



NATIONAL ASSOCIATION OF BOAT OWNERS

Issue: 5 /00



The "boys in green" at Gailey

NABO News

September 2000

Editorial

I am saddened when I regularly receive notes from our Membership Secretary of people who are having to give up their membership of NABO, and, in fact, leave the waterways altogether because of the rising prices, often linked with a limited or fixed income.

Recently the trickle has become a flow, with quotes from 11 members letters this week and, in addition, I am also receiving many letters with similar grievances. In the last four weeks I have received over a dozen letters from people in this situation, one of which seemed to speak for many so this is published, in its entirety, in this issue (see page 8).

Whilst I have every sympathy with the letter writers, some of whose tales of

woe take several A4 pages to tell, I feel the time has come to limit the number of such letters that are published, particularly when, sadly, so many of them tell very similar tales. Only letters that have a new angle on the subject will now be considered for publication, BUT, please continue to write, as all these letters will be passed to Council enabling them to collate a full portfolio of information to use when speaking to BW, who continue to insist that there is not a problem.

Also, have you considered sending a copy of your letter to BW Customer Services at Watford? They would soon have to admit that there is a problem if they were inundated by letters of such sadness, such anger and such despair as some of those that I have read.

Thank you all for writing to me - I am the envy of other editors of other boating associations and organisations!

Wendy Hook

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THE CHAIRMAN'S COLUMN

I have started cruising again. For the first time in 12 years we have been confined to the bank. We went to the Wendover rally at the end of May; as we left, we received the news that our youngest daughter had broken her knee. Her need was greater than boating. We returned to our boat on 8 September.

To anyone who spies Nackered Navvy with an out-of-date licence, we have a new one but I've filed it. As I have also been parted from my filing cabinet for three months it could take a while to trace it.

Needless to say, NABO has carried on; meetings have been attended, emails exchanged, etc, and we are achieving some success.

All our lobbying about the state of the towpath edge has at last borne fruit.

Stuart Sim, BW Operations Director, has sent me a copy of a memorandum sent to all Waterways Managers. It states that "rather than creating an interesting fringe area, we (BW) are in some places creating a jungle that is of little value and is growing out of control". He goes on to suggest that the cutting of vegetation on lock approaches should be extended to allow for queuing boats. Also they should be creating regular informal mowing lengths so boats can moor away from busy sites. He states that the user groups would be able to

help with suggestions. We would be very willing to assist. It is also up to us to remind managers of areas that need attention. I suggest a length along the Birmingham & Fazeley, near Fazeley, where there is a very attractive brick edge almost obliterated by weeds and shrubs.

Can we now get rid of the horrible grit that towpaths are being surfaced with? Dusty in the dry and sticks to your shoes in the wet. Either way it ends up with too much on my carpet. It is also very nasty if anyone falls on it with the gravel getting under the skin.

**"BW are in
some places
creating a
jungle that is
of little value
and is growing
out of control"**

The news about the BSS review is that our "observer" has attended one meeting and reported back. Because the User Groups withheld their submissions whilst the review team was sorted they have little written material for

consideration. They want all User groups, surveyors associations and other body's views by 30 September. There seems to be no structure to the review as all the views are then to be considered together. We may then be invited to spend 45 minutes verbally stating our case and being quizzed. This is scheduled to happen at the end of October. All boaters are going to be mailed to send in their views. This was to have been in the form of a questionnaire but ideas

have seemingly changed. Apparently they are looking into the legalities of why the Scheme came into being. I find it very strange that we have all these regulations for steel tanks travelling at 4 miles per hour on water, when I can have a flimsy caravan or motorhome travelling at 60mph on a road with no checks at all. We will give you all the information that we can. Watch this space.

At the EA Annual General Meeting that I attended, other boating organisations were noticeable by their absence. IWA was represented on a local level only. That left Adrian Stott from the Dutch Barge Association and myself. It must be a two-way thing; boaters were not interested in the EA and EA is certainly not interested in navigation,. Although Jacqueline McGlade, the Board Champion for Navigation, did make herself known to me and does seem keen on navigation, although canoeing is her forte, EA will have to show much more interest in navigation before they can get our support. The meeting targeted environmental issues and ethnic minorities which perhaps we have become. I felt we compared badly with the Association of Pet Cemeteries & Crematoria, who were also represented. The good news was that, unlike BW, their administration costs are falling.

The BW Annual Meeting (nothing general about it) was by contrast a very slick affair, which was graced by the presence of Lord Whitty. The Minister for the Waterways, and also the Minister responsible for Health and

Safety. Smiles, and, aren't we doing well, was the order of the day. We are taking over every aspect of the waterways today. Tomorrow we take over the world including EA. The Waterways Trust is supposed to be completely independent, so why was it included in the speeches. BW link BW and the Trust, so why should we think that they are separate? Even IWA is now a partner of BW, but please note , NABO is completely independent.

NABO Council

NABO Council would like to thank Christine Denton, who has resigned from Council due to on-going family commitments, She joined NABO Council in 1996 and spent four years using her enthusiasm and skill in creating an effective marketing system for NABO which was instrumental in gaining us many members. Very few appreciated how much work she put in. The marketing has suffered since it lost Christine's touch. I especially appreciated her loyalty and advice.

Sue Burchett

Chairman

The Environment Agency has produced a Floodline pack and declared 11 - 17 September 2000, Floodline Awareness Week.

Portsmouth, unfortunately, obliged by having a flood!

Snippets from the Cut

Old Address - New Post Code!

The Royal Mail has recognised the restoration of the Anderton Boat Lift by giving it a formal address. The old lane leading to it has been named Lift Lane and the lift's postcode is CW9 6FW.

It is good to hear that the Appeal is within reach of its quarter million pound target.

Boat Shows Galore!

It has been confirmed by BW that the show that moved from Braunston to Crick this year will continue at Crick for the next five years. Site work will take place to improve the infrastructure as a result of agreement reached between the marina owner, adjacent landowners and BW.

CBOA National Working Boat Gathering.

This most successful event took place at Braunston and exceeded all expectations. The CBOA have been approached by BW to run a similar event in 2001. Although the organisation want to hold their next National on waters accessible to members with larger vessels, they have agreed to plan an event in Braunston, probably over the weekend of 14/15 July.

National Waterways Festivals

After a successful show at Waltham Abbey, although there did seem to be a smaller attendance, with fewer actual boaters present, the IWA have

announced details of the 2001 event.

It will take place at Newlands Park, near Willen Lake in Milton Keynes.

Plans are in hand to use the event to launch a major campaign to promote the Bedford link - a navigable connection from the Grand Union Canal at Milton Keynes to the River Great Ouse in Bedford.

Youth Back to the Canal

Or .. "Slowly & With Great Pleasure!" to quote the press release recently received from the Young Boaters Club, who are trying to encourage younger people back onto boats.

Their official launch will take place on Saturday 4 November 2000. Festivities will include meeting in a hostelry in Watford, Fireworks in Cassiobury Park and then an evening of clubbing. Interested? - then contact Amanda Strang
for more details, She can be reached by email at

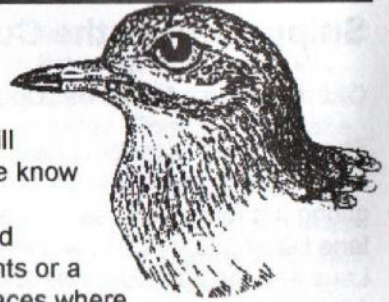
A calendar of social events is being arranged and assistance at boat festivals and rallies has been organised. A newsletter is now being published.

Want more details? contact:

YBC membership secretary, Kitchens

Membership enquiries can be emailed to:

A Bird's Eye View of Council



I've always thought that we are beginning to live in the sewerage. I mean the "suer-age". Now to counteract this BW are asking boaters to sign disclaimers before they will let them use certain locks, answer a quiz and sign things before being allowed to use gate paddles, and goodness knows what they are threatening single handed boaters with (as well as allowing them to pay a full licence for one person's use of the facilities!).

Have you filled in any white cards ? (Free from Waterways offices) they want comments about our experiences and for us to tell them where dredging needs to be carried out. Anywhere not conforming to original profiles seems a good place and to allow access at designated mooring areas.

We all like to see wildlife along the canals, but some people forget that canals were built for boats. English Nature are putting forward plans to declare SSSIs in places and inhibit boat movement. It also bodes ominous that Barbara Young, who is chairman of English Nature is to be Chief Executive of EA. Navigation is so low on their list of priorities it seems to have dropped off the bottom.

Do Navigation authorities keep a record of safety related incidents? If so, is it top secret? Does anyone keep records of 'trouble' on the canals, including breaking into boats. If not,

how will anyone know if it is isolated incidents or a few places where the same things keep happening?

Why do I always feel suspicious when towpath improvement is mentioned? Maybe because it seems to relate to canal narrowing and/or creation of cycleways. One member reported a cycle race being organised along a section of towpath! Frightening, eh?

I'm sure we have all seen 48hr mooring signs with a list of charges for overstaying. Where are the 'mix' of other length of stay mooring nearby that have been promised? Worse still in one area they are trying to charge by length of boat for overstaying.

Maybe you have a favourite spot that you like to visit regularly at weekends, returning your boat to your mooring during the week. It seems this is frowned on and you may well be hounded for this pleasure.

The good news: BW appears to have seen the light over towpath edge vegetation (see the light is as much as you can do on some areas of towpath certainly no sight of the canal) and have instructed that the jungle effect with hidden trees should be cut back. When?

The bad news: much of the jolly vegetation barriers along the canal are drying out and causing fire hazards - couldn't anyone foresee this?

Of the BSS - what a badly named scheme that is. Broken hearts, broken bank balances and, not unknown, broken rules. Can anyone say that it has made anything safer? You wouldn't believe how much work Council puts in on this subject alone - some members seem to dedicate much of their life to working on boaters' behalf, and don't forget - we are all volunteers. As a result there seems to be glimmers of light in some black areas, but others with more brain than I will clarify this elsewhere.

I do understand that visiting boats on "passage waterways" are submitted to a FREE 10-point safe boat check and

can then get a 56 day licence. Why can't we all just suffer that?

Our suspicions are aroused by the new licence application forms insisting on a mooring being given and don't give continuous cruising as an option.

It seems that there are some of you, dear readers, who don't rush to pay subscription renewals. Well, just you wait till you read the new "Why NABO" sheet and the "Goods and Services to Members" lists. You'll want to pay twice and sing praises so loud there will be floods of new applications for memberships.

Best yet - we all know who has been buying up marinas. At one, they are offering mooring to boats that are too large to navigate the bridge over the marina entrance. Oh dear, is our future in their hands?

BOATERS CHRISTMAS SOCIAL

A festive gathering for boaters is being organised in Anglia Region with the local IWA with NABO and local boat clubs joining in.

Come along to meet your NABO representative and others with like interests.

6 December

£5.00 per head to cover cost of buffet.

Sports and Social Club, Lincoln Road, Peterborough

Contact Sadie Dean for details and to say you'll come!

FROM A BOATER'S PERSPECTIVE

It was evident more than 5 years ago, when the mandatory BSC hove into view, that an evil day was dawning for boaters. Putting this view around amongst fellow owners, I encountered the typical English attitude of wait and see, and it must be good for us if "they" had decided to do it. I maintained that we boaters - who, after all, have the greatest of all personal safety concerns, as we invite friends, children, precious grandchildren into our boats - should unite and say to BW, "Up with this we will not put!" Where, was the evidence that boats (as distinct from the people operating them) were such dangerous playthings? Few listened to me. We are now reaping the sad harvest of our passivity.

If we don't unite soon and do something it will be the end of narrowboating for thousands of people. And lets make no mistake about it, this is what BW want! I am totally convinced their hidden agenda is to get the majority of us off the water by foul means dressed up as fair. There are too many boats! We use the system, we wear it out, we expect it to be maintained. Look at the figures! Take as an upper limit that there are 20,000 boats registered with BW, paying an average of £500 per annum in licence fees. That makes an annual income of £10 million - peanuts in corporate terms. A good Lottery Jackpot win! Set against that the costs of maintenance staff and materials, albeit at a minimal level, and the profit is even less. Add a bit more for mooring fees and it's still

peanuts, relatively speaking. BW's interest is making money, not looking after boaters. BW's real, significant, income is deriving from property deals, none as far as I can see to boaters' advantage. Consider the housing development at Hawkesbury. BW must have made a bomb from the sale of that land, yet no attempt has been made so far to restore the historic pump house, which was the sop offered to boaters who opposed the development. Why are BW buying up marinas as fast as they can when they are doing everything possible to get boats off the water? I would suggest that a possible chain of events is as follows. Firstly, buy up as many independent marinas as possible. Initially undercut any neighbouring independent marinas' fees in order to seduce away their moorers and put them out of business and generally make life impossible for them. Then buy them up too, establishing a monopoly. Next hike up mooring fees while at the same time cutting down the number of long-term canal-side moorings. People have to put their boats somewhere, so they will have no option but to put them in BW marinas. This I see as the immediate, "lets make a quick kill out of boaters" policy and will help to balance BW's books nicely. Meantime continue with the idiocies and impositions of the BSC. When many boats have been driven off the water for good, declare there is no longer the need for so many marinas and sell the surplus on -

probably for landfill and subsequent development, both at a premium. Ultimately, of course, when the books look right and the business plan is in the public domain, privatise. When the fate of boaters is in the hands of shareholders whose only concern is share value and dividends, it will be the end of boating definitively for the ordinary person of moderate means. Am I being totally paranoid? - I think not.

Anyone who has cruised the North Oxford this summer cannot fail to be aware of the disregard of BW for boaters. On long stretches the offside is an appalling safety hazard. For the benefit of others many miles of hedgerow have been cut back and the tow-path made good, yet the canalside sprouts growth four or five feet high in places, making any attempt at stepping off a boat potentially lethal. Love or loathe fishermen, we must acknowledge their cutting back over significant stretches has at least made mooring possible. I recently received a questionnaire from BW, wanting my views on the subject of canalside mooring limitations and charges. My reply stated that we did not need more "official" moorings, with time limits and charges, what we needed was the "free" stretches to be maintained to a standard suitable for mooring.

Passing through Sutton Stop towards the end of June, I was appalled at the disgusting state of the sanitary station, where I needed to deal with my porta-potti. Effluent had been spilled down the front of the receptor and lay in pools on the floor, the consequence of successive

boaters at this very busy junction trying to get rid of their body wastes while not coming into too close contact with those of the people before them! I'm afraid that inevitably I made my contribution. The smell was nauseating. I looked around for someone in the distinctive green uniform to whom to complain but could find no-one. Coming back about 10 days later, I accosted the lock-keeper and proceeded to bend his ear, only to learn that the poor man had been mugged outside the Greyhound by a gang of thugs vandalising a boat, and had spent 6 days in hospital as a consequence. NO-ONE was deputised by BW to maintain the station in his absence. Hawkesbury used to be one of the cleanest stations on the system, but then in the old days there was not only a lock-keeper, but a number of assistants as well. No single episode demonstrates more clearly the contempt with which BW regards boaters!

I am a single woman, long past the first flush of youth but looking forward I hope to a good many more years of active life, on a limited income. I have to weigh up the pros and cons of expenditure carefully. I became the proud owner of a second-hand Springer nearly 10 years ago, and modifying, refurbishing, improving and adapting fixtures and fittings to accommodate an ever-increasing number of grandchildren and to make extended, single-handed cruising easier, has been my pride and pleasure. Almost all the work I have done myself. Sadly, however, I think Taurus will soon have to go. Almost four years ago a BSC was granted without a problem, but BW's roving

goalposts mean that quite extensive modifications will have to be made in order to get the next one. What will happen when my trusty Paloma goes and I am not permitted to replace it. How long will it be before BW decree that solid fuel stoves are unsafe and require that we all rip them out. What will I do when emission become tighter and my reconditioned BMC 1.5 fails to pass muster? Already I have to replace a perfectly safe fuel delivery system with a steel one. Why? My diesel car, which bombs along the motorways happily at 90 mph, does not have a metal spill rail. Diesel is about the safest ignition propulsion fluid in existence, with a very high ignition threshold. Why should we boaters tolerate this sort of thing? I heard David Fletcher on R4, telling every-one how the canal system is to be used to move water for the water companies from areas of surplus to areas of need. A nice little earner for BW. Sounds fine, doesn't it, until you consider the implications. Call me a cynic, but I strongly suspect that boaters will get a very thin end of this wedge, in much the same way as they have with the infamous Beeston turbine. I foresee water shortages making boating impossible when the "needs of the consumer" take precedence over those of the "recreational elite". Once the scheme is under way how long will it be before boaters are told that their waste water is a health hazard and that they must install holding tanks? That will ensure a mass exodus from the waterways!

On the matter of finance, Marina mooring inevitably gets more expensive each year, but a

permanent BW canalside mooring would cost me two-thirds of what I pay now, and I would be offered few facilities and no security. And as I've already said, I could soon find myself forced into a BW marina, at a vastly inflated rate. All money for old rope for BW. Why should they want to know how much I pay to moor in an independent marina - one of the questions in their aforementioned questionnaire. As for "end of garden" mooring charges, these are an iniquity that should never have been sanctioned by our legal system. I am about to pay my licence for another year - a very large sum to find in one lump, but with a thumping great 8% handling charge if I wish to spread the cost over 10 months. Other institutions charge 5% over a year, or nothing at all if payment is by direct debit!

Can anyone tell me why a 3 month boat licence (i.e. a quarter of a year) costs more than half that of a yearly one, and a 6 month (half a year) more than three quarters that of a whole year? Don't anyone tell me it's administrative costs. Everything is computer generated so it's the price of a few sheets of paper and a couple of second-class mailings. We are being ripped off yet again!

I totally endorse the views of Alec English on the safety of single-handed boating. No one forces you to do it, and if you do the responsibility for your safety is yours alone. If you take other people cruising you are responsible for their safety as well - considerably more stressful in my experience, unless they are very responsible and

competent. As a single-handed boater I would vehemently oppose any attempt by BW formally to restrict my activities - although I fear that this, too, may come. I am restricted enough already by poor maintenance. I considered doing the South Oxford this summer but having made enquiries came to the conclusion that the lift bridges were in such a poor state that they could not be managed single-handed. I was told of one fit and capable man who was found sitting patiently in his boat by a bridge, waiting hopefully for the crew of some passing boat to help him. All his heroic efforts with rope and tackle had failed to prevail over years of wear and no repair.

Our Chairman asks rhetorically in her column if we are gullible and being exploited. OF COURSE WE ARE - on the accounts she mentions and on countless others too. Reading about the system for granting access through the Leeds & Liverpool locks my credulity is stretched to the limit! Throughout the system we are told that to save water we should wait up to 30 minutes to share double locks with another boat. Yet apparently on the L&L it is verboten to operate a paddle for another boat. What about when the keyholder is the only competent helmsman on a boat and the lock ladder (being allegedly for 'emergency use only') is unusable. Work that lot out! How many of these BW officials have ever DONE any boating, or have the most basic comprehension of its practicalities?

Unless some pretty drastic changes in BW's attitude and policies come about soon, my boating days are numbered,

as are doubtless those of many other owners. The cost and the hassle are becoming too great. I shall invest in a caravan instead. I shall need no safety certificate and shall have to pay no licence over and above my normal road fund licence. It will reside for nothing in my front garden, an eyesore for my nice neighbours. If it needs a fridge, I shall be able to install a gas one - nice and silent and won't draw down my battery. I shall tow it around our overloaded road system, polluting the air for the inhabitants as I contribute to traffic chaos in lovely villages. On major roads and motorways, proceeding in excess of 50 mph, with calor gas bottles loosely contained some 18" from the road surface, I shall be effectively a speeding incendiary and target for aggressive 40-ton tail-gaters. Boats are unsafe? Do I make my point?

I believe there are in excess of 15,000 boats registered with BW. Very many thousands of owners must be as angry as I am. That is a very powerful lobby. Think of the publicity value of thousands of boats all issuing from their moorings onto the system at the same time, to protest against BW's strictures. A few dozen speedboats rallying in the Lake District recently to object to a 10 mph speed limit hit the National TV news. Just think what coverage we could get! Come on fellow boaters! It's time to unite against BW and make our presence felt'. We have nothing to lose that we haven't almost lost already!

Ann Berry

TOWPATH TELEGRAPH

Coconut News



John Evans of Loughborough sends the following information:

I was interested to read about the proliferation of coconuts on the

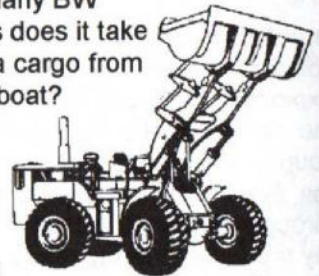
Paddington Arm. We have plenty on the River Soar too. Years ago when regularly clearing the buildup of rubbish that collected in our weir pool I used to toss them aside and break them open for the birds and on occasion would even nibble one myself if I found it to be particularly fresh. Callers at the boatyard would see the growing pile of nuts and ask where they came from. I would casually remark that they fell off the trees on the island up-stream and the differing reactions to this statement gave me endless amusement. Then I discovered the truth; what have Southall and Leicester in common? Got it in one - a huge Asian population! Now I expect that others better qualified than I in Eastern religions will fill in the details but apparently coconuts, often decorated and accompanied by garlands of flowers, feature strongly in the funerals of some sects. The nuts are said to contain the spirit of the deceased. On discovering this I stopped breaking them, but sent them on their way with due reverence!

A few years ago permission was

sought from Leicester City Council for the construction of a platform over the river where these events could be facilitated. The planning department were unconcerned but it was vetoed by the Environment Agency because they weren't happy about the volume of ashes likely to be scattered upon their waters!

(If you want to know anything - ask our readers! - Ed)

Q: How many BW employees does it take to unload a cargo from a working boat?



A: Sixteen, two on the boat to handle the cargo, one on the Hiab, one to pose, two to take photographs, the rest to watch, all in working hours of course.

Comments on the Caldon

I have just come back from a trip up the Caldon and wanted to congratulate Stone on the way that they encourage boaters to stop. The moorings are well kept, lots of flower tubs and hanging baskets, the shops are only a five minute walk from the canal and the pub and Italian Restaurant at the side of the lock are excellent, we sampled both!

Whatever happened to Stoke on Trent, just a few miles away? There are no moorings, it is dirty, "a concrete jungle" and I am sure that no boaters bother to stop. Therefore, boaters do not spend any money.

We have not visited the Caldon for some years and the environment on the bottom half has certainly not improved. Again this must be due to the local Council. Perhaps NABO should take up issues with local councils on the facilities they provide for boaters. BW have not been so clever either, the bridge holes on the bottom half need dredging.

Sunday lunchtime happened to find us at The Swan at Fradley. We wanted to order sausage, egg and chips but The Swan only do "proper" Sunday lunch on a Sunday. It was the best Sunday lunch we have had for years, well worth going if you are in the area.

Christine Denton

The DETR document says that towpaths are being used more for recreation and by the public than twenty years ago. Hardly surprising, as towpaths were private property with no public access. Do not trespass on the towpath was the rule, as it is with the railways today.

"Continuous Cruising? We're forced into it. They have sold off so many visitor moorings we can't find a space to stop. Try Thrupp, try Sawley, try my *©p#n~y* patience'."

A marina owner was amazed when his telephoned application for a licence for cycling the towpath arrived by return (it's free to boat licence holders). He realised that this didn't mean a quantum leap in BW efficiency when he noticed that they had issued one that expired the day before he got it!

The Best Fish & Chips on the Cut
- or do you know better?

Christine thinks the best fish and chips on the system are to be found at The Plough, Mancetter (just above Atherstone Locks on the Coventry Canal, bridge 36). She wonders why boaters going toward Coventry, stop at the top of Atherstone locks overnight when moorings further along are so much nicer.

Post Afloat

John Stevens recently received a request from a continuous cruising member for help with mail receipt and forwarding. He was not able to give any assistance but wondered if anyone would be prepared to provide a service for NABO members. Apparently anyone providing such a service would receive postage costs and an annual service fee. If you can help give John a call.

It used to be three in the office with eighty working on the canal - seems the other way round now."

NABO ANNUAL GENERAL MEETING

Saturday 18 November 2000

British Waterways North Eastern Regional Office
Fearn's Wharf, Neptune Street, Leeds

commencing at **10.30 am** Coffee available from 10am.

Buffet available after the meeting, with the opportunity to meet Ian White, BW Regional Director, who will be welcoming members when the AGM commences.

Maps of the area are available from Peter Foster. Please send him an 8.5" by 4.5" SAE.

The venue is alongside the River Aire, opposite the Armouries and is within walking distance of Leeds City railway station. Members will be able to use the BW carpark by the building. If you wish to attend by boat mooring in Clarence Dock can be booked by contacting the BW Castleford office. Alternative overnight mooring may be available on the pontoon outside the venue.

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David Bitmead

NABO ANNUAL GENERAL MEETING

I hope you are filling in your Council nomination forms. If you fancy a particular job, don't assume because someone is doing it now that they want to hang on to it, also we do have empty spaces, especially in marketing which could be divided into different responsibilities. Do you like attending rallies? How about taking our stand. Do you like designing? How about updating our literature. Is your forte talking to prospective members? There is always room for recruiters! Area representatives are needed both to attend meetings and organise other people to attend. We can provide job descriptions if you are interested.

Meetings are held, usually in the Midlands on Saturdays, at 6 week intervals in the winter, slightly further apart in the summer. Basic travel expenses are met.

If you would like to discuss a nomination don't hesitate to contact a member of Council - and then fill in the nomination form below and send it to the Chairman, NABO, 152 Great Knollys Street, Reading, Berks RG1 7HB - clearly marking your envelope '**NABO NOMINATION**', and to arrive no later than 10 October. Please include a potted biography of your boating history, relevant skills and interests (No more than 75 words approximately, please). Do not worry if you are unable to find a proposer or second - we can help with this!

N A B O Council Member Nomination Form

Name:	Tel:
Address	E-mail:
	Boat name:
	Boat Type:
	Mooring (if any):
Proposed by:	Seconded by:
Name	Name
Address	Address
NABO Number	NABO Number
Signature	Signature
Date	Date
Signature of Nominee:	Date:

PERSONALITIES & PLACES ON THE CUT

A well-known craftsman is due to retire from his waterways trade at the end of this current cruising season. Though he will live on his narrow boat, he will sell the little butty that is pushed along the waterways by N/B WYLO.

You may have guessed that this subject in my series of articles is Derek Pearson, fender maker, chimney maker etc for boats. Shortly to qualify for his pension, he will sell his butty and business.

For thirteen years, Derek has travelled the canals, making and selling fenders of all sizes, plus chimneys and exhaust stacks and other consumables.

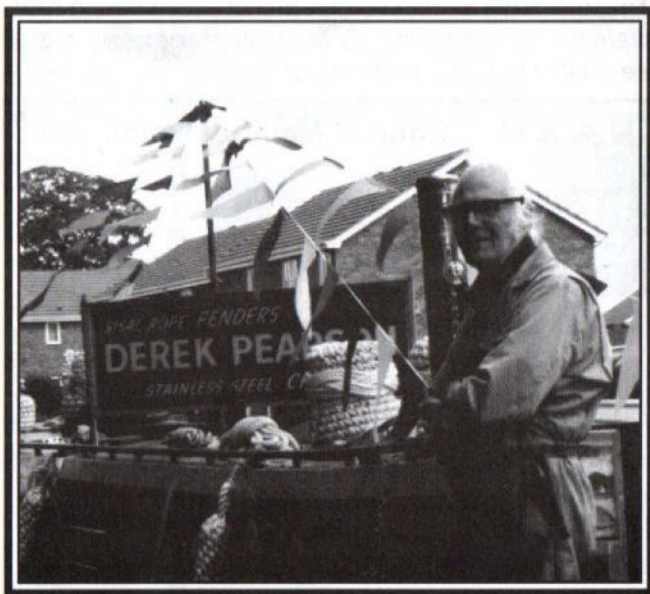
A Design Draughtsman by trade, he came to live on his boat sixteen years ago. Chimneys seem to appear in his life, as his last commission was to design a chimney, 151' tall, for a hospital boiler and incinerator complex.

A native of Newcastle, Derek

moved south in 1967. He revels in hard work and thinks that he will miss this most of all. However he plans to paint, read more and spend more time playing his English Concertina, an instrument he feels he has neglected over the past few years.

Derek has always used what he believes to be the best materials for his fenders and chimneys.

White Sisal, made in Portugal is



his main ingredient. He tells me that the workshop where the rope is made has a ropeway some half-mile in length. The average fender takes up to 50 metres of



can damage wildlife in the water he tells me.

Chimneys are made from stainless steel with solid brass bands and aluminium half round for the tops.

rope. Derek does not use, car tyres, plastic bags etc and his fenders are all rope in construction. Steel chain, made in long established Black County chain works is purchased and then galvanized before delivery.

Derek thought that a fender should have a life span of 7 – 8 years, subject to use. Obviously opening lock gates with the button will tear it and prematurely wear it out. Rear fenders trailing in the water, or constantly wet by propeller wash will also accelerate wear, he tells me.

Can we treat fenders, to make them last longer and look better? I asked. Only boiled linseed oil should be used Derek cautioned. Creosote and other preservatives

Brass exhaust stacks with copper bands are also made on board his boat. Hardy Hemp, polypropylene based mooring ropes are made up by Derek.

Derek is pleased that his small souvenir fenders have been purchased by hirers from abroad and have been taken back as samples of traditionally made fenders.

I enjoyed spending few hours with Derek on a scorching hot Sunday. He is well read and has interests in railways and in steam propulsion. I hope that you will join me in wishing him a long and happy retirement in his chosen lifestyle aboard N/B WYLO.

Derek Hackett

BW ANNUAL REPORT

1999-2000



The latest Annual Report published by British Waterways makes interesting reading and all members are urged to obtain a copy from Customer Services.

Its format follows the usual glossy presentation with impressive colour photographs depicting the range of BW activities (but no pictures of public houses so far!).

Amongst the many statistics readers will observe that 59 miles of canals were dredged last year compared with 73 miles in 1998/99.

The percentages of waterway miles complying with the navigation standards N1 to N7 showed no improvement on the previous year but the highest channel standard C1 total increased by 4 per cent.

Reference is made to two new waterways which have come into the ownership of BW - Linton Lock and the Tees Navigation.

The number of pleasure boat licences issued increased by 4 per cent on the canals and 12 per cent on rivers. Mooring permits also increased but short term licences showed a downturn. The number of boats licensed in Scotland increased by 122 per cent - to 220!

BW asserts that it is committed to introducing new facilities and visitor destinations on the waterways and it

is developing a number of marina sites with this in mind, in partnership with the private sector wherever possible. Is this why BW is busily buying up existing privately owned marinas and public houses all over the country? BW reveal that they paid £2.584 million in January 2000 when they acquired and took over the operation of 2 marinas.

The report includes a well-produced map of the inland waterway system signifying major restoration projects and construction projects under active consideration by BW. These include the recently announced Bedford Link between the Grand Union Canal and the River Great Ouse, the Ribble Link, Droitwich Canals and the Cotswold Canals. BW also plans to re-open the northern reaches of the Lancaster Canal which have been derelict for many years. This sudden urge to expand the usable nationalised network is truly amazing. Interestingly, the Board of BW includes 2 persons who are also directors of major train operating companies. Was it not railway companies who originally ran down the canals? Makes you think!

The figures in the accounts reveal that craft licence and mooring income increased by 17 per cent to a total of just under 11 million pounds. At the same time staff costs increased by 8 per cent to 43 million pounds due to an increase in staff to 1,826.

IF YOU EVER GO ACROSS THE SEA TO IRELAND.....

You will discover a fascinating and thriving inland waterway system.

Since the Good Friday Agreement, and the new spirit of co-operation between north and south, the navigations in both Northern Ireland and the Republic are now the responsibility of Waterways Ireland, based in Dublin.

There are two canals linking Dublin to the River Shannon - the Grand Canal which is fully navigable; and the Royal Canal which is presently undergoing restoration and is not fully open at its western end. Both canals are broad beam waterways able to take craft with up to 1.2 m draft and with

adequate headroom for most inland waterways craft but they cannot accommodate full length narrowboats.

The River Barrow navigation runs southwards from the Grand Canal and eventually reaches the open sea near Waterford. This river is subject to seasonal low water levels and a draft of 0.76m is the maximum recommended.

These three waterways are available for the price of either an annual permit costing 100 Irish pounds or a lock charge of 50p per lock passage. Yes, they do have lock keepers!

The River Shannon is the longest river in the British Isles - a total cruising distance including side channels of 360 km (over 200 miles) and with only 6 large locks on the river, 1 lock on the River Suck and 3 more on the recently re-opened Lough Allen Canal. An additional double lock near Limerick drops craft over 100 feet to by-pass an electricity generating plant on the river.

The attraction of the River Shannon is that navigation is free apart from a nominal charge for locks and opening bridges (£1.20 a time). And there is no speed limit on the open sections of the river. Craft registered in a foreign country (e.g. the UK) are not required to be registered with the Commissioners. And it gets even better! They do not have the Boat Safety Scheme.

The added attraction of the river is the ability to navigate through the former

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8 x 23 x 34 inches folded.



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Ballinamore & Ballyconnell Canal now re-named the Shannon-Erne Waterway. This 63 km (40 mile long) link with 16 locks was re-opened in 1994 and allows through passage to the Lough Erne system in Northern Ireland. Lock passages cost a mere 50p using a Smart Card to operate the fully automated locks and also to pay for access to the waterside service blocks, sewage pump-out, etc.

The Lower Bann navigation in Northern Ireland is the only navigable river link between Lough Neagh and the sea at Coleraine. It is some 35

miles long with 5 large locks (one of them a double lock).

The inland waterways of Ireland are an increasingly popular tourist destination and many hire firms operate on the canals and the Shannon, mostly hiring out river cruisers or wide beam canal boats. The Irish Tourist Board and Waterways Ireland produce many useful and informative leaflets. If you would like more details Stephen Peters (who is not Irish and has never been there but is tempted!) has it all including copies of the bylaws, etc.

LOCH LOMOND - THE LAST REMAINING FREE LAKE?

Following the recent Government decision to impose 10 M.P.H. speed limit rules on Lake Windermere with effect from 2005, there has been a considerable outcry from boat owners who use the lake. This was featured on television news and highlighted the concerns of speed boat owners, water skiers and proprietors of lake-side businesses dependent on boating customers.

One of the problems faced by skiers and users of PWCs (personal water craft) and other high speed craft, is the lack of alternative inland venues to practise their pastime. Boaters wishing to travel at high speed in power boats may decide to take them to Loch Lomond in Scotland. This is the largest lake in Britain and with the exception of low speed limits near the shore and mooring areas, boats are permitted to travel at speeds up to 90 kilometres per hour (approx. 48 knots) under the bylaws. This area of water

is particularly favoured by skiers and speedboats and is conveniently located near to Glasgow.

Stephen Peters holds details concerning mooring places, registration and byelaws for the loch. We also have a navigation chart produced by a local publisher which is recommended for users of the loch. It is full of information for boat owners, anglers, rambles and tourists. The chart indicates water depths and dangers - the loch is 23 miles long x 5 miles wide at its extremities - and up to 600 feet deep!

We would welcome the views of trail boaters and speed boat users on the vexed subject of speed and other restrictions affecting your pastime. NABO exists to represent ALL inland waterway boat users and we invite applications for membership regardless of the type of craft you own.

SURFING THE WATERWAYS - PART II

Hi there, to those of you that don't know me I am Michael Wooding, the NABO Webmaster. Those of you unfortunate enough may have come across myself and Krystyna aboard our rather long tug Draco !

I have been stirred from my position huddled over the keyboard servicing the various web sites I master and have kicked myself into motion continuing the theme in last issue's 'Towpath Telegraph' entitled 'Surfing the Waterways'. In this issue I shall be introducing some of the sites we have links to from the NABO web site.

The first one in the list is another of the sites I manage, the Cutweb Internet Boating Club. The CIBC is, we believe, the first and only virtual boat club on the web, and what is more we are AWCC affiliated. Full details of the CIBC and how to join are on the site:

<http://www.cutweb.org.uk>

Probably the best and most comprehensive canal-related site on the web is Georges Canal Boating site. This site contains vast amounts of information on canals, links to, and info on, many canal societies and associations, pages of trip reports from canal boaters, etc, etc, etc. This site is an absolute must and well worth spending a few hours browsing around. The URL for the site is:

<http://www.canals.com>

Another site we have a link to is the London Canal Museum. From the title it is not difficult to tell that the site carries a great deal of information on the London canal network. This site can be found at:

<http://www.canalmuseum.org.uk>

The final site I shall mention in this issue is one very close to my heart and I offer no apologies for mentioning it here, even though it is my own one! The Cutpics site is a vast library of photographs Krystyna and I have taken over the years of the canal system (dating back to the early 70's at present) and of more recent canal-related and boating events. It has to be said that because the content is photographs, even though they are in compressed format, if you have to pay for your internet connection and/or telephone time, then view with discretion. The site can be found at:

<http://www.kjkroeker.com/canals/index.html>

That's it for this issue. For any information on the NABO web site, or if I can help with anything else internet/web related, please don't hesitate to contact me:

Oh, and don't forget your NABO site:

<http://www.nabo.org.uk>

LETTERS

Dear Editor

In case anyone wondered about the whereabouts of the untitled and unattributed picture on the front of the April issue, it shows the Mill at Sibley, that I saved from dereliction in 1985 and lived in until last year. I have no idea how you came to use the picture but was perplexed as to why the photographer didn't move a few feet to the left when he or she would have got an interesting collection of boats in the shot, making the cover of greater interest to your readership.

John Evans. Quorn, Loughborough
(Actually John, I took the picture myself whilst on a trip around the Leicester Ring a couple of years ago. As it was taken from the boat, I would have had to walk on water to move the few feet to the left and this activity still remains beyond me! - Editor.)



Dear Editor

It's not very often that I feel compelled to put pen to paper, either to make a complaint, or for the opposite reason, but I was so saddened by part of Mr Harris's letter in your issue 4/00 recently that this is one occasion when I must do so, if only to defend my view, that of speaking of people as you find them.

My husband and I - now both in our 80's are unable to travel as far afield on our boat as we used to and for some years now have confined ourselves to the Shroppie (from

Brewood to Hurlestone Junction) and the Llangollen canal, and our experience of the lengthmen through whose domain we pass in doing so has been exactly the opposite from Mr. Harris. The BW chap at Brewood, Peter Carr, has become a real friend over the years, always helpful and considerate, as have the staff in their office, etc, at Norbury Junction. Mick Beard at Hurlestone Junction will hardly let me work a lock if he is about when we come through - sometimes before or after normal working hours. The same applies to Les Molyneux at Grindley Brook, often helping me right down all 6 locks. And in earlier years I could mention those encountered at Gailey, Long Buckby, Stoke Bruerne, Hawkesbury Junction and Leighton Buzzard. Maybe it pays to look somewhat old and decrepit!

Anyway I feel I must speak up in their defence.

Doug and Audrey Wright
NB Tramps Retreat

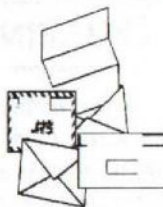


Dear Wendy

For some reason the address for "Travelling the Inland Waterways" didn't appear in the last issue of NABO news. It is:

www.lola.ltd.uk/trips

There is good news regarding the awful, Kings Norton swing bridge



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PERHAPS WE SHOULD BE TALKING

on the Stratford canal. It now seems to be permanently left in the open position.

Can I also take this opportunity to say how much I enjoyed the content of the last issue? Bags of interesting stuff, far more interesting and less "dry" than previous issues. Keep up the good work.

Brett Laniosh. Email

(Many thanks Brett. I didn't know that if an Internet address is copied to a word file the address disappears! I do now - Apologies for the omission.

Editor)



Dear Editor

As many will know BW on the Leeds and Liverpool is issuing keys to unlock the gate paddles to those they deem to be competent to use them. Will they extend this principle, I ask, to give those who can show the appropriate competence a key to the control box of electrified swing bridges, so they needn't call a BW engineer just to press the RESET button? It would save themselves, boating folk and road users much frustration.

On a more serious note regarding responsibility for safety at boater operated moveable bridges, for example the lift bridge at Thorne. When we passed through on a hot Saturday afternoon (yes, there was one in May!), there were more than a dozen boys using it as a diving platform, most of whom refused to move, yet wouldn't accept that they remained there at their own risk. As the deck steepened several stayed put

till they slid down on their bottoms. Had their parents wished to claim for damage to their clothing, or anything worse that could have resulted, where do boaters stand? Would the boaters be held liable for not waiting in a state of confrontation with the boys until they cleared the bridge, or is it BW's responsibility to ensure the bridge was safe in all circumstances, i.e. impassable to boats? I know the problem of kids swimming is as old as the canals, but in this age of personal injury claims where the malicious and stupid seem able to sue others for the results of their own misdeeds, I don't suppose any blame would be put on the miscreants.

Stuart Sampson. Email



Dear Editor

Oldark on Water Event

I once put it to BW that their waterways could be likened to a theatre, of which BW is the owner, the boaters, the actors and the public the audience; to which they agreed.

When I suggested that this theatre was rather unusual in that the actors had to pay to take part and the audience were admitted free of charge, they reluctantly agreed that this was so.

Thank you for an excellent magazine

Ron Bingham. Welling, Kent

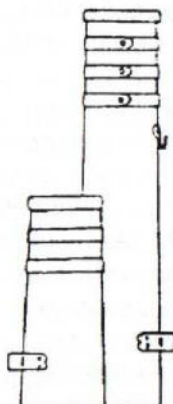
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Dear Editor,

Having spent six mainly very happy years living on our narrow boat, we have now decided that it is time for us to reluctantly leave the canals. There are several reasons one of the main ones being of course the ludicrous boat safety certificate which does not have a lot to do with safety. It will probably cost a lot of money for my boat to pass next time and, as a pensioner, I will not be able to afford to put the minor petty things right which B.W. seems to think are necessary. Other irritants are the usual - foul mouthed anglers, dogs fouling the towpath, boy racers on the tow paths who refuse to pay towards the upkeep etc.

These of course are ongoing moans which we all have. However, what really made our minds up last year was a nasty element of boat owners which seems to be creeping in. These people appear to go down to their boats for the weekend with the sole purpose of just sitting by them and criticising other boat users whether they are doing anything wrong or not. Unfortunately we were only able to cruise for six weeks last year and three times we were yelled at for going too fast past moored boats at tick-over speed!! One person on the Macclesfield Canal was extremely abusive and would not accept that I was only doing tick-over speed. This incident occurred between bridges 24 and 25 where I believe North Cheshire Cruising Club have their moorings. This objectionable individual was being encouraged by other club

members sitting on the bank, so of course he got more and more abusive. Having lived on our boat for several years one thing we never do is go passed moored boats quickly as we know how irritating it can be, so you can imagine how angry we were about this.

On another occasion a boat from Gayton hooted his horn at me because he considered I was going too slowly passed moored boats and he wanted to pass! When people start yelling at you when you are doing the RIGHT thing then it is time to leave.

On the other side of the coin, however, we found we had to have an enforced three months stay at Thrupp and that club could not have been more helpful, particularly Kevin who looks after the moorings there. We were invited to their social events and they did everything they could to help us, one member even lending a wheelchair. North Cheshire Cruising Club members could take some lessons here on how to behave towards other canal users.

We intend to stay members of NABO as we feel you do a grand job in looking after the interests of boat owners - keep up the good work.

JR King, Telford



Dear Wendy,

We seem to be getting into 'one upmanship' here. I have been 'out' from off the Wey Navigation since mid April. I have 'done' the length of the system having bumped Madam's

stern onto the basin at Ripon. All this was managed while single handling. I don't say this as a boast but simply that with a carefully chosen route, a lot of good help and advice from friends and 'men in green' it is possible to make the trip with a degree of ease for a just about competent, overweight, fifty-eight year old boater. I cruised via the Thames - Duke's Cut to the Oxford Canal, Coventry Canal, Trent & Mersey Canal to the Trent. Keadby via the Calder up to Selby then the Ouse/ Ure to Ripon. I took some 3 months simply because it was a lovely trip and it is always best to cruise slowly if single handling.

BUT there is no way a person of my age can contemplate with safety to single handle the Leeds & Liverpool if only because of the swing bridges. It can be done but it is dangerous even for the agile 20 something year old whom I saw managing it. I had my partner for company on this section. By friends I trust, I have been warned off the Kennet & Avon as well as the Nene.

I regularly trip between Limehouse and Teddington on my own (with VHF). Last year I single handled to Chester via the Oxford Canal, the Grand Union and Hatton Flight to the Stratford Canal then the Avon and Severn, Staffs & Worcs and onto the Shroppie. I have no idea how many locks and I have no idea how many miles. However I do know how many pump outs. That says something about me.

The secret is always knowing your limitations and those of the boat you are using. Madam is 47' and built with very niggardly swims which means

she cruises with a bow wash at tickover and refuses to respond to any tiller directions in reverse. I know her foibles and love her for them.

Single handling isn't a macho issue, it is simply a matter of safety for each and every steers person to decide along with their boat craft skills. Since slipping on the ice and landing up in the Thames in Molesey Lock last February I have managed to stay dry and without incident for the past 6 years. I refuse to own up to how long it took me to learn to stay out of the water.

Louis Jankel (Afloat)



Dear Editor

It is a fact that most of us reading this magazine are boaters, with all the responsibility that implies.

It is therefore quite sad to see in "Towpath Telegraph" comments about the Compass Catalogue that will make deep water boatmen and women think that we are not quite boaters.

If you are still at the stage when you must read the label on a First Aid kit then leave me to care for myself.

Wool was the chosen fabric for fire fighters clothing prior to modern advances and as the advert states "to suffocate a small local fire before it gets out of hand" which is how we use a fire blanket no matter what the material.

Dyneema is an American

developed synthetic fibre with ten times the tensile strength of steel, used for ropes for standing and running rigging, because of the very low stretch factor. Also used for bow strings because of its stability providing accuracy for archers.

WHAT! The Germans use gasoline for cooking fuel - well, so do the British, check with Colemans. I must admit when I first met a petrol stove I was convinced it was time to get the first helicopter out, but they are safe and they are efficient. But then having commented on the safety of gasoline cookers, everything is safe when used in the manner for which it was designed. Hence the Safety Certificate is flawed, as it is only actually preaching to people who already care, except that now of course, in typical BW style, they are moving the goal posts.

I am proud to display our (NABO) sticker in my car for the reason that it draws attention allowing me to tell people that someone out there is not frightened off by British Waterways and will fight for them as well if they join (why should they benefit from Council's hard work without joining).

Ray Rowland

Wirral



Dear Wendy

Christine Denton's bit in Towpath Telegraph (issue 4/00) about Dog S—t prompts me to comment on another aspect which I have yet to see

mentioned elsewhere. More and more frequently I see dog owners 'exercising' their animals. and with a pooper-scooper or small shovel. One I particularly remember was very adept at catching the offensive article before it reached the towpath!

All very well and correct you may think, but what then? Polythene bag? Into the hedge bottom? Oh no!! Into the CANAL and to add insult to injury, the shovel is then washed in the canal

This is by no means an isolated incident and all (so far) relate to BOATERS! Plus of course, a local BW lock-keeper who keeps his patch clean this way. So perhaps BW should issue some guidelines with our Licence Conditions regarding this offence before pursuing the discharge of 'grey water'; the scale of the problem may surprise you,

I did a recent 'head count of dogs on board during my last trip and came up with a figure of nearly half, ie a dog on every other boat. The most I saw on one boat was FIVE! Clearly not all owners are irresponsible, but if the sheer physical numbers are 25% of the boating population then there is a serious potential pollution risk. Any more ideas out there - nappies perhaps? Or short leads so owners have to be present at all times?

Christine finally asks about a supply of bottled dog pee with which to retaliate. This is a bit aggressive, but the threat should work. I frequently manage long solo trips and end up with a lot of similar stuff in a plastic milk bottle -

I'm sure a male partner would oblige!
It may not be so offensively potent,
but I'm sure it would do - if not, its
supposed to be much better than
commerical garden liquid fertilizer!!

I think that'll do for now or I might
offend somebody!

Dave Thompson

Gnossall

Dave - as a dog owner myself I have to
agree with you, particularly about using
short leads to make owners responsible.
One thing I have noticed is the number
of owners who use polythene bags and
then throw the bag and contents into
the hedgerow! Don't they realise that
this just keeps the problem around a lot
longer unless the bag is biodegradable.
It would be better to let natural
decomposition deal with the matter so
long as it is in a position well away from
the towpath. By the way, I was
instructed by one BW man to put my
polythene bag into the rubbish skip
when there are no dog bins provided!



Dear Wendy,

Two thoughts out of many!

1. The leaflet "Safe and Friendly Cruising" is excellent. We have had a narrow boat for 25 years and agree with almost everything in it. Should be compulsory reading for all hirers and sharing owners as well as licence holders. What steps are being taken to give it the widest circulation?
2. Boat Safety Scheme. We had our present boat built in 1996, to existing

standards naturally. It has just failed
its examination on the following
points:

- a) Plastic drain plug to diesel filter.
- b) Without the use of tools, all the gas unions cannot be seen. The tool required is a small screwdriver to remove two little screws.
- c) Length of gas pipe to be given more support.
- d) Two more mahogany doors to be cut about to improve low level ventilation.

I understand that the rules relating to these points have not changed in the last four years - the failure is due to different interpretation by different inspectors.

Keep up the good work!

John Taylor. St Albans



Dear Editor

Having just returned from a month or three of cruising I have come to the conclusion that the height of the vegetation on the towpath edges is becoming a health and safety problem. The content of the vegetation is not the wild flowers that the experts told us to expect but stinging nettles, small trees, that will soon become large trees, and worst of all RAGWORT which is poisonous to cattle and horses.

When we were in Cheshire we heard on the local radio that farms and local councils plan to try to eradicate ragwort. It is an accumulative poison

that is stored in the animal's system until added a fatal dose is built up. It is a complete waste of time to try to control the plant until BW do something about cutting the many miles of towpath where ragwort is seeding and being washed to all areas. We rang the radio programme and asked what they were doing about canals and they said that they had not even thought about it.

BW must cut the edges by July to control ragwort before it seeds and by August the nettles are falling over making it impossible to walk or push a pram without being stung. I do not need to tell readers of this magazine

how difficult and dangerous it is to step on (or even find) the bank from a boat.

If your local canal has conservation areas along it, write to the local planning office. Complain that the original look and use of the canal has been changed and should be restored to its original design.

Just a thought:- to the cutting of grass to make safe mooring: 5min/day x 3 months = 7.5 hrs at £4.50/hr.

I think BW owes me £33.75

B Morris, Bromsgrove.

CARBON MONOXIDE KILLS NABO MEMBER

Members may have seen press reports and news on Teletext regarding the death from suspected carbon monoxide poisoning, of a boater on board his boat at Nantwich. His wife was hospitalised as a result and at the time of writing an inquest is awaited into this tragedy.

The case is even more poignant to us - this gentleman had been a NABO member.

This is the second reported incident this year involving death by carbon monoxide poisoning and members may wish to consider the desirability of installing a CO detector in their boats. These items of safety

equipment are not part of the BSS requirements and we think that boat owners must continue to be free to choose whether to provide them on their own boats.

If you think that the safety of your crew can be improved by fitting one may we remind you of the announcement in a recent edition of NABO News. We have received offers of special rates for CO detectors, gas detectors and smoke alarms from a number of supportive firms and if you would like to compare the prices and items available, our Technical Representative, Stephen Peters, has the details.

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Technical & RiversRep

Derek Richardson

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Southern rep

Geoffrey Rogerson

Vice Chairman

Andrew Sherrey

Treasurer

John Stephens

Midlands rep

Graham Till

Philip Ogden is still the representative for disabled boating and boaters and he can be contacted at \