

# THE MAGAZINE OF THE



President: Bill O'Brien J.P. M.P.

## ISSUE 3/04 - May 2004

**Moorings Guidelines/BSS Courses/Policy Review2**

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## 2004 CALENDAR

| <b>Council meeting</b>        | <b>Copy date</b> |
|-------------------------------|------------------|
| June 5th                      | June 12th        |
| July 17th                     | July 24th        |
| Sept 18th                     | Sept 25th        |
| <b><i>Nov 13th A.G.M.</i></b> |                  |
| Nov 27th                      | Dec 4th          |



Here I am back home, with m.v. Sulaskar now down near Nuneaton, You may have charted our progress on the Reports Board!

We will probably miss Leeds, but the tower cranes are closing in on the Canal Basin, the lock-keeper is now banished from his unique office to a shared Portacabin, and boaters are not trusted to use Office Lock after he goes home – so no chance of lazy days out from our old moorings.

Anyway, back to work:-

### **The GOOD**

All credit to BWB! Yes, I mean BWB, the British Waterways Board, because its meeting minutes are now on BW's newly revamped corporate website. You might not find much to interest the average boater in them, and by the time you get to see them, quite a lot of water will have flowed past the corporate bullrushes and under that proverbial bridge, as the minutes cannot be published till they are approved by the next meeting of the Board. However they are a very welcome first step in this part of BW's Openness and Accountability policy, and we look forward to seeing minutes of other BW meetings in the public domain, particularly the consultation ones.

Having taken this step, it was interesting to read in said minutes that the BWB are commending the benefit

of openness and accountability to DEFRA too!

We are also very heartened with the enthusiasm BW have shown for our website reporting board. It has been mentioned in BW's *Waterfront*, and useful postings are now appearing from BW services staff.

### **The BAD**

It's a shame that the Continuous Cruising Guidelines were a month overdue of the promised date. NABO has given a lot of time, plus members' money on travelling and legal advice, to steer BW towards a workable and legally sound way to counter mooring abuse. Having found an acceptable way forward, we were getting the feeling BW had lost interest. What's more, in the very places where this problem has caused a scarcity of public moorings, BW is now letting the transgressors continue to occupy the towpath provided they fork out a fee. What compensation is that for those who can't find a space to spend a night or two when cruising?

If the mood at the Yorkshire consultation meetings is anything to go by, the recent BW job cuts have really undermined morale. Much of it is blamed on the cut in grant from DEFRA who seem to have an inexplicable hole in their funds - hence BWB's request for more accountability (sounds like a *Yes, Minister* script!)

We are also concerned about the resulting loss of experienced and skilled staff. Imagine this scenario on the tidal River Trent, based on a fictitious combination of actual events but with substituted names.

A new 'seasonal' lock-keeper is on at Cromwell Lock, when, about six hours before low water, an announcement on marine band radio says, "*Bedale stopped at Normanton Island*". Shortly afterwards *n.b. Dilly Dally's* skipper strolls into the lock cabin and asks when he can leave for Keadby. The lock-keeper lets the boat out almost straight away, recommending it to stop at Dunham to let the flood tide pass, and then go on. However, by the time *Dilly Dally* reaches Normanton Island it is faced with a huge sand barge right across the channel. By this time the combination of ebbing tide and 'fresh' is running at about 3 to 4 m.p.h. and bowling this little underpowered boat along at about 7 m.p.h. The consequences don't bear thinking about.

An experienced lock-keeper might have been more circumspect about penning such a boat on to the tideway, knowing that many sand barges are named after dales, that 'stopped' is a euphemism for running aground, and that Normanton Island is a submerged mud bank on a tricky bend directly in the path of a boat heading for Dunham pontoons.

The point of this little piece of fiction is that lives could depend on the experience of employees who know the river, and BW would do well to think twice before handing out redundancy notices to them.

## **The UGLY? - or 'Is light blue the new colour for danger?'**

I am told there are over sixty Canaltime boats based on the upper Trent. If they average 45 ft in length they will stretch for over half a mile if moored end to end!

Now, it is an inescapable fact that every night, every boat needs somewhere to tie up. Can BW guarantee vacant mooring for this half mile of boats, plus other local hire boats, within a week's out-and-back range of their bases? No wonder the private boater is beginning to feel squeezed off the system, what with that and the congestion caused by the inexperience and sheer number of timeshare boaters. (I am told Canaltime boats out of Sawley can't even be given practical lock instruction.)

**Every night,  
every boat  
needs  
somewhere  
to tie up.**

The least BW should do for the private boater is to provide escape, especially as regards overnight mooring. Luckily we don't always need a nearby pub, restaurant or take-away, so again I implore BW, and other navigation authorities, to go on dredging and improving banks for rural mooring. It will help just as much as issuing codes and guidelines.

## **..and finally- BW Marinas Ltd**

We want to know if its customers are facing hikes in fees or feeling the pinch through loss of prompt payment discount? Are cruising boaters finding free moorings and facilities scarcer now BWML can charge, and have boaters on other moorings had advertising from BWML and wonder where their personal details came from? Your comments please.

Enjoy your cruising while you can, we will do our best.

*Stuart*

# Mooring Guidance for Continuous Cruisers

Dated 29 April 2004, NABO received the following from BW:-

Dear Consultation Respondent

During 2003 British Waterways tested the *Trial Moorings Code*, guidance drafted to assist boaters in understanding the requirements of the British Waterways Act 1995.

When the Trial Code was introduced we began a consultation period for individuals, boating groups and other interested parties to provide their views on the effectiveness of the proposed Code. We also asked for views on whether there were genuine difficulties in finding a temporary mooring because of boats overstaying on some parts of the network.

The views we received confirmed there were problems with boats overstaying on temporary moorings and that guidance was necessary. However, the type of guidance contained in the *Trial Moorings Code* was seen by most respondents as prescriptive. Many called on BW to refine the guidance and to concentrate on enforcing our existing Bye-laws.

We have now redrafted our guidance taking account of these views and the knowledge and experience of national Boating User Groups. A copy is enclosed.

## Next Steps

*Mooring Guidance for Continuous Cruisers* is proposed as the final version of guidance that will be issued with respect to assessing whether boats are overstaying on temporary moorings.

We accept that this guidance has changed considerably since the *Trial Moorings Code* was published in 2003. Therefore, it is appropriate to provide a period of time for any significant objections to be raised. Any objections should only offer material new evidence not considered during the consultation period.

Accordingly, we invite comments (as defined above) on this guidance until Monday 21 June 2004. These comments should be made in writing to Eugene Baston, Customer Relations Manager, at the address below, or by email to [consultation@britishwaterways.co.uk](mailto:consultation@britishwaterways.co.uk). A consultation report will be made available after this date.

This guidance will be widely published thereafter and our Enforcement Teams will refer to it when investigating compliance with the requirements of the British Waterways Act 1995.

Yours sincerely,

**EUGENE BASTON**

**Customer Relations Manager**

The guidelines 'enclosed' follow (with 'footnotes' on Page 8) :-

# MOORING GUIDANCE FOR CONTINUOUS CRUISERS

**April 2004**

If a boat is licensed on a 'continuous cruising' basis it must move on a regular basis. This guidance seeks to explain in day to day terms the nature of the compulsory movement that must take place.

There are three key legal<sup>2</sup> requirements :-

- the boat must genuinely be used for navigation throughout the period of the licence.
- unless a shorter time is specified by notice the boat must not stay in the same place for more than 14 days (or such longer period as is reasonable in the circumstances); and
- it is the responsibility of the boater to satisfy BW that the above requirements are met.

## **“Navigation”**

The law requires that the boat “will be bona fide used for navigation throughout the period of [the licence]”. ‘Bona fide’ is Latin for “with good faith” and is used by lawyers to mean ‘sincerely’ or ‘genuinely’. ‘Navigation’ in this context means travelling on water i.e. making a journey<sup>3</sup>. A “cruise” is a journey or series of journeys “making for no particular place or calling at a series of places”.<sup>4</sup>

Therefore, subject to stops of permitted duration, those using a boat licensed for continuous cruising must genuinely be engaged on a journey or series of journeys. Such journey or cruise must take place “throughout the period of [the licence]” and therefore requires progression around the network, or at least a significant part of it.

Thus short trips within the same area, “bridge hopping” and shuttling backwards and forwards along a smaller part of the network does NOT meet the legal requirement for continuous cruising. The law requires a genuine progressive journey (a cruise) around the network or significant part of it.

## **“Place”**

The law requires that stops during such a journey should not be “in any one place for more than 14 days”. “Place” in this context means a neighbourhood or locality, NOT simply a particular mooring site or position<sup>5</sup>.

Therefore to remain in the same neighbourhood for more than 14 days is not permitted. The necessary movement from one neighbourhood to another can be done in one step or by short gradual steps. What the law requires is that, if 14 days ago the boat was in neighbourhood X, by day 15 it must be in neighbourhood Y. Thereafter, the next movement must normally be to

neighbourhood Z, and not back to neighbourhood X (with obvious exceptions such as reaching the end of a terminal waterway or reversing the direction of travel in the course of a genuine progressive journey).

What constitutes a 'neighbourhood' will vary from area to area – on a rural waterway a village or hamlet will be a neighbourhood and on a urban waterway a suburb or district within a town or city will be a neighbourhood. A sensible and pragmatic judgement needs to be made.

It is not possible (nor appropriate) to specify distances that need to be travelled, since in densely populated areas different neighbourhoods will adjoin each other and in sparsely populated areas they may be far apart (in which case uninhabited areas between neighbourhoods will in themselves usually be a locality or 'place'). Exact precision is not required or expected – what is required is that the boat is used for a genuine progressive journey (i.e. a cruise).

### **“14 days or such longer period as is reasonable in the circumstances”**

Circumstances where it is reasonable to stay in one neighbourhood or locality for longer than 14 days are where further movement is prevented by causes outside the reasonable control of the boater.

Examples are illness, family emergency, mechanical breakdown, emergency navigation stoppage etc.

Such reasons should be made known to local BW people so that they can be noted (see below about boaters responsibilities). Reasonable steps (where possible) must be taken to remedy the cause of the longer stay – e.g. repairs put in hand where breakdown is the cause. Also a longer stop at an approved winter mooring outside the summer cruising season is permitted.

Unacceptable reasons for staying longer than 14 days in a neighbourhood or locality are a need to stay within commuting distance of a place of work or of study (e.g. a school or college).

### **Boater's Responsibility**

The law requires the boater to satisfy BW that the continuous cruising requirements are met and not the other way around.

This is best done by keeping a cruising log, though this is not a compulsory requirement. If however, BW has a clear impression that there has been limited movement insufficient to meet the legal requirements, it can ask for more information to be satisfied in accordance with the law. Failure or inability to provide that information may result in further action being taken, but only after fair warning<sup>6</sup>.

## Notes

1 This guidance does not have the force of law but seeks to interpret the law as set out in s.17 British Waterways Act 1995. The language of the Act is generic and, as with all statutes, requires interpretation. The guidance is based on professional legal advice and is believed to reflect the interpretation a court of law would apply.

2 Section 17(3)(c) British Waterways Act 1995 states that BW may refuse a licence ("relevant consent") unless

(i) BW is satisfied the relevant vessel has a home mooring or:

"(ii) the applicant for the relevant consent satisfies the Board that the vessel to which the application relates will be used bona fide for navigation throughout the period for which the consent is valid without remaining continuously in any one place for more than 14 days or such longer period as is reasonable in the circumstances."

3 The relevant meaning of the noun 'navigation' given in the Shorter Oxford Dictionary is "the action or practice of travelling on water"; and the relevant meaning of the verb 'travel' is given as "make a journey, esp. of some length".

4 Shorter Oxford Dictionary.

5 The Shorter Oxford Dictionary gives some 8 separate principal meanings for the noun 'place'. Therefore the rules of legal interpretation require the meaning that most appropriately fits the context to be used. Since 'navigation' means travelling by water and 'travel' means a journey of some distance, the word 'place' in this context is used by the Act to mean an "area inhabited or frequented by people, as a city, town, a village etc" (meaning 4b in the Shorter Oxford Dictionary).

6 Enforcement of the legal requirements will be based on observations by BW. If initial observations indicate insufficient movement to meet the legal requirements, the boater(s) will be advised why the observed movement is considered insufficient and be asked thereafter to keep adequate evidence of future movements. Failure then to meet the movement requirements, or to provide evidence of sufficient movement when requested by BW, can be treated as a failure to comply with s.17 of the 1995 Act. After fair warning the boat licence may then be revoked (or renewal refused). Unlicensed boats must be removed from BW waters, failing which BW has power to remove them at the owners cost.

## Summary

- Continuous cruisers must be engaged in a genuine progressive journey (a cruise) around the network, or a significant part of it.
- They must not stay moored in the same neighbourhood or locality for more than 14 days (unless special reasons prevent onward movement).
- It is the boater's responsibility to satisfy BW that they keep to the rules.

Note that BW's website officially classifies the Trial Moorings Code as 'historic':-

**Trial Moorings Code Consultation** (previously known as the Craft Consultation)  
- The consultation period has now finished. A report will follow.  
- Click [here](#) for historic document

# NABO POLICY REVIEW 2

In response for more ‘openness and accountability’ from NABO towards its members, Council has been fleshing out more ‘sound bites’ in its policy document and is offering the draft results for member’s comments.

The clauses are being taken in turn and in this magazine we deal with navigational policies.

## 1. Dredging and Channel Dimensions

### Summary policy

*Channel dimensions - all authorities should comply with original profiles except where exceptional engineering reasons exist.*

*Dredging at designated mooring areas should be sufficient to allow deep draught boats to come alongside the bank.*

### Supporting Detail

Back in the 1950’s and 60’s, when waterways began to be used for pleasure boating, it was possible to moor virtually anywhere alongside the towpath, as modern boats tend to be much more shallow draughted than the original working boats. Since then, dredging has been all but ignored so that the waterways have been allowed to silt up. Mooring sites that were possible in the 80’s are now too shallow. This has had a direct influence upon the availability of moorings, with too many boats chasing too few Visitor Mooring sites.

NABO supports the policy that waterways should be dredged to their original profile, as this is proven to be a more long-lasting, and thus a more cost-effective use of resources.

In rural areas, lengths of towpath, say 250’ to accommodate a minimum of three boats, should be mowed, bushes and trees cut back, and dredged to allow all draughts of boat to moor alongside the bank. Such moorings should be provided a maximum of two miles apart, plus at the top and bottom of lock flights, and each side of known trouble spots.

## 2. Stoppages

### Summary policy

*Maximum possible notice should be given of all stoppages and better information regarding any emergency closures is needed.*

### Supporting Detail

NABO should ensure it is informed in advance of stoppages for the following closures season at each User Group or local consultation meeting, and come to an agreement workable for both the managing authority and the boater, either there and then or, for BW, at its National Stoppages Meeting.

NABO accepts that less boaters are inconvenienced by works during the winter months but does not accept ‘cruising’ and ‘non-cruising’ seasons. It should be open to arguments where work could be either impossible or unduly protracted due to floods or frost, and therefore cause less overall inconvenience if done in the summer.

A check should be kept in each area that the maintenance is actually carried out and that locks and bridges etc. are not closed for longer than is absolutely necessary. If they are, then the managing authority needs reminding of its obligation to keep the waterways open.

Navigation authorities should not take advantage of stoppages for reasons other than for genuine repairs.

NABO must monitor the life span of lock gates, in particular now that there are so many inexperienced crews on the waterways. They should have a life span of around 25 years, with careful use. This may not be the case now and we as boaters may be suffering the consequences.

### **3. Vegetation Management**

#### Summary policy

*Vegetation should be managed so it does not impede or prejudice the safety of activities concerned with navigation.*

#### Supporting Detail

##### **In the interests of safety:**

- navigation sight-lines should not be obscured by vegetation that can reasonably be trimmed.
- plant growth should not be allowed to conceal the unevenness of the ground in any place where there is any possibility that persons may need to disembark from boats. This is particularly important where piling metalwork protrudes above ground level, where there are holes due to poor or non-existent backfilling, or where bank ‘terracing’ has been erroneously placed too close to movable bridges or locks.
- trees or bushes on either side should not be allowed to droop to a height of less than 2.4 metres (8ft) above the navigable channel, i.e. where depth exceeds 600 mm (2ft).

##### **Between the towpath and the water:-**

- all woody growth should be removed entirely
- grass and soft vegetation should ideally be regularly cut close (<100mm)
- nowhere should it be allowed to exceed 600mm (2ft) in height
- steps should be taken to eliminate stinging nettles and brambles.

If this cannot be achieved along the full length, priority should be given to stretches where depth at the water’s edge is adequate for mooring.

## **Aquatic and ‘Marginal’ growth**

Reed beds or other aquatic plants should not be on the towpath side of the channel, nor constrict the channel to the lock width of the waterway for more than 50 metres in any continuous length before space is left for boats to pass.

## **Appearance**

Aesthetically, NABO is in favour of wild flowers and a variety of plant growth between the towpath and the boundary. Hedges should be layered or trimmed where the view beyond is a visual asset for users of the waterway, but be allowed to shield eyesores and, where appropriate, used in place of fences as boundaries.

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## **RECREATIONAL CRAFT DIRECTIVE AMENDED**

The RCD came into force in 1996 and since that date builders and traders in recreational craft have had to comply with the requirements concerning design and construction of craft between 2.5 and 24 metres in length. This means meeting Essential Requirements and displaying a CE mark on the boat together with a plate indicating its designed usage category and loading. Self-built boats marketed within 5 years of construction are also covered by the requirements of the RCD. The enforcement authorities are local Trading Standards departments. Legal opinion has confirmed that the RCD applies equally to second-hand craft and imported craft first placed on the market after June 1996.

The European Commission proposed amendments to the RCD in 2000 extending its scope to include PWCs (personal water craft) and adding further requirements covering engine exhaust and noise emissions. Following widespread consultation the amending directive was finally adopted by the European Council and Parliament on 16 June 2003 and it will apply in the UK from 1 January 2005, take effect from January 2006; or 2007 in the case of two-stroke ignition engines. The proposed changes also apply to existing craft and their engines that undergo major modification and conversions.

The exhaust emissions requirements take the form of limits on emissions of carbon monoxide, hydrocarbons and nitrogen oxides and, in the case of diesel engines, particulates. The noise emissions stipulate maximum sound pressure levels. There is also the ability to apply formulae to prove compliance.

A database of reference craft can also be established to determine compliance and compatibility with those of a certified reference boat.

Since most of the above will make little sense, you are advised to refer to guidance produced by the DTI on website [www.dti.gov.uk/strd/recreat.html](http://www.dti.gov.uk/strd/recreat.html)

*Stephen Peters*

# RED DIESEL QUESTIONNAIRE -

## YOUR RESPONSES

Firstly, very many thanks to the 200 or so members who took the trouble to respond to the NABO questionnaire seeking your reactions to the possibility that red diesel could be phased out, forcing boat owners to pay a lot more for their fuel. The information regarding current and future usage of diesel fuel for propulsion and other uses has been passed on to the Royal Yachting Association to assist them in their research into this important subject.

The large permutation of possible responses has precluded us from reaching statistically valid conclusions but it is clear that our members fall into two main camps - a small proportion of whom would probably be forced to give up their boating if fuel costs increased, and a majority who have said they would either definitely not give up boating, or would maybe try to reduce fuel consumption or make economies in other aspects of their boating expenditure. The option of buying fuel more cheaply overseas (in the Channel Islands perhaps?) was not an option that our members would consider, and only a handful would consider basing their boats abroad.

Unlike most RYA members, our membership is based on the inland waterways and tends to use diesel not only for propulsion but, significantly, for many other domestic uses such as cooking and heating, or for electricity generation. These alternative uses of the fuel are probably what set us apart from the coastal boating fraternity. Our boats tend to be floating living spaces rather than a form of fun transport.

Most of the responses we received confirmed our view that it would be tricky, difficult or downright impossible to find space for installation of a separate fuel tank for cabin use (even assuming you could find supplies of the rebated fuel oil). And, it is perhaps not surprising that some members reported that the majority of fuel consumed is used for cooking, heating and domestic power generation, rather than the more modest needs of their frugal propulsion engines.

Total diesel usage for canal boats varies widely between members, as one would expect. Some of them use up to 5000 litres per annum. Others use only a few hundred gallons, or less, in a year.

A number of you appended brief comments comparing the cost of car ownership with that of boat ownership. For instance, the Government has lowered Road Fund Tax for vehicles and transferred the taxation burden on to the cost of the road fuel. Why should boaters have to pay an element of road fund tax to propel their boats? Especially when we are forced to pay

enormous amounts for our boat licences compared with our continental counterparts.

One member calculated that the overall cost per mile for using his boat equated to the cost of using his car!

Some of you have pointed out that the boating industry and general economy would suffer if less people owned boats - licence fee, mooring costs, maintenance, local purchases, etc.

It is apparent that many members use their engines to charge batteries and heat water but an appreciable number have separate generators and many more use diesel for water and space heating purposes. One lucky member states he has an efficient battery set-up and does not need to run the engine when moored up. Would you like to share your secrets with fellow members? Several members suggested that if the price of diesel were increased they would change to solid fuel heating.

Finally, one member (the one with a petrol engine!) suggested that we were wasting money and effort with the questionnaire and campaign. He thought the exercise was futile and doomed to failure. But he conceded that NABO does do other good work. Thank you to everyone who has responded. Thank you for your kind words of support and your donations in some cases.

*Stephen Peters*

## **STOP PRESS - Good News**

The local BBC TV news has carried a report that, following consultation by Warwickshire CC, the public are strongly in favour of opening up the higher Avon to broad beam pleasure craft.

*Advertisement*

## WORRIED WOMAN of the WATERWAYS

Does worrying about things make me into a **trouble maker**? I suppose it depends on what I am prepared to do about situations that cause me **trouble** and the way I go about it.

I do think that it is important to **tell** waterways authorities of problems and difficulties that are encountered about the system. If you don't **tell** them they won't know! Nor will they be able to put things right.

Does the **tarting up** of the areas around canals worry you? All the **twee** notices, the 'creative art', the interpretation boards, the instantly vandalised 'wind this handle to hear a load of hot air' posts etc. etc, supposedly these are all put there to enhance the canal environment.

For whom?

Not for boaters, and they are usually accompanied by 'No Mooring' signs!

Move a few locks away and you will notice there are no smart paint jobs, that there are no more non slip surfaces on the footboard and you will probably see ancient crumbling brickwork with leaking cracks. THAT is what worries me: how the money could be better spent to enhance and preserve the canal for navigation.

Most **Trip boats** are fine, hats off to the poor skipper trying to make a living on the cut and sometimes having to put up with the worst of the public's manners. But what about those maniacs in Birmingham? They shriek on their horn as they charge round blind bends without slowing down. I have seen one crash into a hire boat removing the front fender and cleat from the boat while sending it sideways. The steerer shouted abuse at the poor hirer and reducing a woman to tears. It probably ruined their holiday.

I suspect that the **trips** are **timetabled** to get as many in as possible.

This **totally** ignores the fact that most of us are enjoying boating to escape from all the **trials** and **tribulations** of life on the bank and to get away from the rat race!

I have previously mentioned the worrying lack of **trimming** back **trees**, and other vegetation, along the **towpath** edges and offside. A bigger worry is trees being allowed to grow in the towpath wall. Have you seen how they force apart the brickwork and cause distortion in the walls and piling? This leads to leaks and crumbling of the towpath. Why are they allowed to grow? I know we need trees, but in the right places please.

Do you worry that they will put **tax** on Red Diesel? Well fill in the form in NABO news. I worry that apathy will be boaters downfall.

There is **talk** of charging **tariffs** for visiting different areas of the network. In the working days on the canals, **tolls** were how navigation authorities got their money. No boat movement, no money!

Maintenance was carried out overnight and the waterways kept open.

How different it is today!

Now if there is a closure, everything stops and no boat movements are allowed until it's finished

If there is a **tight spot** on a canal, big boats just can't go that way so **tough!** for them.

No good saying 'But we pay **tax** for a 12 months licence to navigate all the system, why can't we boat throughout the 12 months we have paid for?'

I do worry that my memory is playing tricks on me when I see a boat I recognise and I'm all set to call out a friendly greeting, then find I don't know any of the people on it. Turns out it's a **Timeshare** boat.

I read with interest the letter in NABO news about timeshare boats and can understand their appeal.

I do worry that some of the users have not studied the licence 'conditions', especially as, more than once, I have met those that don't know the one about not running engines or generators after 8pm, but then they are not the only ones!

Just a closing **thought**. If BW add **tax** to their licences and EA do not, is it cheaper to get a Gold licence for boating on EA waters and visiting BW, rather than mooring on BW waters and visiting EA?

Hope you wont worry about it!

Your friend, Dot.



Narrow Escape - from becoming the filling for a Barge-Bank Sandwich!

## Inland Marina WiFi DSL Broadband is here!

UKCanal.com (Solfa Computers) have launched the world's first inland waterways marina based WiFi DSL Broadband Internet Service Provision, at Trinity Marina in Hinckley. To date WiFi DSL broadband has only been seen at coastal marinas. This solution is a credible and fantastic low cost solution offering boat owners, both residential and non-residential, a viable alternative to cellular and satellite solutions. This solution is the latest advancement for a company that last year was awarded as the Broadband Britain Challenge 2003 Regional Final Champion in the category of Business for innovation using broadband.

Some of the key aspects to this broadband solution are that it allows for users to have internet access and all other related services whilst visiting any of the enabled marinas. Likewise users are not charged for downloads by the megabyte, and also include the availability of Voice over IP telephony providing two methods to make significant savings whilst moored within a marina. Once signed up, the boat owner agrees to a minimum one month contract that can commence when the boat owner chooses. Likewise additional one month periods can be obtained at any time, without any additional sign up fees or penalties.

UKCanal.com services are provided independently from the marina owners. Solfa Computers however do require permission to install their equipment at the marina. These services are provided without cost or workload being incurred by marina owners, but instead add to their list of services provided. The company provide all pre and post sales support as well as a full technical support service. Marinas in broadband enabled areas are obviously prime candidates for this

solution; however this is not a necessary requirement for consideration as UKCanal.com have solutions available to cover remote locations.

UKCanal.com are rolling out in line with demand. Currently roll out has been approved for Debdale Wharf and should be in place in the near future. Solfa Computers ultimate plan is to enable the entire canal network, however it must initially target marinas, wharfs, basins, online off sides and online towpaths to establish the backbone of the network. As technology moves forward UKCanal.com plan to roll out WiFi technology such as 802.16 and 802.20 to enable access whilst on the cut. The technology is expected to allow users to have internet access whilst on the move and also during overnight stays at remote locations.

As a Tier Two Internet Service Provider (ISP), Solfa Computers provide the full range of internet services. Each service is offered separately or jointly as a 'bolt on' facility. These services include DSL broadband, email accounts (offering POP3, IMAP4 and Web Mail access, with full anti-virus and anti-spam services), web hosting, web design, telephony, and wireless broadband CCTV security solutions. As a computer company Solfa Computers can also provide boat owners with hardware, software and technical support for all aspects of your computing needs.

If you are interested to know more about this service visit [www.ukcanal.com](http://www.ukcanal.com), or phone 01245 445077. Alternatively for a first hand perspective speak to those already using the service at Trinity Marina.

## NOTICES

### POST FOR NABO NEWS

For issue 4/04 please send contributions to  
48 Old Lane, Bramhope,  
Leeds LS16 9AZ

E-mail -  
[news.editor@nabo.org.uk](mailto:news.editor@nabo.org.uk)



### Transport Help Needed

NABO would be deeply indebted to anyone anyone with an estate car or van willing to take the NABO stand and gear from our store at 'Spaces' (by M5 Jctn 2) to and from the Saul Boat Gathering

**PLEASE - PLEASE - PLEASE**  
Tell us if your address has changed. We can't afford our PAID administration lady chasing up membership matters with folks who have moved and not told us. It needn't cost you even a stamp

### FLOODLINE

#### WHOOPS!

Allan Jones has kindly informed us that the instructions given on the NABO website for using 'quickdial' numbers on the EA Floodline fail to tell you to select Option 1 before keying in the quickdial number to select your locality

### PASSWORDS

Any guidance papers tables still protected will open with password '**Branch**' (Capital B)

The members-only website section has a password, which has been sent out to on-line members via the members' bulletin list.

The User ID for the members section is the word 'member'.

If you have not been given the new word please e-mail:  
[webmaster@nabo.org.uk](mailto:webmaster@nabo.org.uk) with your name and membership number to be given the password, and, if you want, to be put onto the bulletin list.

There are three permanent (NOT permanent residential), moorings available just as the Crane River joins the Thames.

They are restricted to the width of narrow boats, and are in the gift of the Osterley Sea Scouts.

Contact: David Freeman [[david@swanmedia.net](mailto:david@swanmedia.net)]

**Text your waterway reports to: 07961 001814  
07930 419 981**



# RIVERS



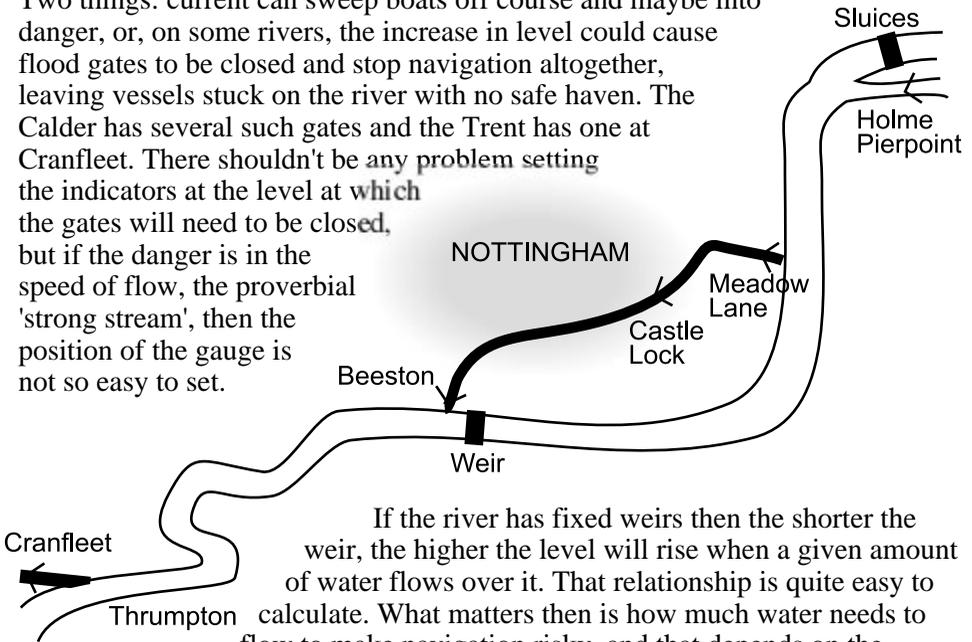
## HOW STRONG IS STRONG?

Unless you confine your cruising to the canals of the Midlands you will probably have encountered a sign like this, but do you believe what it says?

Your faith might have taken a knock if you were around Nottingham when we were. There was some 'fresh' on the Trent – it being April. As we left the river for the Nottingham Cut at Meadow Lane, the indicator board below the lock showed about three inches of green clear of the water.

We filled our water tank and then set off up the cut, passing another boat crew at Castle Lock who had turned back at the Beeston end. They had found the level upstream of Nottingham was covering two inches of the red. We must have read the indicator boards at about the same time, so the same volume of water would have been running down both reaches of the river – was the discrepancy deliberate?

These boards are about safety, so what effects the safety of vessels on the river? Two things: current can sweep boats off course and maybe into danger, or, on some rivers, the increase in level could cause flood gates to be closed and stop navigation altogether, leaving vessels stuck on the river with no safe haven. The Calder has several such gates and the Trent has one at Cranfleet. There shouldn't be any problem setting the indicators at the level at which the gates will need to be closed, but if the danger is in the speed of flow, the proverbial 'strong stream', then the position of the gauge is not so easy to set.



If the river has fixed weirs then the shorter the weir, the higher the level will rise when a given amount of water flows over it. That relationship is quite easy to calculate. What matters then is how much water needs to flow to make navigation risky, and that depends on the

characteristics of the reach. If there is a constriction in the channel, such as near Thrumpton on the Trent, or if there is a weir very close to the entrance of a cut, or a sharp turn is needed to enter the cut, then a lesser volume flow is needed to make things difficult than when the river is wide and deep and the cuts are straightforward. Only experience users of the river can judge this. Bear in mind that the bed of a river slopes, and so it will be shallower at the upstream end of a reach. This will make the flow faster, particularly when added to the run off the weir, so what seemed tame when leaving the cut at the downstream end of a reach could become surprisingly lively when lining up for the lock above.



Whether this sort of judgement was made with the Trent at Nottingham I wouldn't like to guess. (I do know that on the Calder and Hebble, BW adopted an arbitrary 300mm above summer level for their boards and you could find one in the red and one in the green at either end of the same reach!) Certainly the current at Thrumpton was quite brisk when we travelled up the next day even though there was then two inches of green showing at Beeston, so it could well have been unmanageable the day before. Meadow Lane lock is nowhere near a weir and the river is broad and deep so the same volume of water per second would flow more slowly.

However, even though the boards did seem to reflect the risk, was that by chance? The level at Meadow Lane is not governed by a simple weir – there are moveable sluices at Holme Pierpoint. These can keep the river through Nottingham, and at the watersports facilities, to a more regulated level, so, can a level gauge on this reach really reflect the strength of the stream? Even at Beeston, the weir is bypassed by a hydro-electric scheme which can affect the level in the reach above, as those moored on it know to their cost.

Having said all that, the boards are there and shouldn't be ignored, however 'seaworthy' you think your vessel is. There may be a statutory right of navigation on the river, so unless flood gates are closed there might be nothing physical or legal to prevent you setting off in strong stream conditions. Whether your insurance company would cover you if you did is another matter, and don't forget the risk may not be to the liking of others on your boat. Bear in mind also the danger your rescuers might have to face if something went wrong. Certainly most hire companies will not allow their customers to proceed unless the level is in the green, and unless you are in a hurry, which rather defeats the object of boating, why not wait too?

*Stuart Sampson*

# BECOMING A BOAT SAFETY SCHEME EXAMINER

This is an edited version of the official information pack, sent to us courtesy of Robert McClean Communications Manager, Boat Safety Scheme. For the full pack, contact him on 01923 201353 Email: Robert.M@boatsafetyscheme.com

**It is important to note that the role of a BSS Examiner is highly unlikely to form anyone's primary occupation.**

Most Examiners are either retired or perform BSS Examinations as an adjunct to other inland waterways based work.

If you want to be authorised to issue Boat Safety Scheme Certificates, you will have to go on the BSS Examiner Training Course. This is intended to ensure that the BSS standards are consistently interpreted and consistently applied.

An Examiner's authorisation to issue BSS Certificates is based on:

- having no interest in the ownership or management of the boat being examined;
- successfully completing the BSS Examiner Training Course
- passing the final independent Course assessment
- attending any subsequent continuation/refresher course
- valid professional indemnity (PI) insurance at all times
- continued annual registration to the Boat Safety Scheme
- compliance with the BSS Examiner Code of Conduct

Anyone who is already a professional marine surveyor is able to apply for authorisation to issue BSS Certificates but only after successful completion of the BSS Examiner's Training Course. There is no distinction between Examiners and Surveyors in terms of the function they perform for the BSS except for the information given in the published BSS listing.

**Do I need any qualifications to go on the Examiner's training course?**

No. However, the course is quite intensive and assumes that all candidates have a good working knowledge of boats and their systems. If you do not have this knowledge it is unlikely that you would be able to successfully complete the course. The decision to enter the training course therefore lies entirely with you.

The course is intended to train potential examiners in identifying what is acceptable and what is not under the Boat Safety Scheme. Those attending will be given the skills and knowledge to competently examine boats to verify that they comply with the Boat Safety Scheme requirements. The course is **not** designed to teach boat building techniques or the principles of marine engineering or other basic information.

It is very important to understand that authorisation to issue BSS Certificates does not guarantee that you will obtain work. Before contemplating attending the course you should establish your business case to assess whether the outlay on training is justified.

Obtaining authorisation as a BSS Examiner does not automatically qualify you to perform BSS Examinations on **all** boats. Further information on this issue is available from the BSS.

## **Where can I get trained as an examiner?**

The following centre will be able to offer you training. This is the **only** centre which is currently appointed to undertake the BSS Examiner Training Course and the training centre is responsible for the timing and programming of the courses they run.

Evesham College Gas Centre  
Davies Road  
Evesham  
WR11 1LP  
Tel: 01386 712675  
Fax: 01386 712641

The training centre will then advise you on the availability of the course and will be able to discuss any aspect of the course.

## **What is the likely cost of the Examiner course?**

The actual cost is set by the training centres and any fees due are payable direct to them. However, for guidance it is estimated that the cost of the 10-day full-time training course will be of the order of £1,500 excluding accommodation, meals and refreshments. The training centre is appointed subject to contract and its ability to meet ongoing quality control standards we have set out in their contract. The list of appointed centres may therefore change from time to time.

## **What does the Examiner's course cover?**

The training course is designed to ensure that every candidate understands the BSS requirements and can apply the relevant checks in a consistent manner. The course is usually held **full time** over a 10-day period. The training centre may agree to run the course on a **part-time** basis but this will be subject to special consideration.

The course consists of lectures and practical demonstrations with each working day being approximately 8 hours.

There will be extra reading to be done most evenings and on some evenings there will be test papers to complete.

## **What do I do when I have successfully completed the training course?**

When you have successfully completed the course, you will need to pass a final independent course assessment. The training centre will advise you of your results at which point you may, if you have passed, contact the BSS office for a registration form. Please remember that you will not be eligible to become an authorised examiner or surveyor until you have successfully passed this final assessment.

## **Note:**

**You must not undertake any formal Boat Safety Scheme examinations until your registration has been accepted and you have written confirmation of this.**



## PROGRESS

Thanks to everyone who has given it a go. We have had a variety of topics reported and so far only one that was too opinionated to be allowed to stay. Postings have ranged from the lack of Marine Band radio at Keadby Lock, an emergency stoppage on the Ashton due to a building fire, tree growth obstructing navigation into Braunston Bottom Lock, to dog mess and water bombs at Rugeley.

### A Whole Dossier!

For the most detail, have a look under the River Stort where Adrian has posted a complete dossier. This is what this is all about, warning folk of dangers as well as giving the waterway management a 'To Do' list. Obviously we can't expect everything to be fixed at once, but forewarned is forearmed as they say.

### E-mail Notification

The next stage in the development of the boards is to offer the waterway offices the opportunity to become registered 'users' and set it up so they receive postings about their area by e-mail. The fact that this would be automatic is part of the reason I am so keen that people don't put up unnecessarily derogatory messages. We can also offer this service to our members, and perhaps hire bases and other people whose trade depends upon the state of the waterways.

### Text your postings on **07961 001814** or **07930 419 981**,

Hamish Bell and Tony Haynes have kindly offered to receive messages by text (SMS) and post them for you. If you haven't discarded the centre bit of the last magazine, you should have a paper copy of the map with the grid numbers for the waterway stretches.

Perhaps we will need to develop abbreviations for reporting, such as:-

WWR 4 J10. U/s top ns gnd pddl Lk 3

Meaning "Waterway Report (so the volunteer knows it is not a personal message) for the Trent and Mersey between Burton and Derwent Mouth. Unserviceable top nearside ground paddle on Lock 3"

or:-

WWR 4 E4. Car in cut w B112 -

Where the location means 'west of bridge 112'

It would be nice to have more volunteers on different networks (both Tony and Hamish are on Tmobile), so that people can take advantage of cheaper rates for sending messages within their own network.

All we need now is a way to get the postings back to folks using WAP mobiles, any geeks out there know how this can be done?

### **‘Moderation’ and updating**

At present I am the only ‘moderator’ with the privilege, if you call it that, to edit or remove postings. I would like to share this responsibility because when afloat my connection is too slow to monitor and service all the boards as well as everything else.

Discussion threads will need to be removed after a time, enquiries made whether certain problems have been cured without postings to say so, and unhelpful messages deleted. Anyone who can help with this, perhaps with one or two specific areas, are welcome to contact me.

*Stuart*

*Advertisement*

# ALCOHOL REGULATION ON THE WATER

The Department for Transport has issued a consultation questionnaire on ‘*Exemptions for Application to the Alcohol Limits for Non-Professional Mariners and Designation of Marine Officials*’. See [www.dft.gsi.gov.uk](http://www.dft.gsi.gov.uk)

Part four of the Railways and Transport Safety Act (2003) gives the Secretary of State the power to make certain exemptions to the blood alcohol limit laws for non-professional mariners. They want our views on who should be exempt.

Note that such exemption would only save you being prosecuted automatically for being over the limit, as would happen on the road. However it would **not** give you immunity from prosecution under the Act if your ability to navigate was **impaired** by alcohol, i.e. you could still be found guilty under this legislation if evidence proved you were not in proper control of your vessel through being drunk.

The criteria for exemption they suggest are: power/design-speed of the vessel; its size; and its location. The ruling needs to exempt cases where being ‘over the limit’ presents little risk to others, yet be simple enough for a ‘Marine Official’ to decide on the spot who qualifies.

## **Power v Design Speed**

The questionnaire gives us options, but points towards the figure of 17 knots design speed which is the one that insurance companies use to categorise vessels.

## **Length v Tonnage v Your alternative for size**

Length is easier to ‘eyeball’, but, do we think that heavier vessels are more difficult to stop and so accidents may result from impaired anticipation?

## **Location and Water Category**

The Merchant Shipping Notice categories are quoted, from ‘A’ (Canals under 1.5 metres deep) to ‘D’ (Tidal estuaries).

The questionnaire is seeking our views on what factor or factors, set at what figures, should be used to decide whether a mariner should be detained for breath testing, and who should be empowered to do the detaining.

From the tone of it, it is clear that canal cruising is a good example of where an exemption should be made, they even quote as an example a length of 22 metres and justify it not being a round number because it is the maximum length for a narrowboat!

Responses are required before the 1st of August. You might like to put your mind to this and let Council know your views. Do you feel BW/EA patrol officers should become ‘Marine Officials’ and get the police to breathalise every young man in charge of a lager laden dayboat on the spot, or would you prefer not to live in fear as you effortlessly guide your seemingly twin-hulled vessel between all four bottom gates!?

# FLY ON THE WALL



## at Council

Hi! - from your fly on the wall after another meeting.

Same fly, same wall, different meeting,

The rally season is upon us and members of your slimline council cannot stretch to being at many of them. So here's a special offer to encourage you to help us through. NABO will pay for rally entry for your boat in exchange for some basic promotion. This would be a NABO banner on the boat and leaflets for all moored boats there. This way NABO would have the chance of finding new members all over the country..

While talking of rallies can anyone give a lift to the NABO stand from the West Midlands to the Saul Festival? It's normally well behaved and would fit into a large boot.

Please let a Council Member know if you can help in either way.

At the various events you may attend this year do look out for Daystar Theatre. NABO helps to support their productions in return for some publicity.

Now for information needed from YOU.

Have you heard anything about BW

Marinas Ltd no longer giving a prompt payment reduction to their moorers? Apparently this would make BWML fees more equitable with private marinas. They are also now charging fees for overnight mooring where once it had been free. Let a Council Member know if you've had experience of this.

Another question; Has anyone had problems anywhere on the system with early lock closures at staff's home time? The Leeds and Liverpool is closed east of Newlay Locks when vandal (and boater) proof paddle boxes are put on.

It's accepted that there is a certain amount of chaos following the BW reorganisation and the resultant job losses, but sadly these seem to involve mainly the "men on the ground". Summer lock keepers are hit and some promised work is not being done. This could impact on the stoppage programme and your Council feels that boaters need to know if stoppages are cancelled as well as those going ahead as programmed.

Vegetation reared its ugly head and it was decided that it should normally be kept low and even lower if dangerous traps, like holes and old piling could be obscured.

While on the towpath there was agreement that there should be enforcement of "no cycling" notices on the towpath.

Moving into the water. It was agreed that dredging should keep to channel

dimensions which are mainly the original profiles. Concern was expressed at the number of boats trying to use the same locks at the same time, eg near hire bases, especially Canaltime bases and on certain days.

Now to Continuous Cruising Guidelines. These were to be issued on 1 April with an implementation date in May. But as these have not yet been finalised these dates will obviously slip.

The Environment Agency intends to publish their new order next month but there has as yet been no progress towards the proposed national charging scheme with BW.

BW has published a consultation document about further restoration of the Montgomery Canal. Please note it's not only BW that does canal restoration! (Think Waterway Recovery Group!)

And so to Shared Ownership ..... It looks as if these businesses may well be getting together an organisation to forward their specific problems. Your Council wonders whether NABO can represent them in any way to reduce the chance of the divide and rule attitude of a certain navigation authority.

Gratefulness was high at the meeting with a role call like the Oscars:

Thank you to those volunteering to collect text messages from boaters for the website. Areas have yet to be allocated.

Thanks to those who have offered to contribute to the dossier system.

Grateful thanks to David Harle for continuing to do the bookkeeping, especially during Gordon's illness.

Thank you to all who responded to the questionnaire on red diesel. Your answers have been forwarded to the Royal Yachting Assn (RYA)

The red diesel question will be raised at a forthcoming meeting to find out BW's position on it. More information is given in the article elsewhere in the magazine.

And finally....A NABO cruise!

Please let the Council know if you are interested in an annual organised cruise to parts of the system perhaps a little scary on your own?

If there is interest your General Secretary will do the organising.

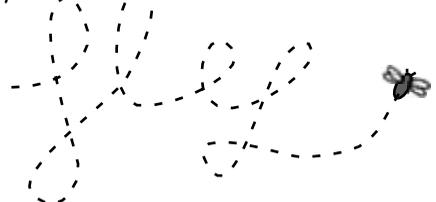
Hopefully those travelling will offer a cruise to those unable or unwilling to take their own boats. How about Bristol to Sharpness next year? The only charge would be for the pilotage and any organisational expenses.

Let Council have your views on the suggestion and any bits of waterway you would like to travel as part of a group.

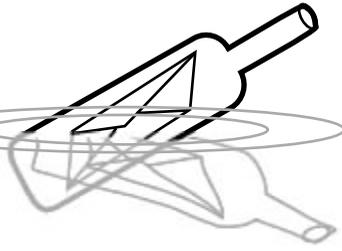
It was great to see Gordon again....the leaner version

And so til next time

Byeeeeeeeeee



# LETTERS



## In search of the right tool

My husband and I are searching for a 'Parrot's Beak'. This is a tool shaped like the beak of a parrot, which is very useful for cutting rubbish off the propeller.

Although we have been informed that the old boatmen used to swear by it, we cannot find any suppliers that know what we are talking about!

Can any NABO member help us?

May I take the opportunity to say thank you for a most informative "NEWS". We are always happy to receive it. We are always happy to receive it. We are continuous cruisers and have been for four years now and are proud to be members of NABO. Thank you for continuing to fight our corner!

Christine Turner  
nb Enfor

## More tools needed

I notice that DOT has got to S with her worries, so the next one should be T, for Tools.

There is nothing worse than trying to do a job without right tools so, could all members please worry that WRG need 'The Right Tool for the Right Job', and support their fund raising campaign.  
Many Thanks

Sadie Dean

## Policy Review - Visitor Moorings

As the person who negotiated with BW the best possible deal when the very first Visitor Mooring was proposed, I ask you not to undercut the deal I made, but to say:

..... there should always be an initial period where mooring is free. THERE SHOULD BE A PRESUMPTION THAT THIS PERIOD IS 14 DAYS. IF THE DEMAND IS TOO GREAT, THE MOORING SHOULD BE EXTENDED OR SUPPLEMENTED BY ANOTHER NEARBY. ONLY WHERE THIS IS NOT POSSIBLE SHOULD CONSIDERATION BE GIVEN TO REDUCING THE FREE PERIOD ON THE MOST POPULAR PART OF THE MOORING, LEAVING THE LESS CONVENIENT PART FOR WEEKENDING BOATERS.

The agreement I made is still being honoured in central London, where all the three visitor moorings have a 14 day free period. NABO is in danger of asking for less than we are already getting.

Ron Bingham



## **Caveat vendor**

Or - a cautionary tale . . .

About three years ago we came to the conclusion that as OAPs with only our pensions, and getting no younger, our days of boat dwelling should come to an end. We used our capital to buy a modest cottage in Brittany, and put up our boat for sale, the proceeds from which would bring the cottage into the 20th if not the 21st century.

We advertised in the usual magazines, and had "For Sale" on the boat at the moorings. Many interested parties came to view, and we had some genuine offers. It was a good boat, and we thought £45,000 was a fair starting point. We had two offers of £40,00. but being greedy, and not in a hurry, we refused. Then the time was drawing ever nearer when we were actually leaving for France, and facing winter, and we wanted the boat and its wintering worries off our hands. We decided to call in a broker.

The broker arrived and said nice things about our lovely boat. We asked many questions about this system of sale, including what would happen if someone came along the towpath and offered to buy. No problem, we were told, but the broker would appreciate a fee to cover the cost of paperwork etc., it would be in the region of £150 to £200. We never did sign the form saying that all the boat's details were correct: they weren't, and were never corrected.

The broker did as all brokers do, and produced pictures and very decorative

accounts of the boat's features. Of course, we had to sign an agreement which included the important statement that anything agreed verbally would be understood as contractual. The broker sent us one client in four months.

Then, just before we left the UK we went on a short trip up the cut with some friends. We moored for lunch in a small town and a local couple saw our "For Sale" sign. They were looking for a boat, and after a quick look round decided it was what they wanted. The survey was OK, the cheque did not bounce, and I wrote to the broker to say thank you, but the boat was sold, and would he like us to settle the account for his paperwork etc.

We received a very frightening letter from the broker who invoiced us for the full percentage of the asking price £3595! This was 6% of £51,000 (plus VAT) We had accepted £42,000. The broker also demanded to know the identity of the new owner. We answered the letter reminding the broker of the verbal agreement regarding a private sale, that a verbal agreement was contractual, and we enclosed the cheque for £175 for services rendered. Our cheque was cleared.

The broker's solicitors wrote to us next and repeated the request for money in beautifully polite legal terms. He asked for the identity of the purchaser, and suggested we take legal advice. We replied that we understood our cheque had been accepted in full and final settlement, and we would not be seeking legal advice.

Next came a letter from a Credit Collection Agency. Their client was using them to exact the sum of £3595 from us. We were not to send it to them, but to send it direct to the broker. We were too busy to answer this letter at this time as we had family problems. A week later another letter arrived from the Credit Agency, threatening further action, liability and costs. We became very worried with all this pressure but could do nothing just then. A third letter arrived. So we replied to the Credit Agency that we were in correspondence with their client's solicitor and the matter was being dealt with. We also stated that any pressure put on us or BW to discover the new owner of our boat would contravene the data Protection Act.

We received a very interesting reply from the Credit Agency. They were unable to identify their client from the membership number we had quoted, and would we forward copies of the previous demands. This we did.

That was two years ago. We have heard nothing since.....

### **You can't have it both ways**

I can understand why online moorings display signs asking passing craft to 'slow down', 'safeguard elderly ducks', '2 m.p.h.' 'dead slow' etc.

They want us to pass with minimal stearage way. . . Then they expect us to negotiate the white water rapids issuing from their sterns while they charge their batteries in gear!

Itinerant  
(on the T&M Canal)

### **Weighing it up**

I would like some technical info regarding anchors (weight/boat) etc.

Do you have a member whose expertise extends to such things?

Roger Pusey

Article welcomed - Ed

### **Lavender Blues**

I heard on the radio that a prisoner had been awarded compensation by a Judge who agreed that 'slopping out', (that is having to empty you own toilet) was degrading!

Does this mean we can all sue BW or EA for not providing enough toilets (say every mile or so) thus causing us to have to use toilets that we have to empty ourselves?

Oh! How humiliating!

No name provided  
(on account of embarrassment due to the degradation of my pursuits!)



A picture is worth a thousand \*\*\* words!

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