

THE MAGAZINE OF THE



ISSUE 4/01 - July 2001

BW's Future/Engine Emissions/Glossary of Acronyms

IN THIS ISSUE

3	The Chairman's Column	Sue Burchett
5	BSS Review	Tech. Committee.
6	BW's Plans for the Puture	Stephen Peters
8	Worried Woman of the Waterways	www Dot
10	The Myth about Emissions	Stephen Peters
13	Isis Crisis	Stuart Sampson
14	About the Waterways Trust	Stephen Peters
16	Editorial	The Editor
17	Notices	
18	Rivers	Rivers Rep
22	Readers' Recommendations	Readers
24	A View from Council	A "Bird"
26	Letters	Yourselves
28	Acronyms and Abbreviations	Graham Freeman
31	Council Contacts	

CHAIRMAN'S REPORT

Those of you who attended will no doubt have noticed there wasn't a NABO bar at the Inland Waterways Festival. This was entirely due to the failure of the organisers. They didn't get enough exhibitors to be able to use the 1st floor, with it's bar.



We had arranged outside access but were told at the end of May that NIA's licensing arrangements covered serving only those who had entered the hall. It was then too late to let you know or to make other arrangements. I am writing this before the event and I still expect to have had an enjoyable time meeting as many of you as possible.

After British Waterways edict went out to their managers about cutting to the towpath edge I was hoping for an improvement. On contacting the Lapworth office I was told that they usually cut the edge in the Autumn but in view of the edict they were going to have a meeting and then they would consult their customers and then?

The stinging nettles are now 3ft high and mooring rings are well hidden. Obviously they are not going to encourage boaters to the area this year. I feel very sorry for families dealing with stung children and others who may be put off boating.

An exception to this is both Tardebigge, which is much

improved from last year and Spon Lane locks which should win a prize. The edges are cut, the brick work is clear of weeds and its beauty exposed. It was also a haven for ducklings, goslings and moorhens, a real pleasure to see.

Conservation includes maintaining the man-made structure which seems to be forgotten sometimes.

The New Main Line in places badly needs dredging. We had trouble getting round at the bottom of Spon locks and we are only 58 ft long.

We are concerned about both BW & EA ignoring letters written to them. They are supposed to acknowledge within 7 days and send a full reply within 21 days. We would welcome as many examples as possible of where this hasn't happened. So make a note of relevant dates and write to Graham Freeman.

Although we have a change of Government we seem to be keeping the same minister. So welcome again Lord Whitty. It must be a difficult task to try to understand the waterways world especially when it is only one area of your brief.

We now know that the waterways will be coming

under the government department for Rural Affairs.

Don't forget to put Nov 10th in your diaries. Our 10th AGM. This will be in Birmingham - details later.

MEMBERS that pay by standing order please look at your window stickers. I did and found that I had two with Dave Green's address on them. We have new stickers long, round, and small round, the latter being suitable for cars as well as boats. You only have to ask our membership secretary and they will be sent to you. Likewise if you need membership forms to hand out.

Your Chairman has had a mad five minutes and has volunteered (honest I did and I was sober) to abseil off the Anderton Boat Lift. As this is possibly the only way I will go up or down it, I would be grateful if as many of you as

possible would sponsor me. I don't mind how little you give, if every member gave £1 we would have at least £3000 towards the restoration. For unconditional donations please make cheques out to ANDERTON BOAT LIFT TRUST and sent to 152, Gt Knollys St Reading RG1 7HB More details in the next News. Thank you.

Volunteers are needed for the stand at Milton Keynes. We are also having a display in the IWA tent so those of you with two hats will have the opportunity to wear both at the same time.

Eileen Mckeever has been appointed the new Thames Waterway Manager and will operate from Reading. NABO wishes her well in her new job.

Sue Burchett

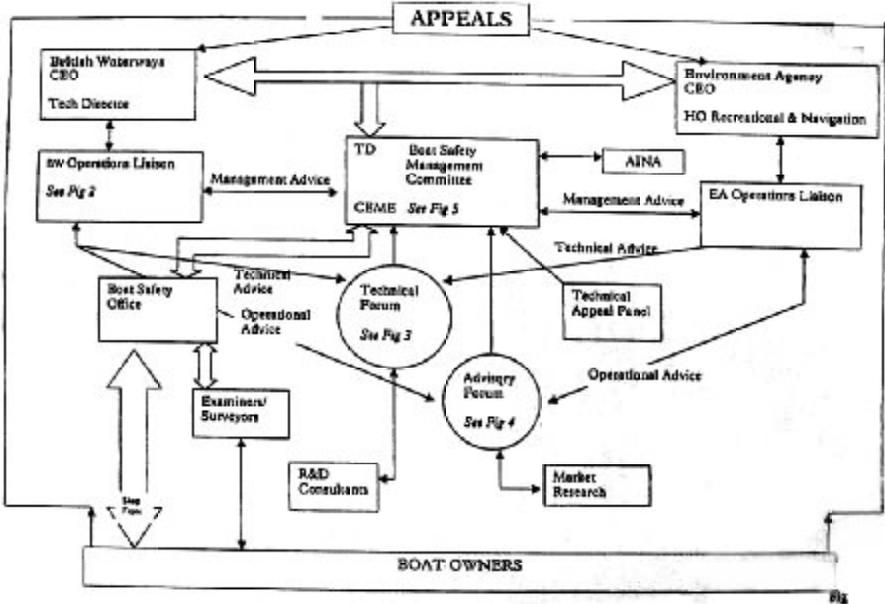
Credit where credit is due

NABO has supported the navigation authorities in their measures to contain the spread of Foot and Mouth Disease, and we have been impressed by the speed at which British Waterways took up the challenge at the start of the outbreak. We are of course very pleased that individual lengths were assessed and re-opened as soon as possible and licence holders were kept well up to date with progress, and with the way BW used e-mail and its website to keep those of us on-line in touch, without forgetting to mail those without access to the internet. It is a shame they weren't allowed to put this resourcefulness into improving the waterways.

It is also a shame that EA, presumably due to not having the control endowed by ownership of land, were not able to make their rivers accessible so quickly, for example the meadow-side moorings at Lechlade.

LATEST ON THE BSS

A recent proposal from 'them-in-the-know' explains how the BSS is to be made '**Safe**', '**Clear**' and '**Fair**'. We were obviously misguided to assume making it '**Clear**' might also mean making it simpler - this diagram is of their proposed structure:



The scheme is due to be re-launched in January 2002 and the time for Time Limited Exemptions (for those whose navigation authorities are applying them) is expected to be extended to cover the rest of this year.

NABO believes that BSS certificates on existing boats should remain valid until the 'new' BSS is introduced and accepted by all who have to implement it.

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BW announces its 'Plan for the future'

BW has recently published the third in its series of forward plans, this time covering the period 2001 - 2005. The glossy booklet is entitled "Our Plan for the Future 2001 - 2005" and is available free from Watford (well worth obtaining, if only for the free waterways map insert!).

The plan covers the entire spectrum of BW's activities and has been given the full support of Waterways Minister, Lord Whitty who wrote the preface.

BW has predicted that its trading income increased by 36 per cent during the last financial year, enabling increasing sums to be spent on the waterways, their restoration and the safety-backlog of repairs. They now intend to eliminate the safety-backlog by the end of 2004 - some 15 months earlier than planned last year, but the elimination of statutory arrears of maintenance will not be met until 2021. However, BW aspires to improve on this date if grants from government and income from commercial ventures allow.

1999/2000 saw the highest ever total for third party funding and the plan predicts a much larger future contribution from public bodies and from The Waterways Trust.

On the business development front BW intends to promote a national water grid for the supply and sale of water and apparently published a prospectus in early 2001. (Has anyone in NABO seen it?)

They also plan to publish a new angling policy in 2001 - we await the consultation process!

To emphasise the BW commitment to involvement of the community they intend to consult on widening the framework for national and local consultation and to implement a framework by mid-2001 - we are waiting for this one too!

BW has consulted with Wildlife Trusts to complete the National Biodiversity Action Plan and they have published the framework document for Waterway BAPs. Starting with the Staffordshire & Worcestershire Canal, these BAPs will be developed for seven unnamed waterways in the current year and for all waterways by 2005. Sounds very interesting.

Having learnt lessons on the GU Canal, BW has produced a prototype Character Map of the Waterways and will publish a professional version to be used to promote the waterway character at

heritage training courses, events and festivals. Does anyone know what they are talking about?

£250,000 having been raised in a public appeal by December 2000, BW will now help to raise the remainder of the required funding and complete the project in 2001.

Building on its conservation role BW plans to create new SSSIs for Floating Water Plantain on the restored Rochdale Canal.

The section on navigation and waterway standards is of particular interest to our members: BW has pledged that it will now arrange winter maintenance so that wherever possible all waterways will be open to navigation over the two-week Christmas period.

They also plan to increase the amount of dredging so that 90 per cent of waterway channels are of "acceptable" dimensions by 2005 (currently only 60 per cent meet this criterion).

It is disappointing to read that BW will raise private pleasure boat licences by the rate of inflation on 1 January 2002, but in this 5 year plan they make no firm commitment for the other 4 years. Could it be that they want to extract more money from boat owners than merely inflation increases? WE SHOULD BE TOLD!

We should also be told what they mean by "in 2001 we will complete a full review of our Waterways Code material aimed specifically at boaters". We do not comprehend this statement, perhaps we need the de-coding book?!

Between 2001/02 and 2005/06 BW plans to improve facilities; and create 1,250 additional visitor moorings.

The next 5 years promises a renaissance on our inland waterways.

Stephen Peters

Advertisement

Worried Woman of the Waterways*

Hello,

my name is Dot and I've been around on the waterways for years now and although things get better in some ways they get worse in others. I worry. Some of you do too. Where is it all going? What will become of the peaceful waterways that we love?

I'll share 'A' worry with you. . .

. . . **Attitude.**

'Britains Canals - the fastest way to slow down' we are told. Relax and enjoy the canals; stand and stare; look at the wildlife; study the Industrial Archaeology; absorb the atmosphere.....

Well why are folk in boats rushing around trying to get from A to B in a hurry, or 'doing a ring' in a week. Giving themselves a schedule and panicking that they need to be 'there' on time.

'You **are** there', I think to myself. The joy of canals is that wherever you wake up 'There you are'. No need to journey or rush to get to it.

The point of getting away from it all is to leave timetables and worries behind. They never see the sarcasm in my saying, 'Oh, you go ahead, I don't have to rush, I'm not on holiday'.

I do appreciate and enjoy the wonderful views that you get while travelling around. I have some favourite mooring spots, where I can tie up and sit gazing out at wonderful scenery.

Why, when I have just settled down, does someone come along and moor three inches from my bows, totally blocking the view. They then proceed to draw their curtains, start up their generator and adjust their TV aerial.

2000+ miles of canals, lots of other mooring space nearby, why pick there? Why be in such a lovely spot to just shut yourself in? I bet TV reception is better from a house too!

Then there is the noise, not only loud radios and shrieking but engines and generators running all hours. Might as well be on a building site or in a block of flats.

BW bylaws say no engines or generators before and after 8 (unless you're travelling of course). Are they ever enforced?

I do hope that there are more of us on the waterways that like to enjoy what only they have to offer. It is a pleasure to embrace the way of life. It is missing the point to try to bring 'on the land' living with you when you visit the waterways.

Boating on the canals changes one's attitude to life. Oh, but I worry that 'Attitude' will change life on the canals.

See you on the cut

yours www* Dot.

BW RECEIVES CHARTER MARK

We learn from the glossy publication "Waterfront" that BW has been awarded the Charter Mark in recognition of excellence in public service for the THIRD time.

The assessors took into consideration the courtesy, helpfulness and efficiency of BW staff, the excellent content and quality of the BW website and its programme of innovation and improvement.

Does this accolade mean that BW will now implement its own Customer Charter and reply to letters within the stipulated time-scale, carry out consultations in accordance with its policy and maybe update the "Caring for Britain's Waterways" booklet?

The Myth - Polluting Engines

It is extremely telling to look at various figures provided in the Recreational Craft Directive amendment, and from other reliable sources, since they completely dispel the myth that diesel engines and especially classic diesel engines are noisy and polluting.

Exhaust emissions

The limits imposed in the amendment on exhaust gases to reduce the harmful effects of CO and HC will mean a small increase in NOx overall (by 175% for petrol engined craft).

The emissions from all recreational craft are very small compared with the sum of emissions from the 11 main emission sources, less than 0.5% of the total.

Currently, petrol engined recreational craft produce 99.3% of the total emissions of CO, HC and NOx of all the emissions from recreational craft.

Under the limits imposed in the amendment, two-stroke petrol engines will be allowed to be:

- 35.7 times more polluting for CO
- 20.7 times more polluting for HC
- 1.02 times more polluting for NOx
- than the equivalent 28 bhp (21 kW) diesel engine.

Under the limits imposed in the amendment, four-stroke petrol engines will be allowed to be:

- 35.7 times more polluting for CO
- 5.72 times more polluting for HC
- 1.53 times more polluting for NOx
- than the equivalent 28 bhp (21 kW) diesel engine.

Test results on an original Gardner 2LW [28 bhp (21 kW)] diesel engine at full power indicate that it meets the limits for a diesel engine for CO and HC and just fails on NOx. No test results are available for particulates.

This classic diesel engine was introduced in 1935 and last manufactured in 1973.

Noise emissions

The noise test is designed primarily to regulate high-speed powerboats and jet skis but it is being applied across the very broad spectrum of recreat-

ional craft. It has now been widely accepted that the noise limit specified is easily attainable for the vast majority of displacement craft using an inboard engine, including traditional styled narrow boats fitted with classic engines. The question is not whether they will pass or fail the test limit but the expense and inconvenience of having a piece of paper to confirm that they do. In the amendment it is estimated that this will cost 20,000 Euro (£12,500).

Fortunately - but rather late in the day - moves are being taken to exclude a large section of recreational craft from the noise emission requirements, including all displacement craft found and used on inland waterways.

Conclusion

- The polluting engines in recreational craft are petrol two and four stroke engines, not diesel or classic diesel engines.
- The noisy engines are those fitted to high-speed powerboats and jet skis, not those fitted to slow speed displacement craft typically used on inland waterways.
- Even diesel engines designed 60-70 years ago are significantly less polluting than new generations of petrol engines already being designed to meet the requirements of the RCD amendment.
- Environmentally, it would be more sensible to promote the re-use and refurbishment of the stock of existing diesel engines in order to replace petrol engines since this would additionally save on the environmental impact of manufacturing new engines.
- Environmentally, it would be difficult to justify the continued production of any two stroke petrol engine, and yet, under the terms of the RCD amendment, these engines have been given an extra year to comply with the emissions limits.

Thanks to Michael Clarke of the IWI for allowing us to include this.



EA SILLY!

A member, who often represents NABO, filled in all the forms as requested, and attached a CV but wasn't accepted as an Eastern Region EA consultant.

They said they already had too many REPRESENTING FISHERMAN.

How cheering to waste time filling in forms they don't read!



Assuming you can walk on water!

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ISIS CRISIS?

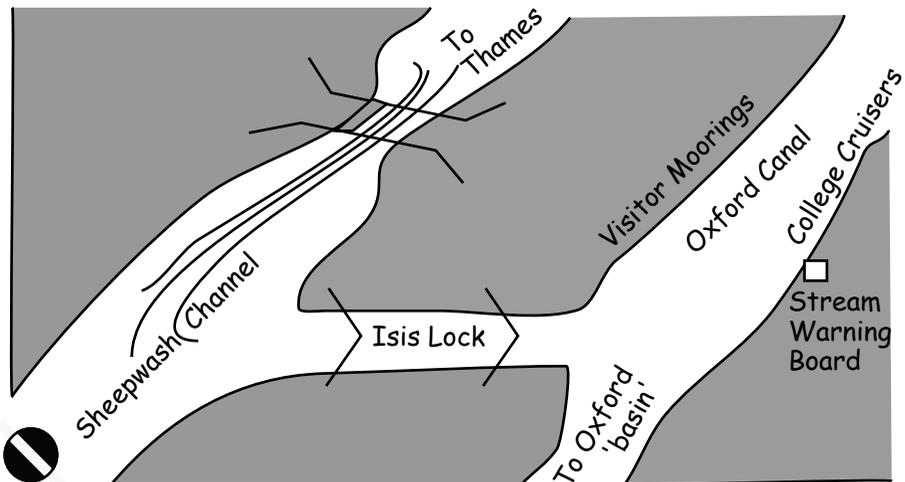
“**More boats to Oxford**”, pleads the glossy newsletter Fly Run produced by BW Braunston office.

What they fail to mention is that the only boats that should attempt to reach Oxford by Canal must be-

- Under 50 foot so they can turn by Isis Lock, or
- Able to reverse the 3 miles or so back to the Dukes Cut junction, or
- Licensed with EA and with enough turning power to cope with the flow down Sheepwash Channel that endangers your turn towards the Thames.

Note that guidebooks make little reference to the latter danger and the red '**Strong Stream**' notice by College Cruisers may well not be 'crying wolf!' even at normal river levels.

EA have a choice of routing the river flow down Sheepwash Channel, (a.k.a. the Millstream), where it surges through a narrow bridgehole just upstream of the tail of Isis Lock, or through a weir at the head of Osney Lock which makes approaching the lock landings hazardous. It is a 2 mile walk between weirs so how they are set may depend how much walking the Lock/Weir keepers wish to do.



THE WATERWAYS TRUST

Your Chairman has recently raised a number of questions regarding the status and purpose of the Waterways Trust in her column (see NABO News 3/01) and the latest brochure produced by the Trust poses further questions about its activities.

A fund-raising leaflet headed "You can help save threatened wildlife" contains evocative photographs of furry mammals, birds and insects and asks for contributions to fund its campaign to save waterways scenery and wildlife. And actor and waterways enthusiast Timothy West implores us to preserve them for future generations.

Donors are asked to send £17 to provide a hand-crafted holt for "disappearing" otters, or £25 to install a "vole-hab" to help the creatures to burrow into soft earth behind hard canal banks. (Correct us if we're wrong but surely otters are now increasing in numbers - it is the voles that are disappearing!). £50 could help to re-seed canal banks with native plants.

According to the leaflet the Trust has been launched to preserve canals and rivers and the beauty of waterways wildlife. Readers are left in no doubt that the main function of the Trust is the protection of flora and fauna - no mention of its previous purpose "to raise money for inland waterway restoration". Wonder why not?

The destination for donations is yet another address, this time in Crawley (Creepy crawlies - get the pun!)

S.P.

BW SILLY!

After 50 years working on the waterways, the retired Lock-keeper of Newark Nether Lock was on his boat cruising the Leeds & Liverpool Canal. On applying for a key to the top gate paddles on this canal he was refused, why?

LACK OF EXPERIENCE !!

Memorandum

To: NABO members

From: Stephen Peters

Date: 13/4/2001

Subject: Book & Chart Sales

I would like to remind fellow members that I am able to supply nautical books and charts published by Imray, Laurie, None & Wilson; and now I am also able to offer waterways maps and charts produced by GEOprojects; all at concessionary prices. I would be pleased to answer any enquiries and advise on the publications available.

Details as follows:

I am offering to supply books and charts published by **Imray**, by post, through my own trading company at up to 20% off RRP to members of NABO.

The publications on offer include inland waterways charts and maps, reference and guide books, coastal pilotage guides and Imray navigation charts. Books and foreign charts covering European waterways and overseas cruising areas are also available.

The inland cruising canal and river maps produced by GEOprojects are well known and of high standard. They also produce street maps and atlases as well as specialist maps covering the Arab world! In addition, their range now includes the well-known Stanfords Allweather coastal navigation charts.

If members would like more information please contact

Stephen Peters at PQS BoatHelp, Tel | Fax 01564 824927.

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We bring you this edition with the support of Old Father Thames - as Archimedes would have it, so please bear with any technical inadequacies that may result.

One of my aspirations on becoming 'PR'/Editor was to improve the flow of information between Council and NABO as a whole, in **both** directions. In the outward direction I hope I have achieved something, but **we need more coming in**. As well as your feedback on crime and the BSS review, we are also interested in any seemingly unfair reprimands you may have received claiming you have overstayed your welcome on moorings. However don't forget to voice any praise of the Navigation Authorities where it is due too, for instance for BW's handling of the Foot & Mouth crisis, particularly on the New Junction where they even provided boot washing brushes.

Whatever your views on BW taking over EA rivers, note that they won't let strong stream conditions disrupt corporate ceremony. . .

It so happened that, when BW wished to formally receive the keys to their new marina at Newark from the Contractors, there was a lot of water in the Trent that wished to reach the sea. In fact sufficient of it to make use of the public right of way round Newark Town Lock, had the flood gates upstream not been closed.

However the vessel required for said ceremony was on the wrong side of said flood gates. Nonetheless, stuck as we were on the pontoons outside the BW Newark Office, we witnessed said vessel, a tug, arrive from upstream and take on board a party of besuited and tight-skirted/high-heeled dignitaries - their sober attire nicely set off by day-glow red lifejackets. The flotsam later seen strewn around Town Lock bore testimony to this assertion of priorities.

Communication between Newark BW management and their staff had been little better than their command over the river. On our way to Newark we hoped to finish a hard day on the tideway tied to the Cromwell pontoons, and told the lock-keeper this as we penned through. When we rounded the bend - no pontoons! Questioned on the VHF radio, he didn't believe us and came to see with his own eyes. His bosses could have told him.

The next day as we struggled against increasing 'fresh' into Newark Nether Lock, we overheard that the BW office were planning a timed narrowboat run that day between Town and Nether locks to prepare for the Newark-on-Water Festival! This they did abandon, but why didn't they just ask a lock-keeper who knows how long to wait for boats to make the trip from everyday experience?

Well, I suppose working in that penitentiary styled office might isolate them from the world outside, and they did have good reason to remove the pontoons. Some idiot had lit his barbeque coals directly on the tarred surface of one set, not a NABO member I hope!

Stuart Sampson

NOTICES

What is happening at Market Drayton where limits are being put onto which hours of the day you can moor.

It seems that this has been generated from local residents in new houses who CHOOSE to move near the canal then object to what they find there.

This has been tried in other areas.

Where else is it happening?

Special thanks to members Clive, Sheila and daughter Sue for the use of a landline when my GSM cable was u/s, so preventing further delay in the production of this mag. Ed.

WELCOME TO OUR PORTUGUESE READERS

A very warm welcome to our readers in Portugal and we hope you enjoy this edition of "Turnip News".

You may be somewhat disappointed to see little mention of your favourite edible root of the vegetable *Brassica campestris* but here in the UK our readers prefer to discuss boat ownership rather than matters agricultural.

[Yes, you've guessed it - the Portuguese word for turnip is "nabo". Henceforth, members of Council will be referred to as "turnips"!]



PLEASE NOTE - EDITOR AFLOAT

Please send contributions on paper or disc for Issue 5/01 to Gen Sec to arrive by **28th July**, address:-

Graham Freeman, 15 Harcourt Way, Hunsbury, Northampton, NN4 8JR

E-mail (news.editor@nabo.org.uk) copy date is 1st August

GIVE US A RING!! (or 2) Developers please note

Mooring rings rather than bollards suit overnight and shopping moorings. They are much more secure against mischief when you can tie the line back onto the boat.

Meetings

Council will meet on the following dates in 2001:

July 28th;

Sept 29th;

Nov 24th

AGM will be on

Nov.10th



RIVERS



E. A. CONSULTS OVER FUTURE OF RIVER DEE

The Environment Agency is the conservancy and local lighthouse authority for the tidal River Dee from just downstream of Chester Weir to the seaward limit of the estuary - a role which it inherited from the previous water authority.

The Agency is responsible for marking and lighting the estuary to enable safe navigation by vessels, primarily those that use Mostyn Docks. Since 1989 the Port of Mostyn has been the pilotage authority and the harbour authority for the area immediately surrounding the docks and the Agency, being aware of its limited ability to fund the conservancy function and restrictions imposed by outdated legislation, has proposed a number of possible options for the future.

An independent review has concluded that the Port of Mostyn's plans for expansion would lead to a three-fold increase in commercial shipping movements and encourage larger ships. This development would necessitate improvements to the navigation aids and demand greater expertise than the Environment Agency is able to deploy.

The Agency is of the opinion that it should transfer its responsibilities to a more appropriate body and has proposed four possibilities:

The first would be a transfer to one or more Welsh or English local authorities or a joint board. The second, possibility, is to establish a Trust Port similar to that which controls the tidal Severn below Sharpness. The third suggestion is that the Port of Mostyn should take over responsibilities for the estuary; and the final option is a transfer to an as yet unidentified private body.

The Agency has invited the views of interested parties before the closing date of 13 July 2001.

E.A. PROPOSES NEW BYELAWS FOR RIVER MEDWAY

The Environment Agency has recently published draft navigation byelaws for the River Medway aimed at bringing them in line with modern day requirements including the application of the Boat Safety Scheme. The BSS is not currently enforceable on the River Medway.

Unfortunately, the Agency's Southern Region is not alone in failing to consult NABO over such issues and we have protested strongly to our having been given no indication that these byelaws would be introduced. ▶

We failed to meet the deadline for consultation due to the lethargy of the Agency but understand that, owing to a number of glaring errors and anomalies, the DETR is likely to postpone confirming the byelaws to enable a number of issues to be resolved.

A cursory services and houseboat intruder alarms to display a blue flashing light - but not alarms on other types of vessel.

A curious requirement stipulates that the master of a vessel capable of speeds in excess of 8 knots must be at least 16 years of age. One can envisage a large, slow commercial vessel being controlled by a 5-year old!

Despite being told by the Agency over a period of many years that all speed limits must be expressed in kilometres per hour, these proposals state that the maximum speed shall not exceed 5 knots OVER THE BED OF THE RIVER. Someone clearly does not comprehend nautical terminology. Speeds expressed in knots are always speeds through the water not over an invisible fixed piece of land several metres below the hull. NABO prefers the use of speed limits in knots rather than metric units, particularly on river navigations.

Vessels towed on the river will have to be in single line not breasted up as is usual and far more practical and controllable.

The application of the BSS is covered in the new byelaws and is modelled on the River Thames regulations whereby a joint application by not less than 6 persons owning boats on the river may apply to the DETR if they consider any construction or equipment requirements are unreasonable. How many have successfully done this on the Thames, let alone the Medway?

The Agency will require all vessels to have at third party insurance cover but the byelaws do not state the minimum policy value required!

The use of sanitary appliances on the River Thames, but not on other river navigations.

The Agency will require 28 days notice before any regatta, race or similar event takes place on the river and boats will be prevented from passing any event which may cause a crowd to assemble on or by the river!

Contravention of the byelaws will be a criminal offence.

GLOUCESTER & SHARPNESS MOORING CHARGES CLARIFIED

Following the publication of the "Mooring Guidelines" booklet by BW Gloucester office, we initiated a complaint against them for failing to comply with their stated policy regarding mooring charges for 2001. ▷

Having explained to the User Group and reiterated the same intention in correspondence, BW persisted in publishing information which was at variance with its stated position, namely that mooring charges would only increase by the rate of inflation in 2001.

Examination of the printed tariff clearly demonstrated that the mooring charges had been increased by introducing the concept of "Low" and "High" bollard scoring ratings, and most of the permanent mooring sites had been shifted from Low to High when compared with the previous years published prices.

In addition, the Waterway Manager had taken it upon himself to impose a "fine" for overstaying on short-term mooring! We pointed out that only a Court of Law has the power to "fine" anyone and requested that this wording be deleted.

Having queried the mooring charge regime for 2001 we received no positive response from the Waterway Manager, nor from the Regional Director; so, in accordance with the official BW complaints process we referred the matter to Dr David Fletcher, Chief Executive Officer of BW. His response asserted that it was NABO who had failed to give sufficient information to BW and he therefore declined to deal with our complaint! This man has a cheek !!

Finally, however, we have received acknowledgment from Mr John Lancaster, the Regional Director confirming that our contentions were correct. He writes "I have investigated the position and can confirm that you are correct. It was not our intention to increase the (mooring) charges above inflation and I understand that despite our published brochure suggesting a higher increase we have not done so." He continues "I apologise for the concern that this has caused you We will be writing to moorers explaining the position and reassuring them that we will be only increasing charges this year with inflation. We will also be withdrawing the price list that is incorrect".

Thank you, Mr Lancaster - apology accepted. But talk about extracting blood from a stone, this matter could have been easily resolved some six months ago, saving time and money for everyone concerned.

We trust that moorers on the G&S Canal will find that their mooring charges have indeed increased only by the rate of inflation this year. If you know anything to the contrary we need to know.

NEW CHART FOR SEVERN ESTUARY

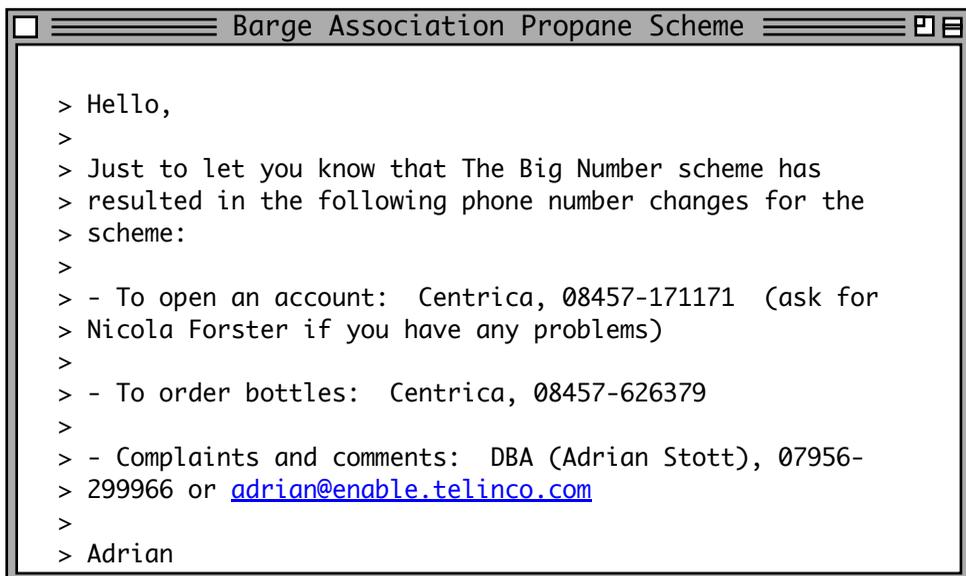
British Admiralty chart 1166 which is essential for anyone wishing to make the passage between the Gloucester & Sharpness Canal and Bristol is to be published in a new edition later in 2001.

A hydrographic survey jointly commissioned by the Gloucester Harbour Trustees and the Environment Agency was carried out in August 2000 and ▶

will form the basis of additional information and coverage when the new chart is produced.

The new chart will include a panel covering the River Severn between Sharpness Point and Hock Cliff, together with a further inset depicting the layout of Sharpness Docks.

When published, the chart will be obtainable from chart agents, chandlers and through the publications service offered by our River Users' Co-ordinator - send for details later in the year.

A screenshot of an email window with a title bar that reads "Barge Association Propane Scheme". The email content is as follows:

```
> Hello,  
>  
> Just to let you know that The Big Number scheme has  
> resulted in the following phone number changes for the  
> scheme:  
>  
> - To open an account: Centrica, 08457-171171 (ask for  
> Nicola Forster if you have any problems)  
>  
> - To order bottles: Centrica, 08457-626379  
>  
> - Complaints and comments: DBA (Adrian Stott), 07956-  
> 299966 or adrian@enable.telinco.com  
>  
> Adrian
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SOLITARY CONFINEMENT ON THE SHROPSHIRE UNION?

At Beeston Iron lock BW have changed the notice that says that two full length boats can't pass through the lock together (the lock has a bend in one side near to the bottom gates). They now say that ALL boats must single out for the lock. The pound above the lock is the shortest on this long section of wide canal. No wonder it is always getting so low as to cause problems of grounding.

Is it because BW think boaters are too stupid to understand instructions about boat lengths?

Also on the SU -

Is there some kind of partnership plan - the Shropshire Union Canal Society put in mooring rings and BW put in 48hr mooring signs at ALL of the sites? Why?

SOME READERS' RECOMMENDATIONS

A Restaurant/pub

The Saracen's Head at Weston on the Trent and Mersey canal is under new ownership after six years of changing managers. The genial host welcomes boaters and meals are available at lunchtime and evening. You can choose to eat in the dim, warm snug of the bars with their open fires, or in the light, bright conservatory - both are very comfortable. The menu is varied ranging from the usual pub fare to the more elaborate dish with plenty of choice in starters and puddings. Prices are very reasonable and portions are more than adequate. Four of us had a main course that was sufficiently large that none of us could manage a pudding, and a bottle of wine, for under £35. The pub is on the A518, only 100 yards from the canal on the lefthand bank (going north). We can heartily recommend it. The Crew of "Thurzaway".

A Handy Gadget

A battery operated shower very useful for washing malodorous canines, decks etc can be bought for around £26 from Nauticalia. It is powered by 4 'D' type batteries (U2 size to us codgers) in a special box, connected to an immersible pump, like those used for caravan water systems. This is linked by 7 feet of hose to a shower head. Various gizmos are provided for supporting the head and a cigar lighter adapter for using it from the boat electrics.

The flow is quite adequate for washing what you want without soaking yourself, and water can be taken from a bucket, or straight from the cut if the job isn't too high up.

Boat Bits

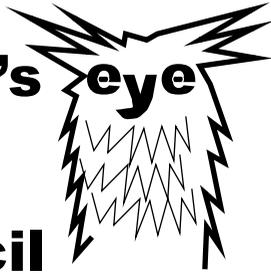
Custom Calorifiers, Low Voltage Fridge Conversions, Stove Pipes - perhaps even Bagpipes, try Iain at Puffer Parts. You well might think of him shouting "McPhail" down the voice pipe of *Vital Spark*, or even producing the dirk if you dare misspell his name, but as an Acquisition Officer he is Grade 1. Don't worry, he is not so far north as you might fear, just West Yorkshire, See his ad on Page 5.

Cheap Diesel

Shepperton Marina promise to undercut all opposition - 23.5 p/l at time of writing

Advertisement

a bird's view from council



Well here I sit, checking on things for you, and hopefully letting you know what's going on.

NABO is now into its second decade, and what a lot has been (and is being) achieved for and on behalf of boaters since it was formed. All done by volunteers in their own time too.

That's why they spent quite some time discussing how to make the council meetings shorter. 'Don't spend time talking about things like this', I thought, but what do I know, I'm only a bird. All others said that the small investment of time was valuably spent.

Can anyone out there go to User Group meetings and report back? or just tell your local regional secretary what goes on at meetings that you do attend? Council members can't be everywhere and do need to keep informed about what is happening and being discussed.

Seen any 'Hire Boats Only' mooring signs yet or any 'No Mooring - Fishing only' ones? Or perhaps ones

limiting the time of day you can moor (at places where local residents move to live by the canal, then object to seeing boats!)

Let council know of any you spot.

Seems some Marinas are onto a new cruel plan when they have a waiting list. Some boaters have to pay a large fee on taking up a moorings, extra to the mooring charge, then life is made so awkward for them that they leave. They get no refund and a boater on the waiting list starts the whole procedure again.

What are these plans to use canals for water transference?

The LLangollen canal was designed for it. Having fast flows on other canals would give rise to many problems.

Here are just a few -

- the canal bed doesn't slope,
- it is full of years' build up of silt,
- the bridge holes, on some, are very narrow and to go through against a flow would create difficulties;
- going with the flow a boat would need to increase speed to be controlled.

Are BW planning to sell the water? Usually this wasn't in the agreement when water supplies were obtained for canals. Will this start limitations on the discharge of 'grey water'

(from washing up and showers etc)
from boats?

All council are against 'Bridge Hoppers', (boaters that claim to be continually cruising when they aren't really moving around the system at all) BUT.....there is no need for new rules and regulations to be invented and introduced that will mean a criminal act is committed if any mooring rule is infringed.

How are you on TLI*s or CFLA*s, perhaps you prefer WAMFI*s. Do you have trouble with FLIMS*s.

Well someone is going to compile a list of relevant ones with explanations, so soon even a little bird will be able to understand the many edicts, decrees, rules, statutes, mandates, manifestos, dictates etc etc that we receive.

Are BW digging a big hole for themselves with plans for 'Red Flag' warning signs on the river Kennet? The ones in use in the north are quite satisfactory, so why make life harder for all.

Lots more is coming out on the health and safety band-waggon. Boating is now one of the most regulated pastimes in the country.

Will the government decide to copy BWs fund raising wheezes and decide to register and licence caravans, AND insist that they have a safety certificate?

If a certain authority are against linear moorings and trying to reduce the number in use, how come there are seemingly MILES of advertisements for winter moorings to let, along many popular lengths of towpath? Watch out, your favourite spot to moor for a Sunday lunch trip to the pub or a getaway weekend, may be rented out for months. Not that you will be able to make frequent visits to the same spot if those new rules, mentioned above, come in!

BW are not going to install bins and notices about dog fouling if they have no means of enforcement. (Council get informed of all important policy decisions).

Council think this is 'Sign of the Year' -

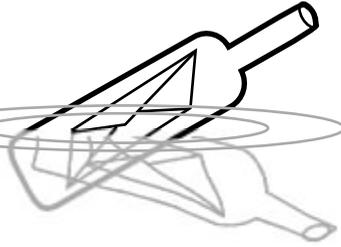
'.....Do Not Raise The Gate Paddles Until The Lock Is Half Full' Only one small problem, the lock only HAD gate paddles!



Answers

- *Three Letter Initials
- *Common Four Letter Abbreviations
- *Words All Made From Initials
- *Five Letter Initials Making Sense.

LETTERS



Licensing In Private Moorings

I think G H Bakers letter and Stephen Peters response In NABO News of May 2001 miss the point. Surely the reason boats in private moorings need not be licensed provided they do not exit onto the navigation authority controlled canal or river, is because the owner of the private moorings will be paying an annual connection charge to BW or the EA, by which they obtain their recompense from the marina or offline basin etc. for the facility of boats kept on private waters being able to access the canal or river. No doubt the navigation authority in setting the level of such charges will take into account the numbers of boats based in the marina etc. and other relevant factors.

The mooring charges paid by boats to the marina operator will

in turn reflect the operators costs, including the connection charges paid to BW or whoever. In this way the boater is in fact paying the navigation authority, albeit indirectly, even if he then chooses to stay within the marina confines. Should the boater subsequently decide to venture out of the canal/river or not, he gets what he pays for!

The only proviso is that not all marina moorings are necessarily private waters.

As I understand fully offline basin may be private marina mooring which is, say, part of the offside of the main waterway, is probably not capable of being classed as part of a private waterspace.

R. Smith

A Member Lost

I write to advise you that I will not be renewing my membership for this year as my boat is up for sale. I started boating over 22 years ago to enjoy Britain's environs in as tranquil and stress free way as possible.

Of late, the introduction of the BSS, EEC directives, possible ramifications of the Marchioness enquiry etc. and the increasing incidences as of canal rage, vandalism and a growing elitism among some boaters has made this ideal increasingly more difficult to achieve. I also firmly believe that, to borrow a phrase, our waterways are for all and are not for the sole use of the recreational boater or any other of the many diverse users .

Regrettably, I have not travelled all over the system. I can, however, lay claim to having never had a cross word with an angler and even to

have engaged some friendly banter with the more eloquent of the species!

Providing the Cut has not been turned into the world's largest combined a linear housing estate and shopping mall, I hope to return to boating at some time in the future.

In the meantime motor-caravanning in the wilds of Britain and Ireland beckons. I therefore wish you and all NABO members smooth and peaceful cruising.

Regards and best wishes.

Sincerely, David Dewhirst
(Leeds)

ex Selby & Yorkshire Ousel

It's a shame to receive letters like these, many being the only time NABO learns of the true feeling of their authors. Others of like mind remember NABO is here to help, don't be afraid to write. Readers in authority note that this is just one of many who resign because boating no longer suits their freedom of spirit. (Ed.)

GLOSSARY OF ABBREVIATIONS AND ACRONYMS

- AINA Association of Inland Navigation Authorities - the body to which most inland navigation authorities (large and small) belong to promote common interests and policies.
- APCO Association of Pleasure Craft Operators - the trade body for hire boats operators.
- ATYC Association of Thames Yacht Clubs - (N.B the word "Yacht" includes motor cruisers as well as sailing boats).
- AWCC Association of Waterways Cruising Clubs - many boating clubs are affiliated.
- BCU British Canoe Union.
- BMIF British Marine Industries Federation - the marine trade body
- BSC Boat Safety Certificate issued under the *Boat Safety Scheme*.
- BSS Boat Safety Scheme - jointly sponsored by BW and EA. All craft on most inland waterways must be examined and have a Boat Safety Certificate in order to be licensed.
- BW British Waterways (strictly "British Waterways Board") - the nationalised body responsible for over 2000 miles of canal and river navigations in England, Wales & Scotland.
- BWSF British Water Ski Federation
- DETR Department of the Environment, Transport and the Regions - - the sponsoring government department responsible for inland waterways (Name and remit modified after the June 2001 General Election).
- EA Environment Agency - a government agency with responsibility for regulating air, water and land including the control of navigation on a number of main rivers in England and Wales (See also SEPA its Scottish equivalent).
- GOBA Great Ouse Boating Association.
- ISG Inland Shipping Group - section of IWA concerned with promoting the use of commercial waterways for carriage of freight.

IWA	Inland Waterways Association - a registered charity with nearly 20,000 members involved in promoting the retention, conservation, restoration and development of inland waterways, their associated craft, buildings and environment.
IWAAC	Inland Waterways Amenity Advisory Committee - a body established under the Transport Act 1968 to advise government on matters affecting BW waterways in particular.
IWP	Inland Waters Panel - an RYA off-shoot from which NABO was rudely expelled some years ago.
LANT	Lower Avon Navigation Trust - a charity responsible for controlling navigation on the Warwickshire Avon between Evesham and Tewkesbury.
MCA	Maritime & Coastguard Agency - responsible for marine safety and search & rescue.
MEP	Member of European Parliament - find out the names of your regional MEPs to enable you to contact them in future.
MP	Member of Parliament - find out who your MP is to enable you to contact him or her in future.
NABO	National Association of Boat Owners - the only association in Britain concerned solely with the interests of boat owners on the inland waterways (not to be confused with IWA which has a much wider remit and membership).
HNBOA	Historic Narrow Boat Owners Association - caters for owners of older canal craft.
NINF	National Inland Navigation Forum - an ad-hoc forum of associations which meets to discuss matters of common interest (NABO is a founder member).
PIANC	The International Navigation Association concerned with inland and maritime navigation and transport issues.
PLA	Port of London Authority - controls navigation and shipping movements on the tidal Thames.
RBOA	Residential Boat Owners Association - the body for live-aboards.

- RCD Recreational Craft Directive - European Commission Directive which stipulates essential safety requirements for new pleasure craft
- RCD Emissions proposal:-
A proposed annex to the RCD which will set out noise and pollution emission levels for engines in pleasure craft.
- RFERAC Regional Fisheries, Ecology and Recreation Advisory Committee - each EA region has one of these whose remit includes Navigation (although you would never have guessed by its title!).
- RYA Royal Yachting Association - the national yachting and recreational boating body (NB. the word "Yacht" includes motor cruisers as well as sailing boats).
- SEPA Scottish Environmental Protection Agency (roughly equivalent to the EA in England and Wales).
- SSSI Site of Special Scientific Interest - a site of particular value for nature conservation or similar purpose.
- TBA Trent Boating Association - represents boaters and cruising clubs along the River Trent and connecting waterways.
- TWT The Waterways Trust - the charitable arm of BW
- UANT Upper Avon Navigation Trust - a charity responsible for controlling navigation on the Warwickshire Avon between Stratford-upon-Avon and Evesham.
- YBDSA Yacht Brokers, Designers and Surveyors Association - the trade body for these specialists.

Compiled by Graham Freeman

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