



NATIONAL ASSOCIATION OF BOAT OWNERS

NEWSLETTER

Issue No. 96/7: October 1996

BW Licences to rise by over 30%

Icebreaker given a Piggyback

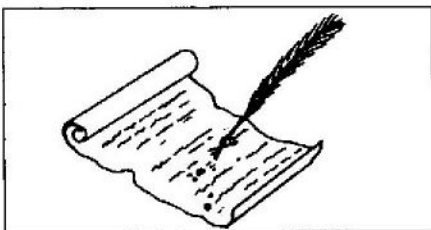
A wooden ice boat was recently transported from Cosgrove on the Grand Union to Runcorn in Cheshire on the Wooden Canal Craft Trust's motor boat "Forget me Not, where it will be restored. An unusual sight!

BW pleasure boat licences are due to be increased by 10.2% next year and further increases will add up to 30.7% over the next 3 years. More details on page 6.



NEWSLETTER

Editor's comment



40% extra FREE! This is the biggest, best, most action-packed issue of your NABO Newsletter ever! News of the latest on licences, consultation and Boat Safety, and all the details of the AGM on 23rd November.

Do hope you will be able to come to the AGM, especially to support the planned lunch and boat trip afterwards. If not enough people book in advance, it cannot go ahead, and it's such a good idea.

No election for Council this year, as not enough candidates. Pity, after postal voting was agreed!

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.

October 1996

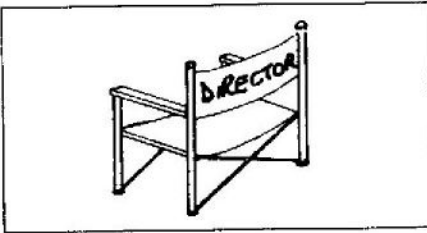
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Published by

**National Association of
Boat Owners**

NEWSLETTER

Chairman's comment



It is with a great deal of sorrow and anger that I learned that BW are effectively scrapping the hard won consultation approach that we have been working towards for so long. We understand that BW senior management have decided to take out the cudgels and sharpen their knives and set about boaters with enthusiasm.

Since the last newsletter we first of all had the news that licence fees are going up by over 30% in real terms over the next 3 years - without any consultation. Then we were told that BW were introducing their BSS procedure for implementation, which includes new requirements not in the BSS - without consultation. Following on its heels was news that BW had agreed new licence and mooring conditions "following extensive consultation between BW and national user groups". We didn't even know about the

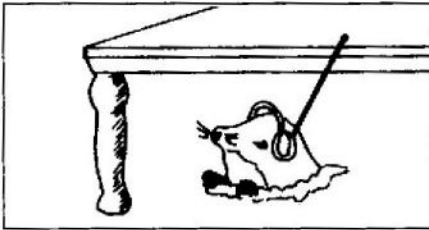
review! It is clear that there has been a fundamental shift away from meaningful consultation and towards conflict. This shift has been described to us as a "clarification" of BW's position regarding consultation. We even had to make the enquiry to find out that the "clarification" had taken place. BW had not the decency even to tell us they had changed the way they consult.

In all my time with NABO I have never known such an appalling attitude from BW. I believe they intend to Manage boaters with a capital M, and control us with a capital C and most of all screw as much money out of us as possible. And beyond the 30% licence increase, if they are not stopped, they will continue to raise fees until the pip squeaks. It is time for boaters to make a stand. If BW are going to misuse their monopoly position to bully us, perhaps it is time for us to use whatever weapons are at our disposal to fight back. It is my personal view that anyone who refused to pay the licence increase beyond inflation would be justified in doing so.

What a disappointing note on which to end my last comment.

NEWS

View from the Council meeting held on 12th October, 1996



Moley is back again! Regrettably for the last time, as he will be moving to pastures new. However he will arrange for one of his brothers or sisters to continue to provide this service.

World record set at NABO Special General Meeting! It lasted four and a half minutes. Never in the field of NABO meetings has so little been said by so few! Postal voting was approved unanimously by all those present. Pity it won't happen this year as there are insufficient candidates for Council to make an election necessary. Lets have more next year!

BW are at it again! Lack of consultation is the name of the game. Licence fees up 30.68% (approx)! Is this a political ruse to get everyone to protest about the cut in BW's Government Grant, or a Treasury inspired effort to show that they are squeezing the pips?

Whatever it is we should reject it in the light of a failure to consult again and on the grounds that BW appear to have no clear published long term plans for development, repair and water improvement. If we pay more we should expect greater efficiency and less wastage.

BW have produced a "draft" (David Fletcher seems to think it is final) implementation strategy for BSS. In it they have come up with a definition (flawed of course) of a "dangerous boat". The list of failure items constituting this are reasonably sensible in the main (they still get gas test points wrong) This is what NABO have been saying all along. Why not reduce BSS to these items? They not only make sense (when tidied up) but most boaters would be comfortable with them as a genuine attempt to improve safety.

Why should BW claim that the stoppage on the GU above Knowle is caused by blue/green algae in one of the feeder reservoirs, when it cannot be a health hazard as it has been used for watersports all summer? Is it laziness on the part of the

NEWS

View from the Council meeting (continued)

local manager when others have worked with less water to keep their canals open, or does he want to save money by not repairing the pumps to keep levels up? This is on a major Cruiseway. What bodes for Remainder waterways if this is permitted? If we are to pay more this becomes even less acceptable. Also, why is there a stoppage planned in May next year to repair lock gates on the same section? Surely this should

be done yesterday or at the least during the current stoppage.

Moley agrees the Government should increase BW's Grant rather than reduce it and we should all lobby MPs and prospective MPs. However unless BW show they are more responsive to looking after their heritage than in the Midlands, what Government (of whatever colour) will consider an increase money well spent?

See you at the AGM.

Potty planning

A planning application brought by BW for two residential moorings at Grendon on the Coventry Canal was rejected recently by Atherstone Council. We have been informed that in order to obtain permission BW must install a sanitary station (probably fair enough) AND all sink/shower waste must also be contained and disposed of!

This latter requirement is of course almost impossible to comply with. The effect of sink water on the environment is minimal, but the cost of storing

and emptying it would be high. But without the two residential boats which act as security for the permanent moorings at Grendon, no moorings would exist at all. Prior to the security boats being introduced, there were regular break-ins and eventually only 6 boats were left on the site.

We are concerned that there is a danger of such a requirement for sink waste becoming the norm amongst councils. BW are appealing against the decision and are considering the legal implications.

NEWS

BW Licence charges and changes

Changes to BW licence and mooring fees were announced to NABO in a letter to Jon Darlington from Jim Kelly (BW Customer Relations Manager) dated 30th September.

Licences

Prices for most types of licence will increase by 8% in real terms in 1997, and by 10% in real terms in 1998 and 1999. The lower rate next year has been chosen by BW in recognition of the costs incurred by boaters in meeting the BSS and insurance requirements.

This means an increase of 10.2% (8% + 2.2% inflation) next year, and 30.7% over the next three years.

BW Moorings

The moorings price table will rise by 2.2% (rate of inflation), but specific site charges will still be determined by facilities and market forces.

BW/EA joint licencing

BW and the EA have agreed up to 15 days cumulative per year free mutual access for BW and EA annual pleasure boat licencees from 1st January 1997.

BW and EA are putting together plans for a national licence for all BW and EA waters. Both bodies are working towards a common system of licencing and registration for the future, and a joint waterways information line.

BW Licence review: NABO View from Jon Darlington

Jim Kelly's letter of the 30th September starts by saying "Following a long but very useful round of discussions, inside and outside BW, I am writing to tell you what we have decided to do about charges for licences and moorings in 1997 and beyond".

Whatever discussions BW may have had with various

people, at no stage have we been involved in any discussions about increasing boat licences by a total of 30.7% in real terms over the next 3 years. The sum total of our involvement was that, in May 1996, we were asked for any views we may have "regarding fees and charges for the following year", something we are asked for each year. There was no

NEWS

BW Licence review (continued)

indication that anything was different this year. We gave our usual response that we would not expect fees to rise by more than the RPI and heard nothing more till the 30th September letter.

The rise of 30.7% over the next 3 years is a fundamental change from the previous position of raising prices in line with inflation and will have a major impact on our members and all private boaters. Surely we should have been consulted on such a major change.

We are therefore drawing up a formal complaint that BW are in breach of their commitment to consult (Customer Charter) and will request that the price increases are withdrawn and proper consultation implemented.

BW needs to convince us that all reasonable steps to reduce expenditure have been taken and that some licence increase is necessary as one of a number of essential measures taken to ensure survival.

We are of course aware that BW are in financial difficulties following the Government's cut in their Grant in aid. We fully accept that this short sighted cut will

produce difficulties and we are planning a campaign to address that issue.

BW's targeting of boaters in such a contemptuous way will not solve the problem of funding. What it will do is create anger and distrust. BW seem to be coming to expect boaters to meekly take on the role of professional victims. With the introduction in 1997 of the BSS, which we believe is far more onerous than it needs to be, and with 1997 being the first year that compulsory insurance is required (although not a bad thing in itself), many boaters are already facing significant increases in expenditure in the coming year. These draconian increases in fees may be the straw that breaks the camel's back. We would not be surprised if there was a fierce backlash against these price rises.

It is interesting to note that between the years to March 1995 and March 1996 payments to the BW Chairman went up by 40%, payments to the other Board members went up by 25% and the Chairman's pension provision went up by 89%. Well, what else would you expect?

NEWS

Changes to BW Consultation, by Jon Darlington

Following the failure of BW to consult us on the recently announced licence fee increases, we have had sight of a BW statement sent to the waterways press which says "The new package of licence and mooring fees and conditions has now been agreed following extensive consultation between BW and national user groups"

We have not been consulted on these issues and are dismayed at the appearance of such a statement.

We have already lodged a complaint that we were not consulted over the increase in licence fees but I was astounded to also read that BW claim to have consulted extensively on new licence and mooring conditions when we were not even informed that they were being reviewed.

I spoke to BW recently and have learned that the draft conditions are not yet complete, but that the final version will be sent out to licensees in November. I was also told that we would not be allowed to see the draft conditions, nor would our views be sought on them.

During my discussion I also learned that BW have apparently implemented a change to their approach to consultation which was described to me as a "clarification" of their position. From the evidence so far it appears that in practice this will amount to not consulting at all, but just saying that they have consulted. We deeply deplore that BW have effectively scrapped meaningful consultation with users by refusing to discuss important issues.

We believe that BW are yet again in breach of their commitment in the Customer Charter to openly discuss their plans and choices for the future.

The Consultation Principles and Policy document states:

"We are committed to consulting with representatives of users who would be affected on policy changes."

"We consult to seek information or advice and exchange views which we then consider when making policy or management decisions."

"We are committed to effective consultation and want to give

NEWS

Changes to BW Consultation (continued)

users full confidence that we give their opinions and interest full and proper consideration"

BW appear to be totally unaware of what these commitments mean. Openness has never come naturally to them but they appear to be closing the door very firmly this time. It is

clear that there has been a major shift in attitude at BW against consultation which is neither helpful nor healthy. Unless this is very quickly reversed BW are likely to be entering a period of serious conflict with users generally and with boaters in particular.

Railings at Locksides

We have been hearing reports of railings being erected at locksides - a couple on the Lee and Stort, one at the top of Wigan, a one or two elsewhere.

These railings are being placed a few inches from the sides of the lock. In one case we are told they are at the water's edge.

This clearly hampers boaters. Railings so close to the lock sides make it difficult to get on or off the boat in the lock. They could slow crew down in an emergency. They also are a very serious impediment to single handed boaters.

They may also be a danger to the non-boating public whom they are presumably meant to protect.

Any small child can climb over or through a railing, but if he or she should fall in, the railings could delay an adult's attempts at rescue for a few crucial moments.

Railings close to the lock edge are highly inconvenient to boaters, and potentially dangerous to everybody. They have been erected without any consultation, and are a total waste of money. Is this an example of what BW intend to do with the additional funds they are extracting from boat-owners?

NABO would like to hear from anybody who has come across these railings and has been inconvenienced by them, or has seen instances of potential danger caused by them.

NEWS

News in brief

London-wide £28 million canal regeneration plan

BW have submitted a bid for government funding in support of a major development plan along 50 miles of London's waterways, including part of the River Lee, the Regents canal and the Grand Union as far as Uxbridge. New houses, businesses, cultural and sports facilities, and enhanced canal frontage are included in the plan, which will take 7 years to complete.

Grand Union South moorings

BW are granting moorings to owners of boats without them on GU South, whether or not they were on the original moratorium. These new moorings are often on the towpath, and there has been much protest and complaints that they should be encouraged to take up places in off-line boatyards and marinas.

Changes to the stoppage list

The timing of the circulation of winter stoppage lists was discussed at a recent GU South User meeting. In order to accommodate the July consultation meeting, stoppages are being planned in May. This is

far too early in practical terms for sensible planning, and the meeting was sympathetic with Chris Mitchell's viewpoint. A later distribution of the list would hopefully prevent publication of revised lists, as this year.

BW go 110V

BW are converting the power supply in their dry docks to 110 volts. This will impose extra costs on boatowners who may not have 100V tools, and thus will have to hire them.

Inland Waterways Boat Listing

Don't forget to contact Douglas Maas if you want your boat included in his boat listing, (see August issue) especially if your boat has an interesting history. His address is 8 Clover Close, Narborough, Leicester LE9 5FT.

Ceefax Updates

BW are working on improving communications, both internally and externally. To this end, they have started a central database of canal stoppages, both planned and emergency. This information is being used to update Ceefax and BW's Internet page on a regular basis.

AN ADVERTS PAGE

Michael Stimpson & Associates

In conjunction with

Navigators and General

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NATIONAL ASSOCIATION of BOAT OWNERS

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

AN 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.

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MAXIMUM SPEED OF CRAFT IN M.P.H.

NORMAL MOORING

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

NO CLAIMS DISCOUNT
What percentage No Claims Discount are you able to transfer ?%

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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.

BOAT SAFETY SCHEME

Implementation of the Boat Safety Scheme

BW have issued procedures for implementation of the BSS in cases where a boat does not obtain a BSC by the required date of licence renewal.

If no attempt is made to get a BSC, BW will prosecute under the 1976 byelaws or the BW Act 1971.

If a failure certificate is submitted with a licence application, a licence will be issued, provided the owner undertakes to correct the faults and submit a Certificate within three months. Some boats which fail will be classed as "dangerous boats" if there is any immediate danger to people or property from leaking fuel or gas, taking in water with a danger of capsizing

or sinking, or from fuel, oils or chemicals leaking into the waterway. In this case, the boat must be "decommissioned". i.e. all fuel, oils, gas, batteries and any other source of ignition must be removed to render the boat inert, and the surveyor or examiner must certify it as such. Again, only three months are allowed for remedial action.

Boats which are "dangerous" but not "decommissioned" will be subject to removal under Section 8 of the BW Act 1983. Section 8 will also be used following a successful prosecution for failure to obtain a BSC if the boat remains on BW waters without a Certificate.

Implementation of the Boat Safety Scheme: comment

The letter accompanying the Procedure is drafted in a way which indicates that BW have no intention to consult on its contents

The Boat Safety Scheme Advisory Group has not yet discussed the contents of the Procedure and if the Advisory Group is not consulted, in my

opinion BW will be in breach of its faith to the public, its own Consultation Principles and Procedure, and its Customer Charter.

The Procedure introduces two completely new concepts:

- a) a dangerous boat and
- b) a decommissioned boat.

BOAT SAFETY SCHEME

BSS Implementation comment (continued)

We are concerned that these new concepts are being introduced at this late stage again without any consultation or discussion.

Regarding "dangerous boats" we are very pleased to note that at long last BW recognises the concept of risk and has identified some key items in the Boat Standards the failure of which would render the boat dangerous.

However we note that it is stated that the condition of "dangerous boat" can arise from "taking in water with a danger of capsizing or sinking". Whilst we accept that under certain circumstances this is so, it is not a requirement of the BSS, and to introduce a new boat standard requires a particular procedure to be gone through as defined by the BW Act 1995. We object to this unlawful "back door" method of introducing new standards. Furthermore many wooden boats leak to some extent and are quite safe. We do not believe examiners should be making decisions about hull integrity for which they are not properly trained.

Likewise, fuel oils or chemicals leaking into the

waterway, however undesirable, may not necessarily constitute a dangerous boat and may not be in breach of a boat standard. Indeed standard 2.1 actually requires fuel overflows to spill into the waterway rather than into the boat where it could have been properly contained and dealt with!

However, we are perfectly happy to reopen the whole question of risk and "dangerous boats" and in particular we would also wish to discuss the need for compulsory compliance with those standards not identified as indicating a dangerous boat.

But requiring the decommissioning of a boat by removing all fuel, oils, gas, batteries and any other source of ignition, irrespective of what the fault is, is wholly unreasonable. For example it is nonsensical that a boat with a leak in its gas system should be required to have all the oil drained from its engine and diesel from its diesel tank when all that is required is that its gas is disconnected! Such a requirement is we believe contrary to s17(11) of the British Waterways Act 1995.

BOAT SAFETY SCHEME

BSS Implementation comment (continued)

If the surveyor/examiner cannot certify a "dangerous boat" as "decommissioned" BW will "section 8" it (this effectively means remove it from the waterway). Do BW expect a boater to go and get containers in order to be able to drain the diesel tanks and engine while the examiner/surveyor patiently stands by? Almost certainly he will have to return to give the decommissioned certificate which will be inordinately expensive and would in any case render the boat incapable of being navigated to a place where it can be repaired, which again we believe to be contrary to s17(11) of the BW Act 1995. Also, will the Section 8 procedure be imple-

mented when a copy of a non decommissioned "dangerous boat" failure certificate is received in Watford irrespective of when the licence is due for renewal?

Apart from anything else, we consider 3 months to be an inadequate period of time for a pass certificate to be submitted following a failure, particularly when the boater might wish to appeal against the failure - not that the appeals mechanism has yet been developed.

This document clearly requires more thought but we understand that no provision is being made to consult users.

Latest BSS News from Nigel Parkinson

Dangerous hose?

BW recently told the BSS technical committee about some fuel hoses marked as complying with ISO 7840 which appear not to do so when subjected to fire. Trading Standards Officers are investigating and the hose concerned has been withdrawn from the market. There appears to be little that can be done at

this stage to remove any hose that may have been fitted to boats and have received a Boat Safety Certificate. A Safety Notice is being considered for publication when all the details are known. In the meantime, members should be wary of buying safety items which are significantly cheaper than other apparently similar products.

BAOT SAFETY SCHEME

Latest BSS News (continued)

Fire extinguishers

We have applied for an exemption under the BSS from the requirement for fire extinguishers to be 'kite marked', bear the certifying mark of an EN3 certifying body or be approved by one of 3 other bodies. Our application covers all boats built before 16 June 1998 which do not have a CE mark.

Technical Committee meeting

The BSS technical committee met on 3 Oct for only the second time. In response to a request from the hNBOC the meeting agreed that the original fuel filling arrangements in traditional working boats would be interpreted as meeting the requirements of the Scheme. Plastic inboard fuel tanks were also discussed and we decided that they are acceptable if certified as meeting the requirements of ISO 10088 and the other general requirements of the Boat Safety Scheme. Whilst still on fuel, and in response to a request by Nigel on behalf of a NABO member, the meeting also agreed that, subject to some commonsense conditions, a fuel filling pipe which enters the

balance pipe is acceptable on boats built before 16 June 1998. This primarily affects the owners of 'Fernie' style hulls built in the 1970's and removes the need for an expensive modification.

A request by the RYA for an exemption from the Scheme for boats under 5.5 m in length was refused. Many of these boats are already exempt anyway and the committee felt strongly that it was not possible to discriminate between craft with a fixed fuel installation, (gas, petrol or diesel) on the basis of length alone. A half cabined 5.5m cruiser with a leak from a 3.5 kg gas bottle is just as big a hazard as a 70ft narrowboat with a leak from its 19 kg cylinder.

There was a long, and inconclusive, debate on the merits and dangers of gas or paraffin fridges in petrol fuelled boats. Some members of the committee felt that it was possible to make the combination safe without reworking to the impracticable methods currently required by the BSS. The problem is compounded because the popular fridges are not recommended by their

BOAT SAFETY SCHEME

Latest BSS News (continued)

manufacturer for boat installation. There will be meetings with the fridge manufacturer to try to take this problem further.

The changes to the interpretation of the Scheme's requirements will be sent out from Watford to all Surveyors and Examiners, but in the meantime, if you think you are affected by any of the above, get your inspector to contact BW for clarification.

The committee heard that Draft European (CEN) Standards as part of the Recreational Craft Directive (RCD) continue to make slow progress. Knowing the way these things are done (by committees with many members from various countries) I am not surprised that progress is slow, it's a miracle there is any at all. Fortunately, these standards have no relevance to present boats but compliance with them will be deemed to satisfy the Essential Safety Requirements of the RCD.

BW gave us all a copy of a list of frequently asked questions which they will send to all Surveyors and Examiners. It will also be available in BW offices

and EA Regional Offices or, as long as there are 'spare' copies, free from Mr Allison at BW Watford.

Certificates of Compliance

Some Surveyors and Examiners have suggested that old-style Certificates of Compliance will not be valid once the Boat Safety Scheme is compulsory. BW's David Allison has confirmed that this is not so. BW will accept a C of C which is still valid instead of a Boat Safety Certificate. However, once it expires, it may be more difficult than you think to get a new Boat Safety Certificate.

**Draw me a cartoon
someone!**

NABO BUSINESS

Special General Meeting held on 12th October, 1996

Minutes of Special General Meeting of NABO held at the Friends Meeting House, Northfield, on Saturday 12th October 1996 commencing at 2.00pm.

1. Apologies for absence received from 5 members.
2. Chairman confirmed requisition of meeting in accordance with Art. 11 of NABO Constitution.
3. Proposed Jon Darlington,

seconded Nigel Parkinson that Article 8c of the Constitution be amended to read:-

"8.c) Members of the Council shall be elected at the AGM and shall retire every year, but may offer themselves for re-election. Council shall make arrangements for postal voting in these elections by members who are not able to attend the AGM."

Carried unanimously.

Results of NABO survey

Many thanks to everyone who returned a yellow questionnaire to the Secretary. We were most encouraged by the number of you who expressed a willingness to help NABO in some way, and by the range and diversity of your expertise!

394 survey forms were returned, and 57% of these offered help. For the record, 90 members have useful expertise, 67 are willing to man a rally stand, 153 are willing to leaflet and 108 are willing to attend meetings. We are also pleased to learn that many know their MP (137) and their Local Authority (128). You may be hearing from us again!

Congratulations to the winner of our Survey Prize Draw!

The winner of the £10 prize draw is Roger Davis of Wells.

His name was drawn from the hat containing all returned survey forms. Quite by chance (honest!) he is standing for Council!

NABO membership up!

We are pleased to report a steady increase in membership throughout this year so far, and at the last count, the total membership was over 1500.

Don't forget there are prizes for those recruiting more than 5 new members this year.

NABO BUSINESS

The 1996 NABO AGM

The AGM will be held at the Community Centre at Hockley Port, All Saints Street, Birmingham at 10.45am on Saturday 23rd November.

By car, the best way is via the A38 Aston Expressway, see map on centre pages. By public transport: catch bus 101 from New Street Station to All Saints Street. There are maps of the bus stops at the station. By boat: Hockley Port is an arm off the Soho Loop off the BCN main line. Call 0121 507 0477 to book a mooring.

Boat trip: after the formal meeting, there is an opportunity for a cruise and buffet lunch aboard "Sparkbrook" at a cost of £7.50 per head. If you wish to join this trip, please send a cheque (payable to NABO) to Penny Barber by 8th November at the latest. More support is needed to make the trip possible!

Agenda

1. To receive the Chairman's report.
2. To receive the audited financial statements for the year ended 31st March, 1996. These will be circulated at the meeting and printed in the next Newsletter.
3. To determine the annual subscription rates.
4. To appoint an Auditor.

After the official business is concluded, an "open session" will be held at which members are invited to ask questions and make suggestions.

Nominations for the 1996/7 NABO Council

List of Nominees:

Penny Barber
Philip Bland
Roger Davis
Peter Foster
John Griffiths
Peter Lea

Nigel Parkinson
Stephen Peters
Andrew Sherry
Denis Smith
Peter Sterry
Nikki Timbrell
Neil Walker

NABO BUSINESS

How to find the Community Centre at Hockley Port



NABO BUSINESS



To find Hockley Port by car

The easiest way is to approach Birmingham via the A38 Aston Expressway (joins the M6 at Spaghetti junction), signed Birmingham City Centre.

Leave the A38 at Dartmouth Circus, signed International Convention Centre and National Indoor Arena. Follow the Ring Road, filter right at Pitsford Street. If you miss this turning, come back on yourself at the next island!

Turn right into All Saints Street, and immediately left into the access road to Hockley Port.

NABO BUSINESS

Nominations for the 1996/7 NABO Council

Penelope Jane Barber of Hockley Port, Birmingham

I'm a liveboard boater of 6 years standing and have been on NABO Council in a variety of roles since NABO's formation five years ago.

Work and other boating interests do limit the time I can devote to NABO. I'd very much like to continue to help out when and where I can - if you'll have me again!

Declared interest: Chair of RBOA, Hockley Port Moorers Rep.

Philip Bland of Wolverhampton

A founder member of NABO, and a member of Council ever since.

Roger Davis of Wells

Fed up just looking at the Cut whilst meandering with the push-chair near Marsworth, navigating started in 1979 with an 8' dinghy & outboard. Within 3 years we rapidly progressed through 2 very second hand GRPs to our first steel boat that had seen many seasons of hard graft in the now defunct GU Cruisers fleet. Gutted & refitted by us, our 30 footer

gave us eight years of wonderful holiday cruising throughout the system from Godalming to Ripon and Sharpness to Cambridge - some 1000 lock miles. Her sale financed the shell of our present 40 footer Jasher tug from Simon Wain and five years later Sara No5 is still being fitted out but giving great cruising in between. Almost from the beginning we have been members of Dunstable & District BC where I was responsible for maintaining computer records and producing (not editing!) the monthly newsletter for some years. My computer literacy stems from a lifelong interest and enthusiasm for all things electronic which in a varied career has included teaching Air Radio in the RAF and some years with BBC TV on the technical and operations side. It has been very useful in introducing various voluntary organisations to aspects of computerisation in recent years. I was among a number of DDBC members who joined NABO following a presentation at the club shortly after its launch.

I have been greatly impressed by the single-mindedness and doggedness of NABO in pursuing

NABO BUSINESS

Nominations for Council (continued)

its clearly stated aims. Being now retired I would be glad to put back something into boating since it has given, and continues to give, this family enormoud pleasure. I would be willing to be Membership Officer - assisted by Sara (No1!) who has secretarial skills amongst other qualifications.

Peter Malcolm Foster of Newark

Age 64. Been boating since 1959. Owned first boat 1972 (hired before that). Most of boating on non tidal Thames with estuary trips up to 1986.

Moved to Newark, boating on Trent, Humber, North Sea & English Channel.

Member of RYA (& critical re BW), NABO, Farndon BC (ex Vice-Commodore) and Trent Boating Association. (Very involved in BW 'Standards' since 1990. On commottee of both Farndon BC & Trent BA.

Boats owned: Owens 28' (petrol), Aquastar 32', Colvic 38' Trawler yacht is current boat together with small Broom 24 river boat.

Very interested in freedom

from rules, DIY, fellowship and safe boating. I live on banks of the Trent with my boats at the bottom of garden.

Wish to see fair play for river users and feel I have something to offer.

John Eric Griffiths of Wolverhampton

I am 61, 26 years and 7 boats current experience. A few years prior to this I was sailing dingies with my first wife and was a sea scout with some canal experience a long time ago. I currently own a 56ft narrowboat and live alongside the Staffs & Worcester on a site leased from BW. I have tended to cruise further afield than most. I am computer literate and can wordprocess.

Peter Lea of Berkhamsted

I have been a boat owner for over 16 years. I owned a wooden butty, "Gertrude", for 6 years; I now own a 70' narrow boat, "Wessex". I cruise the canals extensively and belong to several canal societies.

I joined NABO Council in 1992, and took part in the negotiations over BW's Bill and our submission to the Monopolies

NABO BUSINESS

Nominations for Council (continued)

and Mergers Commission. I have been Vice Chairman for three years and was Southern Region representative for two years, and have represented NABO at meetings of the Parliamentary Waterways Group, the National Inland Navigation Forum, the IWA's Navigation, Technical and Amenity Committee, and at BW consultation meetings at a national and regional level. I have also been involved in NABO's marketing and recruitment drives.

I will work towards:

- 1) Ensuring that BW and the Environment Agency take boat owners' interests fully into account;
- 2) Getting BW and the Environment Agency to rationalise the Boat Safety Scheme;
- 3) Improving liaison and co-operation with other user groups;
- 4) Increasing NABO's profile on the waterways.

Nigel Parkinson of Charlton Adam, Somerset

After 24 years as a Royal Navy Engineer Officer, I am now working as the Quality Manager for a precision engineering company, with many products in

the marine market. A Chartered Marine Engineer, I have served as a user representative on the Boat Safety Scheme technical committee and as NABO Engineering Officer. My wife and I travel as extensively as possible both in and out of the 'season' in our boat 'JARRAH'. I would be glad to continue to serve on Council.

Stephen Richard Peters of Wythall, Birmingham

I am offering myself for re-election to Council so that I may continue to represent the interests of the majority of boat owners who navigate the rivers, lakes and Broads.

I am presently the NABO River Users' Co-ordinator which involves monitoring the actions of navigation authorities and dealing with matters which relate to river boating activities. I have also produced a number of NABO publications on technical topics as a service to our members.

I have had the privilege to serve on Council for a number of years and if I am re-elected I will continue to strive for a well-organised and responsive Association.

NABO BUSINESS

Nomination for Council (continued)

I still consider the top priority for NABO in the coming year must be to increase membership by offering high quality representation and a range of services to members. The second priority must be to develop a higher profile for the Association by increased public relations activity. The third priority should be to continue to protect the interests of boat owners by participating fully in consultation procedures with BW and the Environment Agency, now that they have recognized that User Bodies rather than users themselves are what really matters. Belonging to NABO is more vital than ever.

Andrew Sherrey of Clent

I am a Chartered Accountant in general practice working from home. I have in conjunction with my wife Margaret been cruising the canals for the last 11 years, firstly in hire boats and since 1992 in our own 20 year old 44' narrowboat "Magwitch" which we moor on linear moorings at Kinver on the Staffs and Worcester canal.

I am currently the Treasurer of NABO.

Denis Smith of Stourport

A boatowner since 1986 I have lived on a narrowboat for the past 6 years being moored at the southern end of the Staffs & Worcs canal. Elected to NABO Council last year I was charged with the task of organising NABO representation at various rallies/events around the country. Resultant contact with many boaters has consolidated my opinion of the need for a 'watchdog' group such as NABO - vital in any monopoly situation.

I am in my late 50s and being a retired bank manager I have the time and maybe some experience to contribute to the aims of NABO and I offer myself for re-election to the Council

Peter Sterry of Spondon, Derby

I have been a member of NABO Council since it started, and I am prepared to continue to travel around extolling the virtues of NABO, and representing the members in the North East.

Nikki Timbrell of Blisworth, Northants

I have been a member of the NABO Council for so long now that I have given up trying to give

NABO BUSINESS

Nominations (continued)

up! Well, for this year at least. I have been editor of this Rag for quite a while, and in the absence of any volunteers to take over... Our 62' narrowboat has just been re-signwritten after 10 years of anonimity, so you might just spot it, though it doesn't move much!

Neil Walker of Colchester

I am 60 years old and have recently taken early retirement after 28 years piloting ships on the Thames Estuary/River. In that time I have been Chairman of the UK Pilots' Association and also a Pilotage Commissioner engaged in the re-organisation of UK Pilotage. My wife and I have enjoyed the canals for over 20 years on many hire boats and an elderly Dawncraft before our present 55ft narrowboat on which we now spend about 6 months each year. I believe the future of the Canals faces a great challenge between preserving the attractions of peace and quiet whilst maintaining and improving accessibility. These may be seemingly irreconcilable aims and therefore our Association must continue to have a strong voice representing, as it does, one of the principal groups of Canal users.

CO and gas detectors

You may recall our special offer to members in the May 1996 Newsletter. In case you have mislaid the details, here they are again:

Peter Lea has investigated and tested carbon monoxide and gas detectors. The CO detector is battery-powered, about 5"x3" and 1.5" deep, and can be either wall-mounted or free-standing. There is also a mains version for use at home. The LPG (butane or propane) detector runs on 12V.

Generous discounts are available for NABO members, see below:

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Mains CO detector: £43.95

(£11.00 reduction)

Battery LPG detector: £34.50

(£11.45 reduction)

For more details and to order, please contact:

Peter Lea on
or
Denis Smith on

REPORTS

The Saga of Stourport Basin continues... Denis Smith reports

Readers will recall from the May 1996 Newsletter that the situation had been reached whereby due to malfunction of the newly installed traffic lights/sensors, automation had given way once more to daily manual padlocking of the locks.

Despite a report in the local newspaper of 27th June (quote "removing the need for padlocking gates at basin entrance" and quote "improves conditions for boaters by allowing them 24 hour use of locks") it was not until some considerable time after this that the lights were finally lit - or at least a red one as the green lights leading downhill had previously been blanked off.

However, a word of warning. As you cruise up the Severn and you see a green light in the vicinity of the wide beam (barge) locks then proceed normally whether your boat be wide or narrow beamed. Similarly, if your boat is wide beam and you see a red light you can still proceed because this red light is not prohibiting you from entering the bottom barge lock but the top lock to the top basin. As there are no similar lights at the entrance to the narrow beam locks (why?)

you can presumably proceed up these to the top basin at any time. It is important of course, that access to at least the bottom locks off the river is continuously available as a 'safe haven'.

Confusing? Of course it is and no doubt there will be some boaters 'loitering' in mid river waiting until the light changes.

Anxiety has also been expressed about whether the new system allows for the unpredictable river levels along any given stretch - for example, even if the level at Stourport is within the safety tolerance it could be a lot higher downstream.

Finally at the time of writing (late August) the locks are still being manually padlocked daily - so much for progress.

Stop Press 30 August.

I today locked down to the river through the narrow locks and cruised down to Worcester in perfect conditions. How strange therefore that the top red light at the top barge lock was lit thereby denoting the river level too high and prohibiting access (for wide beamed craft) for safety reasons. Unless there was another reason for it to be lit?

REPORTS

Wessex's Wanderings - jottings of a cruise from Peter Lea

The Southern Grand Union in August. Too many boats, moored up and on the move. Saw my first case of "road rage" on the canals: the reaction of a boater who raced to be the first to a bridge-hole (and wasn't). A Wyvern Shipping week-end hirer creates a new winding hole, turning slap in front of us just after a blind bridge and bend (there was a very large winding hole only 50 yards before his turning point). As I watched his boat try to burrow under an offside tree I mused on the amount of paint Wyvern would need to touch up the bows and foredeck. We must be nice to hirers - but I wish the hire companies would give some of them a bit more training.

Down to Coventry Basin, despite the Sutton Stop lock-keeper's dire warnings. The weed in the cut between Bridges 1 and 4 slowed the boat down to about half a mile an hour, but we had no problems with vandalism, objects in the water, etc. The basin has been very nicely restored? reinterpreted? Either way, it is a pleasant place to stay, and under ten minutes walk from the Cathedral and shopping centre. It would be a pity if that lock-keeper

put people off going to Coventry, as it is well worth a visit.

A boating acquaintance tells me there are some new visitor moorings in Leicester town centre, with land access restricted by a BW key. Leicester is another interesting place to visit, and we have had no problems there in the past - in fact, our mooring opposite Abbey Gardens last year was peaceful and pleasant. Hopefully the new facilities will encourage more people to visit Leicester.

Returning from Coventry, we noticed that the new "prestige" moorings at Exhall Basin were languishing uninviting and mostly empty. These are the residential moorings which BW announced would be priced at rates "outside" (read higher than) the moorings matrix "because of market forces". Now whatever you may think of the ethics of BW creating a framework for mooring prices, only to disregard it when it suits them - and I personally think its dishonest - it's interesting to see the attempt seems to be failing. I would guess the combination of outrageous prices and a less than superb location has caused

REPORTS

Wessex's Wanderings (continued)

prospective moorers to look elsewhere. Maybe greed doesn't always pay.

Up to the top of the Ashby for the Bank Holiday. It doesn't go anywhere, so we won't be woken at seven in the morning by some ***** charging past on his way round a Ring. The Ashby is quiet, peaceful, and shallow - the way canals used to be but now so rarely are. The top few miles above Shackerstone are slow going, but the countryside is pretty, so who cares? My pub of the canal award went to the George & Dragon at Stoke Golding, a lively pub with good food and good beer at reasonable prices.

Back on the main line, the depth of the cut on either side of Sutton Stop is encouraging boaters to exceed the 4 mph speed limit. A number of boats passed throwing up impressive bow and stern waves. Unfortunately these were mostly privately owned boats - some displaying NABO stickers. I know the area doesn't encourage one to linger, but that's no excuse for speeding.

Buckby and Braunston flights. The bottom gates on two of the

new(ish) bottom gates on the Braunston locks are still too heavy for many people to shift, although I seem to remember Simon Ainley promising to have something done about them the winter before last. The previous gates were beautifully balanced. Perhaps they were installed better in the old days? Buckby took us 2 hours 20 minutes - 10 minutes off our worst ever. Mainly due to people pinching locks, bunching in pounds, general chaos. The locks are very slow and badly want gate paddles.

Funny how shallow the Southern Grand Union seems to be after the Northern Oxford. The stretch through New Bradwell and Wolverton on the Milton Keynes pound in particular needs dredging, but there are plenty of others. All the money must have gone elsewhere!

Home again in time for the Aylesbury Canal Society's 25th Anniversary party. No apologies for giving the A.C.S. a plug - it's one of the best around. It's a nice trip down to Aylesbury, and they give you a warm welcome when you get there.

Happy cruising!

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LETTERS

On the "Chairman's progress: a BW view

As a BW employee who was involved in the incident referred to in D H S Cragg's letter "Chairmans Progress", I would like to put your readers right on the suggestions inferred.

Firstly, I should point out that the staff were invited to join the Chairman for half day sessions, to allow us to meet him, discuss issues and show him work we have done on our own patch. I personally fully endorse this approach, as we were not "unpaid servants" as your reader claims, but being given the opportunity to meet our Chairman and show a man who seemed genuinely interested in what we have done and what problems we are facing.

I must also point out that no preferential treatment was given for the Chairman, he was very keen to operate many of the locks and swing bridges personally and allowed staff, and in particular, office staff, to have the rare opportunity to operate a narrow boat.

My colleague in the BW vehicle referred to was Fred Cousins, who had just returned to work after recovering from a throat

cancer operation, which has left him deaf in one ear. This might be the reason why he didn't hear you shouting. He was rushing because he was late in picking me and some other colleagues up from our morning session with the Chairman, not trying to race in front of the boat to hide problems, as was inferred.

The BW staff you saw cutting grass and generally tidying up the place, I guess would be at Newlay and Forge Locks. Actually they were only carrying out their normal day to day duties that we do for all our customers. Incidentally, the Chairman would have already left this site anyway, as he was going in the opposite direction to your boat.

I do feel some of the remarks were unfair and unjustified when we do try to help all boaters, sometimes under difficult conditions, as we have many varied tasks to do as well as lock keeping.

Ernie Lee

Senior Canalman & TGWU Shop
Steward, Leeds and Liverpool
East Waterway.

LETTERS

"Chairman's progress": complementary Summer Wine

Marsh Warbler gets around - and notices old wines, like Moley.

In summer 1995, on the K & A, we noticed many lockkeepers and other green men standing by their locks on the Caen flight "out of hours" at 14.00, ready for the chairman to make his descent to the BW offices for the big party in the huge marquee to launch the bid to the Millenium Commission. Why specially out of regular published hours of opening for the flight, so jealously guarded and protected for ordinary folk? 3 or 4 weeks later Summer Wine was still moored by the 'No Mooring' notice by BW's offices.

This summer, we ascended Wigan flight on 21st May, and moored just short of Adlington. Walking past the marina we noticed Summer Wine imbibing, prior to the official opening of Wigan Dry Dock next day.

There was ample evidence of the cleaned up canal next day, with the BW workboat full of rubbish, tied up 1/4 mile beyond the Chairman's expected and planned departure point. We got talking to a lengthsman, who told us of his evening out of hours journey aboard Summer Wine,

and how having drawn the short straw for this dubious privilage (his words) he wasn't even on his own length!

Lets hope this is the last of the Summer Wine's assisted passages, and I would like to see the relevant labour costs reimbursed. 'How about a reduction of Grant in Aid to the Chairman next year?

Marsh Warbler of Pershore

"Chairman's progress": a River Nene encounter

I first encountered this phenomenon (boat 'something WINE' with BW employees working it through locks. This even though on NRA waters) when returning down the River Nene one Autumn.

We got into conversation at Doddington Lock, and I asked how he/they had got on using the Gayton Arm, and was told that the lockkeeper had retired that day, and had been presented with some award. I then listed some of the faults I had noted, most especially the wobbly 'safety' rails with loose bolts, but all beautifully painted! We

LETTERS

River Nene encounter (cont)

chatted about the problems that single handed boaters have when there aren't moorings for lock use above and below locks.

He didn't say who he was, and I didn't say I knew, but he suggested I wrote to BW listing the problems. This I did, addressing the letter to him personally, saying that it followed our conversation at the lock etc.

I received acknowledgement of my letter by return, it promised that note was being taken of my comments and would be sent to the regional managers concerned. I later received a very full reply from Bernard Henderson, and from some regional chairmen.

I didn't notice improvement on the Gayton Arm when I last used it, but work was in progress.

My advice from experience, is to contact BW when you encounter problems, they usually respond promptly. Put things in writing to the people concerned so they do know that faults exist. Keep a copy of the letter, with dates. Send a copy and any relevant details to NABO!

Sadie Dean, nb Straw Bear

"Spaghetti Beach" concern

Mr Humpreys from Marple (apparently amongst others) was concerned that the "gravel beach" proposed as an amenity under Spaghetti junction (as reported in Newsletter 96/4) would provide a ready source of potential missiles. John Bird, Assistant Director of the Department of Planning and Architecture at Birmingham City Council, has replied to these concerns as follows:

"With regard to your comments regarding the potential use of the gravel for stone throwing, I have discussed your concern with the designer of the project and he has advised me that proposals are in hand to avoid the potential stone throwing problem by setting the pebbles in concrete. Also included in the scheme is fine rolled gravel and large boulders (too heavy to easily lift) and it is felt that neither of these elements should pose a hazard in normal use.

Thank you for your concern, and I trust my explanation to you has allayed your fears."

Mr Humpreys feels this to be a favourable answer.

LETTERS

A Boat Safety Scheme Examiner's view

After reading the August edition of your Newsletter, I was reminded of the time when Tony Hancock entered the doctor's surgery to give his pint of blood, speaking in a very poor Scottish accent to Dr McTavish. The doctors reply, in a very English accent, was 'We're not all Rob Roys!' Well, I believe that the same misconception can be said for boat owners' views of Examiners and Surveyors.

I believe that there are over 100 Examiners now qualified. A proportion will have worked in the boating industry or will have been involved with inland waterways as a hobby for a number of years. With this in mind, to comment that these people '... will be too inexperienced to offer ... practical guidance one could expect from a surveyor...' (NABO August 1996) is far from the truth in many cases.

This is especially true when we consider the qualifications of 'Surveyors'. By British Waterways own definition, any one of the following qualifications can be used to become classed as a 'Surveyor' for inland waterway craft:

Associate Member of Institute of Marine Engineers

Associate Member of Royal Institution of Naval Architects

Surveyor Member of Yacht Brokers, Designers & Surveyors Association

Full member of the Society of Consulting Marine Engineers & Ship Surveyors

A Lloyds Register of Shipping surveyor

Hence, someone who has spent their entire life working on roll-on-roll-off ferries, oil tankers or air-craft carriers can inspect your boat!

Surely then, when we are considering experience, some of the Examiners are not the inept mindless morons they are all made out to be. And when considering which to choose, your best bet may be an Examiner, for both experience and cost! (and it shouldn't be more than an armful!)

Paul Smith MEng

Boat Safety Scheme Examiner
Halesowen, West Midlands

LETTERS

On BSS Gobbledegook

On the subject of that favourite old chestnut of ours: BW's Boat Safety Scheme. I was reading through the "Blue/Grey Handbook" the other day, for probably the ten thousandth time in a desperate bid to make some sense of it, when I happened to turn the book over to the back cover, hoping to find some answers there, a bit like those crossword puzzle magazines that you buy! And I found something very interesting: have you noticed in the bottom right hand corner

on the back cover a small round symbol which proudly boasts "Plain Language Commission, Clear English Standard, Winning Document". But then underneath the crest the small print reads, "the Clear English Standards apply to the introduction pages only." Does this suggest that the 11 pages of the largely irrelevant introduction make sense and the remaining 37 pages of BSS details are total Gobbledegook?

Steve Day, nb Max

On fishing iniquities, and the Daily Telegraph

I note from an article in the Daily Telegraph dated 24th August that a fisherman was firing maggots onto dinner plates when they were cruising in a narrowboat on the Basingstoke Canal.

This activity is not new, as last year a friend passing under the bridge at Fladbury on the River Avon in Worcestershire had maggots poured onto the length of his narrowboat.

What pleased me about the article was to see our Chairman Jon Darlington quoted in a reasonable statement. It is good

to know that I have joined an Association which is quoted in the quality papers.

As a matter of interest, you may like to know that I am endeavouring to foster good relations between anglers and boaters, partly by moving my 22' cruiser to the opposite bank where possible, reducing speed and asking if they have had any luck! In some cases I receive a wave, or a thumbs down or up signal!! I appreciate this is more difficult on a canal, but the principle is the same.

Jim Brennan, Beckford, Glos.

LETTERS

On licence iniquities, especially in East Anglia

We read with interest the article entitled "BW Consult on Boat Licences" in the July edition of the Newsletter.

We agree wholeheartedly with what you say about reciprocal licensing with other Waterway Authorities, especially the Environment Agency.

We have just returned from our annual Summer Cruise, which this year was spent on East Anglian waters. We were surprised to find that as far as the Great Ouse is concerned, there is NO reciprocal facility. Our 14 day reciprocal licence only covered the River Nene as far as Peterborough.

We knew that we were intending to spend more than 14 days in this area and called at Gayton Marina where we were asked to pay £63 for a 28 day EA Licence (this was a month after we had paid our annual BW licence of £260).

We don't object to buying a temporary licence from another Waterways Authority but we do believe that the charge should be more realistic. There are very few facilities on the R.Nene & Great

Ouse. Invariably we were asked to pay £1 or £2 at marinas and caravan sites to take on water, dispose of rubbish or use the Elsan disposal. Things we take for granted on BW territory.

A National Navigation Licence sounds like a good idea and one for which NABO should be campaigning. After all while we were on the Nene and Great Ouse we were not using the BW facilities for which we had already paid!

Still on the subject of licences- do BW employees no longer check licences? We shared locks on the R Nene with a cruiser which had travelled from Redhill on the River Soar via the Trent & Mersey, Coventry, North Oxford, Grand Union and the R Nene as far as Billing Aquadrome before they were asked why they were displaying an out of date (1994) licence. It is very annoying to those of us who buy current licences to see other boaters being allowed to ignore the regulations.

Joan & Gordon Jamieson
West Bridgeford

Hope you are cheered by the news about reciprocal and national licences on page 6 - Ed.

THE AMUSEMENT PAGE

Does the left hand know what the right hand is doing?

Rita Evans sent us a copy of the letter from her local BW Waterways Manager (Roger Herrington) which accompanies every new licence. It goes like this:

"I have pleasure in enclosing the licence disc/mooring permit for your craft together with receipt for payment. Please ensure that the disc/permit is displayed on the port side of your craft, where it may be read from the outside."

Rita Evans tells us that she attached the licence to the port side of the boat as instructed. However, because she was repainting the boat, the starboard side was adjacent to the towpath, and she found this AWARE notice stuck to the starboard window.

Draw you won conclusions!



| | |
|--|---|
| AWARE | |
| <input checked="" type="checkbox"/> Name KAOS | <input type="checkbox"/> Mooring Permit |
| <input checked="" type="checkbox"/> Index Number | <input checked="" type="checkbox"/> Licence |
| NOT DISPLAYED 22/6 | |
| Contact address below before moving craft.. RSE | |
| <small>Waterways Office, The Stables, Canal Basin, Severnside, Stratford-on-Avon, Warwickshire, CV37 9EW Bucks Waterways Telephone: 01295 444444</small> | |

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Christmas is coming!

If you are well organised, you will already be wondering what to give your boat-loving friends and family this Christmas.

The Original Kettle Company has some interesting ideas. There is an activity pack for children, ideal for encouraging youngsters to look out for canal features and wildlife, beautifully produced with drawings and boxes to tick. Also included in the pack is a canal game to play. The Kettle Company's cruising log is a high quality product too, with hard covers, spiral binding and

attractive drawings. It would make a lovely present.

If you are more energetically minded, and small folding bicycle might be a useful addition to your boat kit. Mike Sherwood has some on offer - we haven't seen them, but apparently they are much admired.

Finally, make a note to have a Cream Tea at Trent Lock next time you are passing. The new Lock House Tea Rooms are run by an enthusiastic member!

P.S. Don't forget NABO T-shirts!

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)

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)