

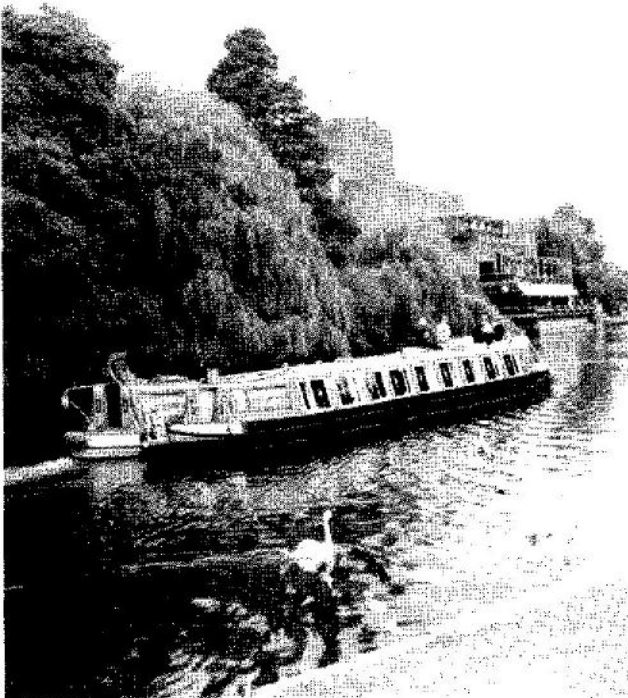


NATIONAL ASSOCIATION OF BOAT OWNERS

NEWSLETTER

Issue No. 96/4: July 1996

By river to Warwick?



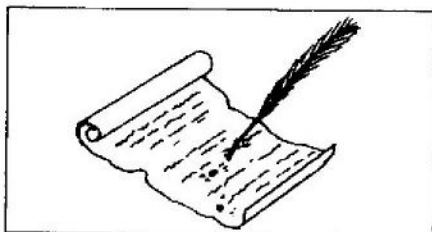
The Upper Avon Navigation Trust has published plans to link the river Avon with the Grand Union Canal at Warwick, using the River Leam and two new locks at Radford Semele.

More about the Leam link on page 12.

Mallard & Dabchick on the River Avon at Stratford: photo by Robin Smithett.

NEWSLETTER

Editor's comment



Welcome to another Newsletter, and thanks to all of you who have sent photos and letters to brighten up the pages. Please keep sending your contributions, both serious ones and funny ones!

There is much in this issue again about the Boat Safety Scheme. Heavy stuff, but the BSS has advanced (or regressed?) much in the last few weeks. Examiners courses have started, surveyors are being retrained and the Technical manual has been proved to exist. The result is much confusion, contradiction and annoyance. We'll keep you posted.

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.

July 1996

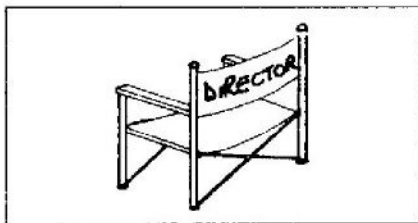
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Published by

**National Association of
Boat Owners**

NEWSLETTER

Chairman's comment



I will keep this as short, having written a fair amount elsewhere on moorings and the BSS. You might think it all a bit much. Well I think so too, but I think it is important to give you the opportunity of reading about how things are progressing, and some of the thinking behind the decisions that are made.

One new phenomenon that has been threatening for some time is a blanket ban on all new offside moorings on the Worcester and Birmingham Canal, introduced apparently at the request of users. We have had rumours before that such bans have been proposed on other canals but on enquiry they have been found to be without foundation.

It seems reasonable that new offside moorings should be allowed as long as the mooring does not infringe any bye-law or similar regulation, prejudice the

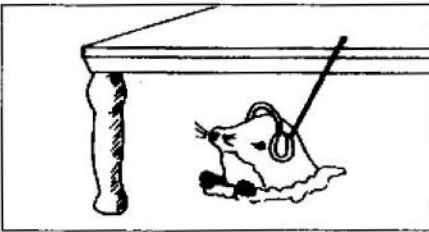
safety or amenity of those using the mooring or waterway, create navigational problems, or restrict the day to day operational management of the waterway. If a proposed mooring does none of these things then it is difficult to see how it can be reasonable to refuse it.

Apart from a blanket ban being an unreasonable use of power, many landowners actually have a right to create landing places under their canal's enabling act, many of which are in force. Furthermore, if you plan to live beside a canal one day, you may find yourself unable to moor at the bottom of your garden, not because it creates any problems, but just because the manager says so. BW claim that market forces determine the price of moorings, and have made the comment that they do not apologise for charging what the market will bear, but what is that supposed to mean if they are allowed to directly control the market in this way?

Anyway, get down to your boat and enjoy the good weather while we have it. Now that I have written that, I expect it will be raining when you read it.

NEWS

View from the Council meeting held on 1st June, 1996



Moley again. After this one the next meeting to bug isn't until September as the Council will be out on the track on July 20th talking to members and seeking new ones. Look out for them on the locks leading to the Braunston pound.

This meeting heard a report on the meeting with BW to finalise changes to the BSS. The open nature of the meeting appears to have been somewhat limited with different numbers of representatives being allowed for different organisations and the chairman appearing not to have even read NABO's constructive suggestions. As expected little was achieved and the checklist will be applied rigidly by examiners and surveyors alike. Moley wonders whether professional people will be willing to be hidebound in this way. There appear to be differences of interpretation of the present

standards between them now, so why should that disappear?

There are also typical BW misinterpretations of the BW Act in their rules for the Appeals Panel. The Act is quite specific in stating what "shall" be referred to the panel. BW use the word "may" which is quite wrong and gives the impression that they have some say in what the panel can consider. If the dispute is within the wording of the Act they have no say, other than to argue their view before the panel. Hopefully sense will prevail and the wording be altered to avoid the expense of litigation, both for the appellant and the licence payers.

Concern was expressed over the Sustrans cycleways using towpaths. Calder Navigation Society are worried that what has happened in their area will spread - railings have been put against the canal at bridges which potentially interfere with the safe navigation of the canal. Sustrans seem to be being a little economic with the truth when at one user meeting they say that only 25-30 miles of towpath will be used and at another indicate

NEWS

Council meeting (continued)

that large sections of the K & A towpath will be affected. Whilst it can be possible to accommodate all users in appropriate areas it must only be done where there is room for the cycleway not to interfere other activities. The erection of railings in bridge holes is dangerous to boaters and if falling in at bridges is a greater hazard to cyclists than on the rest of the towpath then they should either get off or slow down sufficiently to avoid hazard to themselves and others. There is a tendency for cyclists to assume that if cycleways are provided then they owe no duty to anyone else and others must get out of their way regardless. How these problems can be overcome needs careful thought. Co-existence should be possible but education will be necessary.

Back to boating. There appear to be some restrictions being imposed on locks for neither operational reasons nor because of water shortages. This appears to be happening at the Bratch. If you discover any others please contact the Chairman so the reasons can be investigated.

See you in September.

News in brief

IWAAC has moved

The Inland Waterways Amenity Advisory Council has moved its offices from 8 Wilfred Street to Room N14/15, North Tower, 2 Marsham Street, London SW1P 3EB. Messages for IWAAC staff may be left on the answer-phone which has been installed on 0171 276 4188.

Longest fishing match?

The National Angling Championships were held on the Grand Union canal on Saturday 6th July. Fishermen stretched from Stoke Hammond (bridge 102) to Yardley Gobion (bridge 62). Following consultation with user groups, gaps were left in designated places along the length for boats to moor, and BW circulated this information to all those affected before the event.

BSS Examiners

It is reported that the only qualification required to be accepted on a BSS examiners course is a cleared cheque. And if you are retired, the Government may pay your course fees anyway.

NEWS

BW Consult on Boat Licences

User groups met at BW's offices at Watford on 5th June for the latest round of consultation on BW's boat licencing system. NABO as always was there.

BW had tabled a working paper before the meeting, setting out their proposed changes to the way they licence boats. Users were relieved to find no major changes to the present system were planned. Smart cards at locks were definitely out. Instead, the paper focussed on issues needing further discussion, and proposals for minor but sensible changes, mainly to ease administration.

Proposed changes

River licence holders will be able to apply for canal licences for one month and longer at a 50% discount to the current rate. River registrations will become more widely available. Tenders will have to have licences, but these will be free of charge.

The seven-day licence and various specific categories of short-term licences will be replaced by one-day licences. These will be available in multiples, and usable by

commercial craft and visiting hire boats. Short-term licences of 1, 3, and 6 months will also be available to cargo carrying boats and workboats.

Multi-user and time-share boats will be put on the same rate as hire boats. Charity-owned multi-user boats which are let out for hire will lose their special discount. Hire boats will now be able to be sold on with any unexpired portion of their licence, which could benefit private buyers. Discounts for boats brought into a hire fleet part way through the season are also in the pipeline. Further minor concessions to the hire industry will be considered, but are likely to run into opposition from BW's Commercial Department.

The discounts given to electric boats will be restricted to those having inboard electric motors. But historic boats will be eligible for a concessionary rate. BW is working with the historic Narrow Boat Owners Club to define which craft will be eligible.

Workshop discussions

The meeting itself was chaired by BW Regional Manager Peter

NEWS

BW Boat Licences (continued)

Coyne. Workshops with BW staff and user representatives had been set up to discuss major issues.

One topic which could affect virtually every boater was that of changes to the length categories on which charges are based. Several alternative suggestions had been put forward, such as having one flat rate charge for all boats, only having "large" and "small" categories, or capping length charges at 50 feet. The working party recommended three charging bands of under 25 feet, 25 to 50 feet, and over 50 feet. This would penalise many boats, and cause complaints. The flat rate charge was thought to be the fairest and most correct basis, but it would up costs for shorter boats and might deter new boaters. Most user of the users and BW staff present preferred no change to the present system.

The suggestion that charges be based on length x beam was rejected. There are relatively few broad beam boats on the system, and they are already penalised by restricted access to waterways.

The suggestion that there be a separate licence category for continuous cruising was also rejected. Arguments included the fact that the leisure license permits boaters to cruise the system at will anyway, and the extra cost and difficulty of administering such a category.

Residential boats

Another working party recommended the abolition of a separate licence for residential boats and houseboats. Residential boats are often used for cruising, and are then no different from continuously cruising or other leisure boats. The residential issue centers on the availability of suitable permanent moorings. This is a mooring, not a licencing, matter and BW should deal with it as such. There was no justification for charging a residential boat a 100% higher licence fee as water use is the same; any price differential should be reflected in mooring charges. It was interesting to see that while most user group representatives supported the working party's conclusion, opinions within BW appeared to be split. Waterway

NEWS

BW Boat Licences (continued)

managers tended to agree, while others, including the Commercial Department, were more sceptical, particularly concerning static houseboats.

It was suggested that "no use of locks" licences be extended to include craft with outboard motors, providing they were capable of being carried around locks by their crew. Boats such as canoes and rowing boats should be prohibited from using locks on safety grounds.

Trading licence conditions should be simplified for small-scale selling, such as painted canalware, from a boat. BW call this "lifestyle trading". These boats should have a cruising license and also a special licence available from Watford for a small fee. Owners would be given a list of "excluded sites" to avoid them competing with local traders, and if they went over an annual sales limit they would have to negotiate a full commercial agreement.

Finally, everybody thought there should be more reciprocal licencing arrangements with the Environment Agency and other waterway authorities. More could be done to make visitor licences

easier to buy and more flexible. One should be able to buy the licences one needs from one place and at one time, and use them flexibly. A national navigation licence was seen as the ultimate goal, but the smaller navigation authorities would be concerned to avoid any possible loss of income. The boater would be unwilling to pay more for a national licence than he or she does now, but there would be big savings in administration costs so they should not cost more.

Peter Coyne closed the meeting by summarising the issues which had been discussed and the recommendations made. He promised further consultation where no firm conclusions had been reached. Users felt that the meeting had been useful and constructive, and was an excellent example of consultation and co-operation between BW and waterway users.

NEWS

BSS Advisory Group meeting on 12th June, 1996: JD reports

The Boat Safety Scheme seems to be on track, with the Technical Manual being produced as promised at the beginning of June, and the examiners' courses being run during this month. The existing surveyors' 2 day courses also started in mid June. One of the significant differences between the existing surveyors' and new examiners' courses is that the examiners pay £700 to BW as part of their course fees, and the surveyors pay, well, nothing. The significance of this fact having been highlighted by yours truly produced a lively debate between the surveyors and one member of the group who is paying for the examiners' course! We had just been told that the £700 per examiner will be the basis for the next 5 years income for the BSS. It does appear a little bit unfair on the examiners, but apparently surveyors had paid some time ago to be registered with the scheme, and at the end of the day it is us boaters that will pay for it when we get our surveyor's/examiner's invoice! The surveyors able to take the short route are those already registered with the scheme and

the decision was taken that all new surveyors would be required to do the 10 day course.

The recently issued guidance notes were discussed. It was generally held that they were helpful but the surveyors quite rightly pointed out that some of the guidance notes actually tell people to do something contrary to the standards, and that they as professionals were unhappy about it. For example standard 7.5 requires the main gas valve to be readily available at all times but the guidance notes state that the valve can be locked up when the boat and gas are not in use. The BW/EA team agreed that some amendments to the standards would have to be made to take into account some of the guidance.

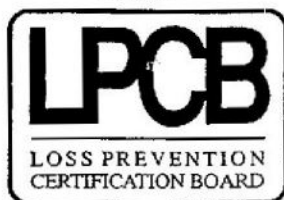
Fire extinguishers

The question of fire extinguishers came up again, and again there is no movement. If a fire extinguisher does not have one of the four approval markings it will fail. No ifs and buts. Never mind if its one of the best extinguishers in the galaxy which you bought last week from a reputable supplier, or was

NEWS

BSS Advisory Group meeting (continued)

serviced yesterday by an authorised service agent and is in perfect working order, IT WILL FAIL. The markings you should be looking for are these:



Appeals mechanism

The draft appeals mechanism which we included in the last newsletter was discussed and very quickly the conclusion was drawn that it would need to go back to the drawing board. For one thing it related only to the BW Act and really left the EA out on a limb. NABO had submitted suggested changes before the meeting and it is hoped that they will be included in version 2.

One important issue which we were unhappy about was that the cost of any survey asked for by the appeals panel is to be paid for by the loser. We feel that the BSS should foot the bill for appeals. We were told that the cost was to be borne by the loser in order to introduce an element of risk to the boater and thus discourage time wasters.

On the question of the makeup of the appeals panel, 2 out of 5 of whom are to be appointed by BW, we asked that BW should not to appoint people directly involved in the BSS. Such an assurance was not given and it appeared quite clear that they do hope to appoint BSS staff to the panel. However, with the best

NEWS

BSS meeting (continued)

will in the world BSS staff are simply not going to find against their own team. It is vitally important for the appeals panel to be fair and seen to be fair.

Technical manual

The technical manual was sent to user groups earlier in the month. Many of its 308 pages are reproductions of the introduction to the standards, glossary, guidance notes, list of surveyors etc, etc. Anyone with an inboard engine (other than those electrically or steam driven) would need no more than 200 pages. NABO could copy and distribute these 200 pages to members for around £15. We have been given the absolute assurance that the £55 charge for the manual (inc p&p) covers only the cost of the printing and posting. As BW are not making anything out of it, and as they are bound to agree that reference to the manual is likely to result in safer work on a boat, then they surely will not mind us copying the manual for our members' use. David Allison said he would refer back to Head Office and let us know. We are awaiting their response.

LANT expresses concern over introduction of the Boat Safety Scheme

The Lower Avon Navigation Trust has revealed that it has expressed concern to BW that the timetable for implementation of the BSS (which will apply to the Lower and Upper Avon from 1st January 1997) "now looks far too optimistic".

Additionally, LANT considers that some of the specifications "seem to lack common sense". (NABO has been saying the same thing for a long time!).

LANT's misgivings were conveyed to the new BW Chief Executive, Dr David Fletcher, who responded that the remaining time period (less than 6 months) is sufficient to train examiners, publish the Technical Manual and communicate to all concerned just what is required.

The reservations now being voiced by LANT should come as no surprise since the Trust relies heavily upon income from boat registrations and it may find that numbers will decrease dramatically when boats start to fail their BSS examinations.

NEWS

The Leam Link

The Upper Avon Navigation Trust has revealed its imaginative proposals for linking the Grand Union Canal at Leamington Spa with the adjacent rivers Leam and Avon, to create a new river navigation between Leamington and Warwick.

The scheme involves the construction of two link locks at Radford Semele and two new locks on the River Leam together with dredging and environmental improvements, moorings, etc.

The proposals will produce benefits for navigators, enhance local tourism and trade and improve the water environment to encourage wildlife.

NABO members may wish to write to Warwick District Council in support of the scheme. They will be considering a planning application for the scheme later this year, after an independent environmental impact assessment survey has been completed by the promoters. It is anticipated that there will be vociferous opposition to the plans from local pressure groups and letters of support from people in favour of boats and boating would help the Trust's case.

Environment Agency publishes new Customer Charter

The Environment Agency has recently produced a revised Customer Charter to replace the previous NRA publication.

Standards of service are set out including the commitment to attend to 90% of navigation incidents within 2 hours of notification. In addition, all locks will be operable for a minimum of 90% of the year and all planned closures will be announced at least one month in advance.

New statutory regional committees have been established; navigation interests are covered by the Regional Fisheries Advisory Committees. Committee members with relevant knowledge and experience are chosen by the EA but they do not represent any particular organisations or groups of users. NABO Council applied unsuccessfully to be considered!

The Charter is open for public consultation until the end of August and may be obtained from any local EA office. We shall be submitting our views to the EA and would welcome your own observations.

NEWS

BW Moorings Matrix: the latest from Jon Darlington

A meeting was held on 21st June in Watford to discuss the operation of the mooring matrix and other matters. AWCC, IWA NABO and RBOA represented users. Some of the issues of concern are discussed below:

What constitutes "on site"?

The price of a mooring depends on two factors, location and facilities. Some facilities are scored depending on whether they are on site, or within 10 minutes cruising. We have been concerned that some sites have facilities scored as on site even when they are more than 15 minutes cruising away!

Proposed Principle: "on site" means within the boundary of the mooring site, i.e within the area designated for the exclusive use of vessels with a permit for that site, or for the use of their owners, owners' guests, vehicles and property. By concession, NABO accepts that facilities provided within a boat's length of the site could be considered as "on site".

Response of Meeting: Our concerns were not shared by BW, but more surprisingly, neither were they shared by the IWA or

AWCC who were vociferous in their support of BW, apparently because they weren't aware of any problems and assumed therefore that the problems we had come across were isolated. Without the support of other users no progress could be made.

What facilities can be charged?

Principle: BW have legal powers to charge for services and facilities that they provide. BW cannot specifically charge for services/facilities provided by others or not provided at all.

If facilities exist which are provided by a third party to the general public and there is no contractual right for the moorer to use those facilities, the mere existence of those facilities within a certain distance of BW moorings should not affect the facility score.

Likewise, the mere existence of a house close to BW moorings does not constitute a facility of security provided by BW. There must be a recognised duty of providing security for the moorings by the occupants of the house for a chargeable facility to exist.

NEWS

BW Moorings Matrix (continued)

BW cannot be effectively entering into a contract with moorers to provide the services or facilities of others who have no duty to provide them and/or who are unaware that they are providing such services or facilities.

Response: All this was agreed! So if, for example, the facility score for your moorings includes security provided by a house or boat, but no duty exists on the part of an occupant of the house/boat to provide security, then the score should be reduced.

Honouring previously agreed positions

It was agreed at the last meeting that a towpath mooring would not be considered as having a fair degree of privacy. This was not recorded in the notes of the meeting because "of the need to maintain flexibility for local consultation".

The users all agreed that the meeting had come to this conclusion (though Jim Kelly for BW was less certain). However, it was agreed that the scoring would be changed from:

Fair degree of privacy	5 points
Offsides/marinas	3-5 points
to:	
Public access	0 points
No public access (offside)	5 pts
No public access (marina)	10 pts

Additional facilities on moorings

Principle: Additional facilities on moorings should only be provided after consultation with, and with the agreement of, the majority of moorers on the site.

Response: All supported the consultation bit, but the agreement bit was less well received. The RBOA supported it, but BW did not, and neither did the AWCC, who agreed that even if the majority of moorers did not want a particular facility on a site they should have to accept it since it was important for BW to be allowed to carry out their duty of improving the waterways. However BW were willing to record a statement to the effect that a facility would not be added with the main aim of increasing the cost of the mooring (not the precise wording). Another disappointing outcome.

NEWS

BW Moorings Matrix (continued)

Location factors

The location score is arrived at subjectively and can be loosely described as representing the general value to users of the site. It has always been BW's intention to upgrade the location value if there is a waiting list for the site.

Principle: The price of any one site cannot be seen in isolation from the prices of other sites in the area. If there is a waiting list for one site, but other sites are not full, the prices of the less full sites should be lowered to attract moorers from the full site before raising the price of the full one.

Location factors should only be up-graded:

- a) after consultation with the moorers concerned explaining the reasons for the change (agreement cannot be expected),
- b) if there is a genuine waiting list for the site which represents at least 20% of the site capacity for 12 months, and
- c) if other sites in the area are occupied at above 90% capacity.

Location factors should be down-graded if the site is occupied at 80% capacity or less for 12 months.

Response: BW clearly did not want to commit themselves to lowering prices on under-utilised moorings, or to link sites in any way, but wanted to look at each site in isolation. From our point of view this would only be acceptable if they did reduce prices on lower used sites. They said that in principle they would, but there was a clear lack of enthusiasm to do so and they said they were under pressure from private operators of moorings to keep their prices high because otherwise it would be impossible to develop off line mooring sites which have high capital costs.

There is a clear problem with BW "charging what the market will bear" if they do not allow the price of moorings to find their own level.

New sites

Principle: New mooring sites shall comply with the moorings matrix.

But, where a new site is part of a larger "high profile" redevelopment of the area around the canal, and the demand for the site is such that at the highest location factor

NEWS

BW Moorings Matrix (continued)

there still exists a waiting list in excess of 20% of the capacity for the site, the location score may be increased beyond the table.

BW accepted the principle that new moorings would generally comply with the matrix but did want to keep some flexibility for

new developments.

We are concerned that a number of London sites previously in the matrix appear to have been taken out. We have asked for more particulars and will let you know when we have heard the outcome.

The Public Right of Navigation: Stephen Peters comments

Whilst thumbing through an old IWA "Bulletin" dated October 1969, I found an article concerning the restoration of the public right of navigation on canals, which was abolished in the 1968 Transport Act.

The Hon. Anthony Berry M.P., Opposition Spokesman, stated during the Transport Bill debates that "a Conservative Government will restore the Public Right of Navigation which was taken away in the Transport Act".

He repeated his reassurance at a public engagement in July 1969 and the Shadow Minister of Transport stated in a letter to a constituent that the Opposition stood by the pledge.

The Shadow Minister was a

certain Mrs Margaret Thatcher.

AND we are still waiting for the pledge to be honoured! There is not much time left to reinstate the public right of navigation which a Labour administration swept away almost 30 years ago.

Wouldn't it be magnificent if the Nation could celebrate the New Millennium by having the Public Right of Navigation re-introduced under the guardianship of a National Waterways Trust?

After all, why shouldn't the public be given back the right to navigate on inland waterways, presently owned on behalf of the public, and maintained for the benefit of the public at the expense of the public?

NEWS

Government Response to consultation on the Future of Navigation

The Government have issued their conclusions on the DoE consultation paper concerning the future of inland navigation.

The Government has opted for consideration of the transfer of the navigation functions of individual waterways between British Waterways and the Environment Agency. They recommend that a joint working party is set up to consider each waterway and whether there are any grounds for transferring responsibility between authorities. The working party is to report by October 1996.

Other recommendations include BW and the EA streamlining charges and licences and the implementation of the BSS. There should be a focus for marketing and customer representation. All navigation authorities should be aiming to simplify their procedures, offer better value to the customer and produce coherent plans for development. A voluntary umbrella group should be set up covering BW, EA and Broads waterways, and should include user representatives.

More News in brief

Beware Mr Finch

Mr Finch is out of jail, and a boat break-in at Blisworth at the end of June bore all his hallmarks...

WRG in action at Windmill End

The Waterway Recovery Group intend to extra-active at the Jubilee Festival in August. Join them in competing to be National Champions in the Boaters Quiz, watching the WRG Amateur Dramatic Society (WADS) Pantomime "Diggerella", or exhibiting your boating skills in the Boaters Games - "Its a Lock Out"

Thames & Severn canal

Restoration of the Thames & Severn canal is threatened by the building of the A419 Latton bypass after the Transport Minister, John Watts, announced that a navigable culvert would not be provided. Local MPs and the IWA are putting intense pressure on the Minister to think again.

WRG has its new JCB

The IWA Jubilee Appeal has already raised enough to buy a new excavator for WRG. The target for the appeal is £50,000.

ADVERTS PAGE

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or phone the details through on
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**For the right protection for your boat
PERHAPS WE SHOULD BE TALKING**

ADVERTS PAGE

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

	£		
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FULL CONSTRUCTION

Steel []
G.R.P. []
Wood []

USE OF CRAFT

Private Pleasure []
Residential []
Commercial []

ENGINE

Diesel []
Petrol []
Steam []
L.F.G. []

Inboard []
Outboard []
H.P.

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 OR SUBJECTED TO SPECIAL TERMS.

YES / NO

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

NABO BUSINESS

NABO Sweatshirts - excellent value

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 **£8.00** 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 **£13.50** 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, "Golden Eagle", Hockley Port, All Saints Street, Birmingham B18 7RL.

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

REMINDER: FIVE IS THE MAGIC NUMBER!!

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NABO is five this year. Like any healthy five year old, it should grow much larger

over the next few years.

To help it along, and as part of the celebrations, the Council has decided to give PRIZES!! to all members who sign up five or more new members.

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If you recruit five new members, you can claim your free NABO tee shirt,

or two NABO mugs. Ten new members? Two prizes! And the member who signs up the most new members over ten will receive a valuable first edition canal book.

Simply keep a note of the names of the people you recruit, and make sure they enter your name on their membership application form. When you've reached five, write to John Glock, our

membership secretary, to claim your prize. Don't forget to tell him which you want, and if you choose the tee shirt, the size and colour. At

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the end of the year (which will run to 31 March 1997), let him know how many members you've signed up, and you'll be in the running for the canal book.

To make it easier for you, Council members and our Recruitment Officer are not eligible for the prizes.

Help NABO grow, and good luck with the prizes!

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Boring rules:

Family membership counts as one new member - sorry.

All claims for prizes must be received by 30 April 1997.

Claims are liable to be checked against membership application forms received.

In the event of a draw for first prize, or any dispute, the editor's decision shall be final.

ADVERT PAGE

The New Nautical Studies Centre at Middleton, Manchester



RYA DAYSKIPPER
RYA/DOT COASTAL
SKIPPER - YACHTMASTER
RYA YACHTMASTER
OCEAN
RYA DIESEL ENGINE
RYA SMALL CRAFT FIRST
AID
RYA SMALL CRAFT SEA
SURVIVAL
VHF MARINE RADIO
OPERATOR
FIRE FIGHTING AFLOAT
METEOROLOGY FOR
BOATOWNERS
MARINE ELECTRONICS

Hopwood
Hall
College

The Nautical Studies Centre at Hopwood Hall College, Middleton, Manchester offers courses which may be of interest to members.

There are evening courses for Yachtmaster and Dayskipper Certificates, which are aimed at seagoers, but there are also several one day courses on a Saturday complementary to the RYA Inland Waterways course, such as study of diesel engines, first aid and VHF radio. Meteorology for Boatowners also sounds interesting: this is a weekend course.

The Nautical Studies Centre has totally refurbished classrooms, well-equipped with visual aids, and the classes are restricted to 8, 12 or 20.

The college has easy access from the M6 and M62. Overnight accommodation and breakfast is available at £14 per night for those travelling from afar. Bar and catering facilities are on site.

For more details, contact Keith Chadderton

LETTERS

Of dogs, cyclists and access to the towpath

In September 1993 our Bassett hound bitch had an accident, rolling off a couch at Bassett Bridge Polesworth (there is irony as she is a Bassett). The resulting injury to a spinal disc caused nerve damage and paralysis to her rear end, but the Vet summoned to Newbold said that this was temporary and with care and patience could be overcome.

We were on our way from Wakefield to Bradford on Avon with our newly purchased narrowboat, a sailaway/abandoned project which was to become our retirement home. "Allie" the hound was incontinent as a result of her injury; we had no hot water system, indeed not much of anything, sort of camping in a steel tent! No heat, plenty of wet dog blankets though.

Last August we moved onto the boat permanently, and as if to celebrate "Allie" decided that she was going to manage without her "K9 Cart" (doggy zimmer) and although she needed helping on and off the boat walked unaided. In March she seemed to be in difficulties again and returned to

using her Cart. I put this down to her ten and a half years. However it turned out that "Allie" had been bowled over by a pair of mountain bikes whilst sunning herself on the path.

It seems a pity that the haste and impatience of the present day should invade the haven of tranquillity that is the waterways system, that this serene retreat becomes disturbed and stressed by bad behaviour and lack of respect. It's been a pretty challenging effort, getting the boat fitted out, getting the cottage ready to let, getting "Allie" well, getting older!! Just when you see it all coming together, hard luck, your cherished pet is lame again.

In another incident at Christmas, a head down bat-out-of-hell racer collided with a pair of nine year olds out on their new bikes. One of the lads took to the air and landed on his head smashing his skid lid to pieces, while the offender fell bike and all down a steep embankment, pulled himself out of the brambles then pedalled off leaving the boy out cold on the towpath. But for the helmet he could have been dead!

NEWS

Of dogs, cyclists and access to the towpath (continued)

One of the fashions is a streak of mud up the back of the riders clothes, and all over the boats etc. Mudguards, or any form of warning device is just not on. Slowing down or dismounting for pedestrians, pets and children also seems to be out of fashion.

Although owned by the taxpayer, the canal is legally private property, like war department land. Access is by permission, and this could be lost to the majority by the actions of the few.

J R Bees

Nb Rozmurranna, K & A canal

Lamb rescue: a story with a happy ending

On returning to our marina at Braunston, from Napton, one gale blown Sunday recently, my wife and I spotted a young lamb that had taken up swimming and could not get out. After carefully placing our narrowboat up against the pilings, said lamb swam around the front of the boat to the other side, and repeated this side to side until he was as shattered as I was.

We finally trapped the little dear, and with my wife jumping off, stern rope in hand, we captured tomorrow's dinner. Handing rope with dangling lamb to myself, we returned lamb to mother, and emotionally watched as they raced towards each other where lamb finally collapsed at the feet of its mother.

Whilst watching this our boat had gone with the wind and was completely blocking the canal. Extricating ourselves watched by a hire craft disguised as a field of buttercups (Viking), he went past with the remark: they do take some getting used to in the wind don't they?"

Kath & John Smith

Nb Gemini Lady, Braunston



Exhausted, but safe

AMUSEMENT PAGE

Always park the car, not moor it!



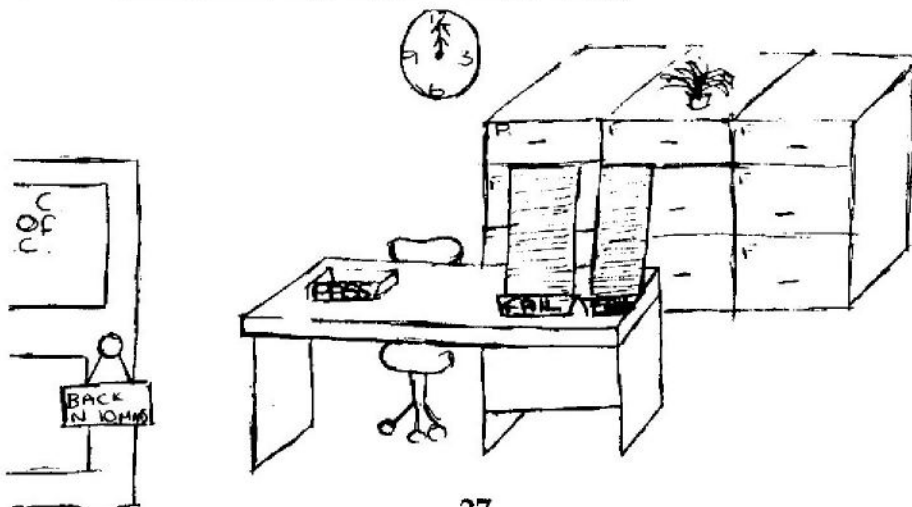
"Grandma Boat" sent us this picture, which she took at Cassiobury Park near Watford. The owners name is Mr Drake. Suggested caption: "the first Drake sunk the Armada and the second Drake nearly sunk the Granada".

BW Boat Safety Office?

Spaghetti beach

Birmingham City Council is planning to construct a gravel beach at Salford junction - yes, the one under the M6 Spaghetti junction - hopefully with the help of a European grant.

It is an interesting spot, with three canals, two railways and the river Tame as well as the overhead motorway, so pack your buckets and spades in readiness!



NABO REPRESENTATIVES

Council members contact addresses

Penny Barber
(RBOA Liaison)

Phil Bland
(Rep for disabled)

Jon Darlington
(Chairman)

John Glock
(Membership Secretary)

John Griffiths
(Midlands Rep)

Roger Hancock
(Secretary)

Neil Hutchinson
(Navigation Officer/NW Rep)

Peter Lea
(Vice Chairman/Marketing)

Nigel Parkinson
(Engineering Officer)

Stephen Peters
(River Users Co-ordinator)

Denis Smith
(Rally Co-ordinator)

Andrew Sherrey
(Treasurer)

Peter Sterry
(NE Rep/Publicity)

Nikki Timbrell
(Newsletter Editor)

Neil Walker
(SERep)