

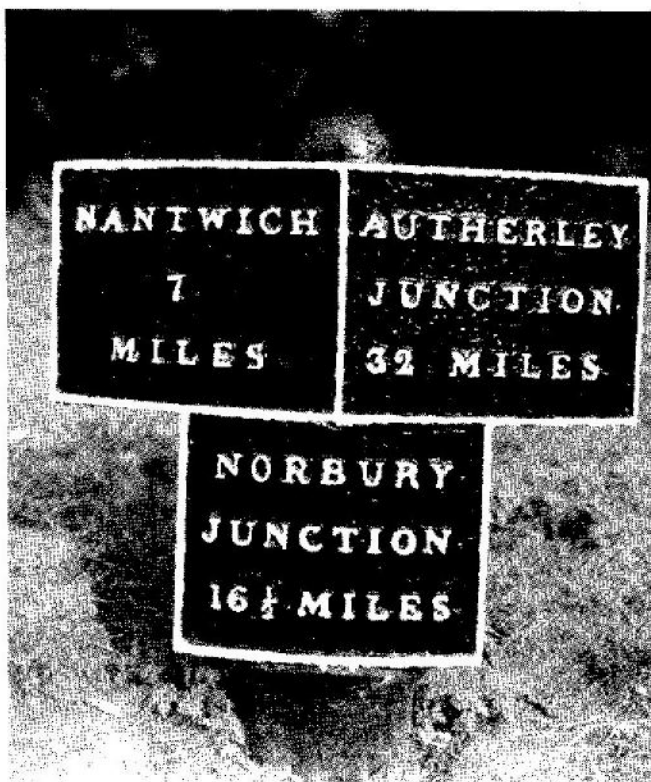


NATIONAL ASSOCIATION OF BOAT OWNERS

Issue No. 97/2:March 1997

NABO NEWS

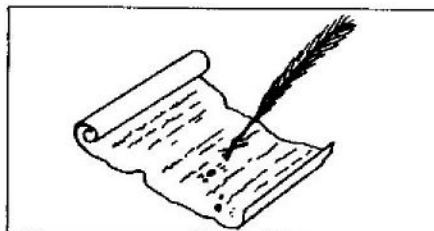
This milepost may become part of
the longest, narrowest museum!



See page 21 for more . Photo by Robin Smithett.

NEWSLETTER

Editor's comment



The answer to the question posed in the last issue of NABO News, "will lock use be restricted this summer due to lack of water?", is yes; but only overnight, and probably only in the south. British Waterways is addressing the problem with great gusto; read more on page 5.

Hoping that my headlines are not too prophetic, read about plans for a new canal museum!

Time to be out polishing the brass and cleaning the windows ready for a spring cruise. Lovely weather, but not enough rain - so please be careful with the water!

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.

March 1997

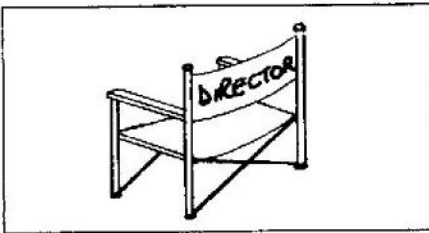
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Published by

**National Association of
Boat Owners**

NEWSLETTER

Chairman's comment



I would like to say "thank you" and best wishes to Pete Sterry, who has recently resigned from NABO Council. Pete has been invited to become National Vice President of the Association of Speakers Clubs, which he joined some nineteen years ago. This will be followed in a year's time by a further year as National President. Pete tells us a considerable amount of time and travel are involved, and he does not feel he can do justice to both jobs. Pete was a member of Council from day one, and has been our North East Representative and our Publicity Officer. He has been a valued member of Council and we shall miss him.

Our new North East Rep, Peter Foster, boats on the Trent. He strengthens the river user and cruiser owner representation on Council.

It's a pleasure to report that David Smith has recently been

appointed as an additional user representative on the Boat Safety Scheme Management Committee. Up to now the only user rep on this important body has been Dr Mark Warner of the RYA. Dr Warner's technical expertise is unquestioned, but his experience of smaller waterways and craft is limited (rumour has it that his boat, which is moored on the Thames, can't get under Windsor Bridge). David has a trailer boat, is a senior officer in the AWCC, and has recently joined NABO. His appointment provides balance to the user representation on the BSS Management Committee.

Penny Barber, Chair of RBOA (Chair? Chair!) and NABO Council member, has featured in an article in the Sunday Times about residential boats. Good publicity for the waterways. Penny has also by now had a meeting with BW's Chairman and Chief Executive. Some BW managers are not fully honouring BW's commitment to fair treatment for residential boaters, and various issues and conditions which which had been agreed with BW at consultation meetings in the past have not yet been put into practice. It seems this is partly because the new Mooring

NEWSLETTER

Chairman's comment (cont)

Conditions were based on an early draft of RBOA's proposed standard mooring agreement, and missed out many important corrections. I hope these issues can be sorted out satisfactorily.

The secretary of the hNBOC, Richard Booth, has done a major exercise on the changes to BW's Customer Charter, highlighting in particular all the changes between the draft we were all sent for comment and the final version. He proves conclusively that fundamental changes were made which were not consulted on, and that nearly all the commitments made in the first Charter had been watered down or deleted entirely in the second. The hNBOC is taking the matter up with the Cabinet Office dealing with Charters; we are considering whether to do the same.

Finally, isn't it great to see how much lottery and Millennium money is going into waterways? First there was the Rochdale, then the Kennet & Avon, the Huddersfield, the Forth & Clyde and Union canals in Scotland, and the Ribble Link. The Ashby has received £1 million, and the Boat Museum in Gloucester is getting over £1 million. What project is next, I wonder?

NABO in the news

Following the issue of a Press Release on 3rd March calling for action on water shortages, Peter Lea was interviewed by both The Times and The Sunday Telegraph.

The press release, instigated by Stephen Peters, commented on the dry winter and BW's announcement of locking restrictions on the Grand Union and Southern Oxford from 24 March, and warned that further restrictions might be imposed when boat movement increased after Easter. It called for discussions to take place involving river and canal users, waterway authorities, and other interested parties in order to identify a sustainable water management strategy for inland waterways.

An article based on the press release, which quoted Peter Lea calling for more investment in the network, was published in The Times on 8 March and appeared in The Times on the Internet. An article and a picture also appeared in the following day's Sunday Telegraph. This article quoted a remark concerning the boating trade and tourism which was not in fact made.

NEWS

British Waterways water conservation plans

British Waterways hosted a meeting of users and other interested parties on 13th March to discuss the current lack of water in the south of England and the measures they are taking to ensure that supplies are used to best advantage.

After two dry winters, and the driest January for about 200 years, reservoir, river and ground water supplies in the south are exceptionally low. Reservoir holdings are at about 60% of capacity, and ground water levels are 6-7 metres lower than they should be. The situation in the north is better, with reservoirs currently 93% full.

BW gave an impressive presentation of information, news of current activities, and plans for water conservation this summer. New back pumps are being installed at locks all over the place, and they are even back-pumping *into* the reservoirs at Welford and Saddington.

A "drought team" has been set up, headed by Tony Plews, an engineer from Leeds. This team has between £800,000 and £1 million of extra funding, and are soon to decide on the best way of

spending this. The team will ensure a nationwide policy on water usage, and a pool of expertise for the future. They are preparing to move water round the country in a big way.

Waterway Managers have also met with Environment Agency managers to discuss using other sources of water. The EA will be as co-operative as possible, but in some areas drinking water supplies may have to take priority.

Locks on the southern Oxford and Grand Union will be locked overnight from 24th March. This program is designed so that there will be no lock usage after 6pm (this may be extended to 7pm or 8pm after the clocks change), but BW is confident that the restrictions will not be tightened.

BW state that the biggest threat to water supplies is from bad boating, so the message is: be careful, share locks and think ahead. Remember the THRIFT code?

Finally, the key word from the meeting was "dynamic". If you were confident that water always flowed downhill, look out!

NEWS

Stop Press

Ombudsman finds in NABO's favour

We received the news on 14th March that Lady Ponsonby, the Waterways Ombudsman, had issued her judgement on NABO's complaint that British Waterways had failed to consult adequately before introducing the recent increases in licence fees.

Lady Ponsonby has decided that a steep rise in licence fees over a period of three years constitutes an important policy change which BW had not communicated to users prior to the increases. Not enough information was given to users to amount to consultation, in contravention of the commitments given in the Consultation Principles.

She therefore found NABO's complaint proved, and BW guilty of maladministration.

Mr Finch alert

The notorious boat pilferer, Mr Finch, visited Blisworth on 14th March, and could be heading north as there were also boat break-ins at Cosgrove earlier in the week.

IWA Festival 1998

The IWA have just announced the venue for their 1998 National Waterways Festival: Salford Quays in Manchester.

Salford Quays has been developed around the complex of docks at the inland end of the Manchester Ship Canal, once a busy port, but now no longer used commercially.

The IWA hope that access from the coast via the Manchester Ship Canal will encourage much larger craft than usual to visit the Festival.

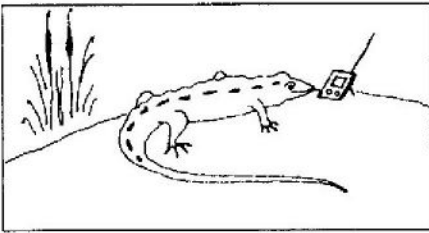
Fibreway

Do you remember the Fibreway project, hotly discussed in 1995? The towpath of the Grand Union canal was to be used to lay fibre optic cables from London to Birmingham, but after all the hot air, nothing happened.

Now, suddenly, it is back again. The main cable laying will start in mid May at Cowley, and should reach Gayton by September/October. It will also start going north from Gayton in June. There could be a lot of disruption as work progresses.

NEWS

View from the Council meeting held on 22nd February, '97



If you would like to know what took up most time at this month's Council meeting here is a clue: Shakespeare's "As You Like It", Act 2, Scene 7 lines 47-51. No more than this can be said.

It is a pleasure to be able to congratulate a BW Waterway for once instead of throwing the usual brickbats. Phil Bland, who has responsibility on the Council for matters concerning the disabled, has canvassed all BW Waterway managers for a list of facilities they provide for the disabled in their particular area. The most impressive return was from Michael Goodenough (Kennet & Avon). This waterway has produced a proper brochure with details of all facilities for the disabled and, not for the first time, shows real care in its approach. We thank and applaud them. Unfortunately, responses from other waterways varied

from the noncommittal to the downright aggressive. We shall be following up this project with details of facilities for the disabled being held by some members of Council who will provide information on request.

Our Chairman and Vice-chairman have been to Westminster to meet those who may be responsible for waterways in the future. Should there be a change in Government then there could be a change of waterway responsibilities to another Ministry which is complicating the matter. However, the prospective new Chairman of the Parliamentary Waterways Group has been buttonholed. On the 6th March our Chairman and Vice Chairman are to meet with British Waterways higher echelons. Our dissatisfactions will most certainly be aired. By the way, have you noticed how MPs are so approachable this year? Why is this?

The Boat Safety Scheme continues to supply a rich seam of comment. Gas fridges in petrol driven craft have a dangerous potential as we have already

NEWS

View from the Council meeting (continued)

tragically seen. The BSS Technical Committee, despite what was reported to be long and arduous consideration, have as yet no comprehensive recommendations on the subject. They do not meet again until June - in the meantime, take care.

73 surveyors and 185 examiners are now in the BSS. No appeals procedure as yet; is this a case of the cart before the horse, or just a cart-horse which incidentally you may need if you want to carry the Technical Manual about! Lots more bits and pieces on the screen, mostly concerned with work essential to

the proper running of the Association, and the need to recruit more members. Roger Davies' revamping of the membership records was particularly appreciated. Goodbye or, hopefully, only au revoir, to Pete Sterry whose other commitments have forced him to leave the Council - another founder member gone. Peter Foster now takes up the reins as NE Rep.

The screen flickers and the need to stretch in the sun overcomes me.

Space to watch - where did the water go?

Council rejects calls for BSS and licence boycott

Dominic Miles' excellent article in the December 1996 newsletter has inspired several of our members to write in support of a boycott of the Boat Safety Scheme. Others have suggested boycotting BW's licence increases, by paying last year's licence fee plus inflation.

NABO Council has considered the suggestions, but has decided it cannot support the proposals.

Our reasons are as follows:

Legal mechanisms exist to deal with both forms of boycott, and all indications are that they would be used vigorously.

In the case of the BSS, BW's Chief Executive David Fletcher has stated that if a boat owner applies for a licence without having had his boat inspected, the licence will not be issued. Further, a "Section 8" notice will

NEWS

Council rejects call for boycott (continued)

be placed on the boat. This is a legal notice, giving the owner 28 days to remove the boat from the waterway (or put right the problem), failing which the boat will be removed by BW. If they do this, the owner would have to pay BW its costs (which will be high!) to reclaim his craft - and then get an inspection. Ultimately the boat could be auctioned by BW. The net proceeds, after all BW's costs are deducted, would be sent to the former owner. It's not a good way to sell a boat.

If this sounds far-fetched, remember that they do this already with abandoned, sunken, or illegal boats, and we hear they have contingency plans to cope with increased numbers.

The alternatives are to take the boat off BW and EA controlled waters (but most other authorities will apply some version of the BSS), sell it, or try to hide by keeping on the move. Most boaters won't wish to do any of these.

If a licence is part paid, BW would either not issue a new licence, in which case the owner's boat would be subject to the

normal sanctions, or issue the licence and take action to recover the shortfall. This could involve taking the owner to court to obtain judgement for the amount due. Again, the boat could ultimately be a pawn in the proceedings. Not to mention the affect of a court judgement on one's credit rating.

To most boat owners, their boat is their most valuable and their most prized possession - second only to their house, if they have one. Few will be willing to risk having it seized by BW, or a court judgement recorded against them, or to incur costs and unpleasantness for no ultimate success.

If a boat owner deliberately avoids having a BSS inspection to the point of breaching BW's conditions, his insurance company could avoid paying out on his boat insurance. After all, they would say, your boat can't have complied with the BSS requirements, and therefore is not covered by the terms of the policy.

NABO cannot incite or encourage people to break the

NEWS

Council rejects call for boycott (continued)

law. It would be irresponsible and possibly illegal to do so. We could be open to claims for compensation or damages from people who suffered losses as a result of following our advice. We would not be helping our members or our own credibility.

Nevertheless, a boycott might work if a very large number of boat owners joined in, because the authorities simply could not cope with the numbers involved. There are some 28,000 licensed boats on BW waters, and over 30,000 on EA waters. How many of these would have to take part in a boycott for it to be effective? 10,000? 20,000? More?

The fact is that none of the boating groups support such a boycott - not the IWA, nor the hNBOC, the RBOA, the AWCC, or any of the others.

How many NABO members would support a boycott? Hard to say. Twenty? That's about the number of letters we've had on the subject, and many of those have reluctantly reached the same conclusion we have. A couple of hundred? Possibly, but that's still not enough.

It has been suggested that a few protestors could whip up enormous popular support - like "Swampy" and other road protestors. But the anti-road lobby has a lot of public and political support, while there is no support for being "anti-safety". The public and the authorities tend to over-react, sometimes to the point of hysteria, on any issue which is perceived to affect safety. And Swampy did not have an asset worth several thousand pounds which could be used against him.

So we have concluded that a boycott is not the answer. However we remain deeply unhappy with BW's handling of both the BSS and the licence increases, and are continuing to push for changes with all the strength we can. This includes taking complaints to the Ombudsman, and working with other organisations to get BW to make changes to the Boat Safety Scheme and reconsider its approach to licence increases. We believe these efforts, undramatic as they are, are more likely to be successful.

NEWS

NABO/BW Summit breakthrough

After months of accusations and counter accusations the NABO/BW "Summit Meeting" held on 6 March marked a major breakthrough in the relationship between the two organisations. Chairman Bernard Henderson and Chief Executive David Fletcher spent over two hours with Chairman Peter Lea and Vice Chairman Nigel Parkinson hammering out the issues which really concern our members.

Matters discussed included the licence fee increases, implementation of the Boat safety Scheme, the licence and mooring conditions, consultation procedures generally, water supply problems, dredging, and the amount and usefulness of the information BW provides on its business plans, management policies, and canal restrictions.

The most difficult issues were the licence increases and the Boat Safety Scheme. NABO asked for a reduction in the licence increases for 1998 and 1999, and also suggested phasing them in over a longer period. David Fletcher promised to keep them "under review", but emphasised the

financial constraints under which BW operates. It was accepted that this was an area where consultation and more information would have avoided a great deal of confrontation between BW and boaters. Fletcher also mentioned that he had authorised more money to be spent on dredging, cutting back overhanging trees, and improving moorings this year, in view of the extra money paid by the boater.

BW has decided that the BSS Technical Manual will be updated and rewritten over the next year, which should eliminate many of the inconsistencies and contradictions in the documentation. David Fletcher appealed to all our members to let BW know if an inspector failed their boat on a point covered by an exemption: if an inspector gets it wrong, they will sort him out. Let's take him up on this! He also promised to speed up bringing in quality control checks on examiners, and investigate why the Appeals Procedure hadn't been published.

BW agrees that some changes to the boat licence and mooring conditions may be needed, and

NEWS

NABO/BW Summit (continued)

will study our suggested amendments. David Fletcher said that revised conditions could be issued next year. We all agreed that BW should provide all users with more information about its long term plans and strategies, giving us an opportunity for constructive input at an early stage.

They also seem to have taken on board our request for a green paper/white paper approach to consultation. This would mean that we would be shown final drafts of key documents which affected us before they were issued. Unintended mistakes - such as the rule prohibiting you from taking your boat from its moorings before 10 a.m. - could be corrected, and a final appraisal made of all the implications of the contents. BW also agreed that in future they would give users more information about their business plans.

We spent a lot of time talking over water supply problems. NABO is calling for meetings between users and the waterway authorities to develop a sustainable water management

strategy. Bernard Henderson and David Fletcher share our concern over water supply, and asked us to draw up suggestions. A meeting would then be held with NABO and other user representatives to discuss what can be done. In the short term, David Fletcher will send us regular updates of the water supply position so we can advise our members. More could be done to give boaters advance warning of impending restrictions and closures, by notices at junctions or a special phone line. This is an area where users and BW can usefully cooperate, to everyone's benefit.

We all felt the the meeting was constructive and forward-looking, and laid the ground for better communication between NABO and BW in future. Of course, the proof of the pudding is in the eating, and we look forward to seeing a positive response from BW - in actions as well as words - on what was agreed.

NEWS

Boat Safety Scheme Maladministration: Nigel Parkinson

Boat Safety Scheme manager David Allison confirmed at the latest Technical Committee meeting that the Waterways Ombudsman had found British Waterways guilty of maladministration over wiring requirements in the Boat Safety Scheme.

In November 1995 BW sent a circular to Surveyors stating that solid cored (single strand) cable was not acceptable for BSS requirements. Some boat owners then went to the expense of having this type of cable replaced. In May 1996 the Technical Manual was updated, partly as a result of continuous pressure by NABO and other user groups, to reflect a change of position by BW and the EA so that single strand cable was allowed for existing boats (those built before 16 Jan 1998 and not CE marked.) A boat owner who had been advised by his surveyor that his wiring needed to be replaced to comply with the scheme and had thus been forced to unnecessary expense then complained to BW, requesting refund of his costs. Eventually he took his case to the Waterways Ombudsman. David Allison

confirms that Lady Ponsonby has recommended BW should refund 75% of the costs involved, probably about £750. The remaining 25% of cost is assessed as a benefit to the boat owner. BW are said to be considering the report.

Where I wonder will the EA be in all this? The BSS is supposed to be a joint venture, so I hope that all the costs do not fall to BW for it seems likely that there will be other boat owners in the same position who could also legitimately complain and seek refunds. Please contact us if you are one of these.

New Appointments

IWAAC Chairman

Lady Knollys has been appointed the new Chairman of IWAAC. She has been Vice-Chairman of the Broads Authority, and is knowledgeable about waterways.

BSS Management Committee rep

David Smith from AWCC strengthens user representation for smaller boats on the BSS Management Committee.

NEWS

BSS Technical committee meets again

The third meeting of the BSS Technical Committee took place recently, and apart from the news about maladministration (see page 11), there were a few other interesting snippets:

Gas fridges ARE acceptable in petrol engined boats. Wilderness Boats undertake a conversion of the Electrolux fridge which allows it to meet the requirements and Electrolux themselves sell a mounting kit which would allow a fridge to be fitted so that all the air for combustion is drawn from outside the boat.

There was long discussion on whether fridges mounted with the burner as high as an open flame cooker were to be acceptable without either of the above modifications. No conclusion was reached this time, but the issue will be discussed again in June. Gas fridges in petrol engined boats are a documented source of fires and explosions, one of the few instances where there is evidence to support the BSS requirements.

The Technical Manual is to be re-written, following a NABO proposal at the meeting. The

target timescale is 18 months and the opportunity will be taken to include information from the harmonised European Standards as they are published. It is not intended to change the Standards or their application in this rewrite. The aim is to make the book more user-friendly so that more Surveyors and Examiners actually read it!

Gas appliances ARE acceptable in diesel engine spaces. Apparently the YDSA has been advising its members that they are not. Although there is some anecdotal evidence that these appliances have been the source of fires, any decision to exclude them would have a detrimental effect on heritage boats where many semi-diesel owners rely on an LPG blowlamp to start their Bolinders, Gardners and Seffles.

Battery compartment ventilation was debated at length. The vent formula in the Technical Manual comes from a Chloride document for trucks and is apparently incorrect. The committee agreed to seek further information and to maintain the present position pro-tem, for batteries not in accommodation

NEWS

BSS technical committee (continued)

spaces. Where the battery is in a sealed box and expensive alterations would be needed to provide more ventilation the 6-month licence period allowed to boats with failure certificates would enable a sensible decision to be taken.

Residual Current Detectors are likely to become mandatory for all boats with 240V AC systems. The International Standard is being researched. The requirement is already covered by Standard 3.3 (circuit breakers or fuses of appropriate design) and the aim is to reduce some of the confusion surrounding 240V AC systems. RCD's are not expensive, can easily be added to an existing system and provide an enormous safety benefit where

domestic electricity is used near water. The exact requirements will be circulated for comment and NABO will ensure that they are not unduly onerous.

The hazards presented by refuelling and decanting petrol came up, as unsafe practices are at the root of many accidents involving petrol. David Allison undertook to investigate whether FREE stickers could be provided to warn of the dangers of refuelling on board rather than ashore where any petrol vapour can disperse safely. It is worth remembering that a 2 year old girl died in a boat fire on the River Severn because petrol was being mixed with oil in a bucket at the stern of the boat. Are your practices safe?

Flame retardent treatments

Part 6 of the Boat Safety Scheme blue/grey booklet, clause 6.6, requires that all soft furnishings, fabrics and foam materials used in the lining out and furnishing of vessels shall be of suitable fire resistant materials. Vessels manufactured prior to 16 June 1998 are exempt from this

requirement but boat owners must be aware that BSS inspectors may question the safety of curtains which they consider are sited too close to, say, a gas cooker.

In such instances, owners may wish to treat the fabric with a suitable fire retardant solution.

NEWS

Flame treatments (cont)

We have done some research and have identified a number of products which can be sprayed on to curtains, carpets and furnishings to give them the necessary flame retardant qualities.

Our River Users' Co-ordinator has data sheets on the following products: Albi-Pruf (a Rentokil product), Flamex (marketed by Roscolab) and Flamecheck (marketed by Midland Theatre Services). None of the products appears to have any serious health risks attached to it and application is by means of a simple pressure spray. Small quantities are available and discounts may be obtainable.

You may now be wondering - how can anyone check if a fabric has been treated against fire? Quite simple really. The Fire Brigades have a very easy method for ensuring that theatre safety curtains are fire-proof. **THEY TRY TO SET FIRE TO THEM WITH A CIGARETTE LIGHTER!!** Maybe a BSS inspector will try to set fire to your curtains. God help him if they have not been treated! Goodbye boat.

Visiting boats and the BSS

Despite the "unambiguous" information contained in the BW Procedure for Implementation, it seems that BW has got it wrong yet again! There is an apparent contradiction between paragraphs 5 and 6 regarding visiting craft and short term licensees.

Craft visiting BW waters require a short term licence, but BW seems to consider that only boats launched directly on to a river or canal need this licence, for which they must comply with the Boat Safety Scheme. Those who come in from the open sea or off a non-BW waterway will be classed as visitors and will not need to comply with the BSS.

Visitors will be able to cruise on BW waterways for two periods of up to 28 days each in any one year, without undergoing a BSS inspection. They must, however, carry Third Party insurance. If they are considered to be "dangerous" they will be segregated and ordered off BW waters after 48 hours.

It really is quite simple - so why did BW get it wrong? We understand that boat owners will be footing the bill for yet another explanatory pamphlet.

NEWS

Trent News from Peter Foster

Gainsborough is getting a lot of attention, but there are interesting things a-foot (or should I say afloat?).

Gainsborough Regeneration Ltd have plans for a marina at Gainsborough, downstream of the road bridge. This would benefit all who go up and down the Trent. It would be a good place to wait for the right tide and of course a place to provision your boat and yourself. If you wish to offer your support to the scheme, write to them at Riverside Offices, 142 Bridge Street, Gainsborough. Tell them you are a boater and which club you belong to, and that a marina there will be beneficial.

A new trip boat is being built at Newark, for use between

Nottingham and Newark. It is 78ft long and about 15ft beam. It will be in service from June 1st, probably running on Wednesday, Saturday and Sunday. It will be trying to keep to a timetable. It may cause you problems at the four locks between Newark and Nottingham. If so, let me know. This new boat increases the trip boats on this stretch of river to 5, which is good for the promotion of the use of rivers and I assume for the finances of BW.

Those of you who are near Nottingham on 24th - 26th May may like to be aware of the TBA Annual Rally at the Victoria Steps. If you want to know more, get in touch.

Happy boating, in whatever, wherever.

Revision of Waterways Code for Anglers

British Waterways is revising the Waterways Code for Anglers and has invited comments from NABO. We have made the following points for consideration.

There is room for considerable improvement of relations between anglers and other canal

users, and NABO would like to see a positive, significant and joint initiative from BW and EA to improve the relations. Specific points in the code are as follows.

Angling must be banned in the vicinity of locks, bridges, winding holes, recognised

NEWS

Revision of Waterways Code for Anglers (continued)

moorings, including service areas. Anglers must not use official mooring points at any time.

Angling must be banned within 15 metres (50 feet) of any occupied moored boat. This is an all round measurement, so applies to the non towpath side as well.

Rods and poles must be raised, or pulled clear well in advance of the boat, as well as being kept clear of boat and crew.

Certain sections of the Code for Boaters should be included in the Anglers Code, so that the anglers know what the boaters correct action should be. An example would be the paragraph dealing with the speed of boats, and their position in the channel. Another would be the section where the boater is told not to moor within 50 feet of an angler who has established his fishing spot, unless, of course, it is an official boat mooring. The Code should require anglers to follow all reasonable requests from boaters, but at the same time boaters should be expected to do the same as far as anglers are concerned.

The Code should state that boaters normally keep to the centre of canals. If the angler wishes the boat to move from the centre they should indicate clearly their wishes to which the boater should respond. As far as rivers are concerned, the navigable channel is often on the outside of bends, and anglers should be prepared for boats to navigate close to these banks. They should also realise that the speed of river flow does affect the speed of the boat over the ground.

BW must enforce the various Codes, and give them maximum publicity. BW must ensure that all anglers, as well as clubs and associations, receive a copy of the Code and its text should be exhibited on BW notice boards. Possibly extracts from the Code could be printed on the back of angling permits.

Where angling matches are allowed, proper notices must be exhibited at each end of the match area prohibiting the mooring of boats for the period of the match. The length of canal involved must also be shown on the notices.

NEWS

Regeneration of Stourport on Severn: by Denis Smith

Pieda plc, Planning, Economic and Development consultants were appointed in mid 1995 by BW and the local council to prepare a regeneration strategy for Stourport - English Partnership, the County Council, a local amusement operator and Wolverhampton & Dudley Breweries also gave financial support. The consultants report was published in the latter half of last year at which time a public exhibition was mounted in Stourport town centre (population around 20,000). According to the local press, this was attended by 673 people of which 85% welcomed the proposals/recommendations which prompted BW to issue a press release claiming that the majority of people in Stourport backed the plans.

The proposed plan

Recommendations included changing the use of the Clock Tower from its existing use as the base of the Stourport Yacht Club to a Heritage Centre; opening up the Canal Basin to the town centre by acquiring and demolishing existing property;

extensive refurbishment of the existing fairground and also of the Tontine Hotel owned by Wolverhampton & Dudley Breweries.

Perhaps the issue which will prove the most contentious from the boaters point of view is the recommendation that the Mart Lane Basin (erroneously named in the report as the Lichfield Basin) be redeveloped to provide housing/retail units/car park with 150 spaces. Presently filled in (early 1960's) and leased by BW to a timber yard, it is believed to still retain its original retaining walls etc but if the recommended development takes place then any future restoration will be impossible.

Total cost of the whole scheme is in excess of £10m, to be funded by BW, English Partnerships, grants such as Millennium Commission, Heritage Fund, local and county councils and private investment. The majority of the scheme is scheduled to be completed by the turn of the century.

Consultation

Lack of consultation by the authors of the report (or indeed

NEWS

Regeneration of Stourport (continued)

any of the consortium members who commissioned it) with boating interests such as ourselves, IWA or the Staffs & Worcs Canal Society is to be deplored and has been well documented in Canal & Riverboat magazine over the past few months. However NABO have now received reassurances from the Local Council that it is only right and proper that consultation will take place before any final decisions are made. Roger Herrington, the local waterway manager has also responded positively concerning future consultation.

By contrast it is noteworthy that the local Member of Parliament has stated that Piedadid consult widely and that it is not economically viable to reopen Mart Lane Basin, the development of which must provide the finances to make the rest of the basin development viable.

It is exactly this viewpoint which is evident throughout the report itself. It devotes only one paragraph of eight lines to the alternative options for Mart Lane Basin, but makes it very clear that if the proposed line of action is

not followed then the rest of the scheme would be in jeopardy, particularly the proposed conversion of the Clock Tower into a Heritage Centre and the refurbishment of the Tontine Hotel which quite simply would not proceed without facilities for additional parking.

Other aspects of the report make interesting reading and demonstrate that the boating fraternity could have provided some input had they been consulted. For example, in addition to references to 'barges', the introduction of a "day trip canal boat... could offer short journeys (between half and one and a half hours) to explore the Upper Canal Basins and the Staffordshire & Worcestershire Canal". How many members have tried getting through York Street lock on a Saturday afternoon? And the next winding hole up the canal has to be about an hour's cruise one way!

Register concern for the future

Until it was taken up by Canal & Riverboat, this consultative report on the future of the Stourport Basins had been kept as

NEWS

Regeneration of Stourport (continued)

a local issue. However, it is now attracting increasing national interest, particularly amongst boaters who are not at all happy that yet another part of the Waterway heritage is in danger of being lost. NABO Council share this view.

If you are concerned about the future of Stourport, please write to:

Steve Singleton: Property Services Division, Wyre Forest District Council, 7/8 New Street,

Stourport on Severn, Worcs. DY13 8UL

Anthony M. V. Coombs MP: Margaret Thatcher House, 35 Mill Street, Kidderminster, Worcs DY11 6XB

Roger Herrington: British Waterways, Norbury Junction, Stafford, Staffs ST20 0PN

Supporting letters will strengthen our hand. Please also send a copy to me (address on back page) just in case any get lost in a filing system!

'Different World' plan for longest and narrowest museum

The following article was printed in the Stourbridge Chronicle on 3rd January. What do you make of it?

If ambitious plans by the Staffordshire-based Heron Trail Group go ahead, the West Midlands looks set to get the first ever theme canal. The group from Gnosall want to convert 90 miles of canal, from Norbury to Wolverhampton, Wolverhampton to Stourbridge and Wolverhampton to Stoke into working museums of canal history. In the long-term the project is expected to take in Lapal, Kinver, Stour-

port and much of Worcestershire. It started humbly in 1995 as a way of providing better access to canals in this area but has now been given a radical face-lift. Although providing access for both disabled and able-bodied people is still a key feature of the project, it now goes much further than that.

The Heron Trail started as a joint project by Gnosall Parish Council and British Waterways but now has multi-agency backing. In fact it has recently been made into a public

NEWS

'Different World' plan (continued)

company, made up of partners. The partners have spent the last few months brain-storming in a bid to make the project a bit different. The end result is that instead of just going to the canal, people are invited to "step into a different world". The new project goals are to promote access to the canal for all; to provide a four seasons waterway experience. And to provide opportunities for people to enjoy a living canal with something happening all along its route. The vision is that people will be able to arrive at the canal by foot, boat, car or other forms of road transport. They want to address the needs of all kinds of age groups and the needs of both local people and visitors.

Some of the ideas put forward include contacting companies that used to have factories on the canal and asking them to put up displays about the company's history. One member of the Heron Trail Group, Jamie Calder, said that they had discovered that Cadbury's once had a factory somewhere along the route. The Heron Trail Group is hoping to get parish councils involved,

giving them the opportunity to bring out the character of their area and some of their history along their stretch of canal. At the moment, a questionnaire, aimed at getting feedback from parish councils, is being prepared.

The ideas that the group have come up with literally cover everything from having canal-side concerts, regattas, theatrical events and trail competitions for children. As Mrs Calder was quick to point out, these plans are still in their very early stages; not everyone has been consulted and nothing is finalised. She said they wanted to promote a number of things and one of the main ones was the historical and future significance of canals in the West Midlands. The site(?) will also be a place for protecting wildlife & a place for activities and sports. She said: "We want to bring the past alive, making people appreciate the present and also looking a little bit towards the future".

Their goal is certainly ambitious but fingers crossed and with a little bit of vision who knows what could happen.

NEWS

News in brief

Scottish canals lottery award

Restoration of the Forth & Clyde and Union canals in the lowlands of Scotland will be made possible with the help of a Millennium Commission grant of £32 million. In four years' time 70 miles of waterway will be opened from sea to sea, with a new feature, the Antonine Wheel, linking the two canals in place of 11 abandoned locks at Falkirk.

Ribble Link to go ahead

A £2.7 million grant from the Millennium Commission will make the link from the Lancaster canal to the Leeds & Liverpool possible at last. Creation of the link will take 4 years, and it will follow the line of Savick Brook, a tributary of the River Ribble.

Leam Link needs support

The Upper Avon Navigation Trust, which is campaigning for the Grand Union canal and the River Avon to be linked via the River Leam, has run into much vocal opposition from what they believe to be a minority of local people, headed by the Warwickshire Wildlife Trust. They need public support from as many as possible for their carefully

planned and environmentally responsible scheme. For more details contact UANT at Bridge 63, Harvington, Evesham, WR11 5NR, telephone (01386) 870526.

New Wooden Canal Boat Society

The Wooden Canal Craft Trust is being reformed as the Wooden Canal Boat Society. Anyone interested in joining should contact Neil Walker at 5 Oaken Clough Terrace, Limehurst, Ashton under Lyne, OL7 9NY.

Inland Waterways Boat Listing

The "boat-spotters paradise", a book of inland waterways craft compiled by Douglas Maas, will be published in June. For a copy at bargain pre-publication prices (£10.50 for one, or £9.75 each for two or more), contact Inland Waterways Book, 8 Clover Close, Narborough, Leicester LE9 5FT.

Fifth BCN Marathon Challenge

The IWA's BCN Challenge cruise will take place over the weekend of 28/29 June this year. Extra points for the Walsall section (Ryders Green junction to Birchalls junction) which proved almost impassable last year! Details from Chris or Helen Davey on (01730) 814670.

NEWS

Convoy to Bristol

Are there any boaters going to the Henley Festival and thinking of going via the Severn Estuary? On Friday August 1st a convoy has been arranged for boats going to the Bristol Regatta BUT the organisers have deemed that narrowboats are not suitable to take part in this convoy, even if they are going to the regatta (as I am).

I have contacted Sharpness Pilots and have provisionally booked a pilot for August 1st. As a private booking they are prepared to take a convoy of three narrowboats for their fee of £100. So to share costs I am prepared to organise this for myself and two others - first come, first on the list.

There is a window from Friday - Wednesday when this voyage can be carried out, (weather permitting) which will allow boats to take the ground at Portishead to await the tide to enter Bristol Docks. VHF should be carried on board for communication, as should life jackets and navigation lights. Anyone interested, please contact me, Chris Barnacle, on 0116 277 3300 for further details.

Marine Support Line: discount for NABO members

Marine Support Line Ltd - *the inland waterway breakdown service* - now in its third successful season - is pleased to be in a position to offer discounts to NABO members on their initial membership fees.

For further details please contact Sandra Brown (Membership Services) on 0161 793 4787.

Third Party Insurance

At the third attempt (and with apologies to David Daines of hNBOC), we hope we have got this information right!

Evidence of third party insurance is required with your next BW licence renewal after 1st January 1997 if your boat was built in 1971 or later. If your boat was built in 1970 or earlier, you do not need evidence of 3rd party insurance to get your licence renewed in 1997, but you will need it to renew your licence in 1998.

The EA and other authorities are recommending third party insurance, but at present have no statutory powers to make it compulsory.

AN ADVERTS PAGE

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Fax: (01753) 830130.



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8x23x34 inches folded.



Ideal Christmas present
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01252 29783

Discounts for NABO Members

NEWS

Marketing/Recruitment 1997: Christine Denton

We urgently need to increase our membership. More members - more power to influence the way in which our waterways are planned, maintained and managed. Why not make it your personal aim to recruit at least one new member to NABO this year?

We have set up a Working Group solely concerned with Marketing and Recruitment. This group will be self financing. We will be attending various venues this year, with emphasis on Braunston and Henley. If you are willing to help us please let me know. We will need help on the stands. Please, please do help. Ring me on 01827 880300 or fax me on 01203 341166 with your name, address, and phone number and I will get back to you. The more volunteers we have, the easier it is.

Do you have any good quality photographs of typical problems encountered whilst cruising, picturesque scenes, helpful British Waterways personnel? We will copy these and return the original to you. The copy may be used on our display stand.

We need volunteers to promote NABO at local boating clubs/associations. We will provide an advertising/information pack to make it easier and ensure that the message is consistent. Are there any teenagers who would like to help by leafleting boats?

We are sponsoring Day Star Theatre Group at Braunston and Henley this year. The shows they produce are well worth a visit.

All NABO members will be receiving a letter asking for their support with a raffle we are organising to raise funds. Again we ask for your support.

Do come and see us on the stands - our first stand will be at Little Venice at the beginning of May. Our chairman Peter Lea will be manning the stand.

Facilities for the disabled on BW waterways

Phil Bland has assembled information on all facilities, designated moorings etc for disabled people. If you would like a copy of this, please contact either Phil Bland or Peter Lea.

NABO BUSINESS

NABO Sweatshirts - get ready for summer

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,

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

Support you local candidate

We hope that members have acted on our suggestion in the last NABO News that they should contact their MPs and aspiring MPs to draw their attention to the need for more financial support and higher profile for waterways.

Now is the best time to collar them. They will be canvassing your support and when they do please do not be afraid to ask them what they intend to do to support waterways, to obtain more funding and to improve their neglected state. Many new candidates, in particular, will be looking for a cause to pursue when they are elected. If you are able, why not invite them for a trip on your boat to gain first hand experience of their local canals and rivers?

There are also Local Government elections taking place on 1 May 1997 and prospective councillors will be knocking on your door. Give them the same treatment! Implore them to take a greater interest in the leisure and tourism potential of their local waterways, and invite them to your local society meetings, etc.

We know of one NABO member who is actually standing as a candidate for the new Worcestershire County Council in May. Apart from representing local issues he has expressed his firm intention to support improvement of the River Severn corridor to enable sea-going commercial vessels to reach Worcester. This neglected commercial waterway could easily be upgraded with an intermodal terminal to serve the Midlands and to relieve the congestion and pollution caused by road transport.

Fishing matches

The NFA have supplied a list of their main events for 1997, and we list dates which might affect boaters (between April and September) on the next page.

There are other events with venues yet to be decided, and others which are not included as they had not been arranged when the list was prepared in January.

Further details can be obtained from the NFA HQ on (01283) 734735.

NABO BUSINESS

NFA main events 1997

13 April	Chorley, Leeds & Liverpool canal
24 May	Brighouse, Calder & Hebble canal
1 June	Bridgewater canal
15 June	Shropshire Union canal
21 June	Hayes, GU; Bristol Avon; Rowington, GU; Middle Trent; Aylesbury Arm, GU
28 June	Basingstoke canal; Trent & Mersey canal
29 June	Erewash canal
5 July	Basingstoke canal; Long Higgin, R Trent
6 July	Kennet & Avon canal
12 July	Erewash canal; Middle Trent
13 July	Middle Trent; Trent Embankment Nottingham
19 July	Middle Trent; K & A; T & M; Stainforth & Keadby
20 July	Milton Keynes, GU
26 July	Tring, GU
27 July	New Junction canal
3 August	River Weaver; New Junction canal
10 August	New Junction canal
16 August	Stainforth & Keadby, New Junction, & S Yorks
23 August	Aire & Calder canal
23/24/25 August	Evesham, River Avon
30 August	Newbridge, Bristol Avon; Wellington, R Thames
31 August	King Sedgemoor Drain; Shropshire Union canal
6 Sept	Shropshire Union canal
7 Sept	Gloucester canal
13/20 Sept	Great Ouse & River Cam

AN ADVERTS PAGE

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PERHAPS WE SHOULD BE TALKING

THE 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

	E.		
--	----	--	--

HULL CONSTRUCTION	Steel	[]	USE OF CRAFT	Private Pleasure	[]
	G.R.P.	[]		Residential	[]
	Wood	[]		Commercial	[]

ENGINE	Diesel	[]	Inboard	[]
	Petrol	[]	Outboard	[]
	Steam	[]		
	L.P.G.	[]	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	[]

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

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OPINION

Lottery funding for Roses & Castles research

Is the Roses and Castles artwork on narrowboat cabins and water cans the only surviving national folk art? A £1.4 million Heritage Lottery Fund grant will enable the National Waterways Museum at Gloucester to delve further into the origins of the boatmen's art.



SORRY MATE! WE HAVEN'T GOT THE
MONEY FOR A NEW WASHER.

LETTERS

In support of Dominic Miles...

Having read and re-read Dominic Miles's letter/opinion I feel that he is absolutely correct on every point he makes. The BSS scheme (or probably scam) is exactly what he says it is and I

support him wholeheartedly. What do we do next?

M Jakely, Leicester

For the NABO Council's view on this issue, see page 8

... and from Dominic Miles himself

You invite people to make critical comments in the NABO newsletter. Well, here goes!

When I first discussed contributing a piece highlighting the crass, iniquitous and uniquely British piece of bureaucratic nonsense laughably known as the Boat Safety Scheme (and people complain about EU bureaucracy!), it was with the then NABO chairman, Jon Darlington. He certainly gave me the impression that he was wholeheartedly enthusiastic, and may well still be so. However, he stood down and Peter Lea was elected as his successor.

When the issue that contained my Just Say No! article (Newsletter 96/8) first appeared, Peter Lea rang me especially to express his enthusiasm, and to pass on some initial supportive responses

from other NABO members. A few weeks passed, and we spoke again. This time he performed a remarkable U-turn, saying that he thought perhaps 500 boats would support a boycott, and that people would, in his opinion, be too frightened to take up the cudgel and confront BW head on.

I appreciate that organising a boycott may well encourage BW to act against the ringleaders, possibly going so far as to pursue them through the courts to enforce the BSS requirements upon them. But that is precisely what someone prepared to take up the reins of NABO should be prepared to do. It is always the few who are prepared to stand up and fight for their rights - and this is a matter of gross infringement of civil liberties - who end up gaining the support

LETTERS

Dominic Miles (continued)

of the many, if their cause is a just one. A handful of women endured prison and hunger strikes in order to force the issue of a woman's right to vote, and no one (apart from possibly the odd nonagenarian Telegraph reader) would deny the justness of their cause today. The poll tax was eventually dropped because some people were actually prepared to go to prison against what they saw as a wholly unfair piece of legislation. And so on. History is littered with examples of the few fighting for rights which are enshrined in our legal system today, although, as the philosopher Hegel once observed, "If there is one thing we can learn from history, it is that people learn nothing from history".

NABO states that the BSS as it stands is wholly unreasonable. In that case, its council members should have sufficient courage to take effective action against it. Moaning has produced little or nothing (or is the BSS a bad dream that I will wake up from?). If Peter Lea is frightened of being summoned to a magistrates' court - he told me that this could land him with a bad credit rating! -

then perhaps he should step down and let someone else take the tiller. Someone who is prepared to fight BW to the end on this matter, and not worry about a few hiccups with their next credit card application. Lead by example.

I admit that it is my intention to take our boat overseas later this year for an indefinite period, which might lead some to think, "It's easy for you to say this then," but this was planned some time ago. However, before I go, I am more than happy to nail my "Boycott The Boat Safety Scheme" colours to the mast. I have just such a sticker in my boat window at present if only because it attracts inquiry, and it is not hard to convince people of the stupidity and unnecessary cost of the BSS. ("Do you think your boat is unsafe?" "No!" "Aren't you pissed off at being forced to fork out money unnecessarily?" "Yes. Where do I join?"). I understand from Peter Lea that some organisations such as the Historic Narrow Boat Owners Club and the Trent Boating Association have some sympathy with the idea of a

LETTERS

Dominic Miles (continued)

peaceful boycott. If it doesn't work, well at least we damn well tried. Or are NABO to continue shouting yah boo sucks at a BW executive who will proceed regardless, in the comfortable knowledge that when push comes to shove, NABO will not be prepared to do anything effective which might force them to reconsider?

Finally, if I hear one more person say that we shouldn't be confrontational, I shall happily keelhaul them! Who started this in the first place? Imagine what little canal system we would have today, if people like Robert Aickman had not been confrontational, and in the view of some civil servants and politicians with whom he crossed swords, downright obnoxious. Oh that he were alive today, for I suspect he would have given the BSS pretty short shrift. He must be spinning in his grave.

Dominic Miles

NABO Chairman Peter Lea replies to Dominic Miles' letter:

Dominic's letter has a few inaccuracies. I was very enthusiastic about publishing his article. It was

well written, and presented a view which I believed needed to be aired, discussed, and considered. I continue to believe this. Dominic mistook my enthusiasm for his article with support for his position. So, no "remarkable U-turn".

NABO strongly objects to many aspects of the Boat Safety Scheme, and is working to make it more understandable and less arbitrary. We do not state that the BSS as it stands is "wholly unreasonable" (although I think some of it is) and we believe a good workable scheme is essential. There is no way we can get rid of the one we have, so we might as well accept that and try to get the BSS developed to a point where we can live with it.

I am not frightened of being summoned to a magistrate's court (not that this is relevant to the BSS enforcement procedure, anyway). I simply see no point in it when it will not achieve anything. I also think most of our members are more concerned than Dominic appears to be about breaking the law, or having their expensive boats towed away, or even - and why not? - getting a bad credit rating, and this discourages support for a boycott.

LETTERS

Dominic Miles (continued)

Dominic also has his facts wrong about the hNBOC and the Trent Boating Association. While they, like us, are very unhappy about many aspects of the BSS, neither of them believe a boycott will achieve anything useful.

I hope Dominic has an enjoyable year overseas, where his boat will not be subject to BW's requirements. It is always easier to urge confrontation from the sidelines than be on the sharp end.

Water abstraction and irrigation problems

Re low water levels, I see you mention "excessive abstraction for public and agricultural water supplies as one of the main causes of low summer water levels" (although this was in connection with the Severn & Avon Navigation). I do wonder whether anything can be done to stop farmers spraying their fields during hot summer days; last year, on a particularly hot bright day, we passed a field near the winding hole at Wychnor on the Trent & Mersey canal, to see it being "watered". I doubt whether any of the spray actually reached the ground, and that which did must have evaporated immediately. What a waste of water when, had this been done early in the morning or at night, it would have been far more effective.

When we were in California last year we saw how effectively they use their limited supplies of water (only having rain during 2 or 3 months of the year) by just watering the roots of trees or plants and doing this during a cool period. I feel we are all rather too profligate and perhaps need to pay for the large amounts we use.

John & Dee West, Winchester

Mr Cragg of Oswestry wrote to say how much he appreciates NABO News - no up-market flash layouts or the 'million pages or bust'. He does not want it to grow any bigger, but he would like it monthly!

The Editor replies: Help! Every six weeks is bad enough!

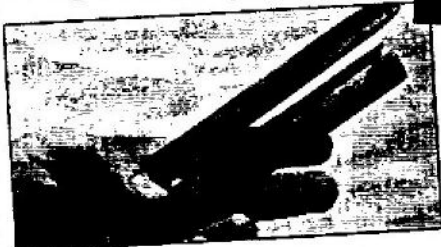
AMUSEMENT PAGE

10 Great Canal Classics...

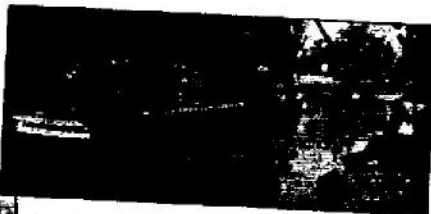
WHEN you're heading down the canal in search of some catch action you need to be able to baffle your mates with the top flight lingo the match guys use.

Canal anglers have developed an utterly incomprehensible way of talking, so here's the Matt Hayes guide to talking rubbish about the canal:

- 1 *The Cut* - another name for a canal
- 2 *Down the Track* - fishing a bait down the middle of the canal
- 3 *Punchin' it* - Nowt to do with Tyson versus Holyfield, this refers to fishing bread punch!
- 4 *Eyes* - tiny canal fish which are basically eyes with fins!
- 5 *Gonk grabbin* - whippin' out hods of gudgeon
- 6 *Laccy wangers* - a tag given to monster fish who rip out 10 feet of elastic from your pole before snapping you up!
- 7 *The Minefield* - unfortunately many canals see their fair share of dog walkers and their mutts leave lots of smelly presents on the tow path...yak!
- 8 *Towpath Terrorist* - anybody on a bike who piles through loose sections of pole
- 9 *The Enemy* - I know we should be friendly but the scourge of canal anglers is the barge owner ploughing through your swim
- 10 *Crunchastrophe* - There is only one thing worse than watching Man City play soccer and that's breaking your pole! That stomach churning, wallet whacking crunch as an expensive pole section disintegrates is seriously baa-ad news!



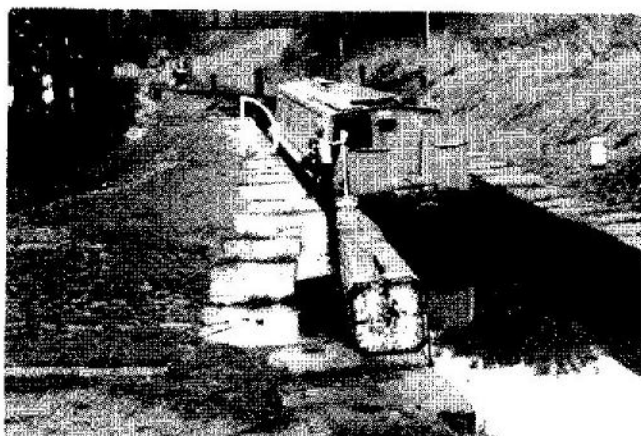
RAVIN' mad biksters plough through broken poles with total abandonment



WHAT'S all this argy bargy then? Why it's the scourge of all respectable anglers

AMUSEMENT PAGE

Guess the location!



Mr Cragg of Oswestry sent us these pictures.

Can you identify them?

Answers on a postcard to the Editor.

Keyboard fun

Have you ever applied a spelling checker to such 'words' as BW, IWA or NABO? Mr Cragg reports that he did so by accident, and then wondered if the checker knows something.

The suggested IWA replacement was IOW, that for NABO was NOBLE, but for BW the first replacement suggested was BR (?). Then the next time BW came up he was asked if it was to be ignored, and if not, what he would like to replace it with!



Answers to last puzzle

Did you guess which two junctions were illustrated in the last issue?

The top one was Hurleston junction (Llangollen and Shropshire Union), and the bottom one was Napton (Grand Union and Oxford).

NABO REPRESENTATIVES

Council members contact addresses

Penny Barber
(RBOA Liaison)

Phil Bland
(Rep for Disabled)

Roger Davis
(Membership Secretary)

Christine Denton
(Marketing & rallies)

Peter M Foster
(NERep)

John Griffiths
(NW Rep)

Peter Lea
(Chairman)

Philip Ogden

Nigel Parkinson
(Vice Chairman/Eng Officer)

Stephen Peters
(River Users Co-ordinator)

Denis Smith
(Midlands Rep)

Andrew Sherrey
(Treasurer)

Nikki Timbrell
(Newsletter Editor)

Neil Walker
(Southern rep/Secretary
and Newsletter Adverts)