



# NATIONAL ASSOCIATION OF BOAT OWNERS

## NEWSLETTER

August 1995

### Editor's comment

An action-packed issue of news and views this month!

Time too to start planning your visit to the NABO AGM, and to work out whether you could lend a hand by volunteering for the Council. There is a handy nomination form in this issue for your details - go on, fill it in!

I now have my very own copy of "Buoy's Own" to add to my collection. Thanks to the Black Buoy Cruising Club both for the magazine and for its contents, a wonderful advert for NABO membership.

Whilst every care is taken to ensure that the contents of the Newsletter 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. The products and services advertised in this publication are not necessarily endorsed by the Association.

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Published by

**National Association of  
Boat Owners**

# NEWSLETTER

## Chairman's comment

I was reading the Ombudsman's first report published late last month and came upon the bit in the introduction which says that although the Ombudsman was appointed by BW and is paid by BW she is completely independent.

It is my experience that independence is a state of mind and is not necessarily connected with being paid. Lady Ponsonby seems to me to possess and apply an independent mind, and is not likely to be intimidated by BW, or anyone else.

But it is still inappropriate as a matter of principle that BW should appoint and pay the Ombudsman. It is undoubtedly the case that whilst someone is dependent on their employer for their living there may be a temptation to be less inclined to be critical of that employer.

It may be that one day someone will be appointed as Ombudsman who does depend on the income from the post and might consequently feel under pressure to give the "right answers". I am also cynical enough to think that BW might be tempted to appoint someone who

is more likely to be sympathetic to themselves.

Clearly the appointment should be from outside BW and if possible (admittedly unlikely) from outside the Government. Certainly, if BW are to have a say in the appointment, users should be given the opportunity for an equal say. Payment should be directly from the DoE.

With the drought conditions continuing still, we are concerned about the effectiveness of restrictions on lock usage being imposed around the country. It seems that the main benefit from restrictions is that less people will use routes where delays will be experienced, and consequently less water will be used. However, it is important that restrictions are operated in the most efficient manner so that water savings can be maximised. We are currently looking at the possibility of carrying out a study of the relative effects of these factors on water saving.

What is most important is that all routes are kept open and we may have to accept that restrictions are necessary if this is to be achieved.

# NEWS

## View from the Council meeting held on 5th August, 1995

Moley here. Another fun filled meeting crouched over the headphones. Unfortunately I couldn't get into the photo of those present to be on display at Chester. NABO will be there.

Water restrictions were discussed, especially the alleged policy of APCO whose spokesman wanted all restrictions to be lifted and when the water was used up canals should be closed. Whilst this might suit hirers on short holidays it is no good for NABO members who want to see the water managed better to keep all canals open. Restrictions may be irksome but seem to be the best system available, short of enlarging reservoirs wholesale, of keeping the system in use. Those who are on short trips have the choice of avoiding the worst restrictions if they wish as indeed does everyone else.

BW have issued guidance on the meaning of "Mooring" under the new Act. Moley thinks they have got it all wrong and are seeking to extend the words beyond their natural meaning. Guidance is all very well, but it does need to follow what the Act says rather than what BW would

like it to say. NABO are taking this up. At the moment end of garden moorings are not a mooring for licensing purposes nor is a linear mooring at a boatyard. The interpretation of continuous cruising leaves a lot to be desired, especially in the light of IWA's reported comment that those in this category should be charged more. How that could be possible when the licence is a permit to cruise on the waterways beats Moley. Still he was never very strong on logic.....

Isn't it marvellous! A 150 year old pump gets replaced by BW which breaks down after 3 years. Pumps at Bradley have failed apparently as a result of being eaten by bacteria and aggressive water. The result is a 16 week repair period when the water level in the Midlands is at its lowest. Moley trusts the repaired pumps will have cathodic protection and cope with low pH water. Presumably the old one did.

Finally, beware the Land Registrar! He's a funny one for NABO to be talking about! There are at least 3 cases where BW's claim to own a strip 15ft from the offside of the canal has been

# NEWS

## View from the Council meeting (continued)

registered apparently without proof of title. They are apparently told of any registration adjoining a canal and whatever they say appears to be accepted as gospel. We all know BW always tell the whole truth, but why

should they be believed when Joe Public has to sweat blood to persuade the Land Registry they occupy land not shown on their deeds? Double standards? Watch this space, Moley is moving to Lincoln's Inn Fields.

## British Waterways guidance on the meaning of "mooring"

BW have written asking for NABO's views on their interpretation of that part of the BW Act relating to the need to satisfy them that a boat has a "mooring".

The Act requires that an applicant for a licence to use the waterways can show that the boat has a lawful place to moor, or alternatively is continuously cruising (defined as not stopping for longer than 14 days in any one place).

BW's letter lays out their "guidance" as to the meaning of a lawful place to moor, as follows:

*"A mooring or other place where a vessel can reasonably be kept and may lawfully be left shall be either:*

*(a) permanent mooring berth within a boatyard, marina, lay-by*

*or similar off-line navigation for which you can show a legal right to moor; or*

*(b) an exclusive on-line mooring berth rented from British Waterways (or its authorised leasee or licensee operator) and complying with the criteria in paragraph 3.3.10 of the BW Leisure & Tourism Strategy; or*

*(c) a riverbank mooring for which you can show a legal right; or*

*(d) a hard-standing on third party property.*

*In the first three cases above, the mooring must be in the locality of the waterways on which the vessel is most often present."*

This interpretation by BW is in Council's view flawed in that it seeks to extend the meaning of

## NEWS

### BW "mooring" (continued)

the words used in the Act beyond their natural meaning.

The Act requires that a boat must have a mooring but it does not specify where it should be. BW are suggesting the mooring should be in the locality where the boat is most often present. This is an unnecessary extension of the Act.

Their definition of mooring requires that they be shown a legal right to moor.

It is impossible to show any formal legal right to moor (unless granted by the original Canal Act). At best a boater will have a revocable licence. This is indeed the case with BW's own moorings. To require evidence of a licence adds unnecessarily to administrative costs in the general case, although it is accepted there will be a minority where some further investigation is warranted. A lot of boatyards etc do not issue receipts or any formal agreements. The Act requires a "lawful" mooring; that is by no means the same as showing some legal title. Lawful means merely that it is not unlawful, i.e. that someone cannot stop you from doing so.

They also want moorings to be "permanent". For the same reasons there can be no "permanence" for any mooring as most Marina's permit the relocation of craft, as indeed does BW.

BW go on to suggest that only on-line moorings rented from them or their licensees are permissible. This interpretation excludes on line berths at boatyards etc where not licensed by BW licensee. There are innumerable owners who have a right to moor against their own land and this guidance excludes all of these. It no doubt BW's (not well) hidden agenda to attack end of garden mooring rights.

They also seek to treat river moorings separately. Whilst the law relating to riparian ownership may be different the principles relating to mooring for licensing purposes are the same. If someone has a mooring on a BW river they should be treated the same as on a canal. Again it should not be a matter of proving title.

Finally they suggest that any other mooring off a canal should be a hard standing! This is

# NEWS

## BW "mooring" (continued)

nonsense! If someone keeps a boat on a trailer it does not matter where it is kept. The same applies to someone who keeps a boat on non BW water. BW are not entitled to exclude a boat moored on the Avon, for example, just because it has no mooring. Both should be treated in the same way as a continuously cruising boat, and will usually be paying the higher visitor licence anyway.

Council believe a more correct interpretation of the Act to be that it is sufficient to claim a berth:

- (a) within a boatyard, marina, lay-by or similar off-line navigation
- (b) an on-line mooring, whether rented from BW, owned by the applicant or otherwise, or
- (c) that the craft is moored or kept outside BW water altogether.

Needless to say, we shall hear more of this, but we hope that matters will be clearly resolved before being brought into effect. The alternative will only result in costly litigation as, whatever guidance BW do give, it can only be their view of the law and that is open to challenge by anyone.

## Consultation Update

We continue to strive over this old business of consultation and particularly the introduction of a proper procedure. BW have issued a revised version of their consultation principles and procedure which to a large extent satisfies our worries about having enough time to consider the issues being consulted on, and the necessity for a provision being made for written submissions.

However, one amendment has not been taken up which we feel is important, and that is one which requires BW to consult with user groups at a national level where specific issues and policies amount to changes in national policy and/or practice. We are disappointed that this has not been adopted, and have asked that it is reintroduced.

There is also another subtle change introduced to allow waterway managers the opportunity not to hold local waterway meetings twice a year if he or she attends a waterway consultation meeting not run by BW, such as the West Midlands Canal Forum or Worcester Forum.

# NEWS

## Consultation Update (continued)

We believe that consultation meetings should be organised by BW. The Forum meetings referred to as examples, although useful, are not satisfactory alternatives to local waterway consultation meetings. Both the West Midlands meeting and the Worcester meeting are run by the respective Councils and are limited to the geographical areas of the Councils. The Worcester meeting is only interested in the waterways in and around Worcester, and the Midland meeting is concerned with waterways in the West Midlands. Thus, for example, the Worcester & Birmingham Canal is covered at both ends by these meetings, but the largest bit in the middle is not. Also the very full agendas mean there are inadequate opportunities for detailed discussions.

If such meetings replace the local waterway meetings we believe this will be in contravention of the Customer Charter which says "We also consult representatives of our users and openly discuss our plans and choices for the future. Meetings with users are held at

least twice a year locally..." There is a very strong implication that such meetings are BW Consultation Meetings. Furthermore a Statement of Intent given to users during the passage of the infamous Bill states that collective meetings will be held twice yearly at waterway level and at least annually at national and regional levels. Again we believe this statement would be breached if local managers' meetings are not held.

Apart from these niggles we are pleased that the consultation procedure is getting into shape. We will publish the consultation principles and procedure when we have the final draft.

## Dudley Tunnel News

A new purpose-built tunnel tug provides a towing service for the weak-kneed and could be used for emergency rescue.

The Dudley Canal Trust (tel: 0121 520 5321) is moving office to the pump house at Park Head/Blowers Green, shortly to be joined by a sanitary station.



# NEWS

## The Waterways Ombudsman's First Report

Lady Ponsonby's First Report as Ombudsman was published late in July. It covers her first 18 months in office from September 1993 to March 1995.

In her introduction, Lady Ponsonby makes clear at the outset that although appointed by British Waterways, and paid by them, she is completely independent, and that BW has agreed to be bound by her decisions and has done so without hesitation.

During the first 18 months Lady Ponsonby received 20 complaints. 6 of them had not gone through the complaints mechanism and therefore she was unable to deal with them. 2 were related to canals not owned by BW, and so were outside her remit, and one was not really a complaint so much as an attempt to draw her into a discussion of BW's policy - which she refused to do. That leaves 8 complaints. Of these Lady Ponsonby found no grounds for maladministration in 6 (2 of the 6 were not prepared to accept her decision) and in 2 cases she found in favour of the complainant (one of which was NABO's complaint regarding

waterway standards).

The report contains a brief outline of the 8 cases she dealt with. No names are mentioned. Complainants are able to publicise their complaint and the result of the Ombudsmans findings.

Copies of the Ombudsman's First Report can be obtained from either British Waterways or Lady Ponsonby at 2 Paper Buildings, Temple, London EC4Y 7ET.

Remember, if you wish to pursue a complaint, and think you might eventually want the Ombudsman to give a ruling on it, it is most important that you follow the complaints procedure carefully. Details of this can be found in the Customer's Charter, again available from BW.

## Midlands Water Supply News

BW report that the continuing record dry spell is beginning to cause serious concern. They state that additional resources have been installed and that all reservoirs are being drawn down.

Areas with particular problems



# NEWS

## Midlands Water Supply News (continued)

that we know of include the Grand Union canal from Camp Hill to Knowle and Knowle to Hatton (BW suggest the northern Stratford canal as an alternative), Caen Hill locks on the Kennet & Avon, where only pre-booked passages for access are now allowed, and the southern Oxford canal where from 21st August Claydon and Napton locks will

only be open between 12 noon and 2pm each day.

As we go to press, BW have called a meeting at Hillmorton on 24th August to discuss the options for keeping canal water routes stable and all cruising routes open. The actions taken and restrictions imposed in the south and midlands may depend on the outcome of this meeting.

### Bradley Pump Failure

All three pumps at Bradley have broken down, and as at 27th July were 16 weeks and £16,000 away from being repaired, although attempts were being made to fast track the process. The BCN needs 75 million litres of water per day, and the pump failure causes a shortage of 25 million litres. A temporary solution is supplying only 12 million litres, and draining surrounding regions also.

Apparently some sort of bugs have eaten their way through half an inch of steel in three years ... Philip Ogden assures us we need not fear for our hulls - anodes will protect them!

### Safe passage on the BCN

Ed Mortimer from Macclesfield approached his voyage round the BCN with as much trepidation as excitement. "Friends" has regaled him with horror stories of large, heavy items being slung off bridges, spitting from bridges and stone throwing from anywhere.

In four weeks travelling, he is pleased to report that no missiles (animal, vegetable or mineral) were launched from bridges. There was just one incident of stone-throwing. Ed returned from a half-hour shopping trip to discover his newly polished porthole being used for target practice. He dialled 999 and six youths were apprehended within the hour!

## NEWS

### Tame Valley Tittle-Tattle from Penny Barber

The Good News: the bridge holes and other tight spots are being dredged at this very moment.

The Bad News: Perry Barr locks are closed for the moment for detailed investigation into their delicate condition. Check with BW Bradley before cruising this section, but please keep trying to use it. (*Latest estimate of closure from BW is one month - Ed.*)

There is a concern that

expensive rebuilding plus prolonged closures at a later date for motorway repairs may drift into permanent closure. When quizzed at the West Midlands Canal Forum meeting on 27th July by the formidable Helen Whitehouse, Chairman of IWA Lichfield, David Green of BW Birmingham and Black Country canals (why don't they just say "BCN"?) waterway manager stated "I will never close an inch of canal" ... a long pause followed and he added ... "willingly".

### Birmingham Northern Relief Road

Current plans for the proposed Birmingham Northern Relief Road (BNRR) cross canals in 5 places.

Navigable bridges are proposed for the crossing of the Birmingham and Fazeley canal near Wishaw and the Anglesey branch near Chasewater, but this is not the case where the road will cross the former courses of the Lichfield, Hatherton and Cannock extension canals, threatening the possible reopening of these canals.

However, a report of the West Midlands Planning and Transportation Sub-Committee dated 30th June, 1995, has given its support in principle to the Lichfield and Hatherton Canals Restoration Trust's initiative to reinstate the canals as through routes and to the campaign to secure a review of the BNRR to accommodate this. The Sub-Committee also resolved to make appropriate written representations to the BNRR Inquiry.

## **NABO BUSINESS**

### **Cheap Boat Alarms: idea from Penny Barber**

Have you abandoned all hope of sourcing an alarm that isn't activated by Mr Wind or your canine or feline, at a price lower than the value of your chattels?

A cheap and cheerful solution or security supplement can be provided by a rape alarm. Select a battery-powered device that is operated by the grenade principle of pulling out a pin with a string (designed to be looped round wrist or handbag).

On split doors simply attach a hook to each half of the door. On single doors, screw one hook to the door and one to the door frame. Then hang the alarm box by its clip to one hook and loop the string to the other hook. This is difficult (but not impossible) to set up on the door you want to exit through. It is, however, ideal for other doors and for occasions when you are inside the boat and feeling nervous!

### **NRA Oilcare campaign**

The NRA has recently extended its Oil Care Campaign to boat owners in an effort to reduce the risk of oil pollution on the inland waterways.

By adopting simple common sense procedures we can all contribute to the success of the initiative and help to protect the water environment:

Don't overfill tanks when refuelling.

Take care when handling fuel pump hoses and nozzles - use a rag to catch the inevitable drips.

Place a drip tray under the

engine, where practicable, and keep it clean.

Do not pump out oily bilge water - spilt oil and fuel can be absorbed using a proprietary oil-absorbing sheet or pillow.

Collect old engine oil and take it to an oil recycling bank. Free Telephone 0800 66 33 66 will give the location of your nearest oil bank.

Finally, if you discover any pollution or danger of flooding, etc remember to use the NRA Free Emergency telephone 0800 80 70 60.

## THE (PART) ADVERTS PAGE

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(pastel) 12" x 16"

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Catch me at Braunston Boatshow,  
on Nancy Bell here and there or  
write to: Nancy Larcombe,

To advertise on this  
page call Nikki  
Timbrell on

**Remember, small ads  
for members are free!**

## NABO BUSINESS

### The 1995 Annual General Meeting

The date and venue for the AGM was settled at the last Council Meeting.

We have had two kind offers of venues from members. One is in London and the other is a country venue between Leicester and Coventry. We considered the alternatives and decided that:

1. London is too far from the centre of membership and would add considerable travelling time

to those travelling from the north.

2. The venue in Leicestershire is not adequately supported by public transport, and we know that not all members have cars.

It was therefore decided by Council to hold the AGM at the same venue as last year, namely at the Friends Meeting House, Meeting House Lane, Northfield, Birmingham. The meeting will be held on 25th November at 2pm.

# NABO BUSINESS

## The 1995 Annual General Meeting (continued)

### Nominations for Council

Nominations must be received by the Secretary by 14th October. Nomination form below. If you don't know any other NABO members to nominate/second you, members of Council will do this for you. Just complete the details about yourself and send it

off as soon as possible please.

### Resolutions and alterations to the Constitution

Resolutions must again be received by the Secretary no later than 14th October. Any resolution should be accompanied by an explanation of the reasons for proposing it.

### Nomination form

Proposed candidate \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

*I am willing to stand for election to the NABO Council*

Signed \_\_\_\_\_

Proposer \_\_\_\_\_

Address \_\_\_\_\_

Proposer's signature \_\_\_\_\_

Secunder \_\_\_\_\_

Address \_\_\_\_\_

Secunder's signature \_\_\_\_\_

P.T.O.

# **NABO BUSINESS**

## **NABO Council**

Before you read on, consider whether you would be able to give up a little of your time to serve on the NABO Council. A meeting about every 6 weeks, a few phone calls, some letters, perhaps a chance to air your views at meetings with BW and other waterway authorities.

Even if you could only spare a few hours occasionally, your help would be most welcome. We also need some new faces, and new ideas, on the Council.

There is so much more we could achieve if we had more help - and it could be fun!

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## **Nomination form: brief details of candidate**

Please include a few words about yourself, your experience and why you would like to stand for the NABO Council:

# THE (WHOLE) ADVERTS PAGE

**Michael Stimpson & Associates**

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**Navigators and General**

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**For the right protection for your boat  
PERHAPS WE SHOULD BE TALKING**



# THE ADVERTS PAGE (CONT)

## N.A.B.O. Members Insurance Quotation Request Form

**PLEASE NOTE** This form is not a proposal and does not commit you or the Insurers to a contract of insurance. A quotation will be submitted to you for your consideration together with a proposal. A specimen policy can be provided on request.

NAME

--

ADDRESS

POST CODE

CRAFT DETAILS

NAME

TYPE

--	--

AGE

VALUE

LENGTH

BEAM

	E		
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HULL CONSTRUCTION	Steel	[ ]	USE OF CRAFT	Private Pleasure	[ ]
	G.R.P.	[ ]		Residential	[ ]
	Wood	[ ]		Commercial	[ ]
ENGINE	Diesel	[ ]		Inboard	[ ]
	Petrol	[ ]		Outboard	[ ]
	Steam	[ ]		H.P.	.....
	L.P.G.	[ ]			

MAXIMUM SPEED OF CRAFT IN M.P.H. ....

NORMAL MOORING .....

CRUISING RANGE REQUIRED

Inland Non Tidal	[ ]
Inland with coastal use	[ ]
U.K. Coastal	[ ]
Brest / Elbe	[ ]

NO CLAIMS DISCOUNT

What percentage No Claims Discount are you able to transfer ? .....%

IN THE PAST FIVE YEARS, HAVE YOU SUSTAINED ANY LOSSES OR HAD A PROPOSAL OR RENEWAL FOR MARINE INSURANCE REJECTED YES / NO OR SUBJECTED TO SPECIAL TERMS.

Please return this form to MICHAEL STIMPSON and ASSOCIATES at 6 NORFOLK ROAD, RICHMANSWORTH HERTS. WD3 1QE and your quotation will be forwarded to you for your consideration.

# REPORTS

## West Midlands Canal Forum

Back in January, Chris Boxall and Penny Barber presented an extensive set of questions to the West Midlands Canal Forum. Written answers have recently been received. A few of the points raised and the answers are reported here.

### **Boaters and Fishermen**

BW cite the National Waterways Codes for both groups as being the means of educating and illustrating how each user should have respect for the other. They claim that the 50ft rule (no fishing within 50' of a boat) is not enforceable as it is only part of a code of good behaviour, but it is being reviewed, and may be written into new angling club leases.

### **Fibreway project**

Before BW can know what disruption to users is likely to take place they need a programme of works which they do not yet have. As soon as the method of work has been agreed the level of required supervisors will be assessed and implemented. Towpaths will be reinstated to match the existing, but no improvements will take

place except where the towpaths are muddy. The Forum will be updated on progress.

### **Rubbish**

Floating and canal-side rubbish is cleared regularly by BW, but they cannot cope with the amount of rubbish dumped by the community in some areas. All works are designed to make dumping more difficult, but co-operation is required with local authorities and communities, and resources are scarce.

### **Weed control**

Last year BW scientists designed a weed control programme which was not successful. Chemical spraying works on the Walsall canal but not on the Wolverhampton level. Weed cutting is beyond the resources of BW. They would prefer not to have to use chemicals - the real answer is more boat movement!

### **Facilities for the disabled**

Moorings are allocated for the disabled at Gas Street, the ICC and Cambrian Wharf. Disabled access is incorporated into toilet facilities, new moorings and access points to the canal

## REPORTS

### West Midlands Canal Forum (continued)

wherever possible. However, BW would like to be demand-led on improvements for disabled users - they want to know what their less able users require.

#### **Vandalism and crime**

BW is currently undertaking research into vandalism and crime, but no results are yet available. They suggest that a mobile phone is useful protection. First telephone the Police, but also report to BW. For advice on preventative action, contact the Police.

#### **Titford canal**

BW's intention is to keep the Titford canal open for as long as possible, i.e. until the water runs out. A pump has been located which will eventually be installed in the pump house once this building has been restored. This should eliminate the water problems and safeguard the future of the Titford canal, but funds are needed. As it is a remainder canal, BW cannot carry out the improvements until a sponsor can be found.

## LETTERS

### Justice on the Cut?

What sort of deterrent is a sentence of 160 hours Community Service and £46 costs, when the guilty couple have stolen a 65ft narrowboat (worth £50,000), stripped out the inside and refitted, repainted, and spent six months planning the theft. Let us compare this with the well known Mr Finch who takes some food and a change of clothes from a boat or two or three, and gets locked up for his pains.

I am sure that I write for many of our members when I say that we should give as much help as possible to the Police and others who do their best to recover stolen boats etc: they seem to get precious little help from the proper sources if this is the best the law can produce. On behalf of all boaters I would like to thank the Police Officers who spent time tracing the "Mute Swan" (both on and off duty time I

# LETTERS

## Justice on the Cut (continued)

believe), and don't forget that if a boat disappears, get the Cut grapevine going as soon as possible, it seems to be our only deterrent. If it happens to be a weekend, or a bank holiday, don't worry, tell any boater or boatyard,

as the weekend is the time when more people are on their boats noticing what goes by and talking to others.

B Morris

Kings Norton, Birmingham

## The Joys of Single-handed boating

In the last issue of your magazine, you asked for examples of things which intimidate boaters on the canals. As a new member, I would like to make the following comments:

I am a solo boater (not necessarily by choice!) and thoroughly enjoy my expeditions into unknown territories. However, I fail to understand the reasoning behind the layout of lift bridges and swing bridges. I moor my boat, go and lift or turn the bridge and, lo and behold! I am on the "wrong" side of the canal. A couple of weeks ago I spent over half an hour on the Caldon canal, trying to manoeuvre 48 feet of boat under a lift bridge by pulling on the bow rope while the wind was pushing it back to where it came from!

I am, by nature, very independent although I never refuse any offer of help at locks and I am always ready to help others at locks while waiting for my turn to go through. However, at lift and swing bridges, I am obliged to wait a considerable length of time for someone coming along to help me.

Although I am no six-stone weakling, I have recently found a number of paddles and lock gates extremely difficult to operate and this also detracts from the pleasure of solo boating. Any comments from other members - or from the authorities concerned - would be most helpful.

Ms Maureen Hunt

Tamworth

# **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)

Peter Sterry  
(NERep/Publicity)

Nikki Timbrell  
(Newsletter Editor)