



NABO News

The Magazine of the National Association of Boat Owners
Issue 2 April 2016



**A FUNNY SMELL IN
BRUMMAGEN**

**OI! SLOW DOWN!
NO! TIE UP PROPERLY!**

**THE WATERWAYS
OMBUDSMAN WRITES**



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NABO News

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

Please email or post your contributions to nabonews@nabo.org.uk by **30th April 2016**.



Cover photo

This month's cover photo, taken by the Editor, is South Midland's Clover and Fazeley, preparing for the Top Lock at Stoke Bruerne on a bright spring morning.

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.

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CRT Emergency No: 0800 4799947

EA Emergency No: 0800 807060



Some ups, some downs...

Editor **Peter Fellows** keeps a poker face

Non-CRT waterways are in the news this issue, with consultations being undertaken over moorings in Cambridge and management of the Middle Levels and a joint CRT/EA working group looking at the possibilities of CRT taking over other (mostly EA) waterways. On CRT canals, there is an update on the timetable for reopening the Rochdale and Calder & Hebble (don't hold your breath, the damage

was severe and will cost millions and take months to put right). There is also news that CRT is to withdraw three-month restricted licences for continuous cruisers who don't cruise sufficiently, with Mark Tizard giving an update and restating NABO's position. I've also been in touch with Alison Tuck over moves by Isis Waterside Regeneration Ltd. to sell Warwick Bar in Birmingham, with no consultation with tenants. Isis works closely with CRT Property and Alison is concerned that commercial considerations (CRT Property is an important source of income to the Trust) can outweigh protection of the waterside heritage.

I am pleased to include an article by Andrew Walker, the Waterways Ombudsman, describing his role and remit in the post and also one from Nick Roberts, who reflects on the joint responsibilities of people with moored and moving boats to ensure that moored boats remain safe. The roving traders in this issue are Keri-Leigh and Daniel Reverie, who, in a more unusual article than others in this series, describe the first cruise with their new butty 'Lyra', attempting to get to a traders' event at Huddlesford. I am playing it safe with any April Fool after a certain amount of acrimony last year, but there are a couple of contenders that will make you question which is actually an April Fool (if indeed I have included one!).

Finally, I would like to put on record my sincere thanks to Tony Haynes. He is standing down and his contributions will be greatly missed.

Now that warmer weather is on the way, enjoy the spring afloat.

Spring on the Coventry Canal

Photo: Peter Fellows



... and interesting times ahead

Chairman **Mike Rodd** looks at the merger of EA navigational responsibilities into CRT

Three waterways-related publications hit my desk this week: CRT's Trustees' Annual Report and Accounts for 2014/5, IWA's Spring Waterways magazine and CRT's Water Resources Strategy 2015-2020. In reverse order, we see the very best of what CRT's professional staff can do, and how – when they turn their minds to it – CRT can follow the very best practice in undertaking a consultation.

Whilst the document was prepared by their staff, throughout the exercise they offered their prime users (boaters, who probably know more about the canals than anyone else) the opportunity both to comment on the developing strategy and, where appropriate, to provide expert input. The final document is a superb analysis of all the issues to be considered in ensuring that our waterways have sufficient water and, based on this, in developing a strategy for coping with problems that might arise, or in the case of climate change, are already happening. This is all close to my heart, as both the waterways that I spend far too much time on (i.e. the K&A and the Mon & Brec) have severe water provision issues.

This edition of IWA's Waterways, not surprisingly, has much on the proposed merger of EA (and other) navigational responsibilities into CRT. IWA has welcomed the announcement by CRT and the EA that a joint working group will explore different options for managing the river navigations currently managed by the Environment Agency. Of course, IWA has long campaigned for the transfer of these naviga-

tions from EA to CRT, and before Christmas asked its members in constituencies with EA waterways to write to their MPs in support of the transfer. What I found intriguing, though, is that much of the magazine is devoted to pointing out all the problems and issues with the waterways that IWA suggests should be transferred to CRT. Given that CRT is, as all boaters will know, facing an uphill battle to cope with its existing responsibilities, this raises serious questions as to how it might also cope with the issues so well highlighted by IWA and also with

If you think that managing the issues of non-conforming boats on the canals is difficult, just go and talk to anyone at EA about their problems!

the complexities of managing these waterways. This is especially the case where navigational responsibilities are inextricably integrated with flood prevention and protection.

Additionally, as I have learned since becoming involved with EA's waterways for NABO, if you think that managing the issues of non-conforming boats on the canals is difficult, just go and talk to anyone at EA about their problems! And do we really want CRT to adopt EA's sledgehammer approach on the Thames for controlling overstaying on visitor moorings? NABO's Council has reiterated that CRT should prove that it can effectively manage its present responsibilities to the waterways inherited from BW, before it has to take on other



obligations. Also (and as we know, CRT Trustees agree), any financial settlement must not impact on CRT's present operations. NABO is one of the few organisations that has expressed this view to the Minister responsible, but it is significant that the very well-supported and powerful River Thames Alliance has also raised concerns. However, we also realise that the decision will be largely a political one!

And the third report? What a beautiful-looking document; but a triumph of style over substance, perhaps. Because – make no mistake – there are major issues to be addressed.

One would hope that the long-promised, but as yet seemingly unproductive, waterways partnerships would play a role in local fundraising.

More boat fires

As I was writing this column, I saw on NABO's increasingly popular Facebook Page (thanks are due to Mark Tizard) a report on yet another boat fire. As many will know, boat fires and, sadly, the resultant deaths, have been in the news too many times over the past few years.

The Boat Safety Scheme's new requirements for hire-boats specify that every hire-boat must have a smoke alarm and those with solid fuel stoves, a carbon monoxide (CO) alarm too. Many boaters are now asking whether this should also apply to our private boats. We know that most boaters would not even think twice about the need to fit them. However, the counter-argument has always been that the Boat Safety Scheme is there not so much to protect the boat owner (i.e., if you want to kill yourself, so be it) but as a third-party scheme aimed to pro-

tect others from the consequences of things that happen on that boat. The fact nevertheless remains that if the boat next to mine catches fire, or is producing CO, then surely that does have a third-party impact on me and on others nearby? I am sure that our representatives on the various BSS committees will take this up as a matter of urgency.

In light of that, we were staggered to hear that the Lake District National Park Authority has voted not to adopt the Boat Safety Scheme. This is despite the Marine Accident Investigation Branch recommending that they should do so after a mother and daughter lost their lives in a CO tragedy on a boat on Lake Windermere – a truly bizarre and inexplicable decision.

Thank you to Trevor Rogers

While on the topic of boat safety, it is appropriate for me to thank Trevor Rogers for his many years of service as a NABO representative on various Boat Safety Committees, both within the BSS scheme and on BSI committees. Trevor has also served for many years on NABO Council and on many other waterways groups. He has now decided that this is time to step down. I am immensely grateful personally for all his guidance since I became NABO Chair. He is the sort of person every committee needs – asking the difficult questions and insisting on clarity of decisions. Thank you Trevor.

As we begin cruising again, the K&A has seen much very welcome winter work, some of which was totally unplanned, like the million pound repairs at the Caen Hill flight. And even though we know that CRT will have to raid its dredging programme to cope with the damage caused to many canals in the winter floods, we are being promised



some dredging, largely to help solve water provision problems. For my Hungerford-based trip boat (whose main purpose at the moment is to raise funds to help the urgently required restoration work at the Crofton Pumping Station) we hope to be able to return to our longer trip charters as, at long last (after two years!), various broken paddles have been fixed.

I hate to say it, but the Mon & Brec continues to be a real drain on CRT's funds. This year yet more canal relining was required and when undertaking some seemingly routine work on the aqueduct at Goytre Wharf, it was discovered that the problems were much more serious and a major project had to be instigated. As one of the top tourist attractions in South Wales, this wonderful waterway is crucial to the

Welsh economy and I hope that the Welsh Assembly can be persuaded to recognise that by making a financial contribution.

I raise this as there can be no doubt that in the years ahead, CRT will have to prioritise its spending. One would hope that the long-promised, but as yet seemingly unproductive, waterways partnerships would play a role in such local fundraising. Sadly, as on the K&A, the partnerships covering Wales (and yes, we are special, so we have three!) seem to just produce lovely reports and promises (is there a pattern here?).

So, some ups and some downs – and some interesting times ahead. Nonetheless, the trees are budding, the daffs have long been out and the cut lies waiting; we wish you a good summer!

The pound drained for repairs to the towpath at Devizes

Photo: Diane Vose / Devizes Gazette and Herald

Fly on the wall

Observes proceedings at March's Council meeting



NABO calendar 2016

Council Meetings in 2016:
 April 23rd, June 11th,
 July 23rd (if required),
 September 3rd, October
 15th, November 12th
 (includes 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 inside front cover)

Council's first visit to Tamworth Boat Club—a warm welcome and a hot lunch from the club. Three Council members in hospital or recently discharged, the others offered their best wishes. The meeting was joined by Keith Astley of the CBOA.

CRT will stop issuing three-month licences in May for continuous cruisers who do not cruise enough. Figures now show 1130 boats didn't move far enough out of 5600 CC licences issued last year—20% rather than the previous, much-quoted, 66%. NABO can understand why three-month licences will go—boaters only need to move a minimum of 15-20 miles per year, and CRT's admin costs must be much higher for these licences. One CC Council member has found the rules on movement and 'place' not consistent and are being interpreted differently by CRT staff. It now seems that a 'place' is actually a 1 km stretch of canal, so you must move at least a kilometre every 14 days. Except some signs on the southern Grand Union require you to move to the next 'place', which can be 3 km away! NABO will seek clarification.

CRT's takeover of EA waters is back on the agenda again, apparently pushed forward by Government. The EA/CRT working party has had a close look at the Thames and will examine other waterways over the next months. NABO retains the view that CRT has to demonstrate that it can manage its own waterways sustainably before taking on the extra commitments. Council members were sure that once CRT realises what it is expected to take

on, it could negotiate a contract to manage the rivers—if the price is right—but the low-cost model of managing the Thames with fewer resident lockkeepers (in preparation for a 'sale?') is not sustainable.

Councillors attended loads of meetings, including the National Advisory Group, which is mapping locations of canal services and spotting gaps in provision. Flood damage in the North came to around £15m, but apart from £5.5m for a new bridge at Elland the government has not funded any of the repairs. Local volunteer help and a raid on existing budgets are expected to make good the damage. Next winter's stoppage programme is out for consultation and NABO reps are impressed with the prioritisation being carried out by Julie Sharman, CRT's head of asset management and performance.

Apparently, canoeists want to use more canal tunnels and the horror stories from members are abundant - but they tick a lot of boxes with CRT and may yet get their way.

At a BSS meeting, BSS examiners had been asked to include carbon monoxide monitoring, but they refused. Also there are issues about smoke from boat stoves in smoke-free areas, especially in London, but this is largely ignored elsewhere. Have you heard a rumour that BSS may be outsourced?

Everyone thanked long-standing Council member, Trevor Rogers, for his BSS inputs, guidance, and asking the difficult questions to clarify issues, as he stood down from the Council. Warmer days now, so I'll be buzzing off to the Fens for a while Byeeeee.

Report from the CRT Council

Boating reps, **Andrew Phasey** and **Stella Ridgway**, offer views on their first CRT Council meeting.



Andrew

The atmosphere outside the Museum of Liverpool was bracing; inside it was warmer. Introductions were made and slide presentations delivered as we newbies, elected, appointed, or co-opted, were inducted onto

Council. The December elections were discussed and mistakes acknowledged. Richard Parry had met with the Electoral Reform Services chief executive and a reduction in fees payable was agreed. Richard also briefed us on current activities. Lynne Berry, chair of the Appointments Committee, Julie Sharman, head of asset management and performance, Sandra Kelly, head of finance and Sophie Castell, director of marketing,

communication and fundraising, all provided informative briefs, with occasional humour, on their areas of responsibility. Much of this strategic level stuff, looking at the recent past (flooding) and well into the future (EA navigations and funding), demonstrated that serious issues which affect us all are being given proper consideration.

From my perspective, a key element of the day was the invitation to raise matters of interest for discussion at our September meeting. Trust Chair, Alan Leighton, agreed that one topic will be ways in which we boaters' representatives might authoritatively report to our constituents. To be clear; I, with my elected colleagues, represent recreational boaters. I will use the opportunities Council provides to raise issues that concern us. As Alan Leighton pointed out, all issues are local to someone and deserve attention. I have a list, generated by boating friends and others who I have not yet met. Now, it's your turn to let me know what you think – feel free to drop me a line.



Stella

It was my first Council meeting, so I have nothing to compare it with. On reflection, I felt we could have got more out of the day if all the reports were circulated ahead of the meeting, so more discussion could take place. Nothing much

further was achieved as it was the first meeting, so more of a meeting people; but we have asked for a different format, in order to provide feedback rather than being talked at. This group consists mainly of people who have no boating experience (apart from us, your boaters' reps!) and so you

got lots of reports about flooding, financials etc. Actually, the one thing that came out of it was that neither boaters nor friends feel valued. However, the Council members get that and are exploring a system that will tell them who is where and what; at present, they don't cross-reference who is a boater + volunteer + friend, volunteer + friend.

I get the impression that the main work of Council comes outside this forum. The boaters' reps have a meeting with Mike Grimes, the Head of Boating, in April that will be really useful. I hope I manage to change a few people's perception of a liveaboard continuous cruiser and I certainly hope to try and make a difference.

It should be noted that on International Women's Day, half of the executive team at the Trust are women and I hope the predominance of white middle aged men will change over time on Council and within the Trustees.

Membership Matters

The current membership team has been in place for two years, and we are seeing the administrative benefit of updating our records, chasing up the non-payers, and identifying those who have moved on without telling us. Most of our time is spent not on the routine, but following up the queries and non-responses. If we send you a renewal notice, all that we ask is that you read and respond to it, particularly if your details or circumstances have changed.

We are progressing with the move away from standing order payments to our Santander account. A big thank you to all members who have helped with this. Every member to which this applies has been written to and only a handful remain to complete the changeover. If you want to double check now, the sort codes of our banks are Barclays 20-37-13 and Santander 09-01-51.

Most of our members pay by standing order..... if you don't, please consider it. It saves on administration time, and means we can spend more of our time boating too. We will send details with your renewal. Most new members these days join with PayPal, because it can be done online there and then. This is great, and easy on administration, the only downside being it costs us about £1 per payment. If you pay by PayPal, is there a chance that you could change

Members' Boat Insurance Coming Soon

As we go to press with this issue of NABO News, negotiations on a members' boat insurance offering are being finalised.

Full details in the next issue and also in the end of April Bulletin. In the meantime, for further information please email helenh@nabo.org.uk

to a standing order?

We are still very focused on paper systems with renewals going out this way. Some members do ask us to send membership renewals by email and we are happy to do this. Just send us a message or you can request this online in your membership records page. Please only do this if email is a regular part of your life. There is no use asking for correspondence in this way if you never look at email. And not to worry, we will not be going all-email any time soon. We know that most of our membership prefer to have paper communication.

And finally, we understand that members sell their boats and go ashore. It is part of the normal cycle of membership that we have always seen. Please tell us if that applies to you. If you continue to receive NABO News after your renewal date has passed, it is a sure indication that we are hoping and expecting you will renew. We do not cut this off for a couple of months in case you are away boating and missed the renewal. Just let us know; it saves our time writing again, and checking and rechecking.

Thank you for all your assistance and all the best from the Membership Team



Interested in sharing a boat?

There are more than 220 shared-ownership narrow-boats and around 20 of them that have available shares will be at the National Boat Share Show at Braunston Marina on 23—24th April. www.boatshare4u.co.uk for details

Safety recalls

Novacomet LPG Regulators



Clesse Industries, which makes the 'Novacomet' LPG regulator, has issued an immediate recall of its BP1803 products, used with both propane and butane cylinders.

The recall involves all cylinder-mounted, wall-mounted single cylinder

and two-cylinder manual changeover versions made between June 2010 and September 2015. If your regulator is one of these models, made between these dates, register your details at uk.clessesafetynotice.com or call free on 0800 088 5545. Clesse will supply a free replacement BP1803 regulator and contribute to the cost of the product exchange. BSS manager, Graham Watts, added: "When the replacement arrives, use a qualified registered gas engineer to fit the new regulator and check that the gas system is operating safely. Also keep a note of the age of your regulator and replace it if it is more than ten years old whatever the make or model."



Kidde Fire Blankets

Kidde Safety Europe Ltd. has issued an immediate recall of its 'Kidde' or 'Lifesaver' 1 m² fire blankets with the Kitemark Licence Number 35021 on the container. There is a risk that the affected fire blankets may not fully extinguish an oil pan fire and/or they may allow the fire to re-ignite after application of the fire blanket.

If you have this type of fire blanket, call Kidde on Freephone 0800 917 0722 to arrange a replacement, or email admin@kiddesafety.co.uk or see www.kiddesafetyeurope.co.uk for more information. Kidde will supply a new FB1 model 1.1 m² blanket as a replacement.

Timetable for the Rochdale and Calder & Hebble

CRT aimed to reopen the Rochdale Canal between Sowerby Bridge and Hebden Bridge and the Calder & Hebble Navigation between Cooper Bridge and Figure of Three Locks in time for Easter. By early summer it hopes to reopen the Rochdale west from Hebden Bridge towards Lock 15 and the Calder & Hebble between Salterhebble and Cooper Bridge.

In July, new bridge foundations and concrete arches at Elland Bridge and Crowther Bridge will enable the canal to be reopened to boats while rebuilding the bridges take place. This will open the canal from Hebden Bridge to Wakefield and the Huddersfield Broad Canal.

After the summer, the remaining work will involve repairing the breach and landslip on the Rochdale, which are major engineering jobs and

so timescales are less clear. Flood-related works are estimated to cost just over £15m (with £5.5m from the government for works at Elland Bridge).



Elland Bridge
Photo: RCR

Boaters without a home mooring

No more three-month licences

From May, CRT will remove the option of a three-month restricted licence for boaters without a home mooring who have not moved sufficiently. In a review of licences issued to boats without a home mooring during the year to March, the movement patterns of just over 5600 boaters were monitored.

About 40% were subject to a more detailed review for a variety of reasons, of which 1130 were offered a restricted licence. 652 boat owners took up restricted licences, of which 220 remain within the restricted licence period and 432 have expired licences. 268 boaters showed improvement in their movement patterns and were allowed a further licence. 96 people sold their boat, obtained a home mooring or moved away from CRT waters, and 68 were refused a further licence, of which 45 remain in the enforcement process.

Mark Tizard adds:

In January 2015 at a meeting between CRT and the national boating organisations, NABO was given a presentation by Denise Yelland, Head of Enforcement. This outlined the scale of the problem CRT was having with boats moving very little or not at all and outlined a strategy to tackle this. The headline figures were 16% of all boats without a home mooring moved less than 5 km and a further 50% moved between 5 and 20 km. So 66% of boats—some 3240 of 5400—cruised less than 20 kilometres during the licence period. The associations were all broadly in favour of the strategy and CRT was then going to seek approval from the trustees to proceed with it.

CRT's new strategy came into force on 1st March 2015. So where are we just over one year later? Anecdotally, members tell us that boats do seem to be moving further, although we still receive reports of boats not moving, with no obvious sign of enforcement. CRT published an update on 1st March 2016, which shows that the percentage of boats not moving in an acceptable pattern has dropped from 66% to 20%. 1130 of 5600 boats have been refused a full licence and

offered 3- or 6-month restricted licences. Such a dramatic drop in non-compliance would tend to indicate that either the original headline figures offered a year ago were inaccurate, or there has been a dramatic increase in movement—the answer we suspect lies somewhere in the middle.

Of the 1130 reduced licences offered, only around 2% of the 5600 boats without a home mooring entered enforcement or remain unlicensed. This is a lower percentage than unlicensed boats generally, which is around 4% of the total. This demonstrates (as NABO has often stated) that the vast majority of continuous cruisers happily go about their boating below CRT's enforcement radar.

It would be interesting to discover how many of those boats that received a reduced licence are not live-aboard, but are just moved around the system to avoid paying for a home mooring.

What of the future?

CRT has announced that it intends to stop offering reduced-term licences unless there are strong extenuating circumstances. So if boaters are unsure of their cruising range it is important that they check it with CRT well before their licence expires. NABO has supported CRT's enforcement action against boats that overstay or do not move. Beyond that, NABO believes it is for CRT as the navigation authority to declare what pattern of movement satisfies it as 'bona fide' for navigation. With this in mind we believe the current guidelines give a reasonable expectation of what is required. Hopefully CRT can now switch some of its focus to ensure that more towpath mooring is available in popular or congested areas through spot dredging, together with the provision of additional facilities.

North 78

North Wales & Midlands 38

London 287



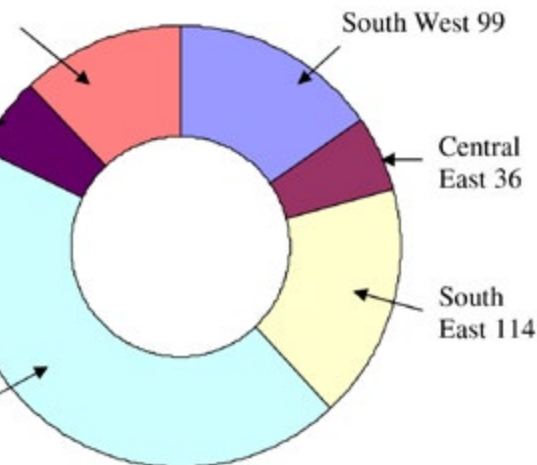
'Rose of Hungerford' squeezing through a Venice canal
Photo Steve Barriff

A Rose in Venice

An Italian adventure for the 'Rose of Hungerford'

During a 2014 visit to the UK by the Italian Association for the Partly Aabled, its delegates were highly impressed by the facilities aboard the K&A Canal Trust trip-boat 'Rose of Hungerford'. They explained that, despite the popularity of their world famous canal network in Venice, there were no similar trip-boats operating there. In late 2015, the Rose of Hungerford was transported by low-loader to Italy and lowered into the Venetian lagoon at Porto Marittimo on the eastern side of the island for a six-month trial. Despite its successful operation on routes around the island and along the Grand Canal, handling the Rose of Hungerford through most of the narrow canals that criss-cross Venice with their low bridges proved to be too difficult. As a result, the trial was abandoned after two months and the Rose of Hungerford was returned to its home waterway by April 1st.

Geographical spread of restricted licences: the diagram shows enforcement areas in which the 652 restricted licences have been issued.



Thames waterways plan 2015-2021

After an extensive programme of consultation and discussion, the River Thames Alliance (RTA) published its controversial waterways plan in February. It has 52 action points contained in seven sections, which focus on the most challenging problems and those aspects of the river where real improvement is possible during the lifetime of the plan, each decided by RTA members.

For the period of the plan, the EA is expected to continue as the navigation authority for the non-tidal Thames and navigation funding is assumed to continue at around its current level.

The plan will be revised if these or other assumptions prove to be incorrect. The plan will determine the future policy of RTA and give the organisation the authority to lobby and influence the relevant statutory and non-statutory bodies.

Details are available at www.thames-alliance.co.uk

Middle levels

—on proposals for amended navigation legislation

The Commissioners are seeking your views on these proposals before 30th June 2016.

Details are available at www.middlelevel.gov.uk/Navigationconsultation.aspx, with replies marked 'Navigation Consultation Response' by post to The Clerk, Middle Level Commissioners, 85 Whittlesey Road, March, PE15 0AH, or by e-mail to admin@middlelevel.gov.uk.

The Middle Level Commissioners are the navigation authority for the 100 miles of navigable waterways in Cambridgeshire and Norfolk.

The Commissioners are concerned that the legal framework that governs the navigation is out of date and does not align with the statutory framework applicable to other navigation authorities. They have therefore decided to seek both new powers and the amendment or repeal of some obsolete provisions of the Middle Level Acts 1810-74, the Nene Navigation Act 1753 and the Wisbech Canal Act 1794. The provisions contained in revised legislation would:

- give greater powers to the Commissioners to manage the waterway and allow them to provide increased facilities;
- enable them to levy charges and require the registration of boats using the waterways, including the ability to charge for over-staying maximum time limits at moorings;
- allow arrangements with other navigation authorities such as the mutual recognition of registrations and licences;
- temporarily close sections of waterways for work to be carried out or for holding events, including the power to close Well Creek for periods between 1st December and 1st March to enable the traditional fenland pastime of ice skating to take place;
- remove sunken, stranded and abandoned vessels and recover the costs of doing so where the owner fails to act;
- require boats to have insurance;
- introduce up-to-date byelaws for management of the navigation.

The Middle Levels at Upwell

Photo: Helen Dobbie



- Middle Level link
- Other navigable ML waterways
- Un-navigable ML Waterways

Cambridge moorings

—Council proposals to adopt the Ely civil contract model

Management of the River Cam is shared between the Conservators, a statutory body that acts as the navigation authority, and Cambridge City Council which owns stretches of the river inside the city boundaries. There are also several private riparian owners. The City Council manages residential and visitor mooring through a river moorings policy that licenses moorings on designated areas of the riverbank, and also sets standards that licence holders are required to maintain, dovetailing with the navigation licence required by the Cam Conservators.

At present, the Council does not have bylaws to regulate use of its moorings, so the regulatory and enforcement options are limited. The alternative to regulation through bylaws is for the Council to adopt a civil contract law-based approach, which provides for two options: 1) to bring civil claims for trespass by court action, which has already successfully been used to move unauthorised boaters; 2) to bring civil action for breach of licence terms that are a contract for the non-exclusive use of a defined mooring for a fixed period of time. Any debt recovery action would be added to the charge and the Council would have the right to remove a vessel and, in the event of non-payment, sell the vessel. This approach has been successfully trialled by the Environment Agency



in Oxford and has been adopted by Spelthorne Borough Council and East Cambridgeshire District Council.

In February, the City Council conducted a consultation of local boaters and others on the proposal to introduce the civil contract law approach to the management of moorings. The proposals are to retain the existing provision of free 48-hour visitor moorings with no return for 7 days, to introduce free 6-hour moorings with no overnight stay or return for 7 days on all other moorings owned by the Council, and to charge for overstaying or for mooring without a licence. At the end of March, the Community Services Scrutiny Committee approved the introduction of the 'civil enforcement' scheme for its 48-hour visitor moorings.

Visitor Moorings at Jesus Green

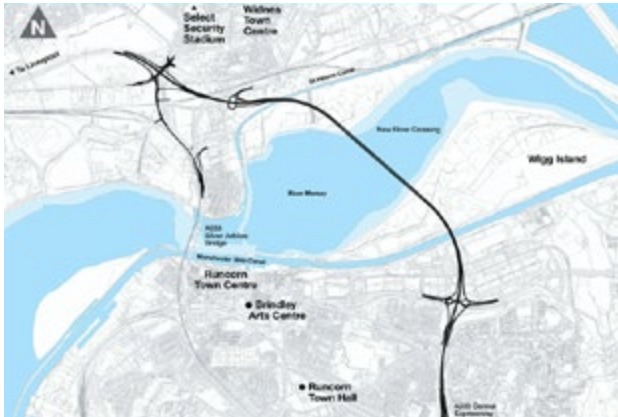
Photo: Fiona Slee

The results of the consultation may be found at tinyurl.com/jju3cga.



Mersey Gateway Project

David Fetcher will just have to stop singing 'Ferry... across the Mersey'



There are many more details including live web cams at the project website at www.merseygateway.co.uk

A new road bridge crossing over the Mersey between the towns of Runcorn on the south and Widnes on the north bank will run from Junction 12 of the M56 in the south to the A562 Speke Road in Widnes in the north. This is a major construction project and a much needed extra crossing for the river. Work started in May 2014 and completion is planned for 2017. A new six-lane toll bridge will link the towns and will relieve the congestion on both the ageing riveted steel Silver Jubilee Bridge, and the M6 Mersey crossing. The Mersey Gateway Bridge will be a landmark structure that will be recognisable throughout the north west and beyond. Both the new bridge and the

Silver Jubilee Bridge will be tolled, but they will be free for local residents to cross.

The new bridge design is based on a cable-stayed structure similar to the second Severn Crossing but with three towers. The 80m high central tower will be shorter than the two outer towers, which will be 110m high (north tower) and 125m high (south tower). Including the approach viaducts on each side, it will be 2,130 metres long with a river span of 1,000 metres. The approach viaducts will cross high above the Runcorn spur of the Bridgewater Canal to the east of Runcorn, and the unrestored Sankey (St Helens) Canal just upstream from the Sankey Basin.

The bridge is so large that a temporary causeway has been built across the Mersey so that manpower and materials can be delivered to the three tower construction sites. The tower foundations are now in place in the river bed, and this summer will see the dramatic bridge spans grow step by step. The roadworks on the approaches have been causing traffic disruptions for two years, and this is going to get worse before it gets better. A good place to see the project is from the north bank at Spike Island, adjacent to the Sankey Basin.

A funny smell in Birmingham

Why the rush to sell Warwick Bar?

Editor **Peter Fellows** sniffs the air.

In 1950s' and 60s' Birmingham, there was always a strange mixture of smells that hung in the air at Aston, caused by the HP sauce factory and the adjacent Ansell's brewery and steam locomotive yard. Today, a different metaphorical odour hangs over Warwick Bar a few miles away near the city centre.

This 3.5 acre site is contained by

“We found out by accident when a prospective buyer visited the site, claiming if his bid was successful we would be off the site in six months, regardless of the leases we held, as the site was to be flattened”

the Digbeth Branch Canal, the Grand Union Canal and the River Rea. Until March, the site was owned by Isis Waterside Regeneration. According to its website, Isis is ‘committed to doing things differently with a focus on the flexible use and a cultural-led approach, working closely with the network of tenants to establish a creative, mixed-use neighbourhood which celebrates new ideas and facilitates innovation.’ The area includes Grade II listed buildings on Fazeley Street, Warwick Wharf, the Banana Warehouse and Minerva Works. It has a small industrial estate of 21 units, occupied by a range of tenants including artist-led initiative Grand Union Studios, an artist materials

shop, an aerial theatre company, architects and printers. A quarter of an acre of derelict canalside land has been converted into an ‘edible park’, maintained by a community of growers including local residents, social entrepreneurs and artists, which regularly hosts festivals including the Birmingham Food Festival on its canalside space. The site has been studied and praised for its considered and pioneering approach to development, named ‘slow architecture’ by academic studies.

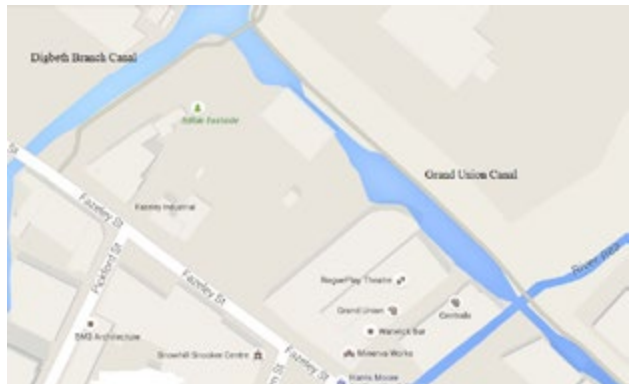
However, unlike CRT’s public consultation on proposals for regeneration and housing development at Bulbourne Yard and workshops on the Southern Grand Union (<http://bulbournyard.co.uk>), there has been a lack of consultation and resulting uncertainty over the future of Warwick Bar. Tenants discovered in February that Isis intended to sell the leasehold, with contracts to be exchanged before the end of March and the winning bidder owning the leasehold for the next 150 years. After discovering the sale by chance,

Further information from Pamela Pinski at Digbeth is Good (www.digbeth.org) in February and at www.warwickbar.co.uk

Isis Waterside Regeneration Ltd is jointly owned by the Canal & River Trust and Muse Developments, part of Morgan Sindall Group plc.

The company invests 50% of its profits into the waterways.

isisregeneration.co.uk





Warwick Bar stop lock and banana warehouse

Photo: Oosoom/Wikipedia

leaseholder Alison Tuck encouraged other residents to write to local MPs. She commented: “None of the tenants were informed of the impending sale. We found out by accident when a prospective buyer visited the site, claiming if his bid was successful we would be off the site in six months, regardless of the leases we held, as the site was to be flattened.”

The speed and timing of the sale has raised a number of questions and concerns: could this be a ‘fire sale’, being rushed through before the end of the financial year? The site might be attractive to developers wishing to use it for high density housing; such a proposal was suggested a few years ago, but didn’t reach the formal planning stage. As the site is within Birmingham’s

Enterprise Zone, any development would potentially benefit from a less stringent planning process and other forms of business support. John Gordon, Chair of Digbeth Residents’ Association, said: “It is questionable that the suggested secrecy, restricting the number of potential purchasers and unnecessary haste are in keeping with achieving the expectations which are rightly placed on charities. On this occasion, a longer, more considered approach may benefit everyone.” On hearing about the intended sale, Councillor Tahir Ali (the city’s Cabinet Member for Development, Transport and the Economy) expressed his view that: “...as a city, we clearly welcome economic development, but it should always be conducted in a way that is respectful of our heritage and mindful of the communities that live and work here.” Alison added: “Isis Waterside Regeneration has removed the right to make representations on the sale of the current long-term lease. It has also removed an avenue to negotiate the type of regeneration and scrutiny of conservation plans for the heritage of the canals and properties that are held in trust for the nation.”

Because of the level of concern over the proposed sale, the tenants held a meeting in March with Richard Parry and Stuart Mills, CRT’s Property Director, at which

Grand Union Gallery and Studios provide creative working space for some of the best contemporary artists in Birmingham

Photo: grand-union.org.uk



As we go to press we've heard that the site has been sold to the Homes and Communities Agency, which 'helps create successful communities by making homes and business premises available to residents and businesses who need them'. It is a non-departmental public body, sponsored by the Dept. for Communities and Local Government (www.gov.uk/government/organisations/homes-and-communities-agency).

Richard made it clear that CRT has no say in the sale. Alison commented: "I find this puzzling, since CRT holds 50% of the shares in Isis and Stuart Mills is also one of four directors of Isis. Isis pays CRT Property to manage the site along with commercial agents Colliers International. Richard also said that it isn't a fire sale, it is speculative and no decision has been made. To date Isis has had six bids and Stuart Mills said they will consider the quality of the bids and the plans for the site before a decision is made. I know of one bid for the site that was for £2.5-3 million by a community interest company that wanted to keep Minerva Works and complete the slow regeneration using the land for their education projects. They were told outright it would not be considered because the minimum Isis will accept is £4 million cash".

At the meeting, the tenants asked for at least six months to get funds in place to enable them to submit a bid, but were told that there wasn't time as Isis aimed to complete the sale by 31st March. The tenants also asked for commonality of lease end dates so that businesses won't suffer because of the site looking deserted (say to 2020 when the HS2 redevelopment—the 'big city plan'—kicks off in Birmingham) but again were told there wasn't enough time due to the March deadline.

Alison commented: "I am deeply concerned about the heritage of the site. Richard Parry and Stuart Mills keep referring to the commerciality of the property portfolio and that they do not have to maintain



the heritage of buildings, just the waterway. I have been having a discussion about what they mean by commercial activities of property and this has left me deeply worried for the site (and for the wider heritage of the canals). I have not been reassured that they will look after it as required in their charter, but will let it disappear on the grounds that they need the money for navigation. I am still arguing for a better way of managing the property portfolio. Minerva works has shown that development can take place with little or no upfront capital expenditure. It just takes a little longer to reap the benefits. It takes vision and a different way of thinking about uses for property other than a commercial development site, which is what CRT Property is currently doing."

Minerva Works, housing 21 small businesses at the heart of Warwick Bar, known as Birmingham's cultural quarter

Photos: warwickbar.co.uk

Roving traders:

Reverie Canal Trading Co



Lyra, in the 1970s, worked by Tim and Andy Collier.
Photo: Michael Fincher

Lyra

The history of Lyra that we know so far is as follows, but I am sure we will find out lots more as we go:

- 1935—Built by Yarwoods for G.U.C.C and paired with Enceladus.
- 20/09/1935—Registered with G.U.C.C fleet, number 306.
- 1948—entered the BWB fleet at nationalisation.
- 1968—sold by BWB to Barry Lycett.
- 1970—working for T&A Collier Brothers carrying coal etc., paired with Elstree. Detailed in their book ‘An Affair With the Cut’. At this time Lyra was also used by the scouts for camping trips (did they all have black faces after camping?).
- 1978— owned by Pete Fincher for two years.
- Then a gap until 2007.
- 2007—owned by Ben Selfe and used as his workshop at Saul Junction for his business Knot Crazy fender making/rope work.
- Around 2010—R.W. Davis & Sons purchased Lyra from Ben and completed necessary works.
- 2015—We purchased Lyra from R.W. Davis & Sons and for the first time in a long time she is back on the narrow canals ready to work again.

If anyone can add to, or correct us on any errors, please email: sales@candlesonthecut.co.uk.

A look at people who make a living from waterway-based trading. This time, it's Keri-Leigh and Daniel Reverie

We started trading 12 months ago, making and selling bespoke soya wax candles and gifts from our narrowboat Mr Jingles! Our gifts are all made aboard and mainly from metal. As you can imagine, working and living in the same 60ft of space was starting to become challenging and we decided we needed to invest everything and make it work! 'Go hard or go home' I suppose, although that home would likely not be on the canal, so to continue to live the lifestyle we have chosen and to continuously cruise we had to make it work! So please step forward butty 'Lyra'.

Lyra is a 1935 Northwich Star Class Butty, built by W.J. Yarwood and Sons, a yard I am sure many of you have passed, tucked away on the River Weaver in Northwich.

Our Journey with Lyra started a fair few months ago when we went to see her down in Gloucester at R.W Davis Ltd. In fact, it started a long time before that when we would look longingly at her advert on the internet. The opportunity arose and we placed a deposit, but we were unable to collect her until September. We went down to Gloucester with two weeks to spare until our next event at Huddlesford—our first long trip on a river too! Mr Jingles, our motor boat, was flawless for the whole trip.

It was the first time in many, many years that Lyra had been on the narrow canals. Our initial plan was to come off at Worcester and up Tardibigge, a mean feat I know but we had hired in help for the trip up. However we didn't make it far enough to need the help—well we did end up needing help but of a different kind! We got five locks up from Worcester and at lock 6 we stopped dead—Lyra had become wedged in the lock entrance. After much flushing and pulling

in either direction, rather tired and fed up we gave in and contacted CRT who came at 9pm with a winch to pull us back out of the lock! We had been in there for five hours, to the dismay of the hire-boats queuing behind who had just started their holidays. It seemed the lock entrance has slipped over time, making it narrower than it once was.

The next morning we decided to take the motor up the next lock, turn around and take Lyra backwards for a couple of miles until we could turn her and head back to the Severn and go to Stourport. I was glad we were at least moving in a forwards direction, albeit very worried that we stood no chance of making Huddlesford after wasting a day or more going in a direction it ended up we couldn't go in.

We came through Stourport, up through Kinver along the Staffs & Worcs (where it did get a little tight

in one lock, but a good snatch with the motor saw us in) to Tixall via Penkridge (which is also known for being a bit tight lock-wise, but we fitted in fine).

Then onwards to the T & M to Fradley, onto the Coventry and to Huddlesford by Friday morning! It was nice to stop for a weekend after some very long days and to catch up with some familiar faces. Lyra also got to attend her first event in many years. The first of many more to come as 'Oooo I dunno Reverie Canal Trading Company'.

We're sure there will be many more challenges ahead or life would be rather dull. Our metal will be tested (that goes for us and the boats) but it makes an interesting story to tell. Next year things will be different and Lyra needs to earn her keep, after all she is an historic working boat, part of a modern working pair!

More information and canalside trading dates; facebook.com/reveriegifts



Oi!... Slow Down!

A recent article on CRT's Boaters' Update sparked a fierce debate than is close to many NABO member's hearts

Long-time boater, **Nick Roberts**, reflects on the problem of speeding boats and offers some advice.

First published in
Boaters' Update
December 2015

We all have our bugbears but, certainly in the inland boating world, one of the most common refrains I hear is '...going too fast past moored boats...'

As a narrowboater of 40 years who is also a retired Master Mariner on ships from ferries to supertankers, I'd like to take a deep intake of breath and suggest that we don't have this problem properly addressed on the cut. Is having all boats passing all moored boats at tickover desirable or necessary? I think not.

That said, any boat passing a moored one must, of course, show respect for the moored craft—especially in narrow and shallow canals. It must also slow down appropriately by judging the backwash the boat is causing. In the worst conditions that may mean tickover, but it should also be incumbent on the moored boat to be ... well ... safely moored! At the risk of telling some what they already know, consider these two principles:

- **Tension:** a slack mooring will always allow the boat to move – and gain momentum – until the slack is removed! Or, put another

way, if the mooring has no slack then the boat can't move.

- **Direction:** a mooring rope (even a tight mooring rope) will only prevent movement in line with its direction of pull (its 'lead').

I'll elaborate on that second point—a rope at right angles to the boat—a breast line—will stop the boat from moving off the bank, but it will do very little to stop the boat moving along the berth. A rope running along the length of the boat—a spring line—on the other hand, will stop the boat from moving along the length of the berth—one from each end, in opposite directions—but won't keep the boat alongside. The ropes at 45 degrees to the boat—head line, stern line—are fine in tranquil conditions, but will allow the boat to move when another passes if there is any backwash at all. If the ropes are slack, or fixed to a pin that can easily pull out or move, or taken to/from the boat at a steep angle, or even too elastic, then they will significantly contribute to the passing boat problem ... potentially even if that boat is on tickover.

But the only thing that will stop a boat from moving along the berth is when it hits the boat in front or behind. Four ropes rigged, tight, as a breast line and spring from both ends would keep her safe. We need to give a little more thought to those moorings and see avoiding a moored boat surging along the bank as a shared responsibility – we all slow to reduce backwash and we all moor safe and securely.



Who's to blame?

Speeding hire boat ?

Photo: Lesley Kimantas

or not properly moored?

Photo: Sue Hunter

I agree with Nick!

Let us have your views—here's a selection of the feedback on Nick's article.

Backwash? Hogwash!

I can't argue with the mooring techniques Nick discusses. What I would argue with is the use of the word 'backwash'. It suggests that if your prop doesn't appear to be causing much turbulence, you're not going to disturb moored boats much.

I used to believe that, before my helmsman's course. The instructor pointed out what should have been obvious—what moves moored boats isn't backwash, my boat—about 18 tons—displaces 18 tons of water as it passes. In other words, it shoves 9 tons of water to either side, and if it passes fast, it can lift a moored boat and lift the pins out of soft ground. Slowing down means that extra water will have the chance to flow more easily around the stationary boat and not lift it so violently.

Shallow water, less under the moored boat—the closer the passing boat is, the more difference the extra 9 tons of water will make. But if people look at their backwash to decide whether their speed is polite, they'll often be wrong. Tickover—even going into neutral—will make no difference unless you do it soon enough for the boat to be travelling slower by the time it passes, since it still displaces its weight in water, even if the propeller isn't turning. Just saying...

Spring is in the air

The key is mooring properly with lines lead well forward and well aft plus ideally 'springs' (i.e. a line from bow to a fixed point on the bank near the stern and a line from the stern to a fixed point on the bank near the bow).

Then if you wish, breast lines to hold her in. Instead you see people with a tight line from the middle ring on the roof to the bank, which has the effect of ensuring the boat heels and then snatches uncomfortably with the slightest movement. Bow and stern lines at 90 degrees to the bank do nothing to resist the longitudinal movement as a boat passes but ensure that there is maximum strain on pegs and ropes.

Do it right boaters!

I completely agree with Nick. There may be times when tickover or even coasting past out of gear is appropriate, maybe when a boat has just stopped and is being held by one crew member whilst another sorts out the moorings. However, when boats are tied up on their home moorings, it is reasonable to expect them to be adequately moored and fendered to cope with others passing at a sensible speed. Two ropes from the stern dolly to the bank, both at about 45 degrees to the keel of the boat, prevents forward or backward movement, while the rope at the front keeps me into the bank. Since using this system I have never had a pin pulled out, even when others around me have, and rarely experience movement of my boat however fast boats pass me.

Responsible isn't tickover

As a responsible boater I do, of course, always slow down for moored boats but very rarely to tickover which, on my boat, gives between 0.2 and 0.5 mph. At that speed I have little or no steerage way and it would take me an hour to pass a half-mile of permanent moorings! Maybe I'm too literal here, but I don't find the term 'tickover' to be either helpful or realistic: something better is required. On the Leeds and Liverpool Canal the notices in the approach to moorings say 'Slow. Moored Boats. 2 mph'—more realistic, but still a generalisation. It's important to slow down to a speed such that we are not making any wash or causing excessive drag. Many factors influence that, most noticeably the depth and width of the waterway. What would go unnoticed on a wide, deep section of the Trent or Thames would cause mayhem on the Ashby Canal. It is also important to take note of the type of mooring being passed: boats on staked moorings should be passed with particular care. Finally, let us not forget that this is a two-way process. When we moor up we have a responsibility to ensure that we do so with care and in such a way as to reduce potential problems from passing boats.

Complaints, all I hear is complaints...!

Waterway Ombudsman, **Andrew Walker**, describes his role and remit



I was appointed as the Waterways Ombudsman, starting in November 2012. I had long experience of dealing with disputes, such as in the OFT and Ofcom, and more lately as a telecoms Ombudsman, but waterways is quite different because of the way it affects the lives of individuals and families, whether as neighbours of the CRT, leisure boaters or residential boaters.

I still had a steep learning curve to climb, and for a while each case introduced me to quite new areas. While this is still true to some extent, because of the sheer variety of complaints that I see, by now I usually know where to look for background information.

An Ombudsman is a way of resolving complaints without recourse to the courts. It is a form of ADR (alternative dispute resolution) service, which generally means an alternative to the courts. My rules state that my role is to “receive complaints of injustice suffered by a complainant that arise from maladministration or unfair treatment by CRT, or any of its subsidiaries, in carrying out their activities.” That’s quite a broad

remit, but it doesn’t mean that I can do everything a court can do. For example it is not for me to interpret the law or tell CRT how to interpret it, and many readers will recognise that one of the main areas where this affects boaters is in the application of the continuous cruising rules. I do however have to have regard for the law, and cannot require the CRT to do something which may put it in contravention of the law.

I am also not a market regulator (such as Ofcom or Ofgem), and cannot determine how the market should operate or what prices CRT should set for licences and moorings fees. Similarly, although I am sometimes asked the question, I cannot decide whether a contractual term is unfair. Many regulators have enforcement powers on such matters, but it is not an area where I can intervene.

There are other differences between an Ombudsman and a court. My process is investigative rather than adversarial, which means that the parties don’t confront each other. I assess the evidence from both parties and make a decision on the basis of that evidence. During an investigation I often have to request further information, and sometimes need to talk to one or both sides to get more information or discuss the issues. I consider complaints on the basis of what is fair and reasonable, and reach conclusions on the basis of the balance of probabilities, in other words what is in my view the

most likely explanation for what happened. As a former colleague of mine was careful to point out, the Ombudsman is not a detective agency, turning over every stone in a relentless search for the truth. Some complainants are understandably quite passionate about their causes, but I do have to set limits on what I can reasonably achieve, particularly if I am not convinced that the investment of more time on a complaint will get me any closer to establishing exactly what happened.

I receive around 60-70 enquiries each year, around a quarter of which I open as formal investigations. Some of the enquiries are about non-CRT waterways, which I cannot deal with, and I continue to get a trickle of enquiries about domestic water supplies. The most common reason for not accepting a complaint for investigation is because the complainant has not completed the CRT's internal complaints procedure (ICP). That is an important point, because the CRT should have the opportunity to deal with a complaint before it comes to me. A few of those complainants do later come back to me, but most do not.

I sometimes receive complaints about urgent issues where complainants need something done immediately, or where they can't contact the relevant part of CRT and there is no time to go through the ICP. An Ombudsman should not be regarded as an emergency service, but if I can see a way of handling the situation which will deal with the immediate needs and also may avert a formal complaint to the CRT, and which I can do fairly quickly, I will.

I also occasionally receive complaints where people are unaware of the formal complaints process. In such cases I point people in the right direction (details are on the CRT's website via "Contact us"), or provide



List of investigated cases 2014-2015

- 737 failure of the Trust to deal effectively with leaks from canal
- 759 provision of outdated information for marina planning application
- 764 negotiations for extension of property lease
- 766 inappropriate issue of an enforcement notice
- 770 Section 8 notice and continuous cruising requirements
- 772 compensation for refloating boat
- 779 safety and other issues at mooring
- 792 canal infrastructure, culverts and flood risk
- 797 surface water drainage charges
- 801 Foulridge tunnel incident and boat damage
- 806 Bollard electricity supply meter accuracy
- 818 Ribble Link closure
- 831 treatment of a disabled boater
- 832 overstay at visitor moorings and child safety issues.

guidance on how best to present their complaint.

Looking back over the past ten years of the Waterways Ombudsman scheme, which includes the time my predecessor was in office, there has been a very large drop in the number of complaints going through CRT's (and before July 2012 British Waterways') first and second level complaints process, and subsequently to the Ombudsman. In 2005-06, just over 1,000 complaints started the first level, with just under 100 starting the second level. In 2014-15 those numbers were, respectively, just under 200 and just under 50. Whether this is because fewer people have had cause to complain, or that BW/CRT has got better at handling complaints, the fall is very encouraging. The numbers coming to the Ombudsman have not dropped by a similar level – it's more like half – but this shouldn't be surprising. There are always some complaints which are just very hard to deal with, and where complainants will for a number of reasons not be satisfied with the outcome of an internal investigation, whether by the Trust or a commercial company. That is where it is important that complainants have recourse to an independent adjudicator.

Although I work largely on my own, there is a Waterways Ombudsman Committee which oversees the operation of the scheme and ensures the independence and accessibility of the Ombudsman. The Committee has a majority of independent members, and meets regularly to review the workload of the Ombudsman, as well as to consider issues such as the availability of the scheme, the adequacy of funding, and working with stakeholders. It cannot influence or review any decisions the Ombudsman has made or interfere with his/her independ-

ence, but it plays an important role in setting the stage. The Committee and the Ombudsman both publish annual reports, which are available on the website at www.waterways-ombudsman.org

In the past year I have redeveloped the website and with the Committee have changed the format of the annual reports. Case summaries (always anonymised) are a useful way of providing information about both the type of complaints that I get, as well as my decisions and how I reach them. This can be helpful for potential complainants who may wish to see if I have considered something similar. The summaries have previously been published as part of the annual report, which meant that they were not available until after the year end, but I am now publishing them on the website shortly after I close the investigations. They are therefore available earlier than previously, and can be read or searched much more quickly and easily. All completed cases have one-line descriptions in the annual report, together with links to the website summaries.

In 2015 the UK adopted significant new EU legislation about ADR procedures, under which all such schemes must be approved by what is known as a Competent Authority. My Competent Authority is the Chartered Trading Standards Institute, and I am delighted to say that the Waterways Ombudsman scheme was granted approval last summer.

Whether you have a current complaint about the CRT, or if you just want to know more about what I do, please take a look at my website. If you have any questions, send me an email or give me call. I do work part-time, and am not always available, but I'll try to get back to you as soon as I can.

Crossword



Answers to Crossword 27

Across: 1 Bank, 3 Eyes, 6 Knife, 10 Aqueducts, 11 Napes, 12 Blue tit, 13 Laptops, 14 Land, 16 Floods, 18 Pal, 21 Saw, 22 Cabins, 23 Suez, 25 Boarded, 27 Reaches, 29 Abeam, 30 Beholders, 31 Antic, 32 Sips, 33 Is on
Down: 1 Boatbills, 2 Nauru, 4 Yacht club, 5 Sisal, 6 King post, 7 Impromptu, 8 Eases, 9 Adits, 15 Newsagent, 17 Ownership, 19 Lazy Susan, 20 Academic, 24 Cable, 25 Bhaga, 26 Debts, 28 Heels

Bon voyage shipmate...

Peter Fellows waves farewell

Our sincere thanks to Tony Haynes, who has selected items from past issues for 'Rewind' and, as 'Canaldrifter', has compiled the crossword since I took over as Editor —not to mention his letters to NABO News. He is standing down and his contributions will be greatly missed. Tony has been a NABO Council member, and Chairman and Editor of NABO News for a while.

I wish Tony well with his Vale Radio FAB Folk and Blues Programme*.

Tony commented: "I started inland boating in the anarchistic days of the mid-60s when it truly was one big community. It's been fun though".

I would like to continue both Rewind and the crossword, so if any editors or crossword compilers would like to step into Tony's shoes, please get in touch.

*Mark Holdsworth, who has been recording the 'Narrowboat Sessions' on board his boat Cariatid IV as he cruises around the British Canals in aid of Cancer Research, will be featured on Monday 2nd May at 8pm.



I name this boat ...

If you have you spotted a boat name that made you smile, please let us have a photo to use in future issues. Here's one from Brian Holt.

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