



NABO News

The Magazine of the National Association of Boat Owners
Issue 6 – November 2010



MUGS FOR SALE
BW on the hunt for volunteer labour
IS YOUR STOVE SAFE?
A timely free course offer for boaters
SECRET NO MORE
An intrepid cruise to the Pocklington Canal

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NABO News is published by the
National Association of Boat Owners
FREEPOST (BM8367), Birmingham B31 2BR
Editors: Howard Anguish, Richard Carpenter.

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Front Cover Photo Competition

Win yourself a year's free membership by sending us an image for the front cover of the new NABO News! We like the picture to reflect the Inland Waterways, of course, and not just narrow boats!

This month's is by Alan Padwick showing the view down Foxton Locks on the Grand Union, Leicester Section.

NABO Calendar 2010

AGM: 20th November[†] at Wolverhampton Boat Club (as last year), the confirmed guest speaker will be Simon Salem, Marketing and Customer Service Director of British Waterways.

[†]Please note the corrected date and apologies for any confusion caused!

Council meetings*: Nov 27th

Further dates will be set at the AGM.

NABO News Copy dates: 4th Dec

*Members are entitled to go to these meetings. Please arrange this with the Chairman or General Secretary, contact details on page 20.

Contributions

Articles, letters cartoons and photos are most welcome, copy dates in the calendar right
Images and photos in JPEG format please

Contributions to nabonews@nabo.org.uk

Of all people — an apology!

Some of the more observant among you may have noticed our little test of your powers of observation last month. In the profile article on Stephen Peters, our esteemed treasurer, we managed to rename him Simon in the title!

It would have to be Stephen's name we got wrong – he not only holds the purse strings for NABO, but is also one of the longest serving members on Council. Rumour has it that as punishment he is planning to raise the membership subscriptions next year (but only for the joint editors!) .

Humble apologies, Stephen.

Not only narrow boats

Richard Carpenter

I am writing this editorial on my boat while doing the support boat thing for Justin Hansen's Gutless Kayak from Manchester to London. I am sure we have all heard the expression "never volunteer" and sometimes it's very true as always one thing leads to another. This one has certainly turned out to be a bigger challenge than expected but I have to admit well worth it. If a future editor of NABO News allows me I plan to write about it. Those of you that use our web site will see I have been allowed by Council to run what is called a "blog" which I now know is a diary type thing on the internet. This is linked to wizardry which means we can have a map and a dot of where we are at any time – great for the people involved with the charity but surely we all get out on the water to ensure no one can find us, so GPS tracking can be a mixed blessing!

Since starting this trip I am also experiencing and understanding more about communication, whilst cruising and talking to many owners about their lifestyle choices. It brings home to me that not everyone sits at their computer every day - especially whilst boating. In fact most only log in (if they have a computer at all) every few days and then to see if they have email. I chatted to some owners in the Greyhound at Suttons Stop the other day who admitted they had missed important family issues (in one case a death) quite often.

So I feel it is important that NABO continues to provide a service to its members in printed form and not assume

they all avidly log on to the web site all the time. As General Secretary and keeping an eye on membership I hope during the winter to double check with members that our records in terms of email addresses are up to date. In this way if we have an important issue we need to communicate we can send out a bulletin.

Can I also stress that this year's AGM is a really important one as, more than ever, NABO Council needs to understand its mandate from members. The future of the Waterways for years to come, both EA and BW, will be to some extent in our hands as users and customers. I know AGM's can be a bit of a pain in terms of procedures, but ours is less so and with Simon Salem guesting we should have a real chance to see the BW perspective.

Do try to make it! And finally, this issue is too early for us to print the list of Candidates for this years Council and their list of exploits; they will be on the web site for those of you with access.



Notes from the Council meeting

Pseudonym

With the exception of Geoffrey, who was ill, all Council members attended. There was also one member present. It is lovely when members appear, it puts everyone on their best behaviour.

It was noted that it was the last council meeting before the AGM so hopefully more members will come forward to serve on council. As it is a time of great change NABO has the chance to make a difference. Simon Salem from BW has accepted NABO's invitation to be the guest speaker so the AGM promises to be fun!

Houseboat Licences

Although only 79 boats (on BW waters) have houseboat licences these are taking a disproportionate amount of a council member's time. The Waterways Ombudsman has now been involved with the issues.

It was interesting to learn that there are only 500 boats (on BW waters) with residential moorings. This could prove to be a problem if BW, or local councils, decided to clamp down on liveboards.

Kennet and Avon Partnership

The issues on the K&A continue and the outcome will affect us all so this was discussed

Mooring Swap wanted

Mooring swap wanted from about end of 2011 for approximately 1 or 2 years. We would like a 60 feet mooring somewhere in the London area and can offer a 70 feet mooring in Gnosall on the Shropshire union.

barry.witts@gmail.com
Barry Witts, nb Hartwell

in depth by all at the meeting. The different views made the discussion interesting.

BW is expecting volunteers to make decisions, and to make any system work they are expecting a lot of people volunteering a few hours occasionally.

Moorings Consultation

The council formed its responses to the Moorings Consultation and John was given the job of doing the final reply.

The discussion on charging for overstaying brought up the following points. Is this creating pay as you go moorings? How will it be enforced? Why not use the small claim court for the non payment of charges rather than refusing a licence.

NABO News

NABO News was dealt with, both the costs and editorship. Richard and Howard both said that they enjoyed their term as editors but hopefully we have a volunteer to carry on this job.

Membership

Membership is staying steady but NABO needs people to actively seek new members. Wouldn't it be marvellous if every member recruited one more each year?

NABO Road Show

Richard's plans for road shows at boat clubs are coming on apace so it is hoped that these will take place soon.

See you soon at the AGM on 19th November at Wolverhampton Boat Club, details and agenda on the back cover.

It's about the money...

David Fletcher

I had my first déjà vue moment as chairman recently. We all know there are no new issues on the waterways, just how many times any particular individual has seen them come around before. This time it is roving mooring permits. They are back on the table again, and with widespread support in waterways circles in the mistaken belief that it will raise enough money to pay for the enforcement and solve the continuous moorer problems at a stroke. It's about the money.

I think that all it will do is create another borderline definition of continuous cruising for boaters to argue about who have no interest in cruising anyway. We haven't solved the 2004 definition of continuous cruising as yet. What chance a new one? There is nothing simpler than 14 days and XYZ. Let's try that first and then get to the harder bits when there are really needed.

The Government is looking at cost savings and the waterways are not immune from this. We can expect DEFRA with EA and BW to come to some conclusion by October, but we will not see the details until next year. Part of this will be the confirmation of BW's 2020. And we can expect further emphasis will be on volunteering. I predict that licenses will go up by more than inflation in 2011. We have a choice, get involved and do our bit to support the waterways, or expect to pay more and more. Maybe both. In the mean time please do something if only take a plastic bag down the towpath and pick up rubbish. Every little thing we do will save some money on the licence fee. It's about the money.

Kennet and Avon Partnership

There is quite some focus on the Kennet and Avon at the moment, and we have all the

makings of a perfect storm in the south west. The first local moorings strategy meeting has been held already, and it is apparent that this is going to be complex and difficult subject to manage. I hear that the waterway, as well as being like a caravan park at the lower end, is overgrown and falling to pieces. The flagship partnership of the K and A Trust, IWA and BW could hardly have wished for a more complex and challenging start. One light on this dark picture is that some of the local authorities are engaged and interested. I hope they have some cash, but I really suspect one of the motives is to avoid the cost of rehousing of the continuous moorers when BW enforcement finally happens. It's all about the money.

BWAF — Some hard questions

At the British Waterways Advisory Forum (BWAF) the users and commercial groups talked about cost savings and there was some healthy discussion. It is well recognised by BW that boaters and Jo public are not going to give them hard earned cash until they have sorted out the Grant in Aid issues and also the pay package of the directors. At the moment the risk is that Government will take back any new money or cost savings through grant reductions. It happened last year and it could well happen again. It is essential that the Grant is ring fenced. Government can fill black holes, charity donations cannot.

Going back to BWAF, there are issues for us to consider too. An example is the cost of using the Ribble link. It is about £800 per transit made up principally of the annual dredge divided by the number of boats plus a bit of staff costs. At the moment there is no charge. And the cost of pumping to get through the

Gloucester and Sharpness sea lock is £2000 in electrical power per fill. Also no charge. NABO has taken the view in the past that there should be a basic principle of one fee takes you anywhere, because to do otherwise would result in no Ribble link and no sea lock. What do you think? A more general issue is the extraordinary operating costs of pump outs, because experience shows that unattended users routinely cause blockages which damage the pumps. How would we handle this? Are these reasonable costs that should be carried by the licence fee payers as a whole, or should the individual users pay the actual cost? It's all about the money.

EA waters — do we really want BW running the Thames?

Returning to EA waters, the question as to whether these should be transferred to BW is still under discussion, and by the time you read this in October there may have already been an announcement. The very active Thames User Group (TUG) has been lobbying hard to stop this happening, because their current experience with EA is good. NABO has been supporting them. During the IWA Festival period I visited Marlow lock. It was neat and tidy and a credit, particularly to the



Mill Lane, Barrow-on-Soar
www.chrisbatesartist.co.uk

© Chris Bates

lock keepers, but also for the management support they get. It is no wonder that TUG don't want to give this up.

But at the Environment Agency all is not wonderful. It is perceived as a large and diverse organisation badly in need of rationalisation. What could be more obvious than to peel off the navigation and merge it with the larger BW? After all IWA think bigger is better! As for me; I am worried about BW. No matter what we think of the past and the present, BW now face issues that any organisation would struggle with. A deteriorating asset base with risks to understand and manage, strategic underfunding, a legacy of user distrust, all the baggage and politics of a nationalised industry, a new culture to roll out, new funding to find, a legacy of staff issues that most business tackled years ago, a pension deficit, new pressures of social housing, property to manage, as well as answering FOI requests and nasty letters from NABO. Why on earth would DEFRA push a successful navigation business like EA's onto an organisation with more than its' fair share of problems. It's all about the money and I fear the worst.

NABO needs YOU (not your money)

As we move towards the end of the NABO year, it is time to reflect on what we have done, and how we could do better. Can I ask that you also think about this and write to Council members or me with your thoughts? NABO is not a club for those few who are active. It has to be about understanding boater's needs and then actively representing them. With potential changes to EA and BW, NABO will also have to gauge its role and value in a new environment. It will be a new era for us all, and we will need new members with new vision and energy to lead it. What can you do to help? In this case, it is very much not about the money; it is more important than that. This is the very life for future boaters.

Mugs for sale

“Ben”

Reproduced here is an article sent to the NABO News web site from one of our members who wishes to stay anonymous – comments would be welcome as its another thing we are being asked by BW to help champion .

I for one am not impressed by David Cameron's so-called “Big Society”. The magic word seems to be “empowerment” which, roughly speaking means the Government is going to stop doing lots of things that it has done for years and is going to let us volunteer to do them ourselves without payment.

If you think I am being cynical, take a look at what British Waterways is starting to do, as a step in this direction. They are advertising for volunteers to do what, in any normal universe, would be proper paid jobs. Waterscape's “*Opportunities to Volunteer*” page lists a number of such jobs.

Do you fancy driving the trip boat that goes up and down the Anderton Lift? You would be responsible for the safety of the 56 passengers, helping them on board and giving the commentary over the public announcement system. And all for nothing! You will need to be a qualified Boatmaster - BW is not offering to train you up or pay for the cost of becoming a Boatmaster.

Yes, I know that lots of people volunteer to drive steam trains on heritage railway lines, but do they do this full time? BW is only asking for one boatmaster, so presumably the successful sucker, er... applicant will be volunteering to work full time for nothing?

I know a lot of retired people who do voluntary work. But there is a rota of volunteers so each one might take a turn once or twice a week, or even once or twice a month - not full time!

If you don't want the responsibility of being a Boatmaster, there are other voluntary jobs available.

You can be a café assistant at the Anderton Lift, where you would man the till, prepare and serve a range of food and drinks and ensure the cafe area and kitchen are kept clean and well presented at all times. They don't want much from you as a volunteer, do they?

Anderton is also looking for a volunteer Deck Hand, Retail Assistant, Visitor Guide, Booking Office Assistant, Events Co-ordinator, Events Assistant, Grounds Maintenance person and Education person. Will there be any paid staff left at Anderton? Surely visitors pay to use the cafe, the shop and the trip boat, so why doesn't this generate enough income to pay the staff?

Not interested in Anderton? You could work in BW's Northwich office, where you would help things run smoothly and give customers a good standard of service. You would man the front desk and be the first point of contact for visitors so you'd need to have “good communication skills and a winning smile”. You'd be “responsible for dealing with enquiries face-to-face and over the phone which will include boaters booking passages through locks and licensing inquiries. You will also help visitors sign in, manage the inquiries email in-box and undertake a range of administrative duties.”

Is that all? And what salary are they offering for this post, which they have named “Customer Service Superstar”? Oh yes, I forgot - nowt! So what will the paid employees in the office do? Will there still be any paid employees?

You could be an “Archives Angel” and collect, preserve and make publicly available records relating to our inland waterways. You could be a “Bicentenary Events Coordinator” at Standedge Tunnel to plan and deliver a programme of vibrant events and activities to engage both locals and visitors from further afield.

You could be a “Waterways Volunteer Officer” and “work with a wide range of community groups and statutory organisations to aid delivery of the Waterway Destination Delivery Plan and help make Dewsbury’s waterways a more vibrant and desirable place to be. On a day to day basis you will be responsible for developing and organising a wide range of volunteer and community engagement events and activities such as vegetation conservation work, habitat management and green space projects. You will get the opportunity to plan and deliver innovative community consultation and taster activities to encourage people visit their local canal to appreciate heritage, environment, health and well being factors.” Phew! What will you do for the rest of the day?

All of the job descriptions sound like either full-time jobs or at least jobs that would occupy a large portion of each week, rather than the odd day or so a week that most volunteers like to put in. If someone has the necessary qualifications and qualities to do these jobs why would they offer their services for nothing rather than get themselves a job elsewhere? What is going to happen to BW’s paid employees once (or if) these tasks get done by volunteers?

If BW really wants to save a shedload of money, perhaps they should stop paying so much money to its directors and advertise for volunteers to take on some of those positions.

I am all for volunteering, but the sort of things done by volunteers should be the extras that

might otherwise get left out, rather than core roles. There are six pages of these volunteer posts on Waterscape. Okay, some of them perhaps fall into the category of “extras that might otherwise get left out” but some of the jobs listed are definitely ones that should be carried out by paid employees. Will BW attract volunteers to fill these posts? Only time will tell.

Is this the sort of thing we can look forward to under the “Big Society” where other cash-starved public services become desperate for volunteers to take over important jobs. Will we see vacancies for volunteer nurses, school dinner ladies, fire fighters and rat catchers?

Oh yes, I forget - there is also a vacancy for an “Editorial fact-checker” for the Waterscape site. Could it be that there are a few errors on the “Opportunities to Volunteer” page?



Electricity on board, Part 3

concluding the series of articles by Chas Moore on boat electrics

240VAC power

All 240VAC power is dangerous, whether it is from a shore supply, a generator or an inverter. In a boat it can be more dangerous than house mains because the boat is floating in water. It is important to keep safe by looking after portable mains equipment that you are using. For example, while employed as a Safety Officer in the electronics industry I often found faulty wiring in plugs: the cable should be properly clamped inside the plug; the Earth wire should be the longest and the Live wire the shortest. This way if the cable is pulled out the live wire disconnects first.

There are several ways of getting AC power into your boat: many marinas provide a shore line connecting the mains supply to the boat, which means that there is no need to run the engine to keep batteries charged, provided you also have a battery charger of course. There may be a limit to the amount of power you are allowed to draw from the shore line. It is essential that the Live (brown), Neutral (blue) and Earth (green/yellow) wires of a shore line are in good condition, and that the Live and Neutral are correctly wired. The European Recreation Craft Directive states that the 240V boat Earth wire should be connected to the metal hull and it must NOT be connected to the Neutral wiring on the boat. A Galvanic Isolator can be used between the shore line Earth and the metal hull. This blocks the DC galvanic connection while allowing any fault in the AC mains to go to the shore Earth and trip out the supply. It is the DC galvanic connection that eats your anodes when connected to a land line.

An inverter is a device that converts the DC power from your batteries to AC mains. This power is limited by the size of your alternator, battery capacity and the size of the inverter. For a power requirement above about 1500W you need to run the engine. An inverter requires a

bank of batteries of sufficient capacity to match its rated output. Figure 1 gives some suggestions

Figure 1: Battery bank capacity when running an inverter

Rated output	Recommended battery capacity
800 W	100 – 400 Amp Hours
1,200 W	150 – 700 Amp Hours
1,600 W	200 – 700 Amp Hours

Source: Victron Energy

Inverters are at best 80–90% efficient and so 10–20% of the energy input is lost as heat. Most inverters therefore have cooling fins or fans. The worst place to put an inverter is in the engine bay or hidden in a cupboard where it cannot be kept cool. They draw about 1A when switched on even if no power is being used.



The ‘Travelpower’ system uses another alternator on the engine to generate the power independently. This system does not use the batteries but you need to run the engine to get 240V power. An external portable generator usually uses petrol or diesel and it should be off the boat while in use to avoid getting potentially lethal fumes inside your boat.

The best type of inverter or generator provides a ‘sine wave’ current that is similar to household mains power. Many cheaper types are ‘modified sine wave’ (MSW) and these can damage sensitive equipment.

If you have more than one of these different sources of 240V power it is important that you know which one you are using in the boat. Many boat systems I have seen rely on manual switching from one to the other. If there is some confusion it may even be possible to have two sources of power connected at the same time. On the other hand, one system I have seen could be configured to feed power into the national grid while connected to the shore line! My Victron inverter/charger has the shore line connected through it. When the shore line is connected to shore power the Victron automatically switches over.

Both 240V AC and 12VDC wiring installations on the boat should be double insulated and the two types of power should be kept separate to prevent any possibility of a dangerous fault occurring between the two. All wiring should be multi-stranded copper and be capable of carrying the total load used on each circuit without suffering a voltage drop. Do not use solid copper wiring as used in houses because it is liable to break due to vibration on the boat.

Earth Leakage Protection.

Power pedestals in marinas should each have a Miniature Circuit Breaker (MCB) set to trip at 30 Amps to protect the wiring to it. The European Recreation Craft Directive dictates that a Miniature Circuit Breaker/Residual Current Device (MCB/ RCD) should be fitted into mains wiring on the boat within 0.5m of the shore cable. This is the best way to protect circuits and people both ashore and afloat. A 30 mA trip protects people against shock. RCDs are reliable but nuisance tripping can be caused by:

1. Connection of Neutral and Earth downstream of an RCD.
2. A crossed Neutral between protected and unprotected circuits.
3. Deterioration of cable insulation.
4. Water and moisture in junction boxes.
5. Absorption of moisture in heating elements (e.g. kettle, immersion heater.)

6. Tracking across dirty surfaces: if the equipment you are using is dirty inside there is a chance that the live power can jump across to the neutral or earth causing a short circuit.
7. Intermittent arcing in motors.
8. Switching off inductive loads such as washing machine motors.

Suggested further reading and sources of information

Much of the information for this series has been taken from *Practical Boat Owner's Electrics Afloat*, by Alastair Garrod, published by Adlard Coles Nautical www.adlardcoles.co.uk. There are of course many more sources of information relating to this subject including the following websites:

- www.adverc.co.uk battery management, alternator control, batteries, Alternators
- www.ampair.com wind power
- www.baddiethepirate.co.uk 12 v LED lighting
- www.barden-uk.com battery and power solutions
- www.bedazzled.uk.com LED lighting
- www.blueseas.com marine electrical products
- www.blueskypower.co.uk Solar power panels
- www.britishmarine.co.uk British Marine Federation
- www.canalboat.co.uk ask the experts
- www.c-b-a.co.uk Canal Boatbuilders Association
- www.energy-solutions.co.uk marine electrical products
- www.kuranda.co.uk marine and mobile heating and power
- www.leisurepower.co.uk practical leisure products
- www.mastervolt.com power products
- www.onboardenergy.com marine electrical products
- www.roadpro.co.uk 12 volt domestic products
- www.shoreline-marine.co.uk 12 volt fridges
- www.sterling-power.com popular power control systems.
- www.victronenergy.com quality inverters, chargers, generators, solar panels

New moorings aims and policies

John Slee

At the end of 2009, BW instigated a consultation, with the first question being, *“Do you share our view that developing better policies and management of moorings along the line of the waterway is a pressing challenge resulting from continued growth in boating on BW waters?”*

The consultation was split into two sections: *“Moorings along the line of the waterway”* and *“Residential Moorings Policy”*. Sub-sections included legal matters, congestion, overstaying fees, zoning short term moorings, local moorings strategies, compliance, enforcement, reducing online moorings and sewage disposal.

BW also launched a consecutive consultation on Local Mooring Strategies (LMS), while, simultaneously – before the either consultation was complete – Damien Kemp was contracted to explore the LMS, beginning on the Kennet & Avon. NABO was highly critical of this premature action and the extremely impractical, short time scales. It seems both criticisms have been vindicated by recent events, but time will tell whether this can be reversed.

On May 28th 2010, representatives of waterways organisations were invited to a meeting at BW’s Hatton offices, to review the findings of the moorings consultation and move the process on towards producing a new set of Moorings Aims and Policies. I attended that meeting on behalf of NABO and was dismayed that the consultation review was not discussed in detail as the agenda stated. Time constraints left me feeling that there should be another meeting. However, the meeting was productive, and subsequently Damien Kemp and Sally Ash (BW’s Head of Boating) produced a report. Delegates were

invited to submit amendments; I did.

Finally, on August 19th 2010, Sally Ash produced 4 draft papers: BW aims and policies v3, Moorings Consultations 2009 Report, Implementation information at 19-8-2010 – work in progress, and Background and Explanatory notes to moorings policies. Each of these had Simon Salem’s (BW’s Marketing Director) approval; the next stage is to present them to the BW Board for approval. We were asked to respond to these papers by September 13th.

NABO Council reviewed the papers extensively, both through our online Council Forum and at our meeting on September 4th. I then sent our critique to Sally Ash and Simon Salem and await a response to these constructive criticisms. We were reasonably content with the other 3 papers, but felt that there was a need to refine the most important paper, on which the practical outworking of them will be based. This will affect all boaters and as such needs to be well thought through and enforceable.

The Policies and Aims document bears the title, *“Policies for mooring along the banks of British Waterways”*. Eventually a final version will be published by British Waterways; however, I can share with you some of the concerns NABO has about moorings policies.

Long Term Moorings:

On Line Mooring Reduction:

- There is a danger that the Local Moorings Strategies (LMS) will drive National Policy. While we agree that the latter should be rooted in front-line needs and practicalities, we believe it is the national organisation’s responsibility to make and apply the rules. LMS involve consultations with bodies

and individuals that are relatively new to waterways governance. BW should have the experience and legal knowledge to provide a framework within which LMS can operate.

- We are concerned that the Online Mooring Reduction procedure is related to new marinas openings and is not tuned finely enough. We have asked for a list of online moorings that have been removed, together with evidence as to whether the displaced moorers have actually moved into marinas or become continuous cruisers.

Residential Moorings

- We believe there is a case for creating new online residential moorings.
- While recognising that there will be occasions when BW may have to ask users to move so that they can carry out essential maintenance, we were unhappy with BW's statement, *"The operation, maintenance and repair of our network takes precedence over the needs of residential boaters and other users."*
- Where BW is going to make boaters aware that they may be living on a mooring without residential planning permission and of actions that may be taken, we believe such a process should have a clear timetable. This applies to also to those with houseboat certificates.
- Most important, we believe that BW's licence terms and conditions must be firmly based on relevant law, should be tested in the courts, and consistently and comprehensively enforced.

Short Term Towpath Moorings

- BW wants to charge for overstayings on visitor moorings. NABO is against such charging unless the rates are significantly higher pro rata than comparable mooring charges. Otherwise it does not solve the

problem of overcrowding and legitimises overstayings. Visitor moorings should be for Visitors, not short term moorers at the expense of Visitors. Enforcement of these charges remains crucial.

- NABO is against the suggestion that moorings can display a notice *"No return within XXX (period)"*, because we believe it is unwieldy and unenforceable.
- We do not believe that Transient Mooring Permits (TMP) are a viable solution to the continuous mooring problem, because;
 - 1 There are too many new undefined rules, making practical implementation unworkable,
 - 2 We do not believe those at whom the charge is targeted will apply for one at the rates stated, or continue to pay if a lower rate was subsequently increased and
 - 3 We do not believe that TMP are legally enforceable, for the same reasons as Roving Mooring Permits have been questioned in previous discussions, and specifically in correspondence in 2008.

In addition, the practical effect of TMP would be to introduce another definition of Continuous Cruising which may not be nationally applied, different from the current guidelines and both arbitrary and inflexible. This just creates more opportunity for challenge and more complex enforcement. NABO would rather see rigorous enforcement of the 14 day rule, more cases in court to support the X-Y-Z guidance on place and navigation, and further dialogue with users groups so that there is demonstrably wider support for the necessary enforcement.

We also expressed our disappointment that NABO had not been invited to the meetings about the Winter Stoppages Plans, and have stated that we expect to be invited in future.

We hope to have a useful dialogue with Simon Salem at the NABO AGM.

Free safety advice for boat stoves

Alan Cossons

Back in January of 2003 the Boat Safety Scheme, (BSS), commissioned a report focusing on safety aspects relating to solid fuel heating within the boating sector– and as is so often the case it threw up numerous notable facts.

Whilst confirming that there was a steadily increasing market for stoves for small craft it showed that some 33% were being fitted by DIY boat owners, who may hold no experience or qualification. At that time between 75 to 80% of existing steel narrow boats had solid fuel/wood burning stoves (this estimated that there are around 14000 of these boats on UK waterways). As regards hazards there were approximately 15 significant reported fire incidents per year – based on insurance claims – and two significant carbon monoxide (CO) reported incidents per year albeit significantly more fire and CO incidents go unreported and these fire and CO incidents are above average for land based dwellings.

The report concluded with a note that no national or international agreed standards exist for installation, maintenance or use of solid fuel & wood stoves in marine situations. The overall situation is starkly highlighted by the facts that figures for 2007 show a leap to 78 safety incidents comprised of 71 fires or explosions and seven carbon monoxide leaks – and already this year the overall figure stands at 50.

Given the timely introduction of the new British Standard, (BS 8511:2010), '*Code of practice for the installation of solid fuel heating and cooking appliances in small craft*' effective from 28 February 2011, Specflue are organising free guidance and training courses to even include a mock-up boat interior at their National Chimney Academy



in Sudbury, Suffolk and at other locations throughout the UK. All relevant attendees are welcome including boat builders, clubs and associations and, of course, boat owners.

Absolutely every aspect will be covered – including many which you probably hadn't even thought of or knew about – including type of permissible fuel; clearance to combustible materials; flue data such as diameter, heights and ceiling & roof penetration; ventilation; testing; CO alarm requirements and stove sizes; good practice and maintenance.

The only "cost" as such is the important purchase of the BS document, and attending the Specflue course is an investment in your safety and peace of mind and the value of your boat. In a phrase, it's lovely to mess about in boats – this course will prevent you from making a mess of your boat. The training dates and booking forms can be found on the website as can details of all other Specflue products, stoves and Fire Angel CO alarms www.specflue.com

Life after Ownerships

Howard Anguish

As many will know, the second of two major shared ownerships management companies has gone belly-up, leaving owners in the lurch with little or no notice. The first company to collapse was, of course Challenger, and this has now been followed by the largest management company, Ownerships. It is particularly sad in Ownerships's case that this company was regarded very highly, with its founder – Allen Matthews – being regarded as the man who gave the opportunity to experience life on the cut to thousands of people who otherwise would not have been able to afford it. It is therefore sad to relate that the company collapsed through – being charitable – a gross mismanagement of owner's funds, and allegedly much worse.

One thing that is sometimes misunderstood about Ownerships is that the 100 plus boats are wholly owned by their owners – Ownerships was purely a management company – so for the collective owners of the boats their boating future is safe. However, the owners have had to rally round and organise themselves at very short notice, to ensure that their boats are still running and organised properly to make sure that holidays can still be taken and the boat is still being looked after properly.

What has been remarkable is how quickly all these part owners have got together, despite living in all parts of the country, and organised themselves so that in most instances their

boating has continued without a hiccup. Individual boat meetings have been organised, booking charts have been drawn up, mooring agreements re-negotiated and maintenance and repair facilities organised. It has been a classic case of the Blitz spirit coming to the fore and, apart from the disappearing funds, I think it is fair to say that it has been a positive experience for many. Despite the experience of Ownerships demise, which has left a nasty taste in most people mouths, a significant proportion of the 100 plus boats which were in the scheme have decided to join other similar boat management schemes which are still thriving, for them it has meant that they can continue in much the same way as before, with the nitty-gritty of boat ownership being undertaken by someone else, albeit at a cost.

Other boats, however, have decided to go the other way and have gone the MIY route (manage it yourself). This winter will be the test to see whether these boats can manage the winter work scheduled which is needed to keep the boats in tip top condition.

There are many shared owners who are also NABO members – I am one myself. If other owners would like to share their experiences please let us have something for the next issue of NABO News, and if you know of other ex Challenger or Ownership owners who might benefit from NABO membership, why not pass on your copy of NABO News to them and help to boost the membership.



photo @grannybuttons.com

Satellite TV on Board

Stephen Peters

Television reception on board a boat has always been a bit of a hit-and-miss affair and some owners spend considerable sums acquiring the latest in aerial technology to obtain a better picture. In many cases, this has not been money well-spent and reception problems may still persist. The current phased switchover from terrestrial analogue to digital channels via Freeview has resulted in some televisions being unable to receive the new services without further expenditure on decoders and possibly a change of aerial as well.

There is an alternative which is attracting many boat owners who are fed up with poor picture quality and ongoing reception difficulties. You may have noticed an increasing number of satellite dishes appearing on the roofs and masts of boats around the waterway system and wondered whether it is worth investing in new equipment.

For many people the answer is definitely yes. For a fairly modest amount of money you can obtain a Freesat kit comprising receiver and dish complete with mounting bracket and cable aimed specifically at the camping and caravan market. Retailers such as Maplins and Screwfix often have such packages on special offer for less than £80.

For this price, or even less, you will have a digital satellite receiver capable of giving you literally hundreds of free-to-air television channels from a plethora of satellites positioned some 24,000 miles away in geostationary orbits over the equator. The Astra 28.2E satellite is the one to tune into initially as it carries most of the familiar English language broadcasts which most of us require. Reception of other foreign stations is also possible by directing

the dish towards them. HD programmes will require a dedicated HD receiver at greater expense but since most channels are not high definition there may be little to be gained. Just be satisfied with the perfect picture quality of normal definition programmes.

The accompanying instruction books will tell you how to identify the direction in which to point the dish – generally about 30 degrees to the east of due south. Look at other boats to see which direction their dishes are pointing and speak to their owners to obtain useful hints about the best reception conditions.

It is a little realised fact that satellite dishes work perfectly well inside a boat providing they have a clear line of site through a window or boat cover. It comes as a bit of a surprise to learn that perfect pictures can be obtained in the winter even if the boat is covered with a tarpaulin! The main essential is an unobstructed view of the sky in the designated direction, with absence of tree cover or other boats. You may find that reception is possible in winter but is lost when the leaves start to grow. The dishes sold with the budget kits are adequate and ideal for boats. A larger diameter dish is unnecessary and more difficult to point in a consistent direction. Smaller dishes give you more latitude which is useful since you boat will always move and sway about even if tightly moored up.

Choose a firm mounting position for the dish as any movement or rocking about will make setting up the correct angle very difficult. You may wish to practice initially by placing the dish on its stand on a firm surface on top of the boat or even inside a windscreen or in an open cockpit. Once you have proved that the system works you can devise the best

permanent location for the dish and cable route.

Make sure you use the correct grade of aerial cable specifically for satellite reception with properly attached screw-on F connector plugs. One end is plugged into the LNB which collects the signals from the dish and the other end plugs into the decoder box inside the boat. It is best to buy a receiver which will work off both mains electricity and the boat's 12 volt DC system. The same applies to televisions and this gives you a choice of power supply.

Your TV ideally needs to have a SCART connection for linking up with the decoder box. The aerial cable carries a small, low voltage switching current between the decoder and the LNB so it is absolutely vital not to bridge the co-axial conductors when attaching the plugs. You may find it advisable to buy ready made extension cables rather than having to fiddle with making the end connections.

Once you have the equipment set up you need to select a recognisable channel such as BBC1 and point the aerial in the required direction with the dish initially upright until a signal is obtained. This can be a very troublesome process and requires great patience as a movement of only a few millimetres or degrees will make all the difference. You may even think the equipment is not working but don't give up. Read the instruction book so that you know how to detect the satellite direction and obtain the best signal quality. Make sure you are picking up the correct satellite signal for the selected channel. Signal meters are available but in most cases trial and error will result in a stable picture which you can then adjust for the best reception. With experience you will soon learn the correct

direction and elevation, and if you have the dish inside the boat you can adjust it whilst looking at the television screen.

You should end up with at least 90% signal intensity and 70% signal quality. If you get the first without the second you are probably picking up the wrong satellite. Keep trying! Eventually you will have perfect picture and sound quality with only the movement of you boat or local heavy rainstorms affecting reception to some degree. For most of the time you will obtain high quality reception which being digital means that it is always excellent with no fading or ghosting or picture loss.

Once you have succeeded in obtaining the English programmes and selecting your favourites you may wish to experiment with other satellites on other bearings and hone your mastery of foreign languages. There are thousands of television channels which your receiver will be able to store should you so wish. Good luck and good viewing.



A very well kept secret

The River Derwent and the Pocklington Canal

Fiona Slee

Whilst we were in the north east we were determined to explore as many of the waterways as possible. Despite my dislike of rivers we cruised the River Ouse from Naburn and then the tidal stretch from Selby to Barmby Barrage. Our trips on the Ouse were trouble free and we were well looked after by the Lock Keepers. In particular Rob and Martin at the barrage were full of knowledge and very helpful.

At Barmby Barrage, a pollution and flood control measure, the large lock is the only way onto the River Derwent and thence onto the Pocklington Canal. It cost us just £12 for a certificate, obtained at Barmby Barrage, which entitled us to cruise on the river for one year. The River Derwent is non-tidal, controlled by the Environment Agency and like the Pocklington canal is an SSSI. The lower reaches of the river are surrounded by Ings, or flood meadows which support traditionally managed grasslands and wildfowl.

The Derwent has a long history beginning with the Ice Age. The Romans, the Medieval years and the industrial 18th century have all had their effect. Once it carried cargo such as coal and corn from Malton to the Ouse. Now abstraction, effluent disposal, navigation and conservation all contribute to give the river its character. Some of the past remains – a castle built for Thomas Percy, some old brick bridges and elegant rail bridges. Sadly it was the railway that was the death knell for trade on the Derwent.

The junction with the Pocklington Canal at Cottingwith appears after the river travels through a sparsely populated area with

distant villages just visible over the banks. We were to return to the Pocklington after we had been to the “head of navigation” of the River Derwent at Stamford Bridge.

Navigation became rather interesting after the junction as the river narrows, has more bends and the trees and bushes have encroached over the water. In places it was difficult to pass through the combined effect of this, fallen trees and rubbish. We kept a record using photos and the GPS locations and reported any real problems to the EA. As the navigation is an SSSI, paper work and permissions have to be obtained before any work can be authorised.

Wheldrake Ings Nature Reserve beside the river has a large bird hide on the high bank and I kept my eyes peeled for unusual birds. Sadly we only saw one kingfisher on this section and as the water birds are not used to boats they seemed very shy of the camera!

At Sutton Lock the bottom gates are owned by the Yorkshire Wildlife Trust and even the Lock Keepers from Barmby Barrage (who must now see boats through the lock due to irresponsible boaters leaving paddles open and causing flooding) are technically not supposed to open them! Sutton Bridge above has suffered from damage and has recently been repaired to a very high standard.

The Derwent again becomes remote and winds through some lovely countryside to Stamford Bridge, the head of navigation. The river north of here is un-navigable and a tributary runs off to an old lock and mill race. The lock is now a sluice, known locally as the “banana lock” and is where visiting boats

moor. It must be the strangest mooring we have ever used!

The town is famous for the battle in 1066 and now for the shop that sells over 600 varieties of whiskey. Stamford Bridge is prone to flooding and has had expensive flood defences put in place. The old corn mill is now apartments and the pubs are popular stopping off places for those travelling on the the road that crosses the 1772 bridge.

Once this head of navigation was “ticked off”, we returned to the junction of the Pocklington Canal at Cottingwith and turned onto this lovely rural canal. In its hey day cargoes including coal and building materials were carried to Pocklington, off loaded onto carts and horse-drawn into the village. Return cargoes were agricultural products for the West Yorkshire towns.

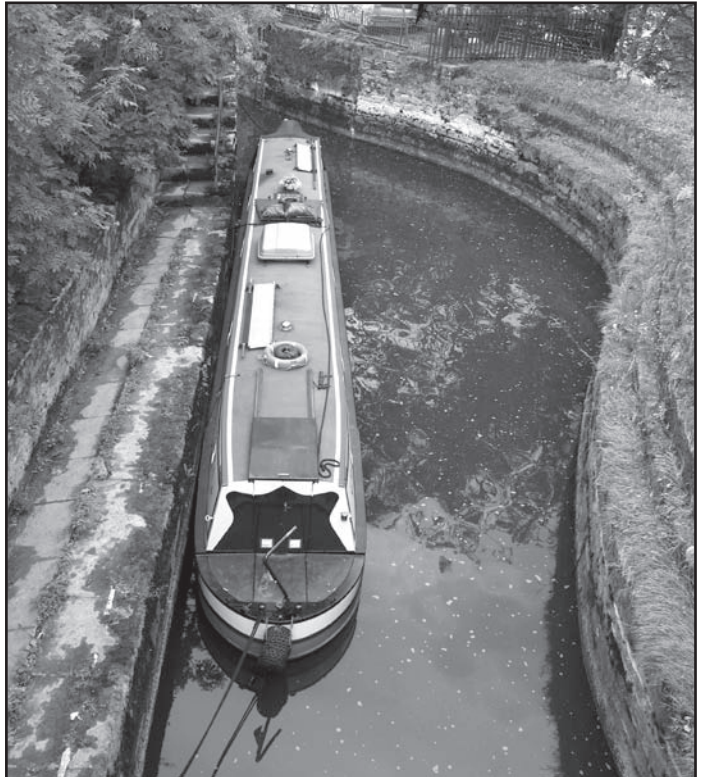
The Pocklington Canal Amenity Society (PCAS) have worked hard, with British Waterways, to keep this canal open. Many of the structures and gear have been restored, both on the navigable section and beyond, to Canal Head near Pocklington. Some of the road bridges and locks are listed and have had to be restored with care and attention to detail.

The “Pocky” is nine and a half miles with nine locks and eight manual swing bridges. On the navigable section there are two locks and seven swing bridges with metal hooks on the towpath side to keep them closed. One swing bridge is

left open. Swing bridges 6 and 7 were locked with handcuff keys. I was interested to see that the side rails of the bridges can be let down to enable tractors to cross.

The wheel operated lock gear is unique and both locks are in excellent condition. Cottingworth Lock, almost immediately after the junction, is the only one with a lock landing pontoon. On our return journey we encountered one of the lock keepers painting the gear on this lock. This is just one example of the care and attention given to this canal which deserves to be cruised and enjoyed by more boaters. Gardham Lock, a popular place for walkers and picnics, has a swing bridge over the chamber and we had to open it first to pass through.

We encountered a fair bit of weed as we



cruised up towards the Melbourne Arm, the current limit of navigation. The water lilies and swans and the sunny weather made for some lovely photos and as we were in no particular hurry John did not mind a couple of excursions down into the weed hatch! We moored in the Melbourne Arm, the home of the PCAS and its trip boat New Horizons. This is a lovely spot with all the usual boaters amenities. It was good to be welcomed by the boaters there and also by Howard Anguish, one of the PCAS members.

It is another four miles to Canal Head and rather too far for me to walk, so Howard kindly took us there and to some of the restored locks too. Canal Head is a lovely area, used by anglers, picnickers and walkers. The old warehouse is now a residence and we were glad to see mooring rings still in place – just waiting for the first boat to arrive once the canal is wholly restored to navigation.

The “un-restored” pounds between the locks are overgrown and are habitats for insects,

plants and wildlife. When boats cruise these “nature reserves” the water movement can help the wildlife and plants to thrive and we wondered if protected linear sections (as on the Montgomery Canal) would preserve the plants and habitats and satisfy the SSSI requirements.

We loved our brief time on the Pocklington Canal and really hope that the PCAS can continue to restore the canal for the enjoyment of the locals, boaters, walkers and anglers alike. We would also love to see more visiting boats discovering this gem of our waterways and would encourage anyone cruising the north east to include it in their itinerary. The PCAS website is full of information - www.pcas.karoo.net/index.html

If you are interested in our travels and particularly more about our cruises in the north east have a look at our Journey Blog on www.nbepiphany.co.uk. To search for the Pocklington or Derwent, type the name into the search box on our home page.



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Two near lock floodings this summer

David Fletcher

I had a couple of near misses with flooding in locks on our summer cruise that I would like to share with you.

The first one happened at Foxton staircases on the way home after Crick. Our narrow boat is a 70 footer, so there is not much spare length when in the lock. We were in the middle of a batch of 5 boats working down the staircase. We pulled into the top chamber, and started to drain down. It very quickly became apparent that the upper gates were leaky, and there was the potential of it being a wet event for me on the stern. No matter. I stepped inside the trad stern and closed the doors behind me. The boat dropped further and the leakage got more acute. The lock keeper came by, and I called to him. Move down the chamber he said. Stupid man. Doesn't he know that there is no more room for a 70? Apparently not.

The cabin doors are a reasonable fit, weather proof, but no match for three solid jets of water. One from between the gates, and one from each side. By now the whole of the stern was a mass of falling water, that would do credit to any by wash or weir. The worst leakage into the boat was coming under the doors, and in serious quantities. I quickly grabbed a rubber mat and laid it on the outside against the door in an attempt to stop too much getting into the cabin and the engine compartment. By now the next boat behind was filling the upper chamber, and the leakage was getting worse. We got out of the lower chamber quickly. The lock keeper cheerfully added that all the chambers are leaking in the same way. I wasn't doing that again in a hurry. It was completely uncontrollable. I went searching in the boat and fortunately I had a large sheet of plastic that had been used as a temporary cratch cover during recent repairs. I wrapped

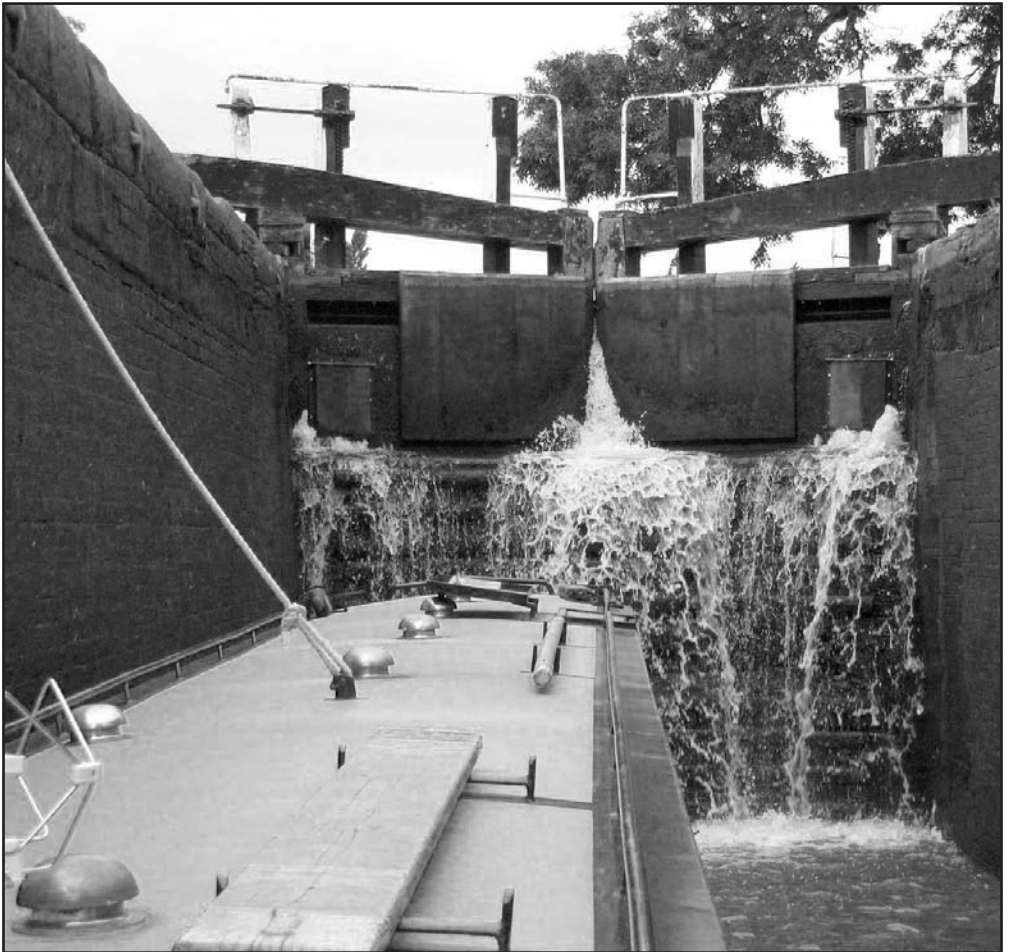
the stern of the boat in this, and we made our way down the staircases, encouraging the boat behind not to be too quick at refilling the upper chambers. No sense of enjoyment whilst working this unique structure. Just a frightening battle to keep the water out of the boat. And the lock keeper was useless.

The second event was going up Stenson lock on the Trent and Mersey. This is the last of the wide beam locks going west, and a very deep chamber with a cill above head height. We were alone in the lock. We could see that the upper gates were leaking quite badly and the water was falling onto the cill and spilling down into the chamber without any great spray or violence, but with lots of volume across the whole width of the chamber. No matter, the cratch was closed more or less and there is plenty of length in the double locks to pull back. I put the boat into the chamber and then tucked back in one side behind the lower gate, with plenty of room at the front. The ladder is very long and a hazard in itself to climb, so I decided to take a chance and not tie off the bow to the lock beam, which is my usual practice going up wide locks alone. Then with the engine running astern, Val cracked open one of the side paddles. The boat immediately started forward so I increased the revs, but to no effect. The bow plunged into the cill waterfall. By now the paddles were closed and the engine was running astern flat out but the swirl in the chamber had locked the boat under the waterfall. It appears that the depth below the boat prevents the propeller getting a good grip on the water. We rigged a centre rope back to the bollard at the bottom gate and winched the boat to the back of the lock, and looked in dismay at the water in the cratch area.

We locked up without further incident. A boater from the adjacent yard saw what had happened and said it was not unusual for single 70/72 boats to have this experience. Shorter boats are apparently not gripped by the swirl, and pairs break up the flow and prevent it happening. I will certainly use a tie rope in the future, and consider the need for the use of my plastic sheets. Of course the bollards are all in the wrong places for a tie off like this. The middle one is too up and down to be effective with the centre rope on a full length rope, and the one at the lower

end of the lock is so far back that the centre rope won't reach and has to be joined with a spare. Why aren't the bollards one third and two thirds down the locks where they would be useful for all sizes of boats?

I suspect with the levels of maintenance we are going to have in the future, a sheet of plastic will again become an essential tool, particularly for the longer boats. The truth is that some years back it always was a necessity, and we have just lost that experience. We are going backwards at the moment.



Top gate waterfall at Stenson Lock, Trent and Mersay Canal. Photo: Sir Ron Nella

Your letters

Opinions expressed here are independent of NABO policy and statements made have not been verified as true.

Re: speeding boats

A reply to a letter from Twin Screw in Issue 4

There is a problem about boats speeding on our canals, but it is not confined to the pre breakfast boater, as speeding boats pass me all day long. Twin Screw was right in that all boaters, hirers, private and shared ownership, boaters all speed along. The worst being shared ownership followed by private and last and the best group are the hirers, although they do other things which can be a lot more dangerous.

I have lived on my Boat on the T & M for more than 15 years, and have seen the change to what my late wife called the *motorway mentality*. Boating is a slow, gentle way to get from A to B. If you are in a hurry go by car, bus, train or plane, but please keep off our waterways.

Boaters should be aware of the British Waterways Bylaw 14 which deals with speed of vessels except when on certain section, ie: rivers. The speed limit on most canals is 4mph over the canal bed. You can be prosecuted for speeding on the canals, just as you can be in your car, it is breaking the Law! Look behind you; if you are making a wash then you are going too fast for that section of canal. The speed limit is for a canal that has the proper depth, and there are not many of them around.

When I started boating many years ago I was told the unwritten rule was slow down one boat length before passing a moored boat, on tickover pass the boat by one length and then speed up, this reduces the wash from your boat as you pass the moored craft. This should also apply when passing fishermen, as we can all enjoy the waterways if we treat

everyone as we would want to be treated. A wave and a smile goes down well, let's get back to the old days a boating when everyone was friendly and helpful.

John Ogden

The folly of euphoria

My wife Tersia and I had wanted to buy a narrowboat for several years It is our dream to retire on a boat, but, as with most people, our desires far outreach our purse. We spoke to many boaters and not one said they would choose any other way to live. The problem was, if you buy and you are unable to live aboard immediately, where do you moor in a safe place? If you secure a mooring how long do you pay for a vacant mooring until you are able to buy the boat you want? It's the typical chicken and egg situation.

We came across the boat that we fell in love with and decide to go ahead and buy, contrary to all the advice to first obtain a mooring. This was when the scramble started to find a mooring for a wide beam. Most marinas were quite happy to rent out two adjoining berths at double the mooring fee. So we were over the moon when we obtained a mooring in a marina for about a 20% loading. Although this was an hour and a half drive from home we were delighted and completed all our arrangements to move the boat from the broads to the Grand Union and the marina.

We were so happy and had experienced so much trouble obtaining the berth that the decision was made to pay for a full year. Six months later we heard about a new marina being built 20 minutes from home. We applied for a wide beam berth and they were able to accommodate us but could not give

us a certain date. About a month before they were ready we received a call to confirm the date which was about a month away.

Delighted, we told our marina management that we would be leaving and on the day we left and said our goodbyes. Alady in the office told us that our berth had been sold. We requested a refund for the four month's rental that we had paid in advance as the marina was now collecting twice for the same mooring. It was at this time that we realised that we had received no rental agreement. Our delight at having bought the boat and the fact we had acquired a mooring simply must have overridden good business sense. But the people working there were so nice to us and were so friendly that surely nothing could go wrong. We wrote emails to the manager, on a monthly basis and they were simply ignored. When we 'phoned him he said that his directors were loath to refund anyone who had prepaid and left prematurely.

This was unacceptable and we wrote to the Marine Association that they belong to and requested a Code of Practise. In this code we noticed that they recommend that a boater give 120 days' notice and our hearts sank. But then again, how were we to know as they had not given us a contract, everything was verbal. The legal manager of the association did write but was too busy at the time to attend to our problem. Then through the Office of Fair Trading we got onto the Trading Standards Institute and their Consumer Direct complaints section. We couldn't believe our ears when within 48 hours the Marina 'phoned us and apologised profusely that they did not answer our emails and that the director was very unhappy about the state of affairs. We were offered 50% of the amount owing and we accepted with alacrity. We were not prepared to enter into protracted wrangling that could have caused more

heartache than we were prepared to suffer.

The moral of the story is, get a written contract, find out what notice you have to give and lastly, will you get a refund of the money you paid up front.

Peter Davie

A plea for tolerance

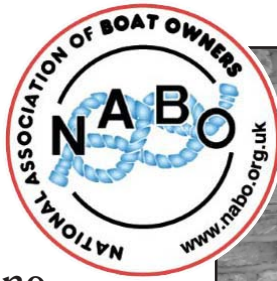
I have been enjoying boating on the canals for many years now and one of the most enjoyable things about the waterways is how it brings out the best in most people. Or it was until recently. It now appears that impatience and rudeness, commonplace on the roads, in shops and town centres, has now reached the cut. What happened to helping each other to work through locks, and stopping to pass the time of day with fellow boaters?

What has also happened to courtesy and to helping those boaters who might be new to the canals and who might need a little tactful assistance to get them selves out of a "situation"? All too frequently, impatience rules, with sneering remarks directed towards those who have "offended" by getting something slightly wrong. This attitude can be seen on some waterway-related discussion forums, although I hasten to add that is fortunately a small, vocal minority. All of the so-called experts were newcomers once and I suspect were thankful that they were able to learn from fellow boaters.

I make a small plea for a rebirth of this old fashioned, but very relevant, canal spirit so that future generations of waterway users can continue to enjoy the peace and tranquillity, and for those experienced boaters to pass on the benefit of their knowledge and experience in the right spirit.

Yours sincerely, and sorry about the rant!

Vince



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Sizes are approximate and the model shows Large size.

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Colour(s) _____ Size(s) _____			
NABO Premium T-Shirt	_____	£9.50	_____
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		Total	_____

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All items are available in Light Blue, Black, Navy Blue, Bottle Green, Classic Red or Royal Blue

Smudgeonline will also quote for baseball caps and other clothing from their extensive ranges and all can have the woven NABO logo applied.



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Come to the 2010 NABO AGM

The 19th Annual General Meeting of the National Association of Boat Owners will be held on Saturday 20th November 2010 at Wolverhampton Boat Club commencing at 10:45am (Tea and coffee from 10:15).

NABO is nothing without its members, its AGM is its most important forum, electing council members who will represent you throughout the year. Your contribution is vital and it won't be as much fun if you're not there.

Agenda 2010

1. Apologies for absence
2. To agree the minutes of the 2009 AGM
3. To receive the Chairman's report
4. To receive the financial statements for the year ended 31st March 2010
5. To determine the annual subscription fees
6. To elect Council members for the year 2010–2011
7. To appoint the auditor
8. Questions from the floor to the new Council.

A buffet lunch will be provided, donations for same will be gratefully received.

9. Open meeting with Simon Salem BA MBA, Marketing Director, British Waterways

How to get there;

Postcode: **WV8 1RS** Landranger grid: **SJ 889 028**

By road

From M54 junction 2;

Turn left off M54 at J2 on to the A449 heading South. Turn right at the next roundabout - Wobaston Road Head west along Wobaston Road about 2 miles crossing the Staffs & Worcs, one roundabout and then the Shropshire Union. Immediately turn left into Barnhurst Lane beside the canal to venue

By boat

Wolverhampton Boat Club is on the Shropshire Union Canal north of Pendeford, between bridges 3 and 4. If you plan to come by boat we suggest you ring Peter Wood to arrange a berth on 01588 672643 or 07890 209217

By train

Billbrook station is 6 minutes away by train from Wolverhampton. Trains are hourly on Saturdays leaving at 25 minutes past the hour. From there either use a taxi or contact Richard (Gen Sec) to see if a lift can be arranged

