

INTERCHANGE

Spring 2021



GOVERNING COUNCIL

Richard Woodward

Chairman / Site Management

Tel: 01384 825680

Email: Richard_woodward@talk21.com

Jackie Vowles

Secretary

Email: Jackie.cctsec@gmail.com

Caroline Whorton

Treasurer/Trading Company/Membership

Jon Jones

Vice-Chair / Outside Events / Volunteer Scheme / AWCC

Ivor Chambers

Moorings Officer / Heritage Boats

Tony Friar

Work Area / Slipway / Work Parties

Marion Chambers

Social Club / Youth Project / DofE

Vacant Position

Health & Safety Officer

Office

Tel. 0121 5501355

Email: coombeswood@btconnect.com

www.hawnebasin.org.uk

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Our thanks to them.*

The Games ~~Afoot~~ Afloat

I don't know about you, but this lockdown business has been costing me a small fortune and I can't wait to get back out on the cut and away from a high speed internet connection. Amazon has doubled its profits from my orders alone and don't even get me started on Kickstarter projects. I'm now on first name terms with our postwomen, the delivery drivers for Amazon, Parcel Force and DHL, to name but a few.

What you may ask am I ordering? Games, yes, games, board games to be exact. As some of you may know, I really enjoy playing board games and at the last count I've got a lot. I dare not put down in writing the amount as it might incriminate me and be used in any ensuing divorce case. The problem I now face, apart from storage, is which to take on the boat when we head off on Lottie this summer. The other one is where to hide them, hmmm.

"Why is he babbling about games"? Well, it's all to do with the theme, as three of the games are all about canals, canal building and the industrial revolutions use of the canal network. The best one is Brass: Birmingham, a superb game that has fast become my all-time favourite.

Anyway, must finish, the sun has just come out and I feel the need to go and support my local, the Boathouse in Skipton, in these trying times.
Cheers

Tony Skelling

tonyskelling@gmail.com

Articles for next issue should be with me no later than 25th July.

Editor 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

Chairman's Ramblings

Hope you are all well and able to make some plans for this summer.

It has been good to get back down the basin and check our boat over, fortunately it has not suffered too badly from neglect: I hope you have found the same. It was also good to catch up with members and have time to exchange thoughts and ideas.

We have managed to hold our AGM. Unfortunately, it could not be delayed any longer and like many other groups, had to go virtual. We went for a hybrid version using email and Zoom, possibly creating the longest AGM in history or the shortest if you only time the Zoom bit! The aim was that as many of you as possible were able to actively participate.

Thank you to everyone that "attended" and contributed to the AGM; we had around 40 "attendees" which was a good proportion of the membership and well over the minimum required by our constitution. I think we did slightly overload the basin Wi-Fi with the zoom part of the meeting!

I hope that we will be able to hold a more normal AGM this year and bring it closer to our financial year end.

One thing that the pandemic has done has allowed us to look more closely at how we run Coombeswood Canal Trust and enabled us to consider how to move forward. The main consideration is how do we put the Trust in a sustainable position to deliver its objectives going forward? It became obvious that we need to focus on how the basin (our chief asset) is managed, closely followed by what proportion of the Governing Council time and resource is spent on achieving the charitable objectives.

Following each AGM the first task is to agree the Governing Council roles and responsibilities. Starting with the Officers, then working through the other roles once a chairperson is in position. This year we have taken a little more time to define and specify the roles.

Coombeswood Canal Trust is not sustainable into the future with the current way of working. We have an aging profile of both membership

and moorers. There is little to offer to new members who are not moorers. Unlike my observation with preservation railways, there are very few young people getting involved.

You need only look at the current success of Lapal Canal Trust to see how far we have been left behind in the publicity stakes. We may get Richard Parry and the local MP to our Open Weekend every other year but in April they had Andy Street and their local MP picking litter on the canal route. Their patron list includes nearly everyone you can think of with influence in the local area.

We have not put in place a process to manage Hawne Basin, instead we have relied on who is available doing what they can. This has resulted in far too much time spent at Governing Council discussing Hawne basin and insufficient time on Trust strategy and direction.

The Governing Council should be focused on delivery of the Trusts aims and objectives, engaging with the community outside of the gates to achieve this. To ensure continuity we need to work on succession, creating teams working with each Governing Council member.

I have proposed that we spend the period to the next AGM putting in place a plan to revitalise Coombeswood Canal Trust.

We all have a common interest in canals, and it is time for us all to work on this. Hawne Basin is multi-faceted: it is a working boatyard, a home, a place of work and a “safe haven” to keep leisure boats. The Trust or Charity has wider aims and objectives: -

Objects

The objects for which the Trust is established (“the Objects”) are, for the use and benefit of the public, to stimulate public interest in and appreciation of the history, structure and beauty of the Dudley Number 2 Canal and with the aim of improving the conditions of life for the persons for whom such facilities are primarily intended, to provide or assist in the provision of facilities for recreation or other leisure activities at or near to the Dudley Number 2 Canal including Hawne Basin (hereinafter called “the Canal”) including the restoration, improvement, enhancement,

development, maintenance, conservation of and making fully navigable the Canal and the promotion of its use by all appropriate forms of waterborne traffic and the promotion of a public footpath and right of way along the length of the Dudley Number 2 Canal

The proposal for the new roles and responsibilities has been put to the Governing Council and has been accepted on a majority decision. Unfortunately, if we do not change, we cannot move forward, leading to stagnation. Fresh ideas are required, and the majority of the Governing Council agree it is time for this.

We are still looking forward to the coming out of lockdown party, how about generating some ideas for the future whilst catching up with friends.

Kind Regards

Richard

CAPTION COMPETITION WINNER

Winner: Mr Roy Kenn

Roll on social distancing



Annual General Meeting of Coombeswood Canal Trust
2019/2020 Held Electronically/Virtually
Held Between 11th – 24th April 2021

Attendees

Dave & Dee Brown, Richard & Belle Woodward, David & Susi Owen, Tony Friar, Jeff Barley, Jackie & Ted Vowles, Terry Blakesley, Gill Reynolds, Adrian & Carole Smith, Dave Pearson, Peter Wilcox, David & Pat Hill, Jeni & Graham Hatton, Christine & Michael Turner, Pat & Sheila Campbell, Darren McKenzie, Ivor & Marion Chambers, Caroline Whorton, John Barber, Pam & Andy Kallender, John & Maggie Jones, Mike & Val Atherton, Adele & David Sidaway, Edwin Fasham, Liz & David Roach, Keith Miles, Bing Shi, Wayne & Angie Attwood, Alan Ross

Approval of 2018-19 AGM Minutes

Omission of two words corrected.

Proposed by: Keith Miles Seconded by: Sheila Campbell

Matters Arising from the Minutes

There were no matters arising

Governing Council Report

Review of Activities

During the financial year the charity has continued to pursue its objectives in several ways. Obviously given the Covid-19 situation most of the spring and summer activities were unable to proceed.

The Trust has continued to promote waterways to the future generations to help counter the increasing age profile of our membership. As stated above these activities were much reduced.

The flag ship Duke of Edinburgh Gold residential course on the Heritage Working Boats completed the 6 trips by the end of the 2019 season (most in the preceding financial reporting year). Unfortunately, we were unable to operate any of the 2020 season. The first of the 2021 trips have also been lost and it is possible we will have no trips in the 2020/2021 financial year.

We continued the partnership with the Birmingham Canal Navigation Society (BCNS) to operate the Heritage boats Atlas & Malus. Atlas receiving a new prop shaft and bearings in the first 2 months of 2020. Other than completing the Duke of Edinburgh runs mentioned above and the Black Country Boating Festival in 2019 there were no outings in 2020 and no confirmed events yet for 2021.

Hawne and the Joey completed the usual work parties in 2019, but only managed to pump out rainwater from the Joey and Hawne to attend the BCNS clean-up event prior to lockdown in 2020. No additional work on restoration of the dredger was possible (it is still on the hard standing area) once restoration is complete it will enable larger maintenance tasks to be completed on the Dudley No2 Canal.

Regular work parties were held along the Dudley No2 Canal until being stopped by the first shutdown, the Joey awaits emptying of the waste created. In addition, hours were also contributed to the social club and basin maintenance. Both numbers are well down on usual due to curtailing of activities for most of 2020.

The volunteer scheme also had to be suspended for this and the following financial year due to being unable to provide opportunities for all to volunteer throughout the qualifying period. Funds from the Volunteer hour scheme (last years) will be invested in a project at the basin when covid restrictions allow.

Our liaison with Halesowen in Bloom continued. The first planter in the shape of a canal boat ("Blooming Boat") being tended to by members of the Trust. Unfortunately, the competition was not able to take place. However, both boats feature prominently on social media, creating awareness of both the Dudley No2 Canal and Coombeswood Canal Trust.

Various local groups were due to use the facilities at the basin including IWA, Canal & River Trust, WI, and several private functions, but nearly all were cancelled. We were however able help with the step down of a

resident on her return from hospital following a fall. This supported her until bones had mended sufficiently for her to return to their boat.

The Trading Company continued to provide essential services (heating and fuel supplies etc.) but extended lockdown into July reduced turnover significantly. There was significantly reduced spend on our charitable aims due to lockdown and social distancing restraints.

Likewise, the provision of safe moorings at Hawne Basin only added 75 boat movements along the Dudley No2 Canal down by 97 on the previous year.

Cabin kitchen refit was completed just at the start of this financial year and is a great boost to the facility.

Future Developments

The youth engagement project continues to offer exciting opportunities unfortunately we lost the whole of 2020 and probably the first half of 2021 to the pandemic.

We continue to pursue new funding for the Youth Engagement Project into future years and we have committed Trust funds to ensure continuity of the project.

Significant support is being received both from BCNS, CRT, The Black Country Living Museum and Dudley Canal Trust.

Canal extension beyond the stank, we have prioritised the lease of the active length first before negotiating access to the length for restoration. However, the project will still provide an opportunity for significant expenditure of trust funds on canal restoration.

The trust is also attending meetings for the Leasowes Green Gateway Project, which is supportive of canal restoration through the park. Again, the pandemic has curtailed face to face meetings and progress has inevitably been slowed.

The pandemic has highlighted several opportunities to improve the way we run the Trust both in the terms of new technology for administration and the need to take time to review progress and refocus on current projects. We will review our operation in some detail to ensure we have a sustainable organisation and to consider any changes in focus required for ongoing projects as the country recovers from the effects of the pandemic.

Profit & Loss Accounts for year ended 31st July 2019

A copy of the profit and loss accounts and balance sheet was circulated to the attendees.

Approval of Accounts: Proposed: J Hatton Seconded: J Jones

Appointment of Auditor

We propose to continue to use the services of Graeme Underhill for the Trust accounts and also across the Trading Company and Social Company, as agreed in their respective AGM's. Graeme advises us that now we are entering our accounts electronically this should reduce the time he requires to spend on the accounts and this should lead to reduced costs over our previous paper system

Approval of Auditor: Proposed: C Turner Seconded: S Campbell

Resignations / Appointments to Governing Council

R Woodward thanked the Governing Council for their support over the last year. It has been a very different year and we have had to adopt new ways of communicating. This will need to continue for a while but it is hoped that things may relax a little in time for the next year end of our accounts.

Three members of the Governing Council stood down as required by our constitution. Marion Chambers was co-opted has agreed to stand for election, representing the Social Club. Mark Pearsall was also co-opted to assist with our reaction to the Covid pandemic and we had hoped that he would stand for election however a new appointment at work would require too much of his time for him to agree to the extra commitment at this time. We hope to persuade Mark to rejoin us at some point in the

future. Terry Blakesley has decided to stand down as one of the three with the longest service since being elected. Terry has decided not to stand for re-election. Terry has been a great asset in the role of Health & Safety Officer and has agreed to work with his replacement on the handover process. Richard thanked Terry for his service on the Governing Council.

Three people have been proposed for three positions this makes a total of 9 members (full complement) so there was no need for an election. Those added to the Governing Council this time are: Marion Chambers, Jeff Barley and Gill Reynolds. Their individual roles and responsibilities will be decided by the Governing Council and communicated in the next edition of Interchange along with the minutes of this meeting.

Appointments Agreed: Proposed: Jeni Hatton Seconded: Brenda Ward

Any Other Business

There was nothing notified to the Governing Council to be included in AOB.

Zoom Meeting – 2pm on Saturday 24/4/2021

RW reiterated what had been communicated over the last two weeks via email. Dave Pearson thanked the Governing Council on behalf of the members. Dave & Pat Hill also thanked the Governing Council for organising the AGM in these difficult times.

Peter Wilcox said that he was not getting much feedback about the website. It was suggested that he wrote a piece about it for Interchange telling members about what is on there.

Questions raised

Q1. Adrian Smith asked whether the Trust was considering installing charging facilities for electric vehicles. This subject will be raised at Governing Council Meeting for discussion.

Minutes taken by J Vowles

The following is a true story. All incidents actually happened but are spiced up a little with a few minor embellishments. My bother Roy asked me to write it, so I wrote it from the point of view that he is narrating it. The story is how the Kenn family became captivated with the British Waterways System and the boating thereon...

The Comical Cut. Part .1

(or the cut shall not have them). Mick & Roy Kenn

It was December 1960, one of those dark, dank and dreary days, just a week or so before Christmas. My father, who was renowned to us for his sometimes weird and wacky schemes, arrived home from work one night with a gem. "I've bought a boat", he announced proudly, creating a moment of stunned silence throughout the household.

It was only for a moment though, as we all feigned an attitude of disinterest. My mother's eyes rolled backwards as she silently left the room. But he was not deterred. "I want you to take it to Autherley Junction in Wolverhampton for me", he went on looking intently at my brother Mick and I.

"Well, I can't do it, he said, sounding a little miffed at our continued silence. "I'm at work". "Why, where is it"? we enquired tentatively. I'm sure I saw the slightest glimmer of a smile twitch at the very corner of his lips. We had shown an interest, we had bitten, so he knew he had us, as it turned out it was one of those significant moments that affect the rest of your life.

"it's down in Stourport", he replied. "it should be quite easy to sail it up the canal to Wolverhampton!" The initial image in my mind of a very small dinghy type vessel began to fade.

Mick and I looked at each other, our expressions speaking volumes as the idea slowly began to sink in. "How long is it? Has it got an Engine?", we asked even more tentatively. "Oh yes! It's got an outboard engine", he replied with gusto as if it was something he had been proud of all his life,

“and the boat is an old flat-bottomed pontoon that’s been converted into a houseboat”.

Our interest slowly developed into a minor degree of enthusiasm, probably because of dad’s obvious enthusiasm and the continued absence of mother from the room. After all, a pleasant day out on a boat would brighten the dreariness up a little, we thought. How naïve can you get? The phrases “day out” and “brighten” should never have been in the equation. However, we agreed to do it!

Early the next morning the four of us set off in Dad’s old banger and headed to Stourport. Mick had persuaded his pal Norman, whose father worked a horse drawn coal narrow boat around the local Walsall canals, to come with us and help. The logic being a certain amount of knowledge must have been passed down from father to son. Coupled with Mick’s six- or seven-years’ experience with boats as a Merchant Seaman, we felt certain that, as a team, we were invincible. How wrong can you get?

On arrival, which for that car carrying four adults was a minor miracle in itself, father introduced us to the attendant at the basin, then waved us goodbye saying he would come and find us after work, leaving us standing there like three spare parts. The attendant gave us the keys and led us to the boat, which was moored in the middle basin below the upper pair of staircase locks. Our first impression of the boat was one of surprise, maybe he had bought something half decent for a change.

The engine turned out to be an old British Anzani outboard motor, which had to be clamped onto the stern. It had no gearbox, no neutral and no reverse. On muttering a few vague words of advice and telling us to get to Wolverhampton we simply had to keep going up through all the locks, the attendant stood back, obviously anticipating a show that I am sure he thought these three ignorant cretins we going to put on for him. We didn’t disappoint!

Our first objective was to get across the basin to the lock that would get us onto the canal. Being late in December and damned cold, the top surface of the basin was covered with a thin layer of ice, but nothing ventured, nothing gained. We let go of the moorings and Mick and Norman jumped into the well at the stern, while I walked to the

approaches of the lock ready to take our ropes on arrival to hold us alongside. This was faultless thinking, what a team we were.

It was decided that Mick's experience of steering multi-ton tankers and cargo vessels into and out of port, he was the man to steer us there. Picking up a short iron bar, he poked it into the slot on the engine for use as a tiller. Unfortunately, the tiller being so short, Mick had to bend down to work it, and coupled with them both standing in the well, they were totally blind to all directions ahead. The team's brain power was yet again called into action and the problem was easily solved by opening the cabin doors so he could look straight through, then they were ready to set off.

Unlike large ocean going vessels, where if you wanted to go to port, you turned the helm to port, similarly to starboard, here on the tiller, the opposite applied; starboard meant pulling the tiller to port and vice-versa, Mick was definitely not used to this, and with the engine having no gears and the throttle having to be fully opened for the engine to start, as soon as it came to life, they began to move forward, shooting into the basin zigzagging in all directions like a deflating balloon when let loose in the air. The attendant on the shore was doing an Indian war dance shouting, "Slow down, slow down, the ice will rip the boat open".

How they finally reached the lock without becoming a miniature Titanic, I will never know. Having no reverse in effect meant that there was no brake and no means of slowing down our forward momentum, so still some distance away from the lock, Mick shut down the engine and gently drifted alongside, he would say in an immensely skilled fashion, as though the words "jammy swine" were more appropriate.

However, once the panic was over, we did a quick check of the boat and could see no obvious signs of leaking, so we took her into the lock, coming out safely into the canal on the other side.

I feel sure the attendant breathed a sigh of relief now that we were beyond his responsibility and hurried home to a large Scotch or something. The sense of adventure for us however was now taking hold.

For some reason the canal itself was not iced over and with all three of us aboard, we started on our way at last. Going through Stourport was a

novel experience for all of us. Empty boats, dank buildings, neglected and above all, a sense of isolation surrounded us. But it was exciting at the same time. I was already hooked. Soon we were out into the countryside and, although cold, we were enjoying the totally new experiences.

We had been travelling slowly for about two miles with no major disasters, so we thought we had it cracked. Suddenly to our right we spotted a lock. The attendant had told us to get to Wolverhampton we had to go up through all the locks and we took his word literally. Although, this one was branching off to our right, nevertheless it was clearly a lock and a debate began as to whether or not to pass through it. We pulled over to the side and sent Norman off to investigate. His words on returning resolved the problem for us. "We can't go through that, it's broke". So, we continued on our way.

The approach to Kidderminster was like travelling through a bygone age, an artificial canyon of old buildings. With noise emerging from carpet factories and strange smells escaping from others, even so, in spite of those obvious signs of human activity, there still remained the same strong sense of isolation down there on the boat.

With the engine silenced, we nosed into the lock, and as we rose up so the outside world, like a quantum leap, came back to greet us. The cars on the road seemed to be travelling at ridiculously high speeds, compared to the three miles an hour tops, that we had become used to over the last couple of hours or so. There was a wonderful view of the church on a hill and even some people wandering around in the winter's chill.

The exit and entrance to the lock (depending of course on which direction you were travelling) was an obvious trap for all the debris and flotsam that had collected during the weeks, or months even, since the last vessel had passed through the lock, and was creating a floating barrier across the whole width of the canal. Our ignorance excelled for, as we started the engine, thinking we would push our way through it, a loud clunk was heard.

Oh no! Is this the end of the trio's water bound adventures? Look out for part two of this engaging tale of high jinx and misadventures, in the next exciting issue of Interchange.

There's a Buzz in the Air

(or the taste of honey).

With a virtual clip around the ear from Tony's 'not a whinge' article, and being overwhelmed by lock down boredom, I thought it was about time to make a contribution.

So let's go, let's get started, full steam ahead, um, can't even remember if I turned off the inverter off let alone anything boaty to report. Anything interesting at all! Let's face it, if you are still able to converse, you're probably liable for a £200 fine.

I need to look for inspiration, something from the past, something noteworthy out the window whilst rocking in my chair. At least I think it's the chair that's rocking.

Two large boxes in the garden, eureka that will do, I'll bore everybody with facts about keeping bees. Well to be honest its only my second year, I'm being mentored by a professional and there are enough bee keeping exams to finish the rest of my years off, I kid you not. So this is what I
Soon we were

- A) You get a warm feeling putting something back into the beleaguered ecology.
- B) You get an excruciating two-day itch when you are stung.
- C) Bees don't look after themselves.

Well, that is if you want to keep them and the 10kgs of honey the hive will produce each year.

The all-important queen lays 2000 eggs per day and wants somewhere to lay them. In return she requires cleaning, feeding and devotion from her entourage. However, the bee keeper wants more. He needs a productive queen with a kind heart to produce quiet, good natured, productive bees. If the bees are aggressive and unproductive then she'll get squashed, depleted, sent to heaven. Her position on the perch is no more.

What about the 50000 worker bees left I hear you cry. (virtually) With or without a queen they will promote existing eggs to form new queens, most of which will again get squashed by the bee keeper as there is only room for one per hive.

So what happens if the bee keeper is on holiday or floating around attempting to enjoy himself? With two queens, too many, I'm off. Half or more of the colony swarms, the other half believes the grass is greener elsewhere, the remaining 10% need all the honey they can make to survive the winter. Equals one nil to bees.

Most keepers initially think 'this will be easy, they will look after themselves'. So, if anybody knows of an Alpaca farmer looking for an easier life? part exchange? Click and collect? eBay?

Yvonne Meronti

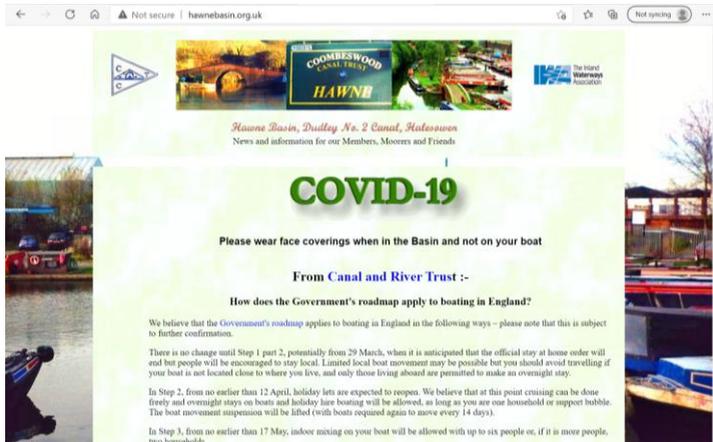
The Birmingham Canal Navigations Society

Exists to conserve, improve and encourage a wide range of interests in the 100 mile network of the Birmingham and Black Country waterways. Holds cruises, festivals, walks, talks, work parties, canal clean-ups and more.....

**Please join us at:
bcnsociety.com**



Hawne Basins Website



hawnebasin.org.uk

The above is the web address of the Trust's web site and I am Peter Wilcox, the webmaster.

Firstly, I would like to draw your attention to the existence of the web site. It has been running for a number of years – first started, by myself, in 2003. The object of it is to give news, information and, hopefully, entertainment to our members, friends and anyone interested in canals and boating on them.

Secondly, although we would love to have some, we do not have any input from our members. Perhaps you are like me and when you visit a web site you think that is "it", there is nothing I can do to improve or change it in any way. If this is your way of thinking please adjust it in connection with our web site. I will be very happy, in fact overjoyed, to receive any comments or views on the web site as a web site, and I will make changes if you come up with any good ideas.

I will similarly be very happy to receive your photos that relate to the Basin and/or to Dudley No. 2 canal and publish them. In fact if an individual sends me a sufficient number of photos I will create a separate album for them. Videos are also very welcome but they must first be uploaded to YouTube because we do not have sufficient storage capacity with our web host, GoDaddy, to allow for videos to be stored as well as photos etc. A link to them will be on the videos page. I will upload them if necessary – just send me the file.

I will also be very happy to publish any items that you think might be of interest to anyone visiting the web site, be it news, views or information – how about telling us how to perform some of the more technical aspects of boating e.g. the machinery in the boat, how to cruise single handed, how to moor without destroying your own and others' paintwork, etc. I am not trying to upstage the Interchange magazine - any information on the web site is searchable and therefore easy to find.

When you visit the website I hope everything will be self explanatory (if not please tell me) but the one section you might overlook is Dave Necklen's archive – [www.hawnebasin.org.uk/DN Archive/index.htm](http://www.hawnebasin.org.uk/DN%20Archive/index.htm). This is a treasure trove of photos documenting the Basin history from the earliest days together with Newsletters and Interchange magazines from January 1978. You can also view the 30th anniversary presentation of the story of Coombeswood Canal Trust given by Dave after the 2007 AGM. Dave was in charge of publicity and the magazine in the early days – I believe he did a great job. His boat was Saxon which was moored for some time in the Basin but he was a member of the Wolverhampton Boat Club where he also kept his boat.

Roy Kenn has also produced a very well researched, and very time consuming history of the Basin from its inception which gives many fascinating details and stories – [www.hawnebasin.org.uk/history 2.htm](http://www.hawnebasin.org.uk/history%202.htm).

I hope that at the moment the web site gives sufficient information and items of interest but I would love to make it a little more vibrant and relevant.

I can be contacted by email: pwilcox@blueyonder.co.uk

I look forward to hearing from you all as soon as you have some time to sort out your collections etc! 😊

Peter Wilcox

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