



# NABO News

The Magazine of the National Association of Boat Owners  
Issue 5 October 2014



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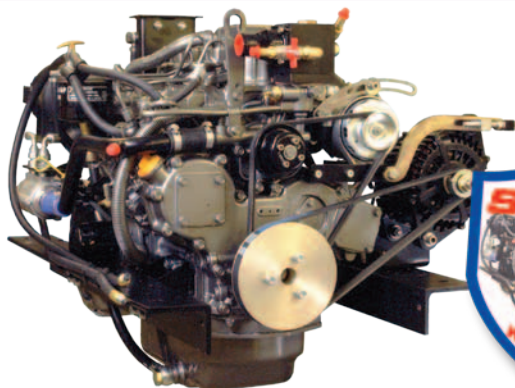
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# NABO News

The magazine of the National Association of Boat Owners

Issue 5 October 2014



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## Contributions

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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)

## Next NABO News copy date

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Please email or post your contributions by  
**22nd November, 2014**

## Cover photo

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This month's cover photo is near Hockley Heath on the Stratford on Avon Canal (with thanks to Helen Hutt)

Win a year's free membership by having your photo selected for the front cover of NABO News. Please email photos as JPEG attachments, ideally portrait format with a file size of 2MB or larger.

## NABO calendar 2014

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Dates for Council Meetings in 2014: 18th October, 15th November (AGM), 22nd November.

Council meetings are held at boat clubs in the Midlands area. The venue for the October meeting will be the Wolverhampton Boat Club and the AGM will be at the Stafford Boat Club – see page 16 for details. Remember that members are welcome to attend meetings – just let the Secretary or Chairman know in advance (contact details p4).

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# Maintain it or lose it

Peter Fellows gets stuck in(to) the Leeds and Liverpool

There's been a lot of CRT activity while we've been out cruising during the summer and I've attempted to condense it all into a 'CRT roundup' in this issue. Of interest is the planned spending of £23.8m on 106 major works projects over the next year.

## Leeds and Liverpool dereliction

Our own travels took us to the North West waterways and I was dismayed to see the state of many locks along the Leeds & Liverpool Canal, which have deteriorated significantly since we were last there in 2008. Apart from the Wigan flight, which is in good order, there are many lock gates that are stiff to operate, others with taped-up paddle gear, evidence of make-do-and-mend to keep gates operational and gates overgrown with vegetation.

We saw no work parties along the western section of the canal and only one rather soggy CRT employee clearing weed from a by-weir in Blackburn in the rain. Unfortunately, there are no major works planned for the L&L next year.

The contrast with the Bridgewater Canal couldn't be greater: in the short section from Leigh to Manchester we spotted no fewer than four maintenance boats with work parties busy repairing or replacing towpaths which, compared to some of the L&L towpaths, were already in a reasonable condition.

## Parliamentary pontification

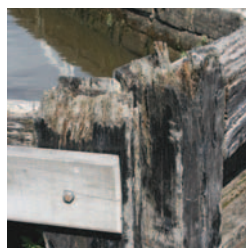
Also in this issue, I've included NABO's submission to the Parliamentary Inquiry into CRT and a summary of the Inquiry report on CRT's progress. Apart from

NABO and the IWA, the only other boating organisations to make representations were the Residential Boat Owners Association and The Yachting Association—an apparent lack of interest from other groups that seems surprising. Overall, CRT should be pleased with the findings: it is meeting Government performance targets to secure its funding, recruiting plenty of volunteers and developing better relationships with the 'waterways community'. NABO does not agree with the Inquiry that CRT should take on the EA waterways 'in the next Parliament' and it seems there is little money planned for this at present. Three areas that NABO agrees with the Inquiry findings are the Waterway Partnerships (must try harder to secure self-funding), criticism of the moorings auction process, which NABO has opposed from its inception, and the need for a national moorings policy.

While we're on the subject of mooring, the first results of the K&A Local Plan area boat tracking are included in this issue and our own legal adviser fell foul of over-enthusiastic boat-trackers and received a letter informing him that he had not moved sufficiently, when he had in fact moved too much!

Stephen Peters found some summer reading with a book on boating in the inter-war years that includes some hair-raising advice (the galley area should be lined with asbestos for fire protection!).

Finally, a big thank you for the crop of letters in this issue and please continue to send me photos for the cover and boat names that amuse you. I hope to see you at the AGM in November.





## Canal rage!

Chairman **Mike Rodd** has an unpleasant encounter in Hungerford.

**A** lovely summer, a wonderful few months on our waterways—though, as many of our members have reported, far fewer boats are travelling than we would have expected and many hire boats not out at all. In the K&A Canal Trust however, the demands for both public and private charter trips has meant that our small band of (over-qualified?) MCA-licensed skippers has spent far more time than usual on the trip boats—more, sometimes, than on our own boats. So be it; we're all working extremely hard to raise funding to keep the amazing Crofton pumping station working—we need to raise £2million—the engines are in excellent condition but the 200-year-old buildings are deteriorating fast.

We have seen some outrageously bad behaviour on the K&A and 'boater-rage' is sadly becoming more prevalent. On the *Rose of Hungerford* I recently experienced this personally: a failed lock gate and

a boat full of elderly passengers required the 70' widebeam to reverse about a kilometre to a winding hole. Canal badly silted, no bow thrusters, not an easy job. Passing a boat moored in a narrow stretch, we unfortunately nudged it. No boater (including me) would be happy about that—but most boaters would have understood the problem and would have tried to help us. Instead, in front of the passengers, the abuse was startling! Passing on, we encountered yet another long-term stayer; we were even more careful because it was a plastic boat—and indeed I gently and very deliberately kept us apart by standing between the two gunwales. That boat wasn't occupied, but the same individual decided to walk behind us—yet more abuse. And we do this voluntarily to raise funding to keep the canal and its infrastructure available for the use of boaters like this? No wonder we battle to get enough volunteer skippers—not only do we have to undergo lengthy training and examinations, but then put up with abuse like that... Fortunately, our passengers were so outraged by his behaviour that many of them have written or offered witness statements. The interim mooring arrangements on the K&A have, incidentally, resulted in many of the (non-moving) boats decamping from the western end of the waterway either down onto the Avon (ready to move back when the winter arrives?) or up towards the east—the Hungerford to Newbury stretch has an increasing number of seriously overstaying boats. No wonder there is increasing tension between the various boating com-

The *Rose of Hungerford*



munities! The good side of our 'incident', though, came in the reactions from CRT. First, the phone call to report the lock failure was immediately routed to the local supervisor and, although it was late in the day, the problem was quickly addressed: customer service at its very best! Secondly, CRT reacted immediately to my formal report on the incident and an investigation was undertaken. Well done to Mark Stephens and his colleagues.

### The EA and the Thames

I had a great day out on *Madam* with our long-term Thames representative, the infamous Louis Jankel, as we and other NABO friends joined an innovative PR scheme to take a small bottle of Thames water from the 'Source to the Sea.' New to Thames boating, How different it all is from the canal, not just the fact that it is a large river with many amazing large boats, locks with press buttons and lockkeepers, but that the rules and laws are so different from those on the canals. Interesting to see how enforcement is being undertaken—a long stretch that used to have many long-term boats present without permission has been completely cleared by the local council; the riparian owners exert their legal rights.

Talking to the friendly and helpful permanent lockkeepers, it is clear that they seriously fear for their jobs. Worry exacerbated by the volunteers working alongside them—great people, but one can see the temptation to think that the permanent staff can simply be replaced by volunteers. Well, yes, maybe on a nice summer's day, when boaters are cheerful and cooperative, but when floods happen like those we saw last year, or wet and cold weather, or angry, non-cooperative, boaters to handle? The expertise, availability and authority

of the lockkeepers simply must not be lost. This is not just about rich pleasure boats, but about possible flooding, safety and the protection of a wonderful and internationally important asset.

I was also delighted to see that the weir at Northmoor Lock, near Farmoor, is set to continue operating as a full-span 'paddle and rhymer' weir after the EA agreed to upgrade the materials. This follows a campaign opposing the agency's plans to spend an estimated £2.5m to change the weir to a modern motorised system. I must confess that I was unaware of the existence of this weir until I read our NABO friend John Slee's website reference to the 'Flash Lock' that he had discovered at Northmoor\*. And there it is—probably the last remaining one in the UK—a forerunner of our now well established pound locks.

### Dean Davis—the new broom

I would like to add how encouraged Mark Tizard and I were to talk to Dean Davies at the National User Forum about his plans in the role of (albeit interim) Head of Customer Services. Dean, previously a well-respected Waterways Manager, certainly understands the need for CRT to treat all its customers professionally, including us mere boaters, who form one of the most reliable, knowledgeable sources of expertise, as well as a major funding-stream.

As your customers, we are right behind you Dean, but you have a really challenging job ahead of you. In mooring issues, please, no more inventing 'rules' that have no legal basis. Listen to what we boaters are saying about the issues— for instance Mark's recent survey which records what real, active boaters are saying about the actual not perceived problems. And, please, get those non-movers moving!

\* Reported in NABO News, 'Northmoor Weir under Threat' Issue 7, 2011, page 28

# Fly on the wall

Observes proceedings at the last Council meeting.



Back to a deserted Wolverhampton Boat Club (everyone off cruising) after the sojourn in Surrey in June, Council members were joined for the first time by Helen Hutt, NABO's new book-keeper, and also welcomed liveboard members Fred Webster and Lisa

Time who were cruising in the area. Down to business and the main topic was CRT's new maps of 'places' to define where continuous cruisers should move between. On many canals 'places' correspond to Parish boundaries, which for many years have been generally held as the minimum movement distance. Council members thought the maps could be useful but they won't affect most boaters who move further than the minimum anyway. As someone said: "If you need to ask how far to move, you probably aren't moving enough". The maps follow the pilot 'neighbourhoods' trial on the K&A where boaters are encouraged to move through six neighbourhoods in three months, but of 360+ continuous cruisers, less than 10% are doing so and are being sent letters pointing this out—not always correctly as even NABO's legal rep was wrongly accused of not moving enough! No-one was sure why there are maps for the Mon & Brecon as continuous cruising is not allowed there.

The discussion turned to 'what are the real problems that CRT is seeking to address?' Is it a few hundred boats that don't move, or over-

staying on visitor moorings, or lack of enforcement, or not enough visitor moorings? Continuous moorers know they are in the wrong and will move if there is enforcement. But even if boats move this won't address the issue of congestion in some places; it simply moves the problem from one area to another—as seen by boats from Bath now accumulating at Hungerford. There is little evidence of congestion at visitor moorings outside a few areas in London and the K&A. In London especially, continuous mooring is a housing issue as well as a boating issue and, whether CRT likes it or not, it has responsibilities as a charity that 'provides housing'. There are now weekly reports of continuous moorers' boats being broken into, belongings stolen and boaters assaulted in parts of London. Local authorities are also involved because if boats are removed under Section 8, the authority is obliged to find housing for the owners. So there is a bigger picture and it is not clear how CRT's new maps will fit into all this.

But the meeting was not all about moorings: plans were made for the AGM in November at Stafford Boat Club; the CRT towpath consultation report doesn't mention boaters; CRT engineering is now being centralised; problems with the Shackerstone Festival moorings thanks to Natural England; BSS developments for hire-boats; and are problems with waterway infrastructure getting worse or just being reported more? As usual, so many questions.....

Byeee (and hope to see you at the AGM).



# CRT roundup

CRT have been busy over the summer, here's our selection of the main developments of interest to boaters.

## Water resources consultation

A CRT consultation on plans to manage water resources over the next 35 years runs until 4th November. It asks for your views on a range of issues including:

- Reliability of the water supply and CRT's approach to managing water so that drought closures are implemented, on average, less than once every 20 years.
- Potential costs of changing this approach to achieve greater reliability.
- The possible impact of future pressures such as climate change, funding and changing boating patterns.
- Assessing the water resource requirements of restoration schemes and new canals.
- Proposals for managing dredging, side ponds and dealing with lock leakage.

The responses will help to shape CRT's Water Resources Strategy to be published later this year. The strategy will then be reviewed every five years to take account of any changes that may affect either the supply or demand for water. Adam Comerford, the National Hydrology Manager (who gave an excellent presentation at last year's NABO AGM) said: "We have a team of experts that care for our water resources but we want to hear what the people who use the waterways on a daily basis think. We want to be sure we've considered the right issues and that our proposals give

confidence of a reliable water supply into the future. The best way of achieving this is by including those who know the waterways well and I'd urge people to get involved and help shape our plans."

## Open boater meetings

CRT Chief Executive, Richard Parry, will hold a new round of open boater meetings from 1st October. Acting Head of Customer Services, Dean Davies, will participate with Richard in the autumn meetings to expand the meeting programme. Previous meetings have been a mixture of weekend, afternoon and weekday evening events.

If you would like to give your views on which timing is best for you, email [fran.read@canalrivertrust.org.uk](mailto:fran.read@canalrivertrust.org.uk) with your preferences.

## K&A Local Plan summary report

Between 1st May and 31st July, 6,954 boat sightings (1,291 individual boats) have been recorded in the K&A Local Plan area between Bath and Foxhangers. This includes all boats sighted by volunteers at visitor moorings and 14-day sightings undertaken by data-checkers. Of the 1,291 boats, 409 do not have a home mooring (of these 302 boats were only sighted within the Local Plan area), 44 have an unknown mooring status, 838 have moorings/are trailable and of these 838, 162 have moorings elsewhere/are trailable other

## Further Reading

### Water Resources

[canalrivertrust.org.uk/about-us/consultations](http://canalrivertrust.org.uk/about-us/consultations)

### K&A Local Plan

[canalrivertrust.org.uk/boating/mooring/mooring-rules/kennel-and-avon-local-plan](http://canalrivertrust.org.uk/boating/mooring/mooring-rules/kennel-and-avon-local-plan)

Geoffrey Rogerson in Talking Points, page 26

### Winter Moorings

[canalrivertrust.org.uk/boating/mooring/winter-moorings](http://canalrivertrust.org.uk/boating/mooring/winter-moorings). Sale of permits starts in early October.

### Places

Get a map in PDF form downloaded from [places.crtrust.org.uk/places](http://places.crtrust.org.uk/places) or ring 0303 040 4040 for a copy posted to you

### Business Plan

[canalrivertrust.org.uk/media/library/6341.pdf](http://canalrivertrust.org.uk/media/library/6341.pdf)



than on the K&A.

Ninety-nine boats were sighted as having exceeded the free mooring period on a first occasion. The owners of these boats were contacted, reminded of the Local Plan, new visitor mooring stay times and extended stay charges. On the first overstay, boaters have been issued with a warning but no extended stay charge if they moved immediately. They have been informed that any future overstay on visitor moorings would be subject to extended stay charges.

Twenty-two boats were sighted as coming to the end of their free mooring period on a second occasion. They received a final warning, informing them that they would be exceeding the free mooring if they were sighted the following day. Of these, four boats have exceeded the free mooring period on more than one occasion, and extended stay charges have been issued to these boats for the following overstays: 2-day overstays at Bath Top Lock and Dundas west, 3-day overstay at Dundas Basin and a 4-day overstay at Avoncliff east.

Since the last 14-day sighting, 147 boats have not moved. They have been contacted by text, email or phone to remind them to move, or if there is a reason that they cannot move to contact the Trust. Ninety-three have been contacted once; 36 have been contacted twice; 12 have been contacted three times; and six have been contacted on more than four occasions. After multiple 14-day reminders, 18 boats have been sent a letter reminding them that if they do not follow the Local Plan they may attract the attention of enforcement officers.

Of the boats only sighted in the Local Plan area, 17 have already received a letter and nine have an approved overstay. The 17 boats who

have already received a pre-enforcement letter are now due to enter the enforcement process. The remaining 184 that have been sighted in four or fewer neighbourhoods have been sent a letter reminding them to follow the Local Plan. Requests for extended stay have been received from 22 boaters: 14 have been agreed and eight declined.

## London moorings enforcement

In August CRT started a range of initiatives to help manage the increasing number of boats on London waterways (a 36% increase during the last five years to 2,964 boats and an 85% increase in the number of continuous cruisers in East London). It has recruited an enforcement supervisor and an additional enforcement officer, with another enforcement officer vacancy being advertised to bring the enforcement team up to full strength. It is also sending text-message reminders to overstay boaters when they have reached the maximum stay time on a 14-day mooring. CRT is also investigating options for a Volunteer Caretaker Boater scheme and providing a reserved berth at each visitor mooring to help manage the sites and provide information and advice to boaters.

## Changes to London visitor moorings

CRT is making some changes to central London visitor moorings. In Victoria Park, half the moorings remain at 14 days and half have changed to seven days. In Broadway Market, there is a new seven-day mooring site for three berths. In Little Venice, the eastern half of

the visitor moorings are seven days and the western half are 14 days. CRT had also proposed reducing the stay times of two visitor moorings at Kensal Green, but feedback indicated that the site wasn't a visitor hotspot and the stretch will remain a 14-day visitor mooring. There will also be new casual moorings at Camden (Camley Street) and Haggerston (Acton's Lock) and moorings are being planned along the Lee Navigation next to the Queen Elizabeth Olympic Park.

New facilities for boaters are planned at Haggerston and the Lee Navigation by the Olympic Park and there will be a new water point and new bookable moorings at Rembrandt Gardens. Boaters' views on other suitable locations are welcome. These changes result from feedback from the Better Relationships Group, which was set up with boating groups to help improve communications and engage boaters in developing local policies.

## Winter mooring permits

The choice of permits this year will be:

- 1 General Towpath permit, to use wherever you wish, except for a few exclusions
- 2 Selected Visitor Moorings, a selection of the most popular sites in previous years
- 3 Central London sites at four locations (West, Central, East 1 and East 2).

## New money for improvements

Between August and next April, CRT will spend an extra £2m on dredging. This will take place on the Erewash Canal (£500,000), Trent

& Mersey Canal (£200,000) North Stratford Canal (£400,000) and a national spot dredging programme (£900,000).

This will complete the £7m dredging programme this year, as part of its commitment to spending £80m on dredging over the ten years from 2013. In addition, over £1m will be spent on other improvements, including:

- Repairing waterway walls and towpaths (£375,000).
- Offside vegetation management in the South West, London and on the Shropshire Union Canal (£225,000).
- Improving sanitary stations on the North West and Midlands canals, the Kennet & Avon Canal and canals in London (£225,000).
- Better visitor moorings in Chester, Macclesfield, London, Birmingham and the East Midlands (£165,000).
- Improvements to lock operation on the Calder and Hebble and Huddersfield Narrow Canals (£55,000).

The plans are supported by the Navigation Advisory Group, a panel of boaters who provide advice and feedback to CRT on issues including safety, maintenance, moorings and licensing. Boaters are invited to send any further suggestions to their local waterway team.

## New contract construction

After a tender process and bids from six companies, the National Engineering and Construction Contract was won by Kier MG Ltd. The contract is for £25m worth of construction works each year, comprising 100 major projects and over 200 other repair projects (eg channel lining and piling, culvert clean-



## Major works programme

The following is a selection of the planned major works projects for 2014-15. The balance of funds will be spent on projects that arise as priorities during the year, including unanticipated asset failures and weather damage. The headline figures are shown in the table and details of the planned projects are available at [canalrivertrust.org.uk/our-work/major-works](http://canalrivertrust.org.uk/our-work/major-works).

Category	Expenditure (£)	Projects	Examples
Bank Protection	0.8m	6	
Bridges & Aqueducts	3.1m	16	Bridge deck replacement and re-painting Sutton Weaver Bridge, repairs to Greaves Bridge, Llangollen, and installing automatic barriers and traffic lights to Ivy House Lift Bridge. Repairs to Marple Aqueduct, Lune and Dowley Gap Aqueducts.
Dredging	5.2m	19	The Caldon Canal, Stenson to Swarkestone, the Selby Canal, Chemistry Lock to Salmons Bridge in the West Midlands. Spot dredging the Birmingham Mainline, Rushall and Daw End, GU Summit Pound and the Droitwich Canal.
Embankments	5.3m	23	Repairs to Hazelhurst Embankment, Anderton Embankment, Barlow Wood Embankment and Audley Embankment, badger exclusion works at Winwick Embankment and Edstone Embankment, rebuilding the collapsed Old Barge waterway wall in Herfford.
Locks	1.6m	8	Repair/replace lock pawls and spindles and lock grouting, new lock landing stage at Fairies Hill Lock and repairs to a <b>collapsed lock landing at Battyford Lock 17</b> .
Tunnels & Cuttings	1.7m	6	Brickwork repair and pointing in Whitehouses and Chirk Tunnels, stabilizing the failed Coseley Cutting, preparatory works for cutting stabilization at Woodseaves Cutting.
Water Resources	5.1m	20	Improvements to the water supply at Tringford Pumping Station, reconstructing Arley Weir in the North West, installation of weir booms and signage on the River Avon, repair of the River Soar flood control sluices at Thurmaston and Barrow, re-pitching the dam face at Rishton Reservoir.
Other	1.0m	8	High-priority schemes to improve the worst condition assets (includes canal wall rebuilding, bridge re-pointing and repairs, and repairs to sluices and weirs).
<b>Total</b>	<b>23.8m</b>	<b>106</b>	
Contingency-dependent dredging	2m	6	

ing and repair, towpath surfacing, repairs to locks, bridges and weirs).

The initial contract will be for six years from April 2015 with options to extend up to ten years to encourage greater capital investment and innovation.

## CRT maps of 'Places'

CRT has published maps of places to assist movement by continuous cruisers (see the temporary website [places.crtrust.org.uk/places](http://places.crtrust.org.uk/places) which is being used by CRT to get feedback from national boating organisations. In the autumn this will be moved to the main CRT website for individual boaters to give their feedback). Each downloadable PDF is 0.5MB, so if you don't have a mobile broadband connection on your boat, paper copies will be available at waterway offices or CRT will post them if you call 0303 040 4040 or email [customer.services@canalrivertrust.org.uk](mailto:customer.services@canalrivertrust.org.uk) stating which places you'd like maps for. To give feedback on the maps, email [places@canalrivertrust.org.uk](mailto:places@canalrivertrust.org.uk) before the end of December.

## Annual Report

Key points from CRT's Annual Report 2013-14 published in July:

- More than £120m spent on repairing and restoring waterways, with the percentage of principal assets in the two worst condition grades reduced to 14.7% from 15.2% the year before.
- 142 lock gates replaced or refurbished and more than 68 miles of waterways dredged.
- £2m+ repair to the breach at Dutton on the Trent & Mersey Canal.
- Major repairs to the Monmouthshire & Brecon and

Llangollen Canals following damage in the winter floods.

- 0.4% increase in the number of licensed boats to 32,440, up from 32,311 in 2013.
- Over 51,000 days of volunteers' time, up from 29,044 days in 2012/13.
- More than 50 community groups now look after a stretch of their local waterway.
- Around 10,000 people visited winter works open days.
- £50k from the People's Postcode Lottery for 'charity of the year'.
- Around £1m extra funding for clearing off-side vegetation.

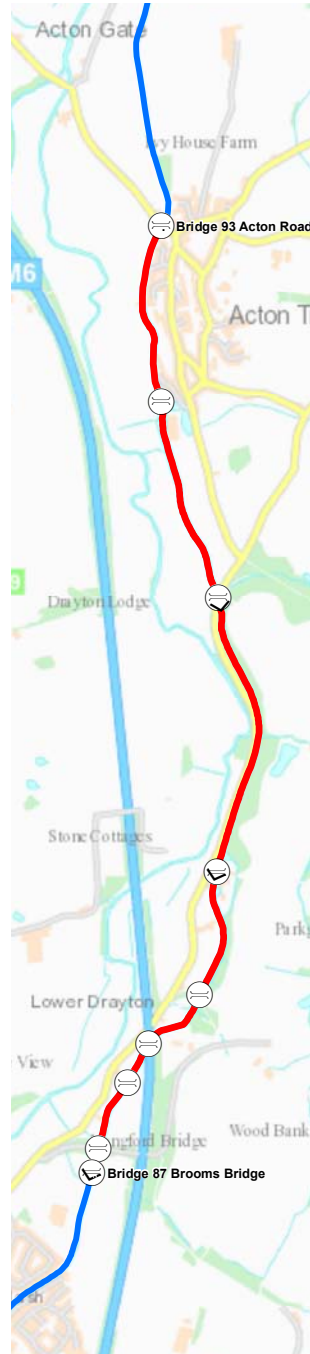
## CRT's business plan, 2014-17

Approaching the end of its second full year as a charity, CRT has published its three-year business plan and the future policies, shape and direction for the Trust. The main strategic priority is to ensure that it achieves the Government performance criteria, related to asset condition, to ensure continuation of both the base level Government funding (£39m) and the additional performance-related funding that starts in 2015/16.

### Strategic Goals

Strategic priorities have been grouped into six 'Strategic Goals', described as follows:

- 1 Waterways**—to protect and improve the accessibility, usability and resilience of our assets and their heritage.
- 2 Resources**—to secure sufficient resources, and manage them efficiently, for the long-term sustainability of the waterways within the Trust's care.
- 3 Influence**—to be a widely respected partner and trusted





guardian with growing influence and responsibility.

- 4 People**—to enrich people's lives.
- 5 Prosperity**—to yield economic benefits for local communities and the nation.
- 6 Places**—to provide special places that people value, sustainable environments and routes.

CRT expects Local Waterway Partnerships to play a key role and their strategic plans will shape the engagement with others in their local area. The Trust already receives extensive input from advisory groups and users' forums and wider public engagement is also expected by recruitment of 'Friends' and the open-day programme.

#### **Income**

Over the plan period net income is expected to grow from £83m to £97.6m. Net income will increase by £11.7m in 2015/16 due to the increase in Government grant that year. The income from investment property is planned to increase by almost £2m in 2014/15 and then reduce slightly due to a £30m outflow of capital from property to other investment sectors. This will be managed by an outsourced investment manager with the aim of developing a £100m portfolio over 3–5 years and an annual withdrawal of 5%, with any excess remaining in the fund to accumulate capital.

The contribution from boating and moorings is planned to increase as licence fees rise in line with inflation, but no significant growth in volume is predicted. Only very modest increases in business boating income are anticipated, reflecting continuing weak demand. Moorings income is set to increase by 15% over the three years through greater occupancy due to increased investment in mooring facilities. Income from the marinas subsidiary is expected

to increase to almost £1m in 2014/15 and will be reviewed following the appointment of a new Managing Director. The income from joint ventures will be from a major residential scheme in Brentford, West London and schemes at Marsworth and Bow Wharf.

Voluntary income and fundrais-

*The contribution from boating and moorings is planned to increase as licence fees rise in line with inflation but no significant growth in volume is predicted.*

ing will be moved from an agency to in-house and a specialist from another charity has been recruited to lead the in-house operation. There are fewer 'Friends' than predicted and CRT is now planning to recruit 13,000 Friends by the end of the plan period.

#### **Expenditure**

There will be an increase of £1m for engineering and quantity surveying to support the maintenance and repair work programme, as well as a £0.5m investment in human resources and staff training. There will be a £7m per annum pension payment. Expenditure on charitable activities is expected to increase by £2.4m in the first year, with a further £6m increase in year two and a further £3m increase in year three. The contingency fund is likely to be spent on charitable activities and will add a further £2m per year to these figures. It is forecast that enterprise will generate just over £10m of additional waterway spending in each of the three years, largely on

towpath works that the Trust would not otherwise be able to fund.

Spending on museums and attractions is planned to increase to harmonise the museum sites with the Trust's policies. Spending on waterway infrastructure will increase from £85.4m to £93.5m during the plan period with spending

on general maintenance and repairs increasing broadly in line with inflation. There will be growth in major works spending, rising to £28m in years two and three and increased spending on dredging in line with a ten-year commitment, provided there are no other urgent calls on the funding.

## Winding hole survey

IWA and the Historic Narrow Boat Club have launched a joint project to gather information about winding holes.

The survey asks boaters to report on winding holes in the areas they know, or have boated recently, to identify where winding holes have been lost or the size of boat that can use them has been reduced as a result of silting, overhanging vegetation, prohibiting notices or chains, or permanently moored boats. It also asks for suggestions for new winding locations. The results of the survey will highlight the geographical spread of any problems relating to winding holes and will enable both organisations to lobby navigation authorities about these issues. The survey, which closes on November 14th, can be found at [waterways.org.uk/news/](http://waterways.org.uk/news/)

**Winding hole on the Lancaster Canal**

Photo: John Shippen

## Membership

The new arrangements are now six months old and we are settling in. We inevitably have the odd query and have to contact members—thanks to all who have responded. The bulk of our work is sorting out queries and wrong payments and this becomes nearly impossible when members do not reply. We have more than ten members who continue to pay subscriptions at the wrong rate but for whom we have no contact details.

Please keep your contact details up to date and if you are paying by standing order check that all is correct and includes your membership number. If membership is no longer needed, please let us know so that we do not spend time and money chasing renewals. Members do resign because of cost and we know that in tough times boaters have to make choices, so a big thank you to the many members who make donations to NABO when they renew.



# Come and join us ...

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

**Nominations** must reach us by 10th October 2013

Please send the General Secretary any **Resolutions** you wish put before the AGM meeting with the names of proposer and seconder by the 10th 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

**T**he NABO AGM will be held on Saturday 15th November, 10.30 am at the Stafford Boat Club, Maplewood, Wildwood, Stafford, ST17 4SG (by boat on the Staffs & Worcs Canal, south of Weeping Cross (Bridge 98)). By road, leave Stafford on the A34 Cannock Road. After passing the closed Police Headquarters turn right and then left, and take the circular road around the Wildwood Estate until you find Maplewood on your left. The club entrance is between houses

on the right.

After the formal business there will be a presentation by Dean Davies, CRT's Interim Head of Customer Service and an open forum session. Then, after a light lunch, there will be a presentation by Stephanie Horton, MD of River Canal Rescue (RCR), describing her company's more 'interesting' call-outs, some of the most common problems that RCR encounters and some hard facts on what boaters can do to avoid the more serious issues.

### 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 shall declare the full circumstances and current status at the time of being nominated for the Council if he or she is, or has been at any time in the previous six years:

- convicted of any criminal offence,
- involved in or threatened with litigation,
- involved in or threatened with formal insolvency proceedings,
- or the subject of a formal inquiry.





# Nomination form for the Nabo Council

Nominee

**Name**

**Address:**

**Tel:**

**Email:**

**Boat name:**

**Signature and Date:**

Proposer\*

**Name:**

**Address:**

**Tel:**

Seconder

**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

\*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.

# Parliament looks to the future of CRT

## NABO's contribution to the APPGW Inquiry

Download the full report here:  
[waterways.org.uk/pdf/appgw\\_waterways\\_inquiry\\_into\\_crt](http://waterways.org.uk/pdf/appgw_waterways_inquiry_into_crt)

In July The All Party Parliamentary Group for Waterways (APPGW) held an inquiry into CRT to evaluate the development, progress and future plans of the charity. Waterways Minister Dan Rogerson MP, senior staff from CRT and the EA, the IWA Chairman and a representative of the British Canoe Union were called to give evidence. NABO asked to be included, but limits on the time available meant that it could only submit written evidence (below). The Chair, Sir Tony Baldry MP, a former Waterways Minister, used the evidence to produce a report of the findings with 16 recommendations for the Government.



Sir Tony Baldry MP, chair of the APPG

## NABO's submission to the Inquiry

**Dr M G Rodd CEng, Chairman, National Association of Boat Owners**  
 28th July 2014

NABO is the only inclusive boating organisation that solely represents boaters. We are a professional organisation actively involved in committees such as boat safety standards etc. Our aim is to be a critical friend of CRT. So far the recently appointed Chief Executive, Richard Parry, has been a breath of fresh air and has been both approachable and willing to listen. There is a feeling that sooner or later the listening has to stop and a clear strategy on mooring and maintenance needs to be put in place. However NABO approves of the recent proposed changes to the organisation of boating and engineering management as a first step.

The recruitment of volunteers has been a great success and we are pleased to observe that CRT is now starting to work with the 200+ dedicated, and often highly active and professionally run, local canal societies and trusts—again reversing the earlier approach of CRT where it seemed to ignore these bodies.

However, the Waterways Partnerships have failed and there is little or no evidence that new funds

are being introduced to the waterways through engagement with local commerce or councils. Indeed in many areas they would appear to have dropped this as an aim and are now focussing on the softer tasks as well as getting involved in the operational management of the waterways.

NABO is supportive of the various advisory groups that have been established but it is concerned that in some cases they are either being ignored or are competing with other CRT groups—such as those established by the Partnerships.

Indeed, NABO is unhappy by the overall governance structures which were developed for CRT. We believe that the partially elected Council is ineffective and many boaters feel that they are not adequately represented on the Council.

NABO has grown increasingly concerned that CRT is acting outside its powers in seeking to introduce more mooring restrictions and financial penalties. NABO has shared the advice it has obtained from its legal advisors with both

CRT and more recently with its wider membership. The legal counsel has advised that there is no legal basis for introducing 'no-return' rules or penalty charges on moorings. To charge boaters for doing something you do not want them to do is perverse. CRT has erected signs that display extended stay charges but has not put in place a mechanism for this charge to be paid.

Despite consultations and written agreements that no further changes will be made to visitor moorings before evidence is gathered that show the need, changes continue to be made. Changes that affect all boaters are introduced to target a few. Despite an increase of 10,000 boat

licences in the last 10 years there are now fewer visitor moorings than existed then. There seems to have been a strategy for tinkering with the existing situation as opposed to assessing the needs of the boating community and trying to address them.

NABO is against CRT taking over responsibility for EA waters until there is demonstrable proof that they can manage the waterways under their charge, which have suffered many years of infrastructure neglect and lack of dredging. It is imperative that this is put back on an even keel before management time is diverted in another direction.

## Report from the 'Inquiry into the Progress and Future of the Canal and River Trust'

August 2014

- 1 **Funding.** Government funding of £800m over 15 years is based on CRT's performance relating to asset condition, towpath condition and flood risk management. The Government is happy with CRT's performance in relation to its targets. Utility income, from fibre optics and water supply, is a large part of its revenue stream.
- 2 **Waterway Partnerships.** Stakeholders stated how one of the original aims was to develop revenue streams for CRT and that so far this has not been successful. The APPGW report in April 2013 raised concerns over the lack of clarity of the Waterway Partnership's financial role and suggested a number of recommendations on funding partnerships. APPGW is disappointed that there are still concerns from stakeholders on a number of issues raised in the report and recommended that Waterway Partnerships should develop joint bids for funding and secure support from local authorities and the local business community with an aim to be self-funded by the end of 2014.
- 3 **CRT's relationship with the EA and the transfer of EA navigations to CRT.** The transfer of navigations controlled by the EA to CRT, including the non-tidal River Thames, the Medway navigation, the Rivers Wye and Lugg, the Fens and Anglian Systems. Government stated that the EA's navigations should transfer to CRT in 2015/16 following the next Spending Review if it was affordable to do so. The Inland Waterways Minister made it clear that the transfer is not a priority for DEFRA and there is no fund-

ing for the transfer in the 2015/16 Spending Review. The APPGW recommended that the EA navigations be transferred to CRT within the next Parliament. CRT made it clear that funding needs to be allocated to resource the due diligence process. The APPGW recommended that the cost be split between Government, CRT and the EA.

**4 The use of volunteers.** CRT's volunteering programme has been successful and well supported by the waterways community. It is clear that there is still progress to be made for CRT to manage a larger number of volunteers.

**5 Diversity.** In the APPGW's report into Waterway Partnerships in 2013, witnesses reported that ethnic diversity within the waterways was low and the average age of waterway users is rising. The APPGW recommend that CRT works more closely with its partners and stakeholders to encourage young people and ethnic minorities onto the waterways.

**6 Community relations.** The majority of responses suggested that CRT's relationship with the waterways community has been getting better since it took over responsibility from BW and it is working hard to further enhance its engagement. The waterways community is responding well to CRT's open approach and the APPGW recommends that this continue.

**7 Moorings.** Legislation covering moorings is in the British Waterways Act (1995) and the Government has not received any calls from stakeholders for new legislation on this issue. Richard Parry stated that the majority of mooring areas policed themselves and it was only large urban areas and sections of the

K&A that saw high demand. In these areas CRT enforces mooring regulations when people overstay. He believed that issues around moorings would be the 'acid test' for boaters and this was supported by NABO who stated 'a clear strategy on mooring...needs to be put in place'. The APPGW supports local solutions and agrees with CRT's plan to develop policies in conjunction with local volunteers and business owners where appropriate. However, there is a concern that an asymmetric policy could cause confusion for some boaters. The APPGW suggests that any local policies fit within CRT's national strategy. The RBOA stated that 'the present method of auctioning CRT moorings when they become vacant is considered at odds with affordability; it is potentially inflationary and improper in that it plays into the hands of the financially better off and may exclude those with less cash resources but greater passion for the Waterways'. While auctions maximise income for CRT, it also reduces the socio-economic diversity of the waterways. The APPGW believes that this system needs to be reviewed to develop a more inclusive policy.

**8 CRT's relationship with the wider waterways community.** Developing its relationship and lines of communication with the waterways community needs to be a core goal of CRT, particularly for its executive. The APPGW would like to see a continuation of the excellent work that CRT has already undertaken.

The APPGW looks forward to seeing the continued development of CRT and will revisit it in a further inquiry when CRT has become more established.

## TideFest

TideFest is a new River Thames event taking place this year on World Rivers Day to highlight and celebrate the recreational importance of the Thames Tideway to Londoners on 28th September 8am–5pm at Chiswick, Kew, Isleworth and the Wandle Valley.

- Paddle boarding (at Kew Bridge)
- One-hour dinghy race (between Kew Road Bridge and Kew Rail Bridge—start and finish near the Bell and Crown pub, Strand on the Green)
- Kayaking (at Kew Bridge)
- Angling competition (at Strand on the Green, Chiswick)
- Foreshore activities and river dipping (downstream of Kew Bridge)
- RSPB bird spotter quiz and wildlife display (at Strand on the Green)
- Young piscators event (between Morden Road and London Road, Merton)
- Wandle heritage walk (2pm at Wandsworth Town Station)
- Access to an island on the Thames—the Isleworth Ait nature reserve, with London Wildlife Trust.

### Further information:

[totallythames.org/??/events/info/tidefest](http://totallythames.org/??/events/info/tidefest)



## Recycling with Biffa

In various recent meetings with CRT, the national waste contract with Biffa, which has been in place since 2013, has been mentioned. One of the planned requirements in the contract is to reduce the amount of waste going to landfill, both for cost and environmental reasons.

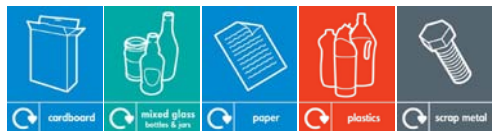
Biffa currently sort all the red bin contents, but because of contamination and sorting issues, the success rate is only an average of 65%. Some sites do very well and others do very badly. The plan is to significantly improve the average and tackle the black spots.

Apparently a likely option is the introduction of dry mixed recycling (DMR) bins at the waste sites, something we all welcome. Provided the dry waste is not contaminated by other waste, especially food, it can be converted into reusable commodities at a materials recycling facility.

### What do we need to do?

Follow the instructions at the site you are using. These may vary, particularly when new facilities are being rolled out.

- Bag up non-recyclables separately. Then Biffa can identify them readily and separate them.
- Don't bag up DMR items in black bags. Anything in black bags is not sortable and will inevitably go to landfill. If there is no DMR bin, it is better to put the items loose in the bin.
- Empty and wash out all cans and other food containers. A small amount of food results in a large amount of recycling being downgraded to landfill.
- Old batteries, engine oil, fridges, mattresses, furniture, carpets and the like are your problem, not CRT's! Don't leave them at waste points.



# Less Powerpoint, more discussion

Mike Rodd reports from the National Users Forum

**A**t the six-monthly NUF meeting at The Bond in Birmingham on 10th September, well attended by representatives of most boating and canal-related organisations, Richard Parry kicked off the meeting by giving an assessment of progress over the past six months, largely a reprise of his recent presentation to CRT's AGM. Highlights were an encouraging additional £7m for the waterways and £2m on customer services. All fundraising has been taken in-house, this looking promising, an additional 1,500 'Friends' recruited in the past 5 months. He noted 61 community adoptions and over 400 volunteer lock keepers. Concluding a buoyant presentation he noted that the 'Sharing Towpaths' consultation would report soon and that Council will appoint new trustees and consider some constitutional change at their next meeting—watch this space!

Vince Moran gave an update on operations—highlighted completed work, some of which was due to the 2013 floods, and outlined present projects. Of particular interest was the internal reorganisation of CRT, the waterways managers taking responsibility for customer relationships, including boaters and related communities. All engineering work is being centralised and in future will be handled in a unified fashion—a much more joined-up approach.

Julie Sharman and Tamsin Phipps (K&A Partnership Chair) then gave a review of Partnership Plans for the next 3 years. Clearly CRT, though committed to the principles underlying the Partnerships, accepts that each will focus on what they feel is

important and relevant to their waterways. In the discussions that followed, many repeated that few understood the role of the Partnerships and stressed that to deal with major issues affecting their waterways, it was vital that Partnership members were familiar with the specific issues being considered.

Dean Davies, recently appointed Interim Head of Customer Services, gave a positive presentation on 'Enhancing Customer Service Delivery in CRT'. An important part of the morning, it was obvious that Dean has a clear vision of the need for CRT to improve all aspects of its performance in this area. This would include:

- A review of the Customer Service standards and expectations.
- Producing a nationally agreed framework for the local provision of visitor moorings.
- Improving visibility and effectiveness of enforcement.

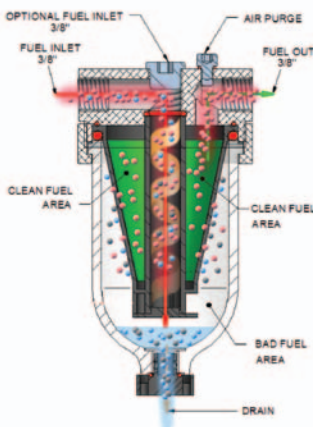
Finally, a highly professional Adam Comerford gave an update on CRT's developing Water Resources Strategy, emphasising not only its need but the importance of getting full buy-in from all CRT users. This work will inform future policy and investment programme decisions. It is vital that his report (now available on the CRT website) is studied by all boating and related organisations and that their feedback is submitted.

In summary, a useful and informative morning but one cannot help feeling that with so many of the leaders of the major waterway users attending, fewer PowerPoint slides and more discussion need to be undertaken.

# New weapon in the war on diesel bug

**F**uel kept free from water and contamination without the need to buy replacement filter elements is promised by a new fuel decontaminator and water separator from Fuel-Guard. This new fuel filter system for narrowboats or cruisers, which claims to protect your engine from the harmful effects of the diesel bug associated with bio-diesel, was launched at this year's Crick Boat Show. The system will remove 95% of solid contamination and 99.9% of water from your fuel. The decontaminator and water separator uses a unique filter design, which unlike conventional paper-based types, uses a stainless steel micro-filter element that is impregnated using a special chemical process. The filter element repels all water and contamination to allow only clean fuel to pass through. Should the element become blocked it can easily be removed and washed with clean fuel before being reinstalled—a job that requires no tools—so it can be used over and over again. Another feature of the product is its fully transparent collection bowl where water, sludge and sediment are easily identified and drained away, unlike traditional metal-cased paper filters.

This environmental award winning product conforms to the Boat Safety Standard ISO 10088 and can be used with both petrol and diesel fuel. The option of a fuel tank re-polishing kit is also available to ensure removal of water and dirt particles from the fuel tank. The recirculation process means the fuel is being moved around the tank which helps reduce problems with the diesel bug.



## Offer for NABO Members

The product normally sells for £199 but Fuel-Guard has made a special offer to NABO members which includes a £25 reduction in price with free delivery.

Use the promotion code 'CBM' either on Fuel-Guard's website at [www.fuel-guard.co.uk](http://www.fuel-guard.co.uk)—select 'decontaminator and water separator'—or by calling them on 01908 230579.

Pictured:

1. Fuel-Guard fuel filter
2. The installed filter
3. How it works

# First, engage your paid hands

The world of interwar boating with **Stephen Peters**



Martin, E.G., John Irving, et al. *Motor Cruising & Ocean Racing*. The Lonsdale Library Vol. XV. London: Seeley Service & Co. Ltd. 1945.

The caption reads 'Oceana. She is a topsail schooner rigged, but is shown under fore-and-aft canvas only'



A fascinating book has recently come into my possession. It is entitled 'Cruising & Ocean Racing' and was published in 1933 as part of the Lonsdale Library collection. One of the joint editors was The Earl of Lonsdale (of boxing's Lonsdale Belt fame) and the book is dedicated to the then Prince of Wales (later to become King Edward VIII). Other books in the series cover pastimes such as winter sports, shooting, foxhunting and big-game hunting in Africa. This was the era of wealthy playboys and landed gentry with a lot of spare time and money. The 590 pages and 500 plates and illustrations reflect the nature of yachting and boat ownership during the post-Great War period when all seemed well with the world and social strata were well defined. The extracts below emphasise the accepted norms and standards of the day and the lack of concern for health and safety – don't try any of the suggestions on your boat!:

"Wood is the material of choice for your new yacht at a time when riveted iron ships are still plentiful. The best teak is to be sourced along the Burma-Siamese border. Other so-called 'teaks' such as iroko, kambala, wamba and java are considered inferior. Steel framing is an accepted construction method but the joining of steel plates by welding must still be considered experimental so far as shipbuild-

ing is concerned.

"Auxiliary power in your yacht will be provided by a motor fuelled possibly by petrol—but the danger of lurking petrol fumes makes the choice of a paraffin or heavy oil engine a safer choice. But beware of the tendency for paraffin to soak readily into wood! For higher powers, the hot-bulb motor using heavy oil is to be preferred or even one of the compression-ignition type, commonly called 'Diesel'.

"Fresh water on board can be arranged with a storage tank below deck and a supply tank on deck filled by a pump. The water is then led to sinks and basins and in larger yachts to baths. The advantages of good ventilation are now appreciated and a fore-cabin with neither daylight nor ventilation is no longer acceptable. Artificial lighting can be provided by a small portable battery which can be recharged at many ports. Otherwise, candle lamps are the safest except where it is considered necessary to employ oil lamps. In larger yachts there is nothing nicer than an open fireplace in a sitting room. A coke stove in the galley is the favourite heat source but a paraffin cooker can be considered. The immediate galley area should be lined with asbestos for fire protection.

"The boatswain's store should contain a range of ropes; generally manilla, hemp or coir. Flax rope can be made to order and cotton rope can be used for light work. But steer clear of jute rope at all costs—it is only suitable for washing lines!

"Painting and varnishing of timberwork is a major preoccupation



and there are many recommendations, such as binding the bristles of a paint brush to make the lower third stiffer and always soak a new brush in water before use. The removal of old paint and varnish can be achieved by use of a caustic remover such as 'Pintoff'. Alternatively, follow the recipe for caustic soda mixed with common starch, boiled in water until a stiff paste results. Or use Suji Muji—a mixture of slaked lime and pearl ash which will severely burn your hands and clothes! A useful tip for softening bone-hard brushes is to set fire to a pint of turpentine in a can and smother the flame after a minute and then dip the bristles into the liquid."

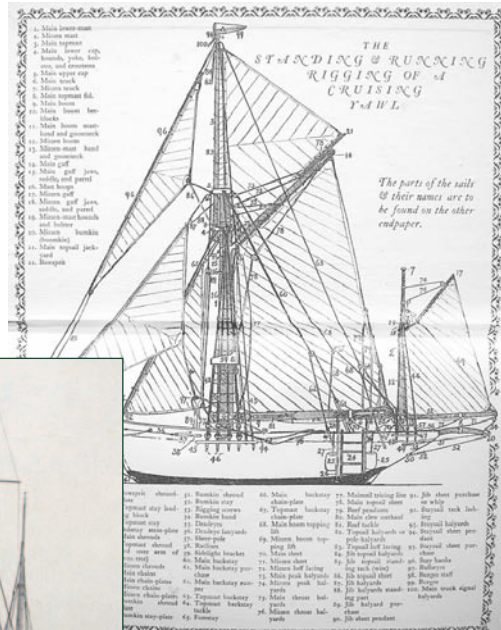
The section on foreign cruising reminds the reader that reclamation works in the Zuyder Zee have commenced in Holland and eventually only a small lake will be left after polders have been constructed over the next 20 years. The legal section of the book reminds us of flag etiquette and the ensigns of His Majesty's ships. This book was published during the reign of King George V and yachts should be dressed

overall for Accession Day (6th May), Empire Day (24th May), the Queen's birthday (26th May) and the King's birthday (3rd June). Germany still celebrates the ex-Kaiser's birthday on 27th January.

Engagement of paid hands is covered in great depth and we are told that "men from the western highlands of Scotland are well-suited to the life of a paid hand, which suits the inclinations of the Gael who is usually a well-built, hefty man who makes a good sailor. The wages paid allow for the crew to find

themselves in food but the owner supplies an outfit of clothes for each man comprising a shore-going suit, cap, brown leather shoes, a blue jersey, working trousers, two linen hats, two pairs of canvas shoes, two suits of overalls, oilskin coat and sou'wester and a pair of rubber sea boots. These remain the property of the owner but it is customary to allow the men to retain them at the end of the season, provided their conduct has been satisfactory."

The book bears the name and annotations of one Capt. F. F. Wessel and his vessel M.Y. 'Danial'. A search on the internet reveals that he was a Danish WW1 pilot in the Royal Flying Corps and that his previous yacht was fired upon by fascist militia during a cruise off the Italian coast in company with Prince Paul of Greece.



The caption reads 'This photo was taken at Bude in 1931. 'Ceres' was built at Salcombe in Devon in 1811. She is iron fastened.'

# Naughty NABO legal expert moves too much!

Geoffrey Rogerson sees red.

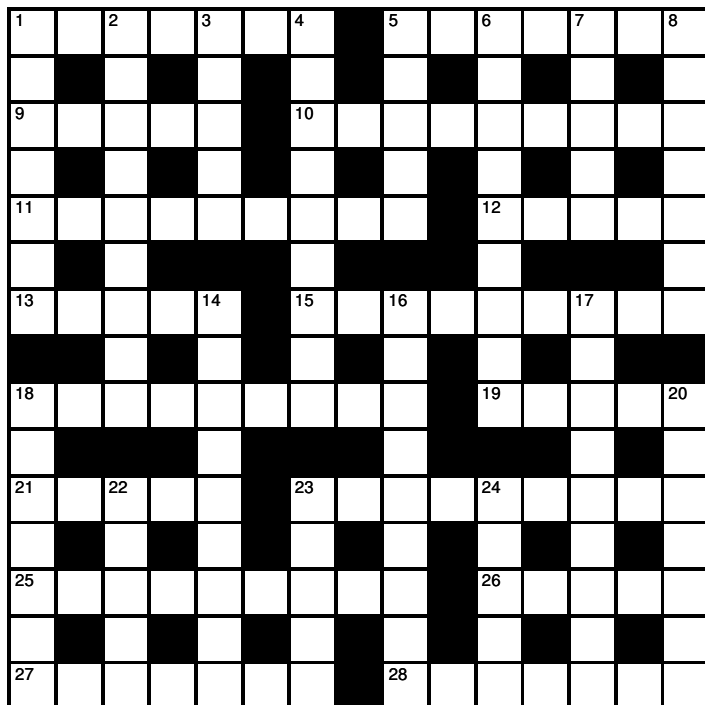
A few days ago I received a letter signed on behalf of the K&A Enforcement Officer informing me that I had not moved sufficiently through six neighbourhoods in the three months from May to July. Having cooled down, I consulted my log and, eventually, was able to talk to said enforcement officer. With my details up on screen she was surprised that I was certainly not on her list of defaulters. Looking at my log in detail compared to the CRT record of sightings, it was established that I had in fact moved some 54 km through 12 neighbourhoods, stopping at nine of them, through 15 locks and 12 swing bridges. Her conclusion? “The problem is you’re moving too much. We only check the neighbourhoods once a fortnight”. It would seem that unless boaters stay for the full 14 days before moving, CRT is unable to cope. I happened to start on May 1st in the middle of the stretch between Bath and Devizes. Accordingly, having arrived at Foxhangers (Devizes) I duly turned round and retraced my steps, obviously confusing the checker.

I have discussed this situation with a friend who is a retired professor of statistics and taking into account 12 neighbourhoods in 30 km, 8 locks, 7 swing bridges, and 14 day checking, the statistical probability of any accuracy in recording movements was probably zero. Let us be quite clear, neighbourhoods do not define place. It is quite legitimate for a boater to spend up to 14 days twice in the same neighbourhood. Not having moved the requested six neighbourhoods in three months may indicate that a boater is not *bona-fide* navigating but this will be the subject of individual assessment by CRT. From the report on the first three months of the trial 90% of boaters have not done the required six neighbourhoods. In addition 18 boats have been warned three to four times that they are not moving enough. So what now? CRT notices on the towpath boards regarding neighbourhoods state that all boats must comply. This was never the intention of the scheme, particularly as the latest CRT edict states boaters with a permanent mooring are required to conform by merely moving and stopping for short periods only while cruising—What on earth is meant by a short period and what is meant by cruising?—muddying the waters by inferring that the neighbourhood scheme applies to all boats. I have decided that in future I will stay at a mooring for the full 14 days and restrict my movements in order to avoid confusing the poor boat checkers!



## NABO News crossword 19

By Canaldrifter



## 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 one spotted on the Macclesfield Canal earlier this year.

## Answers to Crossword 18

**Across:** 1 Shropshire Union, 8 Penguin, 9 Tel Aviv, 10 Ennui, 11 Strutting, 12 Toothache, 14 Cleat, 15 Nobly, 17 Water-polo, 19 Umbrellas, 22 Offal, 23 Non-stop, 24 Sailing, 25 Local government.

**Down:** 1 Sapperton Tunnel, 2 Run into, 3 Prudishly, 4 Hands, 5 Unlit, 6 Invoice, 7 Navigation light, 9 Torrent, 13 Cowslip, 14 Corrosion, 16 Bubonic, 18 Offside, 20 Extol, 21 Susie.

## Across

- 1 Group observed a cutter (7)
- 5 Line secure on the gunwale (7)
- 9 A rise once more (5)
- 10 Drunken airmen on a bus back to the boat (9)
- 11 Puppies with a container for the gash (9)
- 12 The crew on a short health and safety course? (5)
- 13 Sing a rhyme twixt a junction and a bend! (5)
- 15 Broken arm tenses for the skipper? (9)
- 18 Protection can make us cannier (9)
- 19 Avoid the car! (5)
- 21 Will the vehicle fit aboard? (5)
- 23 Led on excitedly around the gate to see the boat stretched (9)
- 25 One word in a line by the stream (5-4)
- 26 Requires necessities (5)
- 27 Upset evangelists gave away recruits (7)
- 28 Slimmer on the cut? (7)

## Down

- 1 British Rail has bad delay at wooden lock-gate yard on the BCN (7)
- 2 Low flows by the shore (4,5)
- 3 Feel the meaning (5)
- 4 Wake at the marina in the bathroom! (9)
- 5 and 23 down. The last BW MD not a vainer snob! (5,5)
- 6 Sailed to windward but were hated going about (9)
- 7 Constellation back in no ironic state (5)
- 8 No sleek reversing in the boat (7)
- 14 Portsides spreads around a wild pig! (9)
- 16 Receptacle in the head! (3,6)
- 17 Muddled Tim dreams in the centre of the river (9)
- 18 Make a bend and be liable to half veer away (7)
- 20 Last owner denser, round the bend! (3,4)
- 22 Competitor could go viral (5)
- 23 See 5 down (5)

# Rewind 15 years

Tony Haynes continues his look back through NABO News from November 1999



## Chairman's Report.

After six years as Vice-Chairman and Chairman, Peter Lea decides to retire. He notes that over those years NABO has become an established boater pressure group, listened to carefully by government, BW, other user groups and the press. He also notes that this government (1999) is far more responsive to waterway issues than any he can remember. Substantial extra funding, the vital loosening of BW's financial constraints, and regular consultation were unthinkable a few years ago. BW is now better managed, but on the other hand the costs of boating have spiralled upwards. It used to be 'Canals for All'. It's fast becoming 'Canals for the Affluent'.

**Pensioners Discounted?** NABO is consulting with BW directors for licence discounts for older boaters and ways of encouraging new boat owners on to the waterways.

**Dredging.** BW wants to give boaters cards to tell them where it needs dredging as they don't know! They used to before they took staff off the track and put them in offices. Are boaters to become the new volunteer workforce?

**CCing.** BW's 'What is Continuous Cruising' paper has caused sadness at all the bureaucracy and Big Brother tactics that will be needed to police this. Also the lack of tolerance found amongst boaters that has

brought it about.

**Cressy.** Perhaps we all need to remember that it was boats like Tom Rolt's Cressy that made it possible for all of us to enjoy the canals. Cressy wouldn't have passed a BSS examination and in Rolt's day navigation may have been difficult but there were no mooring charges and there was freedom.

**Gas 1.** The Dutch Barge Association has a national buying scheme for bottled propane that gives 50% discount. It is now possible for NABO members to take advantage of this scheme.

**Gas 2.** The HSE want to impose CORGI registration upon BSS examiners because they 'break into' a gas system to perform the gas system integrity check and this would be deemed 'work' as defined under the Gas Safety (I&U) Regulations. This policy greatly increases the costs of BSS examinations.

**Oil Trays.** An oil-tight tray under the engine will become mandatory next year and boat owners may be faced with enormous costs if engines have to be lifted out in order to allow a tray to be installed.

**Letter.** 'I've decided BW's policy is to squeeze us for cash until the pips squeak but do we do anything when it starts to hurt? It's no good moaning to each other or hoping NABO will sort it out for us. I've just sent my cheque back with a note saying I can't afford any more price rises. If everyone else did the same perhaps they would start to listen and I won't have wasted my time. Please support NABO and tell BW when they get it wrong.'

## Letters to the Editor

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

### Is It Really Only Continuous Cruisers Who Overstay?

I was interested to see that the report on Enforcement at CRT in July's NABO news was silent on the issue of overstaying by boats with a long-term mooring. Perhaps this was overlooked when the report was condensed but it seems to me an unfortunate slip. Does this apparent bias exist in the original briefing paper, or has it appeared simply as result of condensing a larger report?\*. A few years ago, NABO found that boats with home moorings were as likely to overstay as those without. This was based on analysis of BW's enforcement data at the time, following a similar analysis two years previously which reached the same conclusion. On both occasions the results and methodology were shared with BW which offered no comments.

Of course some people take the view that all the problems on the waterways with visitor moorings and overstaying (and just about everything else) are the fault of continuous cruisers despite evidence that the reality is much more mixed. Apart from that it would be concerning to me if it was the case that CRT is targeting continuous cruisers differentially to other boaters when it comes to overstaying. If so it rather gives weight to suggestions of bias and inequity in CRT's processes. It does not help matters if CRT is pursuing some boaters who break the rules less rigorously than others.

**Simon Robbins**

(\*Editor's note: the briefing paper did not mention overstaying by boats with a long-term mooring)



### Cats, Canals and Catastrophes

My husband and I lived on a narrowboat for nine years during the 1990s and actually attended the first meeting when NABO was formed. and of course became some of the first happy boaters to become members. I have now had my second book published and wondered whether other members may be interested in it.

It is a heart-warming and humorous account of how we travelled hundreds of miles of the canal system aboard 'Rainbow II' with our motley crew of cats, living through all seasons in harmony with the elements and without mod-cons and home comforts. Not always plain sailing as there were many challenges and dramatic incidents, tragedies and heartaches.

However, happiness and the ability to laugh at life and each other overcame difficult times. The book is around 300 pages with some 50 or so cartoons and illustrations. It can be ordered from 20 Bawhead Rd., Earby, Lancs, BB18 6PE or [www.ypdbooks.com](http://www.ypdbooks.com). Please make cheques for £12.99 (free P&P) payable to M. Awty-Jones.

**Margaret Awty-Jones**

### A Member's Experience

My partner, Lisa, and I are continuous cruisers and as NABO members we received the August Bulletin online. This time one little item caught my eye. There was to be a Council meeting at the Wolverhampton Boat Club on Saturday September 6th and members were invited to attend. For once I found we would be close to the venue and I saw this as an opportunity to get to meet the people who represent me in meetings with CRT. It's possible to read minutes from meetings and read attendees comments elsewhere but that doesn't necessarily give the real picture. I often ask myself, do they ask the questions I would ask? Do they hold out for a clearer answer or just accept the first reply? Do they give in too easily? There's only one way to find out; we had to meet the people ourselves and form our own opinion. I sent an email to NABO explaining that I would like to attend the meeting and received an enthusiastic reply; things were looking good. A further couple of emails regarding times, mooring and who to contact at the boat club were exchanged and we were ready.

We entered the clubhouse and were greeted warmly by all those present. That was the first hurdle negotiated. I hadn't been sure what to expect but we actually felt as though we really were welcome at the meeting. As the formalities of the meeting were conducted we felt included, our views were both considered and accepted by the Council, something else that I wasn't sure would be the case. The Council members proved to be as enthusiastic about our canals as we are. The only downside to the meeting was that there were no other members present, something that I really hadn't expected. Still, I for one feel that NABO is up to the job, now that I've had the chance to meet some of those involved.

**Fred Webster, NB Chyandour.**

### Shackerstone 'Disaster'

We were intending to go to the Shackerstone Festival in September and had made arrangements to hold the WRG Boat Club AGM there over the weekend. However on August 22nd I received a message from CRT saying that mooring would only be allowed along particular sec-

tions for the Festival. On contacting the organisers I was informed that they had, just that week, got a problem with the moorings and were very restricted in the number of boats that could be moored—in effect the moorings were full. Obviously there was no point in proceeding further and I informed our boat club members of the situation. Why was this? There had been no problem in previous years.

Natural England insisted on restricted moorings at this year's festival and the imposition of conditions 'to prevent damage from anticipated boat movements' to aquatic plants that grow at the edges of the canal. These plants have grown there while boats have been travelling and mooring on the canal. Why will they suddenly suffer? Boats and wildlife have coexisted for over two hundred years, it's pollution that kills wildlife not boat movements. Why has CRT allowed English Nature to dictate to us? What right have they to 'move on offenders'? Who is paying for the 200m of 'nico-spanning' that has been erected? Will there be any compensation from English Nature for the loss of revenue for local charities and the Ashby Canal Association from the festival, as there will be fewer boats attending and many that do will be too distant from the site? Some friends who are working at the festival were advised to be there over a week early and even then they had to moor nearly a mile away. Why do I call it the 'Shackerstone Disaster'? Well it certainly is disastrous for me! Does this set a precedent? I am worried. If this indicates the way things are going, the future does not look good. There are too many weeds and reeds in the canals. If CRT want to encourage people to enjoy the towpaths and canal environment it had better look to cutting back weeds on the towpath edges because in many places you can't even see the canal from the towpath as the weeds are too high!

**Sadie Heritage**

*Editor's note: After online speculation about mooring restrictions at Shackerstone Festival, CRT put out a statement to explain the situation: Natural England (NE) had requested that boats be single-moored to prevent passing boats travelling too close to aquatic plants that grow on the section of the canal that is a Site of Special Scientific Interest. CRT accepted*

*that it should protect the SSSI but wished to support the festival and protect the interests of boaters. NE accepted CRT's proposal to install 200m of temporary nico-spanning in specific locations to protect the plants from wash, thereby allowing double-mooring that was expected to allow sufficient mooring space for the number of boats likely to attend the festival though it is not clear which organisation paid for the work to be completed.*

### **An Anecdote from London**

I have a friend staying next to me on his boat at the moment. He has had huge housing difficulties over the last few years and has now bought a boat to live on as a CC'r. His calculation is that paying for the boat will take him eighteen months, and compared to the rent he would pay in that time for a room in a shared house, at the end of the period he will have an asset. In fact his employer has lent him some of the money and he is repaying through salary deductions, reflecting the fact that they need him to stay around as part of their business.

We had a few chats about the reality of living on a boat before he bought it and since. When it comes to the 14 day rule he knows the score and he is actually keen to travel around a bit. However his comment is that he can see why the 14 day rule is widely ignored. When he got his boat the engine was not running so he phoned the local CRT office to arrange an agreed overstay. No problem. He's now sorted and mobile. However the boat had been semi-abandoned in the same spot for about six months before he bought it and when he contacted CRT to enquire about getting the ownership updated, he asked about whether the boat was subject to enforcement or any overstaying charges etc. and was told there was nothing outstanding.

Many of the other boaters he has met in his six weeks afloat tell him not take the 14 day rule seriously—no surprise if they are not seeing CRT doing anything about it. It's easy to see how that view permeates. Trying to impose more complicated rules is therefore looked at with double-derision by many of the people that these things are supposed to be directed against, when the one uncontroversial rule (14 days) is not seen to be enforced. It is also the case that those who do try

to keep to the 14 day rule become a little weary when there is little visible sanctioning against those who flagrantly ignore it.

### **Name supplied**

### **Shireoaks Moorings**

The following was sent to CRT following its reply to a FOI request concerning the new railings at Shireoaks Marina.

“ I note from your reply that:

1. You did not tell me the total cost of purchase, erection and painting of the railings as requested. Does this mean that the total cost is something you do not wish to admit to?
2. Whilst understanding that the railings became necessary because of CRT's inability to police its warning signs and regulations regarding swimming in the marina, this does not explain why the 24-hour moorings in the marina were removed. Your statement that they were 'moved outside' does not mean that the same number of moorings were kept.
3. The new restriction of linear moorings outside the marina to 48 hours reduce and replace perfectly good 14-day moorings. I estimate that at least four visitor moorings at Shireoaks have been lost, each with water and power. Therefore CRT should have consulted, not just with the aggrieved residents of Shireoaks Marina, but also with those affected most by this CRT decision.
4. The visitor moorings within the marina could have been kept for their designated purpose had the new security gates on that side been fitted with Watermate locks. In fact they would thus have become more secure and attractive for visiting boaters and of benefit to all legitimate marina users.

Why do you think it necessary to restrict moorings to 48 hours throughout the Chesterfield Canal and how would you police such a policy? Such a policy is against the meaning of the Waterway Act 1995 and would appear to be a witch-hunt against continuous cruisers.

I judge that the removal of the visitor moorings from Shireoaks Marina was a bad management decision by CRT staff and if necessary I intend to draw the matter to the attention of NABO and the Waterways Ombudsman.”

**Tony Haynes**

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