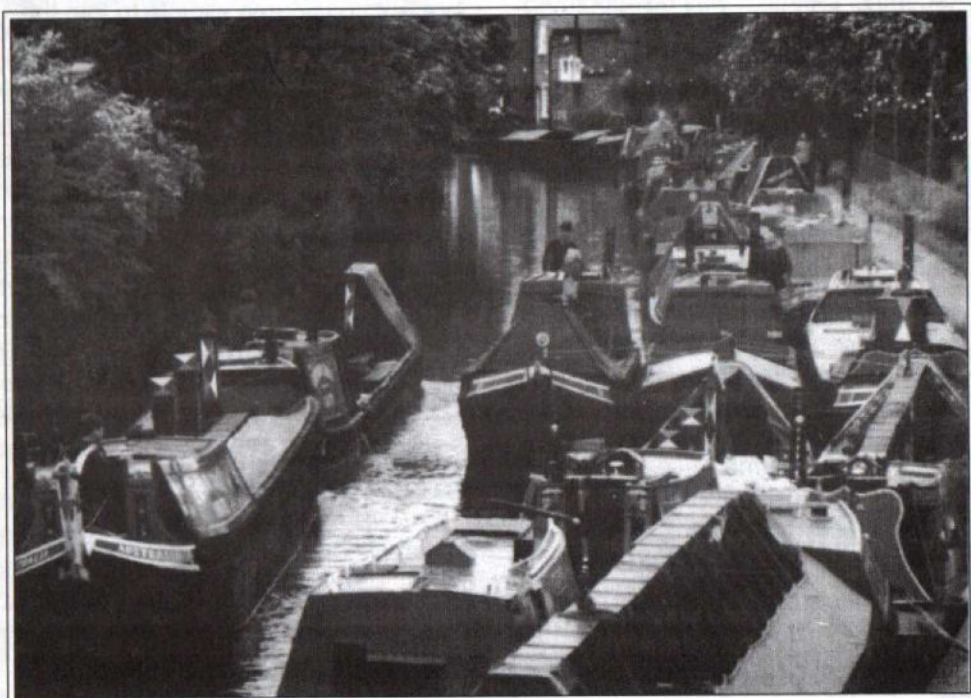




# NATIONAL ASSOCIATION OF BOAT OWNERS

Issue: 6/00



*Mike & Krystyna Wooding*

Working Boats at Braunston (1997)

# NABO News

# Editorial

I enjoy chatting to BW workers (those in green) whenever I meet them on the cut. On the whole they are a friendly, helpful bunch of people with a fund of interesting stories. As the face of BW that most canal users see, they are to be congratulated of giving such a good image.

Recently, though, I was disappointed to discover that they are not as valued by BW as they are by most of us. I expect you've heard about the survey that BW undertook amongst its staff. They have been congratulating themselves on the high percentage of job satisfaction it shows.

Unfortunately, some members of their staff - those that work from March to

October - were not included in the survey. They were not given the opportunity to have their views heard and they are not all so happy!

They all seem to enjoy their work and BW take advantage of this fact by expecting these experienced people to be available for work from March, although they will have had to find alternative employment for the winter as no retainers are paid. Also, they are not considered eligible to join the BW pension scheme, and they earn too little to be able to afford private pension plans. What will their future be? I do hope that plans are in hand for them to be included when the Government's Stakeholder Pension Plan comes into force next year.

How about it, BW? Show how much you value your workforce by including all of them in whatever you are planning and doing.

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*Wendy Hook*

Published by  
**National Association of Boat Owners**

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## THE CHAIRMAN'S COLUMN

I have now almost completed a year as your Chairman. After a nervous start I have found it to be both challenging and enjoyable. I would also like to take this opportunity to thank the Council who have supported me admirably and had more faith in my abilities than I have. Also I must thank Peter Lea who has been a mine of information. He has gently put me on the right track when I have been going wrong and made sure that I had all the necessary background information needed when meeting situations and people for the first time. I couldn't have done it without you all. I am certainly looking forward to a second year with definitely more confidence if selected.

With Council it seems that the same things have taken our time all year namely the Boat Safety Scheme, towpath edge cutting, cycling on the towpaths and the mooring regulations with the move-on rule. I hope these reflect your concerns.

We are concerned by the number of letters we receive from boaters both being and feeling threatened whilst cruising. Although more are leaving the canals due to the BSS and ever increasing costs, the safety aspect with hooliganism is a contributing factor. We have been asked what we

can do about vandalism. John Stevens has been working both with BW and the Police to raise awareness of this issue. It is also up to you to report incidents first to the Police then BW or EA and then us. The Police need to know of incidents when they occur. With mobile phones this is now more likely to happen than in the past. With letters from you we can build up a dossier to help add weight to our arguments. I am concerned that the threat of violence

is not perceived to be worse than it actually is. We cruise extensively all the year round and in 12 years have only been attacked twice. Once by a child with a catapult and maggots, unpleasant but not dangerous, and once when we went down the Wolverhampton 21 at about 4o'clock in the afternoon when two lads were stoning anyone who moved on the towpath. Getting my camera

out and a mobile phone dislodged them.

Due to rain, rain & more rain there is plenty of water in the canal. Since coming back to our boat we have been prevented from using the Severn due to flooding. So we went down Tardebigge and then up it again. As my husband had broken a rib, playing with a digger, guess who worked the locks. It was interesting to see that the quality of the maintenance changed half way down. The

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**Is aggression  
towards  
boaters on  
the increase?  
NABO wants  
your views.**

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bottom half has stiff paddles with little grease, lock pounds that you couldn't get off your boat in and finally, at the bottom, the canal was so overgrown with reeds that it was impassable for two boats. Apparently this is to be dredged during the winter 2001. In the meantime the reeds keep growing. Where is the extra BW grant going?

Also after being assured that towpath edges are to be cut it was disturbing to see posts with coir coils and Norfolk reeds being planted on the towpath edge where it would be useful to moor for Alvechurch. The reason given "Biodiversity" and they will be managed. Just like they are at the

bottom end of the Worcester & Birmingham? How about safety and common sense?

I must stop rambling on. I hope to see many of you at Leeds for the AGM and we can use more volunteers if you feel your boating pleasure is worth fighting for. A last thought, why is it that the more canal users pay the more restrictions there are? Walkers and Cyclists go free of both, Anglers pay and have some restriction. Boaters pay most and have rules and regulations in abundance.

*Sue Burchett*

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## Llangollen Thoughts

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Having a boat based on the Llangollen Canal and knowing the pitfalls of this canal, I felt that a few tips might help reduce problems for those of our members who are first time visitors to the canal.



Hurleston Locks

WH

The entry into the Llangollen canal from the Shroppie begins with the Hurleston flight. These 4 locks have shallow pounds with shallow edges where boats are often completely at the mercy of the winds. The bottom lock is also very narrow, so make sure all your side fenders are up before entering. If they aren't you could well stick in the entrance and have to cut them to get free! This is a daily occurrence. If you do get into trouble on the flight it's best to find the lock-keeper, whose house is by the top lock. He knows all the tricks to get you out of trouble.

That bottom lock is narrow, but all Llangollen locks are the odd inch or more below average so keep your guard, and your fenders, up when entering any lock on this canal.



Above the Hurleston locks you will find the canal has a strong current and you are going up against it. The current will add time to your journey up and speed your journey down. It also makes entry into some locks difficult for the weir stream (running at 8 million gallons a day, it is said) pours water round the locks. This water re-enters the canal close to the bottom of each lock very close to the lock entrance. The angle of entry flow varies from lock to lock which means it's difficult to make a clean entry without bumping - often hard. With this in mind, prepare for bumps before something gets broken.

There are many unmarked moorings with rings along the canal and these are being added to all the time by the Shropshire Union Canal Society using BW materials. The first two are about a mile above the lock and give you an idea of what to look for.

The difficult single locks at Grindley Brook plus the three boats up / three down staircase can mean many hour's hold up on certain days. Thursdays



Lock-keeper's cottage, Grindley Brook

WH

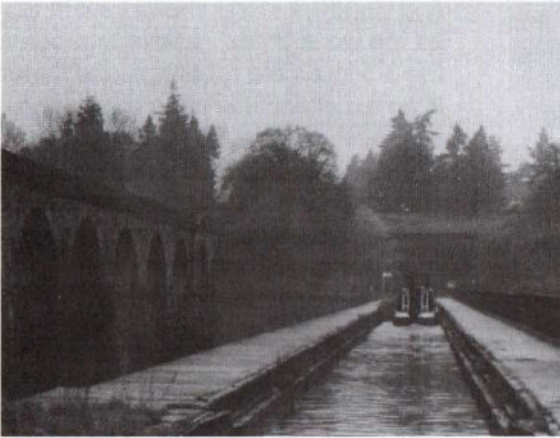
and Sundays in the season seem to be the worst times. Above and below the 3/3 locks are moorings and there is an excellent little shop beside the staircase. Getting water above Grindley can be difficult as the queue area for the locks and the water points/sanitary station are all intermixed.

Above Ellesmere owners of deep drafted boats (2'6" or more) may have difficulty with the canal depth, so if your boat is this type allow extra time and expect problems.

If you have to give up and want to turn in a marked winding hole don't be surprised if it is full of silt. That Llangollen current washes the stuff down and a 70' hole rapidly becomes a 40' one.

The last few miles into Llangollen are narrow, often with passing places, so expect hold-ups and allow lots of time. When you reach Llangollen, especially at a busy time like Easter, you may find all the moorings in use and the place a scene of chaos (and boat rage). Pick a less busy time, like most weekends, and you may find plenty of space.

Apart from the above, the Llangollen is a very pleasant canal with three short one-way tunnels and two massive one-way aqueducts. A final comment on these tunnels is that going upstream, the water flow can make keeping your cabin side off the sloping offside wall difficult. With the aqueducts remember that



*Chirk aqueduct*

WH

winding hole and excellent pub/restaurant at Queens Head and various moorings along the way. The Frankton locks are only open for certain hours as BW are afraid of water loss/flooding etc. The opening hours are displayed at Hurleston, Grindley Brook and Ellesmere. Still, even with this limitation, the more boats that use these locks the more we show we want to use the canal. At the moment restoration is being held up, once again, as the

when you cross the first one (with the winding hole and tunnel in front of you) that this is not the aqueduct - that is through the tunnel and a few miles on. Believe it or not, many people

government organisation Advantage West Midlands has withdrawn its matched to Euro funding - maintaining that the canal is not worth restoring! This reasoning has been condemned by local councils and one wonders



*Pontcysyllte Aqueduct*

WH

turn in the winding hole before the tunnel believing they have done the aqueduct (and got the tee-shirt) never realising they haven't!

what the future is. Will the Waterways Trust step in to wave its magic wand .....?

If you do the Llangollen, make sure you go down the 4-mile stub of Montgomery canal too. There is a

Anyway, enjoy the Llangollen and the Monty.

*David Cragg*



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## LETTERS

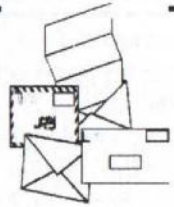
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Dear Wendy,

Oh dear, it's all Gloomsville in the latest issue of NABO News. What a load of old sour pusses we seem to be turning into. If I thought half of what was in the latest issue in the way of complaining articles and letters was not polished up with a great deal of hyperbole, I'd wrap my hand now.

This year, we have cruised over two 4 week periods from Fenny Marina on the South Oxford, around to Stratford, up to Gas Street and back down via the duckweed (now there's a different challenge!) on the North Oxford. Then down the South Oxford, onto the Thames via Dukes Cut. Down to Reading and back again. Everywhere we go we see more and more evidence of spending by BW on infrastructure, BW staff are friendly and helpful and I frequently exchange happy greetings with fishermen. Incidentally, digressing for a moment, I had a friend who was a competition angler. I once asked him how he would like boaters to proceed past him. He said as slow as you can and in the centre of the canal. I've followed this policy for some two years now and I frequently get thanked by the fishing brigade for passing them at dead slow. By dead slow I mean really slow, slower than most of us would go past moored boats. It's amazing the difference it makes. Fisherman are no longer morose and unresponsive, but friendly and ready to pass the time of day.

The only lift bridge on the entire length of the Oxford we had trouble with was the little gem in the centre of Banbury, but that's being sorted out this winter anyway. And just look at the centre of Banbury now - what an improvement, and they're doing up Tooley's.



Another piece of good news; during our trip we broke down on the Stratford and called out CBAS to replace a sheered drive plate. The response was better than the AA. Within 40 minutes of my call, Ian from Steven Goldsborough Boats was on site, within 24 hours he was back with a new part, it was fitted and we were on our way to Gas Street. And there's another thing to be proud and pleased with - the centre of Birmingham and its canal are marvellous.

During our cruises this year we've not been shouted at once to slow down past moored boats. The canal is thriving with new Marinas, interesting Pubs, visitor attractions and interested onlookers, the Thames has been taken over by narrowboats. I could go on and on, but we returned to our moorings refreshed, satisfied and eager to get away again. It's not all doom and gloom on the system.

*Bob Corfield  
NB Topsham*

*Hope you find this issue more*

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*cheerful, Bob. I have also used the CBAS service to the amusement of the men at Stephen Goldsborough as, if you look carefully at the illustration on their leaflet, you will see that it is my boat (!) with me, husband and dog on the rear deck. Editor*



Dear Editor (Wendy)

I suppose, as the most likely culprit to have been witnessed aboard a boat in the company of 5 dogs, I should like to respond to Dave Thompson's letter.

I do agree that dog waste is the least desirable aspect of dog owning, for owners as well as others, and dispatching it into the cut is certainly not the best thing to do, neither is leaving it in polythene bags anywhere other than in the designated bins, however both are better than allowing it to be trodden in.

For those who fear to clear their props in water that may have been the grave of the odd dog turd, however, consider also how much fish and bird excrement is also in the water.

What I do take issue with is keeping your dog(s) on a short lead. By doing so the animal cannot defecate anywhere other than the towpath. Most dogs dislike performing in public and as a result get quite stressed. Suffice to say that when the performance does take place it is not the easiest to clear up.

I might also add that some dogs confined to leads can become

aggressive, under-exercised and unbalanced. From a safety point of view disembarking with one lively dog on a short lead, let alone five, can be somewhat dangerous for the owner, and what do you do when working a lock?

Yes, with five dogs there is a problem. Unfortunately we cannot just sell them off at car boot sales so we have to do the best we can. Get to know their habits. Three of ours like to retire into rough vegetation. The two that don't have to be watched. One may slip your notice so when we leave an area we tend to check it out and dispose of all jobs we see, hoping that on average we clear up more jobs left by others than the number we might miss of our own.

It would certainly be a shame to curb dogs on boats, their enjoyment is infectious, and they do tend to deter those with evil intent.

*Stuart Sampson*



Dear Editor

### **DBA propane scheme**

I've just had a call from BG to say that it is reviewing the scheme over the next two weeks. Which no doubt means that the prices are going up. Perhaps you can let your members know, so they can get their orders in pronto?

*Adrian Stott,*

*Director, Dutch Barge Association*



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(The following letter is a copy of one sent to BW at Watford, which we print for its general interest - Editor)

"Thank you for the opportunity to express my views on the BSS.

I am a retired Fire Officer ( Grad.I.Fire E.) having served 17 years as a Fire Safety Inspecting Officer. I have also owned boats for 25 years and have fitted out my own boat (1986) to the then C of C standard and held a C of C certificate.

The announcement that the C of C was to be replaced by a Boat Safety Scheme was well received. I, like many others, thought it would be a natural progression of the C of C, incorporating Third Party Insurance, only on a compulsory as opposed a voluntary basis. As a responsible boat owner, safety orientated, always insured and with a current C of C I had nothing to fear from the BSS other than the loss of my licence discount which was to be expected anyway. Not only did I approve of the concept of the scheme, I was enthusiastic about it. Indeed, what could be better than to combine my former professional expertise and my knowledge and love of boats than to become a Boat Examiner in my retirement? I applied for details of the BSS in 1994.

By July 1996 when I was offered a place on a BSS Examiners course at Tile Hill College I decided not take it up because by this time I now

believed that I would get little pleasure from enforcing over - regulated, often draconian, measures imposed with little or no empirical evidence as to their necessity. This on a boating community whose attitude to the BSS had changed from general agreement and acceptance, through irritation, to resentment. It would appear from recent reports that about half of the examiners listed in 1977 have now come to a similar conclusion as myself and withdrawn from the scheme. This statistic alone must be of concern to any regulatory body and a warning that all is not well with the scheme.

In 1997 it cost me £547 to get a safety certificate and a boat, no safer, and in one respect less safe than it was before the BSS inspection.

BSS Tests and Certificate accounted for £87 and a gas test point & ventilation notice a further £20. The remaining £404, a staggering 80% of the costs, were unnecessary.

Unnecessary for they are all now contained in the Edition Two Exemptions list. If this is typical then boat owners are entitled to feel aggrieved.

Next spring my boat's BS Certificate is due for renewal. I have little confidence that the last fiasco will not be repeated again though hopefully not at such great expense.

Whilst little can be done about my past experiences of the scheme,

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much can and should be done to ensure that they do not occur in the future.

1) The present scheme is far too complex. In order to comply one must first plough through three booklets supplied direct, the Technical Manual and its amendments costing £75, and also over thirty other outside sources.

The scheme should be simplified with ALL information necessary to ensure compliance with the Scheme made readily available and free of charge to licence holders.

In the meantime the Technical Manual and relevant extracts from the outside sources should at least be made available on the participating bodies web sites.

2) The BSS should confine itself to SAFETY matters. All boats should have a reasonable basic level of safety and not present an UNDUE HAZARD to other users of the waterways. Other matters could more properly be dealt with under conditions of licence or a voluntary code of good practice.

3) Despite BW's claims, it has paid scant heed to the voices of boaters or their organisations in setting up the scheme and it has seen fit to deny them an independent review and even excludes them from any meaningful part in this review.

I hope that you will take a more

reasoned view and listen to the boating community and their organisations.

I hope that you will have the courage and foresight to make the wide ranging changes necessary to give us a reasonable scheme that can command the same degree of respect and acceptance as the former Certificate of Compliance.

I wish you luck in your endeavours."  
Mr. L.P. Watson



Dear Chairman

### **Violence on the Cut**

I believe it was you to whom I spoke on the NABO stand at the National regarding the fear and uncertainty one has when boating today. Hopefully you will remember the conversation and pass this letter to your Editor for inclusion in a future publication of the NABO NEWS. I would also be most grateful if you could bring this matter up on the agenda of your next council meeting to try and find a way forward with British Waterways and The Police.

I am 6ft tall and weigh in at around 15 ½ stone so I am not a particular lightweight and have been able generally to look after myself, my partner Carrie and my boat The Griffin. However things are changing and I am now genuinely afraid.

When I take the boat on a trip I have



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to make sure we don't stop here or race through there at some unearthly hour to avoid confrontation with the thugs and vandals that occupy many of our towpaths these days. The last little outing to the Lea and Stort (not the National) resulted in one episode where a gang of 5 (one wielding an iron bar) cut boats loose at Hunton Bridge on the GU and the other was a gang of around 8 urinating and stone throwing at Harlow station on the Stort.

Last year it was a gang of some 5/6 youths who got on the boat (no damage) and another house brick throwing encounter at Wolverhampton. Spitting large quantities of disgusting phlegm onto our boat and us at both the main bridge and terminus bridge at Lechlade.

Other incidents include watching (through binoculars) three fires built on the parapet of High Bridge on the Tring Summit being pushed over onto a boat passing underneath. Window smashing by youths on bicycles on the Croxley Green section of the GU and more stone throwing on the Soar at Leicester. I am certain the rest of your readers can add a myriad of tales to those few.

The point of all this is what can we legally do? I have had a run in with youths where the mooring stake comes out and the red haze comes down. I know of boaters equally afraid who carry catapults and knives to protect themselves.

This is all heading towards another Tony Martin case where someone is seriously injured or killed and the reason is there is no protection whatsoever either from British Waterways or The Police. I was told recently of a case near Waltham Abbey where the Police did not know where the tow path was let alone go down it to some poor boater's aid.

In the middle of a spate of generator thefts some years ago the then boat sales manager of Cow Roast Marina (Paul) who suffered a loss from his own boat was told after listening to a Constable bemoaning his lot that "You boaters and the Gypo's will have to sort it out between you."

What to do (this is where NABO comes in)

We need a strategy agreed with the Police on a universal basis and British Waterways as to what we can do to protect ourselves and how much force can we legally exert when under attack so that in the event of one of these school boy barristers going to the Police we will have some form of defence.

It is vital this issue is sorted now. There are an increasing number of older folk on the Cut who cannot retaliate and the problem is escalating. People are moving off the Canals for this very reason. British Waterways must lose a fortune on the Vandalism.

The Canals are our heritage we should be able to fight for what is ours by right and this includes the walkers, the cyclists and even the

fishermen. For once we MUST unite and set aside our differences to drive this thuggery and yobbery off our canals.

It can be done – look at Birmingham City Centre, a one time rat hole where going round the loops required SAS training, is now a sparkling gem with tourism the main objective. This proves that where there is a will there IS a way.

I would suggest as a starter that NABO asks its membership and IWA the same, to write in on a tear-off page in the News Mag detailing how many events have occurred in say the last five years. If people responded then at least we would have a starting point to show the Police. I believe B.W. are already aware of the problem but they too need evidence to persuade the powers that be.

*Malcolm Dodge*  
*N.B. The Griffin*



**HAVE YOU SENT IN YOUR  
THOUGHTS ON THE BSS?  
THIS IS YOUR CHANCE TO SAY  
WHAT YOU THINK ABOUT THE  
BSS DON'T WASTE IT  
COPY US YOUR RESPONSE TO  
THE BSS, WE CAN USE IT TO  
STRENGTHEN OUR ARGUMENT**

I would like to thank the kind(?!) person who has taken pity on my dyslexic fingers, (or is it just that I can't type) and has sent me the following poem. - Editor

**A POEM THAT'S AWL RITE**

Eye have a spelling chequer  
It came with my pea sea  
It plainly marques for my  
revue  
Mistakes I can knot sea  
I've run this poem threw it.  
I'm sure your pleas too no  
It's letter perfect in its weigh  
My chequer tolled me sew.

*(With acknowledgement to  
Age Concern, Bromsgrove -  
doing excellent work for old  
people)*



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**NATIONAL ASSOCIATION  
OF BOAT OWNERS**

**ANNUAL  
GENERAL  
MEETING**

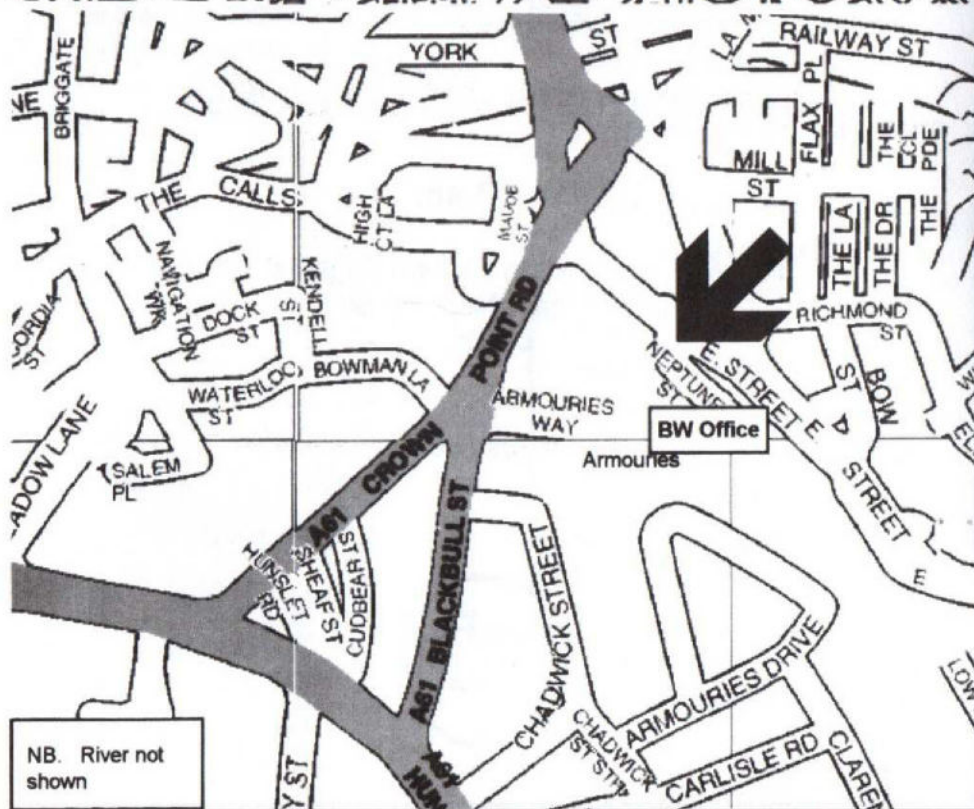
**SATURDAY 18TH NOVEMBER 2000**

**10.30 am**

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

See maps overleaf







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## National Association of Boat Owners

### ANNUAL GENERAL MEETING

#### AGENDA

1. To agree the 1999 AGM Minutes
2. To receive the Chairman's report
3. To receive the financial statements for the year ended 31.3.2000
4. To determine the annual subscription fees
5. To elect Council members
6. To appoint the auditor

There will then be a coffee break whilst the new Council meets to elect the new officers

The new officers will be announced

Discussion of issues from the floor will follow

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## **National Association of Boat Owners**

Minutes of the ninth Annual General Meeting of the National Association of Boat Owners held on the 20th November 1999 at the London Canal Museum.

50 members attended. Apologies for absence were received from David Bezzant, Jon & Melanie Darlington, John Denton, Simon Greer, Roger Hartley, Martin Jiggins, Roger Lewis, Sheelagh Lockwood, Philip Ogden, Sarah & Alan Padwick, Marylin Westwood.

1. The Minutes of the eighth AGM were agreed an accurate record, with the exception that the apologies Peter Sherrey should have read Peter Sterry. Proposed by Roger Davis, seconded by Sadie Dean.

### **2. Chairman's report.**

Peter Lea stated that this was his third and last chairman's report. He noted the changes to the waterways during his time as chairman and the changing role of NABO. He and Jon Darlington were founders of the National Inland Navigation Forum. Work carried out by the Association during the past year included opposing the Recreational Craft Directive and recommending proposals for the Gold licence. There were also many other major issues of national importance and many local issues. Peter wished the new Council success.

### **3. Treasurers report**

Andrew went through the accounts that had been tabled. Penny Barber asked a question on stockholding. There was a large print order at the end of the year and giving away promotional material brought down profits. The accounts were then accepted. Proposed by Nigel Parkinson and seconded by Stephen Peters

### **4. To determine annual subscription fees**

It was decided not to increase annual subscriptions for the current year.

### **5. To elect council members**

It was noted with regret that Jim Hutchinson was no longer willing to stand.



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The following stood for council this year and were duly elected:- Sue Burchett, Roger Davis, Sadie Dean, Christine Denton, Simon Greer, Philip Ogden, Stephen Peters, Trevor Rogers, Geoffrey Rogerson, Andrew Sherrey, John Stephens and Graham Till.

## 6. To appoint the Auditor

Ann Tilman was proposed by Andrew Sherrey and seconded by Peter Lea. A formal vote of thanks was recorded.

This concluded the formal business of the meeting.

There followed questions from the floor on Continuous Cruising, the lack of self pump out facilities, concern over the late issuing of the stoppage list, abolition of fishing closed season, BSS, water transfer scheme and water extraction.

Peter Lea was presented with two lace plates and heartily thanked for his work on our behalf.

## **Biographies of members nominated to Council**

### SUE BURCHETT

I travel the system with my husband Roger and we have been doing this for the last twelve years. We both have been well involved, for the last 15 years, with restoration through the Waterway Recovery Group. I joined NABO at its inauguration because I believed an organisation purely for boaters was needed and got actively involved as Minutes Secretary 3 years ago. Proving that you can be involved and cruise. I became Chairman last year and I am willing to represent you for another year if it is your wish.

I advocate freedom to cruise without all the restrictions that are being placed on us, without increased cost and bureaucracy.

### ROGER DAVIS

After twenty years on the southern Grand Union we have now moved to the western end of the K&A. That won't stop us continuing to use the whole system as much as before and meanwhile do all we can do stop any curtailment of our navigational freedoms or imposition of further bureaucratic burdens to everyone's boating. As Membership Secretary the greatest sadness of the last four years in office is having so frequently to write to members expressing Council's regret over their resignation because ever increasing costs, petty rules and regulations and disenchantment has finally put paid to their boating pleasure. I am happy to serve at least one more year to keep up the struggle

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finally put paid to their boating pleasure. I am happy to serve at least one more year to keep up the struggle on your behalf if you want me.

### SADIE DEAN

During my two years on Council I have learned much of waterway bureaucracy and the essential role NABO has representing boaters and ensuring their needs and opinions are considered at all levels.

I am essentially a practical person, travelling extensively on the waterways, involved with canal restoration, historic boats and campaign cruising. Much of my boating has been single handed, this makes me very aware of difficulties created by lack of proper facilities at locks, swing and lift bridges etc.

I actively campaign for the improvement of safety features and the navigation of less used waterways.

I enjoy the waterways and want all fellow boaters to be able to continue to do so.

### PETER FOSTER

Despite the fact that I am a Newark Town Councillor and a committee chairman, I am still willing to stand for NABO Council; again in the hope that you will let me continue to do my best for the Northeast Region of wide canals and navigable rivers and estuaries.

NABO is for inland waters and in the

northeast they go to a line from Spurn Point to Grimsby and include a number of navigable rivers as well as the sea. The majority of NABO members own narrowboats but most of the water in this region is wide water which can get very rough at times. I represent sea-going cruisers, Humber Keels, narrowboats, yachts - the lot. I have a sea-going cruiser, "Mackey", but you will soon see me on water I do not currently get on to in an old wooden Broom small broads boat called "Rema". The bigger the mix of boat types, the better is NABO's voice on your behalf. The waters are mainly BW, but there are also the Associated British Ports, and the Environment Agency, waters. If necessary, I will speak to them all on your behalf, and I look forward to having more members recruited in the region.

I am convinced that the BSS is OTT and needs SSS (sensible scaledown substitute). I am not against safety but people make safety, not boats, and in many year's boating I've had no proof that this attitude is incorrect. People should be responsible for their own safety and that of others. There is too much regulation in all walks of life now. Regulations stop thought, but education creates it.

### GRAHAM FREEMAN

I grew up in close proximity to the Lancaster Canal and watched the steady decline of commercial carrying in the mid-to-late 60's and have had a strong affinity to our inland waterways ever since. My wife and I started boating in the early 90's as hirers and



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are currently fitting out our own 70-footer for eventual long-term cruising in retirement.

By profession I am a multi-discipline systems engineer whose apprentice years were blessed with large injections of common sense that have stood me well through 28 years in the aerospace business. I therefore offer my experience in the field of professional engineering management, equipment specification, procurement and in-service support to Council as a foil to the administrators of the BSS. Through my personal DIY fit-out experience of the vagaries of the BSS, I feel particularly well placed to support both Council and the views of the membership at large during the forthcoming BSS review period.

If elected to Council, I would strive to ensure that our Association is presented as a professional and knowledgeable body when expressing the needs and views of the boat-owning community at large.

### DEREK HACKETT

Retired police officer.

I was co-opted onto the Council in October 1999 and have served as a roving representative since then. As I live on board my narrowboat, Old Stripe, I get the opportunity to speak to many members as I travel the waterway system. This gives me the opportunity to gain first hand views of members on all subjects, which I am able to pass on to your Council. During my police service, I attended a part time law degree course and

gained an LL.B legal qualification. Although this was aimed at the criminal law discipline, I am now making efforts to study the law relating to waterways and navigation. I have enjoyed my short time on the council and hope that I can continue to serve you, the boaters, during the next term.

I am married and have two children. My son has recently left the Royal Navy, where he was a Petty Officer Artificer. He is now a Computer Administrator/Manager, at a college in Rutland. My daughter is a Community Psychiatric Nurse at Workington. Penny, my wife, and I have lived on our 58'6" narrowboat for 5 years now.

### JAMES MASON

*(We can't manage without our General Secretary - Editor)*

### STEPHEN PETERS

I have been a member of NABO since 1992 and a Council member for the past 7 years. I own a 30' Seamaster cruiser based on the River Severn and take a particular interest in matters concerning river navigation as the River Users' Co-ordinator. It was at my instigation that the Association resolved to give full and effective representation on Council for members with river and sea-going craft. I wish to encourage owners of all types of craft (trailable, sea-going, PWCs, RIBs, etc) to join NABO - despite opposition from other bodies it is the only association which can represent their interests. We will serve them better in future by improving the

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services we offer to members and by adopting a more professional approach.

I am particularly concerned at the moment about the policy of "nationalisation by stealth" which BW is pursuing, aided and abetted by the Government. They are busy taking over marinas and other commercial enterprises, imposing the onerous Boat Safety Scheme, acquiring new navigations (including possibly all EA waterways in the near future) - this is unwelcome state control of our leisure time.

As the Technical Representative I have compiled the NABO submission to the Boat Safety Scheme Review - pulling no punches, and seeking a simplified and fairer scheme.

I have a minor commercial interest to declare - in addition to my full-time profession as a Chartered Quantity Surveyor, I also market marine safety equipment, nautical books and charts (with special discounts to NABO members!)

### TREVOR ROGERS

I have been on the NABO council for just over one year, during which I have been the Southern Representative.

I am based with my narrowboat on the Kennet and Avon canal. In addition to cruising, I am particularly interested in the DIY and Engineering aspects of boating and the freedom to maintain and customise my boat.

### GEOFFREY ROGERSON

I believe that the character of the waterways can only be preserved if they are primarily used for their intended purpose of 'navigation'. To achieve this objective boat owners need a strongly focused organisation such as NABO that can clearly represent their interests.

Geoffrey Rogerson nb "Pharos"

Been boating since "86". Travelled widely on the system - but more to do. Former "No 1" and past President of "Canal Taverners Boat Club" based on the K & A. Interested in BW "Rules and Regulations". ie Cycling on towpath. Continuous mooring. Equal treatment and enforcement by BW to all boaters irrespective of which region they may be on.

### STUART SAMPSON

Stuart has over 25 years boating experience. As he now spends 4-6 months afloat each year, he has cruised the majority of the inland waterways. Having fitted out Sulaskar recently, he is cognisant with the dreaded Boat Safety requirements. His main non-boating hobby is computing, and he is skilled at the production of newsletters and web-sites. Otherwise, he enjoys archery and wine-making, but not both at the same time!

### ANDREW SHERREY

*(We certainly can't do without our Treasurer, either! - Editor)*



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# NABO'S FORMAL SUBMISSION TO BOAT SAFETY SCHEME REVIEW

## Introduction

The National Association of Boat Owners (NABO) wishes to stress that this submission has been compiled in response to an invitation circulated by the Boat Safety Scheme Review Team by letter dated 1 August 2000. In view of the time period for consultation coinciding with the peak of the holiday season and absence of meetings of the NABO Council, we have been constrained in the presentation and content of this submission. In order to do justice to the review, and to address the detailed concerns of our members and boat owners in general, we would have wished to produce a point-by-point critique of the entire Boat Safety Scheme and its accompanying standards. This approach was not possible in the time available to us, and we reserve the right to submit further views and comments at a later stage in the review process.

## Overview

NABO has never opposed the principle of a boat safety scheme designed to create a safe boating environment, but it must be applied in a manner commensurate with the known risks and should not impose unreasonable excessive costs on boat owners. (See Appendix for NABO Policy Statement dated 1996).

The Boat Safety Scheme as developed by BW / EA has proved to be a cumbersome and expensive

scheme since its formal introduction in 1997. NABO is the only organisation to have canvassed its members to ascertain precisely what compliance with the BSS actually cost in individual cases. This has indicated that some boat owners have had to expend considerable amounts of money to modify their craft in order to comply with the many requirements of the scheme.

<u>Year of BSC Examination</u>	<u>Average Cost to Comply (£)</u>
1995	194
1996	378
1997	432
1998	446
1999	481

Our records indicate that a considerable number of owners have had to expend sums exceeding £1000 in order to render their craft compliant with the scheme.

The BSS 'spin doctors' stress that 45,000 Pass certificates have been issued, but they play down the fact that nearly 20,000 Failure certificates have been issued to date.

The above costs and statistics refute the assertions of the promoters of the BSS who stated that few boats were

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expected to fail the examination. Furthermore, the overall failure rate in excess of 40%, as reported by the scheme manager, demonstrates that the scheme cannot be readily complied with.

The complexity and cost of the BSS is the overwhelming reason stated by our members for giving up boating or selling their craft. No other subject has angered boat owners to such an extent and this has culminated in the request from all the major boating associations and bodies for the current review.

NABO is concerned about the apparent lack of consistency between individual BSS examiners and surveyors. The scheme has now been in operation for more than 4 years and many craft are now facing their 4-yearly re-examination - and our experience to date demonstrates that many boats which passed 4 years ago will fail when next examined despite having no modifications carried out, notwithstanding changes to some of the standards.

When the BW General Powers Bill (now the BW Act 1995) was passing through Parliament it was stated by BW that the proposed Boat Safety Scheme would be like an MOT test for boats. The BSS examination is not like an MOT Test; it requires owners to prepare their craft for examination; it takes considerably longer than an MOT test; it costs a lot more; and is applied to craft of diverse designs and specifications, unlike cars which are constructed to uniform construction

regulations.

Also (most importantly), unlike the MOT Test, the BSS is retrospective. This means that many older craft cannot pass without (expensive) modifications. The MOT test is not retrospective (apart from exceptional rear light and seat belt requirements) and a car of any age can pass the test without undue difficulty.

The result of 4 years' application of the BSS has revealed that the scheme is unsatisfactory in a number of important respects and that all the major boating organisations have formed the joint view that the scheme cannot continue in its present format.

The scheme should set out, in a simple format, the consolidated expectations of the navigation authorities relating to boats.

The existing standards are NOT "standards" since they rely in turn on other published technical documents.

Furthermore, the booklet given to boat owners requires the examination of a massive and unwieldy Technical Manual in order to make sense of the requirements. This is a fundamental flaw of the scheme. It is far too complex and not readily understood by the average boat owner.

From our experience of the results of examinations, examiners do not apply the complex rules in a uniform manner and surveyors who have greater experience tend to use more judgement when examining craft. A BSS examination is a matter of



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chance for many owners who do not know if their craft will pass before the event.

The review team should investigate what rules and regulations other countries apply to pleasure craft. The regime in the USA is not harsh - the US Coastguard apply a few simple regulations to regulate the millions of pleasure craft in use. The Irish Republic is positively encouraging more pleasure craft on its inland waterways but does not have or intend to have a Boat Safety Scheme. To our knowledge, no such scheme exists anywhere else in the world and it is unwarranted in the UK.

The present scheme has proved to be too complex, far too bureaucratic and is threatening to become a financial burden to boat owners, not to mention BW and the EA who are each faced with subsidising the scheme for the foreseeable future. (Refer to Business Plan).

Whilst NABO takes the view that little can be achieved by raking over the past problems which arose as the scheme developed, we are equally convinced that the scheme will have to be extensively modified if it is to be acceptable to boat owners.

### Risk Assessment

One of the major failings of the BSS is that it was introduced without statistical information being available to identify the true level of dangers which existed in the pleasure boating arena.

True, there were recorded incidents of fires, explosions, etc - many of them involving hire craft which, theoretically, had complied with earlier construction standards for many years!

Other incidents had involved petrol engines and LPG installations but the "problem" was so insignificant that the Home Office had no meaningful statistics on the subject. Even BW struggled during the House of Lords Select Committee and produced vivid pictures of a boatyard fire which had taken place on the River Thames in the 1930's and another image of an offshore power boat ablaze in the Solent. Evocative images, but not representative of the perils of boating on inland waterways.

The BSS should not be based on assumptions of risk or the application of existing domestic or automotive legislation. The scheme should be based on the application of recognised Risk Management techniques - using the principle of ALARP - applying rules which ensure that risk is As Low As Reasonably Practicable.

Any scheme must be reasonable and not require extensive or expensive alterations to existing boats because of a theoretical, but as yet unproven, risk.

The administrators and architects of the BSS need to understand that boats are not built to a common design. The variety is part of their appeal. If they were all identical our waterways would be a dull and boring

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sight. Not all craft were built to the same degree of refinement or specification. Many older craft were built before modern day standards were the norm.

The BSS should recognise that older craft are not inherently less safe simply because they have been built to a different, sometimes lower build standard, than would be acceptable today.

The degree of risk which boats present to the safety of their users and the public at large should be reflected in the insurance premiums charged by marine insurers. Most boat owners insure their craft on a comprehensive basis and premiums of approximately 0.5 per cent of insured value are typical. The premiums rarely, if ever, increase although craft used at sea are usually more expensive to insure due to external marine hazards.

NABO is not aware of any general trend towards lower insurance premiums, as a result of the BSS, which would reflect improved safety and fewer claims from owners of pleasure boats. We also understand that coastal craft have not suffered from increased premiums as a result of inland craft becoming a lower risk for insurers. We also know of no request by insurers for coastal craft to become subject to BSS examinations despite there being many thousands of craft berthed in close proximity in marinas around the coast.

NABO considers that the opinion (with evidence) of marine insurers and Fire Service and RoSPA forensic experts

should be sought regarding risks prior to amending the present scheme with a view to reducing the scope of its requirements. A comprehensive risk assessment should be carried out relating to each & every item covered by the BSS.

### Recreational Craft Directive

NABO has become aware over recent years that there are two classes of boat on our inland waterways - those older craft which pre-date the introduction of the RCD, and more modern craft which bear "CE" marks indicating compliance with the RCD since June 1998.

A cursory examination of RCD-compliant craft reveals various construction techniques and specifications of equipment which would represent failures if examined on older craft.

The RCD imposes 10 Essential Safety Requirements (ESR's) and few of these have mandated Standards. On the contrary, it is the responsibility of boat builders to demonstrate that the ESRs have been complied with. This approach is not dissimilar to UK safety practice where legislation generally specifies WHAT is to be achieved rather than HOW something must be done. The BSS standards are prescriptive and seek to impose uniformity of construction instead of principles of safety. They preclude the introduction of innovative developments such as LPG conversions of petrol engines. These dual fuel systems have gained in popularity around the coast but are



not permitted under the BSS regime.

NABO considers that it is fundamental to the operation of any boat safety scheme, which is based on published standards, that all craft must be able to comply and be seen to be complying with the BSS. When RCD-compliant craft fall due for a 4-yearly BSS examination, NABO can foresee problems arising when these craft are "failed" under the BSS despite still complying with the RCD.

The lack of harmonisation between the BSS and the RCD must be addressed as a priority and the BSS should be re-drafted to conform with European legislation on the basis of subsidiarity.

#### Non-safety related standards

Not all the items within the BSS relate to "safety" – some concern themselves with bilge pumping arrangements and sanitation systems. These items should be excluded from the BSS.

Quite perversely, other desirable safety-related items are absent from the BSS. e.g. integrity of the hull, navigation lights, first aid kits, life-jackets, distress signalling, etc. Boat owners are allowed to exercise discretion and are ultimately responsible for the safety of their vessels and their crews. This philosophy should be applied to the scheme as a whole.

#### Appeals Procedure

The Appeals procedure is intimidating and does not serve the purpose intended. There has been only one completed Appeal to date (concluded

in early 1998) and boat owners are discouraged from appealing against specific standards applicable to their craft because they consider that the odds are stacked against them.

The constitution of the Appeals Panel does not instil confidence because its appointed members are not entirely independent of the scheme.

#### Examiners

When the BSS was launched in 1996 the total number of examiners and surveyors stood at 138. This figure rose to 356 at its peak in 1997. Since then, the total has dropped to a reported 233 in September 2000.

The above statistics indicate that the number of accredited examiners and surveyors has decreased dramatically since its peak after the scheme was introduced. NABO has concerns that the choice of examiners has been reduced and that costs of examinations will increase in future years due to the uneconomic foundation of the scheme. Furthermore, only 2 of the original 7 training establishments continue to offer examiner-training courses due to lack of demand.

Examiners cannot make a living from the scheme and many have already resigned from the scheme, whilst others have been removed by the scheme itself. This does not give boat owners confidence in the operation of the BSS.

It is interesting to note that, of those previous examiners who gave a

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reason, the greatest number cited the cost of the scheme as the reason for leaving. These costs are ultimately borne by the boat owner.

### Boat Safety Certificates

Owners of craft having a current BSC frequently find that their boats fail an examination when they try to sell them or after the new owner has taken possession. This has led to claims against owners from purchasers. NABO knows that the BSC has a warning printed on the reverse but this situation highlights the unsatisfactory nature of the scheme and the inconsistent approach between examiner and surveyors.

### Specific problems

NABO is aware of many problems faced by boat owners wishing to obtain a BSC. Our own questionnaires reveal a wide range of difficulties which owners have faced over the years.

The major topics requiring urgent consideration by the Review Team include the following:-

### Diesel spill racks

Whilst NABO welcomes the recent decision to permit flexible fuel leak off pipework on diesel engines (albeit with an endorsement to the Boat Safety Certificate) this topic epitomises the problems which the BSS has created for boat owners. The real problems faced by owners have been constantly met with intransigence and uncaring bureaucratic responses from the staff

at the BSS office. For years no flexibility in their attitude has been forthcoming - no concession for the fact that older engines (and some present day engines) do not comply with the written standards created by the BSS. Boat owners have been put to considerable expense and inconvenience and exposed to the added risk of pipework fracturing, now only to find that the previous rigid ruling has been relaxed; and not before time. A similar attitude existed when the scheme was first introduced in respect of solid conductors and as a result of the arrogance of the administrators of the BSS some boat owners incurred great expense having their vessels re-wired. Thankfully, those who appealed against the standard won their case - at the expense of BW and its licence-paying customers.

### LPG Installations

The recent introduction of revisions to Part 7 of the BSS has caused further consternation to boat owners. Previously acceptable installations are now considered to be "unsafe".

This situation defies comprehension. How can something be considered "safe" in December 1999 and yet become "unsafe" in January 2000 on the basis of a form of words?

The involvement of the Health & Safety Executive and application of gas safety rules applicable to other spheres of life should play no part in the BSS. Private boats are not subject to the control of the HSE and do not require CORGI-registered



technicians to carry out work on them. NABO deplors the interference of outside bodies with no remit in leisure boating, who seek to exercise control over matters which should not concern them.

### Room-sealed LPG appliances

This is allied to the previous item and has similarly caused great concern to owners of existing craft fitted with appliances such as instantaneous water heaters and gas fridges. It is totally unacceptable for them to be told that they will be unable to replace these items on a like-for-like basis in future. To add insult to injury, the ruling was made in January 2000, at a time when no suitable fridges were even manufactured. Furthermore, alternative types of water heater may be unsuitable for particular boats and require expensive modifications to install them.

Householders do NOT have to update gas appliances on a regular basis just because new equipment to a different standard becomes available.

### River & sea-going boats on Commercial Waterways

Commercial boats operating on "Commercial Waterways" are exempt from the provisions of the BSS. NABO considers that all private boats using such waterways should be similarly excluded from the requirements of the scheme.

Vessels used on the coast do not require BSS certificates and it is unnecessary for the BSS to apply to them when they are on safer inland

waters. Furthermore, it should not be forgotten that the BSS originated from the earlier Pleasure Craft Construction Standards which were based around narrow-boat designs.

Boats used exclusively on rivers and the sea are totally different from craft using narrow canals; they face more stressful conditions at sea and the master must always be self-sufficient and totally responsible for the safety of his vessel and crew. Moreover, help is frequently not close at hand and the master of a vessel does not wish to find that BSS requirements have made his vessel less sea-worthy due to an ingress of water through ventilators or in an engine compartment in which he is not permitted to have a bilge pump.

The RNLI has established a Safety at Sea campaign with free examinations of boats resulting in recommendations being given to owners before they venture on to open waters. The scheme is not compulsory but it is pragmatic and sensible. There are no complex rule books, sets of standards or a technical manual. Experienced sea-going experts use their own common-sense and judgement to decide whether a boat is safe and fit for the purpose. In general, these points should be taken in context and be adopted in their broadest sense as the base-line for the way in which all boats on rivers should be judged.

### NABO's Suggestions for a revised Boat Safety Scheme

1. Visiting craft have only to undergo a free "dangerous boat" examination

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at the point of entry to the waterways. This examines the boat to see that there is no leaking fuel or gas; no damage to electrical cables; and that the boat is not in imminent danger of capsize or sinking.

This simple test should apply to all craft.

2. Other requirements within the published boat safety standards should be optional; recommended as good practice but not items on which a boat could fail.

3. The BSS should NOT be retrospective in its application and should NOT impose new legislation or specifications on existing craft. Any exemptions within the original scheme should apply in perpetuity.

4. If a craft has previously passed a BSS inspection it should not be necessary to have it fully examined unless modified or altered. It should be acceptable for an owner to indicate what, if any, modifications have been carried out to the craft since it last passed the examination. Thus an unmodified craft would then readily obtain a new pass certificate.

5. The BSS should be entirely independent of vested interests such as BW, EA, etc.

6. The administration of the scheme is poor, inconsistent, slow to react, defensive and not pro-active. It is not answerable to its masters. The scheme has become self-serving and the underlying reason for its

establishment has been overshadowed by the way in which it has grown and developed out of effective control.

7. The sponsors must recognise that the BSS will never be self-financing and that its bureaucracy and staff must be cut down to the bare minimum. Boat owners cannot be expected to subsidise the highly paid officers of the scheme via higher inspection costs, increased prices of certificates, etc.

8. The Review panel should resolve to re-draft the scope and purpose of the BSS by setting out the principles and parameters of the scheme.

9. No aspect of the BSS should incur any VAT charge. Safety-related matters are ordinarily exempt from the imposition of VAT.

10. The BSS should be based on a "level playing field" and boat owners should not be faced with having to carry out modifications to craft simply because the "goal posts have moved".

11. The BSS should only address critical proven risks and must be simplified to make it cost-effective. Consistency with European regulations must be paramount.

12. There has been an increasing trend for legislation and practices being imposed which were primarily written for applications not related to the marine environment, and are not



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desirable or appropriate for craft based on inland waterways.

13. The involvement of outside bodies and agencies involved with safety-related matters or concerned with setting standards in other fields must be precluded by the scheme managers. If such involvement is unavoidable this points to flaws in the scheme which has developed in an uncontrolled manner to the detriment of its customers.

14. The Appeals Panel should be entirely independent of the Boat Safety Scheme. None of its members should hold any position within the scheme or derive any financial benefit from involvement such as acting as a surveyor or examiner under the scheme.

NABO Policy Statement dated January 1996

#### "Boat Safety Scheme

NABO's Council believes that a Boat Safety Scheme has the potential to make the waterways a safer place for all users. We therefore fully support the principle of the joint BW/NRA scheme. However, in order to deliver its potential benefits the scheme must:

Be based on clear, precise and reasonable standards which can be understood by all boaters.

Be available to boaters at reasonable cost.

Be introduced only after adequate

information is available about all aspects of the scheme.

Recognise the differences between new boats and existing craft and allow for the effects of differing design criteria.

Our input to the Boat Safety Scheme Advisory Group and the Technical Committee has been based on these principles. We think it particularly important to strike a balance between the costs to the boater and improvements in safety which are achieved and will continue to work for our members in this way."

Agreed by Council 27th January 1996

**HAVE YOU SENT IN YOUR  
THOUGHTS ON THE BSS?  
THIS IS YOUR CHANCE TO  
SAY WHAT YOU THINK  
ABOUT THE BSS DON'T  
WASTE IT  
COPY US YOUR RESPONSE  
TO THE BSS, WE CAN USE IT  
TO STRENGTHEN OUR  
ARGUMENT**

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**They can't do that! Can they?  
Only if we let them get away with it.**

We are becoming concerned at the number of reports we are getting of BW carrying out ad hoc acts of apparently questionable practice affecting boat owners.

Examples include the imposition of charges for use of locks such as Limehouse; requiring advance bookings for such locks (and woe betide you if you arrive late!); restriction on short term moorings for no apparent reason; copious use of 'disclaimer forms' for use of river locks when water levels are higher than normal.

We know of boat owners who have received very official looking forms and correspondence containing veiled threats of legal action unless the owner coughs up a fee for doing what was previously free. All too often such forms make reference to specific legislation which BW claims give them power to impose the charge or restriction. We question the legality and fairness of some of their letters which are often very selective in their content and may mislead an unsuspecting boat owner into believing that BW is right and he is wrong.

Our advice is NEVER to pay or act upon such a letter or notice until you have clarified the situation with NABO. Let a Council member know the details of the case and we will investigate and advise you accordingly.

If you feel you are being harassed let us know, so we can help you avoid unnecessary worry and expense - and to assist other boat owners if they are placed in a similar situation.

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**Harmonisation of EA Navigation  
Registration and Licensing.**

The Environment Agency has announced its intention to consult on the issue of harmonising the three different boat registration regimes which exist in its three regions which have responsibility for navigations.

Thames, Anglian and Southern Regions presently have separate navigation charging schemes - some based on boat length, some on plan area, some commencing on 1 January each year with differences in short term licences, etc.

The EA has for a long time been considering the desirability of bringing the arrangements under one umbrella system of legislation but cost and time has precluded further progress until now. Spurred on by the Government's review of EA and BW navigation responsibilities and the impending Select Committee inquiry into the Potential in Inland Waterways resulting from the "Waterways for Tomorrow" consultation document, the Agency has established a project team and intends to present an updated report on progress to the next National Navigation Users Forum in November. Further consultation will take place before they develop further details of the new scheme.

The EA is keen to avoid an expensive and lengthy Public Inquiry as a result of the desired change and is hopeful that it can persuade user groups to support the initiative without dissent. We shall see - and report to our membership in due course.

*Stephen Peters*



# Small Ads

a free service to members - contact editor

1 Rutland 500 wind generator little used, with pole and guys £130  
Leeds - collect at AGM?  
Stuart Sampson  
Tel:

Thornycroft 80 (Mitsubishi) with  
PRM Delta Box  
910 hours since rebuild  
Offers:

45ft Colecraft narrowboat 4 berth.  
All mod cons, solid fuel boiler, etc  
Further details from Andy Burnett  
Narrowboat Brokerage  
Tel 01788 822115

Cabin Lace Crochet  
Made to order  
Phone  
Mrs C Swinbourne

## WANTED

Good condition Triumph TR3A.  
Not necessarily in  
mint concourse condition but  
able to drive to classic  
car events and still be proud to  
be the owner.

T Goodlud,

## BUNTING

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10 metre lengths

£15.00

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Cheques payable to NABO, please

Contact Christine Denton on or call at NB "India" at Mancetter.

Tel:

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## Dunton Double windlass.

*The classy way to open  
locks*

Normal throw: £15.00

Longer throw: £17.00

p & p £1.50 per windlass

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