



NABO News

The Magazine of the National Association of Boat Owners
Issue 6 Winter 2017

**AIR POLLUTION FROM
MOORED BOATS**

**LET'S HEAR IT FOR
BUGSWORTH**

CAN YOU HEAR ME?



9 772047 211008

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NABO News

The magazine of the National Association of Boat Owners

Issue 5 October 2017

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Next NABO News copy date

Articles, letters, cartoons and photos are most welcome. Images in JPEG format please. Please email or post your contributions by **January 27th 2018**. Our email address is nabonews@nabo.org.uk.



Cover photo

This month's cover photo is "Rush Hour" taken near Bradford-on-Avon by Andrew Stevens whose wonderful photography, including this image, is available to buy as prints on his website; www.andrewstevensphotography.com/shop/.

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

NABO News is published by the **National Association of Boat Owners**
 PO Box 104, Leyland PR25 9AN Editor: Peter Fellows Production: Chris Pink

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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



As 2017 draws to a close, it is clear that CRT is focussed on its grant renewal, which will require it to demonstrate to Government that it has widespread popular support. This means promoting the waterways to millions of walkers, cyclists, canoeists and gongoozlers as part of its wellbeing or 'green gym' campaign. The 35,000 boaters are incidental to this.

Is anyone listening?

Editor Peter Fellows has a little rant

As a result, NABO is becoming increasingly concerned that its voice is not being listened to by senior CRT managers and directors. We are no longer a 'critical friend'; just critical. Members who attended the AGM in November discussed the long list of recent decisions by CRT that have disregarded the advice offered by NABO (and CRT's National Advisory Groups), and Fly on the Wall recorded some of these for this issue. There is also an article by Jenny Maxwell, reprinted from a Facebook forum, which sums up the frustrations felt by a large number of boaters and boating organisations. We will wait to see if the recent restructuring of senior CRT staff makes any difference. But let's not hold our breath—none has boating experience and, with the replacement of Trustee, John Dodwell, this means that there are now no boaters on the CRT Board. The EA doesn't fare any better: having consulted on

proposed increases to boat registration fees, it ignored the consultation findings and went ahead with the original proposals for steep hikes in the costs. A diligent boater has also found that EA's introduction of charges for mooring on the Thames is illegal.

Also in November, we were saddened to hear of the untimely death of Trevor Rogers; Mike Rodd and Geoffrey Rogerson have written of his important contribution to NABO Council over many years.

The problem of air pollution in London has prompted the Mayor to suggest that smoke and fumes from moored boats should be reduced and the Waterway Ombudsman reported two cases of complaints on this issue.

NABO has responded to the Mayor's consultation. There are also reports from our regional reps, Howard Anguish in the North East and Alison Tuck in the West Midlands, and Stella Ridgway sings the praises of Bugsworth Basin on the Peak Forest Canal. Developers are threatening the wharf at Marple Junction on this canal and Alison reports on other proposals to develop two canalside sites in central Birmingham.

I was horrified to come across a website used by sportspeople to record their fastest times, which has cyclists competing to see who can ride fastest along towpaths, including the Worcs & Birmingham canal to Edgbaston—utterly selfish behaviour that can only result in a serious injury or worse. CRT's decision to reduce the width of Edgbaston Tunnel for boaters, to accommodate a wider towpath, can only help these cyclists go faster.

Whether you're out on the waterways or planning next year's cruising, have an enjoyable Christmas and my best wishes for 2018

As another year ends and Christmas approaches, the summer boaters are busy winterising their boats, live-aboards are eyeing places to get free wood and ensuring that they have organised a delivery from their local coal-boat. We are lucky to have fortnightly coal-boat runs; please support your coal-boats—they are the lifeblood of the canals in winter.

The winter mooring season has begun and those who don't have a home mooring can take advantage of these, although I have to say I haven't noticed a big uptake in our area. Where they do seem popular, I notice they are priced accordingly.

My treatment has prevented me from travelling too much and I must arrange things around it. We are still trying to get a haemodialysis machine on our boat; we seem to be caught up in the inevitable red tape that surrounds such things, but we are still hoping to get there.

The next round of quarterly CRT meetings is not due to start until January, but NABO has been examining the Annual Report. The boating and licensing income was £45m and £38m was the entire maintenance budget (dredging comes out of that), so boaters paid for all the maintenance on the system—so much for boaters not paying their way—yet they spent £22.8m on volunteer management and training.

How to change things then?

NABO is as good as our members: please subscribe if you have liked our Facebook page or follow us on Twitter. It costs £25 per year, and for this you get this excellent reference magazine and the support of experienced boaters. We are listened to by the Trust and we have NABO members on CRT's Council and National Advisory Groups, who can influence thinking at the Trust. We want to be

your voice in the Canal and River Trust, and we can only do that with your help.

There are plans submitted to remove the wharf at Marple and build houses on it. (In Marsworth, this has resulted in boaters being asked not to run their engines at all. In Macclesfield, the water point was moved and the visitor moorings are rendered useless because of the 'No Engine Running' rule). NABO has put in a robust submission oppos-



The winds of change

Stella Ridgway gets ready for winter

ing the Marple plans and I attended a Marple Area Planning meeting in December. We will publicise the outcome when it is known.

Finally, may we take this opportunity of wishing you a Merry Christmas and Happy New Year. Safe winter boating and we'll see you all on the water in 2018.



Marple Wharf—in danger of disappearance
Photo: Peter Fellows



NABO calendar 2018

Council Meetings; January 20th, March 10th, April 21st, June 9th, July 21st (if required), September 1st, October 13th, November 10th (includes AGM).

Council meetings are held at boat clubs in the Midlands area. Members are welcome to attend Council meetings; please just let the Secretary or Chairman know in advance (contact details inside cover).

Fly on the wall

Observes proceedings at October's Council meeting and the AGM

Eight Council members and three guests met at Wolverhampton Boat Club in October. From the outset, the discussions focussed on money: in particular CRT's need to secure new sources of funding in case the Government grant renewal fails to come up to expectations. Its other main sources of income are 25% from boating (licence fees and mooring charges), 25% from property investment, 13% from utility transfer contracts (water, gas and telecoms) and the rest from charitable donations. This is having a number of implications: first, boating is not seen by CRT as central to its purpose and activities—it is the wellbeing agenda and 'green gyms' that attract a much wider range of the population to the waterways, to relax and take exercise—which fits with the Government's approach to improving the nation's health. Recent CRT reports do not feature boating at all. There is also a new thrust by CRT to revive the Waterway Partnerships, with the aim of attracting new sources of grant funding that can be used to maintain and develop the waterways. The Property Investment Division seems to be able to act pretty much as it sees fit, regardless of the impact on boating and canal heritage. Although CRT is required to protect historic structures that it owns as part of its charitable objects, the Property Division is a limited company that is able to offer

long-term leases on land and buildings to developers, without the same safeguards being put in place. The latest example is the plan to sell off the transshipment warehouse and wharf at Marple Junction on the Macclesfield/Peak Forest canals for housing development*. This again promotes a feeling that boaters are being ignored and marginalised.

Then there is the current licensing consultation: CRT has said from the outset that the review is intended to be revenue-neutral with the aim of simplifying the licensing system. But feedback so far in the first two consultation stages has not indicated any strong demands to change the system, except perhaps a move to licensing by boat area and keeping the prompt-payment discount. So it is puzzling that the questions being asked of boat owners in the final consultation stage now include one that has not been raised before—about a higher licence fee for boats that remain in a limited area and removing the prompt-payment discount, one of the few discounts that boaters supported. Similarly, congestion charging was explicitly rejected in the first two consultations; respondents saw congestion as an enforcement issue and not a licensing issue, but it remains as a question to boat owners.

It is clear that CRT does not have the 35,000+ boat owners as its central concern. As a result, many boaters are feeling marginalised, with little account being taken of the need to maintain their ability to cruise (inadequate vegetation management, crumbling infrastructure that is not

being repaired and maintained sufficiently, changes to mooring rules etc.) and a feeling that CRT is making up the rules as it goes along, with little that boat owners can do in the way of real influence. Hence NABO Council decided that it needs a refocus the Association's efforts to stand up for boat owners whenever CRT proposes any changes that will affect boaters or boating. But to do this effectively, NABO needs to have a new membership base, not only to give it legitimacy, but also to secure sufficient income to fund legal advice, and to produce NABO News—the major regular expenditure. So in the New Year NABO will begin a major effort to attract younger boaters and find ways in which it can provide them with information and advice that is not available free from the Internet or social media. This will form one of the main topics for discussion at the AGM in November.

...and at the AGM

As the AGM was held on November 11th, Armistice Day, a two-minute silence was held at 11 am. We also remembered those whom the waterways lost this year: Fiona Slee, Trevor Rogers, Dennis Hill and Louis Jankel.

With apologies for absence from Stella due to dialysis, Vice-Chair, Mark, took the chair and described NABO's behind-the-scenes work on two of the NAG committees (Licensing & Moorings and Operations) and on three BSS committees—making a spider's web of information gathering and influence; NABO is far better informed and influential than other boating organisations. The problem is that CRT isn't listening! An example of it turning a 'deaf-un' is outsourcing of parking fines on long-term CRT moorings, which NAG objected to.

Likewise the licensing consultation: the only two areas of agreement to emerge from the Stage 1 and 2 consultations were charging by boat area and a review of licence discounts—so a few simple questions to boaters in Stage 3 would have been sufficient. But the Stage 3 consultation has included all the aspects that were rejected by NAG in Stages 1 & 2, despite there being no support for the proposals. In contrast, there is no option in the latest questionnaire to keep the prompt-payment discount, which was widely supported. There is also CRT's divisive desire to potentially charge boaters without a home mooring a higher licence fee, or a higher fee if they cruise to a certain range, despite these being clearly rejected at all stages of the consultation and by NAG meetings. CRT needs to be more transparent in what is going on with licensing proposals. Is it asking the same questions again, expecting different answers? NABO needs to be more proactive in arranging meetings with CRT to discuss issues of importance—they won't ask us.

The EA is no better: its registration (licensing) consultation has produced a 7-12% increase in registration fees, ignoring advice that this is too high. Trial visitor mooring fees have been outsourced but then found to be illegal, and Blakes Lock was closed for repairs by the EA, but it didn't bother to tell CRT that the K&A would be closed for nine months.

70% of volunteers are lock-keepers in places where there were previously no CRT staff, but CRT spent £22.5M on training them and providing their travel expenses. Over two years, CRT spent £15M on improving towpaths to create cycleways yet only £13.5M on dredging and around the same (£16M) on vegetation management. CRT's focus is

* If you'd like to know more about CRT's plan to cram as many houses as possible onto Marple Wharf and ignore the views of locals, boaters, coal boats and operators of the New Horizons trip boat for the disabled, see marplecivicsociety.blogspot.co.uk/2017/09/marple-wharf-planning-application-how.html

to renew its Government grant using the wellbeing agenda, getting more canoeists on the water, and cyclists and walkers on towpaths. But speeding cyclists stop people using the towpaths—the policy is short-sighted and ignores NABO's warnings, causing problems that were predicted. One NABO member was a 'mystery shopper' on an electric 'Go-Boat' in London with senior CRT staff, when a wide-beam came the other way through Islington Tunnel. They had to reverse out of the way. For months, NABO has been warning CRT to no effect about the dangers for canoeists in tunnels, and CRT is now starting a 'share the waterspace' campaign to encourage more canoeing. The strategy is all about the wellbeing agenda and not about navigation. NABO needs to focus CRT's attention on the fact that canals are special because of boats; canals are foremost for boats and everything else (canoeists, walkers, cyclists) is peripheral. The Defra grant of £50M has conditions attached on how it

can be used, but boat licence fees and mooring charges—approximately the same amount—do not have any conditions on the use of this money. Why not?

There was a long discussion on stoppages and asset failures: there are about the same number of miles of canal as motorways, but waterway stoppages are not well notified—there would be an outcry if the same thing happened on motorways. CRT and the EA need to be more professional with better communications and signage. Recently, CRT intended to close the Leicester Arm for lock repairs, but hire companies objected so they ran water through to maintain levels with the leaky lock gates and, as a result, this drained Saddington Reservoir. So now there is a long-term closure and, in effect, CRT created an emergency stoppage. Finally, members spent the afternoon discussing how NABO can use social media to attract new members and their ideas will be developed into new plans over the coming months.

NABO—Your organisation

Council Vacancies

NABO Council has a few vacancies that it would like to fill: we need a Minute Secretary and reps for Anglian Waters and the River Severn—can you help?

Sue Burchett

Sue has stood down from her role on the Membership Team, helping to maintain the membership database. If you could spare half an hour every fortnight or so, please get in touch. Our thanks to Sue for her many years' involvement with NABO, including being Chair 2001-03.

NABO News

Here at NABO News, I would also welcome some help from members: do you have skills as a cartoonist or a crossword compiler? I would also welcome more cover photos, especially autumn and winter on the waterways.

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Trevor Rogers

We are very sorry to report that after a long period of illness, Trevor (known to close friends as 'Trig') passed away peacefully on Wednesday, 4th October, aged 65. Trevor was an active member of NABO since 1998 and his gift was a fine mind. He may have, at times, seemed pedantic, but really he was questioning and querying until he was quite satisfied when, with a small chuckle, he would say: "I see".

An amiable and easy-going member of NABO Council, his contribution was more of a critical nature than initiating ideas. His other strength was being a member of committees and working parties for the Boat Safety Scheme, where both his technical and procedural knowledge was invaluable. This reflected

very well on NABO as a boating organisation. He served as a UK representative on many ISO Standards committees and working groups. After a long period on NABO Council, he had to leave due to his illness and treatment, bravely coming back for a short period before he had to give it up permanently.

A professional engineer, he had worked at the Atomic Weapons Research Establishment at Aldermaston, with a special interest in standards and safety. A passionate boat-owner, for many years he kept his narrowboat, Ranger, at Ham Marina in Newbury. For the latter part of his life, he lived in an apartment overlooking the canal, next to Greenham Island. Needless to say, he will be missed, not only for his input, but as a popular member of NABO Council.

Geoffrey Rogerson and Mike Rodd

Waterway Partnership meetings

CRT publishes details of meetings on its meetings calendar, but a search by Allan Richards for meetings of Waterways Partnerships reveals that it is failing to publish the minutes/notes from a large majority of meetings. In the first half of CRT's 2017/18 financial year, there were 27 meetings recorded, but only seven had minutes/notes published, and only the West Midlands Partnership published minutes of all its meetings.

Partnership	Number of meetings	Minutes or notes published
East Midlands	0	0
Kennet & Avon	2	0
London	2	1
Manchester & Pennine	1	0
North East	5	0
North Wales & Borders	3	0
North West	3	0
South East	3	0
South Wales & Severn	3	1
West Midlands	5	5
Total	27	7

Increased EA registration charges

In July, the EA sought boaters' views on increased registration fees during a six-week consultation through national and local user groups, whose members represent the majority of private pleasure and commercial boating organisations. The increases announced in November are unchanged from the proposals set out in July, so the results of the consultation appear to have been ignored. The increases are:

- Charges for any powered boat kept, used or for hire on EA waterways in 2018/19 will increase by 5.7% (Thames), 7.5% (Anglian) and 10% (Upper Medway).
- Charges for all unpowered boats (not houseboats) and those registered with British Rowing or British Canoeing will increase by 7.7%.
- The Gold Licence will increase by 3.8%. This is based on the CRT increase of 2.5% for 2017/18 and the EA increase of 7.7% for 2018/19.

The increases will apply from 1st January on the Thames and from 1st April for all other waterways.

The consultation document, a summary of responses and the EA's replies to the main points raised are at www.gov.uk/government/consultations/navigation-charges-consultation-201819

North East Waterways

Howard Anguish



I attended the Local Waterway Forum in September on behalf of NABO at the normal venue near Castleford. It was noticeable that attendance numbers were down—around 30 ‘customers’ with about 12 CRT staff also taking part. It was suggested that the downturn in participant numbers was because the meeting was a month earlier than

Around the regions with NABO's regional reps

normal and some people may still be away boating. It was decided to revert to mid-October next year.

Chaired by Mike Marshall, who is acting as NE Waterway Manager while Jon Horsfall is on secondment as Head of Boating, in response to a question we were told that Jon would be acting in this role until at least the end of the year, but there is some uncertainty about whether it might be extended. Pastures new for Jon?

There was a brief overview of the proposed NE winter works programme, from which it was evident that there was an extensive programme, including some extended stoppages in key locations—Pollington Locks in particular—together with a number of jobs on the Calder & Hebble Canal. Agreement has been reached to install a new swing-bridge (Ramsdens Bridge) on the

Aire & Calder. This will replace the use of a dilapidated overhead bridge which would remain only as a service bridge after refurbishment. Because of the large number of planned jobs in the region, CRT has had to defer six planned operations until 2018/19.

There was a presentation about the reopening of bridges that were damaged during the floods two years ago, and also about the refurbishment of Thornton Lock on the Pocklington Canal—part of the ongoing work to extend the restored navigation by a further two miles. Work to renovate Walbut Lock will start shortly, together with some dredging, and the extension of navigation to Bielby, which will be completed by mid-summer 2018, in time for the Canal's Bi-Centenary. This work is being done in conjunction with the Pocklington Canal Amenity Society.

As is usual at this time of year, we were talked through an outline of the Business Planning submission to CRT, ready for the 2018/19 season. The planned spend would be in the region of £4M. This expenditure is for day-to-day operations and works and includes major contracts already agreed. It does not include additional spend for unplanned/emergency work. Areas of focus include the Calder Valley Rising project, ongoing work on the Pocklington Canal as part of the HLF project mentioned above, towpath improvement schemes in South Yorkshire in conjunction with Sustrans, and various flood alleviation and community projects.

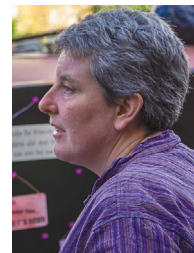
We were asked to take part in a table-top exercise to identify suitable projects as part of the national scheme which provides funds of £1 M to be shared between the 10 waterway regions, and this exercise provided a useful input to the CRT team, coming up with a variety of suggestions.

The final session of the evening was an open forum with key members of CRT staff, which allowed for a full exchange of ideas and also provided an opportunity to network. Other points that arose during the meeting included:

- The sea-washed marine aggregate scheme from the Humber Ports to Leeds is now expected to start very shortly using refurbished wharves in Leeds.
- The Leeds flood alleviation scheme has now been completed and the water taxi is now running from Leeds Dock to River Lock, on the Leeds and Liverpool Canal.

West Midlands

Alison Tuck



Edgaston Tunnel Widening

The Edgaston tunnel will be closed from 2nd January at 08:00 to 16th March at 16:00 for the towpath to be widened, reducing the tunnel to single passage by boats. There is no provision for mooring or pulling in if a boat is in the tunnel. The tunnel will be opened over the weekend of 20th/21st January and from 1st to 4th February. A towpath diversion will be in place. A report on towpath improvements that CRT intend to make along West Midlands and Black Country canals is available.

canalrivertrust.org.uk/media/original/10709-towpath-and-access-works.pdf

Development at Cambrian wharf

There is a development proposal at the Flapper and Firkin music pub at Cambrian Wharf. There are permanent residential moorings at the wharf as well as visitor moorings, and this development could threaten those moorings. There has been a history of conflicts between boaters and the flat residents in the city centre. There is an online campaign to save the Flapper, which generated more than 2,000 signatures within 20 hours and passed 7,000 within three days

www.birminghammail.co.uk/whats-on/music-nightlife-news/whats-replacing-flapper-firkin-its-13358745



Developments around the Mail Box

Large developments around the Mail Box area now result in navigation difficulty as the canal is a wind tunnel when turning onto the Birmingham & Worcester. I experienced it when I was towing my butty round the junction. My motor ended up facing the wrong direction as it was the only way I could keep control of the butty. I managed to get the butty to the side by being broad-sided by the CRT workboat that goes around the centre cleaning litter out of the canal. They pushed us into the bank so we could jump off and hold the boats with lines. I then had to unhook and turn the motor before I could continue my journey down the Birmingham & Worcester

www.itv.com/news/central/update/2017-06-25/berge-is-hard-to-budge-after-getting-stuck-in-canal

Closure of Ickneild Port maintenance yard

The development of 1,150 canal-side homes, a shopping centre and leisure facilities on the 43-acre site at Ickneild Port has just been approved on a close vote by Birmingham Council. The CRT maintenance yard at the far end of the loop will be closed. The moorings in the loop will be kept. The development, which is said to have significant social housing, will be more of a designer village, so there could be issues with the moorings. The plans show they are building right up to the canal edge and are not providing adequate barriers to stop children falling in. Details are reported by the Birmingham Post. In the article there is an artists impression and there seems to be a moored wide-beam Dutch barge. Maybe CRT has a plan to widen the BCN that they haven't told us about.

www.birminghampost.co.uk/first-phase-ickneild-port-loop-13453818?service=responsive

CRT restructuring

Before CRT issued a press release on November 9th, an internal communication sent to all staff from Richard Parry was leaked. It read in part:

'I am announcing today some changes to the way that the Trust is organised, which will in some way affect everyone across the organisation, with the direct impact largely on executive and senior management roles, as we strive to simplify how the Trust works.'

- **Julie Sharman** is appointed to a new role as Chief Operating Officer, accountable for all day-to-day operations, service delivery and local engagement.
- **Stuart Mills** takes on a wider role as Chief Investment Officer, **Matt Forrest**, Head of Fundraising and **Graham Boxer** will report to Stuart, who also assumes responsibility for museums.
- **Heather Clarke** becomes Strategy, Impact and Engagement Director with **Nicky Wakeford** and **Ed Fox** reporting to Heather.
- **Simon Bamford** becomes Asset Improvement Director, **John Ward** and **Richard Wakelen** will move to report to Simon.
- **Mike Goodie** becomes People Director and **Sandra Kelly** remains as Finance Director, with no change to the scope of their roles, and will lead the changes to simplify and streamline our processes.

As a result of these changes, **Ian Rogers** will be leaving the Trust. I would like to thank Ian for all his considerable work in bringing a greater customer focus to the Trust in his three years with us.

Over the next few weeks the respective Directors will lead the work to develop the roles and new structures within each function. We will of course commence consultation with the trade unions and other relevant bodies concerning any changes as and when appropriate. I hope to give a further update in a month's time.'

It seems that the Trustees have decided to slim down the charity, working from the top down. As well as directors, two waterway managers are leaving. **Wendy Capelle** (North West & Borders) has 20 years' service with BW/CRT and will take early retirement before Christmas, and **Vicky Martin** (South East), who has been in the job for two and a half years. **Caroline Killeavy**, Head of

Community Engagement & Programmes is also leaving after 21 years' service. CRT has not advertised for replacements for these three senior managers and it is not clear why the Trust is in a position where redundancies are necessary.

Also leaving are two long serving supervisors, **Howard Griffiths** and **Neville Preece** (with around 40 years' service each). **David Baldacchino**, currently Waterway Manager for Manchester & Pennines, will become interim Waterway Manager for North Wales & Borders from 1st January.

Cut in winter works spend

A CRT press release in October stated: 'Charity spends £38 million to keep your much-loved waterways flowing. ... This November will see the start of a five-month-long programme of repairs to England and Wales' waterways, as the charity, Canal & River Trust, spends £38 million to restore some of the nation's best loved sites.' This programme of planned stoppages, known as 'Winter Works', entails a series repairs to locks, bridges and other assets, and similar press releases, issued each year, quote the amount spent over the five-month winter works period. However, the corresponding spend in 2015/16 was £45m and last year (2016/17) it fell to £43m.

So, rather than proclaiming how much money CRT spends on maintaining the system, it actually reveals a cut in spending from £45m to £38m—a decrease of £7m. But CRT's income has risen by 25% over the last four years, comprising a 28% increase in Government grant, a 15% increase in income from boaters, and a 55% increase in the value of, mainly property, investments.

It seems that CRT's spending priorities lie elsewhere and they are not to keep our 'much-loved waterways flowing.'

Allan Richards at www.thefloater.org/the-floater-october-2017/crt-boasts-of-maintenance-spend-but-its-down-7-million-this-winter

CRT licence fee increase

In October, CRT announced that private and business boat licence fees will rise by 3% from 1st April 2018. Any changes, resulting from the current licensing consultation, will not be implemented before April 2019.

Does your boat meet RCD changes?

The Recreational Craft Directive (RCD) requires every new boat to be designed and built so that it conforms to Essential Requirements and has a CE mark. Earlier this year, the a new RCD (RCD2) came into force and introduced new requirements for all boats placed on the market or put into use within the UK.

It sets out new legal requirements for a new boat or for boats that have undergone major changes. For example, new boats now have requirements for safe installation of electrical or hybrid propulsion systems. Of more interest to current boat owners are changes classed as a 'Major Craft Conversion'. This could be lengthening of a boat, installation of an LPG system, a new electrical system, change of engine to a radically different size, overplating, or a change to the propulsion system. The legal responsibility for compliance is placed on the person who puts the boat back in the water or up for sale after the major conversion works have been carried out.

There are also changes to arrangements for part-completed—'sailaway'—boats: previously, a DIY fitter could buy a part-completed boat from a boat-builder with an RCD Annex IIIa Declaration. To sell the craft within five years, the owner needed to issue an RCD Annex IV Declaration of Conformity for a completed craft and the craft must be CE marked. Now, when the craft transfers from the boat-builder to the

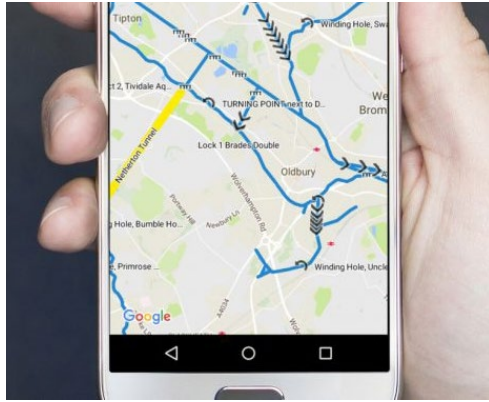
first owner, it must have an RCD2 Annex IV Declaration of Conformity for a completed craft and the craft must be CE marked, regardless of the stage of completion. In addition, should a DIY fitter then wish to sell the craft with another RCD2 Annex IV Declaration of Conformity and re-CE mark the craft, this can only be done through a Notified Body. Hence, a DIY fitter can no longer self-declare a craft to the RCD and issue a Declaration of Conformity. Partly completed boats can be put on the market but cannot be put into use if further construction work is required to make them usable. This effectively puts an end to sailaway boats that are sold with a part-completion declaration. If it can be sailed away, it is being used and it should be CE-marked.

Navigation authorities may now refuse to allow incomplete sail-aways and shells to be on the water (without licence pending completion). This will mainly affect those boaters who use the loophole to never finish work on their craft.

Further information
www.rya.org.uk/knowledge-advice/legal/buying-a-boat/Pages/recreational-craft-directive.aspx
www.europeanboat-ingindustry.eu/boat-ingdownloadables/EUGUIDE_pdf_version.pdf
www.thefitoutponton.co.uk/boat-certification/rcd-update-2017/



Major changes in RCD compliance for sailaways
 Photo: www.thefitoutponton.co.uk



Open Canal Map

A free UK canal and river map has been launched for Desktop, Android and iOS, created using users' contributions and CRT's Map Open Data. You can add information to the maps by typing in a place name and dragging a red marker to the exact location you want. Then add the information about the place—toilet, laundrette, recycling, chandlery, mooring with rings, electric hook up etc.—or navigation advice—CRT key required to operate bridge—then submit your data and, after it has been processed, you will be able to view it on the map. After 18 days of its release, the map had 10,000 views and over 200 markers placed on it by 136 users.

opencanalmap.uk

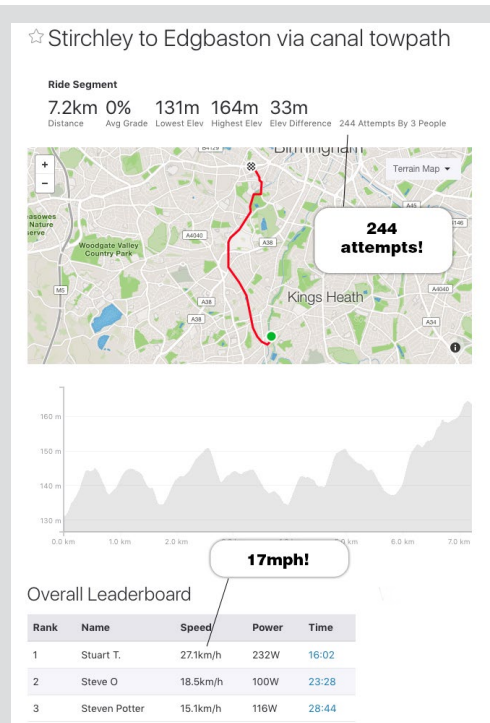
17mph average cycling speed at Edgbaston

Further to the problems of speeding towpath cyclists reported in our last issue, there is a website strava.com which is used by sportspeople to record their fastest times. Cyclists are reporting their record-breaking attempts along towpaths, including the Leeds and Liverpool, K&A and, as shown here, the Worcester & Birmingham towpath. No doubt the widening of the towpath through Edgbaston Tunnel will help them shave a few more seconds off their fastest time! The site is based in the USA, so there is little that CRT can do about it.

www.strava.com/segments/13522267

Crofton award

The Kennet & Avon Canal Trust has been awarded £559,300 of National Lottery funding from the Heritage Lottery Fund as the major contribution to an £845,000 project to secure the future of the steam-driven Crofton Beam Engines, located on the K&A near Marlborough in Wiltshire. The project includes essential restoration and conservation work on the Grade I Listed engines and the buildings in which they are housed. Plans also include improvements to visitor facilities, new interpretation of its engineering and social history, and new activities for families. The works will begin over the winter in readiness for reopening at Easter 2018. There will be open days, when visitors can see the work in progress and hear more about plans for the rest of the project. Details are on its website www.croftonbeamengines.org. If you would like to get involved as a volunteer at Crofton, contact the K&A Trust crofton@katrust.org.uk or phone 07528 628953.



Unbeknown to boaters, it has transpired that the EA is not allowed to charge for overnight moorings on the Thames, though of course it does!

Following my concerns about aspects of the visitor mooring scheme, including unlawful charges for overnight mooring and unregulated collection of data by a third-party, in January I asked the EA, via a FoI request, for a copy of the contract or agreement between them and Thames Visitor Moorings (TVM) in relation to the scheme.

They refused on the basis that no such contract or agreement existed. They persisted with that response following an internal review, so I made a complaint to the Information Commissioner's Office. I found it unacceptable that the EA appeared to have no controls to ensure that personal data collected by TVM was being adequately safeguarded.

I received the result of the ICO investigation. While it confirms that there appears to be no contract or agreement in place and thus it cannot be supplied, it also confirms that the EA has now ordered TVM to stop collecting data until a contract, meeting the requirements of the Data Protection Act, is in place. (As an aside, I telephoned TVM and the gentleman there indicated that he would still be quite happy to collect my personal data on behalf of the EA. He even referred to the agreement between TVM and the EA!)

There was another aspect to my FoI request: I asked the EA for sight of any legislation which overrides Section 136 of the Thames Conservancy Act 1932 (as amended by Section 23 of the TCA 1972). That legislation clearly prohibits the EA from charging for mooring at night at any mooring place owned or provided by them. The EA rather skated round the issue in their original re-

sponses to me, although it did claim that references on the TVM signs and website to mooring 'at night' were an unfortunate oversight and had now been removed.

From Narrowboatworld,
27th July 2017

Thames moorings 'not in the Thames'

David Mercer mounts an investigation

Now they seemed to have changed tack and tell me, via the Information Commissioner, that their Thames visitor moorings are not 'within' the Thames and thus are not subject to the Thames Conservancy Acts! I find it virtually impossible to comprehend how a floating vessel can be temporarily moored 'without' the Thames, particularly given the recent High Court judgment made in favour of the EA, that all locks, cuts and works within the river formed part of the Thames. The definition of 'works' was confirmed to cover adjacent water marinas so it is inconceivable that it does not cover in-line moorings.

Mark Tizard replies

There is no doubt that David Mercer's article about EA charging for overnight moorings on the Thames, when it should not, has had effect.

For a new notice now pops up over its normal mooring notice, when, to comply with their 'rules', boaters attempt to register their arrival with TVM (which manages the scheme for the EA) at EA Thames visitor moorings.

What is now interesting boaters is, can they claim back money that has been illegally taken for overnight moorings?

Air pollution from moored boats

Following the article 'Care with combustibles' in the July issue of NABO News, referring to the use of solid fuels and diesel generators and engines, two reports and consultation replies from NABO and CRT have since referred to measures to deal with smoke and fumes from moored boats in London.

London Environment Strategy

The full report can be found at

www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/draft-london-environment-strategy-have-your-say

Mayor of London, Sadiq Khan, published his draft London Environment Strategy in August. The relevant parts for boaters are as follows: "Emissions from vessels and residential boats can contribute to local air pollution. These sources contribute a small but

significant part of London's total pollutants and CO₂ emissions. The Port of London Authority wants to increase the number of river users to 20 million by 2035. The Mayor supports increased use of waterways for freight and passenger services as well as leisure uses. However, emissions need to be carefully managed to ensure the problem does not just shift from one source to another.

The Mayor has no powers to control emissions from the river or from shipping. But he has asked the Government to improve the fragmented regulatory system to create a single regulator through a new Clean Air Act or other legislation. This will ensure that emissions from vessels using London's waterways are reduced as much, and as quickly, as possible. The Mayor recognises that there are specific challenges for river and canal vessels and will work with all the relevant parties to ensure that strategies to address air pollutants and CO₂ emissions are proportionate and possible. To enable cleaner vessels to use the waterways, the Mayor will encourage new and refurbished wharves, piers and canal moorings to generate renewable power onsite. Provision of shore power will be most encouraged at residential moorings".



Cosy? or a public nuisance?
Photo: Gilly Rhodes

NABO's Submission in response

9th November 2017

Simon Robbins on behalf of the National Association of Boat Owners

The National Association of Boat Owners (NABO) is a voluntary membership organisation, principally consisting of private boat owners based on the inland waterways of England and Wales. NABO exists to represent the interests of its members with navigation authorities and government organisations and to promote responsible ownership and use of inland boats.

We are writing in response to the current consultation on the draft London Environment Strategy being undertaken by the Mayoral Group, in particular with reference to the issues around managing and reducing harmful emissions. Our main areas of interest are around the potential adverse impacts that private boat owners might experience in the event of insensitive regulation of:

- 1 The burning of fossil fuels and wood for domestic heating, and
- 2 The use of diesel engines for navigational propulsion.

The following comments are applicable across the piece, but are most directly relevant to Proposal 4.2.2a "The Mayor will work with government and relevant groups to reduce emissions from activity on London's waterways".

We welcome the commitment in the draft strategy to an 'evidence based strategy' when considering policy in this area towards boats and watercraft and hope this submission will help introduce some of the 'specific challenges for river and canal vessels'.

Our constituency

The craft in question, as represented by our membership, are typically privately owned narrowboats, canal and river cruisers and small barges. The dimensions and capacity of the network mean that these craft are usually less than 21 m in length and less than 4 m beam (width).

The nature of these craft, and the fact that they are mobile, means that they rely on self-contained systems for heating, domestic electrical power and propulsion, and such systems are designed as their primary energy systems. For propulsion, craft rely almost exclusively on diesel engines. It should also be noted that, when in navigational use, the engines, almost without exception, provide low-voltage electricity generation for both domestic and locomotive use, typically stored in lead acid battery banks, (typically 12v or 24v low energy systems). It should also be noted that there is no obvious viable alternative to diesel engines for propulsion. Petrol engines are highly discouraged because of the fire risk from the fuel.

In some cases, hot water is also generated by linking engine cooling water to simple calorifier systems, which use engine coolant to heat an immersion style water tank. It is therefore also apparent why boat owners who are stationary on temporary/visiting moorings and long-term moorings frequently need to run their navigational engine at least every few days to recharge domestic batteries while the boat is occupied. A few craft have second-

For a more detailed description of the situation of boaters from our constituency in Greater London see "Moor or Less—Moorings on London's Waterways" led by Jenny Jones (now Baroness Jones of Moulsecoomb)

www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Moorings%20report%20agreement%20draft%20FINAL.pdf



Ready for a London fuel run
Photo: www.southislandmarina.co.uk

ary generators that replicate some or all of the above, but again these are almost exclusively either in-built diesel powered systems or portable petrol-fuelled generators. Space heating is almost exclusively by solid fuel burners, burning coal, wood or in multi-fuel use, or less commonly, by diesel heating boilers. Some of these systems also contribute to hot water generation, depending on their type and configuration.

Bottled gas (propane) is most commonly used for cooking and hot water production and, exceptionally, for heating (although the cost of this latter function is prohibitive for most owners).

Because of their actual and potential mobility, the use of 'on-grid' sources of power can only be a secondary option when a craft is moored long-term, and assuming that:

- 3 Such a connection is available, and
 - 4 The craft has suitable adaptations to 'hook up'.
- In the majority of cases, such access to the grid is not available.

Simply on the basis of this very

short introduction, it should be clear to the reader that any global ban on the use of fossil fuels for heating and propulsion or of solid fuels for domestic heating of boats in the Mayoralty would potentially render most existing craft on the navigable canal and river network functionally redundant as their main systems for generating heat and power would be outlawed. This applies whether the craft is lived on permanently or simply in temporary leisure use.

Of course the potential impact on long-term residential boaters is more severe and in the extreme could render residential boating in its present form impossible, making some boaters effectively homeless, as they will no longer be able to heat their boats or navigate.

National context

It should also be noted that London's navigable waterways form part of a national network. Unlike London's low-emission zones for road transport, the 'vehicles' (in this case boats) are largely leisure boats. It is therefore likely that restrictions on the use of diesel propulsion will mean that London becomes a no-go zone for many boaters not based in London, who would otherwise consider visiting the city, as the cost of converting or replacing propulsion and heating systems, simply in order to comply with any regional restrictions, will be considered uneconomical by many owners. It is also likely that many existing boaters, especially those without long-term moorings, will look to leave London.

Conclusions

We therefore urge the Mayor and his advisory team to give careful consideration to the potential impact of restrictive changes in policy and/or legislation on our members and the wider private boating com-

munity, especially in respect of solid fuel heating and the use of diesel engines for navigation. As stated above we welcome the indications in the draft strategy that the mayoralty will work with relevant parties on developing policy in this area. We are sympathetic to the aims of reducing air pollution in London and would suggest that a careful debate is undertaken to look at any potential mitigation measures. We would welcome further involvement as policy is developed and we would be happy to expand on the issues outlined in this submission. As outlined above, boaters are largely dependent on the use of diesel engines for navigation and solid fuel for heating their boats and, in our view, must not be prohibited from continuing to use such systems, unless the aim is to effectively outlaw most existing private boats from London's waterways. The impact of the boating activities we represent is very marginal when compared to the impact, for example, of road traffic. The number of privately owned craft on London's waterways is well under 10,000. The Canal and River Trust's annual boat count shows that there were less than 5000 such craft in their London region as of March 2017¹ (There are also other leisure craft base on the Port of London authority water and the non-tidal Thames (managed by the Environment Agency). In closing, we offer a few, and by no means comprehensive, suggestions that might help private boaters to reduce their emissions and wider environmental impacts. We would welcome further discussion of these and other potential practical contributions that the boating community can consider making towards improving London's environment.

- 1 Improved access to electricity supplies for visiting boats at visitor moorings

Any ban on fossil fuels for heating and propulsion would potentially render most craft functionally redundant

- To reduce the need to run engines and generators for non-navigational purposes, especially for those craft that do not have solar arrays.
 - To facilitate the increased use of electrical domestic systems, without the need for local generation of electrical power by running stationary engines and generators.
- The capital costs of providing such schemes are, however, significant and beyond the Canal and River Trust's means, and would require third-party funding.

2 Better research and information on the relative impacts of different solid fuels, with nudges towards the least harmful options. (For example, Canal and River Trust has encouraged the 'coal boats' it licenses (which commercially supply solid fuel to boaters) not to supply or stock fuels that do not comply with the current Clean Air Act regulations.) The Mayoralty might consider negotiating such an agreement with garages and other fuel suppliers.

- 3 All boaters' organisations provide better information to ensure that existing propulsion and heating systems are well maintained.
- 4 Research into the potential application of catalytic converters, filters and other air cleaning technologies to reduce the impact of marine engine exhaust emissions.
- 5 Voluntary codes to minimise emissions from engines, generators and heating systems in the most sensitive areas. One such arrangement is already in existence at Noel Road in Islington².

¹CRT press release reproduced at nabo.org.uk/files/National-boat-check-2017-FINAL.pdf

²canalrivertrust.org.uk/news-and-views/news/new-plans-to-help-boaters-and-residents-get-along-in-islington

CRT's response to air quality consultation

Extracts from CRT's response to the Government inquiry on "Improving air quality: national plan for tackling nitrogen dioxide in our towns and cities".

Q. What do you consider to be the most appropriate way for local authorities in England to determine the arrangements for a Clean Air Zone, and the measures that should apply within it?

A. The opportunities for local authorities to work with stakeholders such as CRT through campaigns and producing best practice guidance are vitally important. For example, the Trust is working closely with the London Borough of Islington to ensure that NOx emissions from boats are reduced through the installation of electric bollards (providing small scale 'on shore' power for moored boats) and 'softer' behavioural change campaigns such as those that help reduce smoke emissions from solid fuel stoves and others that reduce the detrimental idling of boat engines in order to charge batteries etc. Whilst there are no current proposals within the Plan which would impact on inland waterway boat users, we would wish to ensure that any proposal to introduce an Ultra-Low Emission Zone (ULEZ) including an inland waterway (e.g. an urban canal) would recognise the constraints on canal users. The Trust notes that the provisions of charging in Clean Air Zones only apply to motor vehicles, and not to boats using navigations within those zones. In fact, the provisions restricting emissions in Smoke Control Zones under the Clean Air Act 1993 do not apply to boats, which reflects the difficulties boaters face in converting to cleaner power sources. Therefore, if an ULEZ was

considered, there would need to be some dispensation for canal users and/or appropriate public investment to help boat owners change to cleaner forms of power. In addition, exemptions to allow travel through a designated ULEZ must be applied to enable boats to continue to move through city centres. The Trust has consulted boating representative groups widely on the draft revised UK Air Quality Plan for tackling nitrogen dioxide and there is consensus that scrappage schemes for boat diesel engines are not appropriate or affordable. However electric bollards, technological advances and behaviour change campaigns can be appropriate to reduce NOx emissions as quickly as possible.

Q. How can government best target any funding to support local communities to cut air pollution?

A. Funding should be used to support boat owners' move away from their current reliance on diesel and solid fuel to heat their boats and charge batteries for on-board appliances, providing incentives for owners to purchase environmentally sustainable alternatives.

Government funding should also be provided to help install electric bollards to areas which suffer disproportionate poor air quality (e.g. in city centres) or where local conditions cause a build-up of emissions (e.g. in canal cuttings).

The Trust would welcome the opportunity to discuss with Government representatives the potential to roll-out a UK-wide scheme to cut inland waterway boat

emissions. The Trust has appointed Aether Consultants to research the contribution inland waterway boats make to national and local levels of NOx and other harmful emissions. Local authorities in Oxford, London and Bath are particularly affected due to the growing numbers of boats that reside in and visit these areas.

Q. How best can governments work with local communities to monitor local interventions and evaluate their impact?

A. The Trust, working with Vivacity Consultants, has pioneered the development and roll-out of local real-time sensors, which monitor canal and riverside path use, air temperature and air quality.

The Trust is currently installing 50 of these sensors at 14 sites in England and Wales, six of which will incorporate air temperature and quality sensors. However there is scope (subject to relatively small levels of investment) to roll-out these sensors in many local areas, the re-

sults of which can be viewed on-line and in real time by local communities.

The Trust would welcome the opportunity to work with Government to demonstrate the value of this project with the ambition of increasing the number of sensors which measure air quality in local areas.

Q. How could the Government further support innovative technological solutions and localised measures to improve air quality?

A. The Government should consider supporting partnerships between industry sectors and stakeholders. For example, the Trust, working with British Marine, could work with boat and solid fuel stove manufacturers to ensure that a new generation of inland waterway boat engines and stoves incorporate improved environmental standards. The proposed technology fund could be made available to the Trust and Marine Sector to research and test these innovations.

Waterway Ombudsman's annual report

Case No 837 Complaint about problems arising from boats mooring on a section of the Regent's Canal (selected extracts)

Ms K lives in a flat overlooking the Regent's Canal near St. Pancras. She complained about nuisance from smoke emitted by boats; noise, which was mainly from engines or generators running sometimes at unsocial hours; and bad behaviour in the form of threatening or upsetting interactions with some of the boaters concerned. She said that these problems also affected her neighbours. In its response, CRT said that it would decide on how

best to manage the local moorings as part of a wider consultation about central London mooring management. Although the terms of the complaint seemed to be relatively straightforward, they masked complications and issues that are at the core of the CRT's London mooring strategy, and it was not simply a matter of deciding whether there had been maladministration or unfair treatment by the CRT. What was clear was that the existing situation was not satisfactory, a point which the CRT accepted, but that the solution was far from clear. Short of the CRT prohibiting mooring in the area—which nobody felt was an ap-

The full Ombudsman's report, containing 17 completed investigations of complaints against CRT, can be found at www.waterways-ombudsman.org/media/1096/ombudsman-annual-report-16-17.pdf



The ombudsman looks for harmony
Photo: Mike Urban, urban75.org

appropriate solution—there were no obvious quick fixes, and few obvious long-term fixes.

I do not have powers to dictate CRT policy, but given the extreme level of dissatisfaction on the part of Ms K and her neighbours, I felt that the most effective contribution I could make was to try to bring the parties together. Visitor and short-term moorings do not, in the main, have many facilities. In particular, they do not have electricity posts, which means that the sources of power and heating are the engines, diesel generators, and stoves which burn a range of fuels. Unless boaters are very careful in their use of fuels, these may emit unpleasant and/or noxious smoke and exhaust fumes. The problems are exacerbated at this particular location for three reasons; first, there are high properties on both sides of the canal, which means the fumes are contained (the canyon effect); second, the towpath is narrow; and third, except for what is called 'dark smoke', the Clean Air Act 1993 does not apply to boats. Pollution problems are greatly in-

creased in winter, especially when there is a combination of very low temperatures and still air, which means not only that there are more emissions, but that any smoke is not dispersed quickly.

Case No 848 Complaint about problems arising from boats mooring on a section of the Regent's Canal

Ms R's complaint raised issues which were similar to those of Ms K in Case No 837. Ms R lives in a house overlooking the Regent's Canal. She complained about nuisance from smoke and noise from boats at a visitor mooring; that the CRT's management regime at the mooring was insufficiently stringent to deal with problems at the site; and that the CRT did not adequately enforce the management regime it had in place.

I also received complaints from a number of her neighbours. In my summary of Case 837, I referred to plans to install electricity posts. Since then the plans have advanced, and it seemed that posts would be installed at the location. My view was that the plans would address most of Ms R's concerns. The CRT said that there was also clear evidence that boaters themselves were taking note of the London mooring situation, and that they were starting to accept that they must change their behaviour, or face more stringent cruising and mooring requirements.

In conclusion, I was satisfied that the CRT was going in the right direction, and that the proposals would go a long way to addressing the residents' complaints. My view was that Ms R did have a genuine grievance. The CRT accepted that the situation did need to be improved, and a plan had emerged, which at the time I opened the investigation had seemed to be a very unlikely outcome.

EA's national navigation users forum

Mike Rodd represented NABO at July's biannual meeting, which was well-attended by most of the boating organisations that cover the EA navigations.

As usual, the preparatory work was exemplary and the meeting was very well chaired by EA Board member, Peter Ainsworth, with his focus on making sure all delegates have every opportunity to express their views. Inevitably a few delegates try to use the meeting to beat their local drums but these are skilfully dealt with!

The meeting had been delayed by a month or so, and this gave the EA the opportunity to better develop their work on proposed increases to registration (licensing) charges, and discussions on these formed a major part of the meeting. The pressure is on to get these in place soon so as to allow them to be applied to the Thames, where the charging year starts in January. The key proposal is a 5.7% increase for the Thames, which was felt by most delegates to be reasonable and only slightly above CPI increases over the three years—given that there had been no increases for the past two years. However, it is also proposed to increase the Anglian Waterways' registration by 7.5% and the River Medway by 10%. While it is appreciated that the three areas have different structures and needs, most boaters' representatives felt that they would find it extremely difficult to explain the differences to their members, and urged the EA to adopt a common strategy. NABO also suggested that it was essential to give users an indication of what the future holds (i.e. could there be a similar increase in subsequent years?)

There was then a very interesting and well-considered presentation on EA's work in developing its long-term navigation strategy, aimed at ensuring that EA's navigations are sustainable in the future. Clearly this sound work is being undertaken assuming that CRT does not take over these responsibilities. Indeed, many of the suggestions to achieve sustainability are similar to CRT's; increasing income from non-boating sources etc. NABO emphasised that, for this to be effective (as when BW became CRT), there would be a need for a complete internal cultural change—and the need to work with the many existing local groups.

These discussions were followed by an examination of EA's assets, being undertaken on a very similar basis to that used by CRT. The bottom line is that there is a need for around £16m per year to maintain all the navigation assets, including weirs and sluices. However, an additional one-off payment would also be required to get current failing assets up to their required condition!

Right up-front in the meeting, it was stated that there was no progress to report on the EA/CRT negotiations. Clearly there is much frustration over this—both sides agree that it would be a good thing but, given the money involved and the current political climate, this is all well down on the Government's agenda. To me, it was clear that the EA is (correctly) preparing itself for any takeover of their navigational responsibilities NOT to happen, so hence all the work mentioned above.

Bugsworth Basin was once the largest and busiest inland port on the narrow canal system and it is the only one to survive intact. It is located at Buxworth* in the valley of the Black Brook, close to Whaley Bridge.

Visiting the basin

As you go into the basin by boat, the wharfinger's house next to the narrows still has the bars on the

Let's hear it for Bugsworth!

Stella Ridgway celebrates 'a gem of a place' at the terminus of the Peak Forest Canal.

windows to protect it from horses breaking the glass with their noses while the steerer was reporting for loading or to assess the dues on departure. The then manager had probably one of the first 'company cars', as he was supplied with a horse to quickly get around the site. When you look around, you can imagine the noise, smell and dust that

would have been prevalent. There is a smallholding there that has chickens—check if there are eggs as there are usually at least a dozen a day in the summer. Those of us moored on the Upper Peak Forest Canal almost take the basin for granted; we go there once a fortnight for water, to empty the Elsan and rubbish and talk to the caretaker, who has transformed the shop in the two years he has been there. Now selling teas, ice

creams, chandlery items, coal, logs, toilet chemicals etc. at very competitive prices, it is run by volunteers with all profits to the Heritage Trust, and is well worth a visit. Also, not to be missed is the Navigation Inn – go

A bit of history

The basin was built in 1794-99 to facilitate transport of limestone and lime (burnt limestone) into Manchester and beyond. A tramway was constructed from Dove Holes to bring the stone down to the canal. The basin contained quays, cranes, limestone crushing facilities, lime kilns, a narrowboat gauging and toll station, horse transfer bridges (built in the Middle and Upper Basins so that boaters did not need to unhitch their horses), a canal master's house and the Navigation pub. In 1831, the Cromford and High Peak Railway was completed, carrying minerals and other goods between the Cromford Canal wharf at High Peak Junction to the Transhipment Shed at the terminus of



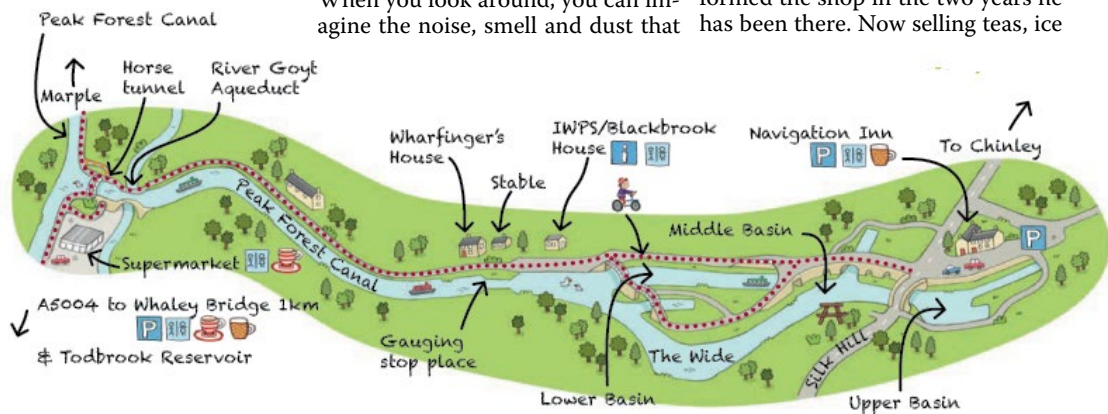
*The village was originally called Bugsworth (from the Old English 'Bucga's Worth' or 'Bucga's Enclosure'), which can be traced back to Norman times. But in the early 20th century, some residents began to dislike the 'Bugs' part of the name. The local vicar and village school headmaster took up their cause and 'Bugsworth' officially became 'Buxworth' in 1930. The canal company had no such problems with the name and Bugsworth Basin remained unchanged.

Main picture: Peter Fellows
Map: CRT



Bugsworth Basin in 1927
Photo: National Railway Museum and SSPL nrm.org.uk

the Peak Forest Canal at nearby Whaley Bridge. The Peak Forest canal and tramway prospered until World War I, but both were closed in the 1920s, with the stone and lime traffic taken by rail and road. Interest in the canal revived in the 1960s and it was re-opened in 1974, with Bugsworth Basin given Ancient Monument status in 1977 and restored and completely re-opened to boat traffic in 2005 after a £1.2 million restoration.



Further information on the basin:

Bugsworth Basin Heritage Trust
www.bugsworthbasin.org

Historic England
historicengland.org.uk/listing/the-list/list-entry/1021384

CRT
canalrivertrust.org.uk/places-to-visit/bugsworth-basin

Cromford & High Peak Railway
www.pittdixon.go-plus.net/c+hpr/c+hpr.htm

In November, CRT announced that a £250,000 project to improve the water flow to the Peak Forest Canal is underway at Bugsworth Basin. The work is expected to last 12 weeks and will involve installing new pipes from Black Brook River. Other work at the site will include re-building the canal wall in the middle arm of Bugsworth Basin.

Access to the Macclesfield Canal via the Marple flight on the Lower Peak Forest Canal will effectively be closed until March 2018 for boats with a beam of more than 6 feet 10 inches. The closure notice started in September from Lock 16 to Lock 1 and reads in part: 'Due to subsidence at Lock 15, the lock side wall has moved and the lock is narrowed. We expect that only boats up to 6'10" width will be able to pass through it. We also have to repair superficial damage to the lock side and install gauging at the top and bottom of the lock flight before we can reopen it. We'll provide a further update when we are able to confirm the reopening date'.



The Upper Basin today
 Photo: bugsworthbasin.org

through the first wide and wind in the Upper Basin. The pub has a reasonable menu and does an excellent breakfast—and they have a good selection of beers. The Bugsworth Basin Heritage Trust (previously the Inland Waterways Protection Society) runs a small visitor centre and museum.

The Middle Basin Arm is a nice place to moor, as is the first wide, now that the wall is repaired. I would encourage boaters to take advantage of the 48-hour moorings and explore the area. The Peak Forest Tramway Trail goes from behind the Navigation Inn for about 1½ miles (2.6 km) and follows the route of the old tramway, right up to the top at Chinley, which is a lovely walk for dogs. You can also walk the Old Silk Road to Whaley Bridge, or along the towpath and over the footbridge or through the horse tunnel. Tesco

(other supermarkets are available!) has pleasant staff and the towpath through to the terminus basin at Whaley Bridge is used by locals as a cut-through. Whaley Bridge itself is lovely: from the visitor moorings, visit the bread shop on Buxton Road in the morning (they shut after lunch) and there is an excellent butcher on Old Road who slaughters his own lambs and cattle from his farm.

The Skyline Bus (Route 199) goes between Buxton and Manchester Airport every half-hour from the bus stop close to the junction with the Whaley Bridge Arm. The bus is more regular than the train, but has a longer journey time. It is a short walk to the station for a relatively quick train ride to Buxton. If you carry on behind the station and up the hill, you come to the reservoir built to supply water to the canal. The Council has just upgraded the pathways around it, providing a lovely walk that is well worth it to see the fabulous engineering that went into building the canals.

100 boats can fit in the Basin at one time so there is plenty of room, but all too often we see people go up in the morning and come back in the afternoon, and they have missed what Bugsworth has to offer if they do not spend at least a night there.

Can you hear me?

An ITV news report gave it out that the inland waterways of Britain are now in a thriving and healthy state, because of the investment that has been made by the Government through, first, British Waterways and, more recently, the Canal and River Trust.

"Rubbish" cries Jenny Maxwell

The policy, when the canals were failing, was 'close them down, fill them in, build on them.' It was not the Canal and River Trust or its predecessors that saved the canals; it was several individual heroes. Week after month after year they refused to give up the hopelessly lost cause of Britain's canals. Some of them banded together, and the IWA became the biggest and most successful of the resulting organisations, although by no means the only one. It was they who saved the inland waterways from destruction, not the government-founded official departments.

The canals do indeed thrive now, and some of them are downright crowded, not with freight-carrying work boats or one man traders, but with holiday makers on the hire fleets, with people who have bought boats of their own in order to cruise in their spare time, and with those who live on them. Business is booming. The once derelict and filthy towpaths are being cleaned and cleared, and paved. Abandoned industrial sites alongside the waterways now boast canal-side developments; 'Reflections' as some of the new homes were named, blocks of smart flats; offices, waterfront bars and clubs; land alongside the canals has never been more in demand, or more valuable.

So the family silver is being sold,

and the money 'invested,' although in what has not been made entirely clear. As old boatyards close down, the machinery moves in and the walls begin to rise, and the advertisements for this desirable new development, and then the inevitable and ubiquitous 'No Mooring' signs.

Why? Why may we not moor alongside the yuppie flats? How much of this territory have they claimed? Of what are they afraid? Rowdy, late night parties? Crime and disorder? Violence and drugs? Boaters on the whole do not go in for late night parties, or when they do, those parties, in the form of towpath barbecues, take place quite a long way away from the yuppies. There is crime on the canals certainly, but boaters are more often victims than perpetrators. The only boat-based drug dealer I know ('Purveyor of Mind-Enhancing Substances to the Nobility and Gentry, est. 1992') is soft-spoken and gentle, and would be more likely to keep a herd of pigs on the boat than firearms.

No mooring. No Parking, No Smoking, No Dogs, No Manners. 'Oi! Can't you read?' Well, yes, probably rather better than you. Visitor Moorings, 14 days, 5 days, 48 hours max, return prohibited within 28 days, so don't come back!

Do not light your fires or run your engines here, it upsets the



residents. They've moved here for the peace and quiet. Of course they don't mind passing boats, so long as they are clean and smart, and so long as they do pass. As for the rest, go away. Go somewhere else. Your engines are noisy and they smell, as do your stoves, or your diesel cookers. Middle Classes Only Here, please.

Blocks of flats by the canals are the exclusive preserve of the wealthy now, rather than a dumping ground for the socially undesirable. Perhaps this will lead to a decline in incidents of hooliganism and vandalism, which would be a good thing, but is it worth it? What are we losing in exchange? No sooner had the residents moved into a new luxury block on the main line in Birmingham than they, led by a B-list television sleb, set to work to deprive one of the boaters' favourite pubs of its music licence, and they succeeded. The lovely summer evenings spent with friends sitting in the courtyard listening to music will only ever be a memory now.

Where are the boaters who forced their way through tunnels that had been closed down for fifteen years? Who scraped the thick, filthy grease off the chamber walls of the locks with wooden boards before it peeled away and fell onto the boats? Who forced their way under bridges that had been silted up with mud and rubbish?

Still there? Can you hear me?

Is this why you did it? So that management teams and consultants can sell off the land and earn themselves fat salaries and commissions? So that work on the waterways can be 'outsourced' to any company big enough to pay to get itself on the list, and the little traders are shouldered aside, and the work force that loved the canals and really knew how to maintain and repair them could be

paid off and lost? So that boaters can be regulated, and managed, and charged for this, and made to pay for that, and their boats must conform to this regulation and that guideline, or they will be barred from the waterways that you kept open? So that more and more office-based managers can push numbers around a computer screen while the few bank workers who are left stare in bemusement at risk assessment forms and health and safety regulations?

Are you still there?

You would not believe how smart and bright the boats are now. The canal basins are clean, and there are places to put your rubbish, and there are launderettes and pump-out facilities, and Elsan disposal, and in one of the most famous canals basins in the land, a seriously historical site, with dozens of boats moored on pontoons and alongside neatly edged wharves there are exactly four visitor moorings, and they are for one night only. Because, you see, people do not, yet, have to pay to moor on the visitor moorings. The profit lies in the moorings where the private owners keep their boats. Oh, yes, they have to pay now, to moor their boats, even on their own property. You didn't, did you? You who kept our canals open? Did you have to pay hundreds of pounds a year to keep your boat on the canal? And hundreds more to moor it?

Can you hear me?

Is this why you did it? So that the waterways can be run as a business to make fat cats fatter, and the canals prettier and tidier so that the land beside it becomes valuable, and saleable? To make canal boating a leisure activity for the rich and put it beyond the reach of the poor? To see the little communities of scruffy people on scruffy boats harried away

out of existence to make room for something smarter? To see those that remain licensed, and controlled, and taxed, and regulated, and made to conform? For boaters to have their boats, their homes, inspected and this check box ticked and that warning issued, and boats seized because the regulations had not been obeyed?

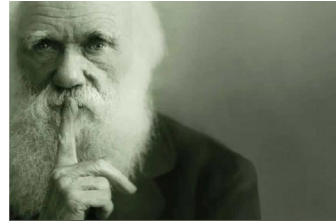
Is this why you did it?

I don't think so. I don't think this was what was in your minds as you dragged rubbish out from under the bridge holes with grappling hooks so you could get through, and stop that bit of the canal being built over because it could be declared unused and derelict. I doubt if you planned for salary rises and bonuses for

those who came after the officials who tried to stop you. I find it hard to believe that you dreamed of office blocks and apartment buildings on the muddy moorings where you tied up your boats at night, pounding your stakes into the soil that now carries a 'No Mooring' sign.

I do not know if we can stop the Canal and River Trust selling off our land and spending the money on things we probably neither want nor need, but I do believe we should remember why we can use the canals at all now. We must not let the truth itself be buried under a heap of Publicity Assessment and Change of History application forms.

Yes, you are still there. But can you hear me?



Fortunately the boater who took this photo was sufficiently concerned to contact the hire company, who confirmed that full training had been given and that there was little more they could do to stop hirers behaving like idiots. They then confirmed they had contacted the hirers.

What could possibly go wrong?



Letters to the Editor

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

A bit of a seasonal warning

As the clocks go back, the nights draw in and the temperature drops, our burners become once again central to our boating life. But, every year, people die due to the incorrect installation or use of them. In EVERY case this is because something close to the burner caught fire from the heat of the burner—the heat, not the flame—it's a process called 'pyrolysis'. There's plenty of information out there about making sure your fire-surround cannot catch fire behind the tiles, so I'll assume the burner is a proper distance from inflammable materials, that behind the tiles is proper fireboard (not the crap they sell at Wickes as fireboard, but proper stuff—if in doubt, ask).

So that leaves stuff getting close to the fire. Curtains are a potential danger, but the picture below prompted me to write this. It's dangerous and foolhardy to stack wood around the burn-



Don't try this at home children
Photo: Lou Collins

er like this. What's the point in making your fireplace safe, if you undo all that work by putting something flammable close to the fire? It will heat up inside without you seeing anything and could catch fire simply like that. "Oh but it doesn't get that hot"—but think; two possible scenarios, a hire boat goes past too fast (yes, unlikely I know) and a log gets dislodged and falls against the fire, or perhaps you get distracted and accidentally leave the air intake open, so the fire gets a lot hotter than normal. I have seen both of these happen. I have seen the second cause a fire. Please don't do this; don't make it more likely that your burner causes your boat to catch fire.

The loss of your life, danger to your pets, your personal possessions, are all life-changing. I don't want anyone to have to drag you out of a burning boat. Keep safe.

Chris Pink

Solar Panels

Further to the article on solar panels in the last issue of NABO News, I would like to make the following comments:

In perfect conditions, a 100W panel's output is about 5Ah per day. We now provide 165W panels with all our systems. Each panel can provide up to 8Ah per day. In near-perfect conditions our 660W system with Tracer 4210A MPPT provides up to 32Ah per day. It is safe to say that in winter there are less daylight hours, so even in perfect conditions the daily output will be less, and poor conditions will significantly reduce the output. On a grey, rainy summer's day, a 660W system may only provide 4Ah per day. This is why I always state: "solar will not solve your electrical supply requirements, but it will help, and payback is much shorter than big domestic installations. It also helps to prolong the life of your batteries and reduces wear and tear on the engine." Our practical experience over 12 years, has told us that, for the leisure boaters, a 330W system is a good compromise. Anything

larger will obviously help, but there is no point fitting a large system if you only have a couple of 110Ah leisure batteries. For the liveaboard boater, a 660W system is more practical due to our varying weather conditions. These 'unknowns' are the reason we provide systems that can be easily expanded without a complete re-wire. If in doubt, start with 330W; you can always add another two panels (330W) to the system later.

I am not a great fan of 'flexible panels', but some people use them. We deal directly with the manufacturers and we have discussed flexible panels. It is worth noting that panels mounted in an aluminium frame usually have a much longer guarantee than flexible panels. The manufacturers we deal with only offer a five-year guarantee on flexible panels, so if you are considering using them it is worth asking the question. I also get many enquiries for 'those panels you can walk on'. They are, of course, referring to the flexible panels but walking on them is not something I would recommend. Boaters tend to have practical weatherproof boots, which easily pick up stones. Walk on a flexible panel in that situation and say goodbye to your investment.

From the NABO News article: "[The use of an MPPT controller] allows higher solar panel voltages such as used in cheaper, domestic panels (as low as £100 for 250W) that are then stepped down to the correct charging voltage for the batteries."

It is worth noting the problems that you can face when using 250W panels. I get quite a few calls from people who have purchased these larger panels and then bought a PWM controller from another source and asked why it does not work. You need to check the voltage of the panel and the maximum solar input voltage that the PWM controller accepts, as the combination does not always work. Mounting the larger panels can also cause problems: a lot of boaters like to have space to walk on the roof and the larger panels usually take up too much width, which prohibits space down each side.

As with most things, purchasing bits from different suppliers is not always the best, or the cheapest, option. I try to avoid selling individual parts and prefer to sell full systems (including all cables and system isolation switch), either fully fitted by us, or for self-fit with our guidance. This way, I know if I get a call about a possible

Have Your Say

solar problem, it is down to us. Thankfully I get very few calls as most systems are very reliable. Homework is the key prior to purchase of any system. Comments I hear regarding panels from Europe as opposed to China are just not valid. There are good efficient panels and there are not so good. Again, homework. If in doubt ask for the technical specification of the panel and don't be surprised at the efficiency you see. Even good quality panels have low (<20%) efficiency.

I have been doing this for many years and have always used mono-crystalline, starting with 100W panels. As cell efficiency increased, the 100W panel became smaller. Then two years ago, I decided to change to the 165W panel after discussions with the manufacturer, as I needed to ensure that the 165W panel voltage was compatible with my older 100W panels—which brings up another point: panels with a different wattage can be used on the same system if configured correctly and discussed with your supplier. I have old customers where I have fitted one new 165W panel with two old 100W panels onto an existing PWM.

I think it is important to show that solar can be as simple or as complicated as you want to make it. It will not provide all your energy requirements and there will be many different views from different people.

Martin J Worthington
Narrow Boat Solar Systems

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. Whether this one is real is moot but I'm sure we all recognise the sentiment.



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