



NABO News

The Magazine of the National Association of Boat Owners
Issue 1 February 2015



**CRT ENFORCEMENT
STRATEGY FOR CCs**

**THE PERILS OF RENTING
OUT A BOAT**

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LIVERPOOL LINK**



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NABO News

The magazine of the National Association of Boat Owners

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Contributions

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

Contributions to nabonews@nabo.org.uk

Next NABO News copy date

Please email or post your contributions by
21st March 2015

Cover photo



This month's cover photo is a scene on the Trent and Mersey at Mercia Marina, taken by Mick and Maggie Fitzgibbons.

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 2015

Dates for Council Meetings in 2015: 14th March, 25th April, 13th June, 25th July (if required), 5th September, 17th October, 14th November (AGM).

Council meetings are held at boat clubs in the Midlands area—see the website for details. Remember that members are welcome to attend meetings—please just let the Secretary or Chairman know in advance (contact details p4)

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Last pint at the Waggon

Editor **Peter Fellows** has one for the road

CRT has spent recent months devising a plan and putting resources in place to deal with continuous moorers - a situation it inherited from BW, which was largely supine in the face of a growing issue for many years. An update on the latest enforcement figures is included, and Mike Rodd gives the details of the new proposals and NABO's support for them in his Chairman's column. The changes in management at CRT continue, with Simon Salem's departure in June, following Sally Ash and Nigel Johnson last year. So far, the Board seem to have made a good job of recent appointments with, for example, Dean Davis as Direct Services Manager and Sean Williams building a network of contacts and getting some early successful outcomes in his role as Welfare Officer. We hope that Ian Rogers will be equally successful as the new Head of Customer Services - the post that most directly impacts us boaters, dealing as it does with leisure boating, licensing and enforcement. We sincerely hope he takes on board NABO's requests for better consultation on, for example, changes to licence terms and conditions and visitor moorings - before they are implemented rather than as an afterthought. He could start by ensuring that all waterway areas adopt best practice, as was done with the K&A consultation, rather than creating antagonism through mismanaged consultations as happened with the L&L link consultation. The latter is reported in this issue, with NABO's response to the consultation and a letter from Val Duskin.

Away from CRT, the Environment

Agency seems to have run into yet more trouble over its plans to get rid of residential River Thames weir- and lock-keepers. Louis Jankel highlights a GMB Union response to a recent EA report, which seems to show a degree of skulduggery worthy of the Tudors (for those who are familiar with Hilary Mantel's writing). Elsewhere in this issue, there is a timely warning from the BSS of the dangers of burning damp wood on boat stoves, and Mark Tizard and I report on the risks of renting out boats for accommodation, which is increasingly common in London where house prices and rents continue to soar. The message is: if you want to rent out your boat, do it properly or you could end up in serious trouble.

Finally, David Fletcher pays tribute to a wonderful old listed Birmingham pub, the Waggon and Horses, which was the venue for NABO meetings for over 20 years. It has been forced to close because of lack of investment by the brewery owners and the incompetence of the local authority, which allowed a large pub chain to convert the building next door into a new drinking hole RIP Waggon and Horses.



Moving containers by barge, John Dodwell's report on page 26

Photo: CRT





A continuing saga

Chairman **Mike Rodd** on the new enforcement regime

As this edition of NABO News arrives on your desk or laptop, you should also receive an announcement from CRT regarding a new enforcement strategy that will potentially have a huge impact on many continuous cruisers' current boating movements. NABO Council is thus very busy at the moment!

CRT has announced that it will be taking action on the substantial number of boaters whose licences have been granted under the condition that, as they don't have a home mooring, they will continuously cruise and are therefore required to be 'bona fide navigating' and also not to remain in any one 'place' for more than 14 days. Over many years, NABO has continually pointed out that, given the problems with interpreting these vague legal terms, BW (and now CRT) should not attempt to re-define these conditions (which would require a change in the law). Rather, they should state clearly what their interpretation is, and then enforce those requirements consistently, fairly and humanely across the network.

CRT's present assessment of the extent of the problem may come as no surprise to any active boater. Of just over 5400 boaters who continuously cruise, 16% have moved within a 5 km range over the past year and 50% have moved only within a 5 - 20 km range. Thus, according to the top-line figures given to NABO (currently subject to further validation), a total of 66% of boats without a home mooring are seen to cruise no further than a 20 km range each year! That BW allowed the problem to grow to its present proportions

does that organisation little credit, and NABO has long warned that this was happening.

Three tier enforcement

We understand that CRT will operate a three-tier enforcement strategy:

- ▲ **Tier one** will affect boats that are deemed to have hardly moved at all, or only an insignificant distance, in the last 12 months. This will result in a refusal to relicence, and action to remove the boat.
- ▲ **Tier two** will apply to boats that are deemed to have a range and frequency of movement that is insufficient to meet the requirements of the licence. It will result in the licence being renewed only for a period of less than 12 months, with the subsequent movement pattern being monitored. If a lack of movement remains a matter of concern, this will result in a refusal to relicence, and action to remove the boat.
- ▲ **Tier three** covers boats that have achieved a range and frequency of movement that is not of concern, and that will therefore not be the subject of enforcement actions.

NABO welcomes CRT's decision, as it makes a clear statement on what CRT considers to be a legally acceptable pattern of movement, and outlines a clear enforcement strategy based on this. We have also constantly said that the 14-day rule is clear and that, to most reasonable boaters, a 'place' is obvious – it is not through the next bridgehole, but is in the next village/parish. Indeed, NABO contributed to establish-

ing the definition of 'places' on the Western end of the K&A.

This is all simply common sense. NABO has many continuous cruisers among its members and recognises the significant contribution that they make to the wellbeing of our waterways. (For many of us, this is exactly what we would like to be doing – if work and other commitments permitted it!) For those who are living (and cruising) on their boats as a lifestyle choice, these requirements will present no problem – NABO's own survey of continuous cruisers shows just this. But we are also aware that there are many boats that are occupied by people who see living on the canals as a cheap form of housing. There also are many boats simply left on the towpath because their owners can't afford, or don't want to pay for, home moorings.

Consequences of change

NABO is deeply concerned that words alone will not be sufficient to get the non-movers moving. Real, active enforcement (where necessary) is essential which will incur a cost to implement. It is also likely to result in a serious number of boats not being licensed, and indeed, not insured (and thus a danger to others). But there is no way around this if the rules are to be properly enforced, and Richard Parry has assured us that the funding will be made available to make all this happen. We look forward to hearing more details of these plans.

Of course, many folk who live on their boats will be affected; those who are genuine boaters will welcome the clarity, but a small number will find it difficult to conform. Here, we welcome the appointment of CRT's new Welfare Officer, Sean Williams, and applaud his work, especially in getting CRT's existing en-

forcement officers briefed on the resources available to help those who are in difficulty.

Terms and conditions of licences

The other document that has emerged relates to proposed changes to the terms and conditions of our private boat licences. We were literally given a couple of days to comment on these extensive proposals and were simply horrified by the apparent number of changes. One matter of real concern was the introduction of the new requirement that when boaters leave their home moorings, they have to undertake a 'cruise'. (We don't know what this word means legally!) The worry here is that CRT/BW has tried for some time to insist that when we leave our home moorings, we must behave as if the continuous cruiser requirements apply. NABO simply does not agree that this is correct, and indeed our views were backed in the recent Mayers court judgement in which the judge said: "A boat which has a home mooring is not required to be 'bona fide used for navigation throughout the period of the licence; but neither is it required ever to use its home mooring." We must all make sure that this is clarified, otherwise it could affect many of our very traditional boating patterns – such as those of us who regularly take our boat off its home mooring and cruise to a popular place nearby for the weekend. We urge CRT to engage proactively with NABO when considering changes, so that we can contribute and support where we can, rather than comment after the event. The public consultation on these changes is underway and we have already recorded our concerns.

So, this is a seminal time for NABO – and I can assure you that your Council has seldom been more actively engaged!



Fly on the wall

Observes proceedings at the Council meeting in January

Welcoming visitors Sadie Dean, Allan Richards and book-keeper Helen Hutt, Council members kicked off with a discussion on the management of recent CRT consultations: K&A good; Lancaster and Leeds & Liverpool Link hopeless. Then some important breaking news from CRT, but everyone is sworn to secrecy so I'll have to keep schtum (until the next issue anyway). The new CRT Welfare Officer, Sean Williams, seems to be settling into his new job very well and is already getting some good results.

Back to visitor moorings again and there seems to be no consistency in changes being made. Councillors want evidence-based decisions with a national approach as well as local inputs, because all boaters are affected, not just the locals. Apparently all new visitor moorings must now have rings or bollards, which was not the case before, so of course they will cost more. News of licence evasion, with four out of every hundred

boats unlicensed - that's 1800 in total. Some good news on dredging, with £10M ring-fenced regardless of unforeseen breaches. CRT is asking boaters to identify places that need spot-dredging.

Over at the EA, it is trying to decide whether or not to sell licences online - welcome to the 21st century! Also some contretemps over having to pay £100 per day if you overstay on EA visitor moorings because of red board (strong-stream) warnings. Apparently, boaters from marinas who are caught by rising waters don't have to pay, whereas some continuous cruisers have been asked to fork out. (The Nene has free refuges for mooring when the river is in flood.) So as usual, much to ponder during these dark winter nights. Byeee 'til April.

Lost Members—can you help?

We have no current contact details for a few members. Can you help us to get in touch? If you know of their whereabouts, please ask them to contact us.

Mr W.A. Holmes from Leicester, nb

Tiger M on North Oxford

Mr T. Mundy from Beaconsfield, nb

Belgarion on River Lea

Mr Stuart Iveson from Bournemouth,

nb Ivy on GU

Mr Colin Walker from Hull, nb

Katanne at Shardlow

Mr R.A. Segal from Woodford Green,

nb Iron Butterfly at Whilton

Lois Pryce from London, nb

Cheyenne at Northolt

Mr Michael Clifton from Gayton, nb

Muttley on Gayton Arm

Mr David Claridge from Trowbridge,

nb Buteo on K&A



Marple Cleanup

Marple Aqueduct in Cheshire, the tallest aqueduct in England and a scheduled ancient monument, is being restored. Built in 1800, the aqueduct carries the Peak Forest Canal 100ft over the River Goyt, but it had become obscured by trees and vegetation. Now a team of abseilers has started to remove the vegetation and point the stonework. The other components of the project are at nearby Mellor Mill and Marple Lime Kilns and over the next three years the whole industrial complex will be opened as Mellor Mill Heritage Park.

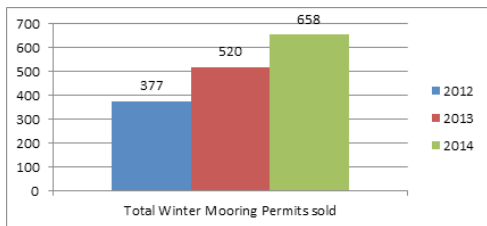


CRT Update



Continuous Cruisers

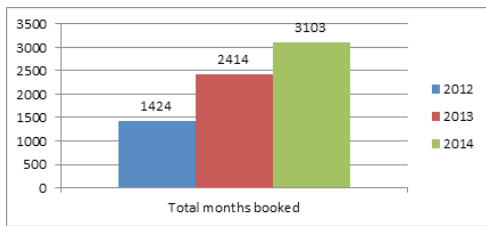
In December, CRT started sending letters to new continuous cruisers coming to the end of their first year who, despite regular reminders, have failed to meet cruising requirements. The letters informed them that they will not have their licences renewed. There have been 792 new continuous cruisers since January 2014, of whom 63 are now in the enforcement process and a further 83 have been contacted due to concern over their lack of movement. Of these, 23 were contacted for refusing to renew their licences. On the K&A, 4,435 boat sightings (1,176 individual boats) were recorded between Bath and Foxhangers, with 169 boats attracting the attention of enforcement officers for not moving sufficiently, 57 of which have entered the enforcement process.



Waterways Hardship Fund

The Waterways Chaplaincy, part of Workplace Matters, has launched a Waterways Hardship Fund for boaters. If you have a winter fuel allowance that you would like to use to help boaters who are facing hardship this winter, visit the dedicated JustGiving webpage (<https://my.give.net/Hardshipfund>). Any size of donation will be gratefully received: £10 will buy a warm coat or pair of boots; £15 will get a bag of solid fuel; or £40 will cover a call-out fee to repair the heating on a boat. If you are a UK taxpayer, make sure you confirm that you would like to Gift Aid your donation, which will add 25p to every £1 you give. At the end of January, £903 had been donated to the fund.

Winter mooring permits have been more popular than in 2013, with 474 general towpath permits issued and 69 spaces booked at visitor moorings. In London, 115 towpath permits were issued.



One in, one out

CRT has appointed Ian Rogers to head its Customer Services. He comes from the large insurance broker, Aon, where he was a divisional managing director, and before that he worked in senior customer service roles at Dataforce, Thomas Cook and Eurostar. He will have responsibility for leisure boating, licensing and enforcement.

Simon Salem, Marketing and Fundraising Director, is to retire in June 2015 after more than 26 years with BW and CRT. He played a significant role in helping to create CRT and set up its fundraising and volunteering teams. Among other things, he now plans to complete a psychology degree and to fulfil a lifetime's ambition to travel the world by train.

Lost Wonders of the Waterways' World

The theme of a new photo competition about derelict canals.

Around 2,000 miles of waterways were closed in the 19th and 20th centuries, with only 200 miles restored since the turn of the millennium.

The competition deadline is 10th April 2015 and the winning entry will receive vouchers worth £500, with £250 for two runners-up.

Once all the pictures have been entered, the best 15 photographs will be selected by an expert canal restoration panel.

canalrivertrust.org.uk/gallery/lost-wonders-of-the-waterways-world-photograph-competition-2015

Flight of weirs north of Tewitfield
Northern Reaches of the
Lancaster Canal

Photo by Geoff Cheshire



Van Gogh comes to Brentford

Teenagers from the Hounslow Youth Offending Service were asked by CRT to help deal with a local eyesore at Brentford Basin. They worked with Positive Arts, a respected street-art company, which ran a series of events for the former offenders to paint a piece of artwork to brighten up the vandalised waterside warehouse. The design was decided after consulting local people and was inspired by former resident, Vincent Van Gogh, who lived in Isleworth from 1876-79 and walked past Brentford Dock on his way to the Congregational Church at Turnham Green. His work 'The Starry Night' has been incorporated into scenes on the GU Canal from Brentford to the Regent's Canal.



The last gallop

David Fletcher pays tribute

It is with great sadness that we hear of the closure of the listed Waggon and Horses pub in Oldbury. This had been the venue of Council meetings for many years. It was in trouble a year ago, with a kitchen condemned as not fit, but we held on, taking our own food in from the chippy to support the landlord. Then we started going to Wolverhampton Boat Club and we have not been back. Now we hear that it is boarded up, with a Weatherspoons right next door, it had little chance.

We had continued using it because the location was near to the M5/M6, a rail station from London and the canal, and the key reasons: it was cheap to hire and the beer was well kept.

A corner pub built by Holt's Brewery of Aston in 1890 in the red and terracotta style so typical of Birmingham, with a polygonal turret on the corner. With evidence of the original ownership in painted and terracotta features on the exterior, in the remaining etched glass of the exterior windows and door panels, including Holt's 'squirrel' - a feature later adopted by Ansells.

Our usual entrance led into a splendid drinking passage separating the front public bar and a separate rear room. The L-shaped passage has a colourful Victorian tiled floor and floor-to-ceiling tiled walls. These feature tiled panels in brown, yellow, gold and blue-green with a band at dado level of brown, green and gold tiles. Above, there are yellow tiles to the cornice, which has another band of brown and yellow tiles. Shelves, indicating that the old tradition of passageway drinking still existed here and we did it justice over the years. There is a small counter, almost a hatch, for serving this area and the smoke room, and this is where we ordered our drinks. The floor tiling continues around to the toilets at the rear, which were universally recognised as revolting.

Upstairs is the function room where we had our meetings. It has a brick fireplace and seven of the original nine etched windows survive. It was mortally cold in winter and lighting the gas fire was an art, and of limited effect. We had mixed emotions on leaving, but nevertheless it is part of our history!



RCR Top Tips

Our most common spring breakdown



Take the following steps when winterising your boat:

- fill up your fuel tank or leave it empty;
- treat diesel with fuel treatment;
- repair or replace your filler cap seals every few years.

The most common failure during the spring period is engines cutting out due to water in the fuel. Water builds up in fuel tanks for many reasons: the most common being condensation build up or a leaking fuel filler-cap. If you have a water-trap filter, make sure it is regularly checked and emptied. The symptoms of water in the fuel are many; however the most common is usually a sudden engine cut-out which will not restart. The repairs required to resolve the issue once the engine has cut out usually consist of replacing the filters, draining the water out of the tank, and bleeding the system through, adding a fuel treatment is also advisable. Although these are relatively simple repairs, if the water stays in the system too long or has been a recurring problem, it can cause injection pump and injector issues which can be extremely expensive to replace.



Above: Diesel contaminated with water

Below: What it should look like



London Enforcement Update

The London Enforcement Team is now up to full strength and starting to clear the backlog of non-compliant continuous cruisers and licence evaders. An additional 200 boats have arrived in London since March last year, making the total just over 3,000 boats.

The Enforcement team is currently dealing with 190 licence evasion cases and 270 cases where boats do not continuously cruise. It has seized a number of boats and these are awaiting destruction or sale.

London Enforcement Team, L to R: enforcement officers Tony Smith, Neil Swann, Simon Cadek (enforcement supervisor), Nick Wattam (enforcement officer), Tom Jackson (data collector), Tony Jenkins (enforcement officer), Kelly Shields (boating coordinator)



Don't burn damp logs

New advice from the Boat Safety Scheme

For further information on stove fuels, see www.soliftec.com/woodfuel.htm.

Advice for boaters on staying safe from CO poisoning can be found at www.boatsafetyscheme.org/CO

and on a lighter note....

The Woodcutters rhyme

Beechwood fires are bright
and clear
If the logs are kept a year
Chestnut only good they say
If for long it's laid away
Make a fire of elder tree
Death within your house
will be
But ash new or ash old
Is fit for a Queen with a
crown of gold

Birch and Fir logs burn too
fast
Blaze up bright and do not
last

It is by the Irish said
Hawthorn bakes the sweetest
bread
Elmwood burns like
churchyard mould
Even the very flames are cold
But ash green or ash brown
Is fit for a Queen with a
golden crown

Poplar gives a bitter smoke
Fills your eyes and makes
you choke
Apple wood will scent your
room
With an incense perfume
Oaken logs, if dry and old
Keep away the winters cold
But ash wet or ash dry
A king shall warm his
slippers by

Boaters using damp wood and logs in their stoves could risk increased costs, stove damage and carbon monoxide poisoning. To burn effectively, wood needs to be dried out, or seasoned, to a maximum of 15-20% water content. A fresh 1kg log with 60% moisture may be able to give out just under 2kW of heat, whereas a 1kg log dried to 25% roughly doubles the heat output to about 4kW. You should use wood that burns easily and cleanly with a good heat output, feels dry and has a hollow sound when tapped.

Any wood that feels damp and dense or has leaves attached should be avoided

Suitable wood often has cracks in the end where it has dried out. Wood fuel should be kept in a dry, well-ventilated area.

Damp fuel causes the stove to run at a lower temperature, as the heat of the fire produces steam, so the stove needs much more fuel to keep the boat warm. The steam dissolves flammable, acidic tars that will cling to and block up, as well as damage, the stove and its chimney. Damaged stove installations are more likely to leak combustion gases into the cabin

Because of incomplete combustion of damp fuel wood, those gases are more likely to contain carbon monoxide. Stove flues lined with tar could also lead to a chimney fire. Any wood that feels damp and dense or has leaves attached should be avoided. Any green or white mould on the surface, or the absence of radial cracks, are signs of unseasoned wood that needs drying before use.



Mine stove from marinemine.com/

The battle of Northmoor Weir

Dennis Hill on the campaign to save the last Paddle and Rymer weir on the Thames.

Back in 2010, the EA proposed to replace the Paddle and Rymer weir, which has been manned by professional lock staff since 1896, with motorised gates. The Agency was worried that their lock-keepers risked straining themselves to remove the paddles that allow water through the weir, and it had tests carried out to establish whether their staff were being exposed to health risks when using this type of weir. These results suggested that lock-keepers had to lift weights that were too heavy, so they decided to replace the complete weir with a modern concrete structure at a cost of £2.6 million of public money.

A campaign was started by the residents of Northmoor and Appleton to resist the change saying that it would be a waste of money and would remove a much-loved element of local history. Fortunately, the EA had videoed the tests and the recordings were later looked at

by an expert, a retired health and safety engineer, Dudley Hoddinott. It turned out that the method used by the lock-keepers to lift the paddles was one that had been handed down over the years and did not involve lifting a heavy weight at all!

In March 2012, the Agency decided to postpone the plan to replace the weir indefinitely while further discussions were held with local residents and councils. To the best of my knowledge this is the situation at the moment. The original wooden paddles have now been replaced with lighter, fibreglass ones. I am told that the Paddle and Rymer weirs offer much finer control and that those who regularly use Paddle and Rymer prefer them to modern, three bucket/gate weirs. Northmoor weir is one of the very few examples, if not the very last, of what was also called a 'flash lock' – used prior to the introduction of the 'pound lock', so familiar to us all.



The perils of renting out a boat

Mark Tizard and **Peter Fellows** look at an issue that is increasingly common in London and on the K&A.

Further information on renting boats is available on the CRT website www.canalrivertrust.org.uk, search 'residential letting'

A quick look on sites such as Gumtree and social media like Facebook shows that there is an increasing number of boats without a home mooring being advertised for rent. One currently on the market at the time of writing was advertised complete with a broken engine! These two notices are also typical of many that are appearing on waterway websites.

Sorwar Ahmed, CRT's Boater Liaison Manager, said: "We're worried about the number of new landlords and tenants who are uninformed about the potential dangers that this could lead to. Whether a boat is bought to let out, or it's rented to a friend, the owner has a duty

Whether a boat is bought to let out, or it's rented to a friend, the owner has a duty of care to the tenants.

Hi, I will be looking to rent a boat from this summer, preferably long-term. The one I am on now is available until mid-May but I am flexible so could go a month or two in either direction if a suitable boat became available. I have been renting on the canals for 2 1/2 years and have owned and renovated a boat too. Have good references. Please let me know if you know of any potential boats to rent.

Hello boaters, I've been living on the water, continuously cruising for over a year and a half. During this time I've rented two different narrowboats and happily I'm now in the process of buying my own boat. At the moment it's being worked on up north. The work will take some time and I'm on the lookout for another boat to rent, possibly for about 6 months. If anyone is looking for a responsible conscientious short-term tenant please let me know. I'm aware the subject of renting boats is a divisive one, but I've found it a very helpful experience to learn the ropes (literally) of a way of life that I now cannot imagine being without. Can provide references from previous landlords. Will care for any boat as if it's my own.

CRT has issued a warning about the increasing problem of people living on unregulated rented boats, especially in London, where people try to find alternatives to soaring house prices. It says potential owners and tenants should think carefully about the risks of renting boats which, if they don't have the correct safety assessments, could leave the occupants at risk. Unregulated boats could be failing boat safety standards, which could lead to accidents, including carbon monoxide poisoning, fires and sinking. Boat owners may also be unaware that having incorrect licences could jeopardise any rights that tenants have.

of care to the tenants and a responsibility to ensure their safety. Anyone thinking of renting a boat should do their research and if it doesn't have the correct licence, you shouldn't touch it with a bargepole."

If you want to rent out your boat, you need to have:

- ▲ the right kind of business licence - a Residential Letting Licence - to let the boat out for residential use. This will have the letters 'RL' clearly marked in the centre (or the letters 'SDHH' if it is licensed for holiday hire). A Residential Letting Licence can only be obtained if the boat owner has a home mooring with planning



- consent for residential use;
- ▲ a non-private Boat Safety Certificate;
- ▲ a Gas Safe Certificate;
- ▲ commercial insurance giving third party and public liability cover for tenants to the value of £2M

Renting out your boat without the correct licence risks having your licence revoked.

- ▲ proof that there has been an appropriate handover procedure that covers important safety points, including a full handover document that clearly describes how to safely operate the boat and all of the equipment on board. This must include a 24-hour emergency call out service. Renting out your boat without the correct licence is a breach of the li-

cence terms and conditions and risks having your licence revoked. Additionally, you will need to demonstrate that you have the right to access facilities such as fresh water, sewage disposal, rubbish disposal and fuel. If you are on a secure mooring where access to the site is via a code or key system, you must provide evidence that the other moorers on the site are happy for you to offer the boat for residential letting.

NABO is increasingly concerned that people are renting boats without being aware of the risks to both their personal safety and that of their possessions. As well as having no security of tenure and a scarcity of facilities, life on the water is not the cost-effective substitute to a bedsit that many think it is. We urge CRT to proactively promote these risks. If you are a boat owner/licence holder and can't demonstrate that you have met all of the legal requirements, you may end up with a serious criminal conviction.

Houseboat rental can be an idyllic lifestyle, as this picture of a rented houseboat on Lake Seattle shows, but make sure all the legal requirements met.

(No) consultation on the Liverpool Link

Chairman **Mike Rodd** summarizes NABO's view on the proposed changes

Details of the link can be found at www.towpathtreks.co.uk/LLC/liverpool_dock_link.html

See also the letter from Val Duskin on our letters page.

CRT is proposing the following changes to the use of the Liverpool Link:

- ▲ Any boat may visit the stretch between Hancock's Bridge and Stanley Top Lock.
- ▲ Staff and volunteers will continue to operate Hancock's Bridge and Netherton Bridge. Hancock's bridge will continue to be opened from 9-10am and 2-3pm.
- ▲ Passage through the link will start from Stanley Top Lock, rather than Hancock's Bridge.
- ▲ Boats booking a passage will be able to enter and leave on any operational day subject to a pontoon being available.
- ▲ Pontoon bookings will be available for seven nights without charge; additional nights will be charged at £20 per night.
- ▲ Booking online should be available from April 2015 for the next three seasons so boaters can book in advance.
- ▲ A limit will be put on block bookings (six boats); parties with more than six boats will need to contact the office for authorization.
- ▲ No-shows or cancellations within five days of travel will be charged £20.
- ▲ The non-operational day(s) could remain as Tuesdays, or move to Saturdays, or be Saturdays and Sundays.

NABO's response

Generally NABO is positive about the proposals although very unhappy about the way the consultation has been undertaken. We only read about it in IWA's bulletin, having previously been assured that such consultations would not take place without proper agreed procedures in place. We went to CRT's list of consultations, and there was no mention of it there. Who has actually been consulted is still a mystery to NABO and many of our members are extremely angered by the process. Thus, while NABO is generally positive about the proposals it remains deeply concerned that many

boaters who are potentially affected have not had an adequate opportunity to express their views. We certainly believe that access to the whole of the L&L canal should be open and unrestricted, and hence welcome the proposed withdrawal of some of the present restrictions, such as between Hancock's Swing Bridge and Stanley Top Locks. We recall that, when the link was planned, it was intended to be boater-operated and figures of 7000+ boats per annum were expected. Sadly, what exists today is a pale shadow of that, anything we can do to promote the use of the link is welcomed.

Significant concerns

Moorings on the Aintree-Eldonian length are very limited and we see the main possibilities as Litherland Tesco and at Eldonian Village. These should not be less than 14 days, certainly not 24/48hr, otherwise there is no point. The services at Eldonian, closed for a very long time, need to be re-opened. Scope for other mooring sites is probably quite limited, and unfortunately will need to be secured with Watermate key access, and preferably offside.

Online booking: Although seeming superficially attractive, this will be very inconvenient for many boaters who either do not have internet access or are in the many places on the network where access is simply impossible. We cannot support CRT charging £5 for telephone bookings for those not wanting to use the online system. This is blatantly discriminatory. We feel the current telephone system very efficient as dates can be allocated and accepted immediately.

The booking system proposed prior to the planned availability of online booking seems to require that at least two months notice be given! This is completely unacceptable and the link should be as near as possible 'turn up and go'. If booking is mandatory then a booking charge is unacceptable (c.f. the Anderton Lift, where booking is optional). With such a limited number of passages a telephone-based booking system should be manageable.

Three-year advanced bookings: Does anyone really plan to be on a specific lock flight on a specific day in three years time?

The proposed reduction to seven nights: Is there any evidence that cutting the free time is justified by (over) occupancy? The experience of many of our members is that the Salhouse moorings rarely seem to

be full. Considering how few passages CRT makes available, we do not agree with block bookings being available at all. First-come, first-served.

Operating days: No reductions, please, but otherwise no strong views on which day is non-operating maintenance day - a weekend day seems sensible. Given the reduction in the length and duration of the managed passage there should be no issue with having both passages on the same day, say morning 'up' and afternoon 'down'. It's only the Pier Head tunnels that need managing.

We disagree with changing the cancellation period to 5 days from 3 - 48 hours would be better, still leaving time for new bookings. 'Freedom to navigate' should be the rule, wherever possible. Please give thought to allow flexibility for outward passage from Salhouse Dock, depending on availability of passages, without penalty. Changing to a Monday to Friday passage would require more flexibility with the length of stay and/or number of boats per passage. We believe the 'disappointments' are more often due to the limits on the boats per passage than to Salhouse Dock being full. No mention is made of moorings in Albert Dock.

Solely for the purpose of lock operation, a pontoon mooring should be provided above Princes Lock. We think it was a serious and vital omission from the scheme when initially built.

Finally, we do not understand why no passages (even bookable ones) are allowed between the end of October and Easter. NABO does not accept the notion of a 'boating season', as our boats are licensed to travel all the year. We do accept that occasionally passages might have to be cancelled due to extreme weather or necessary winter maintenance work.

Disastrous EA report

Louis Jankel on the ongoing saga of Thames lock-keepers

Since 2008, the Environment Agency has been toying with the concept of replacing River Thames residential lock- and weir-keepers with 'runners'. The justification is that the EA thinks it can save lots of money by letting out the cottages. After much to-ing and fro-ing, with almost unanimous objection from users, a study group was instituted to justify the policy, using the four (out of 45) lock cottages already having non-waterway tenants. After two years, the EA report was published with ridiculous figures. Sadly, the remaining two of the original four users, who were participants on the study group, inexplicitly agreed with the report and its content.

The lock- and weir-keepers are represented by the GMB union and they were seriously upset by the glaring errors in the original study report. The GMB's own report casts aspersions on the EA staff who pro-

duced the study report. The EA has engaged an outside body to effect arbitration and produce a true and reliable set of data. To offer a balanced view, the GMB report, which will be included as evidence for the arbitration, has been made available to NABO. The summary and conclusions are given below. In these long winter evenings, reading the GMB report may bring you a greater understanding of the problems.

The damage that the report will cause is significant, as the powers-that-be are bound to incorporate the wildly ridiculous figures in intelligence gathering for the CRT viability plan. CRT can use the report to justify cost savings by elimination of lock-keepers in their entirety (CRT has no residential lock-keepers on any of its rivers). It is an important topic because losing residential lock- and weir-keepers reverses 160 years of history of the River Thames - just about the entire leisure boating period.

Lock-keeper's house at Pinkhill Lock on the Thames

Photo: Rod Allday



Section 1: Executive Summary

- 1.1. This report questions the River Thames Lock House Study Group Report and the EA's intention to rent out nine lock houses on the River Thames to private tenants.
- 1.2. A number of concerns are raised in terms of safety issues, financial statements and questions around the viability of the study.
- 1.3. There are huge and far reaching implications regarding the safety of river users if further houses are rented out for private use. A reduction in the number of residential lock-keepers will inevitably lead to more dangerous situa-

tions and potential loss of life.

- 1.4. The proposed two-hour response target to localised incidents, compared to the current time of 15 minutes, will significantly increase the risk of flooding. Residential lock-keepers are on-hand to respond rapidly to rising water levels.
- 1.5. The EA's claim of saving £32,000 in employment costs for each post are misleading and fails to reflect the true financial cost.
- 1.6. A comprehensive study of all 45 locks along the upper and lower Thames, rather than the very narrow study of eight locks, is necessary to make a detailed and conclusive analysis.
- 1.7. Dr Downward, a water management expert at Kingston University, has stated that: "The Lower Thames has been well-managed this winter. In my experience there is no substitute for local knowledge and having an instinctive feel for how the river flows."

Section 7: Conclusions

- 7.1. GMB maintains that if the information, presented in this response, had been presented to the Lock House Study Group, the final outcome from the report would have been very different. The EA report does not provide a true picture of residential lock-keeping. It does not use all of the available information and uses selective data to draw incorrect conclusions about the relative costs of residential lock-keepers.
- 7.2. The EA's view that there would not be an impact on the service from removing residential lock-keepers and increasing response times to incidents to two hours is simply untrue. In fact this will have a potential impact on loss of life which should be of grave

concern to the EA. The EA needs to undertake a global study of 45 locks to ensure it does not underestimate the impact of removing residential lock-keepers, with serious consequences.

- 7.3. Rather than working backwards to achieve a pre-determined outcome, we call on the EA to work comprehensively with GMB and the Users Group jointly. Together we must ensure that any research is fair, untainted and fully representative of the impact of removing residential lock-keeping from the Thames. It is clear that without a more comprehensive empirical study, a coach and horses will be driven through the EA River Thames Lock House Study Report as it stands. The EA has failed to appreciate and use the most valuable commodity on the River Thames, its lock-keeping staff. GMB fails to understand why the EA has been so opposed to a joint approach or considering the representations made by staff during the study period.
- 7.5. GMB was pleased to hear Lord Smith make this statement and we call on his successor, Sir Philip Dilley, to instruct EA managers to launch a comprehensive and open investigation into the activities of the EA regarding the Lock House Study Group Report and to order an independent audit of the figures and data that have been supplied to the River Thames Lock House Study Group. While this is happening we call on Sir Philip Dilley to put on hold any decisions regarding residential lock houses until the investigation has been concluded and the results published.
- 7.6. GMB and its members will cooperate and contribute to this investigation.

Acts of Parliament

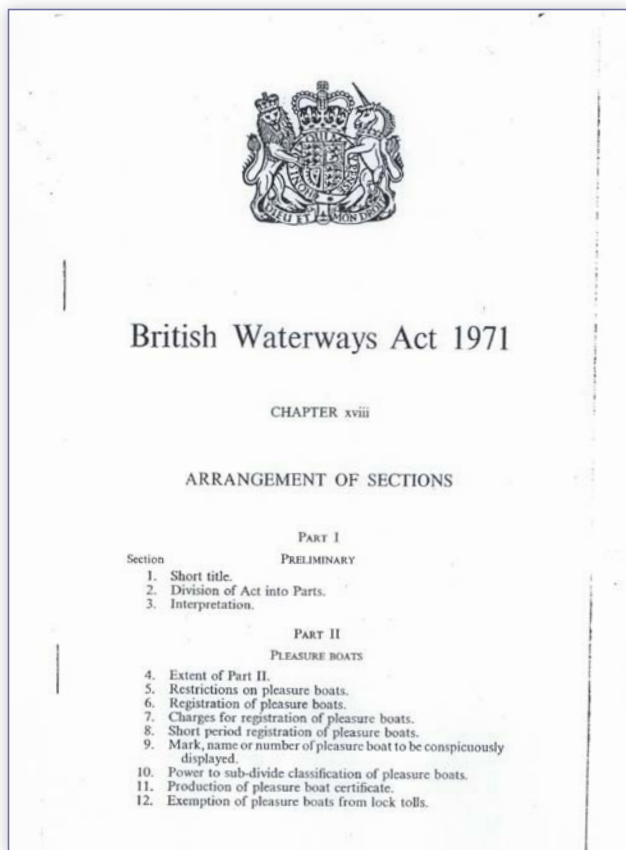
We begin a new series on the legislation that governs CRT activities.

Stephen Peters turns a forensic eye on the 1971 Transport Act

The 1971 Act can be downloaded from canalrivertrust.org.uk/media/library/2060.pdf

When CRT took control of the BW waterways, it inherited the latter's Acts of Parliament. I will be looking at the existing CRT legislation, starting in this issue with the British Waterways

words or sections that are superfluous to a basic comprehension of the legislation, or which have been superseded by subsequent legislation. However, NABO holds full printed copies of all BW Acts and Byelaws.



British Waterways Act 1971

CHAPTER xviii

ARRANGEMENT OF SECTIONS

	PART I
	PRELIMINARY
Section	
1.	Short title.
2.	Division of Act into Parts.
3.	Interpretation.
	PART II
	PLEASURE BOATS
4.	Extent of Part II.
5.	Restrictions on pleasure boats.
6.	Registration of pleasure boats.
7.	Charges for registration of pleasure boats.
8.	Short period registration of pleasure boats.
9.	Mark, name or number of pleasure boat to be conspicuously displayed.
10.	Power to sub-divide classification of pleasure boats.
11.	Production of pleasure boat certificate.
12.	Exemption of pleasure boats from lock tolls.

Waterways Act 1971

British Waterways was established by virtue of the Transport Act 1962 and all subsequent BW Acts make reference to this enabling Act, which placed a duty on BW 'to provide to such extent as they may think expedient services and facilities on the inland waterways owned or managed by them'. This does not give CRT carte blanche to do what it likes and the preambles to all BW Acts make it clear that the purposes of these Acts cannot be effected without the authority of Parliament. Hence, a series of BW Acts have been introduced between 1971 and 1995 to enable BW (and now CRT) to perform its desired role. All private Acts of Parliament state the name of the monarch, the year the Act received Royal Assent and the chapter number in Roman numerals, hence in full it is the British Waterways Act 1971 (Elizabeth II 1971 Chapter xviii)

The purposes of this Act are to regulate the use of pleasure boats and houseboats on certain BW waterways and to make charges for such use. There are also a number of miscellaneous provisions relating to disused waterways.

Act 1971. I have selected the main provisions of the Act and omitted

Part I

Gives the interpretation of specific

words and phrases appearing in the Act. A 'houseboat' is defined as any boat or barge or any vessel, whether or not used or intended to be used for human habitation, but does not include any vessel which is bona fide used for navigation. A 'tender' is defined as a pleasure boat which is used solely as the only tender to a pleasure boat in the same ownership as the tender. Note the distinction between tenders to pleasure boats that are used solely on rivers - such tenders are not required to be separately registered or licensed - whereas tenders to boats holding a 'canal licence' must be separately licensed.

Part II

Concerns itself with pleasure boats used on 'river waterways' as specified in the schedule. Subsequent BW Acts added more rivers to this classification. The Act introduced for the first time the concept of registration of pleasure boats on rivers and requires them to have a certificate and to pay registration charges unless they hold a CRT licence allowing the use of all of its inland waterways.

The Act places a duty on CRT to issue a 'pleasure boat certificate' on receipt of payment and such particulars as it determines from time to time. Please note that this document is NOT a 'licence' and is issued under different authority from the licences which canal users are required to hold.

Section 7 gives CRT authority to charge for the registration of pleasure boats to be used on its rivers.

Section 9 requires every registered powered pleasure boat to display its name together with the number assigned to it by CRT. Likewise, every tender shall be marked with the name of its parent vessel. There are financial penalties for not complying. However, a pleasure boat registered under the Merchant

Shipping Act 1894 (and subsequent re-enactments) is not required to be so marked. This applies to vessels on the Part I and SSR registers.

Section 12 gives registered pleasure boats exemption from lock tolls on rivers. Prior to the introduction of this Act boats could navigate without charge and would pay a fee for each river lock they used.

Part II

Deals with houseboats and basically requires them to be registered and to have a 'houseboat certificate'. It should be noted that there are currently no more than 100 such certificates in circulation, since BW stopped issuing them many years ago and began issuing standard boat licences instead. The BW Act 1995 deals more fully with houseboat certificates including the important provision that they can be assigned to another person.

Part IV

Covers special provisions including Section 18, which is an important provision requiring registers to be open to inspection and for extracts to be made available upon payment. This enables anyone to obtain full details, names and addresses relating to registered pleasure boats and houseboats and it overrides any current data protection requirements.

Part V

Gave BW powers to cease maintaining sections of the Nottingham Canal and Grantham Canal and provided for disused canals not then owned by BW to revert to their original landowners. Section 22 added the prohibition and controlling of water-skiing on the waterways and amended the enabling legislation – the British Transport Commission Act 1954 under which CRT Canal Byelaws are presently enacted.

On the Bank

The final cruise?

Ex-Vice Chair, **Tony Haynes**, now a NABO Associate Member, has some advice for when you stop boating.

Falling through the ice, three years ago, finally convinced me that it was time to give up boating. It was minus sixteen degrees C. With a permanently wonky leg, in heavy frost, I slipped off the gangplank. I was moored at the Lock House just above Elvington Lock on the Yorkshire Derwent. I was alone on a private lock island, with no public access. Luckily, I fell against the steeply sloping river bank, and was able, very slowly, to haul myself out through stinging nettles. I lay panting on the snow-covered grass thinking that if I didn't get warm soon I wouldn't survive this. I was care-taking the Lock House in exchange for a mooring, while the owners were away on holiday in Australia. I managed to stagger into the house, strip off my soak-

ing, freezing clothes and sit in the shower for half an hour until feeling came back into my limbs. That evening I composed an advertisement for the boat. I couldn't charge a lot for her; she needed work. But I sold her quickly to a couple who I was able to train up in inland boating. That was one of the great delights of owning a boat: being able to share her with folks who wanted to learn about living aboard before buying.

Once it was sold, I bought a Hymer motor caravan. That would satisfy my wanderlust. I am less likely to fall off that! But I needed somewhere to live. I needed an address. I did some internet research and found that councils have an obligation to find housing or shelter for homeless people who have been resident (yes, I know) in their



area for six months or more. That applied to me. I registered and was put on a waiting list. Because of age and disabilities, I did get some priority too. Then the owners of the Lock Cottage returned from holiday and they gave me a polite eviction notice thinking that might help. I sent it in to the council. I then received a phone call telling me that I was off their list. Why? "Because we don't house homeless people, we re-house them!" I was told. "But what do you do with someone who is on the streets who needs help?" I wanted to know. "We put them in a hostel." "But I'm disabled, I'm over seventy and I've got a dog!" "Oh no, you can't take a dog with you!"

So that was that, until somebody suggested contacting the privately-run Joseph Rowntree Housing Trust near York. This is a non-profit-making concern, originally started by the Quakers and still run on kindly Quaker lines. They offered me, and Sophie the dog, a sheltered flat within a week. We have been very happy living with them ever since. They like dogs.

So my story of having to move

back to the bank has a happy ending. But I do worry about all those folks who are selling up their homes and moving onto boats to live, burning their bridges behind them as they go. I had a wonderful thirteen years of living aboard, eight of them continuous cruising. But I was lucky to find accommodation ashore that I could afford with housing benefit. I urge folks who are thinking of living aboard to make some contingency plans for when they might have to sell up and move ashore. Councils will only help you if you have been in their area for six months or more, with an address, and even then you could find yourself in a hostel. Not all privately-owned housing schemes are as friendly as the JRHT. And, with the best will in the world, the future of economic inland boating is at some risk through diminishing funding. Boating is going to get more and more expensive. The message behind my experience is to enjoy it while you can, but please do think ahead. What will you do if, for medical or economic reasons, you have to sell your boat? Where will you live?

Photo: Tony Haynes



Freight by Water

North of England Water Freight Opportunities Conference
organised by the Freight Transport Association in
November 2014

An extract from a speech by CRT Trustee, **John Dodwell**



The CRT 'policy for waterborne freight report' can be found at canalrivertrust.org.uk/media/library/6213.pdf

All photos: CRT

Steel for the construction industry coming to Leeds by barge

In the opinion of some, BW's views on moving freight by water were at best uncertain – caught between squeezing of its Government grant and the need to keep the rest of the canal network going for leisure. Tonnages declined as the Yorkshire coal pits closed. 2M tonnes a year was lost when Ferrybridge stopped taking coal that was deemed to be

too sulphurous to burn. In the absence of proactive marketing, little new traffic was found to replace those lost. CRT decided to do something about this - stop being reactive and start being proactive. If it works here, then we can look at the Trent, the Severn, the Weaver in Cheshire and others.

CRT is supporting possible new aggregates traffic near Nottingham and is engaged in local consultations about possible waste movements on London's River Lee. In congested urban areas, there is sometimes scope for barges to bring in or take away construction materials. And, of course, there is scope for the delivery of domestic coal and other fuels by narrowboat on the leisure waterways. But the main effort is in Yorkshire with its large waterways and good connections to the various Humber ports and their trade.

New CRT Steering group

CRT has set up an internal freight steering group to take this forward. Matters the group is dealing with include; What cargoes are moving from where and to where? We need to look at today's logistical needs.

The Humber ports are dominated by Associated British Ports who operate Immingham, Grimsby, Hull and Goole (itself some 50 miles inland). But there are also the smaller ports and wharves of Howdendyke upstream of Goole (on CRT's Yorkshire River Ouse)



and others like Guinness, Flixborough, Keadby etc. on the lower Trent in the Scunthorpe area. These are all served by smaller ships mainly coming from other parts of the UK (such as stainless steel scrap from London) and Europe. In each case the shippers have decided to come as far inland by ship as possible before unloading (such as steel from northern Spain). A recent example of good relocation is at Howdendyke, where Helm Fertilisers entered into a ten-year deal in which 50,000 tonnes a year of fertiliser is imported from Europe and North

Africa for storing, blending and bagging before being distributed.

So CRT will look to see how much of this import trade could be carried by barge to places like Leeds, Wakefield, Rotherham etc. A few years ago, steel for the construction industry came to Leeds by barge before being frustrated by a property company that wouldn't grant a long enough lease to justify the cost of in-



Bantam push tows at King's Cross London

stalling permanent unloading equipment. A current example is Exol Oils in Rotherham which brings imported oils by tanker barge from Hull – 460 tonnes at a time, saving not only 34 HGV lorry journeys a week but also vastly improving handling efficiency when deliveries arrive at their site. The barge unloads in six hours; the equivalent number of lorries would take 17 hours.

CRT will also look at moving con-

Captain hits the girly button; Euro Class II size standard barge





There is a thriving traffic on the Severn carrying aggregates, seen here unloading

Ships at Guinness Wharf

tainers by barge to Leeds. Generally, CRT is looking at ensuring its Yorkshire waterways can be used by what are known as Euro Class 11 size standard barges which can carry 650 tonnes – that's replacing twenty six 25-tonne lorries.

CRT is also looking at what im-

provements to the waterways might be needed: maybe a lock may need modernising or a bridge raised. However, an alternative solution may lie in pumping water into ballast tanks to lower the barge and CRT is also looking at that. It's not just bulk cargoes and containers that are suitable. Abnormal indivisible loads (AILs), such as power station transformers, are moved by water.

Difference in fuel costs

Fuel is typically about 35% of total lorry costs whereas it is only 17% for water freight. There is also the labour efficiency of barges; a barge crew of two can move 500 tonnes more quickly than if they drove HGVs. I sometimes hear people say 'but barges are slow'. Well, yes, they are slower than lorries but they can move bulk cargoes more quickly. The tanker barges to Rotherham take 12 hours from Hull. Barges generally offer 'next day delivery'.

I expect there will be some infrastructure improvements and thus a need for outside funding. Maybe





Local Enterprise Partnership money from central resources, maybe some EU money. CRT looks to work with local authorities: we support Leeds City Council in its efforts to get wharves protected and we hope to see their example being followed by Wakefield Council and those in South Yorkshire. It is instructive to look at London where they have had a wharf protection policy in place for some years. Faced with property companies hoping for planning permission to build houses, the Port of London Authority has had to use the compulsory purchase procedure. They are now in the process of buying two wharves at industrial land prices. In both cases, they have got tenants lined up who will bring goods in by barge. CRT is helping to provide a wharf in Leeds to which processed sea-dredged ag-

gregates from the Humber estuary would come by barge from Hull. So my message is that CRT is very much open for freight business on its Yorkshire waterways.

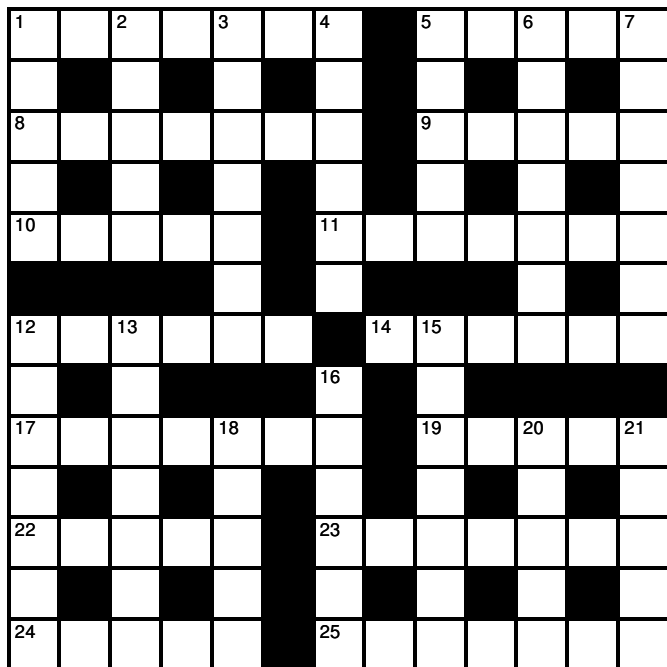
Abnormal indivisible loads carried by water

Exon oil barge in Nottingham



NABO News crossword 21

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 from Helen Hutt.

Answers to crossword 20

Across: 1 Cabins, 4 Voyagers, 8 Numerous, 9 Canoes, 10 ish, 11 Lifebelt, 15 Thorne, 17 Railway, 19 Rearm, 21 Waste, 23 Undergo, 24 Abroad, 26 Shedding, 30 Era, 31 Tavern, 32 Imagines, 33 Soloists, 34 Steady.

Down: 1 Canal, 2 Irene, 3 Shore, 4 Visit, 5 Yacht, 6 Ego trips, 7 Suspense, 12 Idle, 13 Bermuda, 14 Laird, 16 Haywood, 18 Worth, 19 Regattas, 20 Approval, 22 Torn, 25 Dents, 26 Sails, 27 Exams, 28 De-ice, 29 Gully.

Across

- 1 (And 1 down) Beholds derelict canal and smiles broadly at the lock gates (7)
- 5 Bill for lock parts (5)
- 8 With rot on the pad a fitting returned (7)
- 9 The beginning of a canal phase (5)
- 10 Audible child in charge? (5)
- 11 Red cued badly cuts down! (7)
- 12 Boat on rough track we hear? (6)
- 14 Cook's vessel? (6)
- 17 Against the flow promoting place on the Slough Arm, about right? (2,5)
- 19 Packed and checked out (5)
- 22 Drunk and mean (5)
- 23 Oldest working dry-dock, also fields (7)
- 24 Orders for a cooked roast? (5)
- 25 Hurries sleuths about (7)

Down

- 1 See 1 across (5)
- 2 Find out it isn't in the broken latrine (5)
- 3 Sees signs (7)
- 4 I've left the reservoir in poor state. Mistakes were made (6)
- 5 Great description of a trunk canal (5)
- 6 Usual clay pit chaos (7)
- 7 Be next to be ready (5,2)
- 12 Quick response at the stern? (7)
- 13 Erected correctly twixt gangplank and gunnel on a working boat (7)
- 15 Makes fast in canal branch or sea? (7)
- 16 Right in lock on the foredeck! (6)
- 18 Casts a wonky stove (5)
- 20 Girl will shortly build a hull (5)
- 21 Treats and nods off we hear? (5)

Letters to the Editor

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

IWA too close to CRT? Yet another stitch-up?

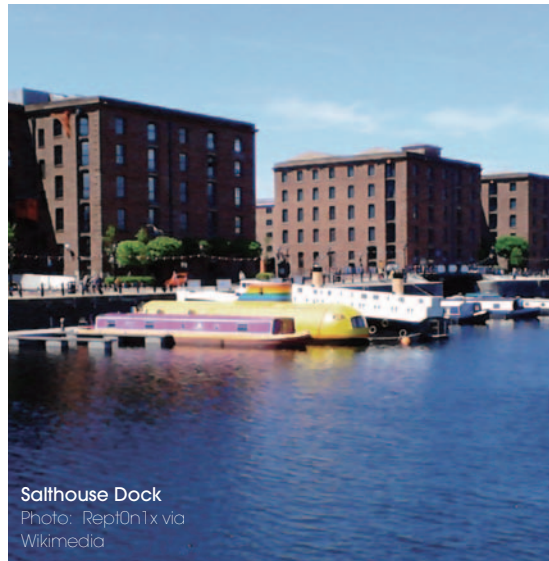
I saw the article 'IWA Responds to CRT Consultation on the Leeds & Liverpool Canal' last night in the IWA newsletter (my husband pays for membership, not me!) and I am dismayed yet again that CRT is not opening up these consultations to all. It appears to be another 'stitch up' between CRT and IWA. As members of IWA our views were not sought. I responded to the consultation about losing visitor moorings to residential status on the arm in Oxford but I only found out about this through the Canal World discussion forum. This proposal was also missing from the CRT website under 'consultations' yet CRT is calling it a consultation. I don't know what can be done about this apparent strategy of CRT pushing changes through while being able to claim, if challenged, that there was a consultation - so its actions appear transparent and discussed by boaters. As a C Cer I feel all boaters should have the opportunity to give their views. Any changes affect all boaters who cruise, so only consulting locally is disingenuous to me. So thanks for giving NABO members a chance to put forward their views. I would make a number of points:

- 1 Is there a nationally agreed process for disseminating and consulting on changes that affect boaters?
- 2 I fully support opening up access to the L&L beyond Hancocks Bridge, but I have wondered about being shepherded by CRT through this stretch of canal. The impression this gives of the city of my birth is not a good one.
- 3 Will the improvements to the Eldonian Village moorings and winding be part of the package? Are the other improvements to moorings part of the package? If not, it may make freeing up use of this stretch of canal a nonsense if there are not suitable moorings at the end of it.
- 4 I do not agree with the increase in cost of mooring in Salthouse Dock without any evidence to support the necessity for it. What

is the reasoning behind this? Is it expected that there will be a big influx of visitors, putting pressure on the available moorings, and so putting up the cost will act as a deterrent? Or is it a fundraising tactic? I have been there twice and on the second occasion we stayed for a fortnight free of charge. As I recall, a number of boats came and went during that time, so I cannot see any reason to change this as there was no pressure on moorings when we were there during the summer of 2013.

I accept the changes may encourage more boaters to travel to Salthouse Docks but the majority of boaters are not liveaboards with unlimited cruising opportunity, as we are lucky to be, so I would imagine that those boaters staying for a week or more will not necessarily increase. As with the CRT mooring strategy, I deplore any changes to moorings without any supporting evidence.

Val Duskin



Salthouse Dock
Photo: Repl0n1x via
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