



NABO News

The Magazine of the National Association of Boat Owners
Issue 3 June 2017



SPARKS FLY AT CROFTON

NEW BSS FOR SHARED OWNERSHIP

**LICENSING CONSULTATION—
FIRST IMPRESSIONS**



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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 email or post your contributions to



nabonews@nabo.org.uk by 17th June 2017

Cover photo

This month's cover photo was taken by Graham
Jones.

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

Contact CRT waterway managers at canalrivertrust.org.uk/about-us/our-regions



Without referring to particular cases, so as not to prejudice any possible legal proceedings, the issue of rented and shared boats looks likely to be included in the current CRT licence review.

Some 'boat-lords' are charging a large deposit plus several hundred pounds per month in return for a '£1 share in the boat'. This allows them to claim that the boat is in shared ownership and not rented, as reported in the letters page.

When is shared ownership not shared ownership?

Editor **Peter Fellows** considers licences for rented, shared and time-share boats

A shared-ownership boat requires one named person and is subject to the same licence, BSS and insurance requirements as a boat with a single owner. A rented boat requires a different licence, safety certificate and insurance, which are more expensive.

It seems to me that these boat-lords are trying to bypass the BSS/licence/insurance requirements by falsely claiming that tenants are shareholders. However, there is currently no agreed CRT definition of 'shared-ownership boat' and 'hire-

boat' and there is a risk that CRT will open a huge can of worms if it is considering making a shared boat licence similar to a hire-boat licence. It may be appropriate for the commercial time-share boat companies, where different families can take a week or two each year (or even for just one year) and there is a regular turnover of shareholders. But I can't see why this should apply to situations where two or more friends buy a boat together and have a private arrangement to share the costs and the time spent on board, with no-one else involved.

There's also a whole raft of sharing arrangements that fall somewhere between the time-share approach and the couple of friends sharing. I really can't see how CRT could monitor and police this—or indeed why would it want to make things more complicated, when shared boats seem to work well as they are?

The distinction between commercial and non-commercial boat use is reflected in the BSS, as reported by David Fletcher in this issue. Perhaps CRT could take a lead from the BSS and make a similar distinction between shared boats where the management is carried out by a third party and those that are managed jointly by the private owners, so that licences are harmonised with BSS requirements. As I said, if it ain't broke

Elsewhere, Mark Tizard gives an update on the current CRT licensing review, there is an article describing problems faced by continuous cruisers trying to get car insurance, and Alison Tuck recounts the tribulations caused by an unknown water leak on her boat.

Finally, I came across a description of how NABO News was produced 20 years ago and compared it to what I do today.

Happy boating this spring.



This is a shortened column this month and I have not been able to attend many meetings, so others have stepped into my place. We are still well-represented within CRT and I am due in Birmingham next month for a meeting with the Trust. I will let you know the outcomes in due course. If you have any issues you would like me to raise, please let me know.

My illness means that we cannot cruise as we would like, but the compensation is that we are moored on, in my opinion, one of the prettiest canals in England on the edge of the Peak District.

The Cheshire Ring is closed at present, with the Bridgewater Canal being out of action until May. This means that we had the first flurry of hire-boats and summer cruisers going past us over the last month, with the school holidays and longer days. However, it amazes me that we see them go up towards Whaley Bridge and Bugsworth Basin and come back about three hours later—enough time to wind. It is such a shame that boaters don't factor in at least one or even two nights in this amazing place. It is Britain's largest inland port, recovered by volunteers for use by boaters; I think they miss its fascinating history.

So my advice to everyone is to plan overnight stays in different places. Manchester, for instance, is a brilliant place and, if you stop in Castlefield Basin, it is only a short walk to the Roman Fort and to the Manchester Museum of Science and Industry, which offer a fascinating glance into Manchester's past and to the birthplace of the Industrial Revolution. So my advice is to plan your cruising with lengthened stays, and if you come to Manchester, I can recommend the afternoon teas at various places, although 'Cloud

23' edges it for the fantastic views of Manchester and its surrounds.

The Bridgewater Canal was built to bring coal into Manchester, halving the price of coal and enabling the huge mills to process the cotton, wool and other raw materials. The canals enabled all that in their day and they now provide a green corridor and a sense of wellbeing to all those who use them.

So I urge everyone to take the time to explore the area around where you moor, and especially those canals that run through cities, as it offers a chance to step back in time and imagine the noise, the boats, the horses, and the blacksmiths and other trades that relied (and still do rely) on canals for a living.

The nights are lighter and it isn't dark until 9.30pm up here. Although we have had some bright days, the ever-present icy wind is still with us, making boating a lovely experience.

I travelled by train down to the Council meeting, and I love to see how the railways followed the canals, knowing it was the canals that enabled those railways to be built. We use these same canals today predominantly for pleasure rather than trading, although trade is increasing as companies discover that having goods travel by boat saves warehouse space.

Don't rush, explore.

NABO Chair **Stella Ridgway** says make the most of your overnight stays

Fly on the wall

Observes proceedings at April's Council meeting



NABO calendar 2017

Council Meetings in 2017: June 10th, July 22nd (if required), September 2nd, October 14th, November 11th (includes AGM).

Council meetings are held at boat clubs in the Midlands area. The June meeting will be at the Wolverhampton Boat Club, Barnhurst Lane, Bilbrook, Wolverhampton, WV8 1RS (by boat, on the Shropshire Union, about one mile up from Autherley Junction). Members are welcome to attend Council meetings; please just let the Secretary or Chairman know in advance (contact details inside cover).

To the Samuel Barlow at Alvecote Marina, with a full Council attendance and visiting member, David Cowstick. The bookable visitor moorings at Rembrandt Gardens in London are now fully booked for 2017, so it seems people are willing to pay £10 for a guaranteed mooring in the Capital. CRT says the charge is to cover admin and a deposit to ensure that boaters who book a mooring actually turn up. Some on the Council were still unclear why CRT can't offer a refund if you use the mooring. How long before the scheme gets extended to Bath and other hotspots? The announcement of extra new moorings in London is not likely to make much difference as 350 new boats have arrived so far this year and the place is full—there will just be more shuffling around.

CRT is working with the Equalities Commission to examine possible amendments to the cruising patterns of boaters with schoolchildren but no home mooring. A third of continuous cruisers have been given six-month licences because of insufficient movement. But CRT is between a Bargee rock, wanting more freedom over the distance moved, and an IWA/RBOA hard place, wanting minimum cruising distances of 200-500 miles p.a. Council members said there is a test

of reasonableness and it is possible to work, have school-kids and continually cruise. Otherwise, licensing will be far too complicated and the only solution would be to reintroduce toll-booths for pay-as-you-go cruising. Licences should be based on the amount of water taken up by a boat and not on lifestyle, the amount of cruising above the minimum 20 miles p.a., or the type of boater.

Peer-to-peer boat rentals in London and on the K&A continue to grow, but the proposed new 'letting licence' would not have prevented a recent sinking of such a boat. The issue is the lack of tenancy rights, even for marina-based boats, whether the tenant is liveaboard or not. But CRT is a navigation authority and is not about to start trying to change tenancy law.

The declaration on private licence applications about not hiring should include a warning that the licence will be terminated if the boat is subsequently hired out, and a Section 8 removal applied.

CRT's Navigation Advisory Group has thrown out proposals for widening the towpath through Edgbaston Tunnel. A survey found it was used by 150 cyclists per day and, at three quarters of a million, would have cost £5000 per cyclist—a simpler solution is to make them dismount through the tunnel. Finally, BSS examiners are reported to be asking owners whether they are liveaboards—they shouldn't, because it's not relevant.

NABO loses Thames representative

It is with much sadness that we have to report that Dennis Hill, one of NABO's Thames representatives, passed away on Tuesday 25th April 2017. Having boated on the Thames for many years, Dennis had been the Commodore of the Swan (Radcot) Cruiser Club from 2004 - 2010 and then its President between 2015—2017.

I first met Dennis when I took over the chair of NABO four years ago and was so delighted when he agreed to be one of our representatives on the Thames. He was one of the real experts on the upper reaches of the wonderful Thames and its related waterways—always willing to authoritatively challenge EA and others responsible. I especially loved his very public interview with an Oxford newspaper journalist about the issues regarding locks and EA's threatened withdrawal of equipment! Dennis was always a highly respected professional person who set the highest of standards - he will be so missed.

Mike Rodd



Gillian and Dennis Hill's Black Sapphire was one of the thousand boats in the Thames Diamond Jubilee Pageant

Membership News

Can you help NABO?

Here at NABO News, I would welcome some more help from members: do you have skills as a cartoonist or a crossword compiler? Would you be able to spend a couple of hours, six times a year, to summarise what was happening ten years ago from old copies of NABO News, for a rejuvenated 'Rewind' column? I would also welcome more cover photos, especially autumn and winter on the waterways. NABO Council has a few vacancies that it would also like to fill: we need a Minute's Secretary and reps for Anglian Waters and the River Severn—can you help?



Roving traders

If you are a floating trader and a NABO member, I would be pleased to include an article on your business in a future issue of NABO News.

Please let me know how and why you started trading, what you sell and how people can contact you. A couple of separate, high-quality photos would be welcome to illustrate the article.

Around the regions

North East Howard Anguish

I will be attending the NE customer forum in Castleford on May 16th.

Pocklington Canal Amenity Society (PCAS) has reached its fundraising target of £250,000 and work has started on extending the navigable length for a further two miles, including restoring two locks. This is in addition to the work already in hand on the canal by CRT, using a Heritage Lottery grant.

Sparks fly at Crofton

At Easter, the Crofton beam engines on the K&A were back in steam, following repairs to restore the 22-ton Lancashire boiler to full working condition. In October 2016 volunteers exposed the boiler shell for inspection, removing a large quantity of bricks and dismantling the stairway bridge over the back of the boiler.

Sparks then flew as the contractors, H.A. McEwen (Boiler Repairs) Ltd. of Keighley, West Yorkshire, cut out and replaced corroded rivets. The company, experienced in making repairs to heritage boilers, carried out this highly specialised work in cramped, hot, dangerous and noisy conditions working closely with Crofton's own engineering team and the boiler inspectors. Following the repairs, the boiler was pressure-tested before restoring the brickwork and stairways.

The work was made possible by the Crofton Branch of the Kennet and Avon Canal Trust successfully raising £45,000 during 2016. The team is now finalising a second-stage bid to the Heritage Lottery Fund to secure the future of the pumping station and its engines. The first-stage grant enabled surveys of the building's structural components and the lantern roof over the boiler house showing the extent of work required. If the bid is successful, HLF would provide £550,000, provided KACT can raise £150,000 in matched funding.

For more information, see 'Our Crofton story' at www.croftonbeamengines.org or contact crofton.manager@katrust.org.uk



Repairs underway on the Lancashire boiler at Crofton
Photo: H.A. McEwen (Boiler Repairs) Ltd

Licensing consultation workshops

CRT has invited boaters to express an interest in taking part in workshops that will form stage two of its three-stage licensing consultation. The independent charity, Involve, has interviewed representatives from the main boating organisations for their views on how the consultation should work and what it should cover. This will form the basis of discussions in a series of boater workshops across the country. Each workshop will consist of up to 15 boaters, representing a range of different interest groups (boaters with and without home moorings, leisure boaters, residential boaters, narrow- and wide-beam boaters). The aim is to help shape stage-three of the consultation, which will be open to all licence holders. CRT has emailed current boat licence holders with an online link so that they can express their interest in taking part in the workshops. Participants will be randomly selected by Involve from the various interest groups in each location. (See also Mark Tizard's review of the consultation in 'Talking Points'.)

Participating organisations were: Navigation Advisory Group (Licensing & Mooring), National Barge Travellers Association, Dutch Barge Association, Inland Waterways Association, NABO, Roving Canal Traders Association, Association of Waterway Cruising Clubs, Residential Boat Owners' Association, British Marine Inland Boating, Historic Narrow Boat Club, British Marine, Hotel Boat Association, National Community Boats Association and the RYA

Continuous cruising and car insurance

Continuous cruiser, Stuart Tyler, had difficulty trying to insure his car, because he doesn't have a postcode. Stuart and his wife Angela have been cruising for nine years, having sold their house in Nottingham.

He said: "I am partially disabled and I need easy access to the car, so when we tie up at a new mooring I travel back and collect it the same day. Most policies say you have to notify your insurer if you change your address, and I am changing mine at least every 14 days. I may only be a couple of miles further down the towpath, but if I don't tell them I have moved, it is down to the insurance company to decide if I am still covered or not.

The policies offered simply aren't flexible enough. They say I have to notify them because the insurance rate changes from area to area, so I offered to pay the most expensive rate, but they wouldn't let me do it. I must have approached 20 or 30 different insurance companies, brokers too, but they all have the same notification statement which in effect is their get-out clause."

The editor of 'Towpath Talk' put Stuart in touch with Herts Insurance Consultants (HIC), who were able to provide a suitable policy. "I am amazed to be the first person to go to them with this sort of problem," Stuart said. "There are hundreds, if not thousands of people who do exactly as I do; cruise the canals and move their car as they go. But the insurance companies say if you take the car and the boat away from the marina you are moving home and you would no longer be insured."

He fears that other boaters may have a notional insurance policy but that they may find themselves without the cover they thought they had paid for, if they need to make a claim.

Andy Morton, manager at HIC, said the broker's Walkabout policy was able to provide cover for anyone touring the UK, whether tourists in a motorhome or continuous cruisers.

"It doesn't entirely surprise us that Mr Tyler had these issues getting car insurance, because the vast majority of mainstream insurers require a fixed address with a postcode to provide cover. They don't have the flexibility of a specialist broker, who can look beyond the obvious and find niche insurers prepared to offer cover that fits people's actual lifestyles, rather than their own strict underwriting criteria."

From www.hertsinsurance.com/blog
March 14, 2017.

CETA, the brokers who offer NABO members a boat insurance discount, is not in the field of specialist car insurance, but commented:

"This predicament is indeed an issue for car owners with no fixed address. Conventional motor insurers and brokers do not have the flexibility to cater for the requirements of these continuous cruisers. I would recommend contacting a specialist motor broker to either find a suitable solution, or have a discussion with specialist underwriters about finding one. Adrian Flux is perhaps the most likely broker to be able to assist www.adrianflux.co.uk.

Tradex is a specialist motor insurer with a network of agents around the UK, so may be worth a go, see www.tradex.com."

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- Talk through your requirements for a quotation.



BSS

The
Essence

New requirements in revised BSS for some shared boats

From 1st April 2017, new BSS requirements and checking procedures that are applied to hire-boats now also apply to shared boats with a private boat licence, where the management is carried out by a third party.

- with a skipper or crew, and which carry passengers;
- shared-ownership boats managed jointly by the private owners;
- workboats;
- emergency service boats and rescue boats;
- hotel boats;
- boats let as residences or longer term accommodation.

If a shared boat is managed by the owners, who take direct responsibility for the condition of the boat, the standard private boat BSS requirements apply.

Hire craft are any powered boats such as weekly and day-hire vessels that are:

- let or hired under an arrangement, whether or not on a pre-contract basis;
- the subject of a bare boat charter arrangement;
- the subject of any form of third-party managed shared-use arrangement (including time-share or shared ownership).

The term 'hire-boat' does not include:

- privately owned or managed boats;
- boats operating commercially

There are other requirements for hire-boats that are covered by the Hire Boat Code. These are a licence requirement (rather than BSS) currently linked to a commercial licence. It is not clear to me at the moment whether the navigation authorities will require these to be applied to shared boats where the management is carried out by a third party.

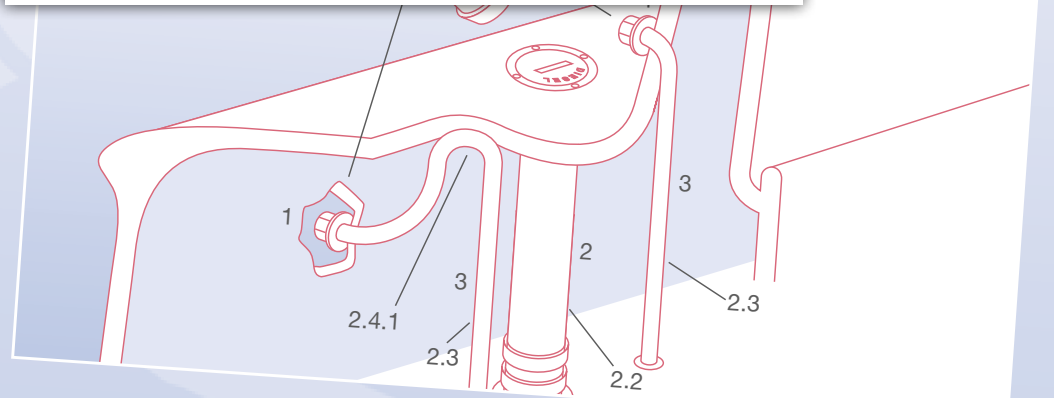
I am working to clarify this issue. This is also an issue for the CRT licence review. Further information can be found at [boatsafetyscheme.org/boat-examination/hire-boats-\(2017\)](http://boatsafetyscheme.org/boat-examination/hire-boats-(2017)).

Fuel vapours exhaust from the vessel

Checks that are required compliance for hire-boats that also appear in the private boat examination procedures as advice checks.

Item	Check Question
X3.7.1R	Is the electrical system insulated from the hull?
X3.8.1R	Are all a.c. shore-power and battery charging lead inlet connections of the correct type in good condition, and suitably protected from the weather?
X3.8.2R	Are all shore-power, battery charging, and other a.c. power source lead connections of a suitable type?
X3.8.3R	Are all shore-power, battery charging, and other a.c. power source leads and connectors in good condition?
X3.9.1R	Is it impossible to connect simultaneously more than one power source to the alternating current distribution system?
X3.9.2R	Do all a.c. electrical circuits pass through a consumer unit?
X6.3.1R	Is the vessel provided with adequate means of escape?
X8.10.1R	Are all appliances requiring a flue, or exhaust fitted with one?
X8.10.2R	Are all appliance flues and exhausts complete and in good condition?
X8.10.3R	Do all appliance flues and exhausts terminate directly to outside air?
X8.10.4R	Are all open flues to LPG appliances operating effectively?
X8.10.5R	Are all solid fuel appliances free of unintended gaps?
X8.9.1R	Is the vessel provided with adequate fixed ventilation?
X8.9.2R	Are warning notices displayed on sea-going boats with closable ventilators?

The BSS examination checking procedures for privately owned and managed vessels can be viewed or downloaded from www.boatsafetyscheme.org/boat-examination/private-boats



flame close to, or at
back into the fuel
locked by debris or

flame arrester

arrester

etary
m

y type the
same area

damage

must

original
27 litres (6 gal)

Improvements to London canals

CRT has reported the following improvements in London: dredging 2000m of moorings in Southall, 200m in West Drayton and 50m in Hayes; a new seven-day visitor mooring at King's Cross; 700m of new or improved visitor moorings with mooring rings; 14 new long-term moorings at Matchmakers Wharf on the Lee Navigation, Atlip Road on the Grand Union, Burdett Road on the Limehouse Cut, and Bow Wharf on the Hertford Union; new water points at Southall, Ponders End and Paddington; a new Elsan and pump-out in Alperton; new refuse facilities on the Lee Navigation and in Greenford, and an improved refuse site at Cowley; and support for a pilot social enterprise 'Bins by Boat' floating refuse collection service. However, with 350 new boats reported to have arrived in London so far this year, it remains to be seen whether these improvements will make much difference to the congestion on London canals.

Reservoir levels

As summer approaches, the number of boat movements increases, as does the drawdown on reservoirs. The mix of dry sunny spells and wet periods during March meant that overall rainfall was near average for the month. However, there were regional variations, and the north-west had over 140% of long-term average (LTA) rainfall, but a large area of the south-east saw less than 70% of LTA.

The Easter weekend saw marked increases in boating and consequent lock usage, and reservoir drawdown was evident across the system, with all but one reservoir group showing a reduction in the volume of stored water. At the end of April, most reservoirs were near to, or above, 90% capacity. The exceptions were the K&A at 83.2% (down 10.6% on the previous month), the Huddersfield Narrow at 86.7% (down 13.3% on the previous month) and the BCN at 76.3% (down 3.4%). The BCN capacity is partly due to Chasewater and Tardebigge reservoirs being held down for reservoir safety reasons, but it is almost twice the capacity of the minimum April holding of 39.4% in 2012. River flows in the

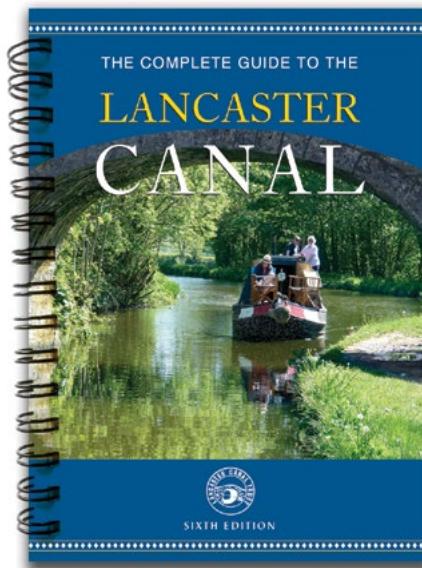
south are generally below the seasonal average. Despite a dry April in many parts of the country, the overall outlook for water resources across the network remains positive.

For further information: Reservoir Watch on the CRT website at canalrivertrust.org.uk (search 'reservoir-watch').

New Lancaster Canal guide book

'The Complete Guide to the Lancaster Canal' was published in April by the Lancaster Canal Trust. The 92-page book contains articles on the history, engineering and ecology of the canal, and has a new section on coke ovens, similar to lime kilns, that once proliferated along the canal. The guide covers each stage of the waterway, starting at the Ribble Link in Preston to the unnavigable section north of Tewitfield. It also has up-to-date information on nearby places of interest, shops, services, restaurants and pubs. Edited by John Laws, this sixth edition is expanded and updated from the last version of the guide published five years ago.

The guide costs £6.50 and is available from local bookshops and tourist information centres or through the Lancaster Canal Trust website at www.lancastercanaltrust.co.uk



The ten Barrus Shire engines have a power range from 15 to 90hp for narrowboats, wide-beam boats and Dutch barges

www.barrus.co.uk/divisions/marine/diesel/shire



Rose of Hungerford
Photo: Steve Barriff

First Shire engine on 'Rose of Hungerford'

2017 is the centenary of Barrus canal and river-boat engines and 20 years since the first Shire engine was built. It is still in operation, powering the Rose of Hungerford, a 55-foot wide-beam passenger trip-boat, which is owned and operated by the volunteers of the K&A Canal Trust. The Shire 40hp was originally an ex-demonstrator that had been used at exhibitions by Barrus to promote the new brand.

The boat was launched in 1982, but it was not until 1990 that the complete navigable length of the canal was officially reopened by The Queen on board The Rose of Hungerford. Mike Rodd, Chairman of the Hungerford Branch of the K&A Canal Trust, commented: "The original power for 'the Rose' was an engine acquired from a crashed ex-London taxi. When it became unreliable, a Shire engine was installed in 1997 and, with various modifications along the way, it has proved to

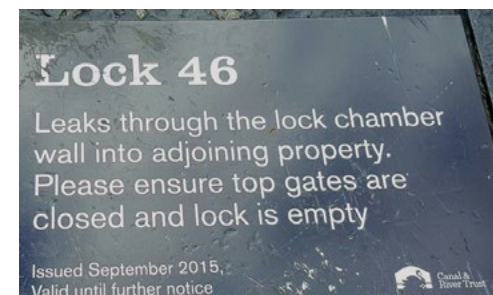
be very reliable over the last 20 years. The engine has led a tough life, driven by numerous helms and used extensively in training newcomers, and for regular ongoing crew refresher training—so it has been put through some very tricky situations. The original hour-meter failed some time ago, but the estimated annual running times are over 1000 hours, with some years reaching as many as 1500 hours".

The Rose of Hungerford carries up to 50 passengers and is one of a fleet of nine public trip boats, including four that are specially designed to carry disabled passengers. The boat has over 200 public trips each year, carrying more than 6000 passengers, including scheduled and chartered cruises. The boat is operated and maintained by volunteers, and provides the Trust with an income of around £40,000 p.a.

More information: www.rose.katrust.org.uk

Grand Union paddles

For over a year, CRT has placed signs on a number of locks on the southern GU telling boaters that the lock should be left empty when not in use, usually done by leaving a bottom paddle up after using the lock. There are reports that, frequently, boaters have not noticed the raised paddle, and have tried to fill the locks with it still wide open. So a reminder—as if it were needed—to check all paddles before operating the locks.



Mid-August go slow in Market Drayton

500 anglers are expected to line a 15-mile stretch of the Shropshire Union towpath at Market Drayton on Saturday 19th August for the Angling Trust Division One National Championship.

There will be 50 teams, each having ten anglers, and about a dozen practice events during the week before.



Fishing match on the Shropshire Union
Photo: CRT

Boats and air quality

The issue of air quality, particularly nitrogen dioxide from burning diesel and its impact on health in London and other conurbations, is receiving attention from the Government uk-air.defra.gov.uk/library/no2ten. The General Election has delayed the DEFRA consultation on the Government's air quality plan and it has applied to the High Court to delay publication of the draft plan until 30th June and the final plan until 15th September—at the time of going to press, the High Court had rejected the application.

Boats are excluded from most air quality restrictions—such as smokeless zones—but there has been an increase in complaints about smoke pollution from boats by local residents and councils, mostly in urban areas. However, for many boaters, a stove is their only source of heat, and running a diesel engine to charge batteries is an essential part of living afloat for those who do not have a mains electricity hookup. In contrast to pollution from cars and buildings, the contribution from boats is very small, but that doesn't mean that it will not be considered by the Government—the Mayor of London has referred to emissions from river vessels in his report on air quality in London and he and others may also raise pollution from canal boats as part of the consultation. *Watch this space...*



Smokin' up the Regents Canal
Photo: thamesfacingeast.wordpress.com

EA wins appeal

In 2011, the EA (Inland Waterways) Order 2010 changed the law governing boat registration on its rivers. One of the changes was that any boat 'kept' on the river needed to be registered, whereas previously, this only covered boats that were 'used' on the river. The new legislation also required boats to have third-party insurance.

Some owners challenged the interpretation of the Act, claiming that boats kept in marinas did not need to be registered. In 2014, the EA prosecuted the owners of 22 unregistered boats in the Thames and Kennet Marina at Caversham and Penton Hook Marina at Chertsey. The case was heard by Reading Magistrates in 2015. The District Judge did not share EA's view, that marinas connected to the River Thames should be considered part of it, and found in favour of the boat owners. The EA then appealed at the Royal Courts of Justice in December 2016. Lord Justice Lindblom and Mr Justice Singh have now found in favour of the EA.

Summer music and performance

CANAL BOAT CREW

A group of musicians and singers will be wandering up and down the canals in the Midlands on a hire-boat in June. Each evening, they will host a relaxed, all-inclusive session of acoustic music in pubs and clubs along the way. Details of the trip are on [facebook.com/groups/1673147499613534](https://www.facebook.com/groups/1673147499613534).

IDLE WOMEN

75 years ago in the Women's Training Scheme, young women from mostly middle-class backgrounds learned how to handle 72' narrowboats with 50 tons of cargo—though women from working boat families had been doing this for generations. A new show by Alarum Theatre, entitled 'Idle Women of the Wartime Waterways', tells their stories, including how they came to be known as 'Idle'.

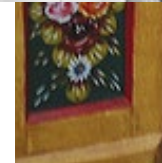
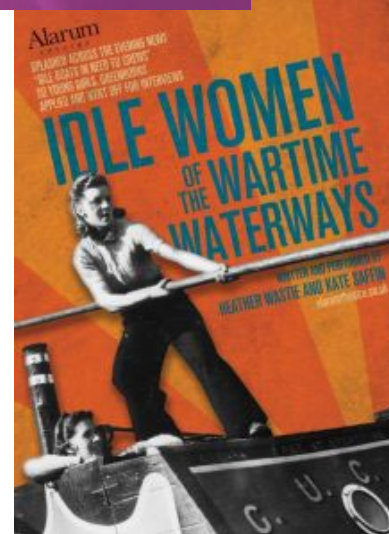
From April to July, aboard historic narrowboat 'Tench', the show will be performed at venues along the route that they worked. Many of the shows will have free entry or be pay-what-you-can, but to be sure of a seat—there are a couple of places where you will need to bring your own seat—reservations can be made via the website or by text/phone on 07465 283063.

An Arts Council grant will enable the group to offer the show in more venues, where access to arts events is not easy, but the group has opened a crowdfunding site at www.gofundme.com/TheIdleWomenJourney to raise £2222 towards the costs of keeping Tench fuelled and running during the tour. The group is also offering the opportunity for people to crew for a day or two and get experience of handling a full-sized working boat. A video about the show and further information is available at www.alarumtheatre.co.uk.

THE CANAL BOAT CREW
JUNE 2017 TOUR

Saturday 3 rd	- Admiral Nelson, Braunston NN11 7HJ
Sunday 4 th	- Heart of England, Weedon NN7 4QD
Monday 5 th	- Pomfret Arms, Northampton NN4 8BS
Tuesday 6 th	- Boat Inn, Stoke Bruerne NN12 7SB
Wednesday 7 th	- New Inn, New Bradwell MK13 0EN
Thursday 8 th	- Narrowboat, Stowe Hill NN7 4RZ
Friday 9 th	- Boat House, Braunston, NN11 7HB
Saturday 10 th	- Cuttle Inn, Long Itchington CV47 9QZ
Sunday 11 th	- Cape Of Good Hope, Warwick B94 5DP
Monday 12 th	- Navigation Inn, Lapworth B94 6NA
Tuesday 13 th	- Land Rover Social Club, Solihull B92 9LN
Wednesday 14 th	- Hatton Arms, Hatton CV 35 7J
Thursday 15 th	- Fusilier, Leamington Spa CV31 1NJ
Friday 16 th	- Boat Inn, Birdingbury, Stockton CV23 8HQ

Sessions all start 8.30pm ish
JOIN US FOR THESE FRIENDLY SESSIONS OF ACOUSTIC MUSIC PLAY, SING OR JUST LISTEN!



Kate Saffin and Heather Wastie of Alarum Theatre



**Thank you to
those who
pass us
slowly**

Here are your
cut-out-and-
keep window
signs to help
promote NABO.



**Please don't
empty your
dog here**



The boat that decided to leak!

Alison Tuck recounts the effects of a hidden faulty weld

Well erm not exactly what we had planned for this year. 2017 was supposed to be a year for expanding our business, 'DV Design Studios', and having the boat stretched, so we could trade from just one boat. But it was not to be: our boat decided to spring a leak! At first, we thought it was just the calorifier as most of the water was in the bathroom, which is at the back of our boat. So, we stripped out the floor to check for damage and found it was a lot worse than we thought. It had destroyed the floorboards.



The faulty weld behind the water tank
Photo: Alison Tuck



Martin Kedian at the boatyard
Photo: Alison Tuck

So onto the insurance: they sent out a boat surveyor who wasn't sure it was just the calorifier. As we started to strip out the damaged bits, it became apparent that it was far worse than just the bathroom. The boards in the bedroom and part-way into the kitchen were also damaged. The surveyor wanted to check around the water tank area. The fittings and pump weren't leaking, so that just left the tank itself.

Back to square one

Sooooooo, we decided to strip out everything below the gunwales and start again (not as easy it sounds, as almost all of the furniture is built-in). The 'stretch' was going to be at the front and the plan was to refit the saloon and kitchen anyway, so out it came. The surveyor came round again to test the tank. It had a little weep around one of the top seams, but nothing to account for the amount of water. He noticed that there seemed to be water marks at the back of the tank, near the gas locker bulkhead. So out came the water tank! And there it was: the gas

locker bulkhead had not been fully welded, so every time we cruised, water came into the gas locker through the drain holes, through the seam and into the bilge.

The Insurance won't pay out until they know exactly what has caused the leak. The surveyor produced his report with the cause as 'Latent hull defect' and luckily that's covered in our insurance policy. So the insurance company has settled and we can move forward. We had the bulkhead welded up properly and have now started fitting her out. Can I just say that the surveyor was brilliant, efficient and extremely helpful, and thank you to our insurance company (Craft Insure) for all their help

and understanding, and getting our claim processed quickly.

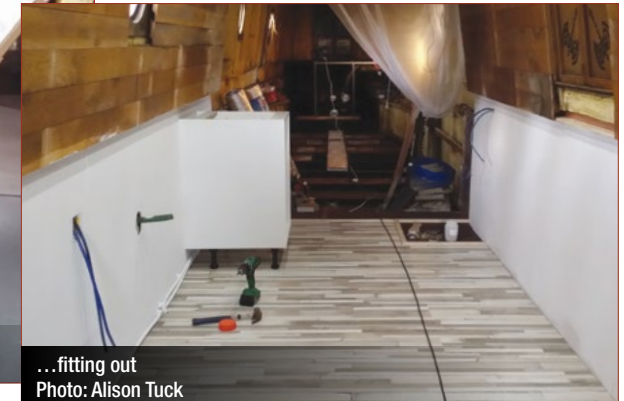
A new look at the layout

Since we now had an empty shell, we decide to redesign the whole layout. The stretch was reduced from ten feet down to eight feet and, instead of being at the front, it went in the middle of the boat. The reason was that I wanted the bathroom to be in the middle, with a dog-box in the roof for ventilation and light. It also meant that, in the time available, we could start to refit before we were due at Kedian Engineering for the stretch. We managed to get the saloon and kitchen in before she was stretched.



The stretch completed, now for the...
Photo: Alison Tuck

The latest situation is that the stretch is completed and we have a floor and new doors. New windows are going in at the front, together with the new dog-box; and hopefully we can have the boat back by mid-May. Which is a relief, as we have spent the last three months living in a camper van—I love camping but this is no fun at all! Onwards and upwards!



... fitting out
Photo: Alison Tuck

Cast of characters:

The Surveyor

David Fuller
marineconsultancy.ltd.uk

The Insurer

Craft Insure
craftinsure.com
Tel: 0345 2607 888

The Boatbuilder

Kedian Engineering
kedianengineering.co.uk
Rugby Road, Stockton,
Warwickshire CV47 8HS
Tel: 01604 511512

Licensing consultation update

Mark Tizard looks through the results of the first stage of CRT's consultation.



Licensing by boat area may not be straightforward
Photo: Peter Fellows

Members, I'm sure, are aware that CRT has embarked on a three-stage consultation on the future shape of the licensing process. CRT has laid out three main criteria for the outcome of this licensing review—namely that it should:

- Be easier to administer than the existing scheme;
- Be robust and workable;
- Balance pricing and affordability.

Stage one was to interview all the main boating associations (leisure and trade) to develop scenarios to take to boaters' workshops in stage two. These will develop ideas further, leading to an online consultation with all boaters in stage three.

Stage one is now complete (NABO had a telephone interview lasting the best part of an hour) and CRT has now emailed a random selection of boaters, inviting them to register for one of nine workshops, to be held around the country during May and June. The closing date was 30th April and I hope NABO members have chosen to attend to get their views heard.

The full report on the stage-one interviews can be found at canalrivertrust.org.uk/media/original/32167-licensing-consultation-phase-1-report-2017.pdf

From this, you can see that many of the associations took the opportunity to comment on proposals outside the current legislation, enforcement, and terms and condi-

tions. I have summarised below the key points that were raised. Current challenges on the waterways and how these might be addressed were identified as:

The increase in residential boats, particularly in urban areas

There were differing views on whether licensing should be used as a means to resolve this challenge, or whether this is a role for enforcement. However, there was overwhelming support for the principle of one licence, with categories defined within this.

Increases in both length and width of boats

There was wide support for licensing based on boat area.

Congestion and continuous cruising

Advocates of licensing based on area felt that congestion could best be dealt with through a variety of mooring charges and enforcement. There were suggestions of congestion charging, but it was noted that this might be administratively complex and costly. The idea of pricing based on distance travelled, boat value, or geographic zone received little support.

Owners without a business licence renting out their boat

Safety concerns were the main issue raised. Commercial operators felt it raised competition and pricing issues; others felt that it should lead to a new business model with a new licence addressing safety and insurance requirements.

NABO comments;



NABO is concerned that the licensing review has focussed on continuous cruising and congestion, which was not the specific remit, and as a result we have recently seen associations like RBOA and IWA going to press suggesting that continuous cruisers (boaters without a home mooring) should be required to cruise in a particular manner and range.

NABO policy in this regard is quite clear:

- With regard to boats without a home mooring, NABO believes that the canals are a resource that should be available to ALL boaters, regardless of age or personal circumstances.
- It is not for CRT or boating associations to prescribe a boater's lifestyle. NABO believes that it is for CRT, as the Navigation Authority, to define what constitutes 'bona fide' navigation. Further NABO believes that CRT has, in effect, defined 'bona fide' navigation by granting full 12-month licences based on the cruising patterns of those boaters who were previously only granted restricted licences. We do not see how CRT can subsequently legitimately change this definition. NABO remains keen for CRT to enforce regular movement using its existing powers.

Features of a future licensing system

The majority were in favour of maintaining the current discounts, with support for a review. The prompt-payment discount should be kept and made available to all. There was broad support for increasing the cost of licences for a term shorter than one year, to take account of the additional administrative costs. Respondents were divided as to the value of, and need for, technology to resolve some of the challenges identified above.

Preparing NABO News 20 years ago

Peter Fellows looks back at how one of his predecessors prepared the newsletter

Acquiring material

1997

I have been fortunate in that I have not had to write much of the newsletter myself; Council members have been good at providing reports and articles. The principal other source of material comes from the members.

Since the 'Letters' section was started, there has been a fair flow of comment from the members, which at least proves that they are reading the newsletter! I try to publish all letters, unless they are complete nonsense (which a few are!), so that correspondents are not discouraged from writing again.

I also receive press releases from the IWA and other organisations

who want their news published. I get IWA Council newsletters and some cruising club magazines. Most of the material arrives on paper, and has to be typed into the computer. However, Council members with PCs can provide articles on diskette, which for my Apple Mac, have to be in ASCII format. Once loaded, these require editing. Photos are sent by members, as are cartoons, usually with an amusing or puzzle theme.

The front page pictures have so far come from a collection of black & white photos, lent to me by the photographer Robin Smithett. Robin also has a huge collection of slides but, to use these with our current print arrangements, they must first be made into prints and we would have to bear the costs of this. To use slides we would have to contract out the scanning process, which would cost time and money.

2017

Virtually nothing comes by paper and everything is emailed. Council members still provide most of the articles and analysis of current events, and the feedback from members via their letters keeps me in touch with what concerns them. I publish most letters, some need editing more than others.

Other main sources are all electronic, including the NABO Facebook page, waterways websites, discussion groups and blogs.

Photos are emailed by contributors or from press releases from CRT, the EA or other sources. If we need additional photos to illustrate an article or news item, these are sourced after a web search, with email used to obtain high-resolution copies and permission.

Preparation and editing

1997

I import or type the required documents into Microsoft Word unformatted apart from paragraphs. Latterly, I have used the services of my office assistant to do this, and her time has been charged to NABO. She edits the oddities from the diskette versions, and corrects any obvious errors. I sometimes edit articles at the paper stage if they need drastic cutting, to save typing time, but most of the editing is done later. I then set up the newsletter in Quark Xpress, import each article into the appropriate page, and edit them there. I try not to edit original contributions too much, unless they are very lengthy and space is tight. I do not want to spoil the individuality of the articles and letters—spelling, grammatical howlers and punctuation excepted! This is the most time-consuming part.

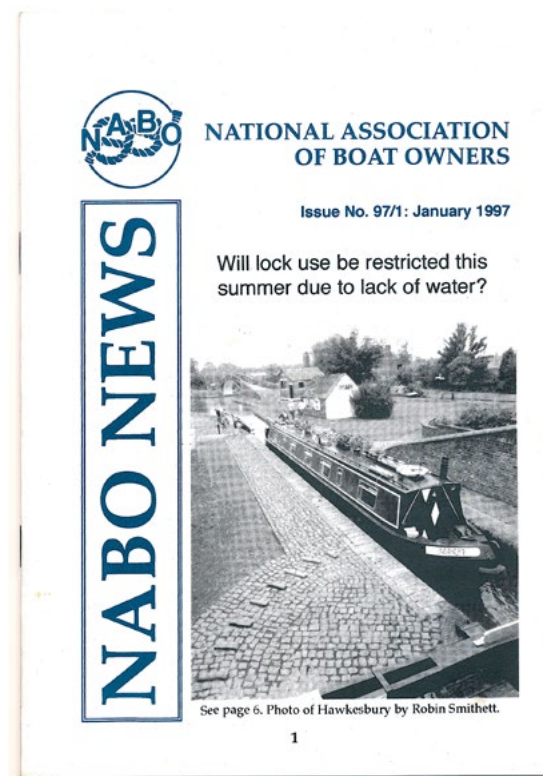
2017

All potential text is extracted from emails and websites, converted to 'Word' and the format is standardised. Articles and letters are edited at this stage, as before trying to retain the individual's style of writing, but correct spelling and grammatical errors. The Word file is then emailed to volunteer members for proof-reading.

Document layout

1997

We publish longer articles not quite in line with NABO policy under the heading 'Opinion', and recently as 'Tales from the Towpath'. 'NABO Business' is pleas for help. Shorter articles are used for 'News in Brief' or for space fillers. 'Newsletter' is for Editor's and Chairman's comments



between 28 and 40 seems to be the norm. More than 40 would be cumbersome and too long for a quick read. 28 is the limit for 20p postage.

2017

The layout has different sections: 'Council members, Regional Reps and Contacts', 'Editorial', 'In the Chair', 'News' 'Boating', 'Talking Points' and members' letters. I re-introduced 'Fly on the wall' to report informally on Council meetings and introduced 'Around the Regions' reports from NABO regional reps, 'I Name this Boat' and, until recently, 'Rewind', looking back on NABO News a decade earlier, and a crossword.

The proof-read text is sent as a Word document to the designer, Chris Pink, together with separate colour photos as jpeg files, usually by one of the file transfer services, rather than by email.

Chris explains "I import the final copy into an InDesign layout that I designed in 2012 after persuading the Council that colour wasn't that much more expensive these days and gave a more professional and modern looking magazine. I also forbade, on pain of Very Bad Things Happening, the use of the word 'newsletter' as I consider NABO important enough to have a 'magazine'".

Advertising

1997

I started by trying to solicit advertising, but this didn't get very far. However, since then those who wish to advertise have contacted me directly, and there has been quite a number.

Advertisers provide camera-ready copy, mostly to the correct size, which I photocopy and stick onto the final copy. Scanning would be more sophisticated.

2017

The NABO General Secretary arranges advertising content and the advertising agency sends it by email as a pdf for each issue.

Final copy

1997

I print, proof-read and, if necessary, reprint individual pages. Tipp-Ex is also useful! The final stage is to stick on advert copy and the NABO logo, which my machine is too small to store. The final copy for the printer is camera-ready, printed as individual A4 pages, with registration marks for the printer to cut and assemble for printing.

2017

I send the final copy as a pdf to the proof-readers for final checks and, after any corrections, the designer laughs, sulks, cries and then destroys his beautiful work in the name of punctuation and English usage—or, more usually, quietly applies the corrections to his layout and sends it off to print.

Printer instructions

1997

The printer is Nigel of Berrington Print in Birmingham, a small-scale printer, very cheap, and willing to put himself out for us. There are up to four photos per issue, but he can only scan from prints. Nigel has been very good at following instructions for sizing and cropping photos—no disasters yet! He assembles the pages, prints the required number of copies and sends them to a print finisher for folding, stitching and trimming. The final job is to advise the Membership Secretary that the issue is ready, so that he can send address labels to the envelope-

stuffers in Birmingham. They then have a week to stick the labels on and frank the envelopes.

2017

The designer sends the final copy to the printer as a pdf. The NABO membership team provides an Excel file containing an up-to-date list of members, which I email to the printer in Somerset who prints and distributes the magazine. Copies go to the General Secretary for archiving and copies are also sent to the British Library. A separate PDF, at a lower file size, is prepared for the online version downloadable from the NABO website. Members can choose to receive their magazine digitally these days, saving valuable prints and postage.

Timing

1997

It is difficult to estimate the time taken for each issue, but we did tot up the hours spent on Issue 97/4, which was 32 pages, seven of which were adverts pages. Sue spent 8.5 hours typing and loading diskettes, and I spent 14 hours assembling, writing, editing, printing, proof-reading and sticking together the final copy. Then there is the time spent reading material received, phone calls discussing issues and generally planning content. There are eight issues per year, usually four to five weeks after each Council meeting. Copy deadline is two weeks after the meetings, and this allows a week for editing, a week for printing and a few days for distribution.

2017

The copy deadline is a week after the Council meeting. Gathering material and photos and preparing the text takes about 20-25 hours over four or five days for each issue. The design,



layout and proof-reading steps take two or three days and the printer usually requires a week. The aim is to have the newsletter through members' post boxes within about three weeks after each Council meeting.

Conclusion

1997

NABO News is read not only by the members but also by many high-profile personnel in the waterways' world and in Government. As such, it is important that it remains of good stature, as well as providing information and amusement for the members. Although the activity is mainly in short bursts about every six weeks, it somehow never completely goes away!

2017

Letters to the Editor

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

Fancy a swap?

My wife and I have been fortunate enough to be able to see many parts of the world over the last 35 years. It is not that we are rich in money terms, but we have a hunger for seeing and trying out what the world has to show us. In the early days, we packed a tent and some cooking gear and off we went. It was a great life for our two kids and we all enjoyed the outdoors. Later, we got a yacht, then a cruiser, and then a caravan and a recreational vehicle (RV). Being an aircraft engineer, it was not hard for me to build my own caravan and houseboat, and later an RV built on a Ford Transit chassis in the same style as a Winnebago.

Our thirst for travelling overseas grew, but our finances could not handle the expensive travel cost and accommodation. When you live in Australia, it is very expensive to fly anywhere. Then I got the idea that there must be other people around the world wanting to see our country and willing to exchange their house with us.

As long as we had the money to fly and live in someone's house rent-free, and they did the same, it became much cheaper. I found many websites where people were exchanging houses, RVs and caravans.

Our first exchange was to Germany where a gentleman had a motorhome and wanted to go to Australia for three months. We both had full comprehensive insurance which covers anyone to drive the car legally, provided it is a loan and not for financial gain. At the end of that trip, we exchanged our house with a Danish couple and had their house for three weeks, and even though they had ours for six weeks, we didn't mind. The thing is not to be pedantic and have too many rules.

We have since exchanged to Canada and USA for three months and also here in Australia.

We have always wanted to cruise the UK canals on a narrowboat and that gave me an idea that I want to propose to your readers. I believe that there will be someone in UK that wants to go to

Australia for six to eight weeks, but the accommodation cost is the killer. I will offer my house for exchange with someone who can offer me a narrowboat on a canal system for only a maximum of three weeks. I will even include the use of my car. No money changing hands, but the boat must be in good running order and be able to accommodate four adults. If any readers are interested in going to Queensland at the best time of the year, from May to beginning of July 2018, please contact me and we can start a correspondence and picture exchange, and agree to some basics.

I am a Vice-Commodore of Cabbage Tree Point Yacht Club and have sailed since I was eight. My three-bedroomed house is situated on the south side of Brisbane in a very quiet and safe neighbourhood, only 30 minutes from the Gold Coast. It is in walking distance to shopping centres, restaurants and clubs.

If you are interested, please contact me via email at oleboss2002@gmail.com or by **Skype: godawdu**

Ole Jensen

Advice needed

Hey lovely boaters, I have to get this off my chest: my former 'boatlord' has had the audacity to send me an email today as a 'first reminder' that I owe him a late payment of £800 for 'boat maintenance' (aka rent) as I am still a 'part owner' of a boat that he sank with his neglect, that I am obviously unable to live on! He has made me homeless with no offer of re-housing or compensation, not even for laundry, and he still expects rent when I'm not living there.

He will not give me my deposit back until I meet him in person, despite asking him several times to pay it into my bank, as I can't bear to talk to him or see him again after what he has done. I'm also suffering from anxiety and have been off work, and this is making it worse.

I have tried solicitors, but no joy. A very experienced boater is helping me and he is onto my

former boatlord with the powers that be. I have been informed that the insurance company was told by the boatlord that I left the weedhatch on back-to-front, which is a total lie! Grrrrrr.

I don't know what to do next. All I want is my deposit back, and it would be nice to have a bit of compensation for what happened. Not to be asked to cough up more rent in the guise of maintenance for a boat I don't live on! Sorry for ranting, but I feel so anxious and upset by it all, and so frustrated I could cry. Any advice is welcome :) Are there any lawyers out there? Thank you.

Heather Charlotte

Editor's note: If you can help, please reply to Heather via www.facebook.com/groups/73933281285

Red diesel bugs

I was very interested in Helen Hutt's article on her experience with red diesel bugs. She tells me that she is a high-volume user and that her pattern of use is to get down to 25% before filling up. I suspect she has been unlucky and got a batch of poor fuel with some bio-content. The fact is that what you buy from suppliers can be very different. At the moment, big fuel blenders include some small bio-content in red diesel, but they are free to add more if they want to, up to 7%, without any warning to the customer. Some do not include very much because it is more expensive than mineral oil, or they do not add any. But even with these, there may be traces because of cross-contamination in tanks and wagons. Bear this in mind when outlets sell what they say is bio- or FAME-free fuel. I always put in a low dose of Fuel Set as a precaution, as this mops up small amounts of water, but there are other products out there. It is important not to overdose.

Individual marinas or dealers have a variety of policies for buying their stocks. Some always buy from one supplier and know what they are getting, including FAME-free; whereas others shop around for the best price.

So as boaters, what you are actually getting is a complete lottery and Helen's advice to keep an eye on what you are receiving is good. If you have a trusted supplier who can tell you what they have, stick with them rather than chase the

last penny on price. There is a repeat of an NN 2011 article on the website covering a few ideas on checking your tank.

I do suggest you only buy what fuel you are going to use in the next month. Fuel with a bio-content has a shelf-life, and if you fill up and then don't use it, you are going to be vulnerable. Also if you constantly top up with small quantities, all you are doing is feeding the bugs. You should employ simple stock turnover principles.

I am a low user and so vulnerable in a different way. What to do for over-wintering has concerned me for several years, not wanting to fill the tank and then not use it. Last winter I deliberately did not fill the tank, but got it down to about 20%, and dosed it with Fuel Set as a precaution. This spring I have checked and there is no free water in the tank and no free water in the fancy, fuel intake separator that I had fitted. I am happy that there has been no condensation taking place.

I will now add 20 litres and use that down to as low as I can, so that most of last year's fuel is diluted and burned first. Then I will top up for the season's main cruise. Do write in with your experience.

David Fletcher

I name this boat ...

If you have spotted a boat name that made you smile, please let me have a photo to use in future issues. Here's one spotted by the Editor on the southern Grand Union.





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NORMALLY **£1590**
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NORMALLY **£29.90**
SHOW PRICE **£19.90**

KUMA



WiFi Booster Kit with 3G Dongle

NORMALLY **£250**
SHOW PRICE **£199**

Eberspächer

20% OFF

Hydronic D5 + Full Narrow Boat Kit 12V



NORMALLY **£1750**
SHOW PRICE **£1395**

JABSCO

Par Max 12V 11LTR 25psi Water Pump



NORMALLY **£83.90**
SHOW PRICE **£49**

VALIANT

Small Stove Fan



NORMALLY **£79.99**
SHOW PRICE **£49**

THETFORD
Loving leisure

C200 Fresh Up Kit



NORMALLY **£125**
SHOW PRICE **£85**

JABSCO

12V Toilet Fresh Water Flush



NORMALLY **£685**
SHOW PRICE **£490**

Whale

Gulper Shower Drain Pump



NORMALLY **£109**
SHOW PRICE **£75**

THETFORD
Loving leisure

Porta Potti Excellence - White



NORMALLY **£139**
SHOW PRICE **£99**

INLANDER
LOW VOLTAGE

White Fridge



NORMALLY **£495**
SHOW PRICE **£420**

STERLING POWER

Pro S Combi 12V 2500W



NORMALLY **£999**
SHOW PRICE **£695**

Crewsaver

Crewfit Sport 165N Automatic Life Jacket



NORMALLY **£74.90**
SHOW PRICE **£59**



Preston Brook

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WA4 4BA

Willington

01283 701 445
DE65 6DW

Penkridge

01785 712 437
ST19 5RH

Braunston

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NN11 7HB

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