



# NABO News

The Magazine of the National Association of Boat Owners

Issue 3—May 2012

**CRT — LATEST UPDATES**

**Who, what, when, how and where**

**DROUGHT, WHAT DROUGHT?**

**The wrong type of rain?**

**BOATING IN LONDON DURING THE OLYMPICS**

**Where, when and how much**

**50 YEARS IN THE LIFE OF THE TRENT**

**Half a lifetime on the river**



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# NABO News

The magazine of the National Association of Boat Owners

**Issue 3 May 2012**

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## 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)

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## Next NABO News Copy Date

Please email or post your contributions by  
7th June 2012

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## Front Cover Photo Competition

**April storm clouds over the Ashby**—This month's cover photo is by Peter Fellows.



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.

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## NABO Calendar 2012

The following are the dates for Council Meetings in the remainder of 2012; Wednesday May 30th, Saturday July 7th, Wednesday September 5th, Saturday October 20th, Saturday November 17th (AGM), Saturday December 1st.

The Council meetings are normally at the Waggon and Horses, Church St., Oldbury, West Midlands B69 3AD. Remember that members are welcome to attend meetings—just let the Secretary or Chairman know in advance, contact details opposite.

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# Famine or flood

Editor **Peter Fellows** reflects on drought and the wrong sort of rain

**A** mixed bag in this issue. Is it a drought or not? Despite it being the wettest April for 100 years, this has not made up for the lack of rain over many previous months and I've gleaned some figures that show we are not out of the woods yet. CRT continues to dominate the news, with Council members elected and holding their first meeting. Stephen Peters has highlighted some failings in the election process which he hopes CRT will address, and I have reproduced Steve Haywood's Facebook post-

ing in which he takes issue with the 'democratic deficit' of the election and the lack of boaters' representation on the Trust. But as David Fletcher points out in his Chairman's column, boaters have only themselves to blame for the 'dismal turnout'. David also reminds us of the potential positives that CRT will bring and there are upbeat letters on the first Council meeting from two of the Council members who represent boaters. Like David and Stephen, I would also urge all NABO members to get involved with their

local Waterway Partnerships and have an influence on what happens in your 'patch'.

In other news, the Olympics are almost upon us and I have listed the boating restrictions on London's waterways and the Thames. With the (lack of) water in the Grand Union and the Controlled Zone in London, I for one will be avoiding boating in the South East from July to September. However, the Thames Diamond Jubilee Pageant promises to be spectacular and I have included the full list of the 120 narrowboats, Dutch barges and other inland and coastal craft that will be taking part.

Tony Haynes continues his look back at what NABO was doing in 1994 and Cliff Burford has written of his 50-year involvement with the River Trent. Finally, my thanks to Helen Hutt for her photo of an amusing boat name—keep them coming.

'Mines' deployed in the Olympic Controlled Zone to prevent unauthorised mooring!

Photo: David Fletcher



# Boaters say...what?

Moorings, the move to CRT and money, chairman **David Fletcher** reflects on life after the council election.

**S**o the boater's election is over, democracy has spoken, and as in Parliamentary elections we are faced with an outcome akin to the Lib Dems and Green Party. Lots to say, but a bit thin on sitting members. I cannot help but feel that a representation dominated by very senior members of one organisation, however worthy, is not in the best interests of the CRT or boaters. But boaters have only themselves to blame. The turnout in my mind was abysmal, and this reflects the same wide disinterest of most licence holders in anything to do with the management of the waterways unless it inconveniences them directly. It is no wonder that BW has considered boaters as 'muppets' for so long. I am afraid we need a bit of a crisis to concentrate the mind.

## No moving on mooring

We don't seem to be going anywhere on the K & A mooring strategy either. BW continues to play the cards, and the work done, limited though it may be, is banked. I think that consultation on these issues will always be somewhat fraught, and BW deserves praise for trying. But backing off when everybody doesn't agree is not best practice stakeholder management. Stakeholders are easy to manage when they agree; these activities are also about managing disagreement and showing leadership to do what is needed and justifying this too. Not just slinking off and sulking. Related to this, in the last NN we put forward a position on mooring problems. I did expect a bit

of reaction out there, but there has been almost nothing. Obviously we must have got it spot on....?

## CRT Launch imminent

The CRT is on the point of launch and I think we can assume that it will now happen sooner rather than later, even though formally it requires Parliamentary approval. There are few things that come to my mind that need to be repeated in its favour:

- First, the cash deal means that any increased licence or mooring fee money stays with the waterways and is not taken back by the Government, as has happened year on year in the past. The same applies to any funding from other sources such as sponsorship, grants and the like.
- The same applies to operational savings made by improved efficiency and volunteer activities. These all have a cash value that can be added to the funds available for maintenance activities. This is also essential for the morale of all staff and volunteers. Nobody likes climbing an escalator going the opposite way, especially when it is powered by the tax man.
- The additional cash funding for this year can be set against the BW pension liability (which will remain with CRT). This is good because it is cash that does not have to be found in future years from other income, and it secures the important confidence of staff. We all need CRT staff to be happy



Helen reserves her place on the London Eye for the Thames Pageant  
Photo: Helen Hutt

and confident about the future.

- At last CRT can start taking money from visitors along the towpath as part of its fundraising. It will be small at the beginning but it is really important. For too long boaters have complained that these visitors are not contributing. Now they can and I support all the coercion needed to get them to put a hand in their pockets as 'friends', for special events, or riding cycles, or anything else.
- The Waterways Partnerships mean better local representation for boaters. It is said that these Partnerships have no powers and it may well be true. But lack of powers never stopped boaters saying what they thought before, and influencing the outcomes. We have another opportunity and it is up to us to use it. The CRT will listen.
- At last the CRT can stand up to local authorities and other government authorities over costs, planning and many other issues. The waterways have been beholden to Government and DEFRA for too long. There is new freedom here.

It is not going to be easy, and cash will be tight. But bring it on for me.

#### **NABO say no to Crick**

We have decided not to go to the Crick Show this year. Council members are not available and the costs just do not stack up against the recruitment achieved. The cheapest and best recruitment that we have is 'we members' recruiting on the canal. Please do it. We need fresh ideas and energy all the time to be sustainable.

I hope to see you out on the waterways through the year.

# Drought, what drought?

A look at the latest figures with **Peter Fellows**

**D**espite rivers throughout the South and East having flood alerts and boats unable to navigate the flooded rivers Severn and Nene, the EA announced that another 17 English counties are now officially in drought. March was the driest in the UK since 1953, with most of the country having less than half the average rainfall and some drought-affected regions having only 30%.

River flows in March were more typical of late summer and the total river flow for October-March was the 2nd lowest (after 1975/76) since

records started in 1961. BW's reservoir levels in the South East region remain below their long-term average for this time of year. Although the return to more typical weather of April showers and heavy downpours has achieved a modest refill, together with implementation of Drought Schemes to pump additional water into some reservoirs, this is not enough. An extended spell of rainfall over a number of weeks is needed before current restrictions are relaxed.

Reservoir holdings along the Oxford & Grand Union, GU South

Reservoir group	April holding (%)	Change March—April (%)	Minimum April holding* (%)
Crinan Canal (Loch Na Faolinn, Daill East & West, Gleann Loch, Loch An Add, Loch An Duin, Loch Clachaig, Loch Na Bric, Cam Loch)	89.3	-8.2	83.6 (2001)
Monkland Canal (Black Loch, Lilly Loch & Hillend)	98.8	-0.9	90.3 (2005)
Forth & Clyde Canal (Townhead & Birkenburn)	100	+19.1	76.5 (2002)
Union Canal (Cobbinshaw)	100	0	90.0 (2007)
Kennet & Avon Canal (Crofton)	69.4	+13.6	69.4 (2012)
Oxford & Grand Union Canals (Boddington, Wormleighton, Clattercote, Naseby, Sulby, Welford, Drayton, Daventry)	55.8	+9.2	55.8 (2012)
GU South (Startopsend, Wilstone, Marsworth, Tringford)	58.9	-1.8	58.9 (2012)
GU North (Saddington)	48.2	+7.0	48.2 (2012)
Lancaster Canal (Killington)	100	0	95.4 (2007)
Leeds & Liverpool Canal (Rishton, Barrowford, Upper & Lower Foulridge, Slipper Hill, Whitemoor & Winterburn)	87.8	-9.7	69.8 (2009)
Peak Forest & Macclesfield Canals (Sutton, Bosley, Toddbrook & Combs)	95.0	-2.3	72.7 (2003)
Caldon Canal (Rudyard, Stanley, Knypersley)	90.3	+0.6	85.9 (2003)
Huddersfield Narrow Canal (Sparth, Slaithwaite, Diggle)	91.1	-8.9	78.4 (2003)
Chesterfield Canal (Harthill and Pebbly)	87.4	+6.3	78.2 (2009)
Grantham Canal (Knipton & Denton)	96.3	+6.1	96.3 (2012)
BCN (Windmill, Terry's, Engine, Cofon, Upper Bittell, Rotton Park, Chasewater)	39.6	+3.7	38.3 (2011)
Staffs & Worcs, Shropshire Union Canals (Belvide, Gailey Upper, Gailey Lower & Calf Heath)	85.0	-0.5	77.8 (2011)

\* since 1998

## News

**Current restrictions****Grand Union canal:**

Northampton Arm—closed

Aylesbury Arm—closed

Leicester line, locks 18-38—closed

Marsworth, Cowroast, Buckby, Stoke Bruerne, Watford—open 10am to 3pm

Foxton—open 10am to 4pm

Braunston, Calcutt—open 9am to 4pm.

**Oxford canal:**

Marston Doles, Claydon—open 10am to 5pm

**Kennet and Avon:**

Locks 7-80—open 9am to 5pm

**Leeds and Liverpool canal:**

Newlay to Kirstall locks—open 8.15am to 4pm.

Note: the closure times are 'last boat out' so allow plenty of time to clear a flight—including waiting time.

Detailed up-to-date information can be found at [www.waterscape.com/features-and-articles/features/british-waterways-reservoir-watch](http://www.waterscape.com/features-and-articles/features/british-waterways-reservoir-watch)

and GU North, K&A and now the Leeds and Liverpool are of most concern. Overnight restrictions, which involve gates being locked at the end of each day, remain in place at a number of locks. These restrictions have been confirmed for May but will then be reviewed and BW will issue updated maps, highlighting any changes.

British Waterways monitors the water levels in all reservoirs weekly, and these are converted into reservoir holdings (i.e. how full the reservoir is as a percentage).

Adam Comerford, group hydrology manager at BW said: "By monitoring on the same day every week, throughout the year, we can calculate the change from one week to the next, and this helps us to understand how much water has gone into or out of a reservoir.

We use the information to manage water resources, deciding which reservoir(s) to use to feed a canal at different periods in the boating season and whether to use alternative resources, such as pumps, to supplement the reservoir water."





## Battery failures—buyers beware

A number of members have reported problems with battery suppliers and the apparent failure to honour the long warranties offered—some as long as five years. It seems there is always a get-out about wear and tear when it comes to lack of retention of charge.

We even hear of failed sealed units that in theory need no maintenance, getting the same treatment. We strongly advise boaters check what the offers really entail and cover, and also report companies that do not honour warranties to the local Trading Standards Authority(TSA) in strong terms. Several names of manufacturers have come up as we followed up complaints—the only recourse seems to be TSA—shaming offenders into a response.

## Waterway events—June

### 2nd-4th June

IWA National Trailboat Festival, Marling School, Cainscross Road, Stroud.

### 2nd-5th June

Crick Boat Show. This year's show will be an extended four-day event from to coincide with the Queen's Diamond Jubilee. For more information about visiting the show go to [www.crickboatshow.com](http://www.crickboatshow.com) or call 01283 742972.

### 15-17th June

Middlewich Folk & Boat Festival. Traditional boats, heritage displays and activities at Town Wharf, food, stalls, workshops and activities for children

### 23rd-24th June.

Northwich River Weaver Festival. With the River Weaver Navigation Society, Broken Cross Boat Club and Development of the Arts in Northwich, the IWA Chester Branch has organised a weekend of fun and entertainment on the river Weaver in Northwich town centre. For entries please contact [mike.c.carter@btinternet.com](mailto:mike.c.carter@btinternet.com), 0779 5617803 or tweet [@theditchcrawler](https://twitter.com/theditchcrawler). [www.waterways.org.uk/regions\\_branches/north-west/chester\\_district/chester\\_district](http://www.waterways.org.uk/regions_branches/north-west/chester_district/chester_district)

## Member's Ad

Short term Gnosall mooring available in exchange for light gardening duties. Available from May to October. Grass may need cutting, vegetables may need watering and then some picking.

Details on application to Barry Witts [barry.witts@gmail.com](mailto:barry.witts@gmail.com) or 01785 824339.

## New Free Waterways Magazine

A new magazine, 'The Tillergraph' has just been launched, available from waterside shops and boatyards.

Nick Wall, Editor says "We're delighted to have launched this bright, new magazine for the waterways—the response we have received to The Tillergraph since its launch has been absolutely terrific and exceeded our expectations"

THE FREE MAGAZINE FOR BRITAIN'S WATERWAYS

**FREE!** MAY 2012

**The Tillergraph**

**RELAX & ENJOY IT**  
After all, it's what boating's all about

**LIVEABOARD LIFE**  
So, you want to be a blogger

**Crick preview**  
Who'll be at the big show

**News & events**  
What's happening where

**Boaters' Guide**  
BCN Mailite - more going for it than you might think

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# You can't park that here

## Boating and mooring in London during the Olympics

### Further information

[www.waterscape.com/in-your-area/london/olympic-moorings](http://www.waterscape.com/in-your-area/london/olympic-moorings)

PLA website for boaters  
[www.boatingtonthethames.co.uk](http://www.boatingtonthethames.co.uk)

The EA website  
[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

Map of London waters  
[www.waterscape.com/in-your-area/london/map](http://www.waterscape.com/in-your-area/london/map)

Source: waterscape.com

**W**aterways through London will be subject to special restrictions designed to minimise security risks that will apply between 3rd July and 10th September inclusive. Online bookings for Olympic moorings have now closed but you can email [olympicmoorings@britishwaterways.co.uk](mailto:olympicmoorings@britishwaterways.co.uk) if you are still hoping to book a mooring or if you have any other questions about using BW/CRT moorings during the summer.

BW, the EA and the Port of London Authority (PLA) are planning an integrated approach to travel on London's waterways. Each authority will issue the required window identifier at the point of entry to the Thames or canals.

The EA is responsible for the non-tidal Thames and only boats with a confirmed booking will be able to proceed into London. Controls may also be in place on the Thames nearby the Eton Dorney rowing and canoeing venue.

### No mooring no access

The PLA is responsible for the management of navigation on the tidal Thames and will need to be assured that you have a safe berth to go to. As a result, the PLA, or in some cases UK Border Agency or police patrols, may ask for proof of booking.

Navigation controls will be applied by BW on the Regent's Canal from Little Venice to Commercial Road Lock, the whole of the Hertford Union Canal, the River Lee south of Lea Bridge Road, Limehouse Cut and Limehouse Basin. A checkpoint will operate in the Paddington area

and boats will not be permitted into this Controlled Zone without proof that they have a mooring permit or valid agreement to moor issued by a moorings provider. Boats remaining within the zone without permission to moor will be subject to a mooring fee of £25 per day. There will be no access between the Hertford Union Canal and the River Lee. Passage past the Olympic Park is restricted to 6-9am and 7-9pm on a pre-bookable basis.

As a result of many representations, BW has reached agreement with the security services that Commercial Road Lock will be open for pre-booked passage for two hours each day during the Olympics period. The opening hours will be flexible to allow boats that wish to pass through the Olympic Control Zone or out onto the Thames to make the passage in the shortest possible time. It will allow boaters wishing to travel to and from the River Lee safely without being forced to use the tidal River Thames. IWA has offered to assist in operating the lock.

### If you still want to go

To book a passage through Commercial Road or past the Olympic Park between 3rd July and 10th September, email [olympicmoorings@britishwaterways.co.uk](mailto:olympicmoorings@britishwaterways.co.uk) with PASSAGE in the subject heading or call 0207 517 5551, giving seven days' notice. Passage is not guaranteed. Anyone interested in volunteering should contact Paul Strudwick, London Region Chairman, in the first instance at [paul.strudwick@waterways.org.uk](mailto:paul.strudwick@waterways.org.uk) or call 07885 240291.



# Democracy in action?

## Lessons learned from the CRT Council election

Stephen Peters picks over the ashes

The results of the first elections for the Boaters' Representatives to serve on the CRT Council were published as promised on the 12th March and full details of the election return and allocation of votes has been available on the Waterscape website. Analysis of the results reveals some interesting facts—28,805 licence holders were eligible to vote but only 7,556 valid votes were counted. The turnout was 26.4%, which is on a par with that experienced at local council elections. 7,598 votes were cast, with approximately one third using the electronic voting procedure and two thirds voting by post. This obvious preference for the postal voting method is something for CRT to reflect on when the next elections are held in four years' time using a wholly electronic voting process. It could mean that many boaters will be disenfranchised if they are unable to vote by post.

The election procedure left a lot to be desired and having participated in no fewer than 10 local government elections, I was disturbed by several aspects of the nomination and validation stages. It was clear that the people dealing with the election were unfamiliar with basic democratic requirements and they really should have sought professional input before the process commenced. Basic information such as precisely who was eligible to seek election and nominate candidates was not clarified until many people had raised questions concerning the meaning of a 'boat licence number'

and any limitations on how many candidates could be sponsored by any one person. The answers were unhelpful and led to more confusion before being finally resolved. In political elections it is not permissible for anyone to sponsor more candidates than the available vacancies, in this case four; but the CRT decided that no such limitations would be placed on sponsors. It took many days of questioning to elicit confirmation that Gold licences and Houseboat licences were acceptable as '12-month' licences.

Complaints were raised by 'joint owners' and people with more than one boat who discovered that only one person and one vote per boat would be permitted. Queries such as these really should have been foreseen by the organisers, but they appear to have been unprepared to respond to customers who were understandably displeased by the apparent lack of organisation.

After a somewhat fraught Christmas and New Year period seeking completed sponsorship forms, the candidates submitted them in good time but received no confirmation that their documents were valid. In the event, we were told that the validation would take place after the deadline for submission of nominations. This was most irregular, as in most elections the papers are validated upon receipt and any errors can be corrected before the deadline.

The voting papers arrived on the appointed date with the candidates' statements but the promised text

### Summary

No of eligible voters: 28,805

Valid votes cast: 7,556

Number who did not vote: 21,249

2,362 voters chose the four winners as their 1st preference. Therefore, 5,194 did not have them as 1st preference. In the first round, the order of the leading candidates was: Henderson, Caplan, Welch, Dean, Farrell. The final round results for the winners before allocating the surplus of Henderson were: Henderson 1313, Caplan 1244, Welch 1176, Farrell 1142, Total:4875.

Therefore, 2681 people (or 35% of eligible voters) did not vote for any of the winners!

emboldening and highlighting were not evident and detracted from the presentation of the key messages. The candidates would have been unknown to many voters as they were presented with only the briefest of manifestos on which to base their choices. Of the 33 candidates, no fewer than 10 were continuous cruisers or people whose boats are their homes, perhaps reflecting the specific concerns and problems arising from their chosen style of boating. Three candidates had clear

connections with river boating/broad-beam users. The final outcome of the election has left these special-interest groups with no representation on the Council.

However, the decisions have been made and we look to the successful persons to fairly represent the 30,000 boat owners using the canals and rivers controlled by the CRT. It is to be hoped that they will undertake a review of the election process and recommend improvements and changes for the future.

## Go CRT go

### Update on progress towards launch of the Trust

David Fletcher takes a look at what we can expect

**T**he agreement is in place for a 15-year funding contract between DEFRA and the Trust. The Transfer Order necessary to complete the changes from BW has been laid before Parliament. In March Parliament Trustees, BW and others gave evidence to the DEFRA Select Committee and to the All Party Parliamentary Waterways Group. In April, BW gave evidence to the House of Lords Merits of Statutory Instruments Committee. The work still to do is the completion of the scrutiny of the Transfer Order by the Committees of Parliament and the debates on the transfer by both Houses of Parliament. This is most likely the critical item setting the launch date.

- His Royal Highness The Prince of Wales will become the first Patron of the CRT.
- Three additional Trustees have been appointed and all the Trustees now have unrestricted access to all of BW's information and staff.

- The remaining appointments of the Chairs for the Waterway Partnerships have been made. The appointment of members to the last group of partnerships will now be made.
- The elections and appointments to the CRT's Council have been made including the boater representatives. The first meeting of the Council was held on 28th March. Council ratified the appointment of all the current Trustees.
- BW Scotland has announced the members of their new Board.
- The application to the Charity Commission for the registration of the Trust has been made and discussions are progressing and expected to be complete in time for the transfer to the Trust in the summer.
- The launch date for the CRT is dependent on Parliamentary approval. It is hoped that this will be achieved in June to allow a launch in late June or early July.

## CRT's charity framework

Registration of the CRT as a bona-fide charity (number 1146792) has the following Charitable Objects:

- 2.1 to preserve, protect, operate and manage inland waterways for public benefit:
    - 2.1.1 for navigation; and
    - 2.1.2 for walking on towpaths; and
    - 2.1.2 for recreation or other leisure-time pursuits of the public in the interest of their health and social welfare;
  - 2.2 to protect and conserve for public benefit sites, objects and buildings of archaeological, architectural, engineering or historic interest on, in the vicinity of, or otherwise associated with inland waterways;
  - 2.3 to further for the public benefit the conservation protection and improvement of the natural environment and landscape of inland waterways;
  - 2.4 to promote, facilitate, undertake and assist in, for public benefit, the restoration and improvement of inland waterways;
  - 2.5 to promote and facilitate for public benefit awareness, learning and education about inland waterways, their history, development, use, operation and cultural heritage by all appropriate means including the provision of museums;
  - 2.6 to promote sustainable development in the vicinity of any inland waterway for the benefit of the public, in particular by:
    - 2.6.1 the improvement of the conditions of life in socially and economically disadvantaged communities in such vicinity; and
    - 2.6.2 the promotion of sustainable means of achieving economic growth and regeneration and the prudent use of natural resources; and
  - 2.7 to further any purpose which is exclusively charitable under the law of England and Wales connected with inland waterways;
- provided that in each case where the trust undertakes work in relation to property which it does not own or hold in trust, any private benefit to the owner of the property is merely incidental.

The news means that the Trust, which has a Board of Trustees, a governing Council and the Prince of Wales as a Royal Patron, is now legally permitted and will soon be ready to raise charitable income to support its objects. For more information, visit [www.canalrivertrust.org.uk](http://www.canalrivertrust.org.uk).

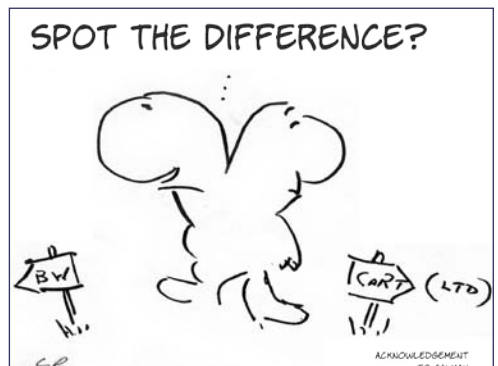
## Heritage committee appointees

A new CRT committee of nine people, chaired by former Chairman of English Heritage, Sir Neil Cossons, has been formed to protect the heritage of the waterways. The CRT will be responsible for the third largest collection of listed buildings in the UK and the committee will provide advice and support on heritage and conservation issues.

### Committee Members

Other committee members are Alan Baxter, Consulting Engineer to St Paul's Cathedral and member of the London Advisory Committee of English Heritage; Peter Brown, nominated by the Railway & Canal Historical Society; Nigel Crowe; Edward Holland, Senior Projects Advisor at The Prince's Regeneration Trust; Stephen Hughes, Director of Projects, Royal Commission on the Ancient & Historical Monuments of Wales; Jane Kennedy narrowboat owner and architect to the cathedrals of Ely, Newcastle and Christ Church, Oxford; Laurence Newman, Chairman of the Museums Partnership of the CRT and John Yates, architect, historic boat specialist and Chairman of the Boat Museum Trust and Vice-chairman of the Boat Museum Society.

The committee will meet at the end of May and then at least twice yearly. Membership is unpaid and will last for a three-year term with an option to continue beyond that. The committee replaces the BWAf Heritage subgroup.



Cartoon: Geoffrey Rogerson

# More new trustees appointed to the CRT



Marisa Cassoni



Manish Chande



Steve Shine

The CRT, has appointed three new trustees to its Board. Their specialist knowledge of finance, asset management and property investment will benefit the charity, which will be the third largest owner of listed buildings in the UK and one of the top 20 charities by income. The three new trustees are:

**Marisa Cassoni:** A qualified chartered accountant, Marisa has been the Finance Director of the John Lewis Partnership since June 2006 and before this, she spent five years as Group Finance Director at The Royal Mail. She was the Group Finance Director at both Britannic Assurance plc and Prudential's UK division. In 2005 Marisa was appointed non-executive Director of GFI, a company listed on New York Stock Exchange where she chairs the audit committee. She is a Governor of the Peabody Trust and, until very recently, was a member of the Accounting Standards Board.

**Manish Chande:** A member of the institute of chartered accountants and a chartered surveyor Manish is Senior Partner of Mountgrange, a private real estate group that specialises in UK commercial property investment and development. Before this, Manish was on the board of Land Securities plc., and in 1997 he co-founded and was Chief Executive Officer of Trillium, a company specialising in property outsourcing. Prior to Trillium, Manish worked at Imry Merchant Developers plc. as the Finance Director and then as Chief Executive. From 2003-2011, he was a Commissioner of English



Canal & River Trust

Heritage; and in 2007 was appointed a Trustee of The London Clinic, one of the UK's premier private hospitals.

**Steve Shine OBE:** From 2007-2012, Steve has been Thames Water's Chief Operating Officer. He started his career with London Electricity Board as an apprentice electrician, and while working he qualified as an electrical power engineer and later took degrees in Management, Marketing and finally gained a Masters in Business. He worked his way through various roles in the electricity business and became the MD of London Electricity Contracting. In 2000 he formed a joint venture between Eastern Electricity and London Electricity known as 24Seven and became the MD of this very successful company. In 2003 he left the electricity sector to become the CEO of SGB UK, part of Harsco Corporation, an industrial services company, where he transformed the performance of the business. He was awarded the OBE for services to industry in 2010.

Recruitment of the new trustees was undertaken by a DEFRA constituted Appointments Committee made up of two existing trustees and two independents.

# Thames Diamond Jubilee pageant boats

## Vessels in the Leisure Section invited to take part.

### Narrow Boats

There are forty narrow boats in this group: Arthur Dent (St Pancras CC), Barely Awake (Worshipful Company of Innholders), Beatty (LL Merseyside), Blackjack, Bream (National Historic Ships), Centenary (LL Warwickshire), Doris Katia (St Pancras CC), Dragonfly, (St Pancras CC), Fulbourne (CCBG ), Galatea V (St Pancras CC), Gort, Hazelnut (Byfleet BC), Helix (London CC), Katura (St Pancras CC), Leo No 2 (Byfleet BC), Lord Toulouse (LL Worcestershire), Lotus No 10 (SPCC), Madam (RYA), Marie Celeste (LL Lancashire), Mey Be Knot, Morpheus (London Studio Orchestra), Mountbatten Crusader (St John Ambulance Northamptonshire), Mr David (Towpath Talk Newspaper), Oh Be Joyful (LL Cheshire), Orlando (Thames Scout CC), Pied Piper (Northampton and Wellingborough Sea Cadets), Pirate Prince, President (LL Staffordshire), Quercus (Inland Waterways Assn), Scholar Gypsy, Shropshire Lad (LL Shropshire), Southern Cross, Stort Challenger (Canal Boat Project), Swingbridge 2 (Surrey Care Trust), Tarporley (Camden Canals and Narrowboat Asscn), Waterscape (British Waterways)

### Dutch Barges

With a few exceptions all twenty Dutch Barges provide homes to their owners here in the UK: Actief, Alberdina, Amethyst Atoll, Angell Hardy II, Angelus, Grietje, Izambard, Lady Phantasie, Libertijn of Alphen, Maxime, Neeltje, Noelle, Pescalune, Petra, Sabrina of London, Sobriety, Sudersee, The Princess Matilda, The River Princess.

### The Tupperware Navy

Sixty boats illustrate the types of boats used to cruise inland, in tidal and coastal waters and further afield to Europe. Absolute Zero (TMYC), Agnes J (Gravesend SC), Annie, Arundel Girl, Barbara, Barbarina K (ATYC), Breezing In (TMYC), Canary Wharf 4, Conway Star (TMYC), Dandy Regent (ATYC), Dorset Dunlin (Thames Vintage BC), Eagle Dream (SSAFA Forces Help),

Elaina, Elsie Alice (RYA Thames Valley), Emily E (LL South Yorkshire), Happy Hours (Harleyford MYC), Hertford, Hestia (UTMYC), Hola Guapa, Humming Bird (HYC), Jolly Rotter II (TMYC), Jubilata (Duchy of Lancaster), Knot Arf (TMYC), K-Ser-A (TMYC), Larnaca (Greenwich YC), Liberty (Hurlingham YC), Lighter Moments (Worshipful Company of Lightmongers), Lucy Lockett V (LL Oxfordshire), MV Gazelle (Watermen's Company), Mastercraft (Waterski & Wakeboard Club), Melodie, Mustard (Army Sailing Assn), My Harmony (Royal Air Force Sailing Assn), Omega V (NATC), Quackers Too (City Livery YC), Rosel (Richmond YC), Rubicon (Thames MYC), Scoop, Sea Symphony (Penton Hook YC), Siku Kuu (Dutch Boat Owners Club), Spirit of Avalon (Royal Naval Volunteer YC), Suero VII (LL Norfolk), TL Sea (Motor Boat Monthly), Thames Fueller (Worshipful Company of Fuellers), Thames Shipwright (Worshipful Company of Shipwrights), The Diplomat, Tigin na Mara (Worshipful Company of Painter Stainers), TBA (LL Devon), Vixen (British Sub Aqua Club), Wally Goldsmith (Rutland Sailability), Warspite (London Nautical School), Wetwheels, Wight Spirit.



# Local Waterway Partnerships

## Find out what yours is doing

A call for boaters' involvement by **Stephen Peters**

**L**ocal Waterways Partnerships are an integral part of the new CRT operation and are intended to act as an advisory body in association with each Waterway Manager. Their terms of reference were published in the CRT update document in 2011 on the Waterscape website but this appears to have disappeared with the passage of time, although the details of each partnership are still currently shown.

Rather perversely, the minutes of the partnerships have to be accessed via the BW website—under 'Your Local Waterway', and the information from each area is inconsistent and sketchy. Some have downloadable minutes whereas others list them but do not allow access. You

will soon discover that some of these partnerships have been meeting for nearly a year, whereas some are still at the fledgling stage.

Please make a conscious effort to find out who serves on your Local Waterway Partnership and make sure you know what they are doing. They are vital to the success of CRT by engaging locally with the stakeholders and communities within their area. Make sure the Chairman and other members attend User Group Meetings and involve boaters in their deliberations. Ask your Waterway Manager why the information about the meetings is not available and let him know that you know how important each partnership is in the whole scheme.

Membership of the partnerships is by invitation after submission of an application form and it is anticipated that vacancies will arise from time to time, so make enquiries locally to ensure that boat owners are represented and can contribute their local knowledge and expertise. In some areas the partnerships are already involved in local issues and are taking initiatives to tackle specific problems. It is in your interest to find out what they are doing and the likely impact on your waterway.

Each Chairman is also a member of the CRT Council and it is permissible for other Council members to serve on their Local Partnership (and they do in some cases). Please let us know what your Local Waterway Partnership is involved with and give us your comments on how effective and responsive you think they are.

The Sleaford Navigation Trust open the new head of navigation bridge, project managed by Lincs Waterway Partnership





# South Wales and Severn waterway user forum meetings

**South Wales**—Tuesday 12th June  
 Fourteen Locks Canal Centre, Cwm Lane, Rogerstone, Newport NP10 9GN.

**Gloucestershire**—Thursday 14th June  
 School Room Cootes, next to Llanthony Warehouse, The Docks, Gloucester GL1 2EH.

**Worcestershire**—Wednesday 20th June  
 Salwarpe Village Hall, Salwarpe, Droitwich Spa WR9 0AH.

All are 6.30pm for a 7pm start. If you would like to attend these meetings please let the Gloucester office know by 31st May on 01452 318008 or email [enquiries.southwalessevern@britishwaterways.co.uk](mailto:enquiries.southwalessevern@britishwaterways.co.uk). Please submit any agenda items in advance by the above date.



# Licence evasion down

Licence evasion on BW’s canals and rivers in England and Wales is at a record low according to the latest national licence check, with 96.6% of boats holding up-to-date licences (by comparison in 2007, the evasion rate was over 10%).

Waterway Watcher March 16th

	Evasion (%)		
	Mar 2011	Mar 2012	Change
North	5.2	4.2	-1.0
Midlands	5.1	2.7	-2.4
Wales & West	5.0	3.6	-1.4
South East	3.0	1.9	-1.1
South (London, K&A)	7.2	4.9	-2.3
<b>Total</b>	<b>4.9</b>	<b>3.4</b>	<b>-1.5</b>

# Boaters launch campaign against inspectors

From Oxford News 15th March, by Andrew Ffrench

**A** campaign group is using the Freedom of Information Act to uncover the details of a crackdown on illegally moored boats in Oxford. In March it emerged that Oxford City Council is paying £44,000 over two years towards work by the Unlawfully Moored Boats Enforcement Group (UmbeG).



Tony Swatton on his cruiser

Although UmbeG was established in 2010, its existence only became public after the city council agreed to provide the funding. Now the National Bargee Travellers’ Association has submitted an FOI request to the council to find out more about UmbeG and how it operates. It has asked for a copy of any “memoranda of understanding” between UmbeG group members, which include BW, the EA, Thames Valley Police and other landowners.

Association spokesman, Panda Smith, said boaters from Oxford have contacted the organisation because of their concerns about how UmbeG could affect them. “If boaters are forced to move off their boats then they will automatically become homeless and the consequences will be increased homelessness and demand for housing benefit.”

Tony Swatton, 73, who has been living on his cabin cruiser on the River Thames for the past 12 years, said: “I don’t support the council funding UmbeG. If all boaters played by the rules there would be no need for an organisation like this. I pay £314 a year for a licence but I have never paid a mooring fee because I just keep moving.”

The city council declined to comment. According to the EA, if you keep, or mainly use, your boat on the River Thames you should have a legitimate base mooring. If you live on your boat as your only place of residence on a permanent mooring, the mooring must have approved residential use.

NABO celebrates 21 years

# Snippets from NABO News

As NABO approaches its 21st anniversary, **Tony Haynes** has gone back through old editions of newsletters and edited and abridged some quotations. Here he looks at issues in 1994.



January 1994

THE BOATER Issue No 9

## **There are now over 1400 members**

BW announce that this year over £17M will be spent on major repairs and improvements, in addition to the £50M spent on day-to-day maintenance. Parliamentary Waterways Group meetings discussed new regulations being introduced by the DoT for passenger-carrying boats, which may possibly be extended to all boats on the inland waterways. They could even include a 'driving licence' for all skippers. NABO will be joining the campaign to get the DoT to relax their proposed rules.

## **March 1994 Newsletter**

**Houseboats:** NABO and RBOA are working together to produce a draft houseboat code of practice, which will be presented to BW for discussion.

**Fuel:** Members are reminded that

the price of diesel fuel, solid fuel and bottled gas will increase on 1st April 1994 as a result of the imposition of VAT on domestic fuel.

April 1994

THE BOATER Issue No 10

**Mooring Charges:** A recent missive from the manager of the Oxford and GU canals introduces visitor mooring charges between Thrupp and the end of the canal at Oxford. Apart from designated long-term mooring sites, all towpaths will be subject to charges after 72 hours. NABO has written in protest, as the introduction of such charges is against at least two statements of intent. Casual mooring should be available for 14 days except in exceptional circumstances. Vigorous opposition to an attempt by BW to introduce visitor mooring charges at three new sites on GU South has led to a BW withdrawal.

**Cycling:** Now cycling permits are to be reintroduced. They will be free, but the purpose of issuing the permit will be to insure that every cyclist receives a copy of the Code of Conduct. Boaters will not need to apply as the Code of Conduct will be distributed with boat licences. A new survey of towpaths will be carried out, and cycling will either be permitted or forbidden. In forbidden zones (unsafe or so heavily used that cyclists could be dangerous), not even lock wheeling will be allowed. NABO strongly opposes any scheme, which threatens the genuine use of bicycles for lock wheeling.

**Dredging:** The 1992 BW Waterway Standards say, 'as a general objec-

tive the target should be a minimum depth of 3ft on cruising waterways allowing two-way passage. Dredging should be carried out to at least 4ft 6ins if original construction and local circumstances allow'.

May 1994 Newsletter

**Leeds and Liverpool:** There is a proposal, dated April 1993, which suggest that the L&L is no longer being considered as a broad waterway by BW.

**BCN:** Water levels are now maintained so that they do not fall more than 4ft below weir level. A saving of £20,000 has already been achieved by fitting plastic paddles and the use of reservoirs rather than pumping.

**Rubbish:** The British Angling Association stated that rubbish on a towpath next to a fisherman is now considered to be his. If he fails to collect it he will be fined. He must dispose of any rubbish on his peg whether his own or not.

**Crime:** PC Jones from Bourneville has tried to instigate a Boat Watch Scheme, but has failed through lack of support from boat owners! The problem areas are Kings Norton and Polesworth.

July 1994 Newsletter

**Licences:** NABO has achieved some success recently. BW has changed its policy on licence and mooring fee refunds, in particular dropping the proposed £25 administration change.

**Mooring Restrictions:** The 72-hour mooring restrictions on the Southern Oxford have been relaxed. Waterway Standards: We have had no reply on (consultation with users for) Waterway Standards and are to invoke the appeal procedure to the ombudsman.

**Fibre Optics:** Fibre Optic cables are to be laid in the GU canal towpath all the way from Birmingham to London.

**NABO:** The only qualification for joining NABO is that you own a boat capable of navigation on the inland waterways. NABO does not support anyone who does not pay a licence/mooring fee where appropriate. NABO does not support house-boaters who are moored illegally. NABO is a pressure group and as such we campaign for the concerns and rights of or members as they are presented to us and as we perceive them.

August 1994 Newsletter

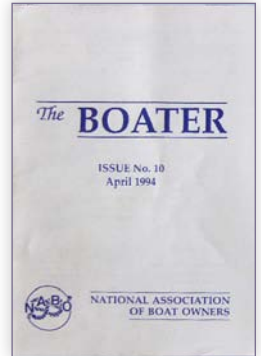
**Consultation:** 'Until BW accepts and implements a proper consultation procedure we will constantly be at loggerheads.' Jon Darlington NABO Chairman

September 1994 Newsletter

**River Avon:** The NRA has recently published its draft Catchment Management Plan for the Warwickshire Avon. Particularly worrying is their suggestion that discharges of sink waste water should be stopped and that all such effluents should be contained on board. NABO has responded to the NRA and pointed out the physical problems of providing storage for all waste water on boats.

**TV Licences:** The use of TVs on board boats does NOT require a separate licence provided that a licence exists for your home address and the boat is being used by the licence holder, or his/her immediate family and there is no simultaneous use. Houseboats and hire craft do require a TV licence. So do HM warships!

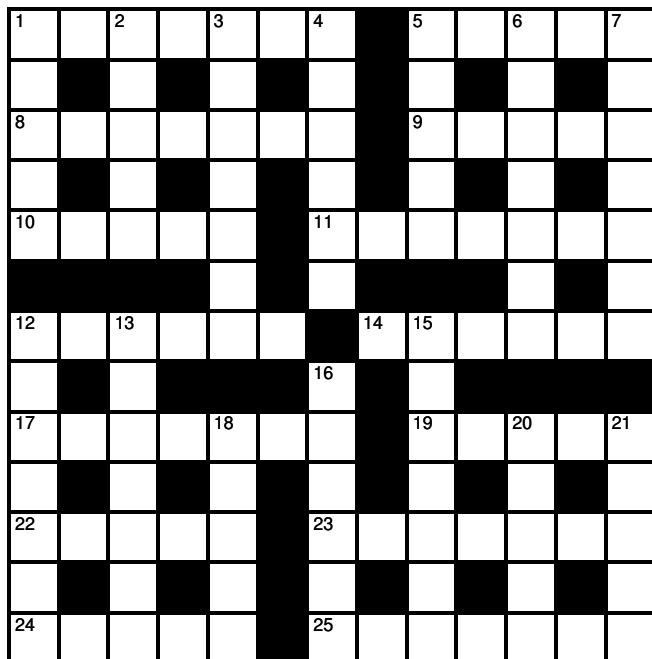
**Canal Closed?** There appears to be a recent proliferation of Canal Closed notices put up by fishermen during matches in the hopes of deterring boats from disturbing them. If you find one take it down and send it with details to your local Waterway Manager.



## Crossword

## NABO NEWS CROSSWORD N° 6

By Canaldrifter



## I name this boat ...

Have you spotted a boat name that made you smile? If so please let us have a photo to use in future issues. My thanks to Helen Hutt who has again kindly sent in another one.

## Answers to Crossword N° 5

**Across:** 1 Fellows, 5 Sitar, 8 Beeston, 9 Idles, 10 Elsan, 11 Enfield, 12 Breast, 14 Abused, 17 Balteau, 19 Trawl, 22 Leaks, 23 Bathing, 24 Style, 25 Robbins.

**Down:** 1 Fibre, 2 Leeds, 3 Outings, 4 Sankey, 5 Skiff, 6 Tillers, 7 Resided, 12 Bubbles, 13 Estuary, 15 Bathub, 16 Humber, 18 Ensue, 20 Alibi, 21 Logos.

## Across

- 1 1, 4, 6 and 32 across. Initially we could all be on the wagon (5) (3) (5) (5)
- 4 see 1 across (3)
- 6 see 1 across (5)
- 9 Confused as elderly could be at canal junction (9)
- 10 Dealt badly with confluence (5)
- 11 Peer through a sail? (3)
- 12 Was not contrariwise about reference point (9)
- 13 Floated and I found a Hindu (5)
- 15 Regret is about boat list (8)
- 19 Tough when current is fast? (6)
- 21 and 36. BSS headman screws up rag in bad current (6) (5)
- 23 Splashing around making a long hiss (8)
- 28 Rowed about (5)
- 30 Can cure be offered to pirate? (9)
- 31 Roger has pride when going astern (3)
- 32 see 1 across (5)
- 33 Eddy with a very fast cue! (9)
- 34 Cried about beverage (5)
- 35 Chase gear (3)
- 36 see 21 across (5)

## Down

- 1 High Court appearance cut short by risk-taker (7)
- 2 Coming alongside gently? (7)
- 3 Readers, not writers, online (7)
- 4 Everything let go up to the maximum (3-4)
- 5 Skipper with a desire to be active (5)
- 6 Goes boating and dries out (5)
- 7 Small mass can end with nothing on active mountain (7)
- 8 Thames location about a ring? (7)
- 14 Norwegian port almost stands alone (4)
- 16 Wander off course, in doubt? (3)
- 17 Caulk, thanks to a politician? (4)
- 18 Filling up of busy ships, shortly? (3)
- 20 Woman head of Coventry canal town offered seconds? (3)
- 21 Being spiritual when costing wrongly (7)
- 22 No longer afloat on a field (7)
- 24 Securing passage through the flight (7)
- 25 Pig runs around building where boat can go 22 down! (7)
- 26 Old rocker comes out in winter? (3-4)
- 27 Sounds made by wrecked luggers! (7)
- 29 Slow about Ted returning (5)
- 30 Bent stem? (6)

# A sting in the tail bridge

**David Fletcher** asks if BW is over-reacting to last year's tragic death

**W**e are now seeing the canal-side consequences arising from the tragic death of a young cyclist last June at Stourport Basin. It is understood that the cyclist tried unsuccessfully to cycle across a lock tail bridge. On a case-by-case basis, BW is now adding a handrail to these bridges on the Staffs and Worcs and Trent and Mersey canals.

This highlights for me the quandary over the inherent risks of the waterways and what we as experienced boaters take for granted. With the thrust of recent years to encourage walking and cycling to the waterways, are we now required to over-protect to make everything proof against any action?

Are we to fence off the entire system, just in case? Or can we rely upon a BEWARE sign?

## Elfin Safety

I was in Melbourne Australia recently, and noticed that the suburban railways are largely unfenced. The attitude there is apparently that if you go onto the tracks, it is at your own risk. That is not the way of UK society at the moment.

In my view all these issues are a balance of the safety risk, the business risk, the cost and just doing the right thing. Usually doing the right thing solves all the others. By doing this are we doing the right thing, or is it a knee-jerk reaction just to be seen to be doing something? And how does this compare with the other risks, for example crossing a lock using the gates? Can we justify not doing something in these cases, just in case? What do you think?



New rails on tail bridge at Penkridge Lock  
Photo: Fiona Slee



Concrete bridge at Caldwell Lock  
Photo: Fiona Slee

# A deficit of democracy

A Facebook article by **Steve Haywood**

**T**his is my column in last month's Canal Boat. I feel so incensed about the issue I've decided to post it:

I'm unhappy at the results of the first-ever ballot for boaters' representatives on the new Canal and River Trust council. I'm unhappy because I think the process was rushed and badly thought-out. I'm unhappy too because I think there are not enough places on the council for boaters, and I am unhappy that those few which there are have been appropriated by Inland Waterways Association bigwigs who have taken advantage of the electoral procedure. Basically I'm unhappy because in my opinion it's been a stitch-up.

## **Unfair selection of the constituency**

The charade of issuing one ballot paper per licence was the start of it. How did the organisers dream this could be democratic? Do they think boats are owned by married couples with 2.4 kids nodding in agreement at everything the other says? Did they take no account of disagreements between couples? Or boats owned by loose assemblies of friends who may have widely differing views? How did they expect them to vote? How did they expect syndicates to do it?

Myself and Em finished up not voting at all: we simply hadn't got time in our busy lives to discuss the disagreements between us. One friend who runs a syndicate of 11 members didn't vote either: it would have been autocratic for him to use the vote himself, but unfeasible to get the syndicate together to discuss how they should use it jointly.

The official figures show that a little more than a quarter of those eligible to vote actually bothered—which is a pretty poor turnout in my book. It reflects the cynicism of many boaters who feel the CRT is being imposed on them whether they like it or not.

But the democratic deficit of the election is even worse than this since many boaters are just beginning to realise that they were disenfranchised before the ballot papers were even issued.

## **Not enough representation**

The fact is there was widespread scepticism from the outset about this ballot. Many thought that an allocation of four places for boaters out of a total of 35 council members just wasn't enough to reflect the fundamental importance of boats to the canals which everyone—even British Waterways' boss Robin Evans—concedes. It didn't help transitional trustee John Dodwell arguing as he did in this magazine in January that the council will contain additional representatives from boating businesses, charities and the regional forums who 'have boating interests' too.

That's not the point John, and you know it. The boaters' positions on council were created for people who would represent the specific interests of boaters. These people's boating interests are compromised by their other loyalties.

## **The IWA uses its clout**

And it's the same with the Inland Waterways Association. Challenged by the very existence of the CRT, and

riven as always by continuing internal discord, the IWA went about as far as it decently could in pushing the interests of five of its trustees by circulating their names to its members on the internet. This gave them a massive boost over independent candidates.

No surprise then that three of them should have got elected.

But what exactly is their status now they are on the council? Can they genuinely be independent representatives when they're also trustees of the Inland Waterways Association? The IWA is, after all, not a boaters' organisation: it's one which is supposed to represent the interests of all waterways users. So how are these newly elected candidates going to represent the interests of boaters on the one hand and general waterways users on the other? Especially when their interests clash as they inevitably will?

Perhaps they should attend CRT

trust meetings with different sets of clothes so we know what role it is they're playing on the day. Or maybe they should just wear different hats? This way at least they can change them quicker as they wriggle about trying to be everything to everyone.

#### **Off on the wrong foot**

British Waterways and the government have drawn heavily on a fund of goodwill among boaters to launch the CRT but they may find that in the long run this election has cost them more than they realise. Already there are grumblings about it on social media sites and on internet blogs and newsgroups. Soon it will be summer when anger will grow as boaters grumble to each other face to face on the towpaths.

The CRT must ensure that no future election is carried out in the same way and that there are controls over single organisations dominating it.

Spring evening at  
Nantwich  
Photo: Peter Fellows



# My favourite aunt

## 50 years in the life of the River Trent

**Cliff Burford** has spent half a lifetime involved with the River Trent either living or working on it since 1959.

### Vital Statistics

The River Trent, the 3rd longest in Britain, is 171 miles long, rising on Biddulph Moor and draining into the Humber Estuary. Of this, 66 miles are navigable, with 51 miles tidal. The river drains a catchment area of 4,000 square miles that is home to 6 million people.

**T**he River Trent has been around since the Ice Age. Then there was early man, then the Romans, and then successive generations of entrepreneurs trying to make a simple living from it. That is, until the Industrial Revolution when resources were virtually 'infinite' and any person worth his salt could become a powerful influence on the life of the people. This was in the days of Telford and Brunel, who transformed the living conditions of the population. It was at this time that the canals, which had previously been the main form of industrial transport, began to be overtaken by rail. But the rivers were still used for freight transport and this is where the River Trent began to be 'civilised' as powerful men realised that money was there to be made.

However, the river can be like a favourite aunt: useful and cooperative, or chaotic when disturbed. Nature

can be the master of human intervention and many disastrous floods have occurred along this uncontrolled river over the centuries. Tide levels in the Trent are determined by sea levels in the North Sea and tidal surges in the North Sea are created by northerly to westerly gales and low pressure with wind uplift. The River Severn has its Severn Bore and the River Trent has its Aegir. This is caused when spring tides flow up the estuary and meet low river flows.

*The river can be like a favourite aunt: useful and cooperative, or chaotic when disturbed.*

The result is quite spectacular and I have seen six-foot waves moving as 'fast as a man can run' travelling upstream followed by seven waves known locally as 'the seven sisters'. Traditionally, 'all ails can be cured by facing the Aegir in a cob' (rowing boat) but few dare to test it out. The roar of a heavy tide can be heard some time before the wave arrives and it usually provides a great interest to many spectators.

### Parliament acts

Until the 1920s to 1930s, riparian owners carried out major maintenance and construction works, and each owner protected (or not) his land. It was realised that without better organisation, the maximum use of the Trent and its adjacent washlands would not be achieved.





The Government entered the arena and created rules and regulations to ensure effective and safer control. The River Trent Catchment Board was created as an overseeing controller of the river under the new Land Drainage Act of 1930. This was a statutory instrument and created the byelaws that are still current in parts today (e.g., Clause 19—No person shall navigate any vessel in such a manner or at such speed as to injure the bank of the Main River or any drainage work). The byelaws were submitted to the Minister of Agriculture and Fisheries and became the governing model for all future river protection works on the Trent.

At this point, the Navigation Authority took responsibility for the safe navigation of traffic between Birmingham and Gainsborough Bridge. The Trent Catchment Board was responsible for river bank protection and drainage of the surrounding land within the natural washland of the river. In the 1940s and 1950s, the new Trent River Board (TRB) was created with more powers to protect the overall environment, and British Waterways would dredge the riverbed for river traffic. This is where I came onto the scene.

I graduated from what is now Loughborough University in 1959. I was appointed as a junior member of the team responsible for creating the river protection works from Trent Falls to Nottingham, under the guidance of Marshall Nixon who was Chief Engineer of the TRB and had been a Major in the Army Engineers. A model of the Trent Tidal Reach was constructed in a huge laboratory at the Hydraulic Research Station in Wallingford to a working scale which showed trees, houses, hedges, roads, etc. and depict a true repre-

## Flood events

These are but a few of the annual floods of the Trent washlands. The cost in human lives and farm livestock had been enormous over the centuries, and eventually public opinion created a situation that required Parliament to intervene.

- 1329** Recorded events began when Morton bank was breached and Walkeriith and Stockwith flooded.
- 1485** The river was frozen and Newark Bridge was swept away.
- 1683** The river was again frozen and Nottingham, Newark, and Muskam bridges were swept away.
- 1697** Morton bank breached, flooding Saxilby and Gainsborough.
- 1770** Laneham and Torksey banks breached and flood waters reached Lincoln. Hatfield Chase was also flooded.
- 1795** Morton bank breached and Spalford bank also breached resulting in the highest recorded flood in Lincoln.
- 1875** The worst flood of the 19th century occurred in October when 13 people drowned in Nottingham.
- 1910** After continuous rain and snow, Gainsborough, Laneham and the River Idle valley flooded in Retford.
- 1940** During the winter, the Trent froze over for a considerable length. At Jenny Hurn near Wildsworth, people could cross except when the incoming tides broke the surface ice. The freeze continued upstream through Gainsborough and there was complete ice cover at Knaith and South Clifton.
- 1947** The March flood occurred. High tides and heavy river freshwater snowmelt flows combined to raise river levels. Nottingham was awash and photos show trains stopped in the water at the Midland Station. The only means of travel was by rowing boat. The riverbank was breached at Morton near Gainsborough with devastating results. The gap was sealed by floating barges into the breach and sinking them. This later formed the basis of the reconstructed bank. So rare was the event that it became a significant part of all future river flood level design and was attributed a 'once in 75-year occurrence'.
- 1954** The same site breached yet again at Morton. Flooding occurred after two days of gale force winds on March 8th due to overtopping and seepage through floodbanks between Butterwick and Gunness, as well as Point Farm at Gainsborough.
- 1960** In December I was involved in repairing a floodbank breach at Cottiam near Torksey and missed my Christmas dinner as all holiday was given up to help.

## Boating Memories

Thanks to Alan Gosling of The Boating Association [www.theboatingassociation.co.uk](http://www.theboatingassociation.co.uk) for sending this article to NABO News

sensation of the topography. Then, known flows were discharged from a large water tank down the model. The effects and levels were noted and suggested flood levels were established for a range of design return periods. The completed results were made into a major design report document. The results were then converted into costs and the benefit of each scheme and a cost/benefit ratio was defined. As public money was involved, this had to be above 1.00 to be viable. This was before the days of computers and, although costly, model testing was accepted as the nearest thing to reality available at the time. Hundreds of readings were taken and floodbanks were added or removed to achieve the desired final conditions for:

- 1 The safety of Nottingham, which had been inundated by floods resulting from the 1947 snowmelt after blizzards for three months.
- 2 The safety of Newark and Gainsborough.

- 3 Protection of the farmland in the low-lying washlands from Gainsborough to Alkborough, including the construction of a major stone retaining wall at the confluence of the Trent and Ouse in the Humber Estuary.

The project was named 'The River Trent Tidal Reach Improvement Scheme' and it resulted in substantial floodbanks with sheet-piled defence walls and numerous land drainage pumping stations. It was designed to prevent floods from a situation where the 1947 snowmelt flood plus the October 1954 tidal flood could occur, plus a 'freeboard' to allow for bank settlement.

The resulting Design Brief was statistically assigned a repeat frequency of 1-in-110-year flood. To qualify, the Trent was designed to contain a flood of 40,000 cusecs (a cusec is one cubic foot per second) at Collingham, reducing to 35,000 cusecs at Gainsborough to meet a tide height of 18.25 feet at Keadby.





The Report recommended a scheme that would cost £5M and to take 12 years to complete. I was responsible for, and involved in, surveying the land before the design proposals were submitted and for designing sections of the civil engineering works (under supervision of course—I was 21 and eager to learn). The team then prepared the scheme documents and drawings for the in-house direct labour gangs to construct the work. Having designed a section of the works I was also responsible for the safe construction and final cost. It was a huge undertaking and such a scheme would cost £82m today. Over subsequent years, many pumping stations have been constructed to de-water the sub-catchments at times of river flood or high tides when flow due to gravity is restricted.

#### **Creation of the Trent River Authority**

After the Tidal Reach Improvement Scheme was completed, Parliament moved to create the new River Authorities in 1972 under the Water Resources Act. The Trent River Authority was born and The Trent River Board was no more. I was appointed to be a River Authority hydraulic design engineer to produce Capital Works Scheme proposals, which included detailed catchment assessment and subsequent flood protection defence design and construction by contract.

#### **Keadby pumping station reconstruction**

I was involved in the hydraulic and civil construction design of the River Torne Catchment, which outflows through the Keadby Station. This station was originally constructed

in 1941 using six axial-flow pumps driven by six four cylinder Crossley oil engines with twelve foot diameter flywheels. Each engine was directly connected to a Gwynnes axial-flow pump running at 750 rpm. Only mechanical anoraks can appreciate the smell, the heart-stopping sound of all the engines running, and the feel of the huge wind draught caused by the flywheels. However, it was decided in the 1980s that the station should be uprated to automatic operation and the system was revamped to include Perkins diesel engines with gearboxes to connect with the original pumps.

#### **West Stockwith pumping station**

This was a new concept to construct a pumping station to assist continuous outflow of the River Idle into the Trent at times of high river flow and subsequent high river levels. In 1972, I was involved in assessing the hydraulic design and degree of water runoff from the River Idle Catchment. This involves large areas

of Nottinghamshire, Derbyshire and South Yorkshire over a catchment of 842 square km (325 square miles) and includes the Rivers Idle, Ryton, Maun, Meden and Poulter.

The pumping station design proposal required coping with the design flow of 35 cumecs is quite impressive. The vertical axial-flow pumps comprise two 8-foot diameter and two 4-foot diameter impellers.

Each pump and motor is 50 feet high, with only the motor control gear visible above ground level. They were constructed by Mather and Platt in Australia and assembled on site. Thankfully everything fitted. The total output when all pumps are operating is 8,000 gallons per second. The 1200 and 800 hp electric motors are fed by a dual National Grid 11 kv supply from both Nottinghamshire and Yorkshire in case of thunder-storm outage. British Waterways insisted that the station be constructed a quarter-mile from the Trent to prevent disruption to river traffic.

Gravel Barge Easedale-H  
Photo: Andrew Tidy



**The River Trent strategy today.**

Priorities have now changed and local housing is predominantly the highest concern. This removes the ability of land to absorb water runoff and immediate surface drainage from tarmac hardstanding results

*The Trent would be unrecognisable to a Roman centurion in its guise today.*

in flash flooding. The climate has changed vastly since the 14th century and the hard winters with long periods of snow and resulting frozen rivers seem to be a thing of the past. Commercially, the river no longer has John Harker's 'Dales' petrol barges that used to deliver fuel to Colwick Depot in Nottingham or the coaster 'Shell Farmer' that was a regular visitor to Torksey Depot in the 1960s. Gravel was also a huge commodity from Besthorpe and other

gravel pits years ago. The river is still there, but could it support commercial development again? Pleasure boaters have now created a much different scene on the river and leisure sports like fishing, powerboat skiing and rowing, in conjunction with support from the marinas, will hopefully keep it alive.

The Trent would be unrecognisable to a Roman centurion in its guise today. Being controlled, it has lost some of its 'character' and is not as nature intended; but hopefully it will continue to be of great value to future generations.

**Conclusion**

During the 1950s-60s, the highest level of flood protection in the lower Trent reach was weighted towards farming. Land was reclaimed for agriculture wherever possible as the cost:benefit was high due to high land prices and Government thinking regarding home-grown food. Since the 1980s the Trent River Authority became The Severn Trent Water Authority (Rivers Division) then the National Rivers Authority and now the Environment Agency.

During this time, I was transferred to the Birmingham Head Office of the NRA where I was no longer directly involved with contract construction work. I was however involved directly in a strategy programme whereby future

Works Programs were devised and evolved. The work was extremely interesting and required a detailed knowledge of the River Trent catchment to evaluate the risks and calculate a damage/cost equation for each location. The resulting reports placed the works in a sequence of priority and urgency. My proposed programme is still current today—12 years after I accepted early retirement to live aboard my boat 'Jean Adair'.

**What's in a name?**

The name 'Trent' goes back to Celtic rule, meaning trespasser.

There are two other recorded names;

'Trisantona' under Roman rule

'Treonte' in the 8th century



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# Letters to the Editor

## Canal & River Trust Council Members give an update

### Ann Farrell

I attended the first CRT Council Meeting and thought it went very well. There was certainly an air of excitement and a determination from everyone present to make the new Trust work. Most of the trustees were present and we had a presentation from Simon Thurley (CE of English Heritage) who is very enthusiastic about the waterways and their heritage.

This first meeting was an opportunity to start to get to know the trustees, fellow members of Council and BW employees, as well as to get more of an insight into the role of Council Members. We have another meeting planned for 4th July and one in September, by which time I anticipate there will be a formal agenda published in advance. As a boaters' representative my greatest difficulty is going to be communication. I'm anticipating a CRT email address soon. I'll be getting a Facebook account up and running too.

Council members can put appropriate items on the agenda for Council meetings (i.e. issues covering the waterways as a whole) and the local partnerships will be dealing with local issues. Let me know any time if there's an issue NABO would like raised. Needless to say I will not necessarily be able to support NABO's views on every occasion. Thank you for arranging for me to have a copy of NABO News. Continuous cruising/mooring is going to be on an agenda for a future Council meeting I'm told. I am happy to send reports from Council meetings when we get on to 'real' business. I'm hoping that the minutes will be on the CRT website which is now live.

### Ivor Caplin

The first CRT Council meeting held on 28th March was well supported by council members and trustees and was a very positive start. As well as the four boaters' representatives and two boating business reps., several council members were identified as supporting navigation and I am confident that this will be the first priority for CRT. There were useful presentations on the governance and parliamentary processes involved in moving from BW to CRT. There was a discussion on what Trustees and Council might expect of each other in terms of content and behaviour. The full documentation and protocols for members are being worked on and an agenda for the next meeting will be agreed. Of interest to NABO members, 'continuous mooring' was suggested as a topic for early discussion. We noted the difficulty that boaters' representatives had in balancing their remit to CRT with the responsibility to their constituents. My personal view is that I will work to make CRT a success for the benefit of the waterways but not at the cost of ignoring the concerns of individual boaters.

One concern as CRT beds down, is understanding the complex structure and how the different elements interrelate; the 13 local Partnerships, Council and Trustees Board. The other groups that will replace existing ones were also discussed and the National Stakeholder Forum will continue, enabling major organisations to be updated on Council/Trustees matters and their views fed back. Advisory Groups: heritage, navigation, angling, environment, volunteering, education/young people and freight are to be set up and it was agreed that the ability to communicate local matters was important.

So where do we go from here? There is no doubt that the next six months will be exciting and also challenging as CRT beds in; it is a steep learning curve for all those involved. Do contact me if you want to discuss anything further, I need the views of boaters and will do my best to represent them on Council.

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