12% 18 months ago.

Examples include live 240V cables hanging in the bilges, overloaded electrical connections, surplus battery wires and badly-fitting diesel lines.

Boat owners have a responsibility to obtain a valid Boat Safety Scheme certificate every four years, but RCR believes such a length of time between visits leaves any post-pass

modifications unchecked until the next inspection. The BSS recognises this does happen, but says it is not responsible for enforcing navigation authorities' safety standards between inspections.

RCR managing director, Stephanie Horton, opines: "With such a length of time between checks, anything can change. For example, we have a ludicrous situation where if a boat sinks and is refloated, its BSS still stands, despite the condition of the boat."

Stephanie is also concerned at the number of failures, which potentially could have been picked up at inspection.

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BSS general manager, Kevin Tyson, says: “We take the quality and integrity of our examinations extremely seriously. Our examiners are supported by a programme of routine training, they’re quality assurance assessed and we use data-led monitoring to detect any inconsistencies.

“Out of the 21-22,000 inspections BSS examiners undertake annually, the numbers of issues we find and the complaints we get about inconsistency are comparatively tiny. On the whole, they’re doing a good job finding over 34,700 non-compliant items each year. No system is immune to human error, so we actively investigate all reports of substandard examinations

and provide additional training and support where needed.”

Stephanie continues: “We often find a legitimate certificate has recently been issued, there are no modifications, yet the boat is in a perilous state. Anecdotal feedback suggests in some cases, this may be due to ‘obtaining’ a pass without a visit.

“When we find boats in dangerous conditions, we advise customers to report back to the BSS, however many feel that doing so will cause them more issues or affect their boat’s certification.”

Kevin agrees: “We encourage boaters to report any concerns to the BSS so we can act promptly.”



“Owners are putting themselves, their boats and potentially others, in dangerous and on occasion, life-threatening situations,” Stephanie concludes. “All boaters need to take responsibility for the condition of their vessels, and equally, the BSS, which we fully support, in our opinion needs to invest more in monitoring and checking the passes being given.”

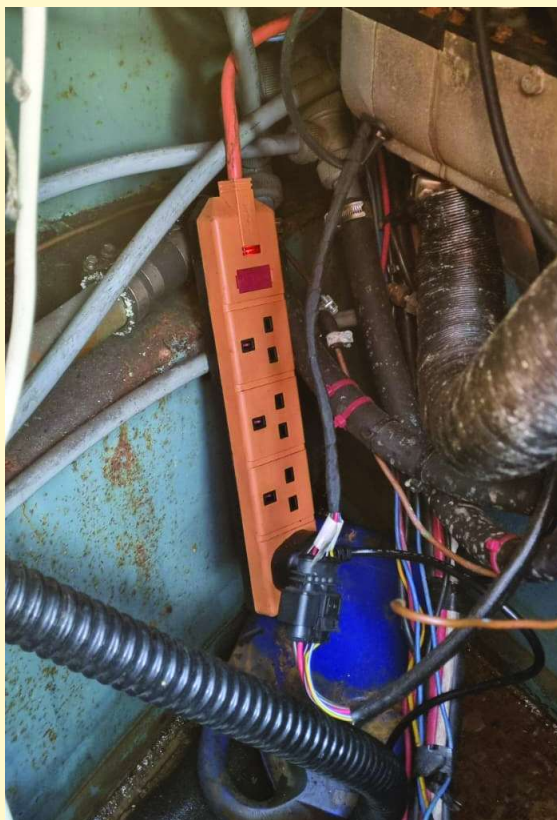
The BSS states its examination observations relate solely to the condition of the boat at the time of inspection and maintaining that level of compliance is **the owner's on-going responsibility**. The BSS reminds the vessel must be maintained in accordance with [safety requirements](#) and any other licensing, registration or mooring conditions of the relevant navigation or harbour authority.

Case studies

An engineer attended to replace some domestic wiring and found a 240V extension sat in the bilges, with 240V and 12V cables cable tied together, no isolation and no circuit board protection for some systems. There was also under-rated cabling and poor

crimping. The vessel, which had recently passed a BSS, was deemed extremely unsafe and a full overhaul of electrical systems advised.

An engineer was called out for a starter motor issue, and found the owners had recently replaced their three domestic batteries with one large battery, leaving the wires from the two now missing batteries still in place, connected to the battery bank. Rather than removing them, two positive and two negative wires were hanging in to the bilge area, waiting to cause anything from a short-out, to electric shock, fire etc. Posing a threat, the engineer sorted out their wiring and returned a day later to fit a new starter motor.



A customer had fresh diesel lines fitted on the engine (not by RCR) and was concerned about a diesel smell and diesel in the bilge. The engineer found the diesel line union was incorrectly fitted and it was spraying diesel over the exhaust wrapping. Diesel ignites at 56 degrees so they owners were lucky this didn't cause a fire. The engineer refitted the union and advised not to run the engine until the exhaust wrapping was changed, because it was diesel-soaked. Customer replaced it the next day.

An engineer attended an all-steel narrowboat to work on an engine problem. Upon arrival the customer advised she and her partner had been suffering with very bad headaches and

extreme tiredness. After entering the engine bay, the engineer found the whole area covered in thick black soot and the exhaust broken away from the housing. He was told it had been like that for a 'good while' and that while running their engine to charge the batteries for their electric, they were falling asleep. With the exhaust no longer connected, the engine was pumping carbon monoxide into the boat. There was no carbon monoxide alarm and in the engineer's opinion, 'they were very close to death'. The issue was sorted out the same day.



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Reminiscence

by J. H. Parker-Oxspring, IVI.B.E., M.Sc.

Foreward:

This evocative reminiscence by J.H. Parker-Oxspring, first circulated as a Broadsheet insert 40-50 years ago, offers a richly personal and historical journey along the Staffordshire and Worcestershire Canal. As both a local resident of Tixall and a meticulous observer, Parker-Oxspring blends lived experience with historical insight, evoking the character of a changing landscape shaped by centuries of navigation and engineering.

Readers should note, however, some factual clarifications offered by Julian Souter: There are a couple of errors: Richard Whitworth wasn't a knight of the realm. Several sources confirm this including his own will. Secondly the man who is named as owning Tixall Hall is wrong on two counts. When the canal was being built it was Thomas Clifford. Some time previously it had been owned by the Anson family (of Shugborough Hall fame) - not Aston as stated in the article. Finally the proof of the reason for Tixall Wide being cut can be found in the East Riding Archives in Beverley, Yorkshire where the Clifford family papers are held. A document headed 'A Proposal' is in fact the agreement between the canal company and Clifford that includes Clifford's conditions for building the

Wide as a consequence of moving the canal half a mile closer to the Hall than was originally intended. The company would have used the spoil to make embankments nearby as was common practice but this is not the main reason for the Wide.

Ed.

In the beckoning warmth of a sun that has rolled away the lingering clouds, rear-guard of a late depression, and with a drying wind that made the towpath negotiable, the temptation to stroll along the canal was irresistible. How many times in the last thirty-seven years, I thought, had I done just this: in Spring, as today, in high Summer, amid russetting trees in the fall, in frozen Winter with Tixall Wide populous with skaters as a Peter Breughal landscape. Each trip had its memories, all now resurgent, as when I cycled back from Great Hey-wood to Radford along the deeply frozen canal, or the morning of Autumn mists that lured me towards Hay wood at 6.30 a.m. It was all so familiar, so attractive, that the only question was where I should begin and what the itinerary; for time does not seem to matter when one is walking.

It is satisfying enough to accept the scene as one finds it, both canal and attendant Sow, without thought of the past or what the future holds in store,

but to ponder on its history somehow gives perspective to the scene, recalling the men who made it and, having served their age and generation, passed quietly from our vision.

It is not always appreciated that it was not pre-ordained that the present canal should be the route by which the trunk canal planned to join the Mersey and the Trent should communicate with the Severn to give access to Bristol, for had Sir Richard Whitworth succeeded with his alternative idea, it would have been from a junction near Great Bridgford, four miles north of Stafford, through Eccleshall and Newport to the Severn at Tern Bridge, below Shrewsbury — and a very good case he made for it.

Neither was it in the minds of the promoters who set their seal to the Grand Trunk on Brindley's line at that famous meeting at Wolsley Bridge on the 30th December 1765, for they explicitly rejected all talk of branches. No, the "Wolverhampton" canal stemmed from the initiative of others, centred in and around Wolverhampton, who worked upon their plan with exemplary expedition to enter a petition with Parliament for their proposed scheme.

Advance notice of their intention appeared in Aris's Birmingham Gazette so early as the issue of the 30th January 1766, advertising that "A scheme is on foot for making a Navigable canal from Red-stone's Ferry on the River Severn, thro' Kidderminster to Autherley, near Wolverhampton, and from thence down the River Penk, in order to join the Canal

intended to be made from Wilden Ferry to Liverpool, near Shugborough, which will open a communication between the Ports of Bristol, Liverpool and Hull, and be attended with great Advantage to those parts, as well as to the Trade and Commerce of the Kingdom in General."

A Public Notice in the same edition announced that a "Meeting of Land-Owners, Merchants and Manufacturers, who may be interested in or affected by the proposed Navigation, is desired at the House of Thomas Badger, known as the sign of the Red Lion in Wolverhampton . . . on Wednesday, the 29th January 1766, at Eleven o'clock in the Forenoon, in order to consider of the most effectual means of carrying the same into Execution, for the Advantage of the Landed, and Benefit of the Commercial Interest."

By the 7th April 1766, Aris, was in a position to report in his Gazette the full proceedings of a "very numerous Meeting of Gentle.. men" held in Wolverhampton on the preceding 24th March, to the effect that application was to be made to Parliament "this Session" for the canal, now designated as joining the Severn "at or near a place called the Stour's Mouth" and to connect with the intended canal between Wilden Ferry and the Mersey "at or near Shutborough."

It says much for the drive that exercised the promoters of the "Trent and Severn" canal that they succeeded in getting their Act on the same day as the Grand Trunk, the 14th May, 1766, when "His Majesty went to the House of Peers,

attended by their Graces the Dukes of Rutland and Manchester and gave the Royal Assent" to a number of canal Bills.

At this remoteness in time we are inclined to assume that Parliamentary authority for so considerable an undertaking would embody to the last detail the course and administrative minutiae incumbent on a present day contractor, following the deposition of precise plans and the hearing of Objectors, but not until the Orders of 1792 was it obligatory for proposals of this nature to be advertised in the London Gazette and local papers before presentation to Parliament and for maps, costings etc. to be deposited with Clerks of the Peace. So with the Staffs. and Worcester. Yet, in spite of some extraordinary detail that found its way into the original Act, (6 Geo. III, cap. xcvi.) it required a supplementary Act four years later to iron out some of the imprecision's of the original.

No more was this evident than in the line to be followed from Milford to Haywood where, after crossing the Trent by aqueduct about a hundred yards short of its junction with the Trent and Mersey canal, their waters commingled beneath that most graceful and slender of bridges. Here is one abbreviated passage from the Act that sets the scene, all the more interesting for the fact that the landmarks have disappeared, or are capable of identification only on the most superficial evidence.

"Provided always that the Company are required to make that Part of the cut

from the South side of the River Sow, and over the said River to the River Trent, on the Course and Direction hereinafter described, that is to say, Through a Piece of Land belonging to Thomas Anson Esq in in the Parish of Colwich, in the County of Stafford, called Tutor's Hill, in a direct line from an Oak Tree now standing therein, to the said River Sow, and to convey the samce upon proper Arches over the said River Sow, and through the Close or piece of Land in the Parish of Tixall on the north side of the said River, called or known of Hollis Close ... and from a certain Gate, on the side of the Lane leading from, Hollins Ford to Tixall, into the corner of a certain meadow ... etc.

All very confusing, one must admit, until a close inspection of the terrain, when the close bosoming of canal and river and the confines of the contour, make one realise that this involved a delicate adjustment of line as vital to the contemporary navigator as to the well-equipped contractor of today. To walk from Milford to Great Haywood is to admire still the judgment of the men who contrived and carried out their artefact so long ago, particularly to Thomas Dadford who built the two aqueducts spanning Sow and Trent, lodging at Tixall the while he made them. Mention of Tixall inevitably raises the question, why the Wide? Some 'have ingeniously imagined it as a pleasance, imposed by the Aston s of Tixall Hall to enhance their vista, but more patient examination would suggest that it was determined by the lie of the ground, requiring soil to be dragged forward to create an embanking bound-ary for the



*Ephraim Talbot
Once Lock Keeper at Tixall*

canal. But there are other exciting features of the canal that time has erased, or may now pass unnoticed. From Gailey, the northern end of the long summit pound, to Heywood Junction is no more than 12 miles, with a total fall of 101' 3", but for the last six miles after negotiating Deptmore lock the fall is only 4' 3", with Old Hill the only intervening lock. Here, for long years Ephraim Talbot lived and reigned as lengthman, supported by his kindly wife and innumerable cats. Many the walk that has been cut short at Old Hill Bridge for the sheer pleasure of chatting with Ephraim about old times and the commercial boats that used to pass there.

Brindley was a contour man, as the canal engineer of those days had to be, which

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makes it interesting to see how he followed the 250' contour line all the way from Deptmore lock round the sandstone bluff of Radford, by Baswich to Milford: not the eye-taking sinuosities of the later Oxford canal at Wormleighton, but nevertheless a good example of the principle that simplified the cost of construction.

The Staffs and Worcester was essentially a trunk line: it avoided Stafford, ran beneath Wolverhampton and below Stourbridge, but embraced Kidderminster in its stride in following closely the course of the Stour, which in places Brindley neatly diverted to his purpose. It was an immediate success, but as a commercial enterprise, greatly enhanced by the later construction of both the Birmingham and Stourbridge colaterals that gave an impetus to the carriage of industrial freight from its source. It managed to remain a proprietary enterprise throughout its existence until nationalisation, unlike so many canals that fell into the hands of the later railway companies.

Many express surprise that Brindley should have ignored Stafford, only one and a half miles from Radford, when determining his line, but a close study of the map will show the added difficulties this would have entailed. As it was, when the need arose, it proved easier to serve the town by indirect means. At first the connection was effected by means of a horse tramway from Radford — what one writer later

called the "port" of Stafford. The tramway, opened in 1805, crossed the Penk by the road bridge and followed the present A.34 to the Green Bridge in the centre of the town. After thriving for some years, it was decided to make a direct water connection through a lock built at St. Thomas in Baswich to join the Sow through a short curved channel, the remains of which can still be seen. The river itself was canalised leading to a wharf, also at the Green Bridge. This means of access to the county town remained in use until the 1920's but the basin is now filled in and provides the inevitable car-park. The old lock at St. Thomas has been similarly eradicated and the Connection with the main canal, under a towpath bridge, removed. The present writer well remembers the junction and the old lock, as he does also sleepers from the earlier horse tramway being lifted near the Green circa 1938. Navigation of the canalised Sow could be a tricky operation in times of flood and it is only in fairly recent years that the former disastrous flooding of the town has been obviated by the River Board.

During the past thirty-five years many changes have occurred over the six miles from Deptmore to the junction, not least perhaps at Radford itself. The casual observer may notice the slight bend here as the canal goes beneath the bridge, but he is less likely to have observed the straight line of hedge that marks the original boundary of the Company's property. It was along



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this line that the short basin was accommodated, giving direct access to the high-way, with the wharf in between. Regrettably, the old Radford Bank stores that served canal users with necessities, has now been demolished with its attendant house adjoining the driveway to the wharf. The old coal wharf has given place to a boat-building establishment which has recently built new premises nearby.

One of the prettiest scenes on the canal for many years was just under the Radford Bridge where, for a few hundred yards, there was a shallow widening, forming a natural water garden to the "Shawms," the former residence of Mr. H. J. Bostock of Lotus Shoe factory fame and one time Mayor of the Borough. This short reach was always profusely clothed with water-lilies. The glint of sunshine on these as on the darting wings of kingfishers made this a pleasing retreat for the passing boater.

From here to Baswich the grassy hillside with the ancient church of Holy Trinity the only landmark, has given place to a housing community, closing in towards the water's edge. Just beyond the church, where the canal contoured to the right, stood the old Salt Works, low wooden buildings which covered the salt pans of the old method of extraction. A short basin accommodated the boats that delivered the coal they required. Forty years ago the canal as a commercial waterway ended there, the "head of

navigation" as it were for the weekly boat that quietly delivered the necessary fuel. All this has gone too, replaced by a gaunt modern factory of the modern vacuum process, with its tall chimney; and, sign of the times, this is now disused.

From the old Salt Works not a boat passed in years until the second World War, when the wisdom of using the Staffs. and Worcester. as an alternative route to Birmingham was considered prudent, for who knew when on some moonlight night the silver streak of the canals might not attract the bombs of stray enemy aircraft. From lack of use the canal was then much silted but, once the channel was forced, passage was and has been maintained to the delight of those who now use it.

There is much more to recount, did space allow: the coal wharf at Milford, the straightening of the Trent at Haywood, the elimination of the road bends in consequence, as one approached the old bridge over the Trent and Mersey, this bridge itself now only a recent memory. But for all the changes one cannot resist attempting to recapture the scene as the old navigators neared their goal, digging away the remaining earth that separated their new cut from the water of the Grand Trunk, already navigable as far as Stone, visible beneath the arch of the newly fashioned junction bridge.



Mon & Brec Canal at Risk

One of the UK's most scenic and historic waterways—the Monmouthshire & Brecon Canal—is under serious threat due to new restrictions on its water supply. This 35-mile canal, winding through the Bannau Brycheiniog National Park and attracting around three million visitors annually, relies on the River Usk for over 80% of its water. But recent changes to abstraction licences have placed its future in jeopardy.

Until recently, the Canal & River Trust (CRT) could freely draw water from the Usk. However, under the Water Resources Act 1991, new licences were introduced. In late 2024, after a failed appeal, CRT was forced to accept conditions that restrict water extraction—even though the canal returns water to the river after use. The result? An unpredictable and potentially devastating impact on water flow, navigation, local tourism, and the surrounding ecosystem.

To stay operational, CRT would now need to pay Dŵr Cymru Welsh Water a commercial rate—estimated at over £1

million per year—for 'support water' from the Usk Reservoir. For a charity already stretched thin, this is unsustainable.

The Monmouthshire, Brecon and Abergavenny Canals Trust (MBACT) supports CRT's efforts to find an affordable solution. The canal provides far more than leisure boating—it supports biodiversity, active travel routes, and economic vitality in towns and villages along its length.

If a solution isn't found, the impact will ripple far beyond the canal's banks: boaters, walkers, businesses, and wildlife all stand to lose. Plans to restore the canal to Cwmcarn and Newport could also stall indefinitely.

The Mon & Brec is more than water and towpath—it's a living artery of Welsh heritage. Protecting it is not just a local issue, but a national responsibility.

The Bridgewater Breach

The Bridgewater Canal suffered a significant setback on New Year's Day 2025 when a section of embankment at Dunham Massey collapsed following intense rainfall, resulting in major flooding and the evacuation of nearly 1,000 people across Greater Manchester. Around 90mm of rain fell over the New Year period, overwhelming the canal and leading to water surging into adjacent fields and a sewage works.

The breach severed a vital part of the canal network, disrupting the popular Cheshire Ring cruising circuit and a key north-south route linking the Leeds & Liverpool Canal and the Trent & Mersey. Emergency measures—including temporary Portadams, stoplogs, and an earth dam—were quickly installed to stabilise the site and prevent further damage.

Since then, approximately £300,000 has been spent on protective works. The Bridgewater Canal Company, owned by Peel L&P, has now begun procurement for a more robust medium-term solution. Plans include permanent earth dams on either side of the breach and new timber stoplogs, allowing for the removal of the temporary Portadams and reducing the unnavigable stretch to just half a mile.

The current aim is to fully reopen the canal—including the Cheshire Ring—

by December 2026. Design consultations are underway, and an engineering consultancy will be appointed in the coming months.

The incident has sparked broader concerns about the vulnerability of aging waterway infrastructure in the face of increasingly severe weather. The Inland Waterways Association (IWA) has reiterated its call for long-term investment to future-proof Britain's canals.

In a positive move, early discussions are taking place to host a public event in Lymm this August, where repair plans, graphics, and a timeline will be shared with the local community and canal users.

'Breach!' Exhibition Explores Canal Collapse & Community Impact

The Lymm Heritage Centre has opened a powerful new exhibition titled **Breach!**, created in response to the major embankment collapse on the Bridgewater Canal at Dunham Massey on New Year's Day 2025. Triggered by heavy rainfall, the breach caused serious flooding and severed a key stretch of the historic Cheshire Ring, disrupting navigation and local business.



The exhibition reflects on the canal's long history—dating back to 1766—and explores the causes, consequences, and community response to the breach. It also draws comparisons to the 1971 collapse near the Bollin Aqueduct, underlining the growing risks from extreme weather.

The exhibition serves as both a reminder of the canal's fragility and a tribute to its importance in village life. Breach! is open Thursday to Sunday, 12 noon to 4pm, at 1 Legh Street, Lymm. Entry is free.

J & H

Presented by: **CLIFF TURNER**

J. & H. Trimmings

jandhtrimmings@hotmail.co.uk

**BOAT & FORKLIFT TRUCK CANOPIES - BOAT, CAR & CARAVAN TRIMMING
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Research into the building of the Staffordshire & Worcestershire Canal – an update

My book, the first solely focused on the Staffs & Worcs Canal since Ian Langford's Towpath Guide published in 1974, is to be published by Amberley Publishing in 2026. The draft blurb is as follows:

'The Staffordshire & Worcestershire Canal was completed in 1772 and links the Trent & Mersey Canal at Great Haywood in Staffordshire with the River Severn at Stourport in Worcestershire. Covering 46 miles, it has forty-three locks and today is frequented by leisure craft and walkers along its towpath. Once one of the major routes of the canal age, in its heyday it would have been thronged with coal boats. Here the original course and features of the canal are explored as well as its now preserved form. Meet the people who drove, financed and met the challenges of its construction and the landowners and businessmen who benefited from its advent, as well as seeing the canal with fresh eyes as it is today.'

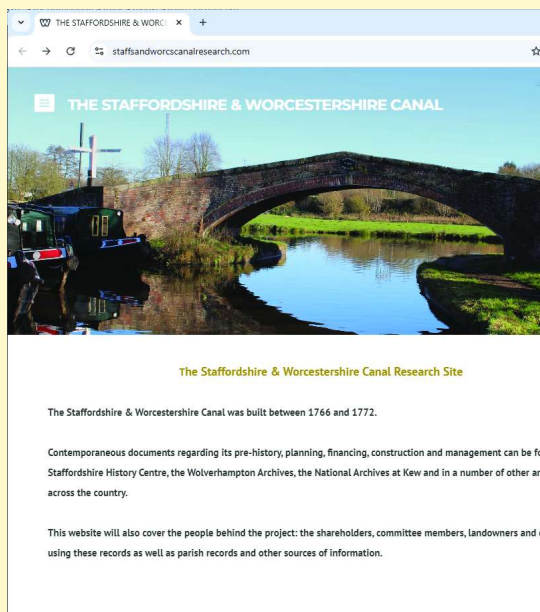
Julian Souter details this most beguiling of waterways through a wealth of fascinating images, maps and documents and meticulously researched text. Myths are challenged and exploded and hitherto unknown aspects of the canal's route and structures are revealed.'

I have been doing a number of presentations on my research and will be doing one for the society on Monday 10th November.

In the mean time I have set up a new website staffsandworcscanalresearch.com/ that is under development. It will eventually contain much of the detailed research I have done and complement the slimmed down material that will be in the book. The website includes a Get in Touch page for anyone who would like to comment or be kept in touch with progress towards the book's publication.

I would be very pleased to hear from anyone who is interested.

Julian Souter
April 2025



Stafford Riverway Link

Stafford

Sunday 25th and Monday 26th May
OPEN Weekend

- Boat Trips
- Floating Market
- Titanic Brewery
- Food stalls
- Craft Stalls
- Trade Stalls

FREE ENTRY

Baswich site,
Baswich
Lane,
Stafford
ST18 0YJ

Free parking

CELEBRATING

Progress so far in reconnecting
the Staffs & Worcs canal to the
town of Stafford

What3words
cracks.lowest.mile

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

Name Telephone -
Address Home
Post code Mobile
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

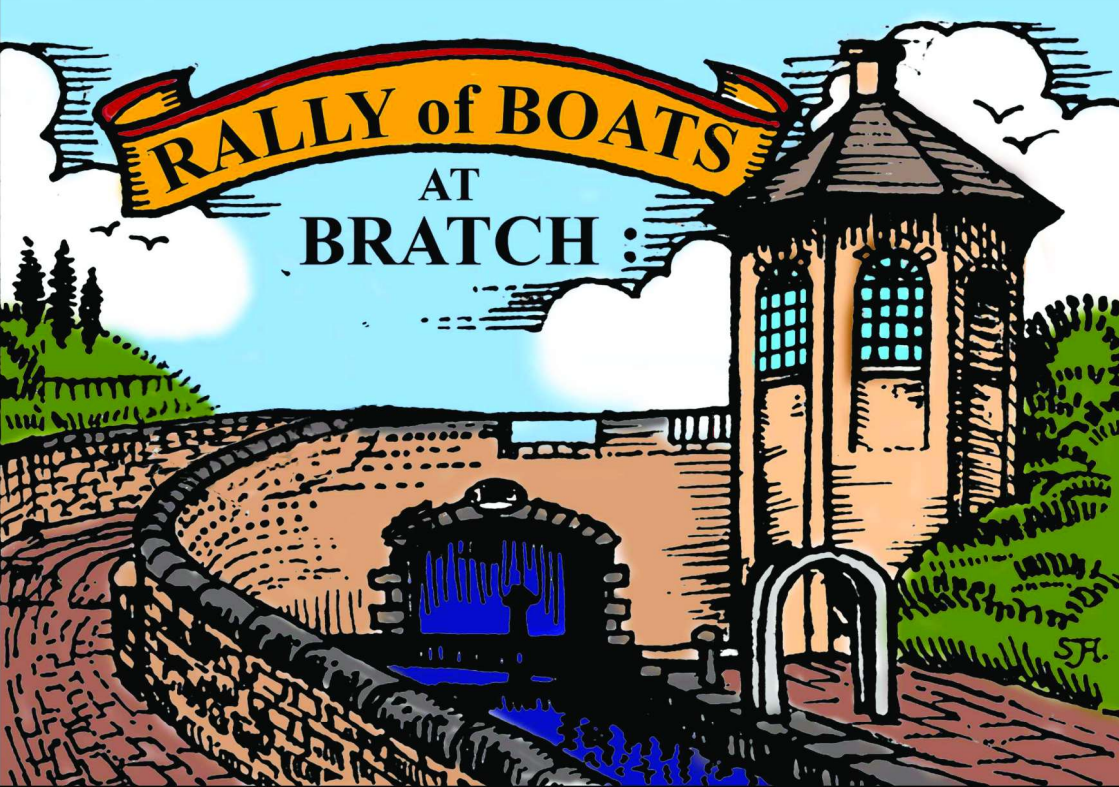
1. All information you submit on this form should be complete and correct at the time the form is submitted. You should advise any changes to the organisers as soon as possible. This entry covers the named boat only and no refunds will be made if you cancel your attendance.
2. The Trust reserves the right to refuse any entry without giving any reason.
3. You confirm that you hold third party insurance to indemnity of £1,000,000.
4. 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.

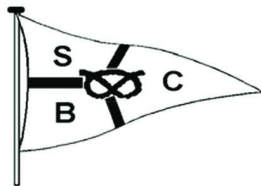
Note:- The only facilities onsite will be rubbish disposal which is located next to the bottom lock. Nearest water points are Greensforge, Autherley Junction or Gailey so please ensure that you have topped up before arriving onsite.

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,
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MUCH MUCH MORE ?**

***Why not give us a ring or visit our
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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 12th

Anthony Poulton-Smith - Crime on Canals

June 9th

Tony Gregory - A Life with Carriage Horses

September 8th

Keith Hodgkins - The Last Days of Steelmaking at Round Oak

October 13th

Annual General Meeting

Phil Clayton - 'It is with regret' - the story of the Rattlechain Brickworks breach

November 10th

Julian Souter - Staffs&Worcs History

December 8th

Christmas Meeting TBC with Bring & Share Supper

January 12th

John Hemingway - Huddersfield Canal

February 9th

Andy & Helen Tidy - Women of the Waterways (plus jam!)

Local Events

Stafford Riverway Link Open Weekend

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

Coombeswood Canal Trust Open Day

Saturday 7th and Sunday 8th of June Hawne Basin B62 8AW

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

