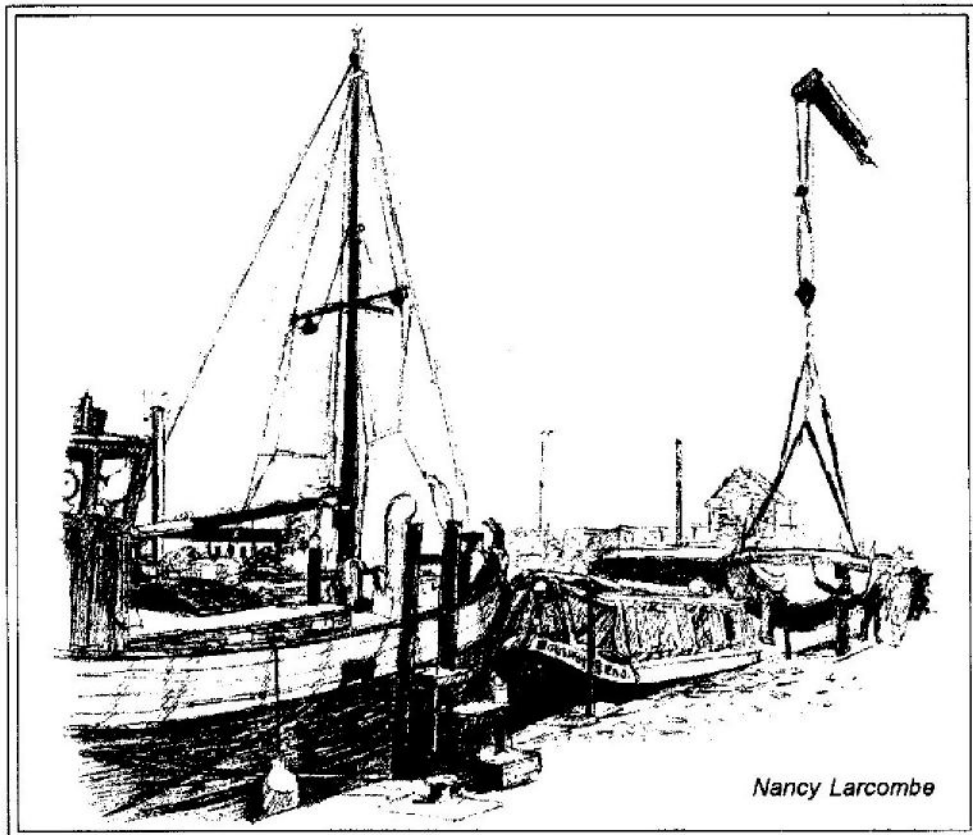




NATIONAL ASSOCIATION OF BOAT OWNERS

Issue: 7/98



Winterization (for some), Keadby

NABO News

Editorial

Well, here we are again, coming to the end of the season, and to the time of year I love best on the canals. It is still warm enough to enjoy the wonderful colours of the trees and the birds are easier to see when the leaves have fallen. The other boaters seem friendlier too - possibly the result of less boats moving.

We had a wonderful trip - the High Peak and Caldon canals are everything we had been told. I think I can feel another session of designing coming on with all the photographs I have around me.

We saw plenty of men in green, and they all seemed to be busy, closing locks and repairing them (thank you for letting us through first!) and dredging all over the

place. They seem to have thought about this and were operating a one-way system at one point and closing the canal for no more than 1 hour at a time in another, so no one had too long to wait.

I am grateful to the people who contacted me about TV aerials. The main points seem to be that height and orientation are the most important things. The advice seems to be look at other aerials around you and line up with them; get the aerial as high as possible; and remember that there can be blind spots, moving the boat as little as 50 yards can make a difference. Money doesn't matter as the cheaper aerials seem to work better than the more expensive, and that boosters are not worth buying. The final piece of advice was - keep your connections clean!

Wendy Hook

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Published by

National Association of Boat Owners

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CHAIRMAN'S COMMENT

The proposed high intensity cruising licence has run into more opposition from user groups. At a meeting in Watford on 18 September, B.W.'s Director Ian Valder and other staff were told by all the user groups that we totally opposed their ideas. Representatives from N.A.B.O. (myself), the R.B.O.A. (Penny Barber), the I.W.A., the H.N.B.O.C. and the Dutch Barge Association agreed that the proposal was both unjustifiable and unenforceable. It would drive many bona-fide boaters off the waterways, and others would find phantom moorings and so avoid payment.

B.W. want to charge everybody whose boat is away from its "permanent mooring" for more than 30 weeks a year, and all continuous cruisers, a licence fee 2.5 times that of a normal (supposedly annual) licence.

Despite repeated requests, B.W. have not come up with any costings or detailed figures to support their claim that these users cost them more because

they use certain facilities more. They claim these boaters get more "benefit" from the system, so we raised the question of licence refunds for boaters who get less "benefit". Strangely, B.W. didn't want to discuss that.

B.W. listened to and understood our objections, although whether they will implement their plan anyway is (as I write) anyone's guess. If they do, they are guaranteed a lot of opposition.

**N.A.B.O. R.B.O.A. I.W.A.,
H.N.B.O.C. and the Dutch
Barge Association are all
totally opposed to high
intensity cruising licence**

B.W. called the meeting to revisit the proposals that they had put forward at a stormy meeting in May, and which had been deferred for

further consultation in June. B.W. had many possible reasons for suspending the introduction of the new licence pending further consultation. It might have been because I threatened to complain to the Ombudsman that we had not been given adequate advance information about the proposals; or it might have been because of the first joint press release issued by N.A.B.O., the I.W.A., the R.B.O.A., and the A.W.C.C., slamming them. Or it might have been because I.W.A.A.C. told B.W. it didn't like them, or

because the Minister was starting to get letters from angry boaters. Or, of course, it might have been B.W.'s sense of fair play. One good thing to come out of all this is the amount of liaison and co-operation between user groups at a national level. We have all worked together on this, and we all believe B.W. is making a bad mistake.

A couple of other items of interest which came out of the meeting: B.W. asked us (and other organisations) to help them draw up a set of guidelines or examples of what constitutes continuous cruising and what doesn't. These would have no legal force, but would be useful for their managers and would probably have some persuasive effect. A few of us have agreed to act as sounding boards. I feel that although B.W. may be able to come up with a few illustrative examples we can go along with, any formal definition will have to be arrived at by the courts.

B.W. is also actively considering some sort of "roving mooring permit", which would entitle holders to free winter moorings, stays of more than two weeks at unrestricted sites, and so on. As I

understand it, this would be in place of the high intensity cruising licence, and all continuous cruisers would have to have one. BW has promised to put forward a discussion paper on the idea, and we've said we'll consider it. If the cost were reasonable and there were some real benefits, it could be a lesser evil.

**N.A.B.O. attacks
B.S.S. increases, and
complains over B.W.'s
failure to consult**

**Boat Safety
Scheme**

B.S.S. manager David Allison has announced swingeing price increases to examiners, effective immediately.

These are detailed elsewhere (*page 6*), but I don't have to tell you who'll end up paying them. Yes, B.W. is screwing boaters - again. Meanwhile, plans to licence cyclists (other than on the K & A) are still on hold, and apart from aggressive actions against a would-be marina owner and a few owners of commercial barges up north, B.W. is not expanding its revenue base to other "beneficiaries". Do you think this is fair?

N.A.B.O. has attacked the B.S.S. increases, and is complaining over B.W.'s failure to consult users before introducing them.

Fibreway contracts

I hear through the grapevine that all four of the subcontractors who have been installing fibreways along canal towpaths have gone bust. Not Fibreway itself; just the people responsible for re-instating the towpaths. Isn't that unfortunate? Guess who will be expected to pay for remedial work? It must be B.W.!! And who will it get the money from? That's right! We'll pay for it!

Annual General Meeting

This is your best opportunity to

meet your Council and to tell us what you think of what we've done, and what we should be doing. We have two resolutions to consider which would bring in new classes of membership, and the decisions either way - are very important. It's also a good opportunity to meet friends, and to pay a visit to the waterway museum (we're meeting in Gloucester, for the first time). So I hope everybody who can come, will. I look forward to seeing you there.

NABO NEEDS HELP

We need a regional representative for the north-west, as Geof Barnett has had to resign because of work commitments. The job involves attending some of the B.W. user group meetings in the region and also N.A.B.O. Council meetings, which are held in Birmingham. Several people in the area have volunteered to attend user group meetings close to them, and they need to be briefed and kept in touch. Regional reps are very important people in NABO, and we badly need somebody who can take on this interesting job for us.

In the north-east, Peter Foster has asked for help. Peter is a river man, and would like someone (or two or three) with more knowledge of canals to attend B.W. user group meetings for the many canals in the region. Peter will carry on as regional rep and attend our Council meetings.

If you think you might be able to help with either of these and would like to find out more, please contact Roger Davis or Peter Lea (their phone numbers are on the back of N.A.B.O. News).

PRESS RELEASE

N.A.B.O. has *roundly* condemned B.W.'s announcement that the Boat Safety Scheme is to introduce major price increases. There is no doubt that these costs - well above the rate of inflation - will be passed directly to the boater.

N.A.B.O. sees no reason for B.W. to increase examiners' and surveyors' registration fees from £70 to £100 a year - a 42.8 per cent rise. A pad of 20 B.S.S. certificates will go up from £90 to £125 - a 38 per cent price hike. Nor does it see why examiners and surveyors should, for the

first time, pay for failure certificates - £125 for a pad of 20.

N.A.B.O. is angry that price rises are to take immediate effect although there has been no consultation with boat owners. Comments Peter Lea, N.A.B.O. Chairman, "It is boaters who will eventually bear these costs in addition to the necessary work on their boats which averages over £400. We are also worried that our choice of examiners will be cut. For some examiners these price rises on top of the prospect of a decreasing workload over the next three years will be the last straw,

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Dursley, Glos. GL11 6B11

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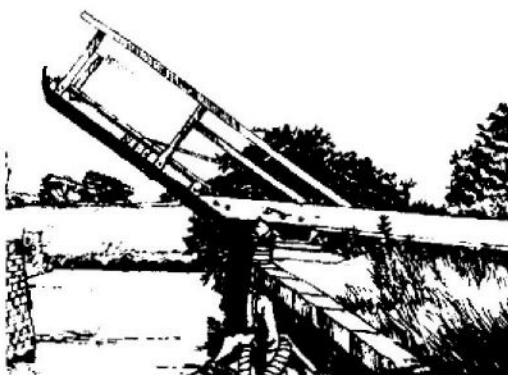
and they will drop out. And it looks as though more bad news on the B.S.S. scheme is coming - in a covering letter to the price rises announcement, David Allison, Manager of the Boat Safety Scheme, refers 'other increases' which will be circulated at a later date.

"B.W. is trying to justify these price hikes by saying that, with examiners now fully trained, they are receiving significantly less income from their examiner training scheme and need to raise a steady income from a non fluctuating source - the Certificate. But it was obvious from the start that examiner training fees would quickly dry up. And as most boats have had to be certificated over a two year period a steady income is clearly not achievable. Why did B.W. not produce a realistic business plan at the outset?

One of B.W.'s justifications for its latest move is that demands on its B.S.S. team have increased, particularly in relation to outside standards bodies. But at present nothing has actually been achieved except further confusion for boaters. The failure to find a solution to the problem of standards on gas supply is a good example."

N.A.B.O. queries the excessive costs of administering the Scheme - four administrative staff and one technical person in expensive offices in Watford. An additional technical manager is being sought, but critics suggest that to keep down costs the present administrative manager should be replaced by a single qualified technical manager. Although B.S.S. is supposed to be a B.W./Environment Agency joint venture there are no E.A. staff involved in administration of the Scheme. N.A.B.O. also questions why boaters have to pay for a B.S.S media consultant.

Peter Lea concludes, "N.A.B.O. remains unconvinced by B.W.'s justifications for its punitive price rises. We believe they should be withdrawn until full consultation has been carried out."



River Review

EVESHAM WATER FESTIVAL OPENED BY A BEAR

We once again attended the Evesham Water Festival in July this year and despite the horrendous floods and the resultant damage to many boats at Easter, the number of boats entered in the event was as high as ever. One craft had been sunk in the floods but her owner had salvaged and re-fitted her and she looked as good as new once again.

We have been to many rallies where a local civic dignitary has performed the official opening ceremony but Evesham was certainly different. The weekend's entertainment was launched not by a mayor but by a BEAR! Not a real live bear, but the mascot of the local independent radio station. Is this a first?

We were pleased to meet a number of our members from the River Avon and to speak to prospective new supporters from the local waterways. Altogether a most enjoyable weekend.



NABO MEMBER WINS OMBUDSMAN APPEAL



One of our members based on the River Severn features in this year's annual report from Stephen Edell, Waterways Ombudsman.

Four of the six cases determined during the year were dealt with by Lady Ponsonby, the previous Waterways Ombudsman and the one involving "Mr D" concerned the confusion engendered by B.W. with regard to solid conductor cables used for 240 volt systems in boats. Mr D had his boat examined by a qualified marine surveyor who advised him that the Boat Safety Scheme requirements at that time banned solid conductors. The owner had his boat re-wired at cost exceeding £1000 only to discover that B.W. had moved the goal posts and would now permit the use of solid conductors in existing craft.

B.W. refused to pay compensation until Lady Ponsonby found in the complainant's favour and ordered BW to pay 75% of the cost paid by the owner on unnecessary work.

This finding echoes an earlier case on the same subject where compensation was ordered to be paid and it has proven to be an expensive lesson for B.W.

"OPENING DOORS OF NATION'S HERITAGE"

Extract from Kidderminster Shuttle/Stourport Times 10 September 1998

FREE guided tours around the historic canal basins at Stourport are among attractions on offer during this weekend's National Heritage event.

The 200-year-old basins will be open to the public from 10am-2.30pm on Saturday and Sunday.

Midlands British Waterways manager Roger Herrington said: "Probably the most important inland port in the country, Stourport Basins played a vital role in the early days of commercial boating as the main trading link between the industrial Black Country and Gloucester

"Today, the basins are used mainly for pleasure boating, but are equally enjoyed for the fascinating insight into our heritage."

This quote is really quite extraordinary considering it was made on behalf of an organisation which ignored the objections/recommendations of English Heritage when changing the character of the historic Stouport Upper Basin to that of a modern marina.

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STOPPAGES

Birmingham Canal Navigations

Travelling on BCN New Main Line at Dudley Port Junction (for Netherton Tunnel Branch)? Be warned that B.W. have imposed an indefinite stoppage following possible damage to the canal embankment. This possible damage was caused by contractors installing fibre optic cables under the towing path.

The contractors were in the process of inserting a cable holding tube with a moling machine under the canal, through the embankment, diagonally from one side to the other in order to avoid a bridge at the Junction. When news of the firm's liquidation broke the work was incomplete but the gangs left the site. Their hired equipment was quickly recovered before liquidators could take possession of it.

B.W. engineers are currently assessing the situation to determine what work is required before the embankment can be declared safe. In the meantime, stop planks have been inserted and water levels drawn down as a precautionary measure, although some boats have been able to pass through at pre-arranged times.

Bridgewater Canal - Leigh Branch

Leigh Branch of the Bridgewater Canal will be closed to navigation 7.00 am Monday to 4.30 pm Friday each week between Boothshall and Vicars Hall Bridges from 2nd November to 28th February (18th December to 4th January excepted). The closures are to allow extensive canal wall repairs to take place using a crane on a floating pontoon which will block the canal whilst in place.

Leeds & Liverpool Canal - Rufford Branch

Substantial subsidence has occurred within the side of Lathom Lock (No 1) at the Southern end of the Rufford Branch, just north of the junction with the main line of the Leeds & Liverpool Canal. Stop planks have been placed across the Branch Canal to allow dewatering and the Canal is likely to be closed until after the completion of the planned long stoppage on Lock 3 over the winter months.

TOWPATH TELEGRAPH

THE BARGE BUYERS HANDBOOK

For any of you even remotely interested in buying a seriously bigger boat, the second edition of "The Barge Buyers Handbook", published by the Dutch Barge Association, is a must. It has a great deal of useful and practical information, good illustrations, and a table of dimensions of widebeam waterways in Britain and France. It is particularly good on the pitfalls which will be familiar to every boat owner, and a lot of the advice on choosing a suitable boat to buy would apply to narrow boats and cruisers as well. The information on buying overseas would be invaluable for anyone contemplating doing so. The DBA can be contacted on

Change of Address

With effect from 28 September:
Inland Waterways Association
P.O. Box 114
RICKMANSWORTH
WD3 IZY

Tel:(01923)711114
Fax:(01923) 897 000
E-Mail:iwa@waterway.demon.co.uk
Web Site:
<http://waterway.demon.co.uk>

N.A.B.O. MEMBER WINS B.W. PRIZE DRAW

Many of us have received questionnaires from B.W. over the years asking us what we think about their service, the standards of our waterways and the facilities they provide. The incentive to complete the form and send it to Watford is the chance to be entered into a prize draw. But have you ever met anyone who has won?

The answer now is **YES**, and it is one of our members!

Congratulations to John Sutton of Stroud who received a free year's licence for his boat from B.W. It is reassuring to know that B.W. are as good as their word.

A Good Idea ?

Want to change your area of cruising, but don't want to spend weeks getting there? B.W. have teamed up with others to form the Flexible Mooring Company Limited. Registration of members is free; a list of boaters prepared to swap with you costs £19.95. If you want more details contact:-
The Flexible Mooring Co Ltd at 47
The Street, Easton Royal,
Wiltshire, SN9 5LY

Tel/Fax: 01672 811231
email: josher@globalnet.co.uk

Exeter Canal

It seems that there is concern about a consultation paper from Exeter City Council concerning the future of the Exeter Canal. The City Council appear to have a policy of discouraging boats from using the Canal because of the costs of operating the bridges,. This means that the opportunities that the Canal offers for waterside facilities and tourism opportunities with their associated income is being missed. Have we any members in that area who would be interested in keeping an eye on what is going on? Write to me if you are concerned, or have any more information.

Sign of the Times

It is reported that a New Zealand couple have ordered a 65ft boat, Kiwi Explorer, over the Internet from Alvechurch Boat Centre. Perhaps Alvechurch could put one of our leaflets on board when it is finished! I look forward to welcoming them as members sometime in the future.

Mile trees

The Solihull Evening Mail has a snippet about B.W. appealing for information about the trees that were used to mark mileages along the canals in the Midlands

DEREK PEARSON

FENDER AND CHIMNEY MAKER

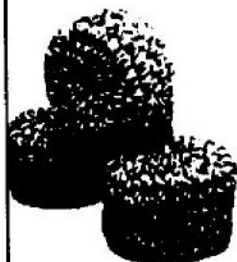
Narrowboat 'Wylo'

White Lion Wharf

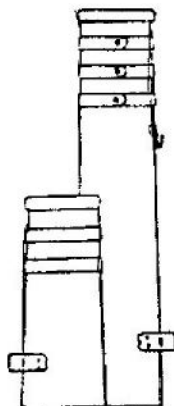
Startops End

Marsworth, Tring

Herts HP23 4LJ



Telephone: 0836 242565



There is a theory that unusual or distinctive trees were planted at mile intervals to provide navigation aids. If this is correct then B.W. are keen to see them reinstated. If any one knows anything about this subject they can ring 01827 252046 for more details.

Illegal Abstraction

B.W. have successfully taken legal proceedings against a farmer for abstracting water from the Staffs & Worcs Canal this summer. The abstraction enforcement team removed the pipe and the farmer had to pay costs of over £2,000.

If you see abstraction pumps or pipes not showing a copy of the A4size licence (which is yellow this year and will be orange in 1999) you can report it to the licence evasion hotline.

You can use this number to report boats which appear to be unlicensed so that they can be checked.

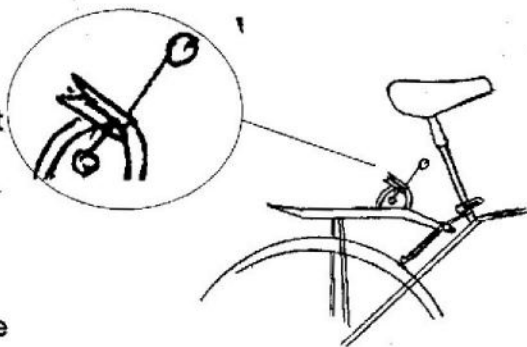
T.V. Times

Don't forget to keep an eye on the schedules this autumn for the next, and probably last, Inspector Morse drama which was filmed on the Kennet & Avon and at Braunston this summer. Morse attempts to solve a canal murder mystery that took place in the 1850's.

Shared Towpaths

A lot of people are very concerned about the number and speed of cyclists using the canal towpaths. I have heard of several very nasty incidents, particularly on the K & A, of old ladies being run down and breaking bones, and of young children being terrified especially in a few cases where abusive and obscene language was used.

I came across the following idea recently and would recommend its use to all towpath cyclists. Known as "The Jingly Bell", it comprises two small bells, of the type that can be bought in most handicraft shops joined together by a stiff piece of wire and fastened to a part of the bike with a spring peg.



This gives a pleasant jingle that warns pedestrians that you are coming without beoming an irritant to the cyclist. If you want one they are available from Phillip Wareham,

and cost £2 which includes post and package.

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or phone the details through on 01923 770425.

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Cover for **Personal Effects** at no increase in premium.

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For the right protection for your boat

PERHAPS WE SHOULD BE TALKING

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 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

Hull Construction:	Steel <input type="checkbox"/>	Use of Craft:	Private Pleasure <input type="checkbox"/>
	G.R.P. <input type="checkbox"/>		Residential <input type="checkbox"/>
	Wood <input type="checkbox"/>		Commercial <input type="checkbox"/>
Engine	Diesel <input type="checkbox"/>		Inboard <input type="checkbox"/>
	Petrol <input type="checkbox"/>		Outboard <input type="checkbox"/>
	Steam <input type="checkbox"/>	HP.	_____
	L.P.G. <input type="checkbox"/>		_____

Maximum speed of craft (M.P.H.) _____

Normal Mooring _____

Cruising range required: inland non tidal U.K. Coastal
 inland with coastal use Brest/Elbe

No Claims Discount

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

In the past five years have you sustained any losses or had a proposal or renewal for marine insurance rejected? YES / NO

Please return this form to:

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6 Norfolk Road, Rickmansworth, Herts WD3 1QE

and your quotation will be forwarded to you for your consideration



NATIONAL ASSOCIATION
OF BOAT OWNERS

N.A.B.O.

**JOIN
HERE**



Boat Safety Standards

We would like to repeat our earlier warning to boat owners and prospective purchasers concerning the validity of Boat Safety Certificates.

We have known for some time (and predicted it when the B.S.S. was introduced) that the existence of a current B.S.C. does NOT guarantee that a boat complies with the scheme requirements. If you take time to read the reverse side of the certificate you will observe an important proviso warning prospective purchasers that they should not rely upon the certificate and should have the boat inspected afresh.

In some respects the situation is analogous to cars with M.O.T. certificates. We all know that the certificate was only valid at the time it was issued and the examiner cannot be held responsible for the use or condition of the vehicle thereafter.

Boats are just the same. An owner can alter or re-fit a vessel or items can simply wear out, go wrong or start leaking at any time during the 4-year currency of the certificate. The problem we have encountered is that the standard of examination is inconsistent. One examiner can pass a certain item whereas a stricter person will fail it. This is

one of the major failings of the ill-thought scheme.

We understand that B.W. is now implementing a quality control procedure whereby vessels for sale at one marina we know of are being re-examined to establish whether their current B.S.C.'s are indeed valid. This may help to remedy the unsatisfactory situation where a vessel is sold with the benefit of a "current B.S.C." but the new owner discovers that it will not pass the examination after he has purchased it.

Our advice must be that purchasers should always engage a qualified surveyor to carry out a condition survey to reveal any faults or defects that might affect the value of the vessel AND have a B.S.S. examination carried out at the same time. The results of both these processes could influence a decision to purchase and avert potential problems in the future.

Sellers should always point out that no reliance can be placed on the validity of a B.S.C. We know of a case where a purchaser did rely on a current certificate only to discover that the boat failed on many items when re-examined. An expensive legal wrangle then

ensued and caused great anguish for the elderly previous owner who faced being sued.

If anyone encounters problems with selling or buying a boat with a current BSC which subsequently proves to be invalid, we would like to know so that we can take up the matter with the relevant people at Watford.

An amusing snippet of information has been brought to our attention by a member: He had to change his boat's gas installation from butane to propane in order to pass the BSS. This he duly did and despite hearing ominous warnings about loss of performance from the new gas he discovered to the contrary. His wife reported that the gas cooker is now "hotter" and the roast potatoes taste better!

.....

Carbon Monoxide / Gas Detectors

A letter has been received from a company, Direct Marketing of Fradley, Staffs regarding the above detectors.

They state that they are able to offer a superior deal on a complete range of detectors, all of which are officially approved and kitemarked..

Data sheets are available from the firm for the technically minded and we would encourage you to send for information before placing any order.

Whilst we are happy to bring this firm to your attention, this in no way means that they are endorsed by N.A.B.O. who have not investigated the products offered.

The range is as follows:

Carbon Monoxide Battery
£26.45

Carbon Monoxide Plug £41.13

Natural Gas Mains £30.55

Liquid Propane Gas £32.90

Liquid Propane Gas Battery
12volt £32.90

LP Gas Detector for Boats -
single sensor 12V or 24V
£57.28

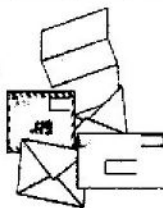
LP Gas Detector for Boats -
dual sensor 12 V £70.21

Prices include VAT, postage and packing.

Direct Marketing
Lichfield Auction Centre
Fradley, Staffs
WS13 8N

Te: 01543 250088
Fax: 01543 415254

LETTERS



Dear Editor

Again the B.W.B. are looking for more money from the boater.

Maybe they should look closer to home, ie bad management, 8-hour tea breaks, or the vast amount of machinery one sees moored standing idle.

If our waterways are in danger of closure due to lack of funds, why don't they make boaters pay on the same basis as those on the Thames, ie length x width.

As the owner of a 55' narrowboat, I expect to pay more than someone with a 45' narrowboat. Surely someone with a wide beam would expect to pay more than a 6'10" wide boat? A narrowboat will share locks with one or two other boats whereas a wide beam will take the whole lock to itself.

If money is so hard to come by, then I suppose the boater will not be against paying a little extra per foot. This way everyone pays a small amount instead of crippling the few.

Perhaps B.W.B. should look at making other canal users pay, like fishermen, cyclist and particularly dog walkers, as there are no greater foulers of the towpaths than a dog owner and his dog.

W Moat

NB Yorkshire Rose, Doncaster

Dear Wendy,

Earlier this year I spent 2 weeks on the Grand Canal and the R. Barrow in Southern Ireland and after a couple of days I suddenly realised that the bankside and lock surrounds were devoid of signs apart from the name of the place and no logos were in evidence. On the R.Barrow even unguarded weirs were singles as presumably boaters are assumed to be capable of reading a chart and following it.

Back home and cruising around it became evident just how many signs Waterways have imposed on the system as well as the ubiquitous Logo which is attached to everything that is within sight.

On the Erewash there are 10ft high wooden posts with anything up to 8 notices seemingly every 500 yards telling one in picture form what is forbidden, although the cyclists and fishermen took no notice and every lock had swimmers in. Local waterways staff had decided discretion to be the most sensible line to take.

On the Trent at Gunthorpe lock I counted 14 signs including the ludicrous 12.43 km per hour speed limit sign but I missed an equal number by trying to control the boat at the same time.

Dotted along the Oxford are lower versions of the wooden post by most bridges announcing that this is the Oxford canal walk and in which direction Oxford and Rugby are as if everybody is a complete idiot. I believe that long distance footpaths through forests are only waymarked every so often by paint marks on trees but obviously waterways posts are really somewhere else to attach the Logo.

I was given to understand that these signs and large posts cost £500 each to purchase and erect and if this is so, multiplied by the hundreds possibly thousands around the system quite a bit of real maintenance work could have been carried out.

On the canal system there are very few places that offer a dilemma that needs signs to advise the correct course of action for the boater to take, and as the cyclists and others ignore the signs anyway what is the point. Presumably deep (or perhaps not so deep) within British Waterways there is a British Signways trying to get out and soon we will be seeing annual good sign competitions between the area offices.

David Warren
Badby, Northants

Dear Editor

How secure are your moorings? Imagine this scenario. You have moored your boat at the same moorings for twenty years, the only BW mooring site in the area. A commercial enterprise such as, say, a timeshare company, makes BW an offer they can't refuse. You hear the rumours on the towpath telegraph and a meeting is arranged between moorers, BW and the potential new lessee. After which you are lulled into a sense of security as you are told that you will not be affected as there will be no more than five commercial craft at the site at any one time and there are even promises of extra facilities such as electricity, water, diesel and gas. Being a trusting sort of person you believe verbal promises come from honourable people. The lease is signed and despite all attempts by BW to safeguard their existing customers, things change and within a very short space of time notice is served that after your next permit there will be no more private craft allowed at the site. Can't happen? Don't you believe it.

Dusty Miller, Shipston-on-Stour

This is a copy of a letter sent to Waterways World. I'm worried that this could become a common place occurrence with the pressure on local management to maximise on every available commercial possibility

WHY DON'T THEY?

An opportunity for members to air their views or grievances:

Our first taker says:

"Why don't E.A. take steps to clean up the rivers and canals? Some of the rubbish we see floating about has been there for months - or even years. And it is getting rather boring.

The Agency should initiate a system of "Environment Volunteers" to organise clear-ups of our waterways, to remove shopping trolleys, lumps of insulation, empty cans and bottles, etc, etc, etc"

Comments? Who's next ?

WHERE CAN I GET?

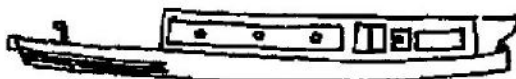
Does any member have un-needed spare parts or bits of chandlery that they are never likely to need and that other members can buy from them?

Our River Users Co-ordinator recently had difficulty obtaining some ½" diameter ISO 7840 hose only to find two boat owners had plenty going spare!

Let us know what you want.

If this is going to be of any use to members, then we need YOU to contact us - whether you have spares or need them. Write to the Editor, address inside front cover.

PHIL LIZIUS T/A



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END PIECES

IWA National Conference for Waterway Societies

This one-day conference will take place at Sandwell, West Midlands on Saturday 28 November 1998.

It is open to Senior officers from Canal societies, Trusts and other waterway interests. The conference fee is £30 to include lunch, refreshments and a conference pack. There is a 50% discount for delegates from IWA corporate members.

Contact IWA if you wish to go.

The programme includes such items as: Developing the watersides - a necessary evil?; Living afloat - opportunity or threat? Integrated transport.

Recruiting New Members

On page 19 you will find a recruitment poster to put up in your boat if you wish to help recruit more members. To get a supply of membership leaflets and/or an encapsulated notice if you do not wish to cut your newsletter, then contact Christine Denton, (address on back cover).

Personal chat is a very effective way of recruitment!

Congratulations to Rosie Forman, aged 10, who managed to make 57 words from the letters: narrowboats. We only had to disallow 2 words, Rosie - there isn't any "y".

Your prize is on the way to you, and I do hope you enjoy it!

Small Ads

a free service to members - contact editor

Dunton Double windlass.

Available from Christine Denton
Contact details on back page.
or call at NB "India", at Mancetter
Normal throw: £15.00
Longer throw: £17.00
p & p £1.50
Cheques payable to 'NABO' please.

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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