

# **THE BOATER**

**NATIONAL ASSOCIATION OF BOAT OWNERS**

**NO. 2**

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## THE BOATER

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*The National Association of Boat Owners*

The Boater is the Newsletter of the National Association of  
Boat Owners.

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Whilst every care is taken to ensure that the contents are factually correct, we accept no liability for any direct or consequential loss arising as a result of any action taken by anyone as a result of reading anything contained in this newsletter.

## **C o n s t a n t C r u i s i n g**

We have been asked whether a boater who lives on his boat but who cruises it the whole time needs a Houseboat Certificate. The answer we have given is "No". This is based on our understanding of the law as explained by Jon Darlington in Boater No 1. This view has now been confirmed by a BW Regional Manager.

A NABO member who lives and cruises on his boat all year round asked for guidance from BW staff and has now received a letter which states, inter alia, "It would appear to me that since you are predominately going to be cruising the network throughout the year that you will not require a Houseboat Certificate and a normal cruising licence will suffice."

This helpful letter goes on to say: "Obviously there will be times when you may have to stop for a month or more as a result of stoppages etc. and I would suggest in those circumstances that you contact the local Waterway Manager and make arrangements for a temporary mooring for that period."

Our member has confirmed that he has been issued a one year cruising licence having declared that he has no permanent mooring.

The letter from BW has confirmed our interpretation of the law as it relates to Houseboat Certificates. There is, however, the question of the Byelaw covering cruising licences which says that a boat cannot be used as a dwelling. This

term is not defined and it could well be argued that if you spend a weekend on your boat you are dwelling on it for that period. We do not know of any attempts to enforce this byelaw and, indeed, in our view it is unenforceable.

## **AGM a-coming**

Much of this issue of The Boater is taken up with details of those who have offered themselves for election to the Management Committee. The AGM is to be held at The Godiva Hotel, 80/90 Holyhead Road, Coventry on Saturday, November 23 commencing at 2.30pm. This is your first chance to democratically elect the committee which will steer NABO through the coming year. Please come along to the AGM if you possibly can.

## **Other issues**

Much of the time of the Provisional Committee has been devoted to petitioning against the Waterways Bill. We are all too well aware, however, that there are many other issues awaiting attention and which the new committee is likely to want to get its teeth into. These include mooring policy, dredging policy and the proliferation of signs that are appearing all over the system.

Not all of our members are on BW waters and so we must consider issues involving NRA and other authorities. Wherever you do your boating, please let us know what concerns you so that your worries can be discussed and taken forward.

## The British Waterways Bill

### Introduction.

In the first edition of the Boater we looked at Part one of the Bill (entry onto land) and also the effect that the BW Bill would have on houseboats in particular. In this second part of our look at the Bill we will attempt to cover the rest of its provisions that are likely to affect us.

### Licence Conditions

Section 12 of the Bill introduces the conditions that certificates and licences are to be issued under. The terms "certificates" and "licences" need a little explanation.

There are two types of cruising permits, a pleasure boat licence (PBLicence) which is issued to boats on the canals, sometimes known as a cruising licence, and a pleasure boat certificate (PBCert.) which is issued to boats on rivers (but not all rivers). At present the PBLicence is subject to, potentially, such terms and conditions as BW see fit (under section 43, subsection 3 of the Transport Act 1962).

However a PBCert. is issued under section 6 of the BW Act 1971 and BW are obliged to issue a PBCert on application, as long as the fee is paid and certain information is given. Therefore BW presently have no powers to require such boats to comply with standards or anything else. The Bill brings PBCerts under the same rules as PBLicences. If you own a boat on a river, your rights will be changed by this legislation.

The other certificate which is governed by section 12 is of course the houseboat certificate. A houseboat must comply with the basic rules of section 12 applicable to all boats as well as the special rules of section 11 looked at last time.

There are three requirements for all boats to comply with

1. Every boat must comply with the standards applicable to that vessel.
2. All boats must be insured against third party risks
3. All boats must have a suitable permanent mooring (or a place it can lawfully be left), or be used bona fide for navigation throughout the period of the licence without remaining in one place for more than 14 days in any calendar year. This "bona fide" business was discussed in the first edition of the Boater.

The detailed rules relating to insurance policies are set out in Part I of Schedule 2 of the Bill, and those relating to standards are set out in Part II of Schedule 2.

Our main objection to the standards and their application as set out in Section 12 and Part II of Schedule 2 are that:

- 1) It is unreasonable that existing vessels should comply with each specific requirement of the standards unless there is

scientific evidence that a significantly increased risk to safety would exist if they were not complied with. This would effectively mean that probably only gas installations would need to be checked.

Even that gas installations would need to be checked is not certain since BW have not bothered to do any research to determine:

- a) the extent of accidents on boats on their waterways, or
- b) the causes of such accidents.

A considerable amount of research should be undertaken before BW start dictating what people must or must not do. It is quite a feat of audacity that BW have managed to come up with a set of standards without any sound evidence to base them on.

ii) It is unreasonable that the Board may from time to time revoke or amend any standards prescribed without a minimum period of notice being given before such revocations or amendments are implemented, but this is what BW have included in the Bill. It is significant that BW already have the powers in the BW Act 1983 to introduce Standards by creating a byelaw, but they have never taken this opportunity up. In the House of Lords Select Committee, BW "considered that the Byelaw route was unsatisfactory" because they would have to consult with the Dept of the Environment, Dept of Transport and the Home Office every time the standards changed. Such consultation would give us a measure of protection sounds like just what BW should be aiming at.

iii) Although a consultatory process is to be set up when prescribing and amending standards, it is unreasonable that BW should decide who is to be consulted, which is BW's proposal. We would suggest that the consultation should be with such organisations as appear to the Secretary of State for the Environment to be appropriate for the purpose.

iv) The rules also require that a permanent mooring must be available for a vessel even if used bona fide for cruising throughout the year - if the vessel remains in one place for more than 14 days in total in a calendar year. This period of time in one place is unreasonably restrictive. We think that 14 consecutive days in one place, with a maximum of 90 days in any one calendar year would be more equitable.

v) Section 12 (subsection 4) also states that a boat licence or certificate may be withdrawn by BW if the vessel at any time during its licenced or certificated period fails to meet the three rules above. Before notice of withdrawal of a licence or certificate is given, no period is allowed for the owner of a vessel to correct the circumstances that caused the notice of withdrawal under subsection 4.

vi) No means of appeal are set out for contesting the withdrawal of a licence or certificate.

## Mooring: a Criminal Offence.

Section 20 sets out the penalties and enforcement provisions which make contravention of sections 14, 15, 16, 17 and 18 a criminal offence. We strongly object to the contravention of these sections being made criminal offences. This is out of all proportion and quite unnecessary, as we shall see by looking at the sections involved.

Section 15 gives the Board powers to give directions as to the precise location in which a vessel is moored and the means by which the vessel is fastened or secured! You had better book up to go on a knot tying course so that when you are tying your boat up on your own mooring and a BW official tells you to do a rolling hitch you don't roll into the canal and be summonsed to appear before the local magistrates. Personally, I will probably just tell him to get knotted - and then be summonsed to appear before the local magistrates.

But seriously, we believe it can never be reasonable to dictate the precise position in which a vessel is moored or the means by which it is fastened or secured under this section unless the vessel is moored on a river or a commercial waterway where there are specific dangers.

Section 16 gives the Board power to restrict mooring on any inland waterway and again allows BW to make requirements as to how the vessel is moored. There is the potential here for BW to say that no mooring is allowed except in specific places, and if you do moor anywhere other than in those specific places, you could be summonsed to appear before the magistrates. The good news is that if you moored in an unauthorised place you could not be summonsed for failing to tie your boat up in the manner dictated by the BW official, since he would not have been there at the time.

We believe prohibition of mooring should be limited to specific sites where it can be shown that there are necessary grounds for such prohibition.

Requirements as to the manner in which vessels are to be moored and the means by which vessels are to be fastened or secured should be limited to rivers and commercial waterways, where there might be danger to other vessels if a boat is not properly secured. There is no place for this sort of Draconian measure on the ordinary narrow canal.

Section 17 gives the Board power to remove vessels, after 7 days notice, to permit dredging, repairs, maintenance works, or any other works or operations of the Board.

We think 7 days is insufficient notice for an owner to remove a vessel for dredging, repairs, maintenance works or any other works, all of which could be planned in advance to give the owner of a vessel 28 days notice. The unreasonableness of BW can be seen by the fact that in the original Bill they wanted to give people only 48 hours notice.

Where the Board have not been able to contact the owner of a vessel, they will have the power to remove the vessel to a suitable permanent mooring at their own risk. The cost of moving

the vessel should also be met by the Board where the owner moves the vessel to the temporary mooring provided by the Board. The owner should be informed when the work has been completed or the vessel has been returned to its mooring.

### Environment First?

Section 21 creates general environmental and recreational duties of the Board. Subsection (2)(d) requires that the use of remainder waterways for navigation shall be subject to subsection (1)(a) which states that the Board must exercise any power conferred on them to further the conservation and enhancement of natural beauty and the conservation of flora, fauna etc. This may be considered by some as inconsistent with the use of the waterway for navigation. Indeed, BW has no duty to maintain navigation on remainder waterways at all, so conservation could theoretically become their main concern.

### Remainder Waterways may be sold.

Section 23 allows the Board to dispose of their subsidiaries or any securities of their subsidiaries. Subsection (6) allows any number of shares to be transferred to employee share schemes without payment.

There has been considerable disquiet about the possibility of back door privatisation through creating subsidiaries, transferring assets to them and then selling them off. This certainly is a possibility. Subsection 7 of this section does state that "nothing in this section shall authorise the Board to dispose of the main navigable channel of any inland waterway or any towing path adjoining any such waterway, but nothing in this subsection shall prejudice or affect the duties of the Board under s107(2)(a) of the Transport Act of 1968 in relation to remainder waterways. Section 107 requires a remainder waterway to be "dealt with in the most economical manner possible...whether by retaining and managing the waterway, by developing or eliminating it, or by disposing of it."

Consequently the Board may dispose of remainder waterways that have been restored to cruiseway standard, but are not reclassified as such. This restoration work would almost certainly have been largely by voluntary labour and should be protected for the use and benefit of the boating public for whom the work was done.

### Extinguishment of certain rights.

Section 25 extinguishes any rights of any individual or body which arose as a result of local Acts passed before 1900. These rights were usually given on the building of the canals to form some additional compensation for the loss of the land taken by the canal. BW argue that there is no way of knowing what rights exist now, (though this has been challenged) and as a result of not knowing, they are not able to properly control the waterways, or obtain income due to them. Where these rights are currently being exercised, this section will not apply.

It is more likely that this section will have more effect on land owners than boaters. The main objection is that as BW will now not be constrained in their development of the waterways by the fear that someone might suddenly start exercising rights that would prevent that development. Certainly this is the argument BW have used.

## Local Issues

### Ardrishaig Dock, Gloucester Docks and Sharpness Docks

Section 26 gives the Board power to appropriate parts of Ardrishaig Dock, Gloucester Docks and Sharpness Docks. No provision is made to restrict the extent of appropriation of the named Docks for exclusive, partial or preferential use, or to prevent the total exclusion of vessels owned by the public. Clearly this is not sufficient protection for the public use of these docks.

### Limehouse Basin

Section 28 states that for the avoidance of doubt it is declared that the limits of jurisdiction of the Board over the basin extend to the lower gates of the lock and thence over all waters to the south of and lying within 74 metres of an imaginary line drawn between the pivots of the said gates. The Port of London shall not include any part of the Basin within the limits of jurisdiction of the Board.

### Severn Navigation Act

The Bill will repeal section 147 of the Severn Navigation Act of 1842 which requires that locks be open night and day.

### River Weaver between Winsford Bridge and Shrew Bridge

This section of the River is being reclassified as a river navigation so far as section 4 of the BW Act of 1971 is concerned, and is therefore a river waterway as far as the whole of Part II of the 1971 Act is concerned. This means that a pleasure boat certificate rather than a pleasure boat licence will be issued to pleasure boats.

Under the Transport Act 1968 the Weaver Navigation from Winsford Bridge to the junction with the Manchester Ship Canal was classified as a Commercial Waterway. The alteration in the Bill would appear to reclassify the Weaver as a remainder waterway as far as BW's duties toward it go, unless some local Act imposes a duty to maintain it in a navigable condition.



## REPORT ON PROVISIONAL COMMITTEE MEETING

A meeting of the provisional committee was held on the 12th October at Polesworth near Tamworth. The meeting was attended by the committee (Apologies from P Bland) and six other people, four of whom are nominees for the Full Committee.

The meeting lasted all day with the vast majority of time given over to the discussion of the BW Bill and its implications to boaters, (See Article in this Boater page 2) and the areas which NABO should be petitioning against in the House of Commons. It was suggested that members should be asked to write in concerning the specific local issues detailed on page 6, these being areas with which the committee are unfamiliar, and are therefore not in a position to effectively petition against. We therefore require a response from our members. If you know anything about these local issues please write in.

Resolutions for the A G M were also discussed and these are listed below.

The next committee meeting is to be held on the 7th December, venue to be arranged. At this meeting the officers of the Committee will be appointed. Members wishing to attend should let Dave Green know as soon as possible.

### RESOLUTIONS TO BE PROPOSED AT THE AGM

The Provisional Committee recommend that the following resolutions be passed.

1. That the Association becomes Limited by Guarantee at a time to be decided by the Committee.
2. That an increase in the annual subscription fee to £ 8.00 be made as from the 1st December 1991.
3. That an alteration to section 8a of the draft constitution be made to read as follows :- " The committee shall consist of not less than 4 and not more than 15 Association members".
4. That the draft constitution as amended be adopted.
5. That the nominated Committee members be appointed to the Committee.
6. That an auditor be appointed.

### AGM - Election of Committee

15 people have put their names forward for election to the management committee of NABO at our AGM on the 23.11.91.

In the constitution of NABO which is also to be agreed at the AGM it states " The Committee shall consist of not less than 4 and not more than 12 Association members" (8,a). This means that there will have to be a vote to see which of the nominees the members wish to have on the committee.

The provisional committee have decided however to table an alteration to the constitution which if accepted by the membership would allow all the nominees to be on the committee.

This amendment has been tabled because it is felt that as this is the first AGM the membership has not had enough time to get know any of the people who have put their names forward, and at this stage the provisional committee do not wish to discourage any one who is willing to stand from doing so, and agree that 15 is still a workable committee size.

The amendment to be put forward is as follows " The Committee shall consist of not less than 4 and not more than 15 Association Members".

We are printing in this edition of the boater, Curriculum Vitae for prospective committee members who have sent one in with their nomination forms.

If anyone knows of any reason why any of the following people are not eligible to be elected on to the committee, it would be helpful if they would let us know before the AGM in order to allow time for an investigation to be made.

The fifteen nominees are as follows:-

Dave Green, Syd Beacroft, Jon Darlington, Phil Eland,  
Neil Hutchinson, Jane Green, Margaret Beacroft,  
Melanie Darlington, Kate Jane, Vic Brown,  
Penny Barber, Tom Hartney, Christine Potter,  
David Ling, Pete Sterry.

**David R Ling FICS (rtd.)**  
Leigh on Sea, Essex

"I feel that I might be useful as an agent for my area which would not only cover the immediate areas surrounding Leigh on Sea but also cover the rivers Lea and Stort especially Hallingbury Mill where over 140 boats including mine are moored.

I am a retired director of a London subsidiary of an international ship owning company. I have owned a 40 ft narrowboat for around 14 years and I have travelled the system fairly extensively.

Boating is my first hobby and I like it because it offers the possibility to do "one's own thing" and "to get away from it all". I want to be able to mend, alter, paint, repair and sail my vessel as I wish; also to be able to moor anywhere reasonable and I don't want to be hassled and caught up in unnecessary organisation.

More recently, a more authoritarian regime appears to have taken over at BW and I have become alarmed that the very freedom which attracted me and many others to the waterways is now at risk. I feel that I have relied too heavily that the IWA would look after my interests. Whilst I can accept reasonable rules and developments I fear that things are likely to get out of hand and accordingly feel that it's no good crying if one is not prepared to stand up and be counted.

I wish to see a National Boat Owners Association with a very large membership with lots of "clout and muscle", working with other organisations if necessary, to make sure that those who make decisions about OUR waterways are not only informed of boat owners' views but have to take regard of those views. Above all I want to see that the public right of navigation on the rivers is preserved."

## **SYD BEACROFT**

- Derby

"Secretary - Greyhound Boat Club. Member of IWA, AWCC and Trent and Mersey Canal Society. Became aware of a lack of representation of boat owners some while ago and together with Dave Green arranged the meeting at Dudley with a view to the formation of a boat owners Association. Serve on the provisional committee of NABO. Feel that the inland waterways should be treated as a national park and not a profit making venture and that more Government support should be available to the canal reclamation societies."

PENNY BARBER.

Birmingham.

" I could be useful for anything involving accountancy and general admin. example treasurer. I am a part qualified chartered accountant (now time barred) - 4 years Articles (Spicer and Pegler as was), 9 years in industry in small to medium sized companies.

Boating qualifications less good- I am not a narrowboat buff (Willing learner though) but I do live on a boat which is good for a few brownie points. My boat is an old wooden boat dropped in a new steel hull. I have owned it for two years - brought to Brum from near Manchester using an outboard ( bent gas pipe for steering!) It would fail all regulations. I am lucky for now - the mooring isn't anything to do with BW but there is often gossip of selling to them. I would like a proper boat when I can afford one.

What I know of the regulations and general philosophy of BW horrifies me. I would just like to help if I can."

JON DARLINGTON

Birmingham

" BW's proposed certificate of compliance was the final straw for me. I felt that BW were becoming dictators and decided to determine the legal position of boaters. To my surprise I found that to a large extent BW were operating outside any distinct legal framework, relying for every excess of power on one obscure sub clause in the 1962 Transport Act - the infamous S43 (3). In July 1990 I started a personal campaign against BW standards which NABO now continues and has now widened to cover many other problem areas.

My boating days started in 1969 since when I have always owned a boat. In May 1970 myself and a friend organised and undertook to 'do' the Avon "Ring" by canoe, which we did in 5 days. We were helped by the fact that the upper Avon was as yet un restored. In 1972 we canoed from Kings Norton to (almost!) Kings Lynn.

I am not by nature a sociable person, by that I mean that I am not over keen on clubs or social events, not that I kick the cat or spray graffiti on canal bridges, but having said that, I have been a member of the IWA since 1985 and of the WBCS since 1988 - since when I have audited their accounts".

I am a fellow of the Association of Certified Accountants and a member of the Market Research Society".

## NEIL HUTCHINSON

Coventry

"I am 54, a retired teacher, who is now a boater, and spend much of my time cruising in my narrowboat "Lucinda". I have been interested in the waterways for many years and have boated in a variety of craft, on and off, since the mid 50s.

I feel that the main boating organisations have failed to represent the private boater adequately and that we have become the "poor relations" of the waterways.

My concerns include:

The maintenance of an adequate navigable depth

The provision of adequate facilities

A fairer apportionment of costs between waterway users

I oppose the "Bill" and would campaign for a revision of "standards" for boat owners and a remission of retrospective legislation.

The waterways are not simply a "boating lake" for the hire fleets for 7 months of the year which BW seem to prefer, but a place for living working and recreation throughout the year. I believe that an informed membership, alerted to the actions of the Navigation Authorities, who think that boats and boaters are a nuisance to be treated with the minimum of tolerance, will be able to respond, seek and promote a better deal for boaters. I feel that NABO gives us an opportunity."

## VIC BROWN

- Dudley

"I am 39 and run a pair of boats, Ascot and Beverley, with my family. We have had associations with the cut for about 12 years having lived and worked on it for the last few years.

Having dealings with the public, boat owners and holiday makers, I hear all the gripes and groans that are going. These, with my own views on the present situation on the waterways, have prompted me to not only join NABO but also to offer my services to the organisation. It is time for boaters to get a result. I feel NABO can win where others have slid by the current problems facing boat owners.

So long as we can all pull and work together the authorities will see what they are doing to the waterways system.

Let's make it waterways for all including boaters."

Phil Bland

WOLVERHAMPTON

For 20 years I've been a boat owner and in that time have owned 3 boats of various shapes and sizes, I have been interested in the canal since school days so my total span of interest totals nearly 30 years.

I have seen a few unwelcome and disturbing changes in the last 3-4 years and very recently these changes have prompted me to try and do something about the present attitudes which will affect boaters. I wish to offer my self to serve as a member of the committee so that I can represent boaters interests as a whole.

I am interested in transport in general and apart from the waterways I am a keen railway enthusiast.

In one of my previous jobs I worked for BW and I know a bit about what goes on!

THOMAS HARTNEY

WIGAN

I was born on the 5th May 1936. I have an M.A. (1963) and an M.Phil (1976). I was an English Lecturer at various institutions and took early retirement in 1989, since when I've worked as a supply and part time teacher.

I have some experience of political lobbying as I was for about 10 years Lincolnshire organiser of the Society for the Protection of Unborn Children. I also had a long and ultimately successful 'Set to' with the Lake District Planning Board over an occupancy condition.

I have been boating since 1976 with hire boats and in 1989 bought my first narrowboat. Last year I changed this for a 40' Springer which is in a permanent state of refit, but it gets around quite a bit as well.

## Dave Green

Crowborough, East Sussex

"I have owned a boat since I was 15 starting with a rowing dinghy on the River Medway. With my wife Jane I now own the 45 foot narrowboat Willy No-Name. Over the years we have cruised all of the connected network (except the newly re-opened Kennet and Avon and Basingstoke canals) and parts of the disconnected waterways.

I am a member of IWA, the Aylesbury Canal Society, the Stratford Canal Society and the BCN Society.

In my professional life I am part of the senior management team of the UK's largest transport trade association where my job includes dealing with senior civil servants both in Westminster and Brussels. I am a corporate member of the Chartered Institute of Transport.

Until the AGM, I am chairing NABO's provisional committee.

As a waterways user I am concerned to ensure that our waterways heritage is protected and that it remains available to all legitimate users. As a boat owner I believe a strong association solely dedicated to protecting the interests of boat owners is essential. All the evidence suggests that, left to their own devices, waterway authorities will pursue their own ends often paying only lip service to the needs of their customers. There has to be a strong voice to represent users to prevent abuse of a dominant position - I believe that NABO can be developed to provide that voice."

## MARGARET BEACROFT

- College lecturer - Derby

"Membership secretary Greyhound Boat Club, member of IWA, AWCC and Trent and Mersey Canal Society. Serve on the provisional committee of NABO and support all the aims outlined in the constitution, but also feel most strongly that the democratic process of electing members to committee, and the right for each individual member to address their problem directly to the committee is an added strength. My abilities as a critical and analytic person I feel will contribute to the wide discussions needed to fulfil the above aims, and highlight the problems we as boaters are aware of and need to have answers to."

## **Kate Jayne**

- Birmingham

"Boats have been around all my life really. My grandfather built wooden boats in the town where he was born in NE Scotland, and my dad was in the Royal Navy for 25 years! Canals and canal boats entered my life in the mid 60s - I was looking for accommodation, an American girl on a Joey boat at Selly Oak was looking for a lodger and at £3 per week I moved in. Apart from three years in a tent in Wales I've lived in narrowboats ever since. Until six months ago I had worked on the canals for almost as long at Hockley Port, on trip boats (including Jason's Trip) and the community boat "Angel of Islington" for 17 years! I live on a boat at Gas Street Basin, but I'm not working on the canal. I miss the boating although after averaging 3,000 miles per year for quite a few years I don't mind staying relatively still for a while.

I had a mooring in London and direct experience of being at the sharp end of British Waterways new application of old bye laws and regulations altered my already changing perspective of what was happening to the canal system. It made me very angry - and active, in supporting Frog Lane Association of Boats, bringing groups of boaters together for London wide Forum meetings, and questioning the current attitudes and actions of British Waterways. I fundamentally believe in collective strength and action which is why I joined NABO. I think a good network of information adds to this strength. I personally, apart from time spent on the BW Bill, would like to see more money going into maintenance and dredging and less into the big black hole called British Waterways Leisure Section."

## **Christine Potter**

- London

"Boating interests - Over 5 years experience of cruising throughout the inland waterways using narrowboat Polly Otter. Winner of the Marion Monk and Calor trophy at the Inland Waterways rally at Brentford in 1986. Founder member of the Goldsbrough Boat Owners Club, continuing to be the Honorary Secretary. Member of the Trent and Mersey Canal Society, the Greyhound Boat Club, the Regents Canal Boat Owners Association and the Inland Waterways Association.

Campaigned against the Trustees of the London Zoo acquiring land and water rights in the Cumberland Basin, Regents Canal.

Feel strongly that an organisation which is truly representative of boat owners is of paramount importance at a time when the existing organisations support a wider brief. For the above reason, my particular concerns if elected to the Management Committee of the National Association of Boat Owners would range around the following topics:

1. Financial - Support all efforts to control the escalating costs of boating, particularly with respect to British Waterways demands for increased licence fees and mooring dues.



2. Environmental - Campaign to raise the awareness and secure the commitment of BW and other agencies in matters concerning water quality and supply, bank protection, dredging, towpath maintenance, safety etc. Seeking to protect the environment and boating interests with respect to advancing technology eg fibre optic cable proposals.
3. Facilities - Defend the right of all customers to enjoy adequate waterside facilities and seek to improve services where there are shortfalls throughout the inland waterway network.
4. Consultation - Provide a listening ear for boat owners to voice their concerns and, thereafter, represent them at the Management Committee, supporting all efforts to maintain a two way system of communication"

**JANE GREEN ACIS**

Crowborough East Sussex

I offer myself for election to the committee of NABO as a member of the provisional committee and for the following reasons.

I have been boating for approximately 15 years and have cruised extensively over virtually all of the system, enjoying the freedom of movement and attitude that the waterways have offered.

I am now very concerned that those things that I have valued are being threatened by the seemingly authoritarian attitudes of British Waterways and their attempts to impose unnecessary and oppressive regulations and by their apparent reluctance to properly maintain the infrastructure of the system in favour of cosmetic maintenance.

The attitude of BW would seem to be to discourage the private boater in favour of the hire fleet operator who probably won't argue too much if a high percentage of the system is closed during the winter.

I think that it is important that we develop a strong voice as an Association so that we can address the problems of, not only the Waterways Bill, but all those issues that affect us specifically as boaters.

In my professional capacity, I work for a County Council as a Budget Control Officer and am a member of the Institute of Chartered Secretaries and Administrators.

Melanie Darlington

Birmingham

I am currently a member of the NABO provisional committee and wish to be a member of the committee to be elected at the AGM in November.

I started my boating career September 1985, when my husband and I became the owners of a 25' Dawncraft, which was moored at Kings Norton on the Worcester Birmingham Canal. On one of our first trips the outboard engine overheated in the middle of the West Hill tunnel and we had to wait what felt like hours, for it to cool down so we could continue. Despite this, I was bitten with the canal bug and have looked forward to weekends, so I could get down to the boat ever since.

We now have a 42' narrowbeam river cruiser which is moored at Knowle on the Grand Union, and earlier this year we purchased land with canal frontage on the Coventry Canal.

In 1989 I spent 8 months just cruising very slowly round the canals in the central area, with my husband and cat. It was during this time that I first began to realize just how bad things were. The canals were badly maintained, and shallow, due to a water shortage and no dredging. Mooring was restricted in certain places, and I felt very much as if all the fun and freedom which I wanted was being taken away from me. Talking to people then and since it has become much clearer that the enjoyment of the canals has been replaced by fear of BW Managers.

With the formation of NABO I decided that I wanted to take an active part in trying to get a fairer deal for the boater.

PETE STERRY

Derby

"I have been boating since 1977. We bought a 22' Dawncraft in 1979 and in 1986 bought the first boat fitted by Stephen Goldsbrough for a customer. For the last 16 months I have been Chairman of the Greyhound Boat Club, Findern, near Derby.

One of my hobbies is public speaking and I am National Development Officer for the Association of Speakers' Clubs.

I can see my role as going round clubs promoting and recruiting".

MEMBERSHIP LISTS

If you have bothered to wade through the constitution you may have noticed that 25 members may call for a special meeting in order, presumably, to make some complaint against the way in which the Association is run.

We are fully aware that many of you will be anxious that membership lists are not publicised, but as many of you will not know the names of 24 other members, there must be a means by which members can obtain this information.

We believe that the general membership list should be kept completely confidential, but in order that the democratic rights of members are preserved we will set up a totally separate list of those members willing to have their names and addresses available to other members.

The list will be available for inspection by members at the addresses of the Association's Officers, but will not be available for publication or general release.

Any member looking at the list will be required to sign confirming that the information will only be used for the purpose of contacting members with a view to calling a special meeting.

We would like as many people as possible to go on this list to give a good cross section of our membership views.

If you are willing to go on this list could you please return the form below.

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I hereby give permission for my name and address to be included on a membership list which is to be available for inspection by all members of NABO in accordance with the terms set out above.

NAME.....

ADDRESS.....

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SIGNATURE..... DATE.....