



NATIONAL ASSOCIATION OF BOAT OWNERS

Issue: 1/99



NABO AGM in the Schoolroom, Waterways Museum, Gloucester

Photo: Robert Coles

NABO News

Editorial

A Happy New Year to you all!

Firstly, I would like to draw your attention to the conclusion of the story, "A Voyage between 2Ls", which was cut short by a typesetters error. It can be found on page 14.

Secondly, I was interested to find, in the Aylesbury Canal Society's Christmas Newsletter, an article about recommended eating places. This struck me as a very good idea and I propose to publish their list, after obtaining permission, in the next issue. I am sure that our well-fed members can add to the list and invite you all to send me details of places where you have had a friendly reception, had good value for money or found good

beer (I understand from Mr Editor that this is most important - I never touch the stuff myself). Perhaps we can help produce a list of sites throughout the canal network.

Lastly, do take advantage of all the fine days we are having (written on 19 Jan - I hope the weather hasn't changed dramatically by the time you read this!). The cut is looking so lovely with the frost on the trees and hedges and you can see so far when they are leafless. Also, it is so quiet - recently only three boats were seen moving in an entire day - no queuing at locks this time of the year - if they're open that is. There is nothing nicer than settling down in the evening with a roaring fire, a good dinner in the oven, something in a glass, and my favourite music playing - heaven! Hope you all enjoy your winter boating.

Wendy Hook

Tel/Fax:

E-mail:

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.

Contents

Chairman's Comment-----	3
View from the Council -----	5
NABO AGM -----	7
Midland Rep. Report -----	8
BW Licence Disks -----	12
Towpath Telegraph-----	13
Between 2 Ls (Cont) -----	14
Some New Year Thoughts-----	17
Stoppages -----	19
Your Letters-----	20
End Pieces & Small Ads -----	23
Council Contacts -----	24



CHAIRMAN'S COMMENT

Well, the dog didn't bark. I received a fax from the Department of the Environment

on 9 December saying that they would not be in a position to make the promised announcement about the future of British Waterways before Christmas. It added that no date for it had been fixed, but "we will give you as much notice as possible when we have a clearer idea on when the announcement will be". Since then, nobody's heard anything. I shouldn't have believed it was happening until I had actually seen it!

However, as always, we have been busy. A Salmon and Freshwater Fisheries Review Group has been set up by government, and we have written to them supporting the retention of the coarse fishing closed season on canals. We have written to the DETR urging that the IWA and NABO be made statutory consultees on Transport & Works Act orders affecting waterways, and that other waterway groups be included on

the list of recommended consultees. The IWA has written along the same lines, and our joint position has the support of National Inland Navigation Forum members.

As reported elsewhere, I've had confirmation from Boat Safety Scheme manager, David Allison, that boaters applying for a BSS Certificate for the first time will still

"boaters applying for a BSS Certificate for the first time will still be able to renew their licenses on presentation of a failure certificate"

be able to renew their licenses on presentation of a failure certificate. This follows a report to the contrary in the autumn issue of BW News, and will be a relief to all those holding an old-style Certificate of

Compliance who thought they had to pass the BSS before they could renew their licenses this year.

We have pointed out to the Environment Agency that the summary of their Corporate Plan for 1999/2000 doesn't mention navigation. And we have been consulted on the Kennet and Avon Conservation Plan and the final draft of the National Houseboat Agreement.

We are still short of a regional rep to represent the interest of NABO and its members in the North West. And we need more volunteers to attend local canal meetings there. We can't do our job without your help. So, please help us to help you.

On a different topic, I have been informed by Richard Mercer,

BW's Fibreway Project Manager, that I erred in my comments in November's NABO News. Apparently only one subcontractor installing the cables went broke, not all four, and Fibreway Limited (which is very much still in business) is responsible for putting right the defects in the towpaths. I am pleased to hear it.'

Newark on Water Festival

11-13
June
1999

Navigating a
route through
choppy waters

British Waterways are organising this Festival and hope to attract 250 boats and 6,000 visitors. The Festival is financially supported by Newark and Sherwood District Council and is to celebrate the repair and refurbishment of the waterfront in Newark.

Originally planned for the following weekend, which is the first day of the new fishing season, the date was changed after representation from, amongst others, NABO Council Member, Peter Foster. Well Done, Peter!

Tangled lines over
river festival date

NABO hope to have a
presence at the Festival -
watch this space!

PSEUDONYM'S VIEW FROM COUNCIL

Our usual meeting place was unavailable this time, so we had the meeting on a member's boat, and most enjoyable it was too.

BW have been busy and there seems to be no reason for fishermen (or women) to be unaware of the Waterways Code. 100,000 copies have been distributed via clubs, events and the Angling Times. Cyclists receive a copy if they apply for a BW cycling permit.

Things are still very quiet on the High Intensity licence front. It is believed that the 30 week rule has been dropped. It was unenforceable anyway. The rest are to be offered a bag of goodies as a sweetener. How about the ability to cruise for a year with a years licence?

The promised announcement on the future of BW has not materialised and we have no idea when we will receive news.

Good news for the disabled boater who had trouble with the mooring matrix. NABO intervened, his charges have been reduced and Peter has received an apology from a BW manager for a comment made that was blatantly untrue.

A member of Council has been looking into the mooring policy on the Gloucester & Sharpness. Mooring is free if you have a BW mooring, but anyone else is charged £2 per night for mooring longer than the 48 hours stated. We believe that rules should apply to everyone and not create different classes of boaters.

Our chairman queried the information in BW News that you would no longer be able to get a licence with a fail certificate. As his C of C is still in force and he may fail the new regulations, he is obviously interested. He has been assured that the report is wrong and if you apply for a licence after receiving your first BSS failure certificate you will get a licence.

NABO is in favour of a Boat Safety scheme but not this one. 2 pages of A4 should be more than enough.

English Nature are trying to strengthen SSSIs as there is no effective penalty to stop developers. We are concerned that there is no appeal process and no consultation with other users.

Our reps all gave reports and very busy they have been too. John has taken over from Denis looking

after Stourport moorings and is very interested in why younger people are not coming onto the canals. Sadie is stirring up a hornets nest over the Middle Level commissioner's idea that no grey water shall be discharged into their water. Jim is having fun with Mark Benstead who is looking into cycle calming methods including more signs. BW spent £15,000 on spot dredging on the GU and £12,000 on signs. I believe BW think signs are as important as canals or perhaps it just shows that they are doing something. Peter Foster has produced a lot of publicity for NABO in the Newark area.

Special Millennium Offer

**3000
for
2000**

Don't miss our next issue for full details !

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

Minutes of the eighth Annual General Meeting of the National Association of Boat Owners

held on the 14th November 1998 at the Boat Museum, Gloucester.

47 members attended. Apologies for absence were received from Penny Barber, Peter Foster, Roger Hartley, Christine Lea, Sheelagh Lockwood, Keith Noble, Rosemary Parkinson, Derek Pearson, Ann Ridley, Peter Sherrey and David Stevenson.

1. The Minutes of the seventh AGM were agreed an accurate record. Proposed by Roger Davis, seconded by Denis Smith.

2. Chairman's report.

Peter Lea reported on the work carried out by the Association during the past year. This included many major issues of national importance and also many local issues. Peter queried BW's commitment to our heritage. The Council were thanked for the work done and issues dealt with. Peter asked for more representatives to attend meetings especially in the north west and on the Thames. Finally the members were thanked for their support and for attending this meeting.

3. Treasurers report

Andrew went through the accounts that had been tabled. Income and membership were again up. There



This way for the NABO AGM !

were no questions. Proposed by Steven Peters and seconded by Christine Denton.

4. Resolutions

The resolutions were to approve two new categories of members: Associated members who don't own a boat but support our objects and Affiliated members: organisations who support us and our objectives. Each

category would receive one copy of the news letter, could come to the AGM, but would not be eligible to vote. After questions from the floor and some discussion the first resolution was passed by 35 votes for - 8 against. The second resolution was passed by 32 votes for - 9 against.

5. Subscriptions

It was suggested Associated and full members pay £10 per year with family members paying £5. Proposed by Sadie Dean, seconded by Harry Winter.

Affiliated members will also pay £10 per year Proposed by Denis Smith all agreed. Young members can join as family members.

6. Election of Council Members

The following stood for council this year and were duly elected:- Sue

Burchett, Roger Davis, Sadie Dean, Christine Denton, John Denton, Peter Foster, Jim Hutchinson, Peter Lea, Philip Ogden, Nigel Parkinson, Stephen Peters, Geoffrey Rogerson, Andrew Sherrey, and John Stephens.



NABO Chairman, Secretary & Treasurer

7. Appointment of Auditors

Ann Tilman of Tilman and Co. was re-elected as Auditor. Proposed by Andrew Sherrey and seconded by Nigel Parkinson.

This concluded the formal business of the meeting. There followed questions from the floor on High Intensity Cruising problems with moorings and failure certificates.

Midlands Representative Report

Since taking up my position things have been fairly quiet and I do not have anything significant to report on the canal scene. However, I would like to introduce myself. My wife and I live in Stoke Golding, on the Ashby, and we moor our boat, *Trem*, on the Ashby. (Our address and telephone number are listed on the back page.) If you have a problem or just wish to discuss an issue, I will be pleased to hear from you. If you see us boating please introduce yourself. If I see a NABO sign, I will introduce myself.

The Age Factor

One of my concerns is that every time I go to a waterway meeting or event, I look around and the **majority** of people are, like me, the wrong side of fifty. When you ask the question "Where are the younger generations" The stock answer is "Boating is too expensive for them." Are we sure? When talking to a friend on the subject, he agreed cost was a factor. But, he quite correctly stated that a lot of today's boaters, started in a very modest way, with pontoons and ex-ships' lifeboats. Sam Springer must also be

recognised for putting a lot of people on the water with his basic, by today's standard, but good value boats. It maybe that the slow pace of waterway life is not their scene. Modern day life has many attractive options Until recently I thought Play Stations were for children! Not forgetting computers and surfing the Internet. I appreciate that there are many active youngsters who are doing a great job, WRG, etc. However, we have to accept that the youngsters are in the minority.

Should we be complacent or do we do something about it?

We know a lot of people come into boating in their later years, escaping from life in in the fast lane or the 7.47 to Euston.

Will it be a continuing trend?

Do we leave it to the other waterway groups ?

We now have affiliated membership.

Can we use it as a means to attract younger people, if so how?

Is it a subject that NABO should get involved in?

If you have any comments or suggestions, please call or write to me. Better still, reply by writing a letter in NABO news.

(Since I drafted this report I have read Graham Booth excellent article in Waterways World. The NABO Council has been interested in the subject for a while. To see it raised at national level is good news.)

**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



Third Party Insurance

£1m from £30

0181 741 4914

(General enquiries Mon-Fri 9am-5:30pm)

Tel: 0181 477 5055 (24hr brochure request only)

Moorings on the BCN

While writing this report I received a call from a member seeking help on cruising the BCN. He had read the vandalism report in the NABO News and was doing some forward planning. I was able to give him a little help from my own experience. However, I am sure that we have a lot of members with a great deal of experience and knowledge of the BCN and it would be useful if we could draw up a list of recommended overnight mooring locations. The information may already be available from one of

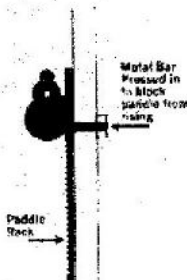
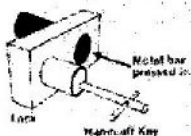
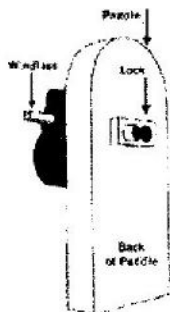
the other societies. Publishing a list in NABO News would be beneficial to our members and perhaps encourage more to visit a fascinating part of our heritage.

Locking Up of the BCN

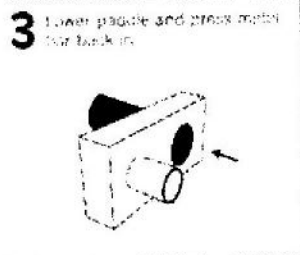
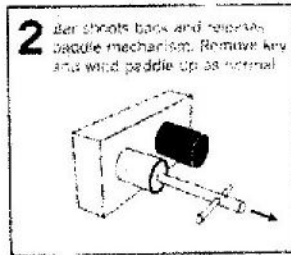
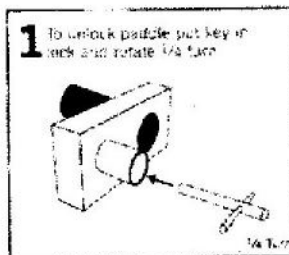
From January 1999, British Waterways will be fitting anti-vandalism locking devices at key BCN lock sites throughout the Birmingham and Black Country Canals. Full details of mechanism and key are given below.

John Stephens
Midlands Representative

INSTRUCTIONS FOR USE



You are able to purchase the key costing £2.00 from:
British Waterways
Bayliss Lane, Tipton
West Midlands
DY4 0RX
Tel: 0121 508 1300
Fax: 0121 606 1313
Local boatyards are being asked to stock keys.



Licence Disk / Mooring Permit Codes

In response to our queries in the last issue regarding licence codes, we are delighted to publish the following explanation received from Graham Clark, BW's Commercial Manager.

"There are now two licence disks issued, one for each side of the boat.

The Mooring Permit now looks different from the Licence disk for ease of identification.

Mooring Code

The mooring Code is two letters which signify the Canal or River followed by the decametric chainage code for the mooring site. Each site is unique and is measured from one end of the waterway. The example attached shows a mooring on the Ashby Canal (AS).

When there is no specific mooring site in terms of a Waterway then some general codes are used ie Using the Ashby example.

AS-99995 Unknown Please State This code should not appear on licences but it is used on renewals when we do not know the mooring site eg if the owners have changed mid licence.

AS-99996 Continuous Cruising.

AS-99997 Craft without a mooring at the time of the Act covered by the mooring protection in the BW Act 1995. Now not used.

AS-99998 Trailable Craft.

AS-99999 Various eg Short term licences, old records, craft on other Navigations. This code should only

appear on licence disks issued to craft based on non- BW navigations. eg

TH-99999 River Thames

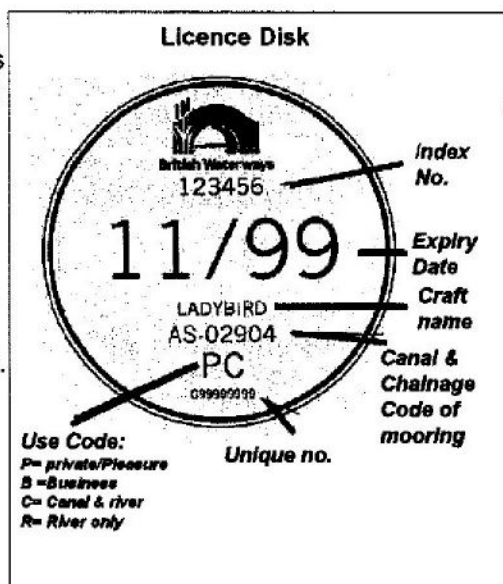
LV-99999 Lower Avon

UV-99999 Upper Avon

Under the Data Protection Act we do not publish a list of the Waterway abbreviations as effectively they could be used

to identify where a craft was permanently moored.

Unique Number: This is a sequential number printed on each disk, it is used to verify that it is an original disk in case of fraudulent copying eg colour photocopyers or home computers."



TOWPATH TELEGRAPH

Short Term Visitor Moorings

We are always interested in cases where boaters wishing to visit a waterway might be discouraged by their inability to find a suitable, safe short term visitor mooring - eg when "week-ending" their craft.

We have become aware that no 7-day or 14-day free mooring are provided on either the River Severn or the adjoining Gloucester & Sharpness canal and we have taken this matter up with the local BW manager.

We would welcome information from our members concerning the provision of a "mix" of visitor moorings at locations to which they travel and their views on the adequacy of short term visitor moorings or abuse of facilities by boat owners who insist on "hogging" moorings in contravention of 24 or 48 hour restrictions thus precluding others from mooring.

Free Leaflets

Members may be interested to hear about two new leaflets concerning the waterways and boating which are available free of charge.

"Navigate with Nature" is a booklet issued by the British Marine Industries Federation (BMIF) in

association with the UK Centre for Economic & Environmental Development and a number of other groups including BW, The Broads Authority & Environment Agency.

With a foreword by David Dimbleby (the well-known broadcaster and "Doyen of the Dart" where he sails), the booklet deals with a range of topics including wildlife, waste and pollution and other matters over which the boat owner can exercise control as he or she enjoys his or her pastime. The booklet makes a thoroughly good read and can be obtained from "Navigate with Nature", Suite F 3 Kings Parade, Cambridge, CB2 1SJ. Tel 01223 367799 or email: navigate@ukceed.org.

The second leaflet takes the form of an A2 size folded map of the Fenland waterways with information about facilities, boatyards etc. Strangely, although the River Cam lies within the area of the map it does not feature in the narrative or list of navigations - maybe it is true that the Cam Commissioners do not welcome pleasure craft? The excellent free map is issued by The Fens Tourism Group, Ayscoughfee Hall Churchgate, Spalding, Lincs PE1 1

Between 2 "L"s - continued

Due to a pagination error the final 4 paragraphs of this article were cut . I apologise to the author, Stuart Sampson, and trust that you will enjoy the remainder of the story. - Editor

The Leeds and Liverpool offers a rich reward for all that hard work, above Barrowford the countryside was green and delightfully hilly. Unfortunately where you have to go under one of the hills, BW's tunnel lights haven't heard of radio time control and were red when we reached them with two minutes to spare! Time passed quickly though and we were soon at Greenberfield, land of the three-handed toilet emptier. Who else can empty the loo and hold down the press tap at the same time!

Then came the combination of gale and polythene that turned us round above Gargrave Bottom Lock, we managed to pen down backwards and re-orientate ourselves at the next winding hole. I spent longer down the weed hatch than I ever did in Liverpool.

It is high time BW converted the Bradley swingbridge to one person operation, dispensed with the unnecessary handcuff locks on rural bridges and provided courtesy wellies on those thickly manured cattle

crossings. Apart from bottom paddles found open at two staircases (were they just testing?!), the remainder of our trip was just the usual hard work, but no sign of bandits here either.

BW want more boats on the L & L (and more than two moorers at the new basin at Apperley Bridge), so those who have the time should go. Try to share the workload with another boat and enjoy all 127 miles of it.

Stuart Sampson

mv Sulaskar



mv Sulaskar outside the Eldonian Centre at Liverpool

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

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"/>		
	L.P.G. <input type="checkbox"/>	HP.	_____

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

Normal Mooring _____

Cruising range required: inland non tidal <input type="checkbox"/>	U.K. Coastal <input type="checkbox"/>
inland with coastal use <input type="checkbox"/>	Breste/Elbe <input type="checkbox"/>

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:

Michael Stimpson and Associates
6 Norfolk Road, Rickmansworth, Herts WD3 1QE

and your quotation will be forwarded to you for your consideration

SOME NEW YEAR THOUGHTS: Stephen Peters



Another year has passed and we are now in 1999 - the count-down to the Year 2000 has commenced. What will the coming year and the new millennium bring to boat owners? It would be nice to think that some common-sense might prevail within the various bureaucratic empires that control our pastime.....

Licence charges - will we continue to be "squeezed until the pips squeak"? Some people think that stage has already passed. Many older boat owners have sadly reached the point where they have reluctantly given up boating altogether whilst younger "wannabe" boaters are discouraged by the high cost of running even a quite modest small boat. The number of licensed craft is declining and boating is becoming more elitist. This is not a healthy situation and yet no one in authority appears to want to listen.

Regulations - the Boat Safety Scheme continues to impose many unwarranted restrictions on how we use our boats. But has its introduction actually improved safety? Was boating on inland waterways really ever that dangerous anyway? BSS supporters pointed to the large number of craft that are frequently

moored in close proximity or are passing through locks and affirmed that users need to be protected from danger in such situations. The experience of the Sydney-Hobart yacht race over Christmas suggests that boating on the high seas is far more treacherous. And how many sea-going boats are packed tightly together in coastal marinas and use sea-locks to enter them? They do not have onerous restrictions and petty rules imposed upon them. Only inland boaters are penalised. That's why they need an organisation such as NABO!

Fire extinguishers - we are compelled to equip our boats with expensive fire extinguishers which, as we have all learnt to our expense, must bear the correct official designation markings. We should not be complacent where fires on board are concerned.

Most of us have dry powder extinguishers on board but expert opinion suggests that this type is far from ideal in a marine environment. The main problem is that the powder can become compacted by vibration to the point where it will not be expelled when the appliance is used. If

they do work you will be clearing up the mess for the rest of the season! Halon remains the most effective substance for fighting fires in enclosed engine spaces - but its manufacture and use has been curtailed and the fumes will soon choke you. The same applies to carbon dioxide. The only safe way to tackle a fire on board is to pour a bucket of water on it (but not if it involves flammable liquids or electrical fires). If it is too large to tackle get everyone off the boat and phone for the fire brigade. Remember, a GRP boat will burn fiercely and be totally destroyed within a few minutes.

The Recreational Craft Directive

- EU bureaucracy continues to plague our lives. Since the middle of 1998 all new pleasure boats have had to comply with the directive and must display a maker's plate and CE mark to indicate conformity. Imported craft and self-build boats may also need to comply and it will be an offence to sell them if they do not! Enforcement is the responsibility of local authority Trading Standards departments but most of them have no experience of boats. The best advice is to ascertain for yourself if the boat you intend to buy needs to comply with this important piece of legislation.

bearing the CE mark do not have to comply with the hundreds of requirements of the Boat Safety Scheme. Just as well, since many of them could not possibly pass the examination. (Plastic fuel tanks and fuel spill pipes, bilge pumps in unacceptable locations, etc.)

Narrowboats and rivers - do they mix successfully? Some river boaters would say no, based on their own observations of canal craft on rivers such as the Thames, the Trent and Severn. It appears that narrow boats usually navigate the centre of canals because that is where the water is. When they meet another craft they both maintain their course until the last minute and then pass closely port to port. Such actions are not to be recommended on rivers because of currents and the higher speeds involved. A plea to narrow boat owners: Keep to the right hand side of the river, keep out of the way of larger craft which may need deeper water, expect to be overtaken and anticipate more wash than on a canal. Many river craft have powerful engines and move at 6 knots on tick-over!

Smoky engines - mention of large river cruisers prompts me to comment on the unsociable tendencies of their owners who insist on running their smelly turbo-charged diesel engines when

The good news is that boats

moored close to other craft. It is no joke to have to leap ashore to avoid suffocation from fumes entering an open boat. Better still, why don't you spend some money

on engine maintenance? If your boat was a lorry it would not pass its MOT!

Well, I am glad to get all that off my chest. Happy Boating in 1999.

STOPPAGES

Bridgewater Canal: Red Brow Aqueduct at Daresbury will be closed and the canal dewatered for 25 metres either side from 8 Feb to 5 March. This is to allow the top of the arch to be repuddled.

Peak Forest Canal: BW are dewatering the entire Marple Flight after a gate failure to enable a full

inspection to take place. The stoppage is "until further notice" although more details are expected at the end of January.

River Wey & Godalming navigation:

A major restoration of Millmead Lock means it will be closed from 2 April to 36 May.

DEREK PEARSON

FENDER AND CHIMNEY MAKER



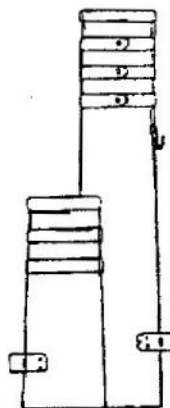
Narrowboat 'Wylo'

White Lion Wharf

Startops End

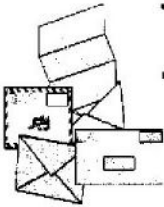
Marsworth, Tring

Herts HP23 4LJ



Telephone: 0836 242565

LETTERS



Dear Editor

We read with great interest the letter from John Bendall of Lucy No2 about his stove as we are on the point of writing to our manufacturer to return the latest piece which has fallen off!! we are now considering what to replace it with.

Ours is 4 years old - a Brunel by Stovax which we considered to be one of the better ones available. It is only 4 years old, and has had regular use right through the winters as we stay on n/b Carina nearly every weekend. We did however try out a variety of different types of fuel before settling on Welsh anthracite when we can get it, or "ordinary coal" otherwise. No-one advised us against the various composite fuels such as 'pure heat', but our thoughts are now that maybe this was too hot!

Debby Bridge

Dear Wendy

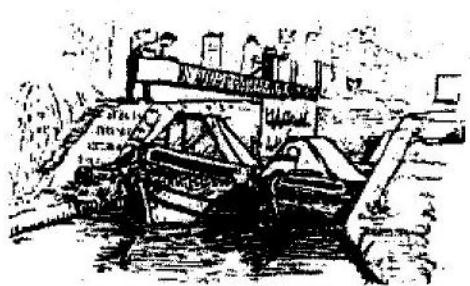
The subject raised by John Bendall concerning the vulnerability of stoves is very pertinent because we have had similar experiences and I am sure that this applies to many other boaters. We had the popular multifuel stove fitted about 10

years ago, which fell apart after 5 years use. During that time we met up with friends suffering from the same problem with the same stove, one lived on his boat and the other used his boat rather more frequently than we used ours. Leading chandlers approached reckoned that 5 years wear was pretty good for a stove on a narrowboat, however it was used! Our friend replaced his stove with a similar model, we replaced ours with a different model - and now, after another 5 years, both stoves are again falling apart!

So we sympathise with nb Lucy No.2 but have not yet found the answer, other than the fact that the first stove we ever had on our boat was a Scandinavian domestic model (not supplied by chandlers); it was wood-burning only and vitreous enamelled, and was as good as new when replaced with the first multifuel stove. Is this a clue?

John & Dee West

nb Idly Dan



Dear Editor

I have been a narrow boat owner for only three years and as I have been refurbishing for two of those I have had little opportunity to cruise the cut. Recently I completed my refurbishment and have re-encountered an attitude amongst boat owners that I find pompous and not a little ridiculous. This attitude, of too many boat owners, is that they have a divine superiority over hirers.

Although I am sure my opinion will anger a number of other owners I believe we could all benefit a little from more of a live and let live approach to our boating.

Hirers are not second class citizens. They do not have any less right to the waterways than owners. Although it is often true that holiday hirers do not have the skills to manoeuvre as well as experienced owners, perhaps we could cut them a little slack and help rather than chastise.

How many owners were hirers before they became owners? Does this mean that they have moved up the social scale and are therefore better people. Maybe if the attitude was to aid hirers, as I have, they will find them grateful and appreciative. A wholly more pleasant relationship than that which I often encounter on the canals.

The problem is not with the hirers but with the hire companies. How much

education do they offer first time hirers? When I first encountered a narrowboat I was given a ten minute talk about how to look after the boat, then off I went with someone from the boat yard on the deck with me. He left after about 100 yards and I was on my own. All hell broke loose within about an hour when I tried to moor and found the bank too shallow and ended up blocking the canal with no idea of how to get out of my predicament. Had it not been for a benevolent owner I would probably still be there.

The cost of hiring a narrow boat for a week is often a lot higher than the same week abroad in the sun. There is a huge amount of money ploughed into the canals by fees paid by the hire companies and I sometimes wonder how much my boating would cost if the hirers reduced in numbers. Perhaps we would pay the same but there would be a lot less investment in the canals. So come on owners, let's get our act together and think a little more how we can improve our environment and a little less how we can be rude and insulting to people who will possibly be owners of the future if we welcome them into our hobby.

Nigel J Cowdery, Daventry

Dear Wendy

The Nottingham Yacht Club (*Best Club on't Trent*) which is situated at Cranfleet Lock, Long Eaton, Nottingham, runs a number of events and would welcome NABO members who would like to attend. These events are as follows:

Feb 13 (8pm) Valentines Night Dance featuring "Mood Indigo" live recording group.

Mar 27 (8pm) Annual pantomime "Jack and the Beanstalk"

Apr 24 (8pm) Cajun Night, live band and "M.C. Cahun"

May 14 - 16 Club Rally - stalls events etc plus "Bletherskyte" live folk group (Friday eve); Pantomime (Sat eve).

June 12 (6pm) Barbecue plus live "Jazz at the NYC" - Real Ale, catering

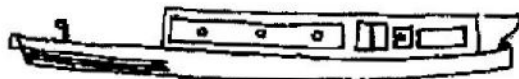
The club is normally open every weekend (Friday eve, Saturday eve, Sunday lunch). There are moorings and all boaters are welcome.

Paul Marsden

Commodore of the Nottingham Yacht Club

Tel: 0115 9726095 Mobile 0378 523828

PHIL LIZIUS T/A



LONGBOAT ENGINEERING

MECHANICAL, ELECTRICAL & HYDRAULIC SERVICING & REPAIRS TO BOATS OF ALL TYPES, SERVICING AND ANNUAL TESTING OF PASSENGER AND WHEELCHAIR LIFTS TO BS6109 PART 2. MOBILE AND WATERBORNE SERVICE AVAILABLE.

SPARES & REPAIRS FOR GREAVES [formerly Ruston & Hornsby (India) Ltd.] 2YDM & 2YWM ENGINES

TEL: 01604 859454

MOBILE: 0468 617679

**SANDLANDING WHARF, BLISWORTH ARM,
BLISWORTH, NORTHANTS. NN7 3EG**

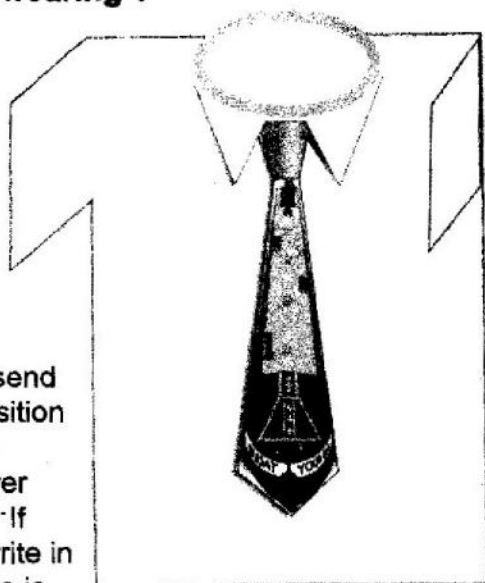
END PIECES

What the well dressed boater is wearing ?

Stuart Sampson, the author of the recent article, "Between 2L's", has come up with a good idea for the natty dresser.

The illustration on the right shows a collared shirt and tie that is in fact a T-shirt with a printed tie - nothing to catch in the paddle gear!

Your own boat can be shown, if you send a colour photograph taken from a position high enough to show the roof details clearly. It can be taken from whichever end of the boat you think looks best, if the boat's name is not visible, then write in clearly on the back. The actual image is not used so untidyness does not matter.



Until demand is ascertained Stuart is unable to quote a price but if you are interested write to him at mv Sulaskar c/o 48 Old Lane, Bramhope, Leeds, West Yorks LS16 9AZ

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.

LOST CAT - "Feathers"

Lost at Huddlesford. Friday 1.1.99
Tabby, white bib and paws.
If you can help, please contact Mr.
Marcus Sisson who will be very
pleased to hear from you.
All expenses and more, will be
gladly paid.
Home 01159 652843.
Mobile 0850 356537

NABO REPRESENTATIVES

Council Members - contact addresses

Sue Burchett

Secretary

Roger Davis

Membership Secretary

Sadie Dean

East Anglia rep

Christine Denton

Marketing/Rallies

John Denton

Strategic Planning

Bill Finch

Southern rep

Peter Foster

NE Rep

Jim Hutchinson

London rep

Peter Lea

Chairman

Phillip Ogden

Special Projects/Disabled

Nigel Parkinson

Engineering Officer

Stephen Peters

River Users Co-ordinator

Geoffrey Rogerson

Vice Chairman/S Rep

Andrew Sherrey

Treasurer

John Stephens

Midlands rep