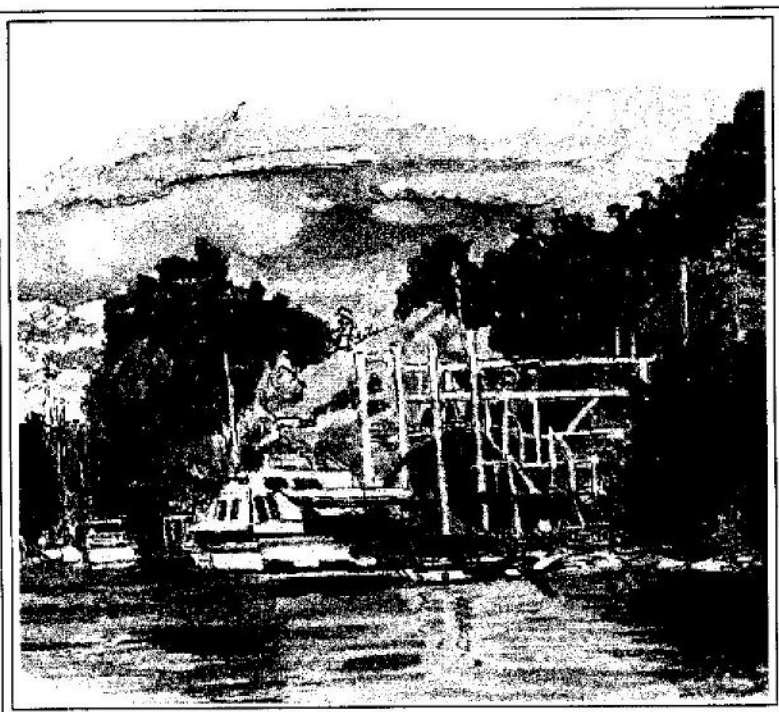




# NATIONAL ASSOCIATION OF BOAT OWNERS

Issue: 5/98

**NABO NEWS**



Nancy Larcombe

Sailing by  
Severn Motor Club

# Editorial

As a result of my reporting our recent break-in, I was approached by another boater at the marina, who has developed an alarm system for narrowboats. Thinking that others might be interested I asked him to let me have details and I have published them on page 10.

I have received a lot of letters regarding Continuous Cruising Licences, but as it looks as if BW is going to re-think this one, I have decided not, at the moment, to print them. I thank all the people who have taken the trouble to write, and would re-assure them that their opinions have been passed to Council to inform their considerations when the subject re-appears, which I

am quite sure it will shortly. At that time I propose to publish an article giving both sides of the questions and quoting from all your letters. I hope that you will all approve of this way of dealing with the matter.

On the subject of letters, the Council wish me to offer their most sincere thanks to those members who wrote to their MEP about red diesel and sent copies of their letters to Council members. We have also received copies of the replies received, all of which state the politician's intention of watching out for the legislation. The sheer quantity of such well reasoned letters expressing disquiet will, hopefully, ensure that a successful outcome, from our point of view, is achieved. Thank you for your support.

*Wendy Hook*

## Contents

Vice-chairman's Comment -----	3
To Moor or Not to Moor-----	6
View from the Council -----	7
Alarming Issues -----	9
Cartoons-----	12
In My Opinion -----	13
Review: First Mate Guides -----	14
River Review-----	16
Towpath Telegraph-----	19
Your Letters-----	20
End Pieces -----	23
Council Contacts -----	24

Published by  
**National Association of Boat Owners**

Whilst every care is taken to ensure that the contents of this 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.



## VICE-CHAIRMAN'S COMMENT

As you may have noticed from the headline, this is not the usual drivel

Chairman's Column from Peter Lea  
There are two reasons for this:

- ♦ He's p....d off on Wessex for a holiday (or he's p... .d on Wessex).
- ♦ There is a strong rumour that BW have abandoned their ridiculous proposals for a High Intensity Cruising Licence. That means Peter's Draft for this issue of NABO News is out of date.

As he left, Peter gave me his draft and said "Wendy will need a new one by Friday".

So, what have we been up to lately?

First the Continuous Cruising Licence - or that was what we thought it was. Actually at a special meeting BW explained that the High Intensity Cruising Licence would be applied to everyone who spent more than 30 weeks away from their home mooring in any year. This was not clearly indicated in their consultation letter so no user group had noticed that. BW also revealed that the problem was not wear and tear or water usage for locks but was a load of garbage and a heap of sewage,

Apparently it costs BW a fortune to empty Sanitary Stations (why did they not connect them to the mains?) and to have rubbish taken away. We and others were not happy with this proposal at all (BW conveniently ignored rubbish and other stuff dumped by local people, forgot to say how they intend to enforce the proposal, did not explain why we should pay extra to go and spend a long time on say, the Middle Levels, Ouse and Nene etc etc). We gave clear notice of our intention to complain about misleading consultation and that we would oppose this attempt to introduce charging by usage. Charging by usage is the route to premium prices for the Southern Oxford and closure of under used canals such as the BCN. Subsequently, after presenting their proposals to IWAAC, BW have put the idea on hold pending a proper review. Once again we have an example of half baked ideas from Watford being allowed out without proper thought followed by BW deciding to do what the User Groups asked them to do as soon as we heard of the proposal. No doubt the debate at the review will be fairly robust.

We have recently objected to BW's proposal to obtain a Ministerial

---

Order to vary the size of the Sheffield and South Yorkshire Navigation.. For some time an SSYN commercial carrier has been suing BW for failing to adequately maintain this waterway. Perhaps frightened by the prospect of losing, BW sought an Order so as to frustrate the legal action. Not only is it

wrong in principle to evade a responsibility this way, BW are proposing a waterway which is shallower than the lock sills! The next step is likely to be a Public Inquiry which will

make a recommendation to the Minister. A similar process is also proposed as the way to put in place new maintenance standards for all BW Waterways.

We welcome maintenance standards but they do have to be realistic and produce navigations which can pass the traffic wanting to use them. Here too we have been talking to BW, with some success. On the Narrow Canals they have accepted that 1.0 m is not deep enough and now propose 1.1 m. That is not deep enough either, if you own a working boat, or wish to pass one easily but this increase in depth is accompanied by a reduction in width. BW now propose a channel only 5.3 m wide. Allowing for a pair of 2.1m wide boats and some

---

**BW are proposing  
a waterway which  
is shallower than  
the lock sills**

---

space outside them for the water to get by there will only be 2-3 ft between the boats passing. Experienced steerers will manage this at dead slow speed but not all users are that experienced and not all understand the need to slow down. We will continue to press for a minimum channel consistent with the design criteria established by a former BW Head of Engineering, by a Mr S Sim, currently Operations Director of BW.

On rivers and wide canals the situation is no better. Your North East Rep assisted by various other user Groups had agreed a set of realistic standards with the BW team in Leeds. These were adequate for users and seemed affordable to the BW team. Watford, in the latest draft, appear to have ignored their own team and produced a proposal which is simply inadequate. We will continue to press for realistic depths and widths for cruising.

Franchising has been in the news as the result of a number of leaks which it would not surprise me to find were originated by the organisation most threatened by franchising. To my knowledge the Daily Telegraph, the Financial Times and Radio 4 have given the

subject an airing. I was surprised to see some waterway organisations joining the debate, but then maybe they have been told more than us. Council has not yet considered a position on franchising because we do not know what is being considered, but on the face of it, it appears to me that there may be some attractions. There will need to be a large number of safeguards to prevent fragmentation and partial closures or another rip-off of boaters, but I'd sooner have a user friendly organisation with its paying customers at heart than some of the management we have seen since 1962. There has been much talk that there will be little or no interest in the under used parts of the system. Well, maybe, and there will need to be a secure future for any bits left out, but how is anyone going to further develop popular canals like the Llangollen or the Southern Oxford without running into the NIMBYs? The BCN and other remainder waterways by contrast are ripe for regeneration by a forward looking outfit willing to develop traffic, facilities and income, albeit a good deal of investment will be required.

Council will need to know what you think. Why not write and let us know.

Finally, we have responded to BW over their proposal to take over management of the rivers Nene and Ouse. BW were initially directed to consult with the EA but instead appear to have followed an empire building agenda. Their approach started a turf war with the EA (which we have to pay for), generated mountains of paper (guess who pays for that, too) and did not offer anything to NABO members, in the area or elsewhere. BW already have a £94 million problem with safety works and a huge backlog of dredging; they are always moaning about being underfunded. The Nene and Ouse need a lot of money spent on them which BW simply do not have. Add in a major change to the way waterways are managed, whether it's franchising, the Trust or something else, and BW do not need to be distracted by an irrelevant move to take on more work which will not benefit their paying customers. We have told them so.

By the time you read this the main school holiday season will be nearly with us. Many of you will soon be out on the water for the 1998 boating holiday. Have a good trip, and please, whilst you are out, don't forget to spread the message; NABO for Navigation'.



## To Moor, or Not to Moor

A little roving bird has informed me that he has found over 25 winding holes throughout the system that have boats moored opposite them, making the manoeuvre extremely difficult to make. They range from Penkridge to Market Drayton, Shardlow to Streethay to Atherstone and, it appears, all points between.

On enquiry at the moored boats, he discovered in the majority of cases that the boats were on their correct official moorings.

What is BW doing allowing boats to be moored in such positions? Surely they know that every inch of space is required in most cases to turn a narrowboat of any length, particularly on windy days.

If you know of any such obstructive moorings, let us know, and if it seems this is a problem then NABO will take it up with appropriate authorities.

The ball is in your court ( or should that be - the boat is in your winding hole?).

### **COTSWOLD DIESEL SERVICES**

Specialist in Lister Marine engines and gearboxes.

A Lister Petter Diesel centre for onsite repairs and service plus workshop major overhauls.

Re-conditioned and service exchange ST2 & 3 and Canal Star engines available.

Tele or Fax Roger Drennen

**01453 545261**

Taitshill Industrial Estate, Taitshill,  
Dursley, Glos. GL11 6B11

### **FOLDING MOPEDS AND PUSH BIKES**

Ever wanted to go to a town just too far to walk or push bike?

Or get back to your car after a cruise?

Then a folding moped is the answer.  
Road legal. 12 x 23 x 29 inches folded

Or a folding pushbike ideal for locking ahead or going to local towns.

8 x 23 x 34 inches folded.



Ideal present

**MIKE SHERWOOD**  
01252 329783

**30% reduction on previous prices**



---

## **P**SEUDONYM'S **V**iew from the **C**ouncil ---

Although the most important item on the agenda, in my view, was the High Intensity licence, I am going to keep you all in suspense and go through the meeting as it took place.

We discovered that Denis had gone to sleep at the end of the last meeting as he couldn't remember having agreed to help sort out the

surplus copies of NABO news. After regaling us with his interesting stories about his various encounters with the powers that be and all the hard work that he has put in during the Stourport saga I was not

surprised. I hope B.W. won't make that mistake again and remember to consult before they start next time.

Watch this space for pontoons in Stratford basin.

The Fieldfare trust are working with us on improving access for disabled people.

Coarse fishing is still being debated, with the Environment Agency having produced a document. There are fishing organisations against this, so it is

not us against the fishermen for a change. A member of the Historic narrowboat owners club has taken this matter up so we shall be keeping our ears to the ground on this issue.

British Waterway's final revised copy of the proposed waterway dimensions has been produced.

These will be discussed at a national user group meeting and then go on to the D.E.T.R. who will produce the final consultation document. This is being advertised as the package of "New Statutory Dimensions

and the Upgrading of Phase One of Remainder Waterways" - now you know!

We then got to High Intensity licences which turned out to be a bit of an anticlimax. Apparently we had all independently misunderstood the various letters written to us which didn't really say what they did. There was a suggestion that the whole issue was about the expense of providing refuse and elsan facilities during the winter. Or just a load of c\*\*p? So we won the first battle and now wait for the next.

---

### **High Intensity/ Continuous Cruising Licences: an anti-climax**

---

---

Sheffield and South Yorkshire Navigations took our attention next as the proposals for the channel dimensions are inadequate for commercial craft, which is contrary to Government policy. Letters have been written.

B.W. is still using our money to carry on the "turf war" with EA over the Anglian waterways. Is this why they wanted user groups to help them get more grant from the Government?

The Toll House at Little Venice has just had an expensive nocturnal refit. Local estimate £30,000. Although whether a Jacuzzi was fitted or the cellar leaks is open to conjecture. BW cleaning up their act? The locals did well out of it with only empty boxes for the dustmen to remove.

Franchising parts of the waterway seems to be the next hot potato. NABO has decided to wait and see what the issues will be before getting het up. It may be preferable to "Trust BW" sorry! the BW Trust

Council members attended rallies and festivals all around the country over the Bank Holiday. AWCC members kindly helped run our stall at the Trail Boat Festival. A lovely example of co-operation. It is a shame that at the BW run festival at Braunston we were not mentioned in the programme and

were hidden in a corner of the marquee. Apologies to members who couldn't find us.

The last bastion of licence free boating is about to fall with the Middle Levels planning to charge for a licence. How will this affect boating on the Ouse and Nene? It can make it a very expensive holiday when separate canals and rivers charge.

A word of praise for BW. The proposed winter stoppage list was passed round for our perusal and it did seem better thought out this year. As it is only June now there seems to be hope that we may receive it before October this year. Your Council has gone into gambling mode. Christine is to go to a meeting about the stoppage list, with Denis, as an observer. The odds are 16 to 1 that she speaks.

We are still collecting questionnaires on the Boat Safety certificate and are the only body doing a nation-wide survey on this issue. Keep them coming in.

*(If you need another copy of the questionnaire, please contact Roger Davis - details on back cover. We desperately need the information that you are giving us on these forms, particularly the comments on the back! - Editor)*



## Are the Waterways Full of Middle-Aged Boaters?

- Where are all the young people?
- Priced of the waterways ?
- What do you think ?

## What is a Dunton Double?

A windlass that is:

- designed to fit any paddle gear
- made of a light material

Once used, you'll never use anything else!

See advertisement on page23

## Thank You

A most sincere thank you to you all, particularly Sue Burchett and Peter Lea for your very hard work to persuade BE to withdraw the "High Intensity" licence for continuous cruisers.

Thanks for patiently taking so many evening telephone calls.

It seems we have won the first round, due to your "High Intensity" action"

*Suzu Livingstone  
Nb Etherow*

*The response from BW was to all the boating associations working together. NABO, RBOA, IWA & AWCC all got together when the issue demanded it.*

**VIRGINIA CURREN MARINE  
INLAND WATERWAY SPECIALISTS**



**BOATS  
ALWAYS  
REQUIRED**

**SELLING? 100% BROKERAGE 100%**

- Free collection and mooring
  - No sale - no fee
  - Boats purchased outright
  - Craft always needed for clients
  - Nationwide in-depth advertising
  - West London base - UK sales
  - We only sell - so we must sell
- Specialist inland waterways brokers

- Cruising and residential
- Narrowbeam and widebeam
- Twenty years broking experience
- Part exchanges taken
- Dutch and English barges
- 100 or so craft normally available

**BUYING?**

**01753 832312**

---

# ALARMING ISSUES

---

By way of an introduction, our company has been associated with Electric/Electronic control system engineering since 1974 - basically allied to the industrial building industry. Our narrowboat-owning systems design engineer has recently developed a reliable security alarm system using commercial/residential components with cordless P.I.R.s and door/window magnetic switches.

A programmer has been modified to operate from a 12v DC power source (boat batteries) and or 240v shore line.

Being a cordless detector system, the components are ideal for fitting to existing boats and can be painted to match internal wood colour schemes.

We intend to market these systems on a supply/installed/commissioned basis or design supplied only for DIY fit with full technical back-up.

## Cost examples

A two P.I.R. with remote controller, programmer and klaxon fully installed and commissioned within a ten mile radius of Braunston

- £287.45 + V.A.T.

An identical system on a support only basis with full technical design/support - £202.50 + V.A.T.

As each installed or supplied only system would be tailor made for individual boat requirements, please contact us for a verbal or written quotation.

Should you wish to view an existing installation, an equipped boat is moored near Norton Junction (Long Buckby, Northants.). We would be pleased to provide demonstration at an appointed time.

## **R A Bunker**

PS. We will travel anywhere at an agreed price!

***Building Automation, 5 Water End Lane, Chalton, Nr Luton, Beds LU4 9UL***

***Tel: Office - 01525 874085***

***Mobiles: 0860 - 586802 or 0836 - 244935***



**Third Party Insurance**

**£1m from £30**

**Tel: 0181 477 5055**

**(24hr brochure line)**

General Enquiries: 0181 741 4914  
9 am - 5.30 Monday - Friday

# How Steve Bell of 'The Guardian' sees the B.C.N. !



I am indebted to Peter Fellows for sending me the above; thank you. - Editor

---

## IN MY OPINION

---

*An occasional series where anyone with strong views on any waterways related subject is welcome to relate them. Needless to say, the opinions are not necessarily those of NABO, nor it's Council.*

You have all heard about the mooring ropes and tiller debate. Personally, I am of the opinion that it is a dangerous practise to have your ropes hanging from the tiller.

I want to bring up two issues: side fenders and Buckby Cans.

Side Fenders are O.K. if used between two boats breasted together or to use when moored to stop banging against the bank.

But why, oh why, do I see all these steel narrowboats cruising with side fenderd hanging down. They are dangerous for a number of reasons, If you are in a double lock, sharing with another boat, the fenders between the boats can cause a severe problem - the boats can get jammed and one may have to sink. Locks do get narrower with age, just as boats spread. We will not go into a lock with a boat with side fenders nd always ask the owner of the boat if they would kindly take them up.

Obviously with fibreglass cruisers there is an arguement that they should use fenders especially when moored/locking with a steel narrowboat.

When passing Braunston is a good example; with boats moored either side there is only enough water for two boats to pass without fenders. I speak from personal experience - we

got stuck at Braunston and had to cut the side fendes off the other boat.

What has happened to tradition?

I accept that certain traditions can be "amended to suit", for instance working boat men would not have had televisions in their back cabins!

However, Buckby cans, mops and poles are something that I think should follow trdition and be in the right place on our boats. Since when have Buckby cans been placed in the middle of cabin roofs?

I am now going to lay myself open to all you traditionalists out there - please correct me if I am wrong, but Buckby cans should be placed in front of the back cabin chimney on the left of the boat with the edge of the can on the hand rail (a piece of wood underneath the can will protect the paintwork). The handle is used for the pole and mop handles to go through. The Buckby can handle should have a chain through it which passes through the chimney handle and padlocked.

The means that one will not lose Buckby can nor chimney.

Don't forget to weight doen the Buckby can, after all they would have been full of drinking water in the working boatman days.

# FIRST MATE GUIDES - reviewed

Several years ago, when I was a Venture Scout Leader, I took a party of 18 young people on a narrowboat expedition. As if having to cope with both vegetarian and carnivorous appetites and the necessary nocturnal division into male and female boats wasn't enough, we needed to get one young man checked at a Casualty department after he landed on his back on a concrete base and he was experiencing great pain on walking. It made matters easier to deal with in that he was my son(!) but finding a taxi firm who would pick up from a canal bridge and take us to the nearest hospital proved very difficult.

If only First Mate Guides had been available then - what a difference it would have made.

The clarity and detail of the maps provided can be seen from the sample shown here; it's Ellesmere if you haven't guessed. The accompanying key gives further information about opening hours & telephone numbers for dentists, doctors and even vets. The shops, shown as solid blocks on the map, are identified by type for each street shown. Telephone boxes are identified and whether it will take money, card or credit card.

Author, Carole Sampson, was prompted to produce the guides by finding that the half hour walk mentioned in another guide turned out to be a stiff 30 minute walk up a very steep hill.

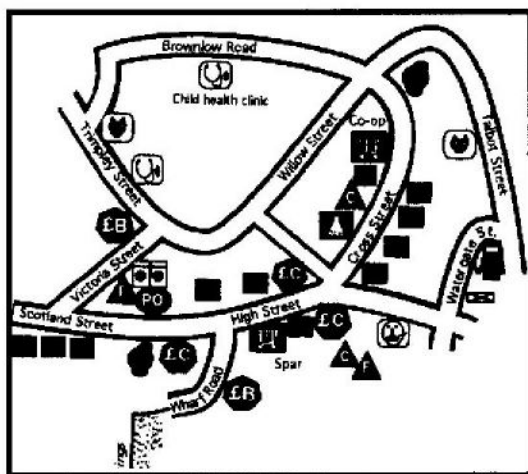
In her guide all the information is

practical (within 20 minutes of the canal side) and mooring is shown, although with the caveat that she cannot guarantee the state of the canal bank now - it was alright when she moored there !

Every detail has been checked personally, including the gradient and as Carole keeps direct control over the printing she intends to update at every re-printing, to this end she would be pleased to hear from anyone who finds that information has been outdated.

Guides are available for the Staffs & Worcester (£2.85), Trent & Mersey (£3.80) and the Shropshire Union (inc. Llangollen and Montgomery - £4.30). You can have all three for £10.00. They are obtainable, post free, from Carole Sampson,

I do hope that she continues with further canals on the system - I really





**Michael Stimpson & Associates**  
in conjunction with  
**Navigators and General**  
*part of Eagle Star*

are pleased to offer members of the

**National Association  
of Boat Owners**

a

**10% discount**

on normal terms  
on craft insured through this special scheme.

All you have to do to obtain a special quotation with no obligation is to fill in the quotation request form and send it to

**Michael Stimpson & Associates**  
**6 Norfolk Road, Rickmansworth, Herts WD3 IQE**  
or fax the form to: 01923 721559  
or phone the details through on 01923 770425.

Your new policy will include:  
£1,000,000 Third Party Liability  
Cover for **Personal Effects** at no increase in premium.  
Monthly premium option.  
Transfer of existing No claims Bonus.  
No survey required on craft up to 20 years of age.  
Optional Legal Protection cover.

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

---

# River Review

---



## Boat Safety Scheme Introduced on the Broads

The Broads Authority has introduced its Boat Safety Scheme, superseding the previous Great Yarmouth Port & Harbour Commissioners Code of Practice published in 1983.

Unlike the BSS which applies to BW and EA waterways, the Broads scheme will be voluntary until 31 March 2000.

Thereafter, the BSS will be compulsory but with the option of self-certification. The Broads Authority will review the implementation of the scheme over the period 2000 to 2005 and may introduce compulsory testing for boats in line with the four-yearly inspection to match the BW/EA scheme.

A helpful "Red Book" has been produced detailing the required standards which broadly match those of the BW/EA scheme. However, there are additional exemptions for existing vessels together with guidance notes explaining how particular standards are to be applied.

The standards for new boats not covered by the EC Recreational Craft Directive (which applies

from 16 June 1998) and for hire craft include requirements for a speed indicating device or a calibrated rev counter and the need for ducted hot air heating exhausts to be positioned so as not to set fire to other craft or timber quays! Very sensible.



## Lock Charges at Sharpness

Having alarmed and alienated users of the Gloucester & Sharpness Canal by announcing that a massive £50 lockage charge would be introduced at Sharpness sea lock, it appears that BW has had second thoughts and the new charges were still not being applied when we checked on 7 June 1998.

So, would-be users who had been deterred by the threat of having to pay an enormous sum in addition to their licence fees have had their potential enjoyment needlessly spoilt and no thanks to BW.

NABO, is, of course, delighted that the draconian charges were not introduced after the implementation date had been twice delayed but the shambolic

performance of BW and the unannounced U-turn is yet another demonstration of BW's lack of concern or respect for its customers. Another public relations disaster for BW!



Linked to their proposals for increases in short term licence charges and the decision to charge users at Sharpness lock, BW has reached agreement with the Lower Avon Navigation Trust for a reciprocal licence discount scheme.

Current holders of LANT licences will get a 20% discount on annual canal and river licences and 30% off river registration

certificates. BW licence holders will be able to obtain a 20% discount off a LANT annual licence in 1999.

In addition, BW and LANT have agreed to explore the possibility of re-introducing a local reciprocal excursion licence. (We thought BW did not approve of such cherry-picking licences?!)

These moves are clearly an attempt to placate the many boaters based on the River Avon who protested very loudly when BW introduced its swingeing short term licence fees earlier this year, but the principle of permitting craft to use other waterways is something which NABO actively encourages and we applaud this initiative.

## **NABO Raglan Sweatshirts and Polo Shirts**

Excellent quality with embroidered logo

Both available in the colours and sizes listed below

Royal Blue or Green with white logo

Red or Gray with black logo

Available in small, medium, large, ex. large and ex.ex. large

**Sweatshirts £16.00 + £2.50 p&p**

**Polo shirts £13.50 + £2.50 p&p**

Payment must be made at time of order (Cheques payable to NABO)

**You must ensure your choice of colour and size are correct as they are made to order and cannot be returned.**

## Dear Aunt Agony

I am very worried about being able to comply with the definition of my new licence category, "High Intensity" cruising. I am a single-handed boater, a widow with arthritis. I can't possibly manage to do four or five times the boating I usually do. Maybe BW will lend me a couple of "guys in green" to assist (like they do for "Mulled Wine"). Do you think they will?

I am also very worried about having a winter mooring. I've never had a mooring before; I don't know what to do with it. Will I have to mow the grass? If I am tied to a mooring, how can I collect my firewood? How can I get my water and gas and coal? How can I do my shopping and launderetting? Will BW have a delivery service included in the fee? Can you advise?

I am also extremely worried about what sort of job I could do to earn the money to pay for my new licence, what with my arthritis. Should I apply to BW for a job making the tea? Or perhaps something less strenuous like doing research for licencing categories, or consulting with user groups? What can you suggest?

*Worried, c/o Sheep pasture, above Somerton Deep Lock*

# DEREK PEARSON

## FENDER AND CHIMNEY MAKER



**Narrowboat 'Wylo'**

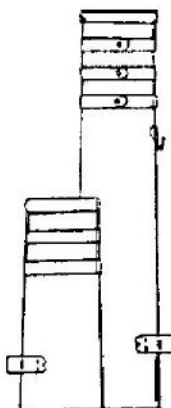
**White Lion Wharf**

**Startops End**

**Marsworth, Tring**

**Herts HP23 4LJ**

Telephone: 0836 242565



---

# TOWPATH TELEGRAPH

---

## Recognise this ?

"..... subscribes to moral principles and standards of behaviour which created a harmonious and effective working environment....."

As we go about our tasks we:

- honour confidentiality
- deliver customer care
- secure the waterway heritage and environment for the enjoyment of the nation.

We will conduct ourselves with courtesy, efficiency, impartiality and consideration to all with whom we come in contact during the course of our duties - other staff, our customers and our suppliers.

Staff throughout XXX have a history of giving a high quality level of service and a high standard of integrity. This has been a key aspect in its successful development.

Seven principles:

- Selflessness,
- Integrity,
- Objectivity,
- Accountability,
- Openness - staff should be as open as possible about the decisions and actions they take. They should give reasons for their decisions and restrict information only when the wider public interest clearly demands.

- Honesty

Recognise it ? You should, if you work for BW, as it is taken from their Ethic Statement & Code of Conduct.

## 1998/99 Stoppage Programme

The annual User Group meeting with BW to discuss the forthcoming Winter Stoppage programme was held in early June.

BW acknowledged that the delay in issuing last year's programme (October) was unacceptable and they have made a commitment that this year it will be posted to all boaters during the first week of September.

Additionally, it has been agreed that a final draft will be issued to User Groups during the first week in August. Any amendments to this are expected to be minimal and any member requiring a copy should write to Council Member Denis Smith (address on back page) enclosing £1.50 (cheques etc payable to NABO) to defray cost of photocopying and postage.

### On the Web?

**Don't forget to check our  
Web page**

---

# LETTERS

---

Dear Wendy,

We received today the latest NABO News, issue 4/98, and were perturbed to see, in End Pieces, the article on Frankton Locks, Montgomery Canal.

We moored at Frankton twice last week and we were in conversation with the lockkeeper/lengthsman. Frankton Locks and the canal, at least as far as the Weston Arm, are dewatered and look like remaining so for a considerable time to come. The reasons given are a collapsed culvert, between locks 2 & 3, which will require investigation before remedial work is even contemplated and holes have appeared in the concrete bed and sides of the Weston Arm. In addition, Bridge 70 has been damaged and the canal will be closed if and when Shropshire Council carry out repairs. The lock-keeper said that when the canal does eventually re-open, the timings would probably be brought into use.

I think you will agree that your article implies that the canal is presently navigable, which could mean a lot of very disappointed boaters.

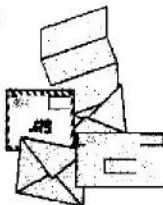
We are concerned that your information is not far more up-to-date. This closure - ufn - has been published in Waterways World since February

Hoping that this information can be circulated ASAP.

*Jim & Pauline Coburn*

*I do aim to be as up-to-date as possible and must apologise for failing on this occasion. The information came from*

*an IWA newsletter and it certainly gave me the impression that the canal was open! Thank you for letting us know the true position. Ed.*



— ❧ —  
Dear Editor

As our boat is moored at March on the Middle Levels I followed B.W.s proposals to take over our waters with great interest. Indeed, I attended a meeting held by B.W. in Peterborough on May 18. B.W. want all responses in by June 5. Adequate consultation ?

In my opinion whilst E.A. may not be perfect, at local level there is a good working relationship based on communications and E.A.s understanding of the vagaries of local waters, the Nene in particular.

B.W. cannot adequately maintain those waterways already in their charge, why do they want ours ?

I liken B.W.s proposals to a jam sandwich, based on the hope that someone else would at some point provide the jam, whilst B.W. cannot provide the bread today.

In a choice between B.W. or E.A., then I think its a case of "the Devil you know!"

*A J Chambers*



Dear Editor

## RED DIESEL

I will not be writing to my MEP as you suggest. I cannot use the excuses you printed as reasons to continue Red Diesel. They simply are not credible and being pronounced and backed by NABO could make us a laughing stock. I am aware it will cost an extra bob or two and we obviously don't want that. It will put costs up but that I suggest is the one real reason we are against it, the others seem just spurious nonsense to me.

You know it makes sense to standardise diesel you just don't want to be hit in the pocket yet again. So be

honest admit it and be prepared to grin and bear it. The only chance we have is from the Construction Industry Lobby and the farmers who will be arguing rising costs, unemployment etc from a position of some influence. It will do as much good for us all to cross our fingers than writing with the points you suggest.

Name & address supplied

Dear Editor,

## CYCLING ON TOWPATHS


Thank you for an excellent magazine. In issue 3/98 your correspondent J.Hobson asks "how long before there is a (cycling related) fatality? I understand from the then London waterway manager that there have already been two in London, one a cyclist losing control with no-one else involved; and a pedestrian hit by a cycle.

In issue 4/98 Pseudonym asks to be told of railings being put under bridges in connection with cyclists: there are a lot going in on the lower Regent's Canal.

On another subject, he tells us that BW will remove mattresses from our props: very commendable, but I wish they would remove them from the CUT before they get on our props!

R. V. Bingham  
Welling, Kent

### FIRST MATE GUIDES



The most detailed boatperson's shopping and services guide yet.

Staffs & Wor.	£2.85
Trent & Me.	£3.80
S.U. System	£4.30
(Incl Lian. & Mont)	—
All 3	£10.00

Post free from

---

Dear Editor

I read with interest your initiative in seeking better facilities for the handicapped. I am however concerned about a possible lack of consultation. It would seem good intentions and enthusiasm have led to a situation reminiscent of the Boat Safety Scheme - a good idea that totally alienated the majority of boaters.

I suggest a lot of thought, discussion and gathering of information from members and relevant organisations should take place.

There are two main categories of disabled people under consideration - those with a disability who boat already and those who would like to be boaters.

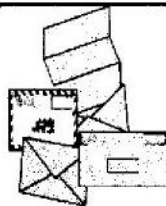
I suggest the following information be gathered:

- a) How many disabled boaters need improved access and facilities at moorings?
- b) What do disabled boaters want? A mooring outside a pub; or as far away as possible from the noise and drunken activity; or to be able to moor in a remote spot away from Visitor Moorings.

Is the allocation of "at least one orange topped bollard at every visitor mooring" the answer to the problem? I am sure a lot more discussion and information gathering needs to take place before BW goes ahead and provides what possibly nobody wants and probably will not work.

At present in many areas it is impossible to find a place at a popular mooring even at 5.00 pm. How long

should an orange topped bollard be left empty? Realistically able-bodied boaters cannot be expected to



leave these moorings free when it seems unlikely that a disabled boater will arrive. Is it fair that a disabled boater should have to claim their spot by a certain time. If such bollards are regularly left unused, how long will it be before they are totally ignored?

I would like to make three suggestions:

1. If such a mooring is needed it should be bookable in advance so that it can be marked with the name of the boat and date(s) it will be used.
2. Increased provision of good quality mooring at popular sites with good depth, boat compatible banks and suitable towpaths.
3. Small moorings at regular intervals along the canal with sufficient depth, mown banks and good towpaths for all to moor safely.

Let's hear from disabled boaters. What is really needed?

*A R Grove  
Nottingham*

*Thank you for a well considered letter.*

*I would like to re-assure you that BW are working in conjunction with the Fieldfare Trust, a well-known organisation working for and with the disabled. The Fieldfare Trust are leading workshops with BW staff and making contact with interested parties.*

*If any boaters would like their views to be considered, they can contact The Fieldfare Trust at*

# END PIECES

## Expensive Pumpout's

I have been advised by a disgruntled, and out-of-pocket boater not to use the new moisturised type of toilet paper on board, particularly if you have a pump-out system. When you think about it, it is obvious that the paper is not disolveable - or it would dissolve in it's own moisture in the packet. Not only does it remain, it also clogs together and my informant had to have several extensive pumpouts before the problem was cleared.

You have been warned !!

## Small Ads

a free service to members - contact editor

Pair of River Wey Windlasses

£9.00

L Pearce

Tel:

### Be Ready for the Festival

NABO has found a supplier for bunting to aid the well dressed boat.

**Red, white & blue bunting**

**£15.00 per 10 metre length**

(not 10 ' as advertised before)

Available from Christine Denton

Contact details on back page.

**THANK YOU** to all the volunteers who helped at Braunston, Pelsall and Wootton Bassett Trail Boat Festivals over the May Bank Holiday.

We would still appreciate help at:

Foxton - 11/12 July

Salford Quays - 28 - 31 August

Shakerstone Steam Festival  
- 5/6 September

Help can range from an hour or two, to all day, or even just the odd 20 minutes to allow the member manning the stall time to get to the toilet!

PLEASE call Christine Denton (number on back page). Thanks.

If any local member of the Aylesbury Club would be prepared to man a NABO sales stall on the Saturday of their big event - please contact Christine

### Dunton Double windlass.

Available from Christine Denton

Phone : 01203 357402

or call at NB "India", at Mancetter

**Normal throw: £15.00**

**Longer throw: £17.00 p & p £1.50**

Cheques payable to 'NABO' please

# NABO REPRESENTATIVES

---

## Council Members - contact addresses

**Penny Barber**

*RBOA Liaison/Disabled*

**Geoffrey Barnett**

*N W Rep*

**Sue Burchett**

*Secretary*

**Roger Davis**

*Membership Secretary*

**Christine Denton**

*Marketing/Rallies*

**John Denton**

*Strategic Planning*

**Peter Foster**

*N E Rep*

**Peter Lea**

*Chairman*

**Phillip Ogden**

*Special Projects*

**Nigel Parkinson**

*Vice Chairman/Eng. Officer*

**Stephen Peters**

*River Users Co-ordinator*

**Geoffrey Rogerson**

*S Rep*

**Denis Smith**

*Midland rep*

**Andrew Sherrey**

*Treasurer*

**Nikki Timbrell**