



# NABO News

The Magazine of the National Association of Boat Owners

Issue 5—October 2012

**NABO ASKS, CRT ANSWERS**  
A Trustee replies to your questions

**BOATERS' SURVEY RESULTS**  
Who, what, where, how much?

**CRT EXECUTIVE PAY**  
Again... how much?

**NABO AGM**  
Your nominations for council—yes, you



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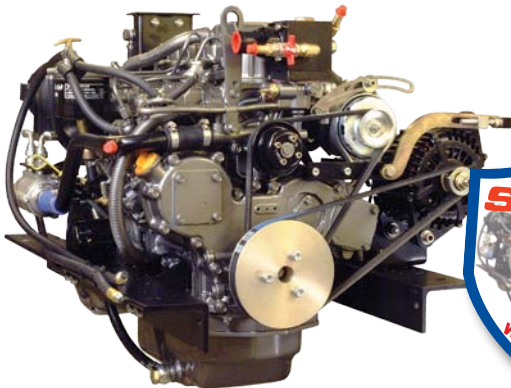
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**Issue 5 October 2012**

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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  
27th October 2012

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## Front Cover Photo Competition

My thanks to Ann Hollas for this month's autumnal cover photo on the Kennet and Avon



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 a width of at least 1800 pixels.

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## NABO Calendar 2012

**Council Meetings in the remainder of 2012:**  
Saturday October 20th, Saturday December 1st.

The 21st Annual General Meeting of NABO will take place on Saturday 17th November 2012 at the Beef and Barge, Bradford on Avon, Wiltshire. See page 16 for details.

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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# Olympic spirit and NABO support

Editor **Peter Fellows** once more takes the helm as autumn looms

**M**uch has happened since the last issue in July—not least the transfer of powers from BW to the CRT—so much so that my editorial has had to be...umm..edited to make room for it all.

The Olympics have now been and gone and the talk is of lasting legacy. For me, one of the most wonderful legacies is the beautiful yacht *Collective Spirit* made from donated wooden memorabilia from 1200 people, described in this issue. There is also a report of the results of a BW/CRT boaters' survey that has many interesting details about us and what we do when afloat, and a new trial project called 'Bridging the Gap' which will enable boaters to exactly identify their location for emergency services.

We look at the creation of two Navigation Advisory Committees which potentially have a

important role in representing boaters' interests and I am pleased to see that the impressive list of highly experienced members includes NABO's Chairman, David Fletcher—congratulations David. There are also an article by David looking at CRT Executive pay.

Over the summer I have also had a bumper inbox of letters from you the readers and I am grateful for your interest and support for NABO News. Finally, I am sorry that John Slee has resigned from NABO's Council—he has been a great help to me in the short time that I have been Editor and I wish him and Fi well. I know I say this in nearly every issue, but with John's resignation the Council really does need new members: it is AGM time again and I have enclosed a nomination form for you to put your name forward as a NABO Council member.

## John Slee

**Richard Carpenter** says "au revoir" to a highly valued colleague.

**W**e are sad that John Slee will no longer be able to play a role with NABO due to personal circumstances. During the past few years, John has been a massive strength on Council in terms of his development and management of our fine website. He has not only created the ability to join on line, but archived large quantities of past issues of NABO News and many of our records. Quite apart from this, he has represented us as Continuous Cruising Representative, ably assisted by his wife Fiona, and has taken up many time-consuming hours at the table with BW representatives in championing a fair treatment of those who cruise continuously. John

and Fi are the absolute example of the large number of boat owners who meticulously 'play by the rules' as continuous cruisers and champion their lifestyle strongly.

John has also worked tirelessly in running our Bi-Annual Boaters Survey, which was taken up by BW as a perfect guide to costs and attitudes.

All of Council that have shared time with John will miss his presence, although we are confident not his input as he and Fi continue their journeys around the system. Join them on their blog every day at [nbe-piphany.co.uk](http://nbe-piphany.co.uk) for an insight on how to really enjoy retirement and our inland waterway system.



# NABO needs you

Chairman **David Fletcher** reflects on an unsettled period ahead

## Goodby to John Slee

I am sorry that John Slee has resigned from Council for personal reasons and on friendly terms. We all wish him and Fiona well for the future and look forward to seeing them on the cut. John has been a key member on the team and leaves a huge gap to fill as web master and continuous cruiser rep.

Can you help?

**N**ow it's all over, what on earth are we going to do with ourselves? The headline in the Evening Standard tonight as the country celebrates the end of the Paralympics. Val and I have really enjoyed the marathon of sporting and organisational achievement but now it is down to earth with a bump.

And so it is with the launch of the CRT. There have been so many consultations and meetings over the past years, and so much energy put into it that it will be good to get into the delivery period. Boating issues have been on the back burner. Suddenly the CRT executive can concentrate on the running of the waterways and developing the funding opportunities, instead of chasing politics. When half of management time has been concentrated on launch activities for two years, users deserve and expect them back to do their day jobs and perform for us.

And there is plenty there to do: the staff need settling down to the new ways of working; the shortage of funding for major works for at least three years needs constant attention; the everyday problems of health and safety, dredging, vegetation, carving on lock beams, blocked pumpouts; and, oh yes I nearly forgot, enforcement, these just do not go away. The income from the property portfolio is critical to the success of the charity, as no amount of tin rattling will compensate for a poor performance here. My expectations of the Executive and Trustees have no boundaries.

As we go to press, the Trustees will have debated the issues of mooring

and enforcement. A sorry tale. BW introduced the 1995 Act to address this problem and have spectacularly failed to use these powers, with only one case brought before the courts in 17 years despite NABO complaints. Now they state that half of the 4000 continuous cruisers are moving less than 30kms in a year, and a mountain of enforcement is costly and politically difficult to attempt because of human rights and social housing issues. The boat checking has been a good start, but nothing more will happen until all boaters can expect to be told to move on from honeypot areas after due time. It has no credibility that we are told by the Head of Boating (and hire boat booking company director), that there is no money for enforcement. A BW Act was given to them, and argued by NABO and others in our early days. Now CRT must use it without more delays, excuses and bright ideas. After all it is the law of the land.

## More than ever NABO needs you

NABO's work never stops of course. While you have been boating, stalwart volunteer members continue to work on BSS requirements, licence terms (in the next issue) and more on your behalf.

Last month I appealed for members to come forward to serve on Council to no response. We have the history and the experience, but lack the new faces and energy that any organisation needs to stay healthy and relevant. Please let us have some of that Olympic spirit as we move towards the AGM. We have a crisis looming.

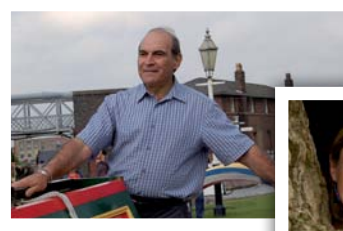
## CRT Volunteering

The CRT has appointed Dr Justin Davis Smith to head its volunteering advisory committee. He is Chief Executive of Volunteering England and with eight committee members will advise the charity on volunteer recruitment and management. The CRT has become the 13th largest organisation in the voluntary sector with an annual turnover of more than £200m. Among its targets is to increase the number of regular waterways volunteers to 20,000, contributing more than 120,000 days a year by 2022, up from the current 20,000 days a year. The other eight members of the volunteering advisory committee are: Dr Helen Timbrell, Volunteering and Community Involvement Director with the National Trust; Georgia Boon, Head of Volunteering with Oxfam; Chris Kay, Chairman and Director of the Boat Museum Society at the National Waterways Museum; Mike Palmer, Inland Waterway Association Trustee and Waterway Recovery Group Chairman; John Stopp, waterway volunteer and member of Manchester & Pennine Waterways Partnership; Gennie Franklin, Director of Programmes and Employee Volunteering at Business in the Community; Rosie Cotgreave, volunteer and Tracey O'Brien, Director of Policy and Programmes with Birmingham Voluntary Service Council. It is the Trust's aim to have 10,000 regular volunteers contributing over 120,000 days to waterway management, conservation, promotion and restoration by 2022

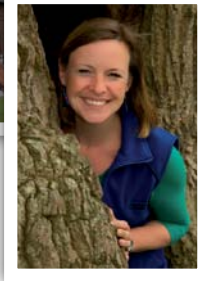
### ...and some new friends

Soon after the CRT was formed in July, the new charity took immediate advantage of its charitable status and announced details of its 'Friends' initiative with a number of familiar faces being the first to show their support. They included actor David Suchet, famed for his role as Hercule Poirot, Miranda Krestovnikoff who presents TV wildlife and conservation programmes, John Craven from TV's 'Countryfile' and Timothy West, a stage and screen actor. Friends of the CRT receive benefits including: a 'Cool Canals' guidebook, a Friends' Card which gives exclusive offers and discounts to waterways museums and attractions, regular e-mail updates and a tri-

annual magazine, which is 'full of exciting new ways to enjoy the UK's canals'. The cost is £3.00 per month for individuals and £5.00 per month for families, and the scheme is available to everyone. Donations will be spent directly on work to conserve, restore, enhance and educate people about the UK's waterways.



Photos: CRT



### ...and tiny weevils

In addition to all the other recruitments by the CRT over recent months, it has released thousands of 2mm-long weevils into the River Weaver and the Shropshire Union Canal to eat the invasive North American water fern (*Azolla filiculoides*). If left unchecked, the weed can cover the surface of a waterway with a thick weedy mat, which reduces light and oxygen levels in the water, killing fish and other wildlife. The weevils breed quickly and feed exclusively on *Azolla* so they can rapidly munch their way through a large mass of water fern without damaging other native species. The CRT ecologist, Chris John, said: 'Water fern was first introduced by the Victorians as an ornamental plant for ponds. The warm weather will see a rapid acceleration in the growth of the weed so now is a good time to release the weevils and prevent it spreading. We've introduced weevils into a number of canals over the last few years and have seen encouraging results'. Waterway residents are also asked to dispose of their garden and pond plants carefully, and anglers to check, clean and dry fishing equipment after use to prevent further weed infestations.

#### More Information:

[canalrivertrust.org.uk/get-involved/friendship-benefits](http://canalrivertrust.org.uk/get-involved/friendship-benefits)

# BSS tweaks

## Proposed changes to the checking procedures for private boats

A round up of the latest BSS review by **David Fletcher**

### The BSS review in brief

Most—around 60%—of the changes are tidying up the editorial content. The balance, can be summarised as follows:

- a new check for portable fuel tanks in engine spaces
- five new advice checks concerning 230V AC systems
- a new advice check for cracks and unintended gaps on solid fuel appliances
- 15 existing checks amended to introduce an enhanced technical requirement
- 63 changes have been made to the existing checks that reduce or slightly change the technical impact
- Two existing checks, one about marine fuel filters and the other about 230VAC shore connections, are being removed.

The BSS has just completed a periodic review of the Examination Checking Procedures (2005) and boaters have an opportunity to view the proposed changes, which apply to privately owned and privately managed boats. The proposals have been formulated with help and guidance from examiners, boat owners and marine trade representatives on the BSS support committees. NABO representatives David Fletcher and Trevor Rogers have been involved.

The BSS Examination Checking

Procedures set out the details of the BSS Examination that the BSS and its owners, the Navigation Authorities, require BSS Examiners to perform. These checking procedures are mirrored by the BSS Essential Guide for boat owners and others. The proposals follow a review intended to make essential editorial changes to help BSS Examiners perform the checks more consistently. There are also some technical changes that will affect a very small number of boat owners and in general these will help the BSS achieve a consistent risk management approach.

It is anticipated that the changes will take effect on 1st January 2013, by which time all examiners will have completed online and local workshop training exercises. The web pages covering the seven BSS Parts where changes are proposed can be seen on the BSS site or via the NABO website. NABO representatives continue to work with BSS to represent the needs and point of view of boaters.

The BSS has also recently published advice on the risks posed by barbecues, portable gas appliances and carrying spare petrol, and how to minimise or avoid them.





## Do you know where you are?

If you have an accident or illness on board, the emergency services need to know where you are so that they can find you quickly. But there is often a gap between the information you have on your location and that needed by the services: you know which waterway you are on and the nearest lock or bridge number, but the service controller cannot use this and needs a road name, postcode or Ordnance Survey grid reference. To address this problem, first aid trainer Jason Day has begun a trial project named 'Bridging the Gap'. The idea is that boaters download a blank form from his website and fill in details of bridge numbers (or other useful landmarks or canal access points) together with the OS grid references, road names or where possible postcodes, for their home stretch of waterway. Jason said:

### More Information:

Blank forms are available at [www.northern-lights-training.co.uk](http://www.northern-lights-training.co.uk) and follow the link to 'Bridging the Gap' or contact Jason on 07968 838346

"I've made a start with the Shropshire Union from bridge 115 north to Ellesmere Port, and others are doing the Seabrook area, Southern Grand Union

and Gloucester and Sharpness Canal. If you have another local cruising area how about doing a small section of the system and we can quickly cover the whole network." Everyone who contributes to the project before the end of October will be entered into a draw to win a free boater's first aid course".



Could an ambulance find this bridge?

## Work starts on Cropredy Marina

Digging out of the new marina at Cropredy, north of the village on the Southern Oxford Canal, has recently begun and contractors are expected to have the marina's northern basin fully operational by April 2013. Services will include full-length jetties, a slipway for surveys and hull blacking, low-level lighting, metered mains electricity, free water and wi-fi, car parking, CCTV security which can be monitored over the internet, free loan bicycles, waste and Elsan disposal, recycling bins, laundry facilities, toilets and book and DVD lending libraries. The marina will also supply diesel, gas, solid fuels and pumpouts. The owner of the new marina, Tim Langer, has also developed and operated Crick Marina near Rugby for the past 15 years. He said: "There is only one other offline marina on the Oxford Canal in the 49 miles between

Oxford and Napton, which is reflected in the considerable interest we have already received from people wishing to moor here."

### More Information:

Booking enquiries are now being taken, and "earlybird" discounts are on offer.

**Open day:** 14th October, 11am and 3pm.

[www.cropredymarina.com](http://www.cropredymarina.com)  
[info@cropredymarina.com](mailto:info@cropredymarina.com)  
 01788 824 034.



# Keeping 'em ahead

## Formation of the new CRT Navigation Group

### More Information;

<http://canalrivertrust.org.uk/news-and-views>

The core of CRT work is to maintain canal and river navigations for use by boats and to do this, the Trust wants to ensure that manager's decisions are well informed by those who navigate the waterways regularly. The Navigation Advisory Group, in two sub-groups, will comprise boaters with a variety of backgrounds to bring as broad a range of perspectives as possible to decision making.



Congratulations David!

### Navigation Operations

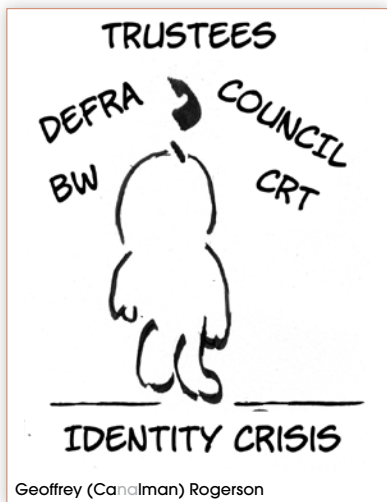
This group will offer advice relating to safety standards, waterway operation, maintenance and repairs, and customer service standards. It will comprise: **Sue Cawson**, historic narrowboat owner, champion of navigation issues for the Historic Narrowboat Owners Club; **John Baylis**, who has extensive experience of boating issues through 45 years of boating and 12 years as the chairman of the IWA Navigation Committee. **David Fletcher**, a boat owner and Chairman of

**Malcolm Blundell**, boating enthusiast, boat owner and builder, now cruises the system extensively, reporting on travels through his website [www.wicked-game.co.uk](http://www.wicked-game.co.uk); **Kevin East**, waterway and environment manager at Canoe England and a member of the Canoe Camping Club National Council.

### Licensing & Mooring

This group will offer advice relating to boat licensing and moorings policies and the way in which they are implemented. It will comprise: **Paul Le Blique**, a professional engineer, narrowboater of many years, and national chairman of the Association of Waterways Cruising Clubs; **Tim Parker**, chairman of Association of Pleasure Craft Operators, recently retired as managing director of Black Prince Holidays; **Beryl McDowall**, who has lived on boats since the 1960s and is an officer of the Residential Boat Owners' Association since 1999; **Mark Walton**, a residential boater without a home mooring, who has been active in progressing discussions on mooring strategy around the London and South East, a member of Defra's Civil Society Advisory Board; **Mike Annan**, honorary secretary of the Dutch Barge Association, with over 30 years' experience working in the voluntary sector and CEO of various housing associations.

Each sub-group will be joined by one member of the Trust's Council as well as the head of boating, head of health and safety and a senior waterway manager, with operations director Vince Moran overseeing the group as a whole.



Geoffrey (Canalman) Rogerson

**Fletcher**, a boat owner and Chairman of NABO; **Ian Harrison**, a boat owner for 38 years with experience in local government and a focus on regeneration and external funding; **Mike Carter**, marine surveyor and consultant, owner of two historic craft, member of the Commercial Boat Operators Association, owner of a mooring basin and repair yard/dry dock;

## Google Canal View

[maps.google.co.uk/maps?q=Caen+Hill,+Devizes](http://maps.google.co.uk/maps?q=Caen+Hill,+Devizes)

The Waterways World's April Fool has come true—towpaths along the K&A canal between Devizes and Semington and the Llangollen between Horseshoe Falls and Chirk Bank were visited earlier this summer by Google's tricycle equipped with Street View cameras. In July, the Caen Hill flight and Pontcysyllte Aqueduct became the first features of the canal network on Google's Street View, which enables people from around the world to take a virtual walk along the towpaths. Google aims to include more canal and towpath locations in the near future.

## Update: Health & Safety

NABO Council has discussed the recent safety issues arising from fatal accidents at Stourport and the Northampton Arm and the subsequent installation of handrails on lock tail bridges on the Staffs & Worcester Canal, as reported in the last issue of NABO News. Council members have decided not to issue any further statements on these, at least until the Health and Safety Executive has completed its investigations.

## Update: Thames lockkeeper's houses

A study group set up after the controversy over lock staffing on the non-tidal Thames met for the first time in July. It follows plans announced last year to cut the number of residential lockkeepers and lease up to nine lock-side houses. Protests from river users and concerns raised in Parliament led to a high-level meeting be-

tween the Thames Users Group and EA chairman, Lord Smith. As a result it was decided to let five houses on a trial basis and designate a full-time lock keeper, not in residence, at the locks concerned. The group will examine the management and operation of lock sites, comparing those with resident lock and weir keepers against those without. There will be three more meetings before a report to Lord Smith in April 2013. [www.riverthamesnews.com/News75.html](http://www.riverthamesnews.com/News75.html)

'River Thames News Splash' is the title of a new email newsletter published by the EA. It includes a link to lock closures on the river until February 2013. If you would like to sign up for a copy of the newsletter, email 'SUBSCRIBE' to [riverthames@environment-agency.gov.uk](mailto:riverthames@environment-agency.gov.uk)

## Railway payback for the Cromford & Grantham Canals

The restoration of two canals closed by railway companies has been assisted with help from the Great Western Railway in the form of the name and number plates from a 1940s GWR locomotive 'Wollaton Hall'. They were auctioned by transport historian, Peter Stone, a trustee of the Friends of Cromford Canal and the Grantham Canal Society. He bought the plates from British Railways in 1962 and the final sale price at auction was £13,000, which will be split between the two canal societies. Both canals were built by local engineer William Jessop and were taken over by the railways in the 1850s—in the case of the Cromford Canal by the Midland Railway. The FCC is aiming to have a trip-boat operating from Cromford next year.



The lockkeeper's house at Goring  
Photo: Fiona Slee

# Who we are and what we do

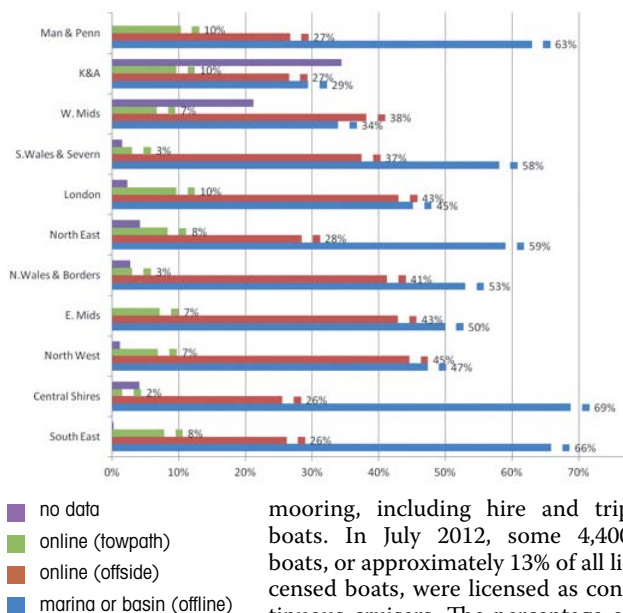
## The recent CRT boater's Survey

**B**W/CRT undertook the bi-annual national surveys of boat licence holders in March/April 2012. This was the first to be conducted using the Internet and was outsourced to a market research agency and involved 3588 respondents. The information has just been published and will be used by CRT for strategic waterway planning. Here is a summary of some of the main findings.

### Boats with and without home moorings

Nationally, approximately 27,500 boats are licensed as having a home

Boats with home moorings at different type of mooring sites (%)



mooring, including hire and trip boats. In July 2012, some 4,400 boats, or approximately 13% of all licensed boats, were licensed as continuous cruisers. The percentage of new customers (between 1st June 2011 and 31st July 2012) registering as continuous cruisers was 19%, indicating strong growth in CCs.

### Profile of Boaters

Two-thirds are aged 55 or over. Three-quarters are couples, with only 15% travelling with children. Almost half have annual household incomes under £30k. People are taking more frequent trips of shorter length: the average number of days spent cruising rose to 65 from 58 in 2009 with the number of day trips up by 30%. They make on average 15 trips per year, travel up to 15 miles per day, cruising for 5-6 hours per day.

### Continuous Cruisers: How they differ:

The primary use of a boat for 28% of boaters is residential for all or part of the year, which is consistent with the increase in the number of boats being licensed as continuous cruisers (up from 3,200 in 2007 to 4,300 in 2012). 31% of continuous cruisers said they would like a residential mooring and increasing provision of these is a CRT priority. CCs have a higher spend on licence fees, maintenance and fuel. The discretionary spend is similar, although total spend is slightly less per day than other boaters. CCs are less likely to spend in cafes/restaurants and more likely to use takeaways. They are more likely to be in regular contact with CRT by both phone and email, and slightly less likely to support CRT financially than other boaters, but more likely to volunteer. Other differences include:

- Younger age profile: 48% under 55years vs. 28% of other boaters.
- Lower incomes: 48% less than £20k vs. 20% of other boaters.
- 20% travel alone vs. 5% of other

boaters.

- Less likely to have held a licence for a long time: 53% less than 5 years vs. 36% among other boaters.
- 67% satisfied with boating experience: vs. 73% among other boaters, but value for money ratings are similar.
- Negative view of facilities provision is higher: 37% poor/very poor vs. 25% among other boaters.
- 14% feel there are too many boats vs. 27% of other boaters
- Less likely to join boating organisations: 38% vs. 52% among other boaters.

**Boater satisfaction**

Overall 73% of boaters were quite or very satisfied with the waterways. Wales & Borders and West Midlands rank highest with the K&A and North West lowest. Depth of water and clearance of rubbish, litter and weed are aspects which people rate as the most important. Provision of facilities results indicated that average ratings (on 5 point scale) dropped from just above 3 in 2009 to just below 3 indicating room for improvement in quality and frequency of cleaning. There is a noticeable dip in the value-for-money rating with 76% reporting it OK or better, down from 84% in 2009. CRT comment: "This is not surprising in view of sharp increases in licence fees at double the rate of inflation since 2007. Fuel costs have also risen steeply".

**How boating data is collected**

'Data checkers' walk each stretch of towpath at least twice monthly. A 'sighting' is recorded using geographic information system enabled hand-held devices and the boat's index number, date and location is recorded. If the boat has no licence,

an action is created for enforcement officers. Sightings of boats without a home mooring are analysed regularly to build up a picture of their movements over time. In locations where the same boats are sighted repeatedly and consistently in the same place, more frequent visits will be made to help us form a view of whether the guidance for boats without a home mooring appear to be being breached.

In November 2011 CRT analysed 236,000 boat sightings between 1st January and 31st August 2011 and this suggested that over 2,000 boats coded as continuous cruisers had moved less than 10km during the period. The Trust commented:

*"We do not have sufficient staff to monitor all of these frequently patterns nor to process the resulting number of enforcement cases through to court action if necessary. In spring 2012, we therefore re-ran our analysis to concentrate on those boats that moved less than 5 km and we are now concentrating on approximately 600 boats that move the least and are regularly sighted on visitor moorings.*

*We are often challenged on why we do not enforce the mooring guidance more aggressively. Before taking action against a boat appearing not to move in line with the mooring guidance for continuous cruisers, we must have clear evidence of movement patterns with greater frequency than we are able to do as part of our regular monitoring. Once a boater is aware that we are taking more frequent sightings, the obvious response is to move on and at this point, we put the case on hold.*

*It usually takes many months to build sufficient evidence to underpin court action and many more months to secure a hearing date. Defendants regularly succeed in securing postponements of scheduled dates."*

**More information:**

A copy of the questionnaire is available on the CRT Extranet for members of waterway partnerships and Navigation Advisory Groups. If you have any questions, please contact [helen.boddy@canalrivertrust.org.uk](mailto:helen.boddy@canalrivertrust.org.uk)

**Typical spend on a boat per annum**

TOTAL	£3,900
Mooring fees	£2,000
Maintenance	£500
Licence fees	£700
Fuel	£350
Insurance	£250
Safety survey/work	£100



## News

Photos of the Collective Spirit here and through the magazine by Micheal's Bookshop, Ramsgate

More information:  
[www.boatproject.com](http://www.boatproject.com)

# Collective Spirit

## The Olympic boating legacy

A 30ft yacht, named Collective Spirit, was launched at Emsworth, Hampshire in time for the Olympic Games.

It was built from 1,200 pieces of wood, including a tiny piece from the Mary Rose and Jimi Hendrix's guitar, by artists Gary Winters and Gregg Whelan. The pair, known as 'Lone Twin', invited members of the public to bring wooden pieces to their boatyard. The only criteria were that the items were made from wood and had a story behind them.

Other donations included a section of Brighton's West Pier, a plank from the London 2012 velodrome, several hockey sticks, a Victorian police truncheon and a hairbrush used by a make-up artist at Pinewood Studios.

Each fascinating back-story was digitally recorded and photographed with its donor. Gary Winters said: "The callout was for objects which had a significance and a story and we were given some lovely things, personal and emotional things. It has been an inclusive project about celebrating ordinary people's lives in something extraordinary."

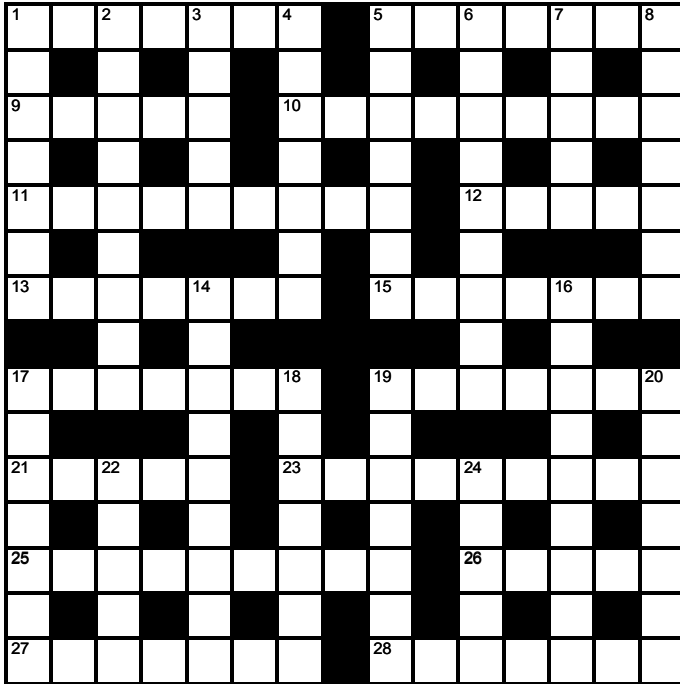


Photo above: HBBR boat builders collective [www.ukhbbbr.plus.com](http://www.ukhbbbr.plus.com)  
Below: Isis Communications



# NABO NEWS CROSSWORD N° 7

By Canaldrifter



**I name this boat ...**

Thanks to Brian Holt who spotted this widebeam narrowboat moored on the Cam at Upware. If you have you spotted a boat name that made you smile, please let me have a photo.

**Answers to Crossword No 6**

Across: 1 Canal, 4 And, 6 River, 9 Aldersley, 10 Delta, 11 Eye, 12 Criterion, 13 Swami, 15 Register, 19 Strong, 21 Graham, 23 Slushing, 28 Oared, 30 Buccaneer, 31 Ego, 32 Trust, 33 Whirlpool, 34 Cider, 35 Dog, 36 Watts  
 Down: 1 Chancer, 2 Nudging, 3 Lurkers, 4 All-time, 5 Doyen, 6 Rides, 7 Volcano, 8 Reading, 14 Oslo, 16 Err, 17 Tamp, 18 RAS, 20 Nun, 21 21 Gnostic, 22 Aground, 24 Locking, 25 Shallow, 26 Ice-boat, 27 Gurgles, 29 Deter, 30 Bowed

**Across**

- 1 Free-form etchers at Shroppie location (7)
- 5 Everyone is in the rally, but no depth (7)
- 9 Sheltered policeman on the L&L (5)
- 10 Waterside organ on the L&L (9)
- 11 Stranger canine run (9)
- 12 Reg about to be a water bird (5)
- 13 Belonging to groups of water boatmen? (7)
- 15 Long pounds? (7)
- 17 FMC jokers (7)
- 19 Climb locks quicker (5,2)
- 21 Bogie up the mast! (5)
- 23 Sad ring of flowers (9)
- 25 Computer programme praised? (9)
- 26 A whole beast barbecue on the GU? (5)
- 27 Yorkshire navigation backs red for left (7)
- 28 Opposite of 3. Writer in action (4,3)

**Down**

- 1 GU location loses race but scores 51 in maths (7)
- 2 Bad crises on river keep you active (9)
- 3 Boxer orders his child to moor up, we hear? (5)
- 4 Boat gatherings where all descend badly maintained locks! (7)
- 5 A few leavers tumble (7)
- 6 Orange car crashes due to driver being opinionated (9)
- 7 Undo but be defeated around a ring (5)
- 8 Lot Mead lock, GU and wooden boat builders (7)
- 14 Examine crew member on the river Chess? (5,4)
- 16 A friendly bore? (5,4)
- 17 Naval battle on the ness? (7)
- 18 Boat correct in publishing work(3,4)
- 19 Measured depth and called loudly? (7)
- 20 Assumed topside reposition (7)
- 22 Rising on the cut, and a deck above! (5)
- 24 Jostle a working boat? (5)



The NABO AGM

# Now it's your turn...

## The Annual General Meeting of the National Association of Boat Owners

**Nominations** must reach us by 10th October 2012

**Resolutions** for the AGM must reach us by 1st October.

Please send to [gen.sec@nabo.org.uk](mailto:gen.sec@nabo.org.uk) or by post to; RICHARD CARPENTER, Mill House End Farm, Croston, Leyland PR26 9HB

**N**ow is the time for you to join the dedicated souls that make up NABO Council and stand for election for 2012–2013, so you can have even more say in what we do. The Council meets around seven times per year and the work is rewarding and interesting ... and occasionally frustrating. You'll learn what goes on behind the scenes and make new friends into the bargain. If you feel you might be out of your depth, worry not; one of us will act as your mentor to help you with the few formalities. Don't be shy!

Please complete the nomination form, photocopy it if you would rather keep your NABO News

intact, then return it to Richard Carpenter, General Secretary, by **10th October**.

If you don't have anyone to propose and second you, don't worry, just phone one of the Council members and we can sort that out for you. Please use the space on the nomination form for necessary declarations, or include an attached sheet.

### Resolutions

Please send the General Secretary any resolutions you wish put before the AGM meeting with the names of proposer and seconder by the **1st October**.

## A change of venue for the AGM

Council decided that the AGM should try a visit to the west country (normally it's held in the midlands). So much in terms of boating issues, mooring permits, Trust (K&A and CRT) activities emanate from the region, quite apart from a good level of membership in the area.

The address is Brookhaven, on the Trowbridge Road at Widbrook near Bradford on Avon, Wiltshire, BA15 1UD, Tel 01225 309318. The pub forms part of the Bradford-on-Avon Marina complex. The meeting room is upstairs. By water, the pub is on the edge of the marina near Bridge 170.

Room open and tea and coffee from 10.15am. The AGM starts at 10.45am and lunch at 1pm.

The AGM will take a format that sees the Association's business dealt with first, normally about an hour, followed by an informal debate on 'Boating Issues', the future role of NABO and other organisations in the light of the change to the CRT. Boat owners in the region will receive invitations as our guests as well as key managers and trustees.

### In relation to nominations, the NABO Constitution states:-

- Only full members are eligible to be nominated for election to, or to be members of, the Council.
- Any member seeking election or re-election to the Council who is, or has at any time in the previous 12 months, held any position of influence or authority in any organization which is involved with the inland waterways, or has any personal interest which is likely to affect their dealings with outside bodies on behalf of the Association, shall declare their interest at the time of being nominated for the Council.
- Any member seeking election or re-election to the Council who is, or has been at any time in the previous six years, convicted of any criminal offence, or involved in or threatened with litigation, or involved in or threatened with formal insolvency proceedings, or the subject of a formal inquiry, shall declare the full circumstances and current status at the time of being nominated for the Council.



# Nomination form for the Nabo Council

Nominee

**Name**

**Address:**

**Tel:**

**Email:**

**Boat name:**

**Signature and Date:**

Proposer

**Name:**

**Address:**

**Tel:**

Seconders

**Name:**

**Address:**

**Tel:**

In 80 words or less, please tell members why they should elect you to NABO Council:

Any declarations required by the Constitution:

Send to: RICHARD CARPENTER, Mill House End Farm, Grape Lane, Croston, Leyland, Lancashire, PR26 9HB to arrive by 10th October 2012

NABO celebrates 21 years

# Snippets from NABO News

As NABO approaches its 21st anniversary, **Tony Haynes** has edited and abridged some quotations.

Here he looks at issues from NABO Newsletter in 1996.

Issue 96/1 February 1996

**Happy Birthday!:** NABO celebrates its fifth birthday.

**Angling:** BW is revising the Waterways Code for Anglers. Current concerns are fishing close to locks and fishing opposite moored boats. Anglers claim that the 'no fishing within 50ft of a moored boat' rule only applies to fishing on the same side.

**Dredgings:** The government have accepted the arguments of NABO and others that dredgings are to be excluded from landfill tax.

**Overstaying:** BW are proposing to introduce a penalty of £5 per day for boats overstaying on Birmingham City Centre moorings.

Issue 96/2 March

**Front page:** The first front page photo carried by the newsletter appears.

**Membership:** now approx 1500. A membership drive is taking place.

**Headline News:** Boat Safety Scheme slammed at BW National User Group Meeting. Reps criticised BW's handling of the introduction of the scheme as 'flawed' and 'inept' and said it was being too inflexibly applied.

**Drought:** The NRA Southern Region is warn-

ing that the low winter rainfall and failure to replenish water resources could have serious consequences this summer. The situation is equally serious in other parts of the country, especially the Pennines.

**Houseboat certificates:** Two members who were warned that they could not renew their houseboat certificates contacted NABO. After ignored complaints and communications, eventually BW did renew the certificates, 'We were assured that the fact that BW had been negotiating with a businessman who wanted to lease the site and wanted the boats off it, had nothing at all to do with it.'

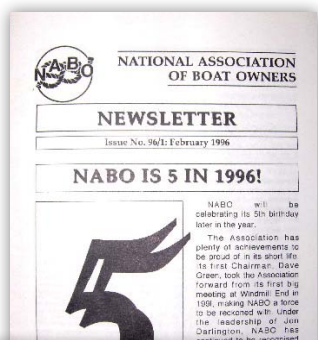
**BSS:** 'It is intolerable that the Technical Committee set up to advise BW & NRA on technical matters has only met once and the technical manual which is vital for proper interpretation of the standards has never been put before the committee!'

'On the question of single core wiring it has now been decided that this would be alright. It was pointed out that this 'one minute it's banned, one minute it's OK' approach is wholly unacceptable.'

**Angling again (letter):** Many boats sprout fishing rods. Does that 50ft rule apply to them or is it all right if you're on a boat?

96/3 May (28 pages)

**River Wye:** The EA has applied to become the navigation authority on the River Wye. The draft order would give it authority to remove boats moored without authority, to demand names and addresses of all persons on board vessels on the up-



per river, and prohibit discharges of water from boats, which could effectively ban engine cooling water. Rumour has it that powerful salmon fishing and land owning interests are anxious to keep boaters out. NABO has written to the Secretary of State for the Environment objecting to the draft navigation order.

**Naked lights:** The ex FMC steamer Monarch, built in 1908 but fitted with a modern steam engine, was prevented from going through the Harecastle tunnel because it had a naked light in its firebox.

Issue 96/4 July

**BSS:** It is reported that the only qualification required to be accepted on a BSS examiners' course is a cleared cheque.

**Mr Finch:** is out of jail and a boat break-in at Blisworth bore all his hallmarks.

**Thames & Severn:** Restoration is threatened by the building of the A419 Latton bypass after the Transport Minister announced that a navigable culvert would not be provided.

Issue 96/5 August

**Are the waterways at risk? (front page headline):** BW's grant is to be reduced by 10% from £51.4m to only \$47m. BW considers this level of funding to be insufficient and has informed government that without sufficient funds the safety and integrity of the waterways network will be put at risk.

**Council out to meet boaters:** Council members gave up a regular meeting to man Braunston, Hillmorton and Napton locks to meet boaters.

**NABO on TV and Radio:** A member describes the BSS scheme as a solution to a problem that doesn't exist.

**SUSTRANS:** appoints a towpath

ranger on the K&A. His job is to make sure cyclists do not run ram-page, and he would try to maintain order on the canal itself.

Issue 96/7 October (40 pp)

**Front page headline:** BW Licences to rise by over 30% (over three years). Chairman's column: 'It is with great sorrow and anger that I learned that BW is effectively scrapping the hard-won consultation approach that we have been working towards for so long. I believe that they intend to manage boaters with a capital M and control us with a capital C and most of all screw as much money out of us as possible.'

**Licensing:** BW & the EA are working towards a common system of licensing. From 1st January 1997 they have agreed up to 15 days cumulative per year free mutual access for pleasure craft.

**BW Chairman's payments:** Between March 1995 and March 1996 payments to the BW chairman went up by 40%. Payments to other board members went up by 25% and the chairman's pension provision went up by 89%.

**Consultation:** 'We have lodged a complaint that we were not consulted over the increase in licence fees and are astounded to read that BW claims to have consulted extensively on new licence and mooring conditions when we were not even informed that they were being reviewed.'

**Railings:** are appearing at locksides on the Lee and Stort and one at the top of Wigan.

96/8 December

**Steam boats in tunnels:** BW has announced that steam boats will be permitted in all tunnels except Harecastle. There is a concern that sparks from a boiler could ignite exposed coal in this tunnel!

# Because you're worth it

**David Fletcher** takes a look behind the headline figures on pay for CRT top executives

**C**RT recently announced its view on pay for the Trust's executives. It says that Trustees have taken time to make soundings from inside and outside the organisation to ensure a proper balance of market comparators in the social and the commercial sector. Advice has been obtained from two remuneration and recruitment consultants. The CRT proposals broadly follow the recommendations of the consultants. The Trust points out that:

- It will be one of the largest charities in the UK.
- It is also one of the more complex charities because it manages an estate with considerable risks.
- It has a very substantial commercial business with a relatively large and dispersed staff.
- It has onerous statutory and legal obligations.

Having considered all the advice and needs of the Trust, they have decided to make these main changes:

- 1 To reduce the size of the executive team by amalgamating the Technical and Operational roles. The current Technical Director, Jim Stirling, will take voluntary redundancy and Vince Moran will assume the role of Technical & Operations Director with effect from October 2012.
- 2 Nigel Johnson, the Legal and Corporate Services Director, will retire in late 2014. CRT has decided that in the longer term the Trust does not require the expertise of a full-time Legal Director of Nigel's calibre. So the role of

Legal Director will not be replaced in 2014.

- 3 The performance-related pay scheme will change (from the current potential to earn 30%, or 40% for the Chief Executive) to a maximum of 15% for all directors, except the Property Director. Furthermore these payments will be awarded only when there has been exceptional performance and performance-related payments to all directors will no longer be the norm.
- 4 The Property Director will have the potential to earn up to 30% of salary if he achieves exceptional performance against market comparators or business plan targets.
- 5 All directors' pay will fall within the band £120,000-£160,000 per annum. The Chief Executive's pay will fall between £175,000-£200,000 per annum.
- 6 The immediate consequence of this decision is that the Chief Executive's pay will be £195,000 and the Finance Director's pay will be £160,000. At the same time CRT will increase the pay of the Technical & Operations Director from £147,000 to £155,000 as recognition of the very considerable increase in the scope and responsibility of this role. The Property Director's salary also increases from £140,000 to £155,000 as a reflection of market comparators. CRT say that these packages are still below open market practice but are appropriate for the Trust.
- 7 For the fourth year running, directors will not receive a stand-



CRT Directors; Robin Evans, still laughing, Nigel Johnson, retiring in two years time and Stuart Mills, looking forward to a large bonus this year, between them taking half a million of the CRT pot. We look forward to their delivery to justify these levels of pay.

Photos: CRT

ard pay increase, including the 3% standard pay increase that is being awarded elsewhere in the Trust in 2012.

**8** Only one Director, the Property Director, will receive a performance related pay award this year. He is the exception because CRT regard the financial outcome of the sale of Wood Wharf as exceptional and performance pay is the market norm in this sector.

The Trustees say that this approach will deliver value for money and will allow them to retain and in future recruit the people we need at competitive and appropriate cost.

#### **So what does NABO Council think?**

Overall there is cautious support. The levels of pay are broadly in line with the pay levels provided by the National Trust in their 2011/12 annual report and we judge that to be a reasonable comparison. NT too has seen some downward pressure on pay levels in the last year. The details of the director's bonus scheme are not disclosed and this is important. Neither are the details of the pension contribution revealed and this also represents a significant part of the package.

Jim Sterling, the Technical Director is to retire and Vince Moran is taking over both roles. Jim has been out of the role for some time, dealing with many of the issues around the set-up of the CRT, so this is probably a small change. But it does mean that one director now answers to the Executive for both integrity and operational performance. This means that the Executive no longer has direct access to this balance with one person answering for both issues. How the Trustees and Executive will compensate for this remains to be seen.

Nigel Johnson, the Legal director is to retire in 2014. Clearly CRT is

not thinking about a new piece of primary legislation any time soon! CRT has to address the issues of mooring enforcement in the coming years and they need to get organised for that. We are cautious that overall legal costs might grow, due to the need for external legal advice, and the need for a senior wise head could be a more cost effective solution.

The Property Director has been selected for special treatment with a higher base salary and the potential for a higher bonus. The proposed salary is already a lower quartile in the consultants' comparisons. This is one of the main CRT earners and understandable that Trustees want to give it special treatment to generate the best outcome. But there are other aspects: there have been developments in the past where potential income has overridden heritage and in-context development of waterside locations. These highlight the difficulty of setting bonus criteria in a primarily commercial area. Other aspects than money have to be considered. We are also cautious about a bonus paid for this year for the performance at Wood Wharf. Bonuses on single developments are rarely attributable to one individual and are more usually a case of being in the right place at the right time.

So overall this is not a step out by the Trustees. They are understandably concerned to maintain the confidence of DEFRA who will be watching carefully. Executive pay is a major public issue at the moment. There is an expectation that the Trust would be a leader and not just follow the salary market as described by consultants. We are not seeing that. Pay at these levels demands exceptional performance with demonstrable value added for the customers and stakeholders. We look forward to the delivery to justify these levels of pay.

#### **More Information:**

The remuneration and recruitment consultants report summaries can be downloaded from [canalrivertrust.org.uk/media/library/1419.pdf](http://canalrivertrust.org.uk/media/library/1419.pdf)



# NABO asks, CRT answers

Some questions posed to the CRT Council and replies from Trustee John Dodwell.



John Dodwell and his BCN tug *Helen*



## Cost of boating

The plan is for licences to rise by the CPI+2% and the cost of mooring has also recently increased. BW maintained that it has a duty as a public body not to dominate or undercut the market. The effect is inherently inflationary and could be construed as anti-competitive. User groups in the past have been universally against mooring auctions, which fix prices at the top end of the market. The recent KPMG report on the CRT finances shows expected growth of leisure income in line with inflation. We suspect that we are now at a point of peak boats and there will be no more income from growth. If numbers drop are we to expect boaters to pick up the cost through increased licence costs? NABO believes that the boating market is fragile and licence and mooring increases of above inflation are not sustainable. It is in nobody's interest to quench the market.

## QUESTION

Will the CRT avoid licence increases above inflation for the next five years?

Will CRT change the policy of mooring pricing and cease to operate auctions?

## REPLY

**O**ur expectation is that there will not be an increase in boat numbers over the next few years. The KPMG report gives a good summary of these figures: total income from boat licence fees is forecast to increase by 4% p.a. in the first three years from 2012/3 and then by 2% p.a., which is below the 3% inflation assumption in the projections. Total

mooring fees income is expected to increase by 2-3% p.a. over the 15-year projection period, due to an expected increase in residential moorings. Any growth in mooring fee income is expected to be affected by a reduction in online moorings and an increase in moorings in marinas. If the Trust receives more than this, then splendid—it then opens up the chance of spending more on the day-to-day service levels.

We are obviously aware of the likely effect of the recession on total boat numbers and we watch the figures closely. Each Trustee bi-monthly meeting receives the number of licences issued. We know that the number of new boats being built is down on recent years. I agree with you that it is in nobody's interest to stifle the market. Quite apart from the vibrancy that boats bring to the waterways, they provide an important source of income. Adding together licences (£17.4m), moorings (£5.9m) and BWML's\* gross income (£6.9m), BW earned about £30m in 2011/12 in England and Wales from boats: note the approx 3:1 ratio of licences to moorings income.

The Trust inherited the BW plan of a 3 year period of licence fees increasing by 2% above inflation and we do not have any plans at present to change that. You ask if you should expect boaters to pick up the effect of falling boat licence numbers. I'd ask you to bear in mind that boats are only one of the Trust's income sources. Excluding third-party funded works, BW's annual income has been about £150m and so boats produce about 20%, so it doesn't follow

\*British Waterways Marinas Limited is a private limited company registered in England and Wales.



that a fall in boat numbers would automatically mean an increase in the licence fee; there are other sources of increased income, (e.g. property rents). And bear in mind that further reductions in the evasion rate will help, if only a bit; every 1% improvement should bring in about £175k gross (i.e. before any consequential additional costs of enforcement).

But—and this links to your first question as to whether the Trust will avoid licence increases above inflation for the next five years—you wouldn't expect me to give guarantees about the future. I cannot think of any company, with the possible exception of regulated utilities, that would give a five-year price commitment. For the moment, please be comforted by the assumptions given in the KMPG report. Please also bear in mind that the first three years will be tight. And please don't assume everything will be rosy when we get the increase of £10m p.a. from the Government in 2015—lots of people have ideas on how to use that!

On moorings, Stuart Mills now has responsibility for the Trust's moorings other than those run by BWML and he is looking at whether some can be improved and thus justify a higher income. The Trust isn't the only moorings provider and the quality varies a lot. BWML has

about 11% of the market and the Trust's directly managed moorings account for ~13%—generally simple sites on the towpath or offside. Many linear moorings on the offside are managed by boat clubs and riparian landowners. On mooring auctions, this has proved to be a far better means of allocating vacancies at the Trust's mooring sites. Previously a great deal of staff time was taken up in administering waiting lists and dealing with challenges about the fairness of the process. Auctions ensure that a vacancy goes to the person who values it the most.

When the system was first launched, before the end of the 'boom' years in 2007, I'm told that many vacancies were let at a substantial premium over what existing customers were paying. However, the picture has changed significantly with market conditions, as the system was designed to do, and today we're seeing the majority of vacancies being let at below the published price.

While the Trustees have not yet discussed pricing policies relating to boating, I do not think it likely that they would want to change BW's fundamental approach of pricing moorings according to the market. This, after all, is required by UK and European Competition Law

Photo: Peter Fellows

The data from mooring auctions forms one factor in influencing the regular reviews of fees charged to established customers. These market reviews are published and the auction data itself is available to download from the website.

**CRT openness and transparency**

One of the considerable difficulties that NABO has observed with BW was the lack of openness and transparency. As a nationalised industry, BW has felt little need to operate in an open manner and we predict that changes will be slow and culturally difficult. One aspect of this has been addressed by using the Freedom of Information (FoI) Act to force disclosure of information about day-to-day activities of the operation of the system. The necessity of this is regretted. An example is BW Board papers, which regular-

meetings. There have also been many changes to the canalside that BW has implemented without consultation with users (e.g. bollards, tail bridges). NABO has offered to provide advice, but BW has not systematically taken this up.

**QUESTIONS**

Will CRT undertake to publish the relevant board, operational and partnership papers promptly in order that stakeholders can be correctly informed?

Will CRT systematically and without fail consult with relevant user groups on changes to canalside structures and furniture?

**REPLY**

*I welcome that NABO wishes to be involved in solutions and I look forward to your comments on the points above, including those where I have shown how NABO can help. I'm sorry the reply is so long but the points you raised are important and they merit a lengthy response.*

ly failed to be published on the BW website. Another is information on enforcement practices and progress. It is self-evident that if stakeholders are asked to support the Trust, they need to be able to find out what is going on in the management structure. NABO would like to see a routine in which papers such as board, council and partnership papers are available within four weeks on the CRT website, and that additional papers such as the CEO's report to the Board are also made available. In addition we would like to see publication of the minutes of Partnership

The Trust wishes to engage more widely with waterway users, especially locally. The Waterway Partnerships are one example and another is the specialist advisory groups such as the Navigation Advisory Group (NAG)—and of course BWAf continues, albeit under a different name. Yes, the need for a culture change from a Government agency is recognised, although there has already been a fair amount of that already (e.g. by the involvement of the whole waterways fraternity in the move to the charity sector). One of the things I've noticed since becoming a Trustee is that not all people outside BW recognise that culture change is needed outside as well as inside the Trust. A lot of people's frustration and criticism appears to be down to them not having the right information and/or not knowing where to go to get it. I've sometimes found that once I've been able to explain reasons there is better understanding. Which I suppose boils down to why I say to people: "If you're unhappy, then ask me!" I very much hope that with the Trust there will be less feeling that the FoI procedure needs to be invoked;



it costs money to provide answers that comply with FOI requirements. I'd like to see people asking the right person for the information they need (if in doubt, ask me and I can point people in the right direction). If that fails, then by all means go the FOI route.

As for putting minutes on the website in a timely fashion, there is a need for minutes to be approved at the subsequent meeting as they may need correction. This is something I have raised with management. But I'd ask you to bear in mind that the responsibility for this lies in Nigel Johnson's department, and they have been exceptionally busy with the transfer to the Trust. Nigel had to deal with 26 different legal documents, which has involved dealing with DEFRA's internal and external lawyers, The Treasury, the pension fund and their lawyers as well as the Trust's own external lawyers. In such circumstances, I can forgive his having had to decide that putting minutes on the website was a lower priority! All BW Board minutes can be viewed online as can all the Trustee minutes and papers. It is intended that the notes of Council meetings will be put on the website

Partnership meeting minutes will also be on the website. This is the responsibility of each Partnership and some may be slower at getting these up than others, but minutes are shown for the West Midlands and North West Partnerships on the BW website. East Midlands Partnership minutes are online and others will follow as they get established. It is something we will monitor over the early months of their existence. So, the Trust does intend to publish the relevant board, operational and partnership papers on the website, but with so much going on and so much being new, including the Partnerships, please give us a little

breathing space to get this sorted.

On consultation, bollards were some years ago and I recall BW admitting their consultation on these could have been better. On tail bridges, I know there was consultation, albeit some people feel the list of consultees should have been larger. I've suggested to Ivor that a bigger list should be compiled by the West Midlands Partnership.

On the general point, it would be helpful to discuss with NABO which changes to canalside structures you think should be the subject of consultation—and who should be consulted. Your input would be appreciated since you are obviously unhappy with the present arrangements. But there comes a time when management has to get on and manage!

When, having listened to various views, management has to decide which to follow, given that they may not all be the same. Also, we have to get consultees to understand that in the end management has to take the decision as the responsibility rests with them and this may mean some consultees not getting what they wanted.

### Service levels/maintenance

Future budgets will always be tight and it is all too easy for CRT to cut back on the day-to-day spend, including issues like vegetation management, dredging, provision of sanitary stations and moorings in congested areas. We expect that the CRT Council will objectively monitor the performance of service levels and maintenance so that the boater experience is pleasurable and value is maintained for the licence and mooring money paid.

### QUESTION

How will CRT ensure that adequate funding is directed to day-to-day service levels?

### CRT minutes online

BW Board minutes can be viewed at [www.britishwaterways.co.uk/meetings/board-papers](http://www.britishwaterways.co.uk/meetings/board-papers)

Trustee minutes and papers can be viewed at [canalrivertrust.org.uk/publication-scheme/legal-and-governance/minutes-of-meetings-of-the-board-of-trustees](http://canalrivertrust.org.uk/publication-scheme/legal-and-governance/minutes-of-meetings-of-the-board-of-trustees).

Notes of Council meetings will be at [canalrivertrust.org.uk/about-us/governance/the-council](http://canalrivertrust.org.uk/about-us/governance/the-council).

East Midlands Partnership minutes can be viewed at [canalrivertrust.org.uk/noticeboards/east-midlands-waterways](http://canalrivertrust.org.uk/noticeboards/east-midlands-waterways)

## REPLY

**A**s you say, budgets going forward are going to be tight, especially in the next three years. The KPMG report shows how the budgets are split between various headings. The spend on major works over the last ten years has reduced the percentage of major infrastructures (embankments, locks, tunnels, cuttings, reservoirs, culverts, bridges, etc.) in the worst categories from 30% to about 17%. Since 2004, there has been underspend, compared to steady state figures, on maintenance, dredging and customer service. However, the gap between what that model shows should be spent and what actually is spent should narrow from 2015, with the actual spend projected to increase from 82% to 94% of steady state.

**Vegetation management**

On vegetation management, there was a blitz last winter on tree cutting, which was made easier by using contractors who could bring in the extra manpower needed. On my boat near Stourbridge, I saw how much work has been done from Stourton to Great Haywood, not just trim-

ming the offside trees but cutting branches back to the trunk. I know a lot of work was done north of Tring, on the Macclesfield, Peak Forest, Huddersfield Narrow and Rochdale. If any of your members know of cases where you think vegetation is not being kept under control, please tell the waterways unit manager and feel free to copy me in. On dredging, my boat draws 3ft and I can assure you that the Trust senior management know my views that more dredging is needed. Again, I'd ask your members to let the local manager know where you think dredging is needed. The guys in Leeds who co-ordinate this have their hydrographic surveys, but reports from users are also used to decide where to dredge. Pressure from users could have an impact, although any increase in dredging expenditure would require a reduction in some other maintenance spend. The Trust is already planning for more dredging, especially after 2015 when there is the £10m p.a. increase in Government funding. I'm not sure what you'd like to see on sanitary stations. Are you saying there should be more (if so, where do you have in mind?) or are you talking about their condition? I get the Waterscape notices and see some about a sanitary station temporarily out of use, but most times it seems the problem is sorted out within 24 hours or so.

Your question on how would the Trust ensure adequate funding is directed to day-to-day service levels is a pretty wide question but I hope that my remarks above have helped, such as the percentage of the steady state budget already being spent and the planned increase. However, the need is to establish priorities when the financial pot is not big enough.

**Stakeholder engagement**

BW has struggled with stakeholder



engagement over the years, related to the culture of a nationalised industry. The attitude has been 'we know best', and 'we will engage and discuss so long as everybody agrees with us'. CRT faces many issues surrounding the operational assets, the law, byelaws and terms and conditions for services. These are highly problematic and little progress has been made in the last ten years. There is a need to move forward with full stakeholder engagement. All indications are that boaters are generally supportive of enforcement of the 24h, 48h and 14-day rules and wish there to be more enforcement to discourage overstaying.

#### QUESTIONS

What is the extent of the mooring overstay problem, and how will CRT go about solving it?

How will CRT address the significant stakeholder issues in mooring hot spots such as K&A, River Lea, South Oxford etc.?

#### REPLY

**M**ooring restrictions enforcement is high on our agenda. The need for visitors' moorings to be available to visitors is appreciated, not least in the context of the benefit brought to the local economy. As licence evasion is significantly down, the evasion teams are now moving onto mooring restriction offenders. There is a vocal minority who are not keen on obeying the rules and it will help if NABO and others could show their support for compliance with the rules—and do so frequently! I gather one Lee meeting was dominated by rule-breakers, as was a subsequent consultation exercise. Some of the offenders are quick to find excuses, such as a claim that because ducks were nesting on the boat fenders, the boat could not move! Trustees know of the Bath, Lee/London and Oxford problems.

Observations of boats without a home mooring found evidence that 1,000 appear not to have moved beyond a single 5km length, and a further 1,000 appear not to have moved more than 10 km. Obviously this represents a real challenge to our enforcement team and the practicality of pursuing the legal process on such a large scale is doubtful. This is

*I hope you'll be comforted by the fact that a discussion [on CCs] is taking place so early in the Trust's existence.*

why alternative strategies are being developed in the main hotspot areas. I attended a K&A Partnership meeting in late June when concern was expressed over slow progress after a local consensus in the Bath area had apparently been reached. Having followed up on that, it emerges that there was in fact little local consensus, but the Trust's managers have developed a plan based on the discussion that took place during the lengthy consultation period. They have discussed this with representatives of the K&A Partnership, which has set up a sub-group to consider the proposals and prepare advice to the management team.

On the River Lee and Regents Canal, work is being supported by Locality, a specialist agency in the development of social enterprise and community involvement with the aim of achieving a financially sustainable solution to moorings control. Non-compliance with continuous cruising guidelines is on the Trustees' agenda at our September meeting and I hope you'll be comforted—a bit—by the fact that such a discussion is taking place so early in the Trust's existence.

#### Feedback to the trustees

John Dodwell can be contacted on 07802 961485 or [john.dodwell@canalrivertrust.org.uk](mailto:john.dodwell@canalrivertrust.org.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.

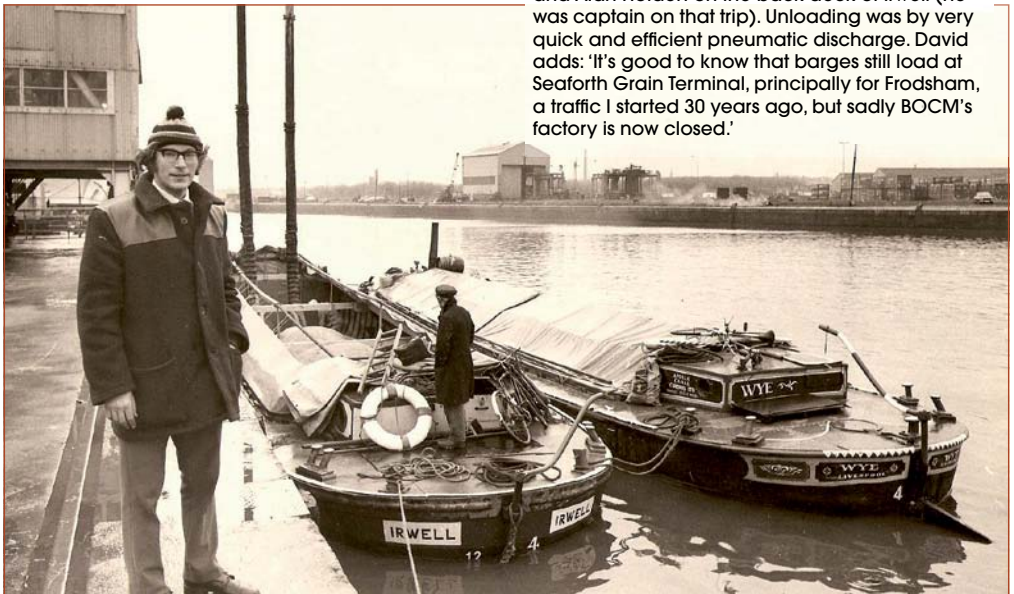
## More on Kelloggs

I read with great interest the article 'Corn to Kelloggs' by Alan Holden (March issue). It certainly brought back memories of the Kelloggs' boats, which were still operating when I purchased my first commercial craft, the Leeds & Liverpool short boat *Wye*, then carrying coal from Bickershaw (Plank Lane) to Trafford Power Station. It was about this time that I first got to know Alan who was involved with a new carrying company—Northern Counties Carriers Ltd—set up to acquire Leeds & Liverpool craft and re-start operations on the L&L and Bridgewater canals in particular. Alan is a fine boatman and has my greatest respect. I was therefore slightly surprised to read 'On 30th March 1974 the last commercial traffic on the Bridgewater Canal saw the end of deliveries to Kellogg's factory...' As intimated Alan was himself involved in the subsequent restarting of traffic on the Bridgewater

Canal when Northern Counties Carriers, Apollo Canal Carriers (myself) and Derek Bent secured contracts to carry grain and similar cargoes for BOCM Silcock whose transport manager, Hugh Porter, was very keen to maximise use of the inland waterways, running a fleet of barges based in Selby and using river craft extensively in the Mersey.

Initially we loaded *Wye* with grain screenings in Brunswick Dock, in Liverpool's south docks, on 21st October 1974 for the BOCM factory in Selby to see if it was feasible to carry commercially over the full length of the L&L Canal, and although the trip was successful (with a return load from Whitley Bridge to Manchester, Alan

A publicity photo taken 18th November 1974 at BOCM's Manchester factory, opposite No 9 Dock, where short boats *Wye* and *Irwell* are unloading grain screenings in one of the early trial trips from Brunswick Dock, Liverpool prior to Seaforth grain terminal opening. David Lowe is on the dock side and Alan Holden on the back deck of *Irwell* (he was captain on that trip). Unloading was by very quick and efficient pneumatic discharge. David adds: 'It's good to know that barges still load at Seaforth Grain Terminal, principally for Frodsham, a traffic I started 30 years ago, but sadly BOCM's factory is now closed.'



Holden himself as skipper as I recall) and a number of loaded trips were made in both directions over the summit it was agreed that Liverpool to Manchester via the L&L and Bridgewater Canals was the more reliable and easier route with fewer stoppages and the canals in better condition. Regular trips Liverpool to Manchester, started on 10th December 1974, loading at the new Seaforth Grain Terminal and continued through 1975 and beyond. Northern Counties Carriers pulled out of the job fairly early but Derek Bent continued carrying over the L&L and Bridgewater canals until 1978. Thus the last commercial load, as far as I am aware, was carried over the Bridgewater Canal in September 1978 in *Weaver* (30 tonnes of herring meal from Selby to Manchester).

Since the early 1970s, domestic coal has been carried by various operators along the L&L and Bridgewater canals and this continues today, but as far as general cargo is concerned while the Kelloggs' traffic was the last regular heavy traffic on the canal, the efforts of Alan and others to retain traffic after its cessation should not go unrecorded. By chance as I write this I am fielding a serious enquiry for an inter-factory traffic between the Bridgewater and Manchester Ship Canals—so who knows?

**David Lowe**

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### The debate continues

Mike Joy's explanation of the motives of so called 'continuous moorers' is disingenuous. Just as it would be if I described his misplaced assessment of my motives as mealy-minded, divisive and wrong. I also question the wisdom of NABO News not offering an ongoing calming influence on this difficult topic, but instead continuously publishing the polarities of the argument. We are all boaters together and should all support each as a first priority.

NABO might see fit to use its influence to this effect rather than maintain, even if it is inadvertently, an ongoing widening of the divisions that clearly exist. Letters like Mike's may make good copy but they ultimately split the ranks and undermine the membership. Not a good idea when so much that is ahead of us needs unity of action and good intent.

PS I see Mike signs off as 'nb Holly'. I've always

suspected, probably incorrectly in spite of the evidence to the contrary, that there is a correlation between those who believe they own a narrow boat and a style of thinking of the same shape. Please note: mine is a canal boat.

**Simon Greer** Canalboat Arabia.

### Simon Robbins replies:

While I sympathise with Simon Greer's letter about trying to unite thinking on the subject of continuous cruising, for me the difficulty is not boaters of any persuasion or opinion, or NABO, or the other representative organisations. It is BW's persistent failure to adopt an adequate transparent and effective approach to enforcement. All the parties can bang on as much as they wish but the power to do something about this was in BW's hands and it systematically failed. Will the CRT do any better? We have been recently told all this is priority for the new trustees so let's see what they come up with?

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### UMBEG

It's Mick Joy who hasn't got it. He accuses Tony Swatton (May 2012 NN) of being a 'continuous moorer' and of mooring on the same stretch of bank indefinitely. Yet Mr Swatton clearly said that the reason he had never paid for a mooring fee was: "...because I just keep moving". He plainly has not moored on the same stretch of bank indefinitely. The public right of navigation on the Thames includes the right to 'moor, anchor or remain stationary' for a 'reasonable time'. 'Reasonable time' in this context has not been defined. On CRT/BW waterways, boats are entitled to use the waterways without having a permanent mooring provided they do not moor for longer than 14 days in any one place, unless it is reasonable to stay longer.

The marginalisation of the right to use and live on a boat on the waterways without a permanent mooring, and the demonisation of the boaters who exercise that right, is exactly what UMBEG, the IWA and CRT want. This is why three boaters without home moorings have made a complaint to the Waterways Ombudsman about the CRT's refusal to stop using derogatory terms such as 'continuous moorer' and its unwillingness to correct misinformation published on the CRT website about itinerant boat dwellers. This

## Letters to the Editor

kind of abuse would be considered unacceptable if it was used against other minority groups (since the 1990s the proportion of boats without moorings has remained constant at 10%). Do other boaters really want to be party to this campaign of bullying?

Many waterway users and waterside residents do not know that boaters are legitimately entitled to live on their boats without having a permanent mooring. They have been led to believe the deliberate misrepresentation of boat dwellers without home moorings that has been spread by CRT, its predecessor BW and a number of other organisations. It is time that this group of customers is treated with the same respect as other users of the waterways.

**Panda Smith**

National Bargee Travellers Association

### Thank you and goodbye

After ten years' continuous cruising we are going back to dry land. We would like to say thank you and goodbye to all the people who have shown us such kindness over the years and made boating such a wonderful way of life. We wish you good luck with the new CRT into the future.

**Mike and Ruth East** nb Kennerley

mikeruthandrosie@hotmail.co.uk

### Flag waving

I was interested in Stephen Peters' comments in the last issue about pageant boats illegally flying the union and St. George's flags. I wondered if there was any reasoning behind the continued illegality of flying these flags or if it was just one of these laws that was passed in the mists of time that has no logical purpose in these modern days. Is it also illegal to fly these flags on houses or cars as many people do today? I also wondered how else people could express their patriotism and support for teams taking part in national activities such as the Olympic games and world cups or indeed support for our monarchy. Perhaps it is time for the anoraks to allow those who wish to express their support for the nation and it's monarch to do so without criticism.

**Mick Joy**, nb Holly

### Stephen Peters replies:

The wearing of national flags is governed by the Merchant Shipping Act 1995, which consolidated earlier Acts and it makes it an offence for a British ship to wear any ensign other than the red ensign unless holding a warrant from Her Majesty or the Secretary of State (Note that all pleasure craft are ships for the purposes of the Act)—in other words only a red ensign, unless a member of a recognised yacht club with a warrant to wear a blue or defaced blue ensign. Only members of the Royal Yacht Squadron may fly the white ensign which is otherwise reserved for the Royal Navy. I always fly the defaced blue ensign of the Cruising Association together with the CA burgee on my boat. Similarly, only Royal Navy ships may fly the Union Jack from the jack-staff when at anchor. The equivalent flag for a civilian ship is the Pilot Jack, a Union Jack with a white border, which I sometimes fly. The flag of St George is reserved for Admirals and flying it on any other vessel is an offence with a fine of £1000—and owners have been fined for such transgressions. I did not make the law: I am simply reporting what it says—and it does not apply on land!

### Steamed up

Once again I feel compelled to put fingers to key board: Stephen Peters did a wonderful piece on the Thames Diamond Jubilee Pageant, except for a small mistake (we are all human). The narrowboat 'President' is not the only steam narrowboat in commission. Here in the Midlands I know of two others that have passed my mooring in the last few months and am sure other boaters have seen others. At least the other two steam powered narrowboats slowed down when they passed, which cannot be said of President.

**John Ogden** nb Pen Gladnest

### Stephen Peters replies:

I did say the only such steam-powered vessel still in commission because I was aware of more recently built steam-powered craft. President was built in 1909 I believe whereas the other steam narrowboats are less old. I wonder if President is able to slow down? Thanks for reading the article and responding.



### Cruising down under

I am a recently retired doctor living on my 40-foot Bob Stewart Camelot Sloop in Nelson, New Zealand. I have extensive experience of the Abel Tasman National Park and Marlborough Sounds regions as well as the coast of New Zealand. I have been sailing for 50 years and have explored most of the New Zealand coastline and also have some off-shore experience. I would like to offer a skippered cruise of the Abel Tasman/Marlborough Sounds region either during the summer months of 2012–13 or 2013–14 in exchange for skippered or bare-boat canal cruise anywhere in the UK, May/June 2013. If you are interested, please get in touch.

**Tim McKergow** jotim@xtra.co.nz

### Drax revisited

Excellent magazine in July! I wonder if I might add a little more to the article on biomass to 'Drax—Foiled Again' by Tony Haynes in the July issue of NABO News. We at the Commercial Boat Operators Association (CBOA) and individual barge operators had been invited to discuss the potential for moving biomass by water from Immingham, in particular, to Drax with interested parties at a high level. I can't reveal too much of what is commercially confidential but we reckoned that by using large craft of around 2000 tonnes capacity we could (we thought)

probably equal or better the rail haulage rate point to point. However the major challenge was that rail already had loading and discharge facilities at Immingham and Drax. There was to be an extra cost in loading barges at Immingham but the major problem was how to get the fuel from the barge at Drax jetty the mile or so to the power station itself. Road haulage would be unacceptable to local residents and too costly, and a conveyor would be extremely expensive, though feasible, assuming bulk carriage rather than in containers. Rail is ideally suited for this movement because trains can access the power station directly, are self-discharging (gravity helps!) and paths would have been released by the reduced need for coal trains. It is because of handling costs that barges no longer feed Ferrybridge C power station. The coal tippler would have needed £1 million of refurbishment, the 'pans' were life expired and alternative discharge with a grab from conventional barges and using trucks to the stockpile was found to be too expensive.

In general terms while barge haulage is usually cheaper than road, barge and rail costs for movement from point to point are not dissimilar, with barge costs usually slightly cheaper. However rail has an advantage in that track access costs (typically 0.25p per tonne/mile) are very much lower than, for example, the CRT toll charges of 1.6p per tonne/mile, even when reduced for distance, and the EA charge of over 3p/tonne/mile on the non-tidal Thames—and in this business pennies count. It is my understanding that tall oil did not live up to expectations which is why barge deliveries stopped.

Incidentally the piece rather implied that Drax was only supplied by coal from Kellingley Colliery. In fact Drax has a voracious appetite for coal and trains arrive every few minutes from all over the country, including other deep mines at Hatfield and Daw Mill, open cast, and also imported coal via various terminals and docks. Kellingley's contribution is quite modest at five trains per day out of a total of 125 coal trains per day booked paths. Much of Kellingley coal production goes to Ferrybridge. (I was a railway manager with some responsibility for that area and still maintain contact.) So Kellingley closure in 2019 would not have a major impact.

**David Lowe** CBOA, Boat 'Swallow'

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