Summer 2015
Caption Competition

A bottle of wine for the winner

Last issue’s Competition Winner

Cath Doggett “Scotland’s eating England”
Editor’s Wotsits

Here we are, June already – not that it’s really flaming, but be thankful for small mercies. Open Weekend weather was duller and colder than we would have liked, but we had 2000 plus people through the gate and that has raised our profile in the area.

With the cruising season upon us, and holidays in general being contemplated, I would like to ask all members to consider whether they could offer a few hours to cover for things like caretakers’ time off. Yes, you’d need to learn how the till works, and how the pump-out and diesel pumps work, and how to hump coal and gas bottles, but most of you could take that in your stride. Ideally we’d like to pair people up – one able to do the physical stuff and one to do the admin, and we’d offer two or three hours at a time so that no pair would have to do a full day unless they wanted to. Please think about it. Because, in the absence of enough volunteers to cover, the sales side will just shut down and our customers will suffer. That would be a shame, since we are starting to get a good reputation on the Cut for fair prices and good service. We really don’t want to lose that, but the danger is there.

In other news, we have an article by Roy Burgess about the Land Beyond The Stank, an update on Volunteer Hours, a great tale about crows from Mike Fitzgibbons, the launch of The Glass Barge, several contributions from members on their Open Weekend experiences and an article from Bob May and Les Pitt on their 2014 cruise. I hope you like it, and please let me know if you have any suggestions for changes to our format.

Jeni Hatton

n.b. Fair Rosamund

Editorial Policy
Articles will only be edited for grammar and spelling. All articles submitted with a name will be published unless they are of tone or content which might be offensive or contentious. Any content published cannot be taken to be the view of the Governing Council or the Editor.

RECYCLING BINS
PLEASE NOTE: we have a bin for paper and cardboard, one for mixed glass and one for metal and aluminium cans and plastic bottles. We can’t take other plastic containers or sheet plastic - SORRY

Front cover photo: Open Weekend Opening Ceremony by Bob May
Chairman’s Ramblings

Apologies if I repeat myself, but these demands for my input to *Interchange* seem to come round faster and faster!

Well it's not quite midnight on deadline day so I am going to claim to be just in time; bet the editor doesn't agree, though.

I would like to continue my upbeat view from last time and I think generally the attitude around the Basin is very positive. The number of active volunteers amongst the moorers was most noticeable at the Open Weekend, with a terrific number of you taking part. *Atlas* has continued to have volunteer time lavished on her and is now looking most respectable.

A big thank you from the Trust to the organisers of the Open Weekend, which was again a success on all fronts, from introducing the local Community to the canal (over 2000 visitors) to networking with Richard Parry, the Chief Executive of Canal and River Trust, and our Local MP, James Morris; both were very supportive of our aims and ambitions. Finally, the weekend more than paid its way with a significant surplus over expenditure for Trust funds. It was nice to see the Canal and River Trust stand at the Basin. Hopefully they managed to introduce themselves to a new audience rather than established boaters.

On a moorings point of view, the infrastructure around the basin is beginning to show its age and a significant amount of work will need to be done over the coming years. This is not strictly part of the Trust’s charitable aims, but will need to be done to maintain our main source of income from boat moorings. The more we do ourselves the less the cost will be, which in turn will reduce increases in mooring fees. We cannot deliver zero increases as some jobs have to be completed and signed off by qualified professionals, but we hope to hold to the modest 2% of this year. Rising energy costs over the last few years are well in front of the increase in mooring fees over the same period, and are also an input into the decision for a rise this year. I, for one, would rather budget for small increases over time rather than a sudden large increase every few years.

I have actually managed to go out on my boat already this year and
while the condition of the Dudley No2 Canal is very good for an urban canal, it was disappointing to note a recent increase in graffiti all the way back from Windmill End.

Let's hope the summer starts here, as it seems to have been a long spring, but at least there are no mentions of water shortages!

Richard

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Coombeswood Canal Company Shop

If you’re planning a big job on your boat, winterising or repairing, or going up the slipway, think ahead and let us know what you will need. We'll make sure it’s in stock for when you need it, and it will probably be cheap as chips, too! Have a browse next time you’re at the Basin – you’ll be amazed at what we’ve got and what we can get! **Batteries, leisure and starter, now available at discount for multiple orders**

Your shop will always do the best for YOU.

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![Hometyre Mobile Tyre Services](image)
Beyond The Stank – a brief explanation, a glimpse of history and an up-date.

The Dudley No. 2 Canal is currently navigable from Parkhead, near Netherton, to the concrete dam or ‘stank’ just past the slipway at Hawne Basin, Halesowen. ‘Beyond The Stank’ is some five miles of abandoned waterway which, at one time, connected with the Worcester – Birmingham Canal at Selly Oak.

The chequered history of the No. 2 line:

- **Began in 1793** when an Act of Parliament received the Royal Assent of George III “to make a navigable canal from the Dudley (No. 1 line) at Parkhead to the junction at Selly Oak “ – a distance of 10¾ miles.
- **In 1798** the whole line was opened to through traffic.
- **On 19th April 1803** Lord Lytltleton of Hagley Hall sold his land, now occupied by the ‘injurious canal’, from Coombeswood to the West Portal of Lapal Tunnel - some 25 acres - to the proprietors of the Dudley Company for the sum of £1247.00.
- **1846** saw the Dudley Company amalgamated with the Birmingham Canal Navigations (BCN).
- **During 1948** many canals including the BCN were nationalised and placed under the control of the British Transport Commission (BTC).
- **A deed was signed on 15th November 1954** and the Dudley Canal, from Heywood Bridge, Mucklow Hill, as far as the West Portal of Lapal Tunnel, was sold by the BTC to The Borough of Halesowen. The Borough opened this ‘rural section’ for pleasure boating on 16th August 1955.
- **1962** saw the British Waterways Board (BWB) set up, taking over from the BTC in 1963.
- **1963**: Dudley No. 2 Canal formally abandoned, under a British Transport Act, from Heywood Bridge, Halesowen to the Selly Oak Junction – a distance of some 5½ miles.
- **1964**: Presentation by BWB to the then Minister Of Transport – the Rt. Hon. Ernest Marples MP - of an interim report entitled *The Future of the Waterways*. At that time Mr Marples was involved with Marples-Ridgeway Construction, builders of
motorways and developers of Industrial Units. In the Report the remaining section of the No.2 Canal, from Hawne Basin to Windmill End, was designated as a ‘water supply channel only’. 1964 also saw the closure of the Halesowen to Longbridge Railway, enabling the construction of the M5 motorway and the A456 Link Road to be completed without the need for rail and canal accommodation bridges.

- **On 5th June 1967** Stewarts & Lloyds ceased sending their steel tube products by narrow boat to the rail interchange at Hawne Basin. However, Walter Somers continued to use the railway for delivery of steel ingots until September 1969. The railway from Old Hill to Halesowen and the canal basin loop line was closed from 1st October 1969.

These were now worrying and distraught times for the early canal restoration campaigners, who were faced with the probability that the canal would now be closed to navigation from Windmill End to Hawne Basin. Full credit must be given to the determined pioneering fledgling Committee of the Coombeswood Canal Trust, who prevented Hawne Basin from being filled in and built over with industrial units – note how wide the approach road is outside the gates of the Basin.

Of course we all live, hopefully, in more enlightened times and canal restoration is becoming more realistic and recognised for its advantages. With this in mind, to further the Objects of the Coombeswood Canal Trust, and as an innovative way forward, members of the present Governing Council have been in recent – and successful – discussions with CRT to lease some 100 linear metres of unused canal which lies Beyond The Stank.

The aims are to fully restore this section to navigable standard and then, at some time in the future, to connect up with the partially-restored section in Leasowes Park, some 220 metres further on.

The lease is currently (May 2015) being prepared by CRT’s solicitors. However, even when this is signed and complete there will be vast amounts of preparatory work and fund-raising to be carried out before any work can commence on site.
As access is restricted at the moment you can view ‘beyond the stank’ via these 1991 photographs, which were taken during a ‘clean up’. This was a joint work party between Coombeswood Canal Trust and the Halesowen Abbey Trust. A crane was provided by a local firm and skips by Dudley Council, all free of charge.
Mooring Fee Increase

After two years without change, Governing Council has decided that mooring fees will increase by 2p per foot to £1.02 per foot per month, as from the August Invoice.
Stone the Crows

I have something of a strange tale to relate. Like a scene from one of Alfred Hitchcock's horror movies 'The Birds'. A member of the Canal and River Trust, bankside staff, recently discovered the corpses of over 200 dead crows floating in the Tinsley Canal at Sheffield. This unusual and worrying sight caused some consternation on local radio and in the local press. In case you are not familiar with the location where the birds were discovered it was close to the point where the M1 motorway crosses both the River Don and the Tinsley Canal.

There was a great deal of worried concern expressed by the local population. Plus a great deal of speculation that the Crow fatalities in such significant numbers may have been as a result of an Avian Flu outbreak. Avian Flu, as you may already know, is capable of crossing over the inter-species boundary to infect humans. This particular strain has a very high mortality rate for both humans and birds.

An Ornithological Pathologist was then employed by Canal and River Trust to examine the remains of all the crows. After a stringent series of tests were carried out, much to everyone's relief the Pathologist confirmed the problem was not Avian Flu. It seems that the cause of death was related to a series of unusual vehicular impacts, which may have been exacerbated by the proximity of the motorway. During analysis it was also noted that there were varying colours of paint that appeared to be embedded in the bird's beaks and especially on their claws.

The Canal and River Trust has since employed the service of a forensic science company, one which does a lot of work for the police and specialising in paint analysis. It turned out that the analysis of the paint residue type revealed that 98% of the crows had been killed by impacts with lorries, while a further 2% were killed by cars.

The problem was a perplexing one for the Trust. So the Trust then hired an Ornithological Behaviourist to determine if there was a cause or correlation for the disproportionate percentages of truck kills versus car kills. The Ornithological Behaviourist conducted extensive observational research at the location. The Behaviourist's report concluded that crows, which are a Corvid species, habitually eat many different kinds of road kill. However, the corvids are also known for having and displaying a significant level of intelligence when compared to other bird species.

It seems that the crows always set one or more of their numbers to act as a
look-out to warn other crows of any approaching danger. The Behaviourist discovered that while all the lookout crows without exception could shout a loud clear "Kah" However, not a single one observed could actually shout "Lorry".

The Canal and River Trust, under the expert ornithological guidance of the chair of Trustees, Tony Hales, is now going to institute a further towpath educational scheme for the birds, one that is similar in scope to the CEO's educational scheme intended to educate the high speed commuters and time trial cyclists on the towpath.

The Local Waterways Partnership has also enthusiastically joined in with the towpath educational idea. It has set up its own project 'Bird-Brain' The partnership has decided to employ an Ornithological speech therapist to educate the Corvids. The speech therapist will be especially concentrating on the Corvids who are acting as look-outs. It is thought that it will help the Corvids in more clearly enunciating to other crows the word 'Lorry'. CRT and the Partnership are anticipating equally spectacularly good results for both of the educational schemes.

Mike Fitzgibbons

n.b. Rose of Arden

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Cruising with Bob and Les

Last year two of our moorers, Les Pitt on n.b. Papi-Rus III and myself on n.b. Hecla, decided to re-explore the northern end of the BCN again, each of us having done it independently nearly forty years ago!

We recalled much of the early BCN as bare of trees and hedges, with long empty featureless views of the canal, with groups of untidy, disowned joey boats, some sunk – others full of rainwater - and all around was a general feeling of abandonment.

The going was very tough at times, with underwater obstructions too often for comfortable cruising. Then there was frequent evidence of empty blackened coal wharves everywhere and, according to Les, the bottom was too near the top for pleasant cruising.
Today that part of the BCN has changed greatly – for the better! For us there is a feeling of passing through a lush and verdant arboretum. EVERYWHERE IS GREEN.

Hedges and trees have appeared to clothe the bare countryside and new buildings. We noticed also that many canal-side pubs have extended their moorings to accommodate more of us boaters. And it was good to see that CRT maintains all the towpaths in good order as well!

Les’s final observation to me after the cruise was: “You know, Bob, the Black Country no longer exists here! It should be known as: THE GREEN COUNTRY”
Words by Bob May – n.b. Hecla

Pictures by Les Pitt – n.b. Papi-Rus III
Living The Life of a Boatman

After discussing the world's ills with Nick on the gate on Saturday, Sheila sent me packing to the historic boats, *Atlas* and *Malus*, on Sunday. I sat expecting a handful of ex-boaties to come and tell tales of days gone by, but I was surprised to find that one family after another came on board and excitedly opened cupboards, assembled beds, and chatted about life on board.

Now, my experience of boatmen's cabins is not great. I had once hired a Northwich trader some years back, with attendant replica cabin, so I knew how it all worked and how bits were used. I have to admit to never having "slopped out" in the traditional manner (what would CRT say!) but from reading books over the years it was not difficult to imagine. However, I managed to assemble all the knowledge that I had and turn it into a short presentation (the benefit of being an industrial trainer!). There was a lot of interest shown by all the visitors on board, with questions about food, water and most surprisingly the bedpans! Many of the younger members of the families were more interested in that than anything else, still, it kept them amused.

Amongst the adult members of the parties, the biggest surprise was that a 6 foot adult could sleep across the boat. I suppose the length of the boat makes it look thinner. I assembled the cross bed for each visiting party and all but one accepted the offer of a try-out of the bed (minds wandering here I expect!). They were all surprised that they could fit in so easily.

I had read tales of infants sleeping in drawers at a young age, so when one gent spent some time on board and told me that he had slept in a drawer, it brought it all to life.

So, for me, an interesting day that slipped by quickly with so much interest. And for the visitors, a little insight into a world fading away.

*Maurice Pinner*  

*n.b. Freedom*
**My visit to Hawne Basin.**

During last April /May, I along with a fellow boater from Thrupp had journeyed up via Hatton and Lapworth to spend some time in Hawne Basin. The purpose of our visit this time was to have our boats on the slip in order to do some maintenance and black the bottoms. As CCT members we had both visited Hawne Basin with our boats, ‘Dodgey’ and ‘Serendipity’, before. Also from time to time we had driven up from Oxfordshire for the AGM or to partake on a task with Atlas and Malus, or just have a Sunday lunch. Over this time we had got to know some of the local members but only on a vague basis.

My boat was first to go up the slip and after a slick operation by the change-over crew, intermingled with the odd cup of tea and much banter, was safely high and dry. The whole operation would have made any F1 team manager proud even if a little slower. These members turn up every Friday whatever the weather on a voluntary basis for our benefit and deserve special thanks. After a good wash off by Tony, ‘Dodgey’ was ready to work on. With Keith helping me and then me helping Keith the next week while his boat was out we managed to get everything we had planned done. Two weeks later our boats were back in the water looking a lot tidier. Throughout this time we got to know many of the locals on first name terms and discovered that Tony, after weighing a person up and obviously a lot of thought, gave everyone a nickname. *(Mine will appear at the end of the article).* During conversation with Tony about life in the ‘Black Country’ we got round to the subject of family history. This has been a major hobby of mine for well over 40 years now, long before computers, so I thought it would be nice to help him with his. Something that will be ongoing and it will give me an excuse to come up to Hawne for a Sunday lunch in the Autumn so as to give Tony an update on progress.

As it was just a week or so to the Trust’s open weekend we decided to offer to help as a way of thanking everyone for their friendliness and hospitality. Our offer was soon snapped up and a number of tasks issued. While Keith had the task of helping in the bar I assisted as a helmsman on the pleasure trips as well as helping Ivor with the horse drawn boat. This was the first time I had ever had anything to do with horse drawn boats and it was something, thanks to Ivor with his knowledge and skills, I thoroughly enjoyed. ‘Yes Ivor, I can still
remember those knots’. It really surprised me how a skilled team could handle a horse and engineless boat. It even went faster that I do with an engine.

After attending the AGM and listening to all the arguments about people not knowing this or that, along with helping the Club out. I found it somewhat disappointing that over the open weekend period a fair number of people who live on their boats did not help out in any way. In my view, if it was not for a very few dedicated people prepared to put themselves out then nothing would get done. Throughout my boating travels I have found Hawne Basin to be one of the best places for anyone to be lucky enough to have a permanent mooring. Sadly something some people do not seem to appreciate.

On the 13th May it was time for ‘Dodgey’ to continue her 2015 cruise. So with travelling companions ‘Dodgey Daffy’ And ‘Biggles Bear’ sitting secure and watching the countryside pass by I headed for Stourbridge, Stourton and Gt. Haywood Junction before turning north up through the Potteries. As I write ‘Dodgey’ is currently tied up at High Lane near Marple, The home of the North Cheshire C.C. My next leg is up the Huddersfield Narrow to Castleford and eventually on to the Leeds/Liverpool back over the Pennines. I am hoping to navigate the Standedge Tunnel for the first time in a couple of weeks’ time but currently the canal is closed as there is a damn great hole in the bottom. CRT, however, says they should have it open soon. Fingers crossed.

Alan (aka ‘1066’)  
n.b. Dodgey
News from the Social Club

Now the summer is with us, the majority of Social Committee and volunteers are out cruising. This has resulted in there being no-one available to open the bar on Saturday nights from the beginning of August until September 24th.

Clearly the Committee would prefer the Cabin to continue to be opened on Saturday evenings, but without people to open up, stock up, serve and clear up it just isn’t possible.

The kitchen re-opens on 24th October for Saturday and Sunday lunches, and we hope to have enough volunteers to open the bar as well. Anyone who wants to find out what’s involved in helping with either the kitchen or the bar should contact a member of the Social Committee and we’ll explain everything and arrange some ‘training days’. Most of what is involved takes a couple of hours of your time but makes a real difference to the Trust’s fundraising efforts.

The Social Club is one of several income streams which the Company has to earn money for the Trust - moorings, shop, slipway - and any money made in the Club is passed to the Company, which in turn covenants its profits to the Trust on a quarterly basis. The Social Club income also pays for the tea spot, dust mats in the laundry, toilets and Cabin, and the pest control contract which keeps the rats down, so the more Club income there is, the less the other income streams are under pressure to make more money.

The Social Committee has already started to draft the Events Calendar for next season, and we all look forward to hearing your suggestions for interesting evenings – it doesn’t always have to be Saturday night!

Don’t forget Stitchcraft on the second Friday of each month, and look out for the IWA meeting programme, to which all are welcome.

We look forward to seeing you, and your guests, in the Cabin at some point in the autumn/winter season.

Hawne Basin Social Club Committee
May I say a big thank you to all those who volunteered over the weekend. As Volunteer Co-ordinator I was delighted at the response I received and the overall feeling of team work throughout the weekend. Everyone worked very hard and made the weekend a great success, despite the "iffy" weather.

It all started at approximately 9am on Thursday, when a goodly number of chaps turned up to erect the marquees. After a bit of sorting out what went where, up they went, testosterone and muscle in abundance-fortified by the bacon sarnies kindly donated by Jeni and Graham. From then until those same marquees came down on Sunday evening, we clocked 1100 hours and I had signed up 87 volunteers - amazing!!

From the "Bird Woman" to the "toilet checker" and everything in between, all carried out their tasks with enthusiasm and good humour.

The hours spent in organising the event cannot be quantified and we must also say a big ‘thank you’ to all concerned in that department.

Well done everyone - give yourselves a pat on the back.

Here's to the next time!!

Sheila Campbell  
Volunteer Co-ordinator  
Open Weekend 2015  
n.b. Fair Fa’
Work Party Rumblings

Ivor has had two meetings with Terry Hodgetts, who has replaced Murray Woodward as our contact at CRT. Terry has told him that fridges and tyres should be put in one corner of the skip, then Ivor will contact him and he will send someone to remove them. Terry is also sending the bridge paint we requested.

Mid-week work parties have been tried, as requested, but only one person turned up. However, a tree came down across the channel before Open Weekend and Ivor had six people joining him to remove it. CRT was informed and Terry Hodgetts was actually on the canal-side looking for the obstruction when Ivor rang him to say it was cleared.

Future work parties are arranged for:

- **Sun 28th June** – bridge painting (weather permitting)
- **Sun 26th July**
- **Sun 25th October**

Meet at the Cabin 09:30
Safety footwear please. Gloves provided.

Some tree trimming and floating rubbish removal, among other things.

Ivor Chambers

n.b. Countess

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**BATTERIES DISPOSAL**

In order to raise funds for the Land Beyond The Stank project, Les Pitt (n.b. Papi-Rus III) has been collecting and weighing in drinks cans. He has now extended his activities to the disposal of used boat batteries, so if you have any to get rid of, let Les know and he’ll get the dosh into the restoration fund.
Volunteer Hours Scheme: No. 3 in a series

At the request of the Governing Council a Volunteer Scheme Working Group was set up in March this year, in order to consider such a scheme and to prepare a report setting out detailed recommendations. This group, chaired by Jon Jones, Vice Chairman of the Trust, was comprised of moorers and other members of the Trust, and met formally on three occasions.

In preparing its report the Group has taken into account the wide variety of views and opinions expressed by members of the Trust, with the report and its recommendations to be discussed at the June meeting of the Governing Council for final decision. If the scheme as recommended is adopted it is anticipated that a workable scheme will be in place for the beginning of August this year.

It is important to emphasise at this stage that the Volunteer Scheme and any applicable supplement that is charged to moorers is not related to the annual review of the Trust’s mooring fees, which may increase, as appropriate, as they have in previous years. It is true, however, that, unless the Trust is able to support its infrastructure costs by way of volunteer input and/or any supplement paid, other sources of income will be required and the pressure to raise mooring fees to meet such costs will increase.

Jon Jones
Volunteer Scheme Working Group

Letters

No doubt many members are aware that John & I were unable to join Barrie & Eileen on the long planned for cruise to the Weaver this year. John became unwell over the weekend of the Titford Rally and with help I got 'Windrush' back to Hawne on the Monday and it meant he could stay in the boat and keep warm. On arrival at Hawne, I am not sure whether Ivor or others made a large mooring space for 'Windrush', only I had said to Annie it was difficult to get the boat in so was surprised how easy it was with what looked like two spaces! Martin & Kath also returned to base that day and so I was able to get a lift back to Titford with my two 'temporary crew'. John and I packed and closed up the boat and returned home.

On Tuesday 19th May I called the surgery and left a message for the GP. She phoned back and said she would speak to the hospital and the next thing we know is that I was asked to get him to the John Radcliffe Emergency Assessment Unit. He was then moved to Level 5 where they found his balances were all out so drips of all kinds - Sodium Bicarbonate, Potassium, Magnesium and no end of blood tests. Things not good and he was moved to I C U for a couple of days and then back on Level 5 again but pleased to say he came home on 5th June, but with swollen legs and two bags of tablets! Slow progress, but I would like to say a big ‘thank you’ to those who helped us - good to know you have friends around in times like that.

Pam & John Pugh

n.b. 'Windrush'
Launch of ‘The Glass Barge’

After 18 months of hard labour and 2 or 3 weeks of sheer panic before the open weekend, we managed to have things ready on time to invite people into our new Gallery on 9th & 10th of May!

We enjoyed being open and talking to customers as they came aboard to view our jewellery, or to try and spot the ‘odd thing out’ for the competition.

Although we didn’t count the number of people who came on board, the sales tell us that we must have had our share of customers.

After the weekend we gave ourselves permission to have a few days rest before starting to think about our first planned trip with The Glass Barge. We were booked to be on the mooring at the Ruskin Centre in Stourbridge for the International Festival of Glass from 25th to 31st May, so we needed to have both boats ready for the trip down 25 locks!

We took 2 days to do the journey of 12 miles, stopping the night at The Waterfront with both boats, then taking one at a time down the locks. We started at 9am and finished with the two boats moored abreast at 7.45pm.
At the time of writing we are in the middle of the festival and people are fascinated with the idea that we are producing the glass jewellery on the boat, as well as living aboard, which some still find a strange concept!

The plan for the rest of the year is to make our way slowly down the Grand Union and back, arriving at Hawne in time for The Black Country Boating Festival in September.

Andy and Pam Kallender  

n.b. Enchanted Moon and The Glass Barge

**MEMBERSHIP RENEWAL**

Please remember to renew your Trust membership by 1st August 2015. There are forms available in the Cabin, and we can send one electronically if you contact us, or contact your bank to pay by Standing Order.

Please don’t let your membership lapse – we need you!

Also, please make sure your contact details are up-to-date.
COOMBESWOOD CANAL TRUST
MEMBERSHIP APPLICATION FORM

Membership is renewable annually on 1st August

TITLE: _________________ FULL NAME: ______________________________________

ADDRESS: _______________________________________________________________

________________________________________________________________________

POSTCODE: ___________________

TELEPHONE No: ___________________ EMAIL: __________________________________

BOAT NAME: ______________________________________________________________

JOINT MEMBER

TITLE: _________________ FULL NAME: ______________________________________

ADDRESS: _______________________________________________________________

________________________________________________________________________

POSTCODE: ___________________

TELEPHONE No: ___________________ EMAIL: __________________________________

**Membership Fees**

Associate Membership £25.00 - Associations, Organisations and Companies

Individual Membership (18+) £8.00 – Individuals and Families

Joint Membership £14.00

OVER 60 Membership £6.00

Joint OVER 60 Membership £10.00 Full-Time Student £6.00

Full copies of the Rules of the Trust are available on the website or from the Trust Office. The information on this form will be recorded on a computerised database. In accordance with the Data Protection Act (1984) members may examine their entry at any reasonable time by prior arrangement.

Membership Paid: £ __________________

I wish to make a donation: £ __________________

Total Enclosed: £ __________________ Please make cheques payable to ‘Coombeswood Canal Trust’

Signed: __________________________________________ Date: ___________________

Skills I/we can offer the Trust: ____________________________________________________________

Trade/Profession the Trust can ask for quotes: ______________________________________________

Please return this form and your payment either to the Trust Office or by post to:

Caroline Whorton, 21 Hyperion Road, Stourton, Stourbridge DY7 6SD

UK Taxpayers may like to increase the worth of their contributions by signing a GIFT AID DECLARATION. Please contact us by either the email address or telephone number above and we will be happy to send you a form.

If you wish to set up a yearly Standing Order with your own Bank to pay your membership, our Bank Details are: The Co-operative Bank, PO Box 250, Delf House, WN8 6WT, Acct No. 65566440, Sort Code 08-92-99
Governing Council

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Caroline Whorton - Treasurer

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