



NABO News

The Magazine of the National Association of Boat Owners
Issue 1—March 2014

**WHAT NEXT FOR VISITOR MOORINGS?
CRT ELECTION CONSULTATION
HOW SAFE IS BOATING?
K&A MOORING CONSULTATION RESULTS**



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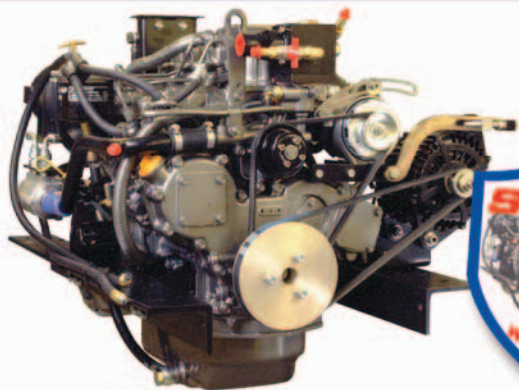


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NABO News

The magazine of the National Association of Boat Owners

Issue 1 March 2014

Table of Contents

- 5 Editorial
- 6 Chairman's Column
- 8 Fly on the Wall
- 9 Legal meeting between CRT and NABO
- 12 K&A Mooring Consultation, What next for Visitor Moorings?
- 15 News
- 16 Mossdale Conservation
- 18 Apps for Boating
- 19 Crossword
- 20 CRT Council Election Consultation
- 22 Welfare Liaison Manager
- 24 The Highs and Lows of Belgium
- 26 How Safe is Boating?
- 29 Rewind—Past NABO News
- 30 Letters

Contributions

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

Contributions to nabonews@nabo.org.uk

Next NABO News Copy Date

Please email or post your contributions by
14th March 2014

Front Cover Photo

Flooding at Staines from Mark Mansfield
www.flickr.com/mm38



NABO Calendar 2014

Dates for Council Meetings in 2014:
8th March, 3rd May, 14th June, 26th July (if needed), 6th September, 18th October, 15th November (AGM), 22nd November.

Council meetings will now be held at boat clubs in the Midlands area. The March meeting will be at the Wolverhampton Boat Club, Bilbrook, Wolverhampton, WV8 1RS (by boat on the Shropshire Union Canal about one mile up from Atherley Junction). Remember that members are welcome to attend meetings—just let the Secretary or Chairman know in advance (contact details overleaf).

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Après nous le déluge

Peter Fellows dons his waders

Floods seem to be becoming a regular feature of winter, which may or may not be due to climate change. However, as George Monbiot has pointed out, there are other factors at play closer to home. Leaving aside the shortsightedness of building on floodplains, he points out that floods are inevitable because of the way that land and rivers are managed. Planting trees in upland rainfall catchment areas and constructing ponds reduces the run-off to rivers. Water sinks into the soil under trees at 67 times the rate that it sinks into soil under grass. Tree roots provide channels for water to flow underground and form reservoirs which release it slowly. However, tree planting grants have been stopped. Farmers choosing to plant trees must now not only pay for the trees, but also forfeit grants they would otherwise receive. Under the Common Agricultural Policy, land has to be free from 'unwanted vegetation', trees and hedges, for farmers to receive single farm payment subsidies. Land-clearing grants have also risen and hill-farmers will now be paid more to keep animals, but, to receive this, they must first grub up the trees and hedges. Other forms of poor land management, such as use of heavy machinery and overstocking animals, can compact the soil so dramatically increasing run-off.

It is not just poor land management that contributes to flooding; it is also the way that rivers are managed. There is apparently a government philosophy which believes that rivers exist 'to get rid of water'. Previously, river managers believed that the best way to prevent floods was to straighten, canalise and

dredge rivers to increase their capacity to carry water to the sea. But a river can carry very little of the water that falls on its catchment area at any given time, most of it has to be stored in floodplains. Higher banks reduce the overflow to floodplains and straightening bends and removing obstructions increases the rate of flow. By allowing rivers to flood uninhabited floodplains and form oxbow lakes, it is possible to reduce their energy and speed. This is well-known to the Environment Agency (EA) which has warned that dredging can speed up river flows. This erodes river banks, which in turn causes a build-up of silt and reduces river capacity. The EA also notes that protecting large areas of agricultural land from flooding can increase flood risks to downstream communities—it makes more sense to pay farmers to store water in their fields. But no, the Government has different ideas: not only will there be more public dredging, but private dredging by landowners will also be allowed. There are also massive staff and budget cuts planned for the EA, including staff responsible for preventing floods. So instead of creating steady river flows throughout the year by planting trees in the catchment hills, using sensitive farming methods and allowing rivers to find their own courses and levels, current policies cause us to pay a fortune for farm subsidies, dredging, flood defences and higher insurance premiums on all our homes.



George Monbiot's article, 'Drowning in Money' is at www.monbiot.com/2014/01/13/drowning-in-money

The title 'after us the deluge' is a premonition of impending political and social collapse attributed to Madame de Pompadour, the mistress of Louis XV.

Flooding at Egham in January

Photo: Andy Wright
www.litost.org





NT for the Waterways?

Chairman **Mike Rodd** in joining mood

We woke up on the Monday after Christmas to find that we were floating almost a foot above the norm and that water was starting to flood the towpath. That's not always a problem, but where we were on the Mon & Brec, the canal runs along the steep valley above the River Usk, so any breach connects the canal to the river! It soon became obvious that the weirs were blocked, and after three hours of removing branches, Big Mac boxes, half a sheep, etc. (with a boat hook!), I had the canal back to its normal level. Another boater nearby had reported the problem earlier, only to be told that there couldn't possibly be a problem as the SCADA readings showed no increase in the water levels. Odd—but just after I finished clearing the weir, a CRT person arrived to check it. This incident once again brought into focus how vital the prime function of CRT is; namely, to maintain and protect our precious waterways—and on the beautiful but very fragile Mon & Brec this is continually evident. The canal is currently closed once again due to yet another potential problem where the canal winds its way around the mountains above Abergavenny. Incidents such as these emphasise once again how vital it is that we all get behind CRT and support it.

However, that has to be a two-way relationship: it is vital that we boaters/owners are not just viewed as a crucial income stream into the coffers of CRT, but that we also feel truly valued—and, indeed, part of the organisation (which, of course, as taxpayers and prime users, we 'own'). I am delighted that Richard

Parry clearly accepts this. For instance, a recent meeting with him regarding various legal issues was, to me, a massive breakthrough, in contrast to the way in which our representations have, year-upon-year, previously been ignored. How many times, for example, have we told his boating team that they cannot fine boaters for overstaying at a visitor's mooring; that their far-too-many threatening signs are illegal; and that only a clearly justifiable service charge can be levied for overstaying?

I was most impressed by the openness of senior EA officials and their willingness to discuss and debate hard financial matters—something I also hope to see from CRT.

Similarly, I was personally staggered that the first thrust to recruit 'Friends of CRT' was targeted at non-boaters—instead of the blindingly obvious objective of getting all of its prime (and largely locked-in) boating customers on board right from the start. (Indeed, CRT's chuggers targeting paying customers getting off our K&A Canal Trust's trip boats was ludicrous, to say the least!).

The present consultation on how CRT Council members are elected is also an interesting aspect of this engagement process. Clearly the IWA is by far the largest organisation that includes many boaters as members and hence, if they choose

to put up candidates, they will be able to get them elected. However, this does leave many boaters totally out of the loop with little chance of being represented, as in any democratic process where large pressure groups exist. The only immediate alternative seems to be to give specific organisations representation on the Council—as actually currently happens for some of the existing non-boater representatives. This representational approach can work for organisations that are both national and dominant in their fields, but it is impractical where there are significant organisations like NABO, RBOA, DBA, etc. that have substantial membership numbers but will never rival a large body like IWA because they target very specific groups.

Maybe this takes us right back to the fundamental argument as to whether CRT should be a true membership body—as was originally suggested when the parallels to the National Trust were introduced. Remember, it was going to be the 'National Trust for the Waterways'? Should the CRT Council actually be fully democratically elected by its 'members', be they licence-paying boaters, canoeists, anglers etc.? Then, in the same way that anyone with an interest in the National Trust's activities can become a 'member' of the National Trust, they could have a say in CRT's governance.

I had the pleasure in December of accompanying our very knowledgeable and active Thames Navigation User Forum (TNUF) representative, Louis Jankel, to an important meeting focused on dealing with the consequences of massive cut-backs in the Environment Agency's funding (Louis reported on this in December's NABO News). I was truly shocked at the extent of the

cuts being imposed; these will not only affect navigational matters, but will have a direct impact on issues relating to flood prevention and protection—despite recent ministerial statements to the contrary. I was most impressed, though, by the openness of senior EA officials and their willingness to discuss and debate hard financial matters on the basis of the detailed information provided at the meeting—something which I also hope to see from CRT.

Finally, we need your help:

Although it is very good that we have some new folk on Council and have Trevor back with us, we are still short of willing hands to do the work, which seems to increase all the time. While we could do with a few more Council members, we urgently require a Minutes Secretary to attend Council meetings and help our hardworking General Secretary. We also need a bookkeeper to support our Treasurer Please!

It has also been agreed that Council should continue its recent experiment and hold its meetings at member boat clubs, both to show support for the clubs but also to give their members the opportunity to meet Council members and raise matters with them. We were made most welcome at the Wolverhampton Boat Club in January and while we'll certainly be returning there, we'd be delighted to consider invitations to go to other clubs as well! Our Saturday meetings start at 10.45 am and normally go through to about 3.30 pm, so we need lunch to be available—at NABO's cost of course! The presence of a bar is also very important. Please let our General Secretary, Richard Carpenter (gen@nabo.org.uk) know if your organisation would like to offer the use of your facilities.

Fly on the Wall

Observes proceedings at the last Council meeting.

The Council had such a good time at Wolverhampton Boat Club for the AGM that it went back again for the January meeting—why give money to a brewery that won't look after its Grade II listed pub, when the cash can be recirculated in the boating community? Future meetings will also be held at boat clubs throughout the Midlands. After welcoming back Trevor Rogers from a long absence, everyone got down to business. There was a report of the meeting with CRT's legal bods but we have to keep shtum until the minutes are agreed as accurate. Then they discussed a paper by the South East Partnership's 'boating sub-group'. It seems that visitor moorings are to be reduced to a much smaller number and renamed 'short-stay' 48-hour moorings, with



the rest of the 800 or so changed to 14-day moorings—the same as any length of towpath. Seems attractive superficially, but does this mean that CRT will no longer have the responsibility to maintain moorings with a sufficient depth of water or keep the vegetation down? Surely a mix of two- and seven-day visitor moorings would be better, depending on the particular site and after consultation with local boaters? Perhaps a role for the Local Partnerships? Talk then turned to the Partnerships and what have they to show for their £25,000 annual subsidy? Their plans are now being published and are remarkably similar management-speak. Always willing to help, here's Fly's 'Partnership Planning Word List'—a handy guide to enable a more efficient process in future. Select words vertically, diagonally, horizontally or at random to create your own Waterway Plan—a total of 38,316 permutations. (Note the missing word is 'Boating', which rarely appears in the current plans).

Finally, a discussion of CRT Council elections and IWA's dominance of boater representation. Should candidates declare an association with boating organisations? Will NABO members stand next time? Should we organise a provisional wing of NABO?

Byeeee....

Fly's Partnership Planning Word List

Positive	Sectoral	Towpath	Initiative
Centrally	Motivated	Local	Involvement
Systematically	Structured	Institutional	Participation
Formally	Controlled	Organisational	Process
Totally	Integrated	Waterway	Growth
Strategically	Balanced	Operational	Package
Dynamically	Functional		Objective
Forward-looking	Programmed	Development	Incentive
Situationally	Mobilised	Co-operative	Scheme
Intensively	Phased	Fishing	Project
Comprehensively	Delegated	Leadership	Action
Maximised	Participatory	Canoeing	Collaboration
Moderately	Consistent	Approach	Going forward
Optimally	Ongoing	Planning	Visitors

A meeting of minds

Legal meeting in January between CRT and NABO

Between Richard Parry and Jackie Lewis for CRT, Mike Rodd, Mark Tizard and Geoffrey Rogerson for NABO

The thrust of the meeting revolved around the NABO legal review which has been prepared and was due to be sent to members with the December issue of NABO News. This was held back in view of this present meeting. Mike emphasised at the outset NABO's desire to assist CRT in finding solutions to existing problems. He expressed NABO's deep concern that certain of CRT/BW statements and policy documents were, in the view of NABO's legal advisors, either illegal or illegitimate, and either without statutory power or exceeding statutory power. In particular, NABO's view is that section 43 of the Transport Act 1962 does not enable CRT to impose licence terms and conditions which go further than what is set out in section 17 of the British Waterways Act 1995.

Jackie stated that Section 17 of the British Waterways Act 1995 and Section 43 of the Transport Act 1962 work together with section 43 enabling CRT to impose terms and conditions on the licence granted in accordance with the provisions of section 17. Neither section took precedent over the other. NABO did not accept this catch-all carte blanche power which if true would have made subsequent Acts otiose. The '95 Act made specific requirements, particularly as far as licensing is concerned. Although subsequent discussions were wide-ranging and general, these notes endeavour to deal with NABO's legal review as presented.

1 NABO confirmed that its legal advice was that the no-return rules and limited days mooring within a month at a particular area, were illegal. Apart from any illegality they would require constant towpath patrolling and supervision, which at the moment is not happening. It was stressed that NABO would like to see this quietly dropped from CRT's visitor mooring strategy. Jackie confirmed that these requirements were issued using section 43 of the Transport Act 1962. However, the question of the legality of any measure was entirely separate from the question of the practical implications. Richard said he would take this point away and discuss it with CRT's Enforcement

team to establish and understand the reasons behind these rules.

2 Jackie confirmed that CRT did not have the power to issue fines. For this reason, she confirmed that the signs illustrated in NABO's legal review were inaccurate. The payments made in these contexts were overstaying charges, not penalties. NABO pointed out that BW's Head of Boating had been informed about this many times over the years with a request that the wording of the signs should be changed, but to no avail.

NABO is quite happy that CRT should charge for the service or facility of staying an extra day or two on a visitor mooring, similar to that charged on the Llangollen, if CRT feels that a charge is justi-

CRT has agreed with these meeting notes and recognises that on some issues they take a different view to NABO and have not necessarily added any comments where the notes reports NABO's views. Thus the absence of any alternative CRT view should not be read as implying that CRT necessarily agrees with NABO's views.

fied by the demand. NABO also accepts that such a charge should be commensurate and proportionate to the needs of the particular area. NABO believes that a boater should be able to pay any such charge in situ by contacting CRT or directly to a CRT official. Such charging would be a policy

NABO expressed its strong objection to the many references in CRT documents to 'deter new arrivals'

decision for CRT. In addition NABO would expect this to be implemented in a similar manner to the Llangollen (i.e. a boater should be able to pay any charge in situ by contacting CRT or to a CRT official directly such that is not perceived as a penalty).

NABO expressed its strong objection to the many references in CRT documents to 'deter new arrivals' which NABO feels is an ethos incompatible not only with BW but particularly with a charity. In addition NABO does not accept that non-payment of the service or facility charges could result in withdrawal of a licence. NABO's position, confirmed by its legal advisors, is that so long as boaters conform to the requirements laid down in the '95 Act then CRT has to grant a licence.

- 3 Richard wished to know NABO's attitude to the proposed roving mooring permits (RMPs). Putting the legal arguments to one side, NABO, as a policy decision, is happy for the pilot operation to proceed and will monitor a) its success and b) its effect, if any, on other boaters and the availability of moorings. NABO feels that at

least a roving mooring permit is a compassionate attempt to resolve a problem which has been allowed to get out of control. NABO will at this time raise no legal objections during this process but would suggest that the effectiveness of the RMPs is monitored at 6- and 12-month intervals, and NABO would like to be party to the findings.

Place

- 4 NABO believes it is not possible under existing legislation for CRT to define 'place'. However, as part of the original K&A local mooring strategy group NABO had supported the pilot work that resulted in the tabled map dealing with Bath to Bradford on Avon, which was generally accepted by the original group. This original group, incidentally, and unlike the follow-up group appointed by the Partnership, consisted of members of the major boating organisations, Wilts County Council and individual boaters. It is NABO's belief that such a definition of 'place', which can only be used as guidance, would over time become acceptable as 'custom and practice' and accordingly achieve some legal standing. Jackie noted that the guidance which deals with the term 'place' is intended to be CRT's interpretation of section 17 of the 1995 Act. Everyone accepted that only a court could provide definitive interpretation of a statutory provision.

Continuous Cruiser Guidelines

- 5 NABO has already accepted the current guidelines and as far as 'bona fide' navigating is concerned, it seems to NABO that it is readily evident to the patrol of officers those boats that manifestly do not, and have no intention of,

bona fide navigating. Accordingly, NABO's feeling is that through regular and consistent enforcement, many of the proposed rules, whether legal or illegal, would be unnecessary. Everyone agreed that Sections 17 iii (c) i and ii of the '95 Act are either/or and thus mutually exclusive. However common sense accepts a requirement for all boats to conform to

It would seem to NABO that not having a proper validated mooring would be a fraudulent declaration

the 14-day rule. The discussion moved on to discuss the issue of boats with 'ghost' moorings. Mike mentioned that there is strong evidence of boaters claiming in their licence renewal process to have a home mooring, whereas this had in fact ceased to be true. It would seem to NABO that not having a proper validated mooring would be a fraudulent declaration and accordingly a licence could be withdrawn. Jackie confirmed that where this could be proved, then it was correct to say the licence could be revoked. NABO believed this to be much preferred than trying to penalise the vast majority of boaters through unacceptable and, indeed illegal, proposals like 'no-return' rules.

Mike expressed NABO's willingness to participate in any review of the current continuous cruiser guidelines.

- 6 The question of new legislation was discussed and NABO accepts the inherent difficulties as far as cost and time and uncertainty are concerned but would ask CRT to nevertheless to consider this as

a long-term possibility to solving existing problems, these having arisen through the enormous growth in the number of boats in the last decade.

- 7 Mark made reference to the problems caused by recently introduced restrictions, particularly at Stoke Bruerne and Foxton, where local pubs are complaining that boaters are unable to stop prior to going through the flight. These are covered in more detail in a separate document with NABO's comments on the visitor mooring discussion document and the recent NAG meeting.

- 8 Mark queried whether, when a boat was under Section 8 procedures, it was apparently not allowed to have a winter mooring. Jackie said that she would look into this point.

Post-meeting note

Further research on point 8 shows that this was changed from the initial winter mooring plan and the current published plan. Currently someone within the section 8 process is only allowed to buy a three- or five-month winter mooring permit and not a one-month permit available to other boaters. NABO queries whether encouragement to comply by buying a one-month permit with a visit from a patrol officer encouraging them to buy another month near the expiry, rather than being asked to move, might encourage future compliance).

- 9 In the light of these positive discussions Richard requested that NABO holds fire on the distribution of their legal review, pending the result of a judicial review due in February and a subsequent meeting between NABO and CRT, to include the Head of Boating. On behalf of the NABO Council, Mike agreed to this.

Slow progress?

CRT Consultation on Proposed Mooring Plan for the K & A

Mark Tizard gives a brief history and the survey results

The consultation report can be found at: <http://canalrivertrust.org.uk/media/library/5246.pdf>

In 2012, at the request of CRT, the K&A Waterways Partnership nominated a mooring sub-group to come up with workable ways of addressing CRT's aims for moorings on the K&A. The sub-group built on the extensive work of a previous, but abandoned, group of user's representatives which had been set up by BW to address this issue. The new Partnership sub-group submitted its report in November 2012. After reviewing this, CRT asked the group to further consider specific objectives. In May 2013, the Partnership presented its report to the Navigation Advisory Group (NAG) and CRT and it was decided that the group's proposals should be put out to pub-

lic consultation. Invitations to take part in the consultation were sent to all boat owners sighted on the K&A between August 2012 and July 2013, all boaters with a home mooring on the K&A, key stakeholders, and organisations with an interest in the K&A. The consultation was carried out between 29th August and 29th November 2013. 438 completed response questionnaires were received as well as 19 separate submissions to the consultation, including eight from local and national organisations with links to the canal, which included NABO. NABO's submission to the consultation was included in the Winter 2013 issue of NABO News.

What next for visitor moorings?

Mark Tizard questions the latest ideas

After December's workshop we thought that CRT might take time out and work with trade and boating organisations to decide the way forward for any changes to visitor moorings by consensus. Instead, discussions with NAG (Navigation Advisory Group) and the SE Waterways Partnership (using their boating sub-group) have continued apace and we are extremely concerned about the direction the discussions are going. It looks on the outside as if we are back to the original proposals for the SE visitor mooring consultation that was opposed by so many, but with an additional twist. We have several

concerns which are broadly summarised below.

There is still no data being produced to show the demand for 24- or 48-hour moorings

It is proposed that the number of visitor moorings nationally (currently 855) be dramatically cut back to a relatively small number which would be renamed 'short-stay moorings'. The majority of visitor moorings that are not redefined as 'short-stay' would just revert to normal

Summary of responses

Boater's views (where there is a majority view of more than 60%) from both continuous cruisers and boaters with a home mooring

Statement	Strongly Agree/Agree		
	CC	Home Mooring	Combined
Boaters agree to move to a new place every 14 days, unless it is reasonable in the circumstances to stay longer.	89%	94%	93%
Boaters agree to vary the places they select to moor, and each time they move they agree not to move back to the place they have just come from (unless they are reversing the direction of travel or momentarily accessing essential services).	83%	91%	87%
Boaters agree not to 'Bridge Hop' (a boat moving from one place to another adjacent to it and then back to the same place).	85%	91%	87%
Boaters would agree that over the period spanning a boat's annual licence to achieve a range of movement that exceeds 20 km.	65%	70%	69%
Undertake regular, consistent and fair enforcement of the 14-day mooring rule, applied firmly and fairly to all boats, whether they are lived on or empty.	85%	96%	91%
Take enforcement action against boats that have been shown to have persistently disregarded local guidelines.	62%	93%	80%
Individual boaters would be able to access their own navigation records held by the Canal & River Trust	84%	81%	81%
To effectively evaluate the 12-month pilot, the Canal & River Trust will work with the K&A Waterways Partnership to agree key measures that will be reported regularly to the partnership.	65%	88%	78%
Community Moorings should be rejected as an option on the Kennet & Avon Canal.	76%	81%	78%
The Canal & River Trust should continue to assess the merits of exceptional situations of need, on a case by case basis.	85%	81%	83%
To assist boat checking all hire/hotel boats under hire will be requested to display an 'under-hire' notice or symbol.	63%	81%	73%
It would be a good idea for the location and lengths of all visitor mooring sites on the canal to be reviewed and updated to meet changing demand.	61%	89%	77%

The two groups of boaters disagreed within themselves on overstay debts, four days stay/month and charges on the licence.

casual towpath moorings. Thus CRT would no longer have to provide a frequent close-cutting to give a well maintained bank against which it is easy to moor—which is especially valuable for those who are elderly, a rapidly increasing percentage of boaters we believe. Nor would CRT be obliged to maintain sufficient wa-

ter depth. You can see at a glance why this might be attractive to CRT, but is this what the majority of boaters want, especially those who continuously cruise?

It seems to be a default that a short-stay mooring should be just a one- or two-day stop to allow for brief visits. How many of us would

like to stay longer than this to visit locations at our leisure, especially in periods of wet weather which is not uncommon in this wonderful country of ours?

There is still no data of any type being produced to show where the demand is that justifies 24- or 48-hour moorings. At December's workshop the headline statistic was that 50% of boaters felt that the changes had made no difference to whether it was easier to moor in the three pilot sites. There is a big push by the hire industry to have 48-hour moorings anywhere where there are any types of attraction or services. However, the simple fact is that if a hire boater in the summer peak season turns up at a popular site or a pub at 7pm there will not be a mooring available, even if the mooring is only 24-hours.

The new short-stay moorings would no doubt be modelled on the

We are not clear why a small boater's sub-group ... is involved in "setting an over-arching set of national standards" for the Trust.

current pilot sites—i.e. predominantly 48 hours with some 7 day moorings at the extremity. These short-stay moorings would be subject to restrictions and penalties: specifically a no-return rule (for example, 'no return within X days') and a penalty charge will apply if you return or overstay.

As has pointed out several times before, NABO is only in favour of stay charges where a service is provided beyond that provided by your boat licence. Charges must be reasonable (an example would be the visitor moorings at Llangollen) and not a penalty, like £25. Boaters should be able to phone up and pay for an extended stay if this is a facility that CRT is now offering at popular sites and the phone number should be put on any signage.

NABO also believes that CRT does not have the legal authority to impose a limit on navigation by specifying 'no return within X number of days' as a condition of using a visitor mooring. We are still not clear why a small boater's sub-group that is an advisory group to the SE Waterways Partnership is involved in "setting an over-arching set of national standards" for the Trust. While we applaud Richard Parry's stated aim of having greater openness and communications through meeting boaters and boating associations, it would appear that plans for major changes continue under the radar. Come on Richard, isn't this what we should be discussing at these boating user groups?

Kinver: Point of no return
Photo: Ralph Freeman



Do we have your current email address?

We continue to send out news bulletins by email. The last one was on the 22nd January. Did you get it? More than 200 did not, either because we have no email address, or the one we have was rejected because it is no longer valid. If you would like to receive these mails, please drop a line to the Webmaster at web@nabo.org.uk and we can put you on the list. We will not bombard you with spam and will not pass on your email address to others who do!

Elizabeth Jane Howard Dies at 90

Jane Howard, the novelist who died in January aged 90, was better known to boaters for her secretarial role working for Robert Aickman as its



Elizabeth Jane Howard and Robert Aickman on the Ailsa Craig

Photo: Tartarus Press

first employee in 1946 in the early years of the IWA. She was married to naturalist Peter Scott, son of the Antarctic explorer, but the marriage only lasted three years, until Jane walked out abandoning their baby daughter. Her romantic involvement with Aickman was a source of tension within the IWA, but Aickman's wife, Ray, accepted the situation, although she famously once said that she drew the line at having to take them breakfast in bed! In 1948, Jane accompanied Aickman on his six-week tour of the northern waterways on Ailsa Craig and directed one of the plays at the 1950 Market Harborough Rally, but resigned from the IWA later that year to concentrate on writing. Her eventual breakup with Aickman was traumatic, but she met him again shortly before his death in 1981 and gave a reading at his funeral. Her second marriage to Jim Douglas-Henry in 1958 was brief and her third marriage to novelist Sir Kingsley Amis, lasted from 1965 to 1983. Her stepson, Martin Amis, credited her with encouraging him to become a serious writer.

Mooring Survey Response

Jenny Whitehall, CRT's Head of Directly Managed Moorings

The Directly Managed Moorings Customer Survey carried out in the summer of 2013 has given us valuable information about the service we have been providing and the level of customer satisfaction. Although 70% of our customers said they are satisfied, that means 30% are not! We are now working on how we can improve communication with customers and how we can achieve more acceptable levels of service. As an example, our customers have told us that they want to see improved standards of maintenance at their sites, with faster response times.

We are actively working towards this and some of our customers will already have seen improvements being made at their sites. We are currently identifying the key issues which impact upon our or our contractors' performance in delivering a good level of service. We anticipate that over the next two years further improvements will be implemented, including greater emphasis on customer service and the publishing of site standards for all sites.

Mossdale conservation



'Mossdale' is thought to be the last surviving all-wooden wide Mersey flat, a type of barge once common across the North West, carrying iron, flour, grain and sugar for Tate & Lyle for over 150 years. The National Waterways Museum, with the help of a Heritage Lottery Fund grant of £147,300, plans to conserve the vessel, one of the most important in the Museum's collection.



Isn't there something somewhere about fishing at lock landings?

Compare and contrast: This picture, from CRT's 'Be Inspired – Go Fishing', a draft strategy for getting people fishing on our waters with CRT Guidelines for fishing along canals and rivers: *'Fishing is not allowed ... within 25 metres (one boat length) of a lock approach'.*

canalrivertrust.org.uk/news-and-views/features/guidelines-for-fishing-along-canals-and-rivers



Diesel & Pumpout Price Survey

An inland waterways survey, based on information provided by boaters, is available at diesel.fibrefactory.co.uk. Information on whether a self-declaration split is allowed or not may be obtained at www.noproblem.org.uk/blog/links/diesel_split.htm. If you would like to post updates or additions, please send them to rad56mail-diesel@yahoo.co.uk.

Red Diesel Update

The dispute between the European Commission (EC) and the British Government intensified when the EC issued a 'reasonable opinion' calling for the Government to amend legislation so that 'private pleasure boats can no longer buy lower-taxed fuel intended for fishing boats.' The Government has challenged the EC and it is now up to the EC to decide whether to drop the challenge or refer it to the European Court.

Do You Have Any Restoration Photographs?

CRT and IWA want photographs of canal restoration work over the last 40 years to help publicise a Spring campaign to broaden support for restoration of currently derelict canals. Jason Leach, Restoration Team Manager said: "We want to promote the benefits of restoration schemes to local authorities, funding bodies and the public. We're looking for standout images that really demonstrate the perilous position the network was once in and the extraordinary efforts of a pioneering few who recognised the benefits restored waterways could bring. Pictures of cars in lock chambers and volunteers up to their knees in mud to remind people that there's still work to be done." Please email good quality electronic files to kate.langley@canalrivertrust.org.uk or send them on a CD or memory stick to: Kate Langley, CRT, Peel's Wharf, Lichfield Street, Fazeley B78 3QZ. To be correctly credited, please save images with the location and your name in the file name and if possible the approximate date the photo was taken.

Pocklington Update

A project to improve and safeguard the Pocklington Canal, one of Britain's most important canals for wildlife and heritage, is a step closer after winning support from the Heritage Lottery Fund. The project will protect important wildlife habitats along the canal, repair the iconic 200-year-old Church Bridge and a distinctive swing bridge. It has been awarded development funding of £47,100 to help progress plans to apply for a full grant of almost £500,000.

Pocklington Post

New Water Points

CRT has completed a £500,000 upgrade of all water points across the network to ensure compliance with new legislation. After a survey of water points, around 1000 were found to be non-compliant, with some potentially allowing water to siphon back and contaminate the water supply. Others were not tamper-proof, some needed a stop-tap and a drain-down valve and others did not have the correct type of tap or double-check valve. All non-compliant water points have been replaced or upgraded and CRT has managed to retain 790 cast-iron heritage water points by upgrading their components. Refurbishment of 25 of them was not possible and they have been replaced with modern cast-iron versions.

About 180 standpipes have been replaced with a cheaper stainless steel water point. If you experience any difficulties with the new water points ring 0303 040 4040 or email customer.services@canalrivertrust.org.uk.



Droitwich Restoration
Photo: Max Sinclair

No More Dirty Toilet Blocks and Overgrown Towpaths?

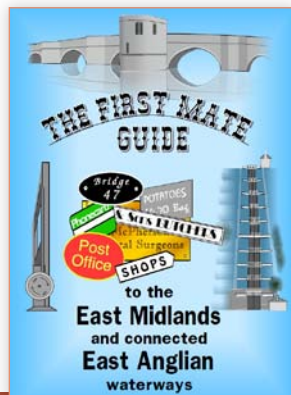


After competitive tendering, CRT has renewed contracts worth over £10 million per year with OCS Fountains for grass cutting, maintenance of hedges and trees, cleaning of toilet facilities and collection of floating litter, and with Biffa for its waste collection (expected to be about 58,000m³ of waste or 6,000 large skipfuls). The contract will increase the amount of waste that is recycled from a minimum of 50% at the outset, rising to a target of 90%. The contract has replaced several regional contracts and, as a result, the Trust will save around £1million per year. Both contracts are for an initial five-year period.

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First Mate Guides Online

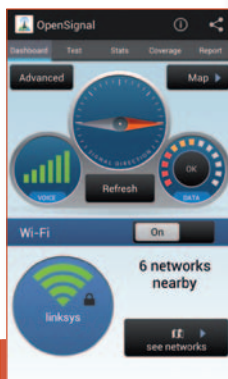
The production of First Mate Guides, created by Carole Sampson in 1999 to provide information on facilities along the canals, has come to an end. However Carole has made the Guides available as pdfs online to download for free, although donations are welcomed to cover the expense of setting up and maintaining the website. Carole notes: 'If there aren't enough donations to pay the site fees, then we will have to call it a day and the guides will no longer be available.' Go to firstmat-guides.co.uk



Boating in the digital age

Another useful app....

OpenSignal is a WiFi and signal-finder App to detect mobile phone coverage and wireless hot-spots. It has a compass that points you in the direction that the signal is coming from, so you can just walk towards it to improve reception. A WiFi map allows you to locate nearby public-access wireless networks. It has a 'Speedtest' feature that allows you to see the true speed of your connection. It also allows you to keep track of your text and voice usage so you don't go over your limit. The app is based on community-generated data so every time you use it, you help to expand the WiFi database and coverage maps.



opensignal.com

.... and one for the buses

UK Bus Times is a free mobile phone app that displays live timetable information about the route number, destination and departure times for thousands of bus stops across the UK. You

TIMETABLE	STOP INFO	ROUTES
7	Durham Bus Station	SCHD 16:48
7	Durham Bus Station	SCHD 17:08
7	Durham Bus Station	SCHD 17:23
8	Spennymoor High Street	SCHD 17:25
7	Durham Bus Station	SCHD 17:41
7	Durham Bus Station	SCHD 17:58
7	Durham Bus Station	SCHD 18:13
8	Spennymoor High Street	SCHD 18:25
75A	Ferryhill Bus Station	SCHD

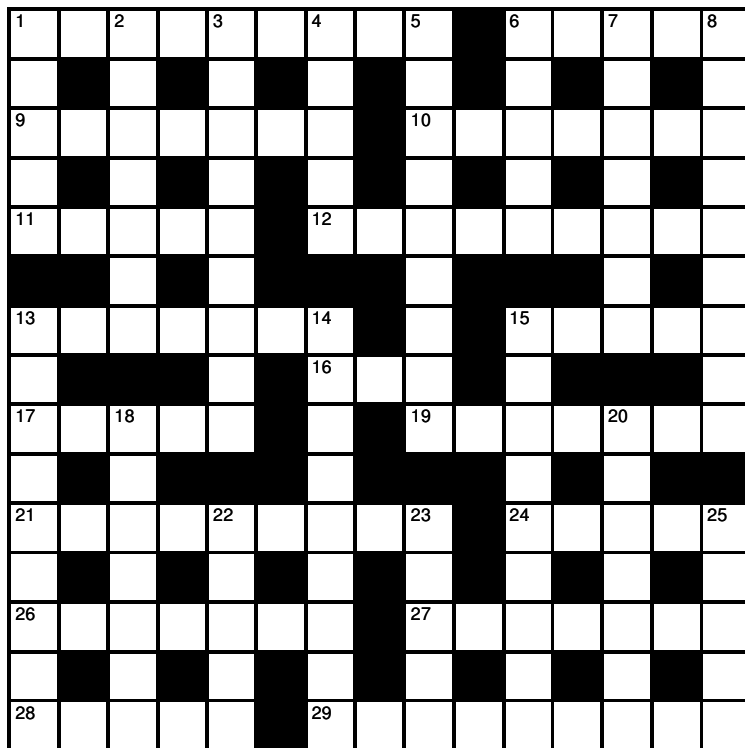
can also find bus stops in a particular area by searching for their location using post codes or the map provided—particularly useful if you're in an unfamiliar area. It will tell you the destinations of buses and how soon they're expected to arrive, in real time.

Accuracy, of course, depends on the information to which individual bus companies allow access.

play.google.com/store/apps/details?id=com.zage.bustimes

NABO News Crossword N° 14

By Canaldrifter



Answers to Crossword 14

Across: 1 Blabbed, 5 Aintree, 9 Reach, 10 Northwich, 11 Badminton, 12 Loser, 13 Knob, 15 Overshot, 18 Adolesce, 19 Site, 22 Uncle, 24 Lightship, 26 Bailed out, 27 Pound, 28 Bingley, 29 Chester.

Down: 1 Barmby, 2 Abandoned, 3 Bahai, 4 Donations, 5 Apron, 6 Nihilists, 7 Ruins, 8 Exhort, 14 Bilge keel, 16 Energetic, 17 Out-thrust, 20 Hubbub, 21 Spider, 23 Coign, 24 Looby, 25 Tepee.

Across

- 1 Eva's not back on the GU (9)
- 6 Tights found at water points! (5)
- 9 Weird stage navy is in (7)
- 10 Cuckoo nesting at Shireoaks (3.4)
- 11 Gravity in bare boat contact? (5)
- 12 What navvies did at Butterley (9)
- 13 Span of respite around 500 (7)
- 15 Nile bird! (5)
- 16 But until now (3)
- 17 Went back out (5)
- 19 Pitches at Ouse city A&Es? (7)
- 21 Celebrity committee always right (9)
- 24 Moor again properly? (5)
- 26 In it I always come first (7)
- 27 Servant staggers around pubs (7)
- 28 Backs a thousand times (5)
- 29 Waterway crossing city (9)

Down

- 1 Marina catchment area? (5)
- 2 Shorten a canal feature (7)
- 3 One landed badly for fuel (9)
- 4 River hire by the junction? (5)
- 5 Commoner ninety not out (9)
- 6 He saw damaged anchor chain hole (5)
- 7 Not deep, but will be in debt endlessly? (7)
- 8 Upset nudes behind the beach! (4,5)
- 13 Big astern move when going alongside (9)
- 14 Chair duly floated and moved by water! (9)
- 15 Navigation by Beal lock (4,5)
- 18 Bounce around at what we do! (7)
- 20 Cruised and joined in (7)
- 22 Note uniforms in sailing boats (5)
- 23 Statistic is out about stadium (5)
- 25 Result of open sue policy (5)

Another chance....

CRT consults on future Council election procedures

Stephen Peters—unsuccessful the first time!—summarises the issues

The Consultation document can be downloaded from; canalrivertrust.org.uk/media/library/4878.pdf

CRT is undertaking a review of the first elections to Council in 2012. Only 7 of the 35 Council members were elected to their posts, with 4 representing boaters, 2 for boating business and 1 member being elected by the staff members. The next full round of elections will take place in early 2016 when the existing boaters, trade and staff representatives' 4 year terms will cease. There will also be an election for a member to represent volunteers to replace the current nominated seat.

The Appointments Committee, of 3 Trustees and 3 Council members, is seeking the views of interested parties in a consultation for which submissions are required by 14th February. NABO Council will consider the matter and respond on your behalf with views and suggestions as to how the conduct of future elections can be improved. The main points of discussion are:

- 1 The size of the boater electorate was 28,805 with 33 candidates standing for 4 places on Council. Turnout was a fairly modest 26% and 80% of the votes were cast for 8 candidates; 19 candidates each attracted less than 1% of the votes cast and 6 candidates attracted less than 0.1% of the votes. CRT is seeking views on revising the nomination requirements to reduce the number of potential candidates and it suggests an increase from 10 to 20 sponsors to support a nomination. At the same time CRT would like to improve the turnout and is seeking views on how this might be achieved.
- 2 The timing of each stage of the election process is also being re-considered and there should be ample scope for greater awareness and publicity to be mobilised in the 6 months preceding the next election. Improvements in communication and support for candidates are being proposed.
- 3 It has always been the intention that the next election would be totally electronic with online voting only and no postal voting. It is intended that nominations and sponsors will be submitted online with manifestos and all information. We have real concerns that excluding voters with no means of using web-based procedures will result in a lower turnout rather than increasing participation. It is interesting that in the first election two thirds of the votes were cast by post, with only a third being cast using online voting.
- 4 It is intended that the Single Transferable Voting (STV) method will again be employed to give a degree of proportionality by the preferential casting of votes. This complex voting method would need to be independently overseen to give confidence in the result.
- 5 In 2012 there was considerable confusion regarding eligibility to participate in the boaters' elections and heated discussions on the CRT website, which could have been avoided if someone with experience had been called on to advise at an early stage. Voters were permitted to vote in one election only, irrespective

of involvement in the other constituencies, such as owning a boat and running a business. There was the rule of one vote per customer, which precluded the participation of a joint owner (usually the wife). Owners with more than one licensed boat were only allowed to vote once. CRT does not see the need for any major changes.

6 The major bone of contention in 2012 was that boaters were re-

quired to hold a 12-month licence on nomination day. This was later clarified to include river registration and houseboat certificates which are not 'licences'. Views are being sought on whether holders of 3, 6 or 12 month licences should be deemed eligible to vote. Once NABO Council has submitted its final response to the consultation its observations will be made known to members.

Jam tomorrow and jam yesterday...

NABO member and first time candidate **Alan Fincher** looks at the figures

In the review document, CRT states; *A number of people felt there were too many candidates in the Boater election.*

Electors had difficulty in digesting the manifestos and differentiating the candidates.

In this large field of candidates, votes tended to be cast for a relatively small number of candidates:

- 80% of the votes were cast in favour of 8 candidates
- 19 candidates each attracted less than 1% of the votes cast
- 6 candidates each attracted less than 0.1% of the votes

Now there's something I'm completely failing to see from their arithmetic; even allowing that this was a STV election, so we need to be clear what "number of votes cast" for a candidate means, if we look just at the first preference votes polled by each of the 35 candidates, before they picked up any from second and subsequent preferences, this seems to me to be total nonsense.

7556 valid votes were cast, so anybody who achieved 76 votes in the first round attracted more than 1% of the votes cast. Only 5 of the 35 candidates failed to do this, a far cry from the 19 suggested above. To achieve less than 0.1% of the vote, you would have had to poll less than 8 votes. As the lowest number of first preference votes anyone got was 38, it is a complete nonsense to suggest 6 people failed that test.

As to the first preference votes achieved by the top 8 candidates, (which I managed to squeeze

into!), then I calculate they got in total 3864 of the 7556 valid votes cast. I make that 51%—massively different from the "over 80%" claimed above.

I have no idea if they are trying to manipulate the obvious facts in order to make a case for fewer candidates next time or have just made blundering errors when working out their "statistics" as quoted above, but either way, I have access to the original voting results, and there is no way you can possibly analyse the data that justify those wild conclusions made above.

It isn't exactly hard: Of the total votes cast in the last election in each case someone will have selected a candidate as their first preference, so each candidate received a number of "first preference" votes. When the number of "first preference" votes for all candidates is totalled it gives 7556. So for any candidate, divide their first preference votes by 7556, and multiply by 100 to give their percentage of those votes.

Three examples

- Clive Henderson (top in 1st round) $768 / 7556 \times 100 = 10.16\%$
 - Myself (Came 8th) $332 / 7556 \times 100 = 4.39\%$
 - Ian Robertson (35th last) $38 / 7556 \times 100 = 0.5\%$
- Top 8 candidates (as per CRT) $3864 / 7556 \times 100 = 51.1\%$ of First Preference votes (not "Over 80%!")

OK this might seem boring as hell to some, (I fully accept that!), but I find it very frustrating that once again CRT have put out a consultation document that in my view contains a load of complete misinformation, and then asked people to feedback their views based on that misinformation.

Help!

We Need a CRT Welfare Liaison Manager

Council member **Mark Tizard** examines a recent case

Recently CRT legally removed a boat from its waters using the Section 8 process and in so doing effectively made a mentally ill boater homeless. This is a pretty provocative statement and feelings around this event ran high on the boating forums and web journals. A petition asking CRT to stop evicting vulnerable boaters raised 5,000 signatures. NABO contacted CRT with a serious contribution to the debate. We believe that the Trust would help itself, and some of its customers, if there was a central point of responsibility such as a 'Welfare Liaison Manager' through whom both boaters and the Trust's enforcement team could liaise. For a charity

NABO is sure that there are vulnerable people on boats who currently fall below the radar

that seeks to increase the number of 'friends', volunteers, bequests etc., the one thing it does not want is bad publicity—regardless of whether the law is on its side. This is why the CRT PR office quickly circulated its rebuttal to boating associations and other organisations.

The number of boaters who need social or medical support (as opposed to just financial support) seems to me to be increasing, even though the numbers who reach the sanction of having their boat removed are very small. This is why NABO supports the need for a welfare or boating liaison manager (not officer). We believe this per-

son needs to be knowledgeable in how social services, the NHS and the benefits system work, be able to refer a boater and, if needed, involve these agencies at an early stage. In NABO's view, the manager should be at a level that requires the enforcement team to work through him or her if a case meets certain criteria and that that person could, where necessary, recommend that the legal process is deferred while an interim solution is found.

NABO is sure that there are vulnerable people on boats who currently fall below the radar and although the boating community is generally pretty good at providing help to fellow boaters, it would help if there was a CRT person who could be contacted for support by boaters, boating associations, chaplains, dog walkers, enforcement officers or volunteers. Some boaters might need help to get back on land where better care facilities may be available. Others might need a helping hand to obtain benefits to which they are entitled and which would help them continue cruising or fund a mooring.

CRT should not be housing association or social service, but it needs to recognise that if some of its customers are in trouble, it in turn has a problem. NABO supports enforcement of the terms of the cruising licence, but perhaps a little less spent on subsidising partnerships or, better still, taking a small bite out of the £1.5M towpath management budget to fund a skilled manager would pay dividends both for boaters and create a genuine bit of good PR.

Allan Richards in Narrowboatworld writes:

Following lobbying on its Facebook site and a petition by 38degrees, CRT has admitted that it evicted a mentally ill boater, making her homeless. Perversely, CRT says that a petition which claims just that and gives other examples of its attitude to vulnerable boaters is inaccurate.

A brief statement by a junior member of staff says: 'I've spoken to my colleagues in the relevant departments and a lot of information on the petition is just not accurate and we're getting in touch with 38degrees to point this out. It's difficult to go into the ins and outs of individual cases but we think it's necessary to clear some things up, while making sure we don't breach confidentiality'.

The truth of the matter is that, while CRT is now expressing concerns over the boater's privacy and confidentiality by referring to her as 'Maggie' rather than her real name and refusing to go into detail regarding her circumstances, it is not above 'naming and shaming' her publicly by publishing details on its website of the court order it obtained against her.

....and why did CRT not get the Waterways Chaplaincy involved? They are well-versed in ensuring that disadvantaged and vulnerable boaters are given the specialist help

and support they need. It is all very well CRT claiming that it spoke to a mental health charity and other agencies, but such organisations would have little knowledge of how to assist the boater to remain on her boat if that was her wish. How very predictable that just hours after attending her eviction, the police were searching for her due to concerns about her safety and wellbeing probably preventable if she had been given the support she so desperately needed.

On the two other examples given in the petition, CRT has remained silent. On a further case highlighted by Pam Pickett, we are told that a man dying of lung cancer has been forced to take a winter mooring but 'is happy to do so'.

Perhaps, instead of the Chief Executive saying that he will review all such cases prior to action in future, he should be sacking the director responsible for targeting the dying in order to raise money for the Trust!

It is very pleasing to see that NABO is taking up the issue of CRT's treatment of vulnerable and disadvantaged boaters in a sensible and non-confrontational manner. Mark Tizard, NABO's Vice Chair, hits the nail on the head.

The 38degrees petition now has nearly 5,000 signatures. [you.38degrees.org.uk/petitions/stop-evicting-disabled-elderly-and-vulnerable-boat-dwellers](https://www.38degrees.org.uk/petitions/stop-evicting-disabled-elderly-and-vulnerable-boat-dwellers)

NABO Nuws proof-reider

I would like to say a big 'thank you' to Harvey Schorr, a NABO member who has helped proof-read NABO News over the last few years. He has been one of the most thorough checkers of my somewhat random grammar and style—pernickety even—which as Chris Pink, our designer, once said: "is no bad thing in a proof-reader!"

Harvey has had to give up boating due to illness in the family and I wish him and Ellen the very best for the future.

There are now five proof-readers who take it in turns, in pairs, to help with the six issues per year. If any reader would like to take Harvey's place, please let me know.

The Highs and Lows of Belgium

NABO member, **Anne Husar**, gives a flavour of boating in the Low (and high) Countries

When our narrowboat, Wandering Snail, was taken out of the comforting, familiar British canals and plopped back down in the wide and busy waterways on the Dutch/Belgian border, she took it all in her stride which was just as well. We had read the learned accounts of why a narrowboat was so unsuitable for these foreign waters and we were therefore a tad anxious. The Gent-Terneuzen canal is simply enormous. It's built for the shipping that comes through it from the North Sea. The barge in the photo is only of average size, say about 1,000 tonnes. The larger ships are often so high they block out the sun as they pass; no problem when it's happening far away on the opposite bank, not so good when they're overtaking at close range, producing lots of chop. However, contrary to all those knowledgeable-sounding predictions that we had read, our boat remained very stable, pitching a little but never rolling. The yellow boat you can just see on Wandering Snail's bow is one of the frequent ferries found crossing many Belgian waterways. They are large and very fast, and are treated with grudging

Below: A typical Belgian watery experience on the Gent-Terneuzen canal.

Overleaf: River Meuse in the southern half of Belgium



respect by commercials and pleasure boats alike. You get in their way at your peril—another steep learning curve. Huge commercial waterways, busy with equally huge shipping, sharing commercial-sized locks, mooring to the high walls of canals that are open 24 hours—these are everyday experiences for Wandering Snail now. We would not say that the transition has all been plain-sailing but after several years, there has been nothing (so far!) that our narrowboat has not coped with.

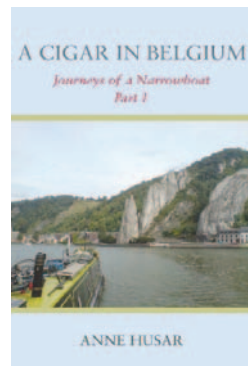
Compared with the low-lying Flemish scenery in the north, Walloon, in the southern half of Belgium, presents a striking high-rise contrast. The mighty River Meuse is also a commercial waterway. It's mid-August in the photo, the height of summer, and we have the waterway to ourselves. The commercials are on their holidays and much earlier in the season, pleasure boats have done what most traffic does; use Belgium as a quick through-route to somewhere else. So Wandering Snail has all this wonderful scenery to itself; quite a contrast to what we had been used to in Britain. We also found some much smaller, non-commercial canals to enjoy, all with their attendant staff to operate the locks and bridges. Perhaps this was what the narrowboat gainsayers had been warning about: that we would forget what to do with locks and lift-bridges by the time we returned to the British canals.

Here, it was out with the mooring pins that had long been retired—they are of absolutely no use on the commercial waterways where the pull of even the smallest of barges would drag them out in a jiffy—and on with peace and enjoyment, slowly exploring in the way that narrowboats are so good at.

Wandering Snail always at-

tracts much attention wherever she stops; the locals haven't seen a boat like her before. In return for telling them about the British canals, these friendly and generous souls often return with local beer and chocolates for a bemused crew. Long-term friendships that have endured over the years were made in this way and it has often occurred to us that, with a 'normal' boat, this wonderful addition to our experiences would not have happened. Thank you Wandering Snail, you have turned out to be exactly the right boat for Belgium. With so many experiences to share, good and not-so-good as all boating adventures are, I've written the first of two books about it all.

Anne's paperback and ebook are available from the publishers, troubador.co.uk, bookshops or Amazon



How safe is boating?

Peter Fellows gives a roundup on what data there is on accidents afloat

Official accident figures are almost certainly under-estimated because accidents to private boaters go largely unreported unless they are serious. Anecdotal evidence suggests that incidents usually happen to crew members rather than the steerer and that the number of boating accidents is quite high. They include rope burns, lost fingers, skin grafts after having ropes caught around legs, crushed

limbs, broken bones from flying windlasses that were left on paddles that fell down, and sprained ankles from jumping onto uneven or holed towpaths. More rarely, but potentially fatally, are incidences of being knocked by the tiller into the path of a reversing propeller or contracting Weil's Disease after a dunking in the canal with an open cut or wound. Many people do not fully appreciate that there is a right and a wrong way of doing things—especially mooring up and using locks. Knowing how to do things the right way greatly minimises the risk of accidents: using and throwing ropes, maintaining good communication between the steerer and crew, and being aware that both must have the necessary skills to perform their roles safely are all vital. Simply being able to steer a boat is not enough. A steerer can put crew members in danger by communicating with hand signals that are difficult to interpret; lacking manoeuvring skills that can make the crew's job more difficult or even dangerous; as can a lack of awareness of what the crew is doing or an inability to react speedily when things go wrong.

Figures for the ten years from 2002-2012 (Table 1), indicate that of almost 240 incidents in locks reported to BW/CRT, the main causes (nearly half) were boats being hung up on cills or downstream gates, indicating a lack of attention by the steerers. The 50 incidents of boats hung on ropes or fenders and inundation from paddles may have been due to inattention and over-enthusiastic use of paddles by the crew.

Table 1: Incidents in locks

Type of incident	Total (sinkings in brackets)
Boat hung up on cill	77 (24)
Boat hung up on downstream gates	41 (9)
Boat hung up on lock walls/paddles/protrusions	30 (1)
Boat hung up by ropes/fenders	16 (1)
Boat hung up on upstream gates	29 (1)
Boat nipped as lock lowered/raised	12 (2)
Boat inundated due to paddles/leaking gates	34 (2)

Source: CRT

Table 2: BSS Motor Boating Fatalities (2007-2012 Inclusive)

Type of incident	Occurrences	% of total
Man overboard	22	48
Fire	9	20
Capsize	6	13
Carbon monoxide	4	9
Collision	1	2
Personal injury	1	2
Unknown cause	3	6
Total fatalities	46	100

Source: Analysis of BSS reports

Comparison of risk

One way to compare risk from different activities is to calculate the death rate per 100 million hours of the activity, known as the Fatal Accident Rate (FAR). An analysis of Boat Safety Scheme (BSS) reports shows 46 deaths associated with boating from 2007 to 2012 (Table 2) and similar data from the Water Incident Database (WAID) system operated by National Water Safety Forum shows 48 deaths in five years (Table 3). This gives a FAR for private boating of either 3.7 or 4.6,

Many people do not fully appreciate that there is a right and a wrong way of doing things

which compares for example to 9.8 for travelling in a car. The FAR for hire boating is 4.0.

Some of the major boating risks identified were collisions, crushing, falls, operating injuries, fire, anti-social behaviour, explosions and carbon monoxide poisoning. But over half of fatalities and injuries are caused by slips, trips and falls, including 'man overboard'. Incidents on the Broads (Table 4) also show falls getting on or off boats to be the most common incidents—a similar situation to the Thames where locks are mostly manned by EA Staff (Table 5). In most cases the consequence of these incidents are minor but the BSS reports 22 deaths (48% of the total), and the WAID reports show that 35 deaths are linked to falls (75% of the total) between 2007 and 2011. Analysis of CRT data (Table 6) shows that 68% of incidents to hire boats were in locks and of all the hire incidents, almost half (44 of the 94) were on the Leeds and Liverpool Canal. (There may be

bias in the type of incident recorded and the frequency of employees entering reports after the accident at

Table 3: WAID Motor Boating Fatalities (2007-2011 Inclusive)

Type of incident	Occurrences	% of total
Fall (other)	21	44
Falls (getting on/off boats)	12	25
Carbon monoxide	4	8
Fire	2	4
Other	9	19
Total Fatalities	48	100

Source: Analysis of WAID data

Table 4: Broads Boating incidents (1 April 2008—31 March 2013)

Type of incident	Occurrences	% of total
Falls (getting on/off boats)	49	46.7
Fire	15	14.3
Poor boat handling	14	13.3
Heart attack	7	6.7
Boat canopies etc.	5	4.8
Fall (overboard)	4	3.8
Fall (other)	3	2.9
Capsize	2	1.9
Illness	2	1.9
Fending off	2	1.9
Condition of boat	1	1.0
Fingers in rope	1	1.0
Total incidents	105	100
No recorded on hire boats	35	33.3
No recorded on private boats	16	15.2
Number unrecorded, likely private boats	54	51.4

Source: Broads Authority Annual Marine Safety Audits—extract of incidents to powered boats.

Table 5: CRT Hire Boating Incidents (2007 To 13 June 2013)

Type of incident	Occurrences	% of total
Lock hang up	45	47.9
Sinking or flooding in lock	19	20.2
Collision	11	11.7
Grounding/stranding	11	11.7
Other sinking ¹	3	3.2
Fall overboard	2	2.1
Fire/explosion	2	2.1
Personal injury	1	1.1
Total incidents	94	100

¹ Two of the other sinkings resulted from an open weed hatch and one when trapped on a river weir.

Source: CRT SAP reports—extract of incidents to hire boats

Table 6: Thames Customer Accidents (recorded in 2009/10 and 2010/11)

Type of incident	Occurrences	% of total
Falling into lock	27	59
Finger/limb caught in rope	8	17
Jumping from boat	5	11
Fending off	5	11
Poor boat handling, (e.g. collisions)	1	2
Total accidents	46	100

Source: Annual report for the non-tidal River Thames 2010/11, Environment Agency—extract of accidents resulting in minor or serious injury

Gargrave in 1998, when four people died).

If you know of waterway locations where accidents regularly occur, or you think are inherently dangerous, please let NABO know—we are considering setting up a reporting system to update the waterway authorities.

More Information

If you think you need an update on your boating or crewing skills, courses are available at;

boatsafe.com

rya.org.uk/coursestraining

rentboathandling.co.uk

fb-training.co.uk

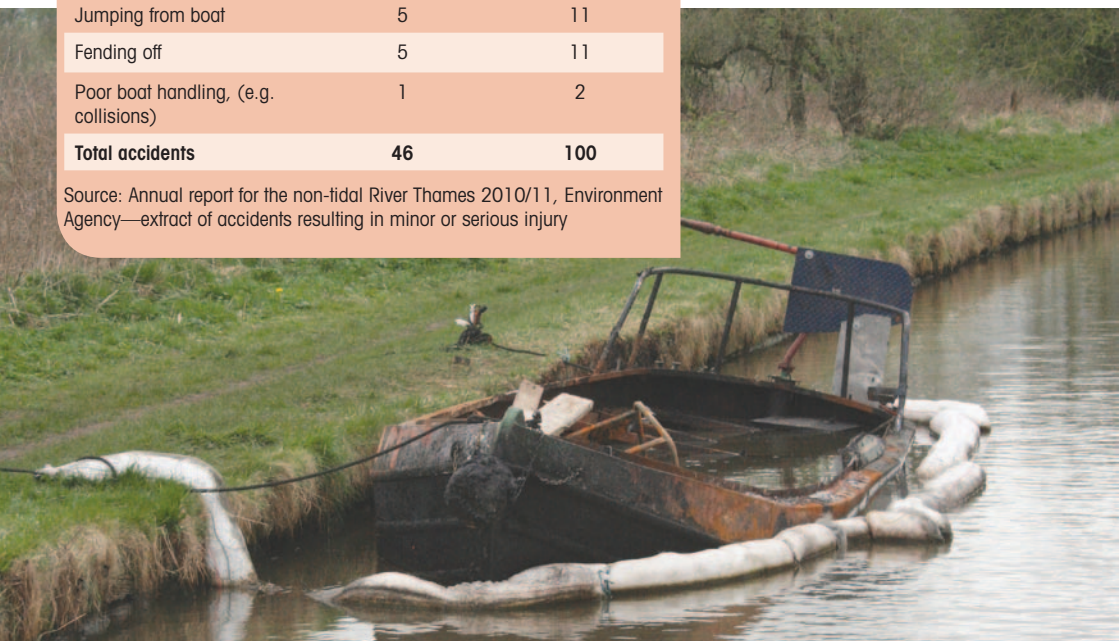
toplocktraining.co.uk

cruisingschool.co.uk

canalexperience.co.uk

Data from the Draft Hirer Incident and Hire Boat Population Report, Ken Dodd Associates Ltd. 09/10/2013.

The full Water Incident Database Reports can be downloaded from www.nationalwatersafety.org.uk/waid/info/waid_fatalincidentreport_2012.pdf



ReWind 15 Years

NABO News in 1999: **Tony Haynes** continues his look back through the archives.

Issue 1

Hostelry Guide: Wendy Hook, current editor suggests we publish a guide to places where you have had a good reception and good value for money, or found food and beer good.

DETR: NABO has written to the Department of the Environment, Transport and the Regions urging that the IWA and NABO be made statutory consultees on Transport & Works Act Orders affecting waterways and that other waterway groups be included.

BSS: Boaters applying for a BSC the first time will still be able to renew their boat licences on presentation of a failure certificate. NABO is in favour of a boat safety scheme, but not this one. Two pages of A4 should be enough. BSS continues to impose many unwarranted restrictions on how we use our boats. But has its introduction actually improved safety? Was boating on inland waterways really ever that dangerous anyway? Sea-going boats face far more dangers yet they do not have onerous restrictions and petty rules imposed upon them.

Chairman's Correction: Apparently only one subcontractor installing fibre cables went broke, not all four. Fibreway Ltd is putting right the defects in the towpaths.

High Intensity Licence Plan: It is believed that the 30-week rule has been dropped. It was unenforceable anyway. NABO suggested that we should be able to cruise for a year with a year's licence!

AGM: This was attended by 47 members. Income and membership were up again. Two new categories

of membership were approved: associate members who don't own a boat; and affiliated members, organisations who support us. Subscriptions were raised to £10pa.

Age Factor: Our Midland Rep. noted that every time he goes to a meeting he looks around and the majority of people are the wrong side of fifty. Where are the younger generations?

The stock answer is boating is too expensive for them. Many older boat owners have also sadly reached a point where they have reluctantly given up boating altogether because of escalating costs.

Locking Up: From January 1999, BW will be fitting anti-vandalism locking devices at key BCN lock sites.

Council Afloat: As their usual meeting place was unavailable, council met on a member's boat.

Letter: Nigel Cowdery writes; "Come on owners! Let's get our act together and think a little more how we can improve our environment and a little less how we can be rude and insulting to hirers, who will possibly be the owners of the future."



Letters to the Editor

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

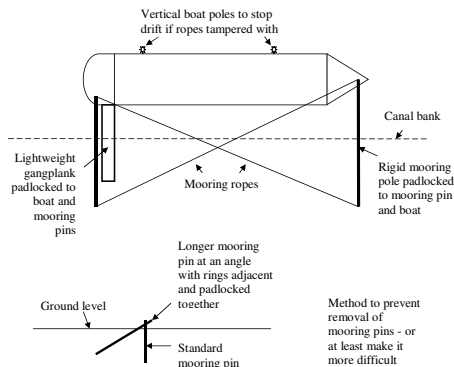
A Mad Mooring Idea ... or Not?

I recently spoke to a narrowboat owner at a mooring on the Regent's Canal who told me that he had five thefts from his boat in two weeks. Each time, his boat was boarded during the night and items stolen from the open front and rear decks and the roof. I thought of his plight and how vulnerable moored boats are to unwanted boarders, so will you allow me to put forward what might be a silly idea for your comments?

Providing the waterway is wide enough, replace the mooring ropes with something light and rigid, such as a pole-vaulter's pole, so that the boat is held a few feet away from the bank, just far enough to deter someone from jumping aboard.

The boat would also have to carry a gang plank that could be taken aboard during the night and locked down. When the owner wanted to leave the boat the gangplank could be laid on the tow-path and padlocked to mooring stakes. The poles could also have locks on the ends where connected to the stakes. To keep a boat parallel to the bank, mooring ropes could be fastened between the boat end of one pole and the bank end of the other pole, so forming a diagonal cross, and preventing movement in either direction. Please let me know—is this a crazy idea, or could it work?

Stewart Hawkins



Water resources—CRT replies

During the discussion sessions on water resource planning at your AGM in November, I was concerned about a couple of points that were raised with me by your members. Consequently, I investigated them further with members of my team and have the following answers for you to share with your readers:

1. The 'manager' of the K&A has been advising boaters that the K&A will be closed in five years time due to new housing estates abstracting water away from the canal.

We appreciate your concern, however we are unsure of the source and validity of this statement. Water companies have a statutory obligation to produce long-term strategic water resource plans. These have a similar concept to what we are trying to achieve with our Water Resource Strategy. We have reviewed the strategic plans of water companies operating within the catchments of the canal network. Where appropriate we have commented on these plans to robustly ensure that abstraction for the potable water supply does not have a detrimental impact on our ability to maintain navigation. Furthermore, within our Water Resources Strategy we are investigating 'future pressures' to water resources within the canal network. As part of these investigations we have identified climate change and increasingly stringent environmental legislation, which have the potential to reduce water supply to the canal network. Allowances for this will be incorporated into our long-term water resources assessments. Your feedback is appreciated and please get in touch with any further comments or queries.

2. Stoke Bruerne Lock back-pumps are on full-time but water is constantly flowing over the gates. There appears to be a problem with management at this site? Is there?

During the main boating season we review all our water resources data on a weekly basis. Following this review, we formulate a weekly operational strategy to deploy our water resources

in the most efficient way possible. As part of this process we refine the operational parameters for our pumping stations. The Stoke Bruerne pumps are triggered to run automatically when the Stowe Hill Pound calls for the water (i.e. the upstream level drops to a predetermined low-level threshold). The pumps automatically stop running when the Stowe Hill Pound level reaches a predetermined upper threshold. This upper threshold is set to the lowest waste weir in the pound so that the pumps will cut out before the water reaches this level. There are no formal by-pass arrangements at the locks along the Stoke Bruerne flight. To top up the lock flight pounds, water is fed down the flight via letterbox weirs and over the bottom gates. Occasionally there are lock surges from upstream pounds due to uneven boat movements.

We publish a number of frequently asked questions on our website that you may also find useful. Please use the link canalrivertrust.org.uk/about-us/water/water-management-faqs. Your feedback regarding pumping efficiencies is appreciated. If your members have any followup questions, please send them to John Kearsey (Senior Water Engineer) at John.Kearsey@canal-rivertrust.org.uk or phone 07711 796354.

Emily Crisp CRT



I name this boat ...

If you have spotted a boat name that made you smile, please let me have a photo to use in future issues. Here's another from Janice Steckerl.

NABO's New Canal

I see on Page 5 of the Winter issue that NABO has 'discovered' a new canal—the Angel Canal! I could have sworn that the picture was of City Road Lock on the Regent's Canal (not far from the Angel, Islington).

Peter Gregory

Ed: in my defence, that was the caption given to the picture by the photographer, Ros Conti, but Peter is absolutely right.



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