



# NABO News

The Magazine of the National Association of Boat Owners  
Issue 4—June 2011

**DEFRA CONSULTATION**  
Your chance to comment on  
'A new era for the waterways'

**DAVENTRY CANAL**  
first new canal for the 21st Century

**GUTLESS KAYAKING**  
Justin Hansen's personal account

**OLYMPIC MOORINGS**  
Lee & Stort developments—members' opinions

## The NABO Council

---

Chairman

**David S. Fletcher**

72 Main Road, Hackleton, Northants NN7 2AD  
01604 870107, 07719 276 659  
nabochair@nabo.org.uk

Vice Chairman, Share Owners

**Howard Anguish**

2 Broadley Croft, Welton, Brough, East Yorks  
HU15 1TD 01482 669 876  
vicechair@nabo.org.uk

General Sec, Promotion & Recruitment

**Richard Carpenter**

Mill House End Farm, Grape Lane, Croston,  
Leyland, Lancashire PR26 9HB  
07989 441674 or 01772 600886  
gen@nabo.org.uk

Treasurer

**Stephen Peters**

325 Alcester Road, Wythall, Birmingham B47  
6JG 01564 824927  
hontreasurer@nabo.org.uk

Legal Affairs

**Geoffrey Rogerson**

c/o St Margaret's Surgery, Bridge Street,  
Bradford On Avon BA15 1BY  
07768 736593  
legal@nabo.org.uk

Minutes Secretary

**Sue Burchett**

152 Gt. Knollys Street, Reading RG1 7HB 07973  
771196

Moorings

**Simon Robbins**

Nb Centurion, Kensal Green Moorings,  
Ladbroke Grove W10 4SR  
0208 9644 516  
mooring@nabo.org.uk

Continuous Cruising & Webmaster

**John Slee**

NB Epiphany c/o Oaklea, Manor Road, Great  
Bourton, Banbury OX17 1QP  
07870 165 735  
cc@nabo.org.uk web@nabo.org.uk

Council Member Southwest

**Andy Colyer**

The PO, 21-23 Holcombe Lane,  
Bathampton, Bath BA2 6OL  
south@nabo.org.uk

## Regional Representatives:

---

North Western Waterways:

**Richard Carpenter** (details left)

North East, Yorkshire and Humber

**Howard Anguish** (details left)

London Waterways

**Simon Robbins** (details left)

Southern Waterways

**Andy Colyer** (details left)

Rivers

**Stephen Peters** (details left)

Midlands Waterways

**David S. Fletcher** (details left)

East Midlands Waterways

**Joan Jamieson**

60 Waddington Drive, Wilford Hill, Nottingham  
NG2 7GX, 0115 981 2047  
emids@nabo.org.uk

Anglian Waterways

**vacant**

anglian@nabo.org.uk

The Thames

**Louis Jankel**

07831 197171 thames@nabo.org.uk

**Graham Paterson**

0118 986 3959 midthames@nabo.org.uk

## Additional Contacts

---

News Editor

**Peter Fellows**

nabonews@nabo.org.uk

Assistant For The Disabled

**Philip Ogden**

Wharf Cottage, Finwood Road CV35 7DH  
01564 782516  
disability@nabo.org.uk

Administration

**Melanie Darlington**

111 Maas Rd, Northfield, Birmingham B31 2PP  
admin@nabo.org.uk

Technical, BSS & MCA Representative

**Trevor Rogers**

12 Greenham Mill, Newbury, Berks RG14 5QW  
07990 594221

---

# NABO News

The magazine of the National Association of Boat Owners

Issue 4 June 2011

---

## Table of Contents

- 4 Editor's Column
- 5 Chairman's column
- 7 Notes from Council Meeting

### News

- 8 Defra consultation
- 10 The Waterways Festival 2011
- 11 WUSIG Meeting report
- 12 NABO roadshows final report
- 13 Waterways cleanup initiative
- 14 NWC Identity

### Talking points

- 15 Daventry Canal
- 16 Gutless kayaking
- 17 No Future Jobs Fund
- 18 Water problems on the Rochdale
- 20 Letters to the editor

---

## Contributions

Articles, letters, cartoons and photos are most welcome. Images and photos in JPEG format please.

Contributions to [nabonews@nabo.org.uk](mailto:nabonews@nabo.org.uk)

---

## NABO News Copy Dates 2011

Please email or post your contributions by:  
18th June, August 13th, December 3rd

---

## 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! In the first instance please send a



low resolution JPEG by email. The photo should ideally be portrait format with the main action in the centre so that we can print text at the top and bottom, with a width of at least 1800 pixels.

This month's cover photo is the Anderton Lift, photo by Peter Fellows.

---

## NABO Calendar 2011

### Council Meetings

Saturday June 11th

The Council has agreed a break in the middle of the summer as most members are cruising.

Saturday September 3rd

Saturday October 15th

AGM November 12th (Venue to be arranged)

New Council meet Saturday November 26th

The venue as usual is the Waggon and Horses at Oldbury. Remember that members are welcome to attend meetings—just let the Secretary or Chairman know in advance, contact details opposite.

---

NABO News is published by the **National Association of Boat Owners**

FREEPOST (BM8367), Birmingham B31 2BR Editor: Peter Fellows

---

Whilst every care is taken to ensure that the contents of this newsletter are factually correct, we accept no liability for any direct or consequential loss arising from any action taken by anyone as a result of reading anything contained in this publication. The views expressed are not necessarily those of the Association. The products and services advertised in this publication are not necessarily endorsed by the Association.

# Uplifting Cruising

**Peter Fellows** has some thoughts on consultations and closures, reflecting some of this month's content.

**I**t was good to get afloat again on our first cruise this year, and once the thunderstorms and hail had passed, the waterways looked brilliant in the spring sunshine. The route up the Shroppie saw few boats until Hurleston and Barbridge, but from then along the Middlewich Branch and Trent and Mersey, everyone seemed to be heading for Llangollen!

I've wanted to visit the River Weaver for years, and we made it down the Anderton Lift for the first time ... for free as there were very few other boats using it. This was also my first view of the new waterway volunteers, both at the lift and at the locks on the Weaver, in their black Waterscape uniforms.

However, we were caught out by the opening hours at the Weaver locks (closing at 4.15pm Monday – Thursday and 3.45pm Fridays) so didn't explore as much as we would have liked in the time available.

## **Weaver to lose commercial status?**

One lock keeper had just read the Defra consultation document on the New Waterways Charity (NWC) and was concerned over one of the options proposed to reclassify the river (page 75). At present BW has a statutory duty under the 1968 Transport Act to maintain commercial waterways, but those like the Weaver that have little or no freight activity may represent a liability for the NWC.

One proposed option is that they will no longer be classified as commercial waterways. The implications of this could be serious—a lock failure such as the one at Vale Royal in 2003, when the outer bullnose at the entrance to the smaller lock collapsed and which had to wait over four years for the £2.3 million repair

job, might in future not take place—with so few boats using the river the repair money could go to higher priority waterways and could effectively close the river.

While the Llangollen has its undoubted charms, especially in spring before the crowds arrive, it would be great to see more boats using the Weaver and help secure its future funding—once again the adage is 'use it or risk losing it', but in the meantime give Defra your views.

## **Your attention is needed!**

David Fletcher writes urging NABO members to reply to Defra, not just about funding issues but also any aspects that may not have been fully considered. David also reports on the importance of the Local Waterway Partnerships

Howard Anguish reports from the last WUSIG meeting on licence enforcement and the timetable for next year's stoppage programme, and there is a letter from Adrian Stott with his suggestions for dealing with canal closures.

I am pleased to see more members using the letters pages of NABO News to share their views and concerns—among others in this issue Neil Warner-Baker shares news of developments that are taking place on the Lee & Stort connected to the reports in last month's NABO News—Julie Drakett describes the problems she has had with an Environmental Health Statutory Noise Complaint over her boat heater; and another member highlights BW's sale of visitor moorings for the Olympics

Please continue to send me your opinions—these are what make the magazine interesting and provide valuable feedback for the Council.



# It's time to go boating

While getting ready to go boating, **David Fletcher** considers the Defra consultation, court cases and Local Waterway Partnerships, plus a vote of thanks to NABO's very own showman!

**A**s I write this over Easter, winter moorings are over, beer gardens are open and the waterways have come to sunny life. Role on the summer, as I have had my fill of meetings in the last couple of months and it's time to go boating. We have banished the spiders and regained ownership of Water Avengers. The engine runs and there is no sign of biodiesel bugs. One note of caution, I think we might need a just a little more rain to get us through the season, but not just yet please.

## NWC Consultation

The long awaited Defra consultation is now launched and you will see details elsewhere in NABO News, plus how to respond. I attended the launch in London and subsequently went to the Defra offices with Geoffrey Rogerson to put some boater points of view directly to the Defra team. They were very welcoming and keen to hear our views. We left them with some photographs of aspects of waterway life, to illustrate the importance of boater's contributions. Please do make a response to the consultation. It is very important that many boaters speak up and contribute. Silence is not an option as Government works on public opinion and votes. If you keep your opinions to yourself, you have no vote.

## The boater's Bristol Court Case

As I write the text of the judgement and the injunction are not available from the boater's court case so I am hardly able to comment. There is no shortage of scuttlebutt from the towpath experts of course, and some hints from BW, but little hard fact at this stage. Hopefully there will be

something to say next time. There has been criticism of BW for taking this to court and the costs involved, but I am not going to get drawn down that line. The case had to go to court for the protection of the live-board boater and to provide the opportunity for counter evidence to that of BW. The boater was/is at risk of losing his home and he is entitled to his say in court.

What is extra in this case is an attempt to get some formalised clarity on the interpretation of *bone fide navigation* particularly in the 1995 BW Act, and not just be dependant on BW's interpretation. This is very much needed, as there is a dearth of cases on this important issue

Perhaps BW has done this because of NABO's pressure of more than a year ago? I couldn't possibly say. Whether they have been successful in clarifying this, only a small select group know just now. When the papers are available we will get them to our legal team and see what is to be concluded. It will matter to us all. And it could be that the ruling doesn't settle issues, and further cases and expense are required

Regrettable but part of the cost of running the waterway, just like fixing locks and paying pensions.

## EA powers

In January the EA received additional powers to require registration of boats on their waters. (EA have registration, BW have licences). EA have wasted no time in using these powers: there are reports of court cases and events on the Thames to identify those without registration and get the situation regularised. I welcome this activity. There is no point in ask-

ing for new powers, spending years getting them through Government and then not using them. It only causes problems if nothing is done for 15 years and then there is a crisis of interpretation.

### **Wafford Observer**

BW has chosen to go ahead with two trial Local Waterway Partnerships in the West Midlands and the North West. The first part of this has been to select and appoint chairs for these bodies. I have been very happy to be an independent participant in the selection process. A great benefit for me is that I can now really see how important the local partnerships are to the future of the waterways.

I feel that there are three areas of influence: the urgent need to bring forward novel areas of local support and funding; preserving the long-standing commitment of the mature user organisations; and participation in the governance of the business.

How these three areas work together and share the workload without barriers will determine the future of what we love. These trial partnerships in the West Midlands and North West, alongside the existing Kennet and Avon Canal Partnership, will work with local waterway managers until the new waterways charity becomes fully operational in 2012.

The Charity will then have to appoint all the local partnerships. The two new chairs and local waterway managers will fill the member

vacancies on each of the partnerships, with the aim of having them operational during May 2011.

They will then have about a year to develop and implement a programme to meet local needs, explore new opportunities and gain experience on the best methods, before the other eight areas are set up. This is the way forward and NABO will be encouraging boaters' representatives to be as involved as possible in the unfolding development of the New Waterways Charity.

### **Roadshows and Crick**

Richard Carpenter has done a sterling job arranging and leading the NABO roadshows at various boat clubs. He is quite a showman when leading these and a tremendous asset to us all. So thank you Richard!—A job very well done. There have been a number of benefits: hearing boaters' views; passing on information about the NWC; promoting the work that NABO does; engaging with the navigation authorities and other voluntary parties; and hearing what the press has to say.

There are no more roadshows arranged for the immediate future, as we too want to go boating, and there are the Liverpool and Crick shows to attend. If you are at Crick, do come to the stand and see Council members there, and even better, take the stand for an hour or two so that others can get to see the show or something to eat. I look forward to seeing you there!

### **River Weaver**

Photo by Peter Fellows



# Notes from Council

With our regular contributor needing to be granny for the last Council meeting on 16th April here's **Pseudo-Pseudonym's** report!

**A** full attendance of Councillors (apart from Granny) welcomed two guest members, Neil Warner-Baker and Graham Elliot, who explained how they were going about helping to form the new Upper Lee and Stort User group. A lot of work to be done but the most refreshing thing is the stated aim of ensuring a proper policy for moorings, cruising patterns and general use of this waterway, but advising all its growing membership to abide by the rules and guidelines presently issued. Their aim is to be as far as possible an informal group to allow the widest possible input from their local and varied users (see Letters section for more details).

Several times Councillors had to report that no progress had been made at meetings they had attending during the past month due to the absence of BW's Sally Ash—there were some concerns that her brief had become too heavy and onerous.

## Yet another consultation

The Council continued to debate NABO's response to the National Mooring Consultation, which will be responded to during May. All commented on an increasing worry that few of the previous consultations we responded to seemed to be taken notice of by BW—lets hope this one does?

The Chairmen outlined his work in helping to interview Chairs of the Local Waterways Committees in the Midlands and North West. Although he was initially reluctant to assist, he found it very rewarding, in particular in understanding much more about how BW say things and were going about them. He gave the meeting his take on the model being developed and how difficult this would

be for many stakeholders to adapt. NABO would have to take a view during the coming months on its position as a campaigning group—should we be independent or directly involved? We decided that

for the time being we should assist where we can and watch developments. The Chairman stressed that the makeup of Local Committees would be very much independent of specific User Groups—members would be independent but would be drawn from a whole range of experiences. Applications are now being sought by BW in the regions affected. The consultation document issued by Defra—A new Era for the Waterways—needs NABO's response—50-plus pages mean more burning of the midnight oil! Council were encouraged to get as many people as possible to respond.

## Cost of boating survey

It seems we are leaping forward technology-wise, and soon new members will be able to pay on line. The roadshows went well and helped NABO Council to get a good feel of opinions on future issues—reported well in the press as well!

Plans to do more during the winter are going ahead and Council want you to see if one can be arranged where you are. The 'cost of boating' survey responses were coming along nicely—do yours if you haven't so far: click on the web site; it's open 'till the end of May.



# Consulting room

**David Fletcher** reviews the Defra consultation 'A new Era for the Waterways' and urges you to make your own response

**D**efra launched the consultation on moving inland waterways into a new charity in England and Wales on 31st March. The consultation closes on the 30th June 2011. There are two main documents: the Consultation and an Impact Assessment, both of which are available at [www.defra.gov.uk/consult/2011/03/30/waterways-1103/](http://www.defra.gov.uk/consult/2011/03/30/waterways-1103/). Paper copies of the document are not widely available.

Both documents read well and set out the proposals broadly along the lines that have been projected in the last two years, since BW launched 2020. By the time you read this, the closing date will be getting very close. Please make an individual response, and/or send your comments to NABO Council members. NABO plan to put a draft response together by end of May and will be looking for final comments and input by mid-June.

The Impact assessment makes this statement:

## **Strategy and makeup of the MWC**

The consultation makes the assumption that the NWC will go ahead and then explores the proposed strategy and mechanics of the new organisation. There are 29 questions relating to various chapters and these all prompt suggestions and comment from the responder. You may well find that there are obvious responses, but also there are omissions that you might wish to point out. There is no reason why you should not add additional comments on issues not covered by the consultation but you may think relevant. Defra has said that for those who would prefer not to respond to the consultation in full, they will publish a short questionnaire online which offers a quick and easy way to respond. As soon as this is available, a link will go on the NABO website.

Of course the key question is about the money. Will the proposed GIA, and the charity and commercial income be enough? What are

### **What is the problem under consideration? Why is government intervention necessary?**

As part of the Government's commitment to Big Society, the intention is to give waterways users, and the communities that live alongside, a greater involvement in how the British Waterways network of waterways are managed, through the creation of a new waterways charity. This will also enable the waterways to be placed on a more financially sustainable footing as the new charity will have access to new sources of income. Existing commercial income and grant-in-aid is insufficient to prevent deterioration of the waterways: if British Waterways is retained in the public sector, the proportion of its navigation assets in poor or very poor condition is projected to rise from less than 20% currently to over 40% by 2030. This would create a major backlog of repairs and safety maintenance and substantial risks to the long term amenity benefits that the waterways bring.



the real condition of the assets and the basis of the costings to keep it all going? Will the TUPE, pensions, directors' pay and maintenance backlog eat all the cash and lead the NWC into early trouble? The truth is that just now, nobody knows. The documents put an optimistic polish on all this but you can be sure that it is the number one question for the new Interim Trustees when they are appointed soon. So don't get bogged down in all this in the consultation. By all means say what you think, but it is very important that we get the other parts right too. Please do make a response to the consultation. Boaters' biggest risk for the future is apathy and lack of response!

## A New Era for the Waterways

A consultation on the Government's proposals for moving inland waterways into a new charity in England and Wales



March 2011



River Thames at Abingdon, photo John Stee

# The Waterways Festival 2011

## If you'd like to get involved

Please contact Ann Mayall on 01488 682504.

Advance tickets can be purchased online at [www.thewaterwaysfestival.co.uk](http://www.thewaterwaysfestival.co.uk)

### Ticket prices:

single day	£8
(£10 on the gate)	
single day concessions	£7
(£8 on the gate)	
three day (daytime only)	£15
(£19 on the gate).	

Children under 16 free when accompanied by an adult.

Previously known as the IWA National Festival and Boat Show, the Waterways Festival takes place on the banks of the Trent and Mersey canal at Burton on Trent from Friday 29th to Sunday 31st July. This historic brewing town hosts the annual celebration for the second time, with up to 30,000 people expected to attend. The three-day extravaganza will be packed with an array of attractions aimed at providing an educational and fun day out for all the family.

Around 350 boats, many decorated, are expected to line the water's edge and heritage craft will also feature strongly, with historic working

boats on display. History lovers will enjoy a major Viking battle re-enactment and living camp staged by the world famous Regia Anglorum.

Mikron Theatre Company will debut a new vivid and dramatic waterways show called Hell and High Water. There will also be live music, water activities and fairground rides. The festival will host up to 250 exhibitors with an extensive choice of boats, chandlery, speciality food and drink stalls, clothing, jewellery, arts and crafts.

The event is organised entirely by a small army of volunteers from the local community and canal enthusiasts.



# Waterway User and Special Interest Groups meeting

Howard Anguish reports on licence enforcement and next winter's stoppage programme.

The latest meeting of WUSIG was held on 13th April and was attended, as usual, by representatives of the most of the varied organisations representing users of the BW network.

Interests as diverse as boating, angling, horse boating, commercial boating and the hire boating trade organisations, together with representation from Waterways World, were present at Hatton to discuss a mixture of subjects of common interest.

As would be expected, the meeting couldn't have been held without an update from BW about the change to the New Waterways Charity (NWC) which led into the subject of the consultation document "A New Era for the Waterways" which seeks the views of all interested parties in what could be the most far reaching change to our waterways for decades. The managers of each of the 11 waterway regions reported on licence check enforcement and the totals make interesting reading. Figure 1 is a summary of their findings.

Among other matters of interest was a detailed description of the assessment process that BW follows in order to draw up their detailed dredging programme. This is an ongoing concern by many waterways users as the financial constraints bite ever deeper and detailed planning is absolutely necessary to make best of the limited budget available. A fully detailed description in spreadsheet form was given to all WUSIG associated organisations, which analysed each waterway in great detail. We were asked to study this as much as possible so that BW can be more fully advised of any 'hot spots' and

changes to the local descriptions which are included in their assessments. (Dredging criteria and how BW tackles the dredging programme will be the subject of an article in the next edition of NABO News.)

Each year at this time, BW announces its procedure for planning the forthcoming winter stoppage programme and proposed key dates for this year are shown in Figure 2.

More information including the Consultation document itself can be seen at the Defra website at [www.defra.gov.uk/consult/2011/03/30/waterways-1103](http://www.defra.gov.uk/consult/2011/03/30/waterways-1103)

**Figure 1: Licence Check Enforcements**

March 2011	Totals
Total boats checked	27,277
Licensed	25,949
Expired	1,328
March 2011 evasion	4.9%
% change from Sept 2010	-1.1%
<b>March Caseload</b>	
Licence	1,333
Mooring	350
Overstay	169
Continuous cruising	245
Other	107
<b>Grand total</b>	<b>2204</b>
<b>Section 8 Boats</b>	
Total seized in Financial Year 2010/11	81

**Figure 2: Winter Stoppage Programme Planning Roadmap**

Stoppage Planning Milestone	2011 Proposals
Publish Version 1 document on Waterscape	Friday 6th May
Publish Version 1 pdf Maps	Friday 6th May
Customer Comments requested by	Friday 3rd June
Publish Version 2 document on Waterscape	Monday 11th July
Publish Version 2 pdf Maps	Monday 11th July
Customer comments on Version 2 requested by	Monday 25th July
Final Stoppage Plan and pdf maps published	Wed 14th September
<b>Winter Stoppage Window</b>	
First day of stoppage season	Monday 7th November



# NABO Roadshows get press attention

**Janet Richardson**, Editor of Towpath Talk, reports on NABO's roadshows at Thorne, Byfleet and Pewsey..

Towpath Talk can be found at [www.towpathtalk.co.uk](http://www.towpathtalk.co.uk)

**N**ABO members have been debating the future of the waterways at a series of roadshows. These have taken the form of 'question time' events with panels of invited guests who have discussed the topics raised —each venue producing local as well as national issues. NABO secretary Richard Carpenter acted as chairman on each occasion, explaining that the roadshows provided a chance for members to make their views known to the association which will be acting on their behalf in the Defra consultation over the move towards the new waterways charity. He said afterwards: "As a nationally spread organisation NABO always has the problem of meeting its members and all boat owners and this approach has helped us to un-

with this format." He added: "We are also lucky that we learned a lot from the guest panellists too!"

### Key issues:

The first of three roadshows took place at Thorne Cruising Club on the Stainforth & Keadby Canal in South Yorkshire where the panel comprised Howard Anguish, NABO vice-chairman, share owners; Trevor Roberts, chairman of the National Community Boat Association; British Waterways area manager Sean McGinley and myself. One of the key issues discussed was the role of volunteers in the new charity as well as its accountability. Licence fee evasion and the effects of licence increases on community boat projects were also debated.

The following week the roadshow moved south into National Trust waters at Byfleet Boat Club on the Wey Navigations in Surrey where NABO chairman David Fletcher was joined on the panel by John Gibson, navigations manager with the National Trust; Matthew Carter, waterway manager for the River Thames, western section, with the Environment Agency and me. Not surprisingly the future of the Environment Agency navigations was one of the topics with members keen to see their standards maintained. The formation of local groups and the role of volunteers were discussed, Mathew Carter stating that the EA would be proactively seeking volunteers this summer. The 'continuous cruising' debate with particular reference to the situation on the Lee Navigations and the Kennet & Avon Canal were debated and on the subject of licence fee evasion, Mathew referred to the EA's zero-tolerance approach to enforcement.



The panel at Byfleet: Front, David Fletcher and John Gibson; standing, Matthew Carter, Janet Richardson and Richard Carpenter.

derstand people's position on many of the issues we all face this coming year. Looks like we will have a busy winter as the word has spread and more clubs would like us to come

**Open and candid**

The final venue was held in Pewsey as guests of Pewsey Wharf Cruising Club where a large audience heard from David Fletcher who was joined by Dr Mike Rodd, chairman of the Kennet and Avon Trust, Richard Fairhurst, editor of *Waterways World* and Mark Stevens, waterway manager for the South West for BW. Needless to say topics included the continuous mooring issues on the K & A, but most debate was about how charities like the K&A Trust and the IWA will work with the New Waterways Charity particularly in terms of membership and volunteer-

ing with a huge crossover and possible loss of identity. Mark Stevens was particularly open and candid when many of the issues came up and advised on local practical problems he has to face. There was a loud cheer when he also announced that the K&A was no longer a 'remainder length' in terms of status! All boaters were urged to respond to the Defra consultation and to take part in NABO's annual online 'Cost of Boating Survey'.

Let us know if your boat club or Marina would like to host a roadshow during the winter and early spring this coming year.

## Waterway cleanup

**A** £110 million revamp, which will be used to kick start restoration worth at least £600 million to improve the health of rivers, lakes, streams and other water bodies, has been announced by Environment Secretary, Caroline Spelman: "With this funding, we'll help all our waterways and streams thrive by tackling problems that until now have been sitting in the 'too hard' basket. Our new grass-roots approach to boosting healthier waterways and flourishing wildlife has local experience and knowledge at its heart."

Rivers Campaign Coordinator, Ralph Underhill, said: "This announcement is fantastic news for our rivers and the wildlife they support. The new funding may not solve all the problems overnight but it is a significant step towards securing the future of the river environment in England and Wales, which is under great pressure from a variety of threats including pollution and abstraction.

Rivers are a national asset and in the current financial climate it is great to see a new investment being made in their future."

£92 million will be provided over the next four years to remove non-native invasive weeds and animals,

clear up pollution, and remove redundant dams, weirs, landings and other man-made structures so that wildlife can thrive in water catchments across England. The funding will be shared between the EA, Natural England and civil society associations such as the Association of Rivers Trust, and a significant portion of the funding will be available from next year to support new local projects across the country through a Catchment Restoration Fund.

This will co-fund projects that restore and protect the health of water catchments by bringing together those responsible for causing pollution, with those who want to see cleaner waters and the agencies that provide scientific evidence on which to base decisions.

Published by Defra on 13 April at [www.defra.gov.uk/news/2011/04/13/110-million-revamp-for-england's-rivers](http://www.defra.gov.uk/news/2011/04/13/110-million-revamp-for-england's-rivers)





## Free consultancy for the New Waterway Charity's identity

from  
[www.waterscape.com](http://www.waterscape.com)



**D**esign agency, Pentagram, will offer free advice and guidance on the new waterways charity's name, logo and imagery. Simon Salem, British Waterways' Marketing Director said: "This announcement is a great boost in the search for creative and cost effective ways to launch the new charity. The public consultation document recognises that keeping the BW name is not an option, so we collectively need to do some high-quality thinking. The look and feel of the new organisation will be an integral part of its future success, underpinning its fundraising and public engagement efforts. It's vital we get it right."

Pentagram has previously designed both the current BW and Waterways Trust logos.

Jo Gilbertson, IWA head of campaigns and communications, says:

"The challenge will be to find minimal cost but effective ways to launch the new charity's brand on the ground. One suggestion has been for volunteers, boaters and BW staff to be given easy-to-use kits to help rebrand signs across the network." Simon continued: "I am excited about help from volunteers but we still hope to cover other costs, such as the kits. I have had preliminary discussions with a number of companies about the possibility of supporting the rebrand. As a result I am extremely optimistic that the new charity will be able to secure funding and other services towards the rebrand". Final decisions about the new charity's name and brand will be made this summer following the appointment of the organisation's first trustees.



## Caption Competition

Due to delayed delivery of the last issue, I will hold over last month's photo to give more time for caption suggestions. All printable entries by July 10th please and the best ones will be included in the next issue. Please let me also have your photos to use in future caption competitions.

## Crick Boat Show

Saturday 28th, Sunday 29th and Monday 30th May. NABO is attending and the stand will be manned by NABO Councillors, but we are very keen to have a few volunteers to help out for a couple of hours to give us a break. We will have free entry tickets for those that can commit to help. Please contact Richard Carpenter.



# The first new canal of the 21st Century?

**Dean Hawkey**, NABO member and Chairman of the newly formed Daventry Canal Association explains the latest developments.

**D**aventry: once a sleepy little market town bypassed by rail and motorway, it is now a booming town, growing fast with thousands of new homes expected to be built over the next 10 years or so. The old town centre is to be extended and it is to have what the District Council calls a 'WaterSpace' at its heart. This area will comprise a couple of basins for visitor moorings and just out of town a third basin for long term moorings. But Daventry isn't connected to the canal system, I hear you say. Not yet, but it soon will be. Daventry District Council is seeking planning permission for a new two-mile length of canal from about half a mile east of Braunston tunnel, right into the town centre and the WaterSpace.

Daventry Canal Association has been formed to support this proposal and to help make it happen. The Association has the backing of leading Daventry Councillors and Officers and has Daventry MP, Chris Heaton-Harris, as its President. I moor way down south in Uxbridge, and got things started with a letter in *Waterways World* back in October 2010. Other interested WW readers contacted me and the project just grew from there. Crick Marina moorer David Collins is my right hand man, with responsibility for getting volunteers in on the act to do the 'spade work', as he likes to call it. Plans are being laid for a five-year programme of work to construct the new canal with the help of WRG and the volunteer labour force.

Dean says, "The Daventry Canal will be the first canal built in the UK specifically for leisure use: all previous canals have had a commercial origin. This one can be built for today's boaters rather than yesterday's

carriers." Certainly boaters are heavily involved in the Association, but moves are afoot to have angling, rambling, cycling and wildlife interests represented, too. Dean is confident that the Association will convert to a charitable Canal Trust once sufficient funding is in place, to represent all stakeholders in order to build and subsequently maintain the canal. "We need to get everyone with an interest in the new canal on board", says Dean, "but all the other interests—tourism, wildlife, rambling and so on—depend on us getting things right for boaters."

Using stands at the IWA Rally on the River Nene over the May Day Bank Holiday weekend and at the Crick Boat Show over the Late Spring Bank Holiday weekend, the Association hopes to get more boaters and those interested in our inland waterways to support this new canal.

The Association has its website where news updates and background information are available for those wanting to get involved or to learn more about the Association.

[www.daventrycanal.org.uk](http://www.daventrycanal.org.uk)



The inaugural meeting of Daventry Canal Association held at the Dun Cow, Daventry in March 2011. L-R: Chairman Dean Hawkey; President Chris Heaton-Harris, MP for Daventry; and Committee Member David Collins



# Gutless Kayaking

Following our report in January, [Justin Hansen](#) gives his inspiring personal account of what can be done on an empty stomach



## Follow the fundraising efforts for St. Mark's hospital

[www.gutlesskayaking.com](http://www.gutlesskayaking.com)

[www.justgiving.com/justinhansen](http://www.justgiving.com/justinhansen)

[www.twitter.com/gutlesskayaking](http://www.twitter.com/gutlesskayaking)

[www.facebook.com/gutlesskayaking](http://www.facebook.com/gutlesskayaking)

Reproduced with permission from *Gastroenterology Today* 2010; 20(4), 103-104

I was fit and healthy until October 2001. Then I started to develop a series of seemingly unrelated ailments: strange rashes appeared, my joints seized up and nail beds became infected. At one point I had over 100 mouth ulcers. My GP couldn't help and by March 2003

I was very ill and losing weight. My sister took me to the local A and E where I was admitted. I had toxic megacolon and my large intestine was removed. The Path Lab diagnosed Crohn's disease. About a week after the surgery, my recovery ran into problems. As the complications mounted, I was moved into intensive care, then transferred to St. Mark's Hospital for more specialist care

Most of the following 4½ years were spent either in hospital recovering from surgery or being looked after by my family whilst awaiting further surgery. By 2006, I had lost

most of my small bowel too, since when I've needed total parenteral nutrition (TPN). Although my Crohn's and treatment now seem to be under control, last year I had a stroke and needed open heart surgery due to infective endocarditis. Anyway, this year I'd been feeling pretty good so I decided to do some fundraising for St Mark's Foundation and their research and education programmes in bowel disease.

And it was from those initial thoughts that Gutless Kayaking evolved. Along with St Mark's Hospital, the Hope Hospital in Salford specializes in intestinal failure. A quick look at the map showed that both hospitals are located near canals, which could be linked via the canal network. The route takes in six different canals and 166 locks. So, I started to plan the logistics of paddling the 240 miles, over 20 days, with TPN. My first thoughts had been to camp every night and use off-the-shelf (that is, non-refrigerated) feed as I'd done in Norway in 2007. But after talks with my doctor, pharmacist, nutritionist and dietician at St. Mark's it was felt that, in order to have the best chance of completing this challenge, I would need to use my regular compounded (refrigerated) feed. Furthermore, to avoid dehydration, I would need more volume than my regular 3 litres a day. After a few trial paddles and tests at St. Mark's it was decided that I would use two 3-litre bags of feed each day. I was to infuse one bag (nutrition) throughout the day whilst I was paddling and infuse the other bag (hydration) overnight. Luckily, by then, Richard Carpenter, NABO General Secretary, had volunteered himself and his narrow boat, Elysium, as a support vessel



and crew. BUPA Home Healthcare installed a fridge for the TPN on Elysium and delivered my supplies to us every three days. Better still, I had a cabin on Elysium to sleep in and to carry out the aseptic connection and disconnection procedures required for the TPN. The 12 miles that we paddled every day took between four and ten hours, depending on the conditions. In order to avoid any complications with my stoma, I didn't eat for the entire trip and my weight remained stable. Personally, it was exciting to be able to carry out an endurance trip of this nature, something that my condition

had prevented for many years.

I think it's a great advertisement for what can be achieved when health professionals and patients work together, which is something that St. Mark's does so well. My consultant gastroenterologist suggests that I may have performed a world record, since he's not aware of anyone else on artificial nutrition completing this type of endurance event before!

There's not enough room here to thank all the individuals and organisations that helped out, made this trip possible and enabled us to raise over £20,000 (and still counting).

## Waterways improvements from the Future Jobs Fund

Tony Haynes is saddened by the demise of a fund that has improved the lot of unemployed people in Birmingham and the Thame Valley Canal

**B**ritish Waterways, in partnership with the Groundwork Trust, has run an extensive Future Jobs Fund programme in the Sandwell area of Birmingham. The programme started in April 2010 and was completed in March this year. The work has been along the Tame Valley Canal, to make a visual impact on the canals in the West Midlands, and has included access maintenance, painting, litter collection and vegetation management. Twenty six locks were painted, 977 bags of rubbish removed, 3,716 metres of access improvement installed and 17,435 metres of vegetation 'managed'. Certainly the vast improvement is noticeable from the before and after pictures. NABO would like to thank the young people who worked so hard to improve this waterway, which connects the Grand Union Canal at Salford Junction to Walsall. As we boat beneath Spaghetti Junction on the M6, it is an apt time to remember that the waterway, built rather late

in the canal age in 1844, is a good example of the 'cut and fill' method of construction, later used for our motorways. At least its high embankments and twin towpaths are now clear of litter and overgrowth.

The Future Jobs Fund had around £1 billion to support the creation of jobs for long-term unemployed young people and others who face significant disadvantage in the labour market. The Government has recently announced that it is abandoning the scheme. Many think this was shameful to withdraw this support for the unemployed and deny the local regeneration benefits. It has certainly benefited the waterways here in Birmingham.



Before and after: towpath widening on the Tame Valley Canal



## Serious Water Shortage on the Rochdale Canal

**A**n urgent warning was issued to boaters planning to use the eastern part of the Rochdale Canal by British Waterways as a result of the continuing dry weather. This involves the need to book Tuel Lane Lock in advance and the risk of delays or even closure.

The Environment Agency has told BW to stop extracting water from the River Calder at Luddenden Foot to feed the 3-mile pound above Tuel Lane Lock. As this is Britain's deepest canal lock, a huge amount of water is taken from the pound each time it is used, which cannot be replaced simply from the normal use of higher locks.

BW said: "Loss of this abstraction will have a significant effect on our ability to continue navigation". With immediate effect, BW is requiring advanced booking for Tuel Lane Lock and there will be a limit of eight boats per day (as of 10th May). The locking time will be flexible and will depend on the availability of water and the needs of boaters who have booked. This situation is liable to change depending on the amount of rain. Bookings will only be taken 48 hours in advance at the Red Bull office.

BW warns that there will be delays for boats and if the pounds below Tuel Lane (above Locks 1 and 2) become starved of water, it will have to close this section of the canal until more water is available. Anyone choosing to cruise the eastern end of the Rochdale Canal on the South Pennine Ring should understand that water supplies are constrained and that Tuel Lane may not be navigable for some time. This restriction does not affect the Calder and Hebble Navigation.

Further information and lock bookings: Red Bull Office **01782 785703**.





# Black oil everywhere? Engine on the blink?

Help is at hand, and cheaper, with this exclusive deal for NABO members.

River Canal Rescue are offering NABO members **20% off** joining fee\* and then on renewal;

**5% off** Bronze  
£123.50

Was £130, you save £6

**10% off** Silver  
£139.50

Was £155, you save £15.50

**15% off** Gold  
£174.25

Was £205, you save £30.75

\* on all levels except the £55 Retainer level. When applying, write 'NABO offer' and your membership number in the white box on the back of the application form or online application.

## Benefits include

**Bronze**—Breakdown assistance & recovery for vessel and member only. (Maximum 4 call-outs per year).

Replacement Parts Cover.

**Silver**—As Bronze *plus* Homestart for registered vessel for member and one other user. (Maximum 7 call-outs per year). Conveyance of crew to

home address or marina. (Maximum of two relays per year)

**Gold**—As Silver *plus* your vessel covered for any user and you are covered on any other vessel. (Unlimited call-outs for member or vessel). Annual inspection of registered vessel, engine and electrical system.

For full details and terms and conditions of this offer visit the RCR website or phone on 0870 2008021 (geographic number 01785 785680).

[www.rivercanalrescue.co.uk](http://www.rivercanalrescue.co.uk)

**BREAKDOWN!**  
*relax, we've got it covered.*

**24 Hours, 365 Days**  
Nationwide Breakdown  
& Recovery on all UK inland  
waterways.

**No Callout Charges •**  
**No Hourly Charges •**

Breakdown Assistance •  
Recovery Service •  
Home Start •  
Crew Relay •

**JOIN TODAY!**  
membership from only  
**£55**

**RCR**

**RIVER CANAL RESCUE LTD**

**tel: 0870 2008021**  
[www.rivercanalrescue.co.uk](http://www.rivercanalrescue.co.uk)

Have Your Say

# Letters to the Editor

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

## Olympics' moorings

When BW introduced a charge of £5 per night at Llangollen to 'control congestion', there was much controversy and debate about whether it was right or fair to do so. I believe we were informed that this would not be the thin end of the wedge. For two years now we've been planning to visit London by boat for the Olympics with no information forthcoming from BW. Over the winter, rumours and then announcements surfaced that BW would implement some kind of mooring strategy with an administration fee to cover costs. They have recently made live a website with a series of announcements and moorings at various prices. The nature of the pricing defies belief. The implication is that every single visitor mooring south of Marsworth through to Limehouse and Hackney is for sale to the first bidder and all other boats are banned from the entire area for six weeks. In addition, no passages are allowed on the River Lee for a closed period. Is this to ease congestion or for 'security'?

In case you think the prices are reasonable, £560 per week in Paddington, £140 per week in Apsley and £2,500 per week in Millwall Docks

are some examples. The site goes on to say that only some moorings are now on sale; the rest will be sold in June. There are hints that prices could go up or down, presumably depending on initial take up.

This raises many questions:

- Who is closing the Lee and do they have the legal right?
- Does BW have the right to close the Southern GU to some boats but not others, given their licence conditions?
- Does BW have the right to close free visitor moorings and then sell them at a vast profit?
- Who is going to relocate to the Wendover Arm the vast navy of boats currently squatting on the GU's visitor moorings?
- What is the total number of visitor moorings involved both now and in June?
- Will we be kept informed of how many are left at each location?
- If there are moorings left unsold, will they revert to normal use?
- Given that my licence includes the use of visitor moorings, can I buy a mooring and then withhold that amount from my licence renewal?

I am surprised that, unlike Llangollen, there has been no debate about this in the press. Have the waterway organisations been consulted, ignored or turned a blind eye? I am still hoping by hook or by crook to get a mooring somehow and I would rather my name is not published in case it damages my chances with BW.

**(Name and address supplied)**

## Environmental Health rules that Hurricane heater is a noise nuisance

We have lived on our boat in Shireoaks Marina since 2003, originally heating the boat with an Erberspacher heater. This regularly broke down in the depths of winter and was noisy. In 2006 we replaced it with a Hurricane heater, which is advertised specifically for use in boats as the unit is quiet in operation and highly recommended by Calcutt Boats who have fitted them to many boats and have never had any complaints. In 2009 we changed moorings to two jetties away from where we were. The first we knew of a



Victoria Park Visitor Moorings; free now, £315 per week for the Olympics

problem was when we received a registered letter from the owner of the boat moored behind us in December 2010, demanding that we turn our heating off by 20th December. The temperatures then were regularly minus 14°C. We do not run the heater all night (the thermostat is set to cut in at around minus 5°C) and we have a wood-burner that is on all night and an oil-filled electric heater. At minus 14°C I need them all on because I suffer from Reynaud's Phenomenon and my body shuts down when I get too cold. I also suffer from Fibromyalgia and one of the symptoms is feeling extreme cold, so that even with all the heating on, thick clothes, thermals and a blanket, I shake with cold. It would take very little for me to get hypothermia.

In February 2011, we received a letter from Bassetlaw Environmental Health Dept. advising us that they had received a Statutory Noise Complaint, and in March they came to listen to the alleged noise. With the heating on they listened to it outside and on the complainant's boat. They said there is a problem because you can hear it on his boat and they could order us to turn it off!

We got in touch with Calcutt Boats who were completely dumbfounded, but suggested we put in an extra exhaust and silencer to run in tandem with the original. This would cost £200, which we are prepared to do. However, the Environmental Health people said it probably wouldn't make any difference—obviously they know better than the engineers. They asked if we would move moorings, which I agreed we could, but it was up to the BW Moorings Officer. I gave them the relevant information as they said they would sort it out.

There are a number of implications from this decision:

- 1 How many boats are fitted with Hurricane heaters causing a noise nuisance?
- 2 Do we sue Hurricane Heaters for false or misleading advertising?
- 3 Do Environmental Health Officers understand the logistics of living on a boat?
- 4 Does this decision mean that, although BW say boat engines can run from 8am to 8pm, EH Officers would rule it a noise nuisance if you can hear it on other boats?
- 5 Do we adhere to BW or EH rules and is our mooring agreement irrelevant?
- 6 What about noise from chain saws, electric sanders and drills etc.?

The repercussions for all boat users are end-

less. We would be grateful if other boaters using Hurricane heaters would send us their comments and let us know if they have had any complaints from other boaters or had EH tell them to turn them off.

**Julie Drakett, nb Dreamcatcha**

*Please let NABO News have your comments and we will forward them to Julie*

---

**Thank you Denise, we'll miss you**

I would like to express my thanks and those I am sure of all boaters who have used either the Ribble or Liverpool Links during the past few years, to Denise Bradshaw, NW Finance and Admin Manager at Wigan who has been made redundant in the latest round by BW. I always found her helpful and passionate about getting boaters through the paperwork and organisation required, and I fear for the smooth running of these passages in the future as I gather the role will be done by a part-timer with other duties as well. One BW Director's salary would provide probably six Denise's across the country—haven't seen anything about a cull of the main Board—have you?

Our sympathy and best wishes go to all staff who have become caught up in yet more redundancies and wish them all the best for early future employment.

**Richard Carpenter**

---

**WUSIG proposals on closures**

Those at the recent WUSIG meeting were asked to respond to suggestions on closures, especially with respect to having closures in the summer. Here are my comments:

I support the idea of summer closures, in light of the lower costs and greater efficiencies related to better weather and longer hours of daylight, but only with the following provisos:

- 1 **Schedule.** Each closure must be scheduled at least 18 months in advance. This is required so that private and commercial boaters can adjust their boating plans accordingly. The proposed schedule will be subject to open consultation before it is confirmed.
- 2 **Period.** Each closure must have a fixed start and end date. No closure will extend beyond the scheduled dates under any circumstances. This is to prevent unscheduled disruption to boating, which can be very expensive or inconvenient to private and commercial boaters.

- 3 **Brevity.** Each closure must be as short as is feasibly possible. This is to be accomplished by long working hours (perhaps 24-hour), use of the most efficient equipment and working practices available, adequate staffing on site, and advance reliably confirmed availability of all required resources. As much preparatory off-site work should be done as is feasible. As much on-site work should be done as is feasible in a manner that does not require a stoppage.
- 4 **Scope.** The scope of the work required during each stoppage is to be fully determined in advance. This may normally require a prior brief stoppage, to allow de-watering for an engineering survey of the structure, prior to including the principal stoppage in the schedule. This is to avoid surprise additional complexities being discovered after the main stoppage starts, and to ensure that all appropriate work at the site can be done while the stoppage is taking place.

In several crucial ways, these provisos contrast with current BW practice. In general, they are intended to give priority to the convenience of the boater over that of the navigation authority or stoppage contractor, and to establish the principle that periods of closure to navigation should always be for the shortest times feasible.

**Adrian Stott**

---

### 'Bone Fide' navigating

I wish to make a contribution to the meaning of '*Bone Fide*' navigating as used in the British Waterways Act 1995. I was a formal petitioner and a direct contributor to the House of

Commons Select Committee Hearings which scrutinised the Bill in 1994. The Chairman was George Mudie, MP for Leeds East, who remains an MP today. He is a helpful man who I am confident can bring some original insight to the issue, if invited.

During the course or the summer of 1994 I attended all the weekly meetings in the House of Commons. As a first-hand witness I can testify that the committee was generally dismayed at the seeming aggression BW displayed towards its boating customers, particularly to those who lived on their boats. As a consequence, the committee knowingly and deliberately introduced a certain vagueness into the law such that the boater had something by way of legal protection should BW attempt to legally challenge what others would see as reasonable behaviour. The 14-day rule was one such example: BW wanted

and argued for a strict 14-day rule. Mitigation was not in their vocabulary. As a petitioner I argued robustly against the rule suggestion it was far too prescriptive as we might never see another boat for weeks in winter. I reminded the committee that we were not trying to control parking on the motorway.

My argument won the day and the 14-day limit was softened by the addition of the phrase '*or such longer additional time (unspecified\*) as is reasonable (unspecified\*) in the circumstances (unspecified\*)*'. This is now the letter of the law (I have added the (unspecified\*) for emphasis but it is reflective of the style and mood of the Committee).

The point at issue was the Select Committee understood clearly that much of what was proposed in the BW Bill was seemingly draconian, and it set about mitigating and 'softening' the Law they were charged with making. The moratorium against prosecution for liveaboard boaters was another example of boaters' protection. As a witness to the hearings I can advise the meaning of '*Bone Fide*' navigating was understood to be sufficiently 'open' to allow boaters the latitude to enjoy the waterways in a generally unfettered way. I recall Mr Mudie allegorically putting himself at the helm of a boat and asking what would he see as reasonable?

It should be remembered that when the canal system was predominantly a working system, coal was often carried between a mine and a factory by boat over no more than a couple of miles.... backwards and forwards endlessly for the working life of the boat. If this was undoubtedly '*Bone Fide*' navigating then, a similar journey of a short distance must by inference be '*Bone Fide*' navigating today. The new interpretation by Bristol Deputy Judge O'Malley flies in the face of this simple logic and must therefore be an unsafe conclusion. It will need to be challenged and reviewed. I believe it would be helpful if Mr Mudie was invited to recall what he remembers of BW's submissions and what he thought of them. I think it will put a more generous, less prescriptive spin on the intended meaning of '*Bone Fide Navigating*'.

**Simon Greer, Canal Boat Arabia**

---

### Exciting Times on the Lee and Stort Navigation

In response to BW's Draft Mooring Plan for the Lee and Stort, some 150 mainly live-aboard boaters have come together to form the Upper Lee and Stort Boaters' Association (ULSBA), to

meet the needs of boaters in this area. Similarly, The London Boaters have been working hard to represent the views of boaters in the London area. At the beginning of the consultation process, the ULSBA rejected BW's ill-conceived proposed Mooring Plan, which we branded unfair, unethical, illegal and unenforceable, among other things. The plan, which could result in boaters being charged up to £40 per day to moor on an unserviced towpath, will take away the right to roam freely and would be enforced by volunteer wardens working on a commission basis!

The ULSBA has instead embarked on its own programme of research into the perceived problems on the Upper Lee and Stort and has initiated a genuine consultation process with other user groups such as cruising clubs, rowing clubs, boating organisations such as NABO, IWA and RBOA, angling groups, walkers and cyclists as well as local residents. We aim to further explore and develop these relationships in the future. Although the research is yet to be published, early findings appear to show a clear desire to create a more neighbourly and understanding community that respects our overlapping use of the navigation's facilities. A Code of Conduct for the members of ULSBA is in the process of development to formalise the arrangement and ensure continued harmony in our neighbourhood. In essence the code is to promote chivalrous behaviour between boaters and other river users and should, we hope, reduce the need for enforcement interjection by BW's overworked and under resourced patrol officers. The consultation process will run until 9th May 2011. The proposals are still hanging over us but this has not deterred us from implementing change in the spirit of the Code of Conduct ahead of the deadline and BW's decision. To date we have:

- Ensured that our members are aware of and navigate to the spirit of the 1995 British Waterways Act.
- Successfully liaised with cruising clubs to ensure that 'honeypot' sites are kept clear during peak usage and club events.
- Begun liaising with angling associations so that our members are aware of fishing competitions and events and can respond accordingly.
- Encouraged our members to vacate visitor moorings before they become busy and avoid mooring on all lock landings.
- Shared information regarding crime on the river to encourage safety and security and a community spirit.

We will be closely monitoring progress in the

boating season and feel certain that other user groups will be doing the same. One idea that has been suggested and is currently being considered is the use of 'I follow the code' boat window stickers. If our members are encouraged to display such a sign, we feel that this will enable other boaters and concerned river users to approach a moored boat if necessary, confident that they will receive a warm and understanding welcome from the occupants. They will be amenable to any reasonable request such as moving a boat for angling competitions, club meetings or mooring alongside.

The final version of the Code is still a work in progress but will draw heavily from existing documents such as waterway and cycling codes, our own research and in particular the excellent document from the Considerate Boater ([www.considerateboater.com](http://www.considerateboater.com)), which I recommend to interested parties. In essence, we are excited by the development of our boaters' code, which should not be viewed as a weighty document of rules and regulations, but as a voluntary guide to etiquette and good common-sense behaviour, intended to ensure the continued enjoyment of all those who live on or use the facilities of our cherished waterway.

**Neil Warner-Baker**

---

### Luddite?

Having been painted a Luddite by Terry Loma, I feel I should correct the calumny. I do prefer much of yesterday's canal; compared to today's canal it was the dream. For example, the canal used to be inexpensive, tolerant and not rule-bound. I think that is preferable to expensive, intolerant and prescriptive. I think the control freaks have created the shift and I don't thank them.

I am wishing only to resist more of this undesirable drift. That doesn't make me unreal or out of touch or a Luddite, I think it makes me sensible, considered and thoughtful. Moreover my views have a constituency. I did not argue that NABO Council was working for its own ends—I made no such statement or inference.

I would appreciate an apology. Which 'other bus' is Terry inviting me to catch? Not his I presume. I also think it does not do any of us any good to go in for competitive boatyness. Does it matter who of us has been boating the longer? So I see myself less of a Luddite and more a preserver.

**Simon Greer**





NABO and Smudgeonline have teamed up to bring you a fabulous range of NABO clothing, all with a stylish woven NABO logo.

**Sweat Shirts** £15.00      **Zip Fleece**      £20.00  
**Polo Shirt**      £12.50      **T-Shirt**      £9.50

Available in S, M, L, XL, 2XL, 3XL, 4XL, 5XL, 6XL except T-shirt S, M, L, XL, 2XL, 3XL

Simply fill in the form below and send it with a cheque made payable to 'smudgeonline' and send your completed order to; **Smudgeonline, The Studio, Hadley Road, Sleaford, Lincolnshire, NG34 7EG**. Please allow two weeks for delivery.

**SPECIAL NABO OFFER**  
 Add your name or boat name under the NABO logo for FREE! Just tell us on the order form what you want and choose what style of lettering.

Sizes are approximate  
 Chest size; S 34-36, M 37-38, L 39-43, XL 44-46, 2XL 50, 3XL 52, 4XL 54, 5XL 56, 6XL 58

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

	Colour(s)	Size(s)	Quantity	Price	Total Price
<b>NABO Absolute Sterling Sweat Shirts</b>				<b>£15</b>	
<b>NABO Absolute Polo Shirts</b>				<b>£12.50</b>	
<b>NABO Absolute Full Zip Fleece</b>				<b>£20</b>	
<b>NABO Premium T-Shirt</b>				<b>£9.50</b>	

Please add the following name under the NABO logo: Boat or personal name:

Lettering style: *Script*  **PLAIN CAPS**  **Upper and Lower Case**

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_ Contact Telephone \_\_\_\_\_

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

**01529 415847 • 01529 401125 • smudge-online.co.uk**