



NATIONAL ASSOCIATION OF BOAT OWNERS

NEWSLETTER

December 1994

Editor's comment

This time, I am very touched, and not a bit upset! So many kind members have written since the last issue - thank you all.

As you are in the mood for writing letters, please write to your MP concerning the Environmental Agency Bill. A sample letter is enclosed, but better still use your own words. Such mass protest was so effective over the BW Bill.

You will have spotted the deliberate error in the last issue - no space for your details on the sweatshirt order form. No excuses for not filling it in now!

Whilst every care is taken to ensure that the contents of the Boater are factually correct, we accept no liability for any direct or consequential loss arising from any action taken by anyone as a result of reading anything contained in this publication. The views expressed are not necessarily those of the Association.

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Published by

**National Association of
Boat Owners**

NEWSLETTER

Chairman's comment

I was originally going to start by saying that another year has passed - but on reflection this is a bit negative, so instead I will start by commenting that another year is starting. We hope the New Year will bring new opportunities and better relations with the powers that be.

There is also a very real possibility that better relations between user groups will be the result of the meeting of all the major user groups in mid January. With the Environment

Agency Bill going through Parliament at the moment, the need for a coordinated and strong voice is very clear. It is a shame that it will almost certainly come too late to affect this Bill. However it may not be too late for you to influence it so I urge you to read the report on page 4. You again have the opportunity to write to your MP with objections. Please make the most of it.

On that happy note, I hope you all have a merry Christmas and a happy New Year!

NEWS

View from the AGM on 26th November and the Council meeting held on 3rd December, 1994

Hello, it's Moley again! My paws are quite tired digging through 2 meetings in 2 weeks!

The AGM was quite well attended but did not give Council too much stick. I wanted to see more fun. Instead it was very positive with some good ideas raised in the discussion. These were talked about in the Council meeting and covered moorings for disabled boaters which seem

to disappear as soon as they arrive, a fishing organisation which ropes off canals during matches (an axe was felt to be the right implement!), fishermen fishing on mooring rings opposite boats early in the morning and BW mooring wardens and their activities. All these will be looked at but if anyone out there has any information, please pass it on to your area reps.

NEWS

View from the AGM and Council meeting (continued)

The moorings matrix continues to give problems. Watford say it is a matter for local managers and refuse to co-ordinate things nationally. Some managers have refused to disclose how sites are scored. Of such is BW's vaunted consultation with moorers and underlines Moley's comments about their Chartermark last time. One manager agreed the score for 4 sites with NABO Chairman and has since changed the scoring in the published figures. Please keep your Reps in the picture and send them copies of correspondence. Moley had been told what his charges will be after deducting the 10% prompt payment discount. This hides the true cost. Also so far he has not got details of how the score was calculated as by no stretch of the imagination is it possible to arrive at some of the facilities scores shown. The letter does mention consultation, but only in passing. It is clear that prices have been fixed as far as the manager is concerned. But not for Moley!

The Forum proposed by NABO & IWA looks like being off to a good start. It should meet in January and will be attended by

everyone invited.

The BW Bill should be passed soon. One thing which is not good is that the clause on visitor moorings has been dropped. This means that the undertaking to provide a mix of visitor moorings has probably gone too. The wording of the undertaking is being looked at. Problems may arise over the new safety certificate, as it is not enough to satisfy insurers so it looks like we are back to square one or less!

The Environment Agency Bill mentions navigation only three times. One gives the Fisheries Committee it establishes control of navigation problems! Get hold of your MP immediately and try to get him to safeguard navigation. A lot of the environmental issues, fishing etc depend on navigation for improvement so go and tell them or it may be too late, as navigation is very definitely well down on the list of priorities.

It looks as though NRA have caught the BW disease. The Lee area Catchment plan talks of reducing the number of boats moored on the Lee & Stort during low water periods- including residential boats.

NEWS

The Environment Agency Bill

The Environment Agency Bill had its second reading in the House of Lords on the 16th December.

Like the British Waterways Bill it was introduced into the Lords first and after its committee stage will receive its third reading and be passed over to the House of Commons to go through the same procedure.

Unlike the British Waterways Bill (which is still grinding through the system 4 years after its introduction into the Lords) the Environment Agency Bill is a fast track Bill and is expected to have got through the whole procedure in a matter of weeks. This seems fairly typical of modern Government legislation, and like much of it, it has not been properly thought out nor have interested parties been properly consulted. The DoE did produce a consultation paper in the summer (known as the Touche Ross Report) the aim of which was to seek views on the geographical and managerial structure of the proposed Agency. Part of this structure included local accountability and how navigation would fit into the

overall picture. Strangely, the Bill was published before the closing date for submissions on the Touche Ross Report!!

The Bill itself has a number of flaws. We have sent a letter which outlines its weaknesses to some of the Lords. Its text is included here. We are asking for your support in objecting to the Bill, and would be grateful if you could write a letter to your MP along similar lines. The more people who write, the greater the chance of getting an amendment. Please write now - there is not much time.

Text of NABO's protest letter

Environment Agency Bill

We are writing to you to express our serious concern that the above Bill does not protect the public's interest in recreation and navigation.

The Bill transfers the functions and authority of the National Rivers Authority (NRA) to the new Agency and requires it to set up certain regional advisory committees. But the Bill does not

NEWS

The Environment Agency Bill (continued)

require the agency to protect or promote navigation, and does not provide for navigation and recreation advisory committees. There is no requirement for the Agency to consult any body on navigation or recreation matters.

Although the Agency may consult the Fishery Advisory Committees on recreation and navigation matters, it is not obliged to do so. Also, we doubt that representatives on those committees would have adequate knowledge of navigational or recreational matters to properly advise the Agency.

Thousands of people may be affected by these failings. Over 25,000 boat licences issued annually on the Thames alone, and many more in East Anglia, Yorkshire and the South of England. Thousands more people hire boats on these waterways or engage in a variety of other recreational activities. All will be affected by this Bill.

The National Association of Boat Owners represents boat owners on the inland waterways throughout the United Kingdom. Many of its members will be among those affected.

We believe that the Environment Agency will be unable adequately to maintain and promote navigation and recreation because its overriding duties are to control pollution and conserve the environment. These important regulatory and enforcement duties are very different from the enhancement of navigation and recreation. We would therefore support proposals to transfer the latter to a separate authority.

However if this is not possible at this stage, we would wish that the public's rights to recreation and navigation be safeguarded by amending the Agency's duties. We propose that the Bill be amended to provide for:

- 1) An additional duty to maintain or improve non-marine navigation
- 2) The establishment of regional committees to advise on navigation and recreation, to include representatives of relevant user organisations, and
- 3) A duty to consult those organisations on matters affecting navigation and recreation.

We ask you to put forward and support amendments to give effect to these changes.

NEWS

Latest on the BW Bill - new BW Undertakings

The proceedings of the BW Bill before the Select Committee of the House of Commons were concluded on 25th October 1994. Before the conclusion of the hearing, the Board gave a number of Undertakings to the Committee about the exercise of certain powers sought by the Bill.

Entry on land

This undertaking relates to Part II of the Bill which provides for the Board to enter land beside or near their waterways to carry out repairs and other operations. It applies where the Board are considering whether to enter land in non-emergency cases and requires them to pay special attention to the desirability of protecting the environmental characteristics of the land from harm resulting from the operations.

Vessels without permanent moorings

This, the first of two undertakings concerned with moorings, is intended to safeguard vessels (other than those used for permanent cruising) which were on the inland waterways of the Board on 25/10/94 without having a long-

term on-line mooring or else a permanent site off the waterways. The undertaking states that the Board will not refuse or terminate a certificate or licence for any such vessel on the grounds that no mooring or place is available for it. The undertaking will cease to apply to any vessel which changes ownership after 25/10/94 and will also cease to apply if the holder of the licence or certificate accepts an offer of a mooring or place for the vessel or unreasonably refuses such an offer. The Board will refer disputes about alternative accommodation for vessels to the Waterways' Ombudsman, and will abide by her decision.

Moorings affected by development

This undertaking benefits vessels which are on the Board's waterways at the date when the Bill becomes law and are displaced from permanent moorings by reason of any commercial development carried out or proposed to be carried out by the Board. The undertaking states that, in such cases, the Board will not refuse or terminate a certificate or licence for the

NEWS

BW Undertakings (cont)

vessel on the grounds that no mooring or place is available for it until they have made reasonable efforts to secure a suitable alternative. Disputes about the suitability of alternative accommodation for vessels will be referred to the Waterways' Ombudsman, and the Board will abide by her decision.

Appeal for Lower Wharf Cottages in Buckingham

The Buckingham Canal Society are appealing for help in protecting the cottages which originally stood alongside the Buckingham canal at Lower Wharf. Although the restoration of the canal to this point is some years away, they are anxious that the cottages remain to be a focal point of future development of the site as a public amenity. The cottages are listed, but are unfortunately in such bad repair that straightforward restoration is probably impossible. However, they could be rebuilt to retain the character of the site, rather than being demolished and replaced with 5 dwellings as requested in a recent planning application.

Discharge of sink waste

In the September issue we reported that the NRA were considering new standards for the Warwickshire Avon, which could include a ban on the discharge of sink waste into the river. It has subsequently been brought to our attention that NRA Anglian region has no such rules - not only is the discharge of sink waste allowed, but it is also lawful to discharge untreated sewage effluent. Sea toilets are still permitted on the rivers Nene and Ouse. However NRA Anglian region are "currently discussing this issue and are hoping to recommend an alternative system in the near future". This apparently explains the lack of facilities available on Anglian rivers. However, no doubt the new Environmental Agency will have something to say about this!

Buckingham Canal Society would like as many people as possible to write to the Aylesbury Vale District Planning Officer, or to sign a slip registering concern about the proposed development. For more details of the Appeal and other BCS activities, contact Mike Freeman on (0908) 312170.

NABO BUSINESS

Formation of NABO policy

In the course of the last year, NABO Council adopted a formal method of formulating new policies (by policy, we mean statement of principle, rather than administrative procedure). It was agreed that members should be given an opportunity to comment on these policies as they arose, and the mechanism for this is laid out below.

Unfortunately, having decided on this policy, we omitted to publish the procedure! So when we arrived at the first test of this new policy about policies (yes, I'm trying to confuse you!) which concerned advertising, nobody knew the rules. This was further compounded by an unfortunate misprint in the explanation of the proposed advertising policy - we should have said that the Council "proposed to adopt" rather than "adopted". Yes, we had complaints - in fact we were compared unfavourably to BW for our consultation process (oops!). We do apologise, and now invite a further period for comment on advertising (see Oct Newsletter, page 7) before the next Council meeting. See 'Letters' for some of the comments received so far.

The formulation of policy statements

1. NABO Policy Statements and amendments thereto must only be adopted:

a) after consultation with members.

i) Draft policies or amendments to policy may be submitted by any paid-up member of NABO.

ii) This draft policy or amendment shall be submitted to Council 14 days before its next periodic meeting.

iii) Council shall, by a simple majority, approve or reject this document.

iv) IF REJECTED: Then reasons for this shall be sent to the proposer within 14 days.

v) IF ACCEPTED: The next step will be to print a draft policy statement in the next issue of the Boater or newsletter and allow at least 14 days for comment to be received by Council.

vi) Comments from members will be discussed at the next Council meeting; the document can be adopted as policy IF -

b) it is supported by a 2/3 majority in that meeting.

NABO BUSINESS

Formulation of NABO Policy (continued)

i) If the policy or amendment is not supported then reasons for this shall be minuted and sent to the Proposer.

2. If a new Policy Statement is found to contradict an existing Policy Statement then the new Policy Statement becomes the Policy by virtue of Amendment.

3. Where an activity contradicts or is inconsistent with a Policy Statement then it should cease.

4. Where there is no existing Policy Statement then the NABO Council should not be prevented from engaging in an activity which it feels is appropriate to the situation. It should however, be aware of this and seek to formulate a policy which should then undergo the same scrutiny as described above.

5. Policy Statements shall be reviewed on a perpetual 4 yearly cycle.

The 1994 Annual General Meeting

We were pleased to see so many people at the AGM on 26th November. The business part of the meeting was concluded quickly. Unfortunately, Stanley Hibbert and Colin Paillin had had to withdraw their nominations for Council, but Mij Lambert gamely volunteered at the meeting, so there are now 15 on the Council.

It was unanimously agreed to raise the annual subscription to £10, effective from 1st January 1995. An increase of at least £1 per year was necessary to cover the costs of current activities, and it was hoped that by making the increase £2 this year, no increase

would be necessary next year. We hope you all agree that you get good value from your subscription.

There followed interesting discussion about a number of issues, in particular moorings (of all types!), and of course much of this hinged around BW.

It has been suggested that the AGM could be held in different areas of the country in future years. Would you like the AGM to come to you? Could you organise a venue in your area? If you have views on this, please let us know - if we don't hear from you, it will be Birmingham again next year!

NABO BUSINESS

New NABO Guidance paper, available from Stephen Peters

Our River Users' Co-ordinator has produced another guidance paper in the series which will eventually form a comprehensive set of guidance notes to help all boat owners. The subject of the latest one is FIRE SAFETY AND FIRE EXTINGUISHERS.

Recent informal research has shown that most boat owners do not understand what fire extinguishers they require, or the difference between the various types available on the marine market.

The Boat Safety handbook compiled by BW/NRA specifies the number and type of fire extinguishers applicable to a particular length of craft, but it is

apparent that some surveyors misinterpret the requirements and in some cases Boat safety Certificates are being issued for boats with inadequate fire fighting capability.

The guidance paper explains the different types of extinguisher and their method of use. It also offers advice on precautions to reduce the risk of fires breaking out in the first place.

The price is £2.00 which covers production and postage with a bit left over as a donation! And, as with all these papers, there is the offer of FREE telephone advice to individual members if they have any specific problems or questions.

Can you help?

We have asked this question before, but don't skip to the next article just yet!

Could you spare a few hours just very occasionally to attend a meeting on NABO's behalf? There are more and more User Meetings around the country, and it is getting increasingly difficult for the regional reps to attend

them all, especially if there is more than one on the same date!

Go on - volunteer! If you could help us, please contact the regional rep for the area in which you live (see addresses and phone numbers on the back cover), and he or she will let you know the dates of any meetings near to you. Many thanks!

NABO BUSINESS

NABO Sweatshirts - treat yourself in the New Year

As reported in previous Newsletters, the NABO sweatshirt is now available with an embroidered logo and your boat name, as well as with printed logo (large or small). T-shirts and pennants are also available. They are good value, as the quality of T-shirts and sweatshirts used by the manufacturer is very good, and they wash and wear well!

T-SHIRTS

Heavyweight cotton, only **£7.50** each.

Colours: white, red, sunflower, navy, black, grey, bottle green, emerald.

Sizes: small (36"-38"), medium (40"), large (44"), X-large (46"-48").

SWEATSHIRTS

Heavyweight polycotton with either raglan or drop shoulder (please specify), only **£12.50** each, or **£17.50 with embroidered logo and boat name** of up to 15 letters.

Colours: white, red, sunflower, navy, black, royal, bottle green, charcoal, heather grey.

Sizes: small (36"-38"), med (40"), large (44"), X-large (48"-50").

LOGOS

Logo available on both in either black or white. Please state preference for large (full chest) or small (pocket size, printed on left).

Embroidered logo (small) + boat name available on sweatshirts only.

PENNANTS

Pennants with rope and toggle - only **£8.00**

Pale blue with black logo.

Please turn over for order form

NABO BUSINESS

NABO Sweatshirt order form

Please send completed order form, together with a cheque made payable to the National Association of Boat Owners, to Penny Barber,

Item type			
Item colour			
Item size			
Logo type			
Logo colour			
Logo size			
Boat name			
Price			
Total Price:			
Your name, address and phone number:			

NABO BUSINESS

Moorings for disabled people

At the AGM Harry Winter raised the question of the facilities which BW and other Waterway Authorities provide for disabled boaters. It appears that even where moorings for disabled people were once in existence, they have sometimes been removed - Braunston is a case in point.

If you know of any other places where there are good or bad facilities for disabled boaters, we would be grateful to know, so that we can tackle the Waterway Authorities armed with lots of facts. If you can help, please write to Nigel Parkinson (address on back cover).

Next Council meeting

The next meeting of the Council will be held either on 14th or 21st January at the Friends Meeting House in Northfield in Birmingham (AGM venue).

If you would like to attend, please phone Jon Darlington for confirmation of the date. The meeting will start at 10a.m.

Moorings Matrix reminder

In the last Newsletter we reported extensively on the introduction of the new BW Moorings Matrix. If you have a BW mooring, you may by now have heard from your Waterway Manager regarding the new classification of your mooring.

This is just to remind you that if you are not happy with your new assessment, you should complain! The article in the October Newsletter explains how the new scale of charges should be introduced, but if you are not sure, please contact NABO (Jon Darlington or Peter Lea) for advice. If you do challenge your assessment we would like to know, and we would also like to know what kind of response you receive. It appears that different Waterway Managers are tackling this problem in different ways, and we need to keep tabs on them all!

**We wish you a
merry Christmas
and a happy New
Year!**

REPORTS

Stone throwing incidents: analysis by Nikki Timbrell

Many thanks to everyone who sent in reports of stone-throwing incidents and their consequences. I have compiled all the information about dates, places and ammunition, but no real trend emerges. It appears that the problem occurs in all areas of the country, and the fact that most of the incidents were recent is probably more to do with recent memory than an increase in this type of crime.

One fact did strike me though - many letters reported near misses and narrow escapes from serious injury. This prompted the thought that maybe this is not a coincidence - most of the missiles were thrown by kids who were probably intent only on causing annoyance rather than criminal damage, for fear of getting into serious trouble.

One correspondent suggested that he had encountered less trouble as he became a more experienced boater, and perhaps this is the key - be vigilant in the type of places where trouble lurks. Various deterrents were also suggested: putting a crew member ashore to walk along the towpath or stand on the bridge

until the boat has passed - this is particularly effective if accompanied by a dog; a camera (with or without film); a video camera; a mobile phone (real or dummy); even catapults and air-rifles (but be sure you are on the right side of the law).

Other acts of vandalism were also reported, and these are particularly intimidating for single handed boaters. The most common is casting boats adrift: again annoying, but usually without serious consequences.

Some of the incidents were reported to the Police, with varying degrees of response. But if you do have trouble, do report it anyway - then at least the Police will be aware that these problems exist.

News from the River Soar

Colin Paillin attended a User Group meeting on 9th November, 1994

Various improvements along the Soar are reported or proposed: fendering to the waiting area below Ratcliffe lock has been completed; the ground

REPORTS

River Soar (continued)

paddles at Kegworth Deep lock will be finished by the spring (the crane boat was urgently needed elsewhere half-way through the job); Bishop Meadow lock lower approach is to be repiled; emergency moorings are to be built above Pillings Flood lock; and there will be short stoppages at Barrow Deep and Bishops Meadow locks to try and find out why the gates are so heavy.

There have been problems with rowers on the river not

observing the rules for navigation, endangering themselves and boaters. Rowers and their clubs have been issued with a code of practice, and the Patrol Officer would like to know of any further problems.

Four locks on the Erewash canal have had to be locked because of vandalism. Keys can be obtained from BW or local marinas. The Leicester section locks are to be locked with BW keys in the Blaby area.

Some BW Byelaws to remember in 1995

Our River Users' Co-ordinator has recently been catching up on his bed-time reading.

Did you know it is an offence to:

Use a horse to tow a vessel on a towing path (without authorisation).

Affix a rope to any work not provided for the purpose. (i.e. lock gates, etc).

Deposit material in the canal (this includes washing your boat!).

Take any water from a canal (what - not even a bucketful?).

Use abusive language (does this apply to anglers?).

Throw stones (this appears not to apply to vandals).

Conceal or fail to display a licence (this means you cannot cover your boat in the winter!).

Water-ski on any canal!!!!

Navigate within 30 feet of the bank on the River Severn (why not?).

REPORTS

Kennet & Avon canal: Syd and Margaret Beacroft's view

First it's a wonderful canal and a credit to all who helped physically and financially for its restoration. We spent five weeks cruising from Reading to Bath and will certainly go again.

The main difficulties are that one cannot reach the Canal without paying to go on the Thames for at least two days at approximately £15 per day. Lack of mooring at most of the villages, also before locks, swing and lift bridges. One has to be quite athletic to jump off the boat into the unknown.

It is often difficult to get a mooring in popular places such as Hungerford, at weekends and bank holidays, so get there early.

The facilities provided by British Waterways are free but in short supply at present. In 75 miles we found seven water points (one under a bridge!), seven refuse disposal points marked on the map and where they should be, and seven sewage disposal points. Newbury Boat Yard offers free mooring for one night, and free use of water and Elsan disposal. There are facilities in other places but these have to be paid for - we paid

£2.50 to empty our Porta Loo. Pump outs and water are available, at a price which I didn't note, but another boater decided the prices were too high for him.

The lock gear differs from lock to lock, and some locks and bridges are difficult and could be hazardous if care is not taken.

We contracted BW in an emergency and they were efficient and courteous. We have also written to them with our views and they were pleased to receive both criticism and praise. They have informed us that they have many of the items we raised on their agenda for the near future but a priority is the back pumping for the Caen Hill flight. The work for this has commenced.

During our travels we only met one boater from the Kennet and Avon with a NABO sticker but we did talk to fellow boaters and gave out some application forms - perhaps we need to target the area.

Many thanks to the Beacrofts for this contribution - we are always pleased to receive reports from members (hint!) -Ed.

LETTERS

Unfriendly Thames? - the experiences of two members

We have just spent a month on the Thames where we were delighted with the helpfulness and friendly attitude of all the lock-keepers.

As far as mooring charges are concerned, we paid at the following places: Shillingford Bridge Hotel £3, Marlow £5, Cookham £4, Hurley £2, Henley £3, Abingdon £3.50. At Sonning, a large notice told us that the fee of £2.50 was fully refundable in the bars or restaurant of The Great House, but no one came to collect and there were no instructions as to where to pay - so we didn't.

We think £5 at Marlow is exorbitant, and the sop that we could use the leisure centre was of no interest to us. We were dismayed at the lack of mooring space - half a dozen cruisers and no room for our 60' narrowboat on a second visit. The moorings marked in Nicholsons below the lock were also unsuitable for us. We were told by anglers walking home that the towpath above the lock was private, but at no time did we see any fishermen using it. This does seem somewhat dog-in-the-manger. At Cookham

we paid £4 without question to moor beside a field, not having then received your Newsletter. The receipt bears no indication of to whom we were paying.

Our great joy was free mooring in Eton (£3, I think on the opposite bank in Windsor) and again in Oxford opposite Christ Church Meadow, and everywhere else above Oxford to Lechlade.

We are much more concerned at the licence fee we had to pay when we exceeded the original month by 3 days. One month cost us £68, but the 3 days cost £45. In my accompanying letter I said we thought this draconian, to say the least. We were also amazed that we could not pay the last lock-keeper in the same way that we had paid the first. The lock-keepers themselves thought it odd, too. The form that I had to send with my remittance is worded in such a way as to indicate we were criminals, when all we had done was enjoy the river so much we'd stayed a little longer than we'd first expected.

O.M. Shaw.

Great Missenden.

LETTERS

Unfriendly Thames? (continued)

In May and June this year we braved the unfriendly weather and ventured south from our berth in Cheshire to spend a month on the Thames. We travelled from Brentford to Lechlade and returned via the South Oxford Canal. Without exception we found everyone we encountered to be helpful and friendly.

We were advised by a seasoned Thames boater to only pay mooring fees if a sign was displayed requiring one and then

only if the person demanding such payment had some means of identification and was willing to furnish a receipt. We did not however encounter any highwaymen. This was probably due to some extent to Penny our three year old Doberman.

Before venturing to the Thames we read Stanfords and One Man and His Dog and the river exceeded our expectations.

Donald Hodgkinson.

Much Hoole, Preston

The Navigation Forum

I can't bear to think of you being so upset and was driven to putting pen to paper, hoping that this will make you feel better.

Regarding the meeting of NABO with IWA (Chairman's Comment). 50 years ago the IWA stemmed the tide of dereliction, turned it round and started the uphill struggle for restoration. Then the canal (and river) societies sprang up, the WRG and now RBOA and NABO - not forgetting anglers, walkers and cyclists of course.

The individual groups are very important indeed, engendering much local support or concentrating on specific interests. They make for keener enthusiasm which becomes watered down if they are collected into an amorphous mass.

So, a forum yes, by all means, joint initiatives with the IWA O.K, but beware of amalgamation. You only have to look at Brussels.....

Nancy Larcombe.
Chiddingfold.

LETTERS

Advertising in NABO publications: two views

Personally I do not want NABO to disappear under a morass of

ADVERTISING, SWAP SHOP, EXCHANGE & MART, SOCIAL ACTIVITIES, CHRISTMAS CARDS, TEA TOWELS (I do sport a NABO sweatshirt) OR ANY OTHER DISTRACTION.

What do I want?

To sit down and read in good basic English, what are the current problems, dangers and threats to the boating fraternity and how we can best counter them. I want to be able to do this with a 15 to 20 min read and then if need be study later in greater depth.

Please lets stick to what NABO was formed for.

TO PROTECT AND ADVANCE THE INTERESTS OF BOATERS.

There are other waterways organisations who can easily fill their agenda with sub-groups and committees organising THIS, THAT & THE OTHER.

Isaac Watts

Bingham, Notts

In these days of financial stringency, it is encouraging to supplement income from advertisers, and I would have no objection to the Newsletter taking revenue from the Trade or even from private individuals.

However, I think it is imperative that the Newsletter maintains its editorial independence, and does not represent a dictated point of view of any interested party who happens to pay revenue to the Advertising Department Manager.

It is this independence that is so refreshing in its production.

John Parkes

Tamworth, Staffs

I am sorry that I could not reproduce the colourful underlining in both these letters which made them both so forceful! But seriously, we have no intention of developing sub-committees, or of losing our independence. The first is the antithesis and the second the essence of NABO - Ed.

NABO REPRESENTATIVES

Council members contact addresses

Penny Barber
(Rally organiser)

Phil Bland

Chris Boxall
(Midlands rep)

Jon Darlington
(Chairman)

Melanie Darlington
(Treasurer)

Roger Hancock
(Secretary)

Neil Hutchinson
(Navigation Officer/NW Rep)

Mij Lambert
(Marketing Officer)

Peter Lea
(Vice Chairman/SE Rep)

Nigel Parkinson
(Engineering Officer)

Stephen Peters
(River Users Co-ordinator)

Christine Potter
(Membership Secretary)

John Rowland

Peter Sterry
(NERep/Publicity)

Nikki Timbrell
(Boater/N'letter Editor)