



NABO News

The Magazine of the National Association of Boat Owners
Issue 5 October 2018

NABO AGM
CRT DATA BREACHES
KEEPING THE WATER FLOWING



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The NABO Council

Chair

Stella Ridgway

07904 091931, nabochair@nabo.org.uk

Co-Vice Chair, NAG (Licensing and Mooring),
Communications Officer, Moorings

Mark Tizard

0203 4639806, mark.tizard@nabo.org.uk

Co-Vice Chair

Paul Howland

07443 635587, paulh@nabo.org.uk

Treasurer

Helen Hutt

07831 682092, hontreasurer@nabo.org.uk

Legal Affairs and BSS Rep.

Mike Rodd

07831 860199, mike.rodd@nabo.org.uk

NABO News Editor

Peter Fellows

19 High Street, Bonsall, Derbyshire, DE4 2AS
01629 825267, nabonews@nabo.org.uk

Webmaster, NAG (Operations) and BSS Rep.

David S. Fletcher

07719 276659, web@nabo.org.uk

Media Officer, NAG (Licensing and Mooring),
Regional Reps. Coordinator, Boater Liaison Rep. and
Floating Traders

Alison Tuck

07450 108659, alison.tuck@nabo.org.uk

Continuous Cruising Rep.

Phil Goulding

01271 865340, cc@nabo.org.uk

Minutes Secretary

Vacant

General Sec, Promotion and Recruitment

Richard Carpenter

Mill House End Farm, Leyland, Lancashire
PR26 9HB,
07989 441674 or 01772 600886
gen@nabo.org.uk

NABO Online



facebook.com/master.nabo

Mark Tizard



Twitter [@NABO_Official](https://twitter.com/NABO_Official)

David Fletcher

Regional Representatives

NW Waterways

Richard Carpenter (details left)

North East, Yorkshire and Humber, Shared
Ownership Rep.

Howard Anguish

01482 669876

yorks@nabo.org.uk, shareowners@nabo.org.uk

London Waterways and NAG (Licensing & Mooring)

David Williams

07813 496208 , london@nabo.org.uk

South East

Geoff Wood

07968 491118 , se@nabo.org.uk

Southern Waterways

Geoffrey Rogerson

07768 736593

Midlands Waterways

Phil Goulding (details left)

East Midlands Waterways

Joan Jamieson

0115 981 2047, emids@nabo.org.uk

West Midlands

Alison Tuck

wmids@nabo.org.uk

Anglian Waterways

Vacant

North Wales & Borders

David Fletcher (details left)

Welsh Waterways

Mike Rodd (details left)

River Severn

Vacant

River Thames

Graham Paterson

0118 986 3959, midthames@nabo.org.uk

Additional Contacts

Assistant for the Disabled

Ken Hylins

07852 911539, disability@nabo.org.uk

Administration

Vacant

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The magazine of the National Association of Boat Owners

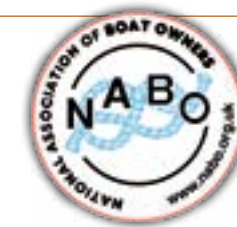
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Next NABO News copy date

Articles, letters, cartoons and photos are most welcome. Images in JPEG format please. Please email or post your contributions by **November 17th 2018**. Our email address is nabonews@nabo.org.uk



Cover photo

This month's cover photo is an autumnal Thames mooring by Peter Marshall at Flickr. 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



There's been a lot happening on the waterways since the last NABO News in July. The summer's weather has allowed marvellous cruising, but the high temperatures and prolonged drought have also caused problems for CRT's water management. An article by Adam Comerford, CRT's National Hydrology Manager, explains how the Trust has responded to maintain navigation on the majority of canals in the face of falling reservoir levels. However, there has also been a series of infrastructure failures across the network,

Consultations, breaches and closures

But Editor, **Peter Fellows**, also notes some wonderful weather and meaningful meetings

especially in the North West, that have closed canals for long periods throughout the summer, with some closures expected to extend into the winter.

In July, the Scottish Government responded to the closure of lift-bridges on the Forth & Clyde Canal with a grant to repair them and reopen the canal, although the future of the Scottish Lowland canals remains under threat unless further large-scale funding can be found. In August, CRT suffered three data breaches that revealed personal data about invitees to its AGM and also 1,270 licence holders, followed shortly afterwards by someone hacking into their system to transfer ownership records of six boats. CRT

dealt with the situations quickly and says that there was no disclosure of bank details and little risk of identity fraud, and they have referred the cases to the Information Commissioner's Office.

It was also a summer of consultations, with two reports published; the London Mooring Strategy and the Annual Boaters' Survey. We also give NABO's response to the EA consultation on registration charges, Three Council members met Richard Thomas, the new Regional Director for Wales and the South West, for discussions during a cruise on a K&A trip boat. NABO intends to meet each of the five other Regional Directors over the coming months to explain our concerns about CRT's direction, a perceived marginalisation of boaters and boating interests, and other aspects of mutual concern, such as getting more young people boating.

Also in this issue, Regional Reps, Howard Anguish and Alison Tuck, report on news from their respective patches in the North East and West Midlands, and Howard also looks back at what was happening in NABO in 2003. In Techies' Corner this month, Tony Brooks has a close look at the best oils for your boat engine and gearbox.

Finally, a reminder that NABO's AGM this year is at Tamworth Cruising Club on November 11th. Some longstanding Council members are stepping down and there is a greater need than for many years for new blood and new ideas on the Council. So please consider putting yourself forward using the nomination form in this issue— it's not arduous, it can be fun, and it is important that the waterways continue to have NABO's voice heard by those in power. I hope to see you at the AGM.



As the CRT Annual General Meeting is coming up, I thought I would reflect on the last year and, indeed, the five years since I started attending these AGMs. The Trust started out with Richard Parry going to boaters' forums, meeting with boaters' organisations and generally engaging ... and then this engagement evaporated.

While Richard still goes to events (I know he attends most Roving Traders' Events), we in NABO have had a void in formal communications for the last two years.

RUF, NUF and NAG

The only engagement is the six-monthly Regional User Forums, the National Advisory Groups (the Licensing NAG was recently disbanded) and the National User Forum.

The reorganisation, announced last November, finally came into effect in June and it is proposed that there will be meetings held quarterly around the regions to give us a chance to get to know the new Regional Directors. It is hoped that they will be able to establish best practice with regards to having boaters represented on Regional Advisory Boards.

NABO held an initial meeting with Jon Horsfall, the new Head of Customer Service, and has scheduled another meeting for September, so we hope to have met by the time you read this. The focus for this next meeting is 'working together', which seems to be a recurring theme at every meeting the Trust has; 'using boaters' knowledge'.

But if the Trust wants boaters and boating organisations to help, it should acknowledge publicly the assistance and advice provided by NABO, other organisations and the Boaters' Reps on Council. Boaters

give their time and expertise through their representation on NAG and various sub-groups.

Online reporting

The Trust is encouraging the use of its customer service online reporting tool to capture all the reports that customers and other users make. The online reporting tool is good, but there have been a few instances of a disconnect between reporting something and it being acted upon.

Getting to know you

Stella Ridgway looks back over five years of engagement with CRT

Some reports of things such as tow-path use, which you might think would be national, are collected separately in each region. This runs the danger of them not being acted on in a cohesive manner, and the system looks disjointed. However, I do like the online chat option and I know that the Customer Service team are looking at ways to provide feedback so that boaters can check the status of a reported fault: this would help immensely.

As another boating season draws to a close, I have to complement the Boating Team on their handling of communications about major infrastructure events this year. It highlights the importance of registering an email address with the Trust; notwithstanding the recent data breaches. I hope that this will be addressed at the Trust's AGM. NABO's own AGM is in November and I hope that more members can attend, now that we have scheduled it for a Sunday. If there is anything you feel that we should concentrate on in the coming year, please let us know.



Eight members broke off from their summer cruises for the Council meeting at Tamworth Cruising Club. First up was the drought. Generally, everyone felt that CRT was handling the situation well, introducing night-time lock closures and other local restrictions as they become necessary to conserve water but some in CRT who write local stoppage no-

Fly on the wall

Observes proceedings at the September Council meeting

NABO calendar 2018

Council meetings are held at weekends and the dates for the remainder of 2018 are: October 14th, November 11th (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).

tices need to wake up; do not advise boaters on the Huddersfield Narrow Canal to save water by sharing locks! Continuous cruisers among the councillors monitor reservoir-watch and stoppages websites to plan their journeys. They also value winter stoppage maps for the same reason, but this year there are no stoppage maps, but this year there were to be none until NABO questioned the decision with CRT. No-one around the table was consulted about winter stoppages.

Criticism of CRT on social media—some commentators will never find anything good to say and others exaggerate or overstate problems, but CRT should take a more proactive stance in challenging such criticism. For example, speeding cyclists are confined to a relatively few areas when considering the system as a whole, but this is not what you're led to believe on social media.

CRT responded to a complaint about towpath cyclists recording their fastest times on Strava by asking boaters to report problems directly to the Strava website. This is effectively saying: "We're washing our hands of the problem". Perhaps:

"Talks are continuing with Strava with the aim of getting these sections of towpath removed from its website" would be better. A member observed that if CRT doesn't start taking adverse comments on social media more seriously, it could have a real impact on its 'wellbeing' agenda. Many read the criticisms and may not use the canals for recreation if they think they are dangerous due to speeding cyclists or other antisocial behaviour. If wellbeing fails, this in turn could affect future waterway maintenance budgets and our licence fees. So councillors appealed to social media contributors to stick to the facts and avoid overstating problems.

Another councillor was concerned that CRT is not using, or even acknowledging, the positive contribution that boaters play in engaging with the non-boating public. A recent informal survey found that over two-thirds of people who responded said that 'watching boats' was the main reason for visiting the canals. Bystanders at locks routinely ask boaters about the waterways and most boaters are only too happy to engage with them, making boaters the most effective ambassadors for the canals. Why not make boaters automatic Friends of CRT, without cost and with a £10 reduction in licence fee if they recruit another friend? Or, if CRT still doesn't believe the extent of boaters' contributions, why does it not conduct some research into how people visiting towpaths get their information about the canals?

Finally, CRT has not only suffered several waterway breaches this year, but it has also had three recent data breaches and has referred itself to the Information Commissioner's Office.

Byeeee and see you at the AGM in November.

North East Waterways Howard Anguish

The Local Waterways Forum in Castleford on 4th September followed the usual format, starting at 17:30. I still think this is too early to allow as many people as possible to attend, and this was borne out as we had the smallest gathering for many years.

Chaired by Mike Marshall, stand-in as Waterways Manager since Jon Horsfall left, he introduced the CRT team, slightly embarrassed that they almost outnumbered the rest of us! He introduced the new Regional Director, Sean



New CRT North East Regional Director, Sean McGinley

McGinley, no stranger to the majority of NE Waterways users, having been based in the area in BW days as an engineer, and as Manager in the adjoining East Midlands Region. I have known Sean for a number of years and welcome his knowledge and experience of the waterways in this part of

the country. Sean has been in post for a while and is restructuring how the region will be run, taking into account the larger geographical area and increased number of waterways in his domain. He expects to have additional staff to tackle the extra work and look after the increased customer base in the not-too-distant future.

Mike Marshall gave a brief report on the state of water resources, showing photographs of current levels in some of the local reservoirs. He was pleased to announce that, because of a small amount of rainfall over recent weeks, they are slowly reducing some of the restrictions but cautioned that things could change for the worse if water levels did not increase significantly in the near future. Some longer-term forecasts have been predicting a general return to dry weather from the middle of September, so we're not out of the woods just yet.

The rest of the meeting was spent networking among the various tables—usually referred to as 'speed dating'—at which CRT staff represented various interests; licensing, mooring, enforcement, angling, volunteering etc. As can be imagined, a popular table was the one hosted by the new Regional Director. Varied issues were raised, ranging widely from the very local and specific to those of more general interest. I asked if the new Advisory Groups that have taken the place of the Partnerships could be more com-

Around the regions: NABO's regional reps

municative about what they do and, if they are going to advise, how they can formulate their advice if they don't communicate with local interest groups. Sean will take this back to his local group so we will see if this improves matters, although I think it might be difficult!

One boater was incensed about the licensing consultation, and specifically about how, in his view, the majority of consultees were narrowboat, rather than widebeam, owners. Thus the majority, narrow, view had saddled the minority, wide, view with increased charges. He had owned a widebeam for 12 years and thought it unfair to be suddenly subject to a large increase after such a long time. He thought it would be fair to impose the new fees on new-builds, but existing widebeams should keep their existing status. Concern was also expressed by another boater about the number of widebeams that have been purchased as sailaways and then spend years being fitted out, scattered around the cut, many without a licence.

Great concern was expressed about the amount of plastic waste around the system. Awareness of the issue has been raised by David Attenborough in his excellent programmes, and it was thought that a concerted effort should be made by CRT to tackle the problem on its waterways, especially on those rivers where waste collects at weirs. It was pointed out that this can be an excellent project for local volunteers to tackle, especially using canoes. All in all, despite the small turnout, this meeting was well worth attending and useful networking took place, both local and national issues being discussed.

West Midlands Alison Tuck



Changes are planned at Gailey on the Staffs & Worcs Canal: CRT, acting as Trustee of the Waterways Infrastructure Trust, issued a notice in August stating that it “proposes to dispose of land at Gailey Wharf, adjacent to the Shropshire Canal (sic) at Penkridge”. Currently, the wharf provides: full boatyard services, including diesel, gas, water, pumpout and Elsan disposal; repairs and refits; boat gas installations; boat safety inspections; painting and sign writing in a covered dock; boat sales; boat building; and a share-boat scheme. The plot of land that is up for sale extends from the wharf, alongside the canal shown in the plan in Fig. 1. Coincidentally (?), there are plans to develop a ‘Strategic Rail Freight Interchange’ on 700 acres of land bordered by the A5, A449 and M6 at Gailey, Four Ashes and Calf Heath, which the Planning Inspectorate has approved for the developers, Four Ashes Ltd., to progress to a full planning application. The development would include a freight terminal capable of accommodating up to ten 775 metre-long trains a day, container storage and HGV parking. It is estimated that more than 3,000 lorries and 6,000 cars and vans will travel to and from the site each day, once it is fully operational. The plans have given rise to hundreds of objections from residents, who have formed the ‘Stop Gailey Freight Hub’ group. It says that the road network will not be able to cope with the increased traffic and the new interchange will adversely impact local villages, including Brewood, Calf Heath and Gailey.

Under revised plans submitted last year, two new ‘community parks’ would be created; one near Calf Heath Village to the south of the site and the other near Croft Lane off the A5. The

developers have committed to improving the canalside of the Staffs and Worcs Canal, which would pass through the Croft Lane Community Park and then skirt the rail and warehouse depot site as far as Calf Heath. However, an examination of the plan for the interchange— Fig. 2— seems to indicate that the land being sold by CRT at the top of the site does not form part of the Croft Lane Community Park, nor part of the interchange site. So it is currently unclear why this land is being sold. It is also unclear what effect the sale will have on the existing boatyard facilities and business at Gailey Wharf. In September, CRT also sold the building opposite the wharf, adjacent to Gailey Top Lock, at auction for £59k.



Lease plan: CRT
Photo: David Swift



Fig.2

Fig.1

Details of the CRT land sale are dated August 2nd at canalrivertrust.org.uk/about-us/for-businesses/public-notice and a report of the development in the local press is at www.expressandstar.com/news/transport/2018/08/30/experts-back-plans-for-controversial-rail-depot-near-wolverhampton.

The 2018 NABO AGM

This year’s AGM will be held at the Tamworth Cruising Club from 11.00am to 3.00pm on Sunday 11th November. By boat, the club is on the Coventry Canal, between Bridge 74 and Glascote Locks, with towpath moorings opposite the club. By road, it is at the end of Kettlebrook Road in Tamworth (B77 1BS). Access to Kettlebrook Road is via the B5000, Glascote Road; there is no access from the A5. By public transport, Tamworth Railway Station is just over a mile from the club, with plentiful taxis from the station.

tamworthcruisingclub@gmail.com
www.tamworthcruisingclub.org.uk
www.google.co.uk/maps/@52.6229139,-1.6871874,16.86z



Priorities for the coming year

Vice-Chair, Mark Tizard, sets out the issues facing NABO and its members.

As the AGM is fast approaching, we would like to get members’ views on what NABO should be focussing on in the coming year. In no particular order of priority, I have listed the key areas of concern that we have been made aware of over the last year. These are: stoppages, enforcement, vegetation, relationships with CRT, and membership growth and support. To expand on each and to summarise NABO’s current position, I have set out a brief summary below.

Stoppages

Of growing concern to many members and to your Council is the number of closures to navigation being published by CRT this year. We have had a mixture of fairly lengthy stoppages involving breaches, infrastructure failures and, latterly, drought-affected stoppages. Of particular concern is the way in which some work has been completed and the navigation reopened, only to be closed again shortly afterwards. An example was the Minworth embank-

ment, where the temporary roadway laid on the bottom of the canal was left in situ, making the canal impassable to deep-drafted boats. This resulted in extra cost and delay while the navigation was closed again and the roadway removed. Or the Marple flight, which was closed again, and is still closed, after eight months of repairs. Should CRT change from a summer cruising season and winter stoppages to a programme of tackling maintenance issues whenever budget, equipment and manpower is available?

What should/can NABO do to put pressure on CRT to improve its planned inspection and maintenance activities? All boating associations are becoming concerned about the need for better dredging and water management. NABO has a representative on the Navigation Advisory Group— Operations (NAG Op), which has been active in advising CRT on issues of water depth/dredging— identifying locations and the lack of facilities etc. What’s your view?

Enforcement

Members are reporting an increase in the number of boats mooring on lock-landings and water-points. This is becoming more of a problem than overstaying. Boats are also being offered for rent: this trend is growing, putting tenants and other boaters at risk as many such boats are probably not suitably insured. There would appear to be an increase in the number of boats without an index

Somewhere immediately behind that tree is Fosse Lock 22 on the GU
Photo: Helen Hutt



number or name on display. Despite

CRT suggesting that prosecutions were being considered, no obvious action has been taken. NABO welcomes the work done by the Licensing Support Team in training enforcement officers in how to recognise and engage with boaters who may be having difficulty living on the water, and in liaising with the Waterways Chaplaincy and CRT's Welfare Officer. What do you think?

Vegetation

CRT spends about £10m per year on vegetation management. Around 50% of this goes on towpath maintenance: cutting grass and making sure trees, hedges and reeds don't impede navigation. The other half of the vegetation budget is spent on things you won't necessarily notice: CRT says that it needs to clear vegetation from tunnels, culverts and bridges on a regular basis to extend their life and save money on costly repairs.

We have had numerous complaints from members this year regarding the state of the towpath edge and overhanging trees and bushes that are making navigation hazardous. Navigations are being closed or restricted on a regular basis due to falling trees. Could this have been prevented by better tree management? What do you think of the standard and quantity of the work being carried out? Is the standard of cutting consistent?

Relationships with CRT

As a result of a recent strategy review, CRT has reduced the number of waterway regions to six and reduced the number of senior managers. There are six new Waterways Directors who have a higher level of financial and operational responsibility than before.

The issue is that, with one exception, the new appointees have no

waterways' experience. There is currently no Head of Boating and this role now falls under the Manager of Customer Services (formerly a director-level role). NABO needs a new strategy on how to engage with the new directors and the head office management. We need to be able to engage with CRT both locally and centrally to remain relevant as an organisation.

Membership and support

As a Council, we represent your views and, as such, we really want more members to engage with us. Without more support from the membership, we run the risk of having less of a voice. This doesn't

necessarily mean members attending meetings, but please contact us with your views and tell us your concerns. Our membership has stayed largely static over the last few years (which I'm told is a success, given that we don't offer any fancy gimmicks). Can you refer a friend to NABO?

Our Facebook Group continues to grow, so please join and share your views— we police it pretty well to keep things friendly and boat-related. Please take a few minutes to engage with us, positively or otherwise. Finally, let us have your thoughts on what should we be doing next year. Please contact me at vicechair@nabo.org.uk

NABO's Gen. Sec.

David Fletcher says thank you to Richard Carpenter

NABO Council has just heard that our long-standing General Secretary, Richard Carpenter, wants to stand down at the AGM in November. This is a real blow to us because no-one currently on Council (except me) can remember this job being done by anyone other than Richard. He has always been Gen. Sec.; ten years counts as forever.

Richard came to NABO from the 'Save our Waterways' campaign around 2006/7 and then became Gen. Sec. at the end of 2008. He has worked with three Chairs: me, Mike Rodd and now Stella. In my time, we worked together constantly, guiding the Association through the interesting times of the campaign for transparency on the CC law, the consultations for what was to become CRT and keeping NABO afloat financially. This was the period when we met in the miserable, cold Wagon and Horses pub in Oldbury. But it was cheap!

We owe Richard an enormous debt of gratitude and a vote of thanks for his generous spirit, his marketing expertise, his fundraising, his kind words to members in need, and for being a jolly



good member. Richard is still working, as well as being involved in a family business, so he will not be idle. We wish Richard and his wife, Gale, all the best for the future. We are hoping that he will be at the AGM in November so that we can thank him in person.

And so we start the search for a new Gen. Sec. Is this you? Are you the person to keep the administration of the Association on the straight and narrow for the next few years? Please come to the next Council meeting in October and see what we do. You won't be disappointed.

A temporary reprieve for the Scottish lowland canals

Seven years after they were upgraded from 'remainder' to 'cruising' waterways, the Forth & Clyde Canal and the Union Canal are again under threat. In June, Scottish Canals published an asset management strategy, including the statement: "...while also aiming, when funds allow, to maintain operational functionality". This indicated that these waterways could be downgraded in status and sections could face closure.

Scottish Canals argued that the coast-to-coast route is not being used sufficiently to justify it being kept open, with 1,600 boat movements per year on the Forth & Clyde

Canal and 5,300 on the Union Canal. Earlier this year, the opening road bridges, built for the Millennium, at Bonnybridge and Twechar on the Forth & Clyde Canal were taken out of commission due to mechanical failures, preventing boat movements along the length of the canal.

Analysis of Scottish Canals' annual reports shows that the proportion of the total budgets spent on its statutory maintenance obligation has fallen from nearly 60% to less than 40% over the last ten years. There have also been numerous closures due to lock failures, and rubbish and weed growth have discouraged sea-going boats from attempting the

Photo: Scottish Canals



The road bridge at Bonnybridge will soon be able to be raised again for boat passages

Photo: Helen Hutt

The Forth & Clyde and Union Canals were restored as a Millennium project, with £79m funding from the Millennium Commission, European Regional Development Fund, Scottish Enterprise and local authorities. The canals were reopened 17 years ago and the Millennium Commission and European grants included conditions that they must be maintained to cruising standard for 25 years. They were upgraded from 'remainder' to 'cruising' waterways in 2011. This was designed to protect the investment made in restoration and placed a statutory duty on Scottish Canals to maintain them for cruising vessels.

coast-to-coast passage.

The lack of maintenance has caused boaters to leave, and staffing has been reduced so that use of the canal system has been restricted to one day per week in places. As a result, for 2018/19, the canal between Bowling and Glasgow and between Kirkintilloch and Bonnybridge appears virtually disused again.

Staying Alive

After pressure from the group 'Keep Canals Alive!', the Scottish Government allocated £1.625m in June to repair the two bridges at Bonnybridge and Twechar. The group also called on the Scottish Canals Board to reconsider its asset management strategy and to provide more funds, using some of the £6m annual revenue raised from property and tourism investments, to ensure that the canals are properly maintained and remain open to navigation.

The group said: "A canal closed to boats will degenerate quickly, as was

clearly seen in a short time following the closure to navigation of the Lowland Canals in 1963. Without further investment, these unique and irreplaceable assets, and the millions of pounds and the hours of work from individuals, voluntary organisations, local authorities and the Scottish Government itself, will go down the drain.

Given the importance of the Falkirk Wheel and the Kelpies to Scotland's tourism, it seems ludicrous that Scottish Canals should even be considering closing the canal that helps keep these tourist attractions alive with boats."

"Scottish Canals continues to face a funding crisis: it has stated that it requires an additional £6m to £9m p.a. for several years to address a £70m backlog of repairs. The Keep Canals Alive! group commented: "The Scottish Government has a statutory obligation to keep the canals functioning, which requires a capital funding package that ensures the sustainability of the network."

Keep Canals Alive! comprises 11 voluntary organisations that campaign to prevent the dereliction of the Lowland canals; Bridge 19-40 Canal Society, Capercaillie Cruisers, Edinburgh Canal Society, Forth & Clyde Canal Society, Forth Yacht Clubs Association, Linlithgow Union Canal Society, Lowland Canals Association, Lowland Canals Volunteer Group, Re-Union Canal Boats, RYA Scotland, Seagull Trust Cruises.

www.facebook.com/keepcanalsalive

CRT withdraws HS2 objections

CRT has withdrawn its objections to the High Speed Rail (West Midlands— Crewe) Bill, after getting an agreement with HS2 which will 'significantly reduce the impact of the rail line on the Trent & Mersey Canal at Fradley Junction'. The original HS2 proposal was to construct a permanent access road adjacent to the canal at Pyford Brook, near Fradley Junction. HS2 has now agreed to reroute the access road to reduce the visual impact and noise levels. It will also re-

duce the impact of works on the towpath and minimise canal closures, especially during peak seasons.

Despite withdrawing its objections, the Trust will continue to work with the newly-created Sow Parklands and Cannock Chase Area of Outstanding Natural Beauty Landscape Group to address the design of the Great Haywood viaduct. The HS2 viaduct will cross the Trent Valley at Great Haywood and the group will work to ensure that the its design will be sympathetic to the local area and minimise the visual and physical impact upon the canal.



Photo: Tony Haynes

CRT's winter moorings will be available from 1st November to 16th March 2019. Mooring permits will be charged per metre, per month, and boaters will be able to book a mooring in increments of either one month or sixteen days. The moorings have five price bands that reflect each site's relative attractiveness, location and facilities. Following no price increases last year, the cost of four mooring bands (bands 1— 4) has risen by 3%.

This year there is an additional upper band (band 0) for some of the most popular sites (e.g. Kensal Green and Brentford in London, and Dundas West on the Kennet & Avon) and 16 others have moved to a higher price band. Both continuous cruisers and boaters with a home mooring are able to take up a winter mooring, but boaters who do not meet their licence requirements may not be eligible. A list of sites and prices can be found at www.canalrivertrust.org.uk/winter-moorings. Boaters can view sites using the online booking system and bookings will open at 6 am on 3rd October using the boat licensing site at licensing.canalrivertrust.org.uk/Account/Register. Further information is available from CRT's customer services on 0303 040

4040 or email wintermoorings@canalrivertrust.org.uk.

Winter stoppages

An 88-page list (alphabetical by canal) of CRT's planned winter stoppages programme can be downloaded as a pdf from canalrivertrust.org.uk/notices/winter.

No maps were to be published this year but Stella received the following note after her meeting with CRT's Jon Horsfall and Matthew Symonds in September.

I just wanted to let you know some positive news. I've spoken to the winter stoppages team and they have agreed to create a pdf map of the winter stoppages (as they did in previous years). Hopefully this will make it easier than having to trawl through the 80+ page stoppage document. Our GIS team are working on creating the map at the moment and hopefully it should be available on the website next week. I'll let you both know when it's available.

Best wishes
Matthew

London facilities

The London Mooring Strategy was developed in consultation with boaters, boating groups and local authorities to manage the increasing demand for mooring spaces, improve facilities and fairly balance the needs of everyone who uses the capital's waterways. CRT announced the following improvements during 2018/19:

Water points

- New taps at Harlesden, Sturt's Lock (Shoreditch), Bow Locks and Alperton
- Improve the water pressure at Paddington Basin
- Relocate the tap from Old Ford to Sweetwater (Olympic Park)

Waste facilities

- New compounds at Harlesden, Feildes Weir (Hoddesdon) and Stonebridge Lock
- Carry out feasibility work to open an Elsan to the public on the Regent's Canal

Moorings

- Pre-bookable moorings in the Queen Elizabeth Olympic Park on St Thomas's Creek (two berths) and on the Lee Navigation adjacent to the Park (three berths)



- New residential moorings at Millwall Outer Dock and Hayes

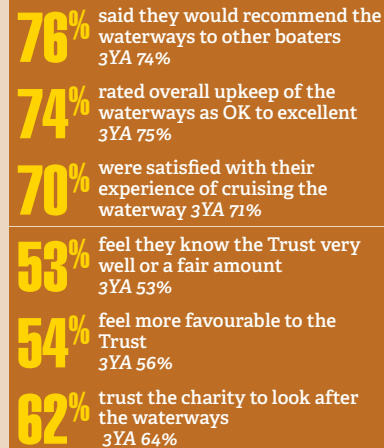
Improvements that are subject to funding in future years

Development of 1800m of new long-term offside moorings, the majority of which will be for residential use, subject to planning permission

- More rings to increase 14-day mooring capacity
- Changes to short-term moorings to ensure a fairer use of space
- The introduction of further pre-bookable visitor mooring sites, after reviewing demand, and a free pre-bookable eco-mooring zone

canalrivertrust.org.uk/about-us/where-we-work/london-and-south-east/boating-facilities/london-mooring-strategy

Of 1,760 respondents...



Boat owners' views

The third survey of a third of CRT boat licence holders was carried out by an independent research consultant in March and April 2018. The survey has now covered all boaters who have held a boat licence in the last three years. In June, CRT published a summary of the last survey results, which included every new boat licence holder who had not been surveyed in 2016 or 2017. For comparison, the results included the average over the three-year survey cycle (3YA).

Jon Horsfall, Head of Customer Services, said "With only just over half of respondents both knowing and feeling favourable towards the Trust, we do acknowledge that there is more to do".

The summary ended with a note that "The survey report will be published on the Trust's website in due course". At the time of writing, in mid-September, the detailed survey results have not appeared on the CRT website.

Come and join us ...

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

Nominations must reach us by 30th September 2018

Please send the General Secretary any **Resolutions** you wish put before the AGM meeting with the names of proposer and seconder by September 22nd 2018.

Please send to:
gen.sec@nabo.org.uk
or by post to:
RICHARD CARPENTER,
Mill House End Farm, Leyland,
Lancashire PR26 9HB

The NABO AGM is on Sunday November 11th at Tamworth Cruising Club, Kettlebrook Road, Tamworth B77 1BS. We will start at 11am with the AGM formal business, followed by a presentation and discussion. After a light lunch, there will be a meeting of the new Council, to which NABO members are welcome.

Call for new blood

This is a golden opportunity to introduce new ideas, expertise and thinking to NABO. Please consider putting yourself up for election at the November AGM; we would particularly like to find someone who can offer ideas and advice on recruiting new (and younger) members, so if this is you, don't be shy—let us know.

The Council meets around seven times per year and the work is re-

warding and interesting, giving an in-depth insight into what is really happening on (and to) our waterways. There are few formalities and you can choose how much or little you are able to contribute—either from the comfort of your home or out and about at meetings.

Please complete the nomination form in this issue, photocopy it if you would rather keep your NABO News intact, and then return it to Richard Carpenter, General Secretary, by 30th September. If you don't have anyone to propose and second you, just phone one of the Council members and we can sort that out. Please use the space on the nomination form for necessary declarations or include them on an attached sheet.

In relation to nominations, the NABO Constitution states:-

Only full members are eligible to be nominated for election to, or to be members of, the Council.

Any member seeking election or re-election to the Council who is, or has at any time in the previous 12 months, held any position of influence or authority in any organization which is involved with the inland waterways, or has any personal interest which is likely to affect their dealings with outside bodies on behalf of the Association, shall declare their interest at the time of being nominated for the Council.

Any member seeking election or re-election to the Council shall declare the full circumstances and current status at the time of being nominated for the Council if he or she is, or has been at any time in the previous six years:

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

Nomination form for the NABO Council

Nominee

Name:

Address:

Tel:

Email:

Boat name:

Signature and Date:

Proposer*

Name:

Address:

Tel:

Secunder

Name:

Address:

Tel:

In 80 words or less, please tell members why they should elect you to NABO Council:

Any declarations required by the Constitution:

Send to: RICHARD CARPENTER Mill House End Farm, Leyland, Lancashire PR26 9HB to arrive by 30th September 2018

*If you don't have anyone to propose and second you, don't worry, just phone one of the Council members and we can sort that out for you.

Please use the space on the nomination form for necessary declarations, or include an attached sheet.

CRT data breaches

In July and August, CRT had three data events in as many weeks.

NABO's webmaster, David Fletcher, speculates on what happened and relates the issues to our own systems.

In the first event, CRT sent an email to a list of people (which included several NABO members) who are members of voluntary committees, supporting CRT activities. The email was sent with all recipients' email addresses in view. Presumably the sender forgot that the recipients should have been in the 'Bcc' box (which would have concealed their identity) and not the 'To' box. Within minutes the email was recalled but, of course, this does not take it back if the recipient does not allow recovery. This appears to be a simple case of human error, but there has been no apology from CRT. Could it happen to us? Generally, our emails are sent out by specialist web-based software, designed for the purpose, and this could not happen. Very occasionally, we send out emails to small groups of members (GDPR reminders are a recent example). These are sent by me using normal email software, and I have to take care to use the Bcc box. So truthfully, it could happen, but shoot me if it does.

The second data breach, on 22nd August, was in relation to licensing renewals, affecting around 950 customers [later amended to 1,270 customers]. Using CRT's words: "The breach was due to a technical issue at our subcontractor and not a breach of the Trust's security system. We have stopped any further licence renewal emails until this is resolved. We do not believe that anyone has been put at financial risk, but the Trust offers sincere apologies for

this error. We are contacting those customers who have been affected, but any customer with concerns can contact the Trust customer service team on 0303 040 4040."

Two days after the data breach, Tom Deards (CRT's Head of Legal and Governance Services) sent a letter to those affected, which identified the cause as a fault in upgrading its subcontractor's online platform for the licence renewal system.

He is also the Trust's Data Protection Officer and he confirmed that the breach had been referred to the Information Commissioner's Office. The information that was accessed was: the licence holder's contact details; the Trust's online portal user ID; details of the boat, its mooring location and boat safety certificate; licence details, including price and expiry date; and details of the boat insurance provider, policy number and expiry date. No bank or card details were disclosed. Mr Deards confirmed that the Trust's IT system security had not been compromised and that it was not possible for an online Trust account to be accessed with only a User ID (i.e. without a password, which can only be re-set with an email to the customer's email address and this was not disclosed). He did not believe that the personal information that was disclosed posed any significant risk of identity fraud. He also asked those who had been sent personal details of other boaters to 'securely delete' the information.

I understand each of the custom-

If you are renewing your licence online or by phone, make sure that you uncheck the box, or tell them not to retain card data or bank details for use next year. What they don't have, they cannot lose! This does mean that automatic relicensing will not take place and you will have to respond to the renewal request each year.

Could it happen to us? Our data is held on the web system and we use specialist, paid-for membership software that is designed for the purpose. We are vulnerable if the software has an error within it. We cannot check the workings of the software; we only check how it works. We follow the support forums for any issues and raise questions with the supplier if we have doubts. That is one reason why I have been testing the new membership software for six months before loading your data. Could our system be corrupted with viruses? Yes, of course, and we must follow best practice on safeguarding and keep the software up-to-date. Most systems are updated monthly, in line with the latest security thinking. And no, we don't have payment details online.

ers was sent the renewal details of a significant number of the other customers. I have not seen one of the emails, but it is reported that they contained pdf attachments. The correct renewal email contains standard text and two pdfs; one containing the user's details and the second containing the standing order form. It is the first of these that appears to have been duplicated (or even more copies sent). There are no banking details on these pdfs. After the event, all licence holders should have received an email from CRT saying whether they were part of the data release, or not.

A few have reported getting both. So, this is a fine muddle all round. I suspect that CRT sent a file containing the data to their subcontractor, who was supposed to send out the emails, or perhaps write if there were no email addresses. But it went wrong.


All data is held in an electronic chest of drawers, with each drawer labelled with the licence-holder's reference. It is quite difficult to get this mixed up and it usually only happens if files get corrupted and,

for example, labels are mixed up. For this breach, this does not appear to have happened, because more than one licence-holder is involved. Rather, the mailing system went on a smash'n'grab raid, opened lots of drawers and published the lot, probably working in a loop when the computer forgot to stop before sending the email.

So, this could well be a software error or malicious virus-type infection. I think it is rather unusual. CRT points the finger at the subcontractor but, in all cases, CRT is responsible for the actions of its agents, and CRT staff are directly accountable for supervising and checking what their agents do. CRT holds the data and our agreement is with them, not any old subcontractor. CRT is ultimately responsible and the only defence is that it did all that it reasonably could.

The good thing was that there was apparently no sensitive data distributed. CRT holds banking details for many licence holders, direct debit payers, and those who have ticked the box for the card details to be used next year. So, was it just

What they don't have, they can't lose!



Canal & River Trust

Boat Licence Application Form
3, 6 or 12 months

Canal & River Trust Use Only

Contract: Billing:

[/canalrivertrustboating](#)
[@CRTContactus](#)

Check Your Application

All questions completed correctly?

Boat safety certification enclosed

Cheque enclosed if not paying by card or DD

I have signed the declaration

* Return your completed form to: Canal & River Trust, Boat Licensing Team, PO Box 962 Leeds LS9 1AX.
* Please refer to our guide to boat licensing at: canalrivertrust.org.uk/boating/licensing or contact us for a paper copy or contact Customer Services on 0303 345 4040 (Mon - Fri 9am-6pm, Calls charged at local rate).
* You must complete the form in full. If information is missing or incomplete, we will return it to you and you may risk losing the advantage of the prompt payment rate. Allow 15 working days for us to process your application.
* Please be aware you can apply for your licence online at: canalrivertrust.org.uk/boating/licensing.
* If you plan to offer the boat for hire or reward, you must have a business licence. Please ask for the special form.
* You need a 'fob' key to access most of our sanitary facilities and some sailing and lift bridges. They cost £5 (including PPS) and can be ordered from Customer Services or from our online shop - canalrivertrust.org.uk/shop.

Please complete this form using BLOCK CAPITALS using black ink. Where tick boxes are used, place a cross in the selected box

1. Applicant Details

This address will be used as the postal address

<p>Applicant 1</p> <p>If you have a Canal & River Trust Account Number please enter it here: <input type="text"/></p> <p>Boat Index Number: <input type="text"/></p> <p>Title: Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr <input type="checkbox"/> Other <input type="checkbox"/></p> <p>First Names: <input type="text"/></p> <p>Surname: <input type="text"/></p> <p>House Number/Name: <input type="text"/></p> <p>Street Name: <input type="text"/></p> <p>Postal Town: <input type="text"/></p> <p>County: <input type="text"/></p> <p>Postcode: <input type="text"/></p> <p>Telephone: <input type="text"/></p> <p>Mobile Number: <input type="text"/></p> <p>Email: <input type="text"/></p> <p>Date of Birth (dd/mm/yyyy): <input type="text"/></p> <p><small>If you lived at the above address less than 5 years please enter previous address:</small></p> <p><input type="text"/></p>	<p>Applicant 2</p> <p>If you have a Canal & River Trust Account Number please enter it here: <input type="text"/></p> <p>Boat Index Number: <input type="text"/></p> <p>Title: Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr <input type="checkbox"/> Other <input type="checkbox"/></p> <p>First Names: <input type="text"/></p> <p>Surname: <input type="text"/></p> <p>House Number/Name: <input type="text"/></p> <p>Street Name: <input type="text"/></p> <p>Postal Town: <input type="text"/></p> <p>County: <input type="text"/></p> <p>Postcode: <input type="text"/></p> <p>Telephone: <input type="text"/></p> <p>Mobile Number: <input type="text"/></p> <p>Email: <input type="text"/></p> <p>Date of Birth (dd/mm/yyyy): <input type="text"/></p> <p><small>If you lived at the above address less than 5 years please enter previous address:</small></p> <p><input type="text"/></p>
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Boat Licence Application Form page 1 of 4 / May 2016 canalrivertrust.org.uk

when a transfer of boat licence responsibility is carried out. The boat owner is contacted by email and asked to confirm there has been a sale. We will not transfer boat licence responsibility for 14 days, unless we have received confirmation from the existing boat licence holder.

We urge every boater to keep us informed if they update their data. To be clear, the incident reported is not a case of actual transfer of boat ownership; the Trust does not regulate this. This incident is about accuracy of boat licence responsibility details. The measures already in place have proved effective in identifying that these were false requests."

This is what they say happened. Someone, who is allegedly using the fictitious name, set up an account with CRT, accessed a boat list and then used this list to claim ownership of a number of boats. CRT has now switched off this facility.

It was all a scam, presumably to expose the silly system. Of course, CRT's record is just a reference for them to identify the individual who is the contact point for the boat. This record does not signify ownership of the boat in the legal sense.

It highlights the importance of keeping email addresses up-to-date with CRT. And no, this could not happen to your NABO membership, but don't forget to keep email addresses up-to-date with us too.

Your best protection for all computer systems is to keep everything up-to-date, and to use user-names and passwords that are complex and not guessable. And we will not be reporting these events to the Information Commissioner. It would be like shooting ourselves in the foot if this resulted in a fine for CRT.

It is our money we are talking about. As they say in Formula 1 after a major crash: 'It's just a racing incident.'

luck that the drawers with this data were not opened? Or maybe, as they were never needed for the mailing, the subcontractor never had them?

The third event is even stranger: a few licence holders received an email asking them to confirm that they had sold their boat and transferred it to a new owner. There was no such sale and they were surprised to receive the email. The alleged new owner is a fictitious character from a TV series.

CRT's press officer issued a statement saying: "I can confirm that six boats were involved in this scam. None of these had been affected by the (previous) data breach. We have identified the email account behind these attempted transfers and are considering our next steps.

We have a built-in safety check

Keeping the water flowing

CRT's National Hydrology Manager, Adam Comerford, reviews the effects of this year's drought and how CRT has been managing the situation.

Canals across much of the North West, as well as other regions, have been severely affected by the prolonged dry weather. As a result some 10% of the network is now restricted or closed to navigation. The lack of rainfall from May onwards, combined with high temperatures in June and July, mean the Trust's reservoirs and feeder streams have seen much lower flows than normal. High temperatures have increased canal demands over the same period and the result is that many reservoirs have been drawn down at a much faster rate than normal.

Managing the issues

As well as the significant impacts on boating, the Trust is moving towards restrictions to agricultural abstraction and has been working to prolong water supply for farmers given the impact on crops. Reservoirs that supply the canal network are close to critical holding volumes, typically 15-25% of capacity. For the canals at greatest risk, supplies from some reservoirs have been turned down to minimal 'sweetening' flows, but may reach the point in the coming weeks when they will need to be switched off completely.

It is worth noting that these conditions have not been experienced by the Trust, or British Waterways, since the 1976 drought, so the challenges are considerable. Contingency plans include fish rescues, movement of boats from affected areas, isolating sections of canal, and temporary pumping from nearby rivers using recently-gained emergency abstraction powers. The extent and severity of the issues are unprecedented in the modern era of the UK canal network. The meteorological conditions that have been observed, across the North West in particular, are beyond the severity that we would expect to meet to maintain navigation on these waterways.

The Trust's Water Resources Strategy, published in 2015, describes our aspirational level of service for the reliability of canals in the face of prolonged dry weather and drought conditions.

A roundup of the situation at the beginning of September

■ **Leeds & Liverpool Canal.** After the closure to navigation along much of its length from Lock 85 in Wigan to Lock 1 at Leeds, recent rainfall has improved the situation in local feeder watercourses slightly, allowing

Some context

We have had

- The hottest summer (June-August) in England since records began in 1910;
- The driest May-July period in the North West since records began in 1910;
- The third hottest July for Central England since records began in 1659;
- The third driest June-July period for the UK in a record going back to 1910; and
- The return period of the May-July rainfall has been put at between 1 in 60 and 1 in 90 years for the North West.

All data from Met Office and Centre for Ecology and Hydrology



Dowry reservoir
Photo: CRT

CRT's Water Resources Strategy

canalrivertrust.org.uk/refresh/media/thumbnail/24335-water-resources-strategy.pdf

National map of canal closures and restrictions

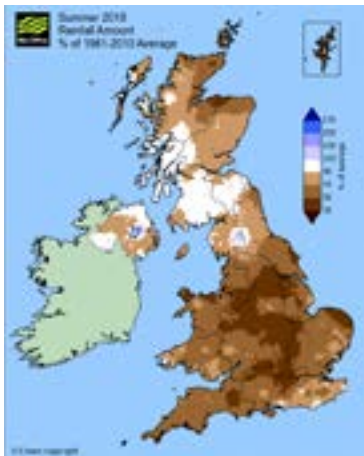
canalrivertrust.org.uk/refresh/media/thumbnail/38622-national-drought-closure-map-31-august.pdf

A series of drought FAQs

canalrivertrust.org.uk/specialist-teams/managing-our-water/drought/drought-faqs

Sign up for updates at

canalrivertrust.org.uk/notices



the restricted reopening of the Skipton Pound through Bingley Locks to Leeds. The overall reservoir group holding is at 25% but some reservoirs are lower than this.

- **Lancaster Canal.** Following the effective closure to navigation at the Glasson lock flight and the Ribble Link, the main 60km pound was kept navigable. Killington Reservoir holding has improved following recent rainfall, and is now at 45%. This has allowed the locks to be reopened, although still with overnight restrictions in place.
- **Huddersfield Narrow Canal.** A canal closure has been in place at key lock flights since 6th August. This canal relies partly on an entitlement from Yorkshire Water reservoirs, via the Scammonden Agreement, along with some modest reservoir supplies. In addition, the Trust installed a temporary pump to supplement the other feeds. With a slight recovery in canal pound levels and local feeder stream flows, the decision to trial a number of reopening days has been made, to allow boat movements, but this is

being carefully monitored.

- **Peak Forest and Macclesfield Canals.** Closure to Bosley and Marple Lock flights as well as Bugsworth Basin since 13th August has at least allowed the Trust to focus its effort on the engineering works at Marple flight, and bring forward a planned lock-gate replacement at Bosley Locks, which ought to lead to an improved situation for boaters when the canal is able to reopen to navigation.
- **Rochdale Canal.** Key lock flights have been closed since 27 July but, with recent rainfall, we have partially reopened the canal. This canal relies on water from Chelburn and Hollingworth reservoirs, combined with smaller surface water feeder streams.
- **Caldon Canal.** A localised closure to Hazelhurst Lock flight since 13th August to prevent loss of water down to the River Churnet at Froghall.
- **Upper Lee Navigation.** The EA has had significant concerns with river flows through Hertford and Ware, resulting in lock restrictions, meaning that navigation has only been possible for one

hour per day.

- **Oxford and Grand Union Canals.** Overnight restrictions since 13th August at key flights across these two canals to prevent overnight loss of water and prolong the available resources in the reservoirs.
- **Monmouth & Brecon Canal.** Given the reliance of this canal on the supply of water from the River Usk, a European designated Special Area of Conservation, overnight restrictions to lock usage since 24th August.
- **Weaver Navigation.** Throughout the summer, lock restrictions due to low flows in the River Weaver.
- **London Canals—Grand Union, Regent's Canal.** Overnight lock restrictions, given concerns with the reduced feed to the Grand Union Paddington Branch and Regent's Canal from the Rivers Colne and Gade.

Prospects for reopening

For some canals, modest rainfall in the right place can allow relaxation of restrictions and allow some boat movement through locks to take place, provided feeder streams see improvement in their flows and pound levels recover. For other affected waterways, the scale of canal demands is so significant that a sustained period of rainfall in the reservoir catchments is needed to give the confidence to reopen closed canals. The Trust continues to carefully monitor the water resources' position on a frequent basis, making timely decisions whenever possible, as we are very aware of the impact that these closures and restrictions have had on boaters across the affected parts of the network.

We encourage boaters to visit our website to sign up for the latest email updates at canalrivertrust.org.uk/notices.

NOT A GOOD SUMMER FOR BOATING

In addition to the difficulties caused by the lack of water, CRT also suffered a number of infrastructure failures so that, despite the excellent boating weather, for much of the summer emergency navigation closures have been in force.

This was the situation in July, when there were seventeen:

- Locks 1—12, Macclesfield Canal
- Lock 7, Acton's Lock, Regents Canal
- Lock 2, Belan Lock, Montgomery Canal
- Teece's Bridge, Wyrley & Essington Canal
- Lock 4, Aston, Birmingham & Fazeley Canal
- Lock 62, Pavilion Lock and Lock 67, Booth Lane Top Lock, Trent & Mersey Canal
- Camp Hill Top Lock to Knowle Top Lock, Grand Union Canal
- Glasson Flight, Lancaster Canal
- Bridge 46, Bevans Lane Bridge, Mon & Brec Canal
- Bridge 10, Holmes Swing Bridge to Stanley Lock Flight/ Eldonian Village, Leeds & Liverpool Canal
- Marsh Lock, Weaver Navigation/Manchester Ship Canal
- Lock 11, Marple, Peak Forest Canal
- Stanthorne Lock to Wardle Lock, Middlewich Branch, Shropshire Union Canal
- Three Mills Lock, River Lee Navigation
- Middlewood Locks, Manchester, Bury & Bolton Canal
- Stainton Aqueduct, Lancaster Canal
- Lock 9, Huddersfield Narrow Canal



Middlewich breach
Photo: CRT

NABO's response to EA consultation on boat registration charges

NABO submitted this response to the consultation online in September

Do you agree with the need to increase Environment Agency boat registration charges in order to maintain the navigation service?

While we agreed that the above-inflation increase introduced over the past year was acceptable (given that there had not been an increase for some years), we strongly believe that only a direct inflation-based increase can be introduced across all EA waters. The proposal for continuing the differential figures for the three waterways is not acceptable.

We also suggest that all sources of income should be increased by the same amount and that the boat registration charges should not be expected to carry the load— this is simply wrong and unfair. We would also like to see how your central costs compare to other similar government agencies. We are not convinced that your agency is working in the most cost-efficient way when compared to others.

We are proposing to increase charges for the River Thames by 5.7%, for the Anglian Waterways by 7.5% and for the Upper Medway by 10%. What is your opinion of this proposal?

All totally unacceptable.

We are proposing to increase charges for unpowered boats and those boats (powered or unpowered) which are part of joint registration agreements (British Rowing, British Canoeing, Canal

& River Trust Gold Licence) by 7.7%? What is your opinion of this proposal?

Any increase must apply to all users.

To what extent do you agree that the boat registration charge is important in the overall cost of owning or operating your boat/s?

As registration charges increase, they are becoming a significant proportion of the cost of owning a boat. Most of our members are not ginnalace owners!

If introduced, would the proposed increases make you consider either leaving Environment Agency waterways or giving up boating?

We are already observing a significant number of our members selling their boats as they cannot afford the costs being imposed on ownership. The proposed increases will result in more giving up and the result would be a decrease in EA income.

If we were not to increase charges, some services may have to reduce or stop. We would like to understand what's important to you to help us prioritise the service we provide on our waterways.

Ranking of services:

- 1 Assisted passage (staff to operate locks)
- 2 Channel dredging
- 3 Compliance and enforcement checks
- 4 Routine patrolling by river (e.g. compliance checks, checking

and marking the navigation channel, identifying issues or blockages)

- 5 Tree and vegetation clearance
- 6 Short stay/overnight moorings
- 7 Permanent/base moorings
- 8 Drinking water supply
- 9 Waste and recycling points
- 10 Pump out and chemical toilet disposal
- 11 Showers and toilets
- 12 Non-statutory/safety routine site maintenance (e.g. grass cutting and garden maintenance, cosmetic painting)
- 13 Car parking
- 14 Canoe portage
- 15 Slipways
- 16 Electric hook-up

Please tell us if you have any ideas on alternative or additional ways that we could/should fund the navigation service we provide.

- 1 The Henley Regatta is a well-funded activity which has so far appeared to resist all attempts to pay its extensive policing presence before, during and after the Regatta. The Regatta organisers should be held to account and required to contribute to the Thames' funding.
- 2 With a modest capital investment at some locks, moorings can be substantially increased and these would produce additional income.

Do you feel confident that the Environment Agency is working to secure a sustainable funding future for the waterways we manage?

We strongly support the EA's present investigations into the funding of its operations, but we cannot support a simple above-inflation increase in registration fees— there are many other sources of income that should be investigated. We also strongly

support EA's resistance to attempts by CRT to take over its navigational responsibilities. CRT has enough funding problems of its own and has yet to prove that it is capable of managing its present responsibilities.



The EA consultation assets publishing service.
[gov.uk/government/uploads/system/uploads/attachment_data/file/728527/Nav_charges_19-21_-_Consultation_doc_FINAL_190718_v2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/728527/Nav_charges_19-21_-_Consultation_doc_FINAL_190718_v2.pdf)

Consultation - proposals for navigation boat registration charges 2019 to 2021

The Environment Agency is the second largest navigation authority in the UK. We are responsible for managing 1,000 km of inland waterways. It's our job to keep them open and safe for a variety of uses, but especially for boating.

In total there are around 29,000 recreational and commercial boats kept or used on the waterways we manage.

It's a legal requirement for these boats to register with us. We charge for this so that those who benefit from the navigation services we provide contribute towards the significant costs of managing and maintaining the waterways.

We are consulting our boating customers and other interested and affected parties on proposals for boat registration charges on Environment Agency waterways for 2019 to 2020 and 2020 to 2021.

The increases we are proposing are the same percentages as those we implemented for 2018 to 2019. They reflect the significant gap between existing levels of income from boat registration charges on each waterway and the cost of providing the services which these charges pay for.

The increases we propose are:

River Thames : 5.7%

Anglian Waterways : 7.5%

Upper Medway : 10%

Unpowered boats, which have a nationally consistent charge, and boats (powered and unpowered) covered by our joint registration agreements with third parties (Canal & River Trust Gold Licence, British Canoeing, British Rowing) : 7.7%

TECHIES'

CORNER

Aspects of boat design, construction, equipment, facilities or maintenance

The simple answer is whatever the engine mariniser recommends in the manual; the same goes for gearboxes. It is often difficult to find the exact oil, especially for older engines. There is much marketing around engine oils, with manufacturers—or more correctly blenders—positioning their product for maximum profit, so, to see through all that, you need to understand how engine oil is specified. For inland boaters, the only two things that really matter are the viscosity and the performance specification.

Liquid engineering

Technical guru Tony Brooks asks “What is the correct oil for my boat?”



Tony Brooks has offered to answer any technical enquiries that members may have. Please send your question(s) to Tony at nabonews@nabo.org.uk and I will forward them to him. Note: Tony may use the questions and his answers without further permission to advise others.

Viscosity

The viscosity, or how runny it is, is indicated by large numbers seen on most oil cans. It is measured by heating the oil to a specific temperature and then timing how long a certain quantity takes to run through a calibrated hole. This test is specified by the Society of Automobile Engineers, so the numbers should be preceded by the letters SAE, but often aren't. As oil gets hotter, the more it thins, so at one time we used an SAE30 or 40 grade oil in the summer and an SAE15 or 20 grade oil in the winter. If we used the summer oil in winter, it became so thick it made the engine hard to start. Using winter oil in the summer meant that when hot, the oil was far too runny to do its job properly. So, around 1960, multigrade oils started to be produced. These carry two SAE numbers separated by a W as in SAE15W40 or

20W50. These oils have an additive that causes them to thin far less than 'ordinary' mono-grade oil. They are tested at a low and a high temperature, so a 15W40 oil is as runny as a 15 grade oil when cold, but thins so little it is as runny as a 40 grade oil when hot. If a straight 30 grade oil was specified in the engine manual, in most cases it should be fine to use a multigrade oil that spans the SAE30, so SAE15W40 or 20W50 will normally be OK. Nowadays you are likely to pay a premium for a straight mono-grade oil like SAE30.

Performance specifications

The two groups in common use are ACEA and API. As the oil industry is very US-biased, the API classification is used on oil cans. All engine oil specifications are based on automotive use, but inland boating with engines that rarely reach the internal temperatures of automotive engines means we need to take a bit of care.

The API specification covers a host of things, like oil film strength, anti-foam ability, anti-oxidisation, shear strength, corrosion inhibition, ash formation, viscosity enhancers, detergents to keep soot in suspension until the oil filter can remove it, and a lot more. The oil blenders buy in a brew of chemicals that give these attributes known as the 'additive pack' and all oils contain them to some degree. The higher the engine performance, internal temperature and stresses, the more additives are required.

The API system uses an initial S to indicate a spark ignition engine oil or a C for compression ignition (diesel) engines. The first API specification was CA. As engine powers increased, a better oil was required, so that became CB and so on. Nowadays, engines like Jaguar diesels demand something like CG or CH but the additive pack will be

large. Typically, engines in boats required API CC, with more modern engines needing CE or perhaps CF. These have a smaller additive pack. Apart from engine design and internal temperature, which we as boaters can do little about, the size of the additive pack may be implicated in cases of bore glazing. This is when the internal temperature is not high enough to burn the residual oil on the cylinder walls to ash and instead turns the oil into a varnish that stops the piston-rings doing their job properly. So we need to minimise the amount of additives in the oil and maximise the internal temperature. Once the engine is properly run-in, it is usually less prone to problems from an over-specified oil. Use the API specification oil recommended by the mariniser but, once the engine is a few years old, don't be too concerned to go a letter or two higher. Doing so will probably save you money. My engine specifies API CC but I have been using CE or CF for many years with no obvious ill effects. If you have an old engine with no oil filter, you want any soot and dirt in the oil to drop out into the sump, so try to avoid higher API specifications because the greater detergency will keep the soot and dirt suspended in the oil. To minimise the dangers of bore glazing, try to regularly visit a waterway where you can run the engine hard. Likewise, when tied up and running the engine to charge batteries or heat water, run at the speed that gives maximum charge so that the alternator is loading the engine as much as possible.

Synthetic oils

Many of the oils labelled semi-synthetic are in reality only 'normal' oil, with the additive pack allowing the semi-synthetic claim. Fully synthetic oils are a different kettle of fish

and, in our use, may prevent the engine ever running itself properly. They also tend to only be available with very low SAE numbers. These can be totally factory-made or they can be based on mineral oil, but their additive pack will be large and they can cause other problems. So don't waste your money on them for an inland boat engine.

Gearbox oils

Modern gearboxes tend to use either engine oil or automatic transmission fluid (ATF). They are not interchangeable so stick with the manufacturer's recommendation. Some that use engine oil specify a straight oil and not a multi-grade. Adhere to this, but do not worry about the API spec. ATF is often marketed as Dexron and the name may have a 2 or a 3 suffix. Don't worry about the suffix; just buy the cheapest one. Many older gearboxes use gear oil that has its viscosity number prefixed by EP. Typically Lister hydraulic boxes used EP 80, but now the oil will usually be a multi-grade like EP 75W90. As with engine oils, just choose an oil that spans the recommendation.

Finally, a warning: a few years ago, PRM changed the recommended oil for their mechanical gearboxes from engine oil to ATF so always use the latest recommendation.



NABO meets CRT's new Regional Director

Mike Rodd reports on a meeting with Richard Thomas, the new Regional Director for Wales and the South West.



Richard Thomas, the new Regional Director for Wales and the South West.
Photo: CRT

Alison Tuck, Paul Howland and I, together with the Chair of the K&A Canal Trust (KACT) Hungerford Branch, Ceri Hanlon (who is also a long-term private boater on the K&A), took Richard for a three-hour cruise on the

Rose of Hungerford. It was a valuable and interesting day in which we had very open and free discussions about our concerns, especially the issue that, as a boater representative organisation, NABO has felt alienated by CRT over the last few years (as do many other boaters). We reported (and illustrated to him) our deep concern about the poor state of the canals, with many failing locks etc., and an apparent policy of only fixing something when it fails completely. We described our concern about how badly CRT contractors appeared to be supervised, using the recent work at Hungerford Wharf as an example.

On the positive side, we talked about the excellent work undertaken by joint CRT/KACT volunteers at Bradford-on-Avon, demonstrating that volunteers can be involved in self-managed, complex and skilled jobs, if they felt that it was appreciated, that their expertise was

understood, and that they were not treated as just odd-job people doing simple tasks which CRT could not afford to do. We highlighted the work done by KACT volunteers, who, while fully trained, do not receive any other tangible benefits, such as having their transport costs met! We also highlighted the joint work that KACT has been doing with CRT on education, working with schools, which KACT is very keen to extend. We also, naturally, discussed the K&A issues relating to boats that did not move and Richard acknowledged that NABO's view—that CRT must set the rules and then enforce them—was key.

I described my personal concerns about failing partnerships, but highlighted the value of a real working partnership, such as the original, ongoing K&A/HLF Partnership, which had a real purpose and comprised the right people. I also took the opportunity of saying that the best practice that I have experienced, in terms of real engagement between CRT and its users, was the on-going Mon & Brec Canal Boating Liaison Meeting set up by Nick Worthington. This involved active users from all relevant boating organisations and undertook real tasks with CRT.

Overall, it was a useful meeting and it was agreed that Richard would meet with NABO representatives on a regular three-monthly basis. Our thanks to the K&A Canal Trust for the use of their boat with supporting (volunteer!) crew and to CRT's Ali Jordon for getting Richard there.

Rewind

Issue No 5, August 2003

Howard Anguish explores NABO News from 15 years ago.

Another lively and varied issue with the underlying theme of corporate restructuring in BW, controversy about mooring regulation, and the need for a Waterways Regulator. I will look at some of the other issues that were also discussed in waterway circles and, indeed, some are as relevant today as they were in 2003.

Accident on the Thames. Following an accident where a boater severely injured both hands while trying to control his boat in Abingdon Lock, outside of lockkeeper's hours, the EA was strongly advising boaters to act 'carefully and responsibly' and follow safety codes when working through locks. This should include using two ropes, one at each end, to secure the boat when in the lock. This boat was secured using a centre rope only. It was pointed out that a near vertical rope can do little to stop a boat moving horizontally.

Smoke alarms. The NABO Chair raised the subject of smoke alarms and, in an interesting move, Oxford Fire Service proposed to GIVE alarms to all boaters, rather than persuading and cajoling them to buy them with endless meetings, consultations and discussions. I wonder what became of that suggestion.

Canal water makes a serious break for freedom. British Waterway's Northwest Regional Manager was questioned about a serious breach at Parbold on the Leeds & Liverpool Canal. He reported that around 100 million gallons of water were lost, but due to the presence of mind of boaters inserting stop planks west of the breach, they managed to keep most of the water in the 27-mile

pound to Liverpool. It is good to read of the cooperation between local boaters and BW. It was also good to read that, despite the breach being significant, they were working hard to reopen the canal within two months. And they were prepared to crane boats clear of the breach to allow boaters to continue their cruising.

Continuous cruisers over-represented on Council?

One worthy member took the Council to task about how, in his perception, discussion about a trial moorings code was slanted towards the needs of continuous cruisers, and the Editor, in his column, tried to assure him that, while others may share this opinion, he has tried to ensure that reports were balanced and factual.

Worried Woman of the Waterways.

This was a regular feature in NABO News, which expressed a humorous concern about the overcrowding/queues at locks, overstaying at moorings and the over-abundance of staff at the Anderton Lift and Falkirk Wheel. She also commented on the growing use of contractors to take over BW's work and asks: "Does BW oversee the work?". I think the same question is still valid today!

Ribble link details. This edition included a pull-out giving details of Ribble Link procedures and navigational notes, which were well produced and much of which is still relevant today. Is this the kind of thing that NABO might consider doing again on an occasional basis?



NABO News back issues are available online at: nabo.org.uk/index.php/reference/nabo-news-back-issues

Letters to the Editor

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

Widows on the cut

I have been surprised by the many women on boats who have lost their spouses/partners/significant others. I started a closed Facebook group called 'Widows on the Cut' and I invite any women who have found themselves in this traumatic situation to come to our page and request to join. We seek to provide you with a safe and confidential place to share emotions, discuss feelings and share experiences, as grief and all the necessities of life can feel more complex to deal with when living on a boat. We offer a place of comfort and hopefully we can help each other find a way forward as we get to know one another. Guys, I am sure, are out there too. If there isn't a group for you, maybe another man will start one up.

Jaqueline Biggs

Canoes, fault reporting, notifications and rebranding

In the last few weeks' cruising I have experienced several different issues in respect of boating on the canals. In brief (or as brief as I can be), the first was on 24th June when I booked to go onto the Montgomery Canal. Albeit a little before noon, the attending lockkeeper gave the go-ahead to proceed. Approximately ¾ mile after the Graham Palmer Lock, we found ourselves being approached by several dozen 'racing' canoes and kayaks. The overgrown towpath, excessive growth overhang on the offside and shallow water made it impossible for me to pull over and moor. Therefore, in order to keep the boat under control, I carried on cruising. Unfortunately, this was not a one-way event, because we next found the canoes returning to overtake us and, without warning and in the narrow after Bridge 73, a kayak came down my starboard side, without any warning shout. If I had not been quick to react, he and his craft would have been crushed. The race end was at the clubhouse at the Queens Head. I decided to speak to the organisers and

told them that, as there had not been any form of notification of this race, they were lucky that no serious incident occurred. (There was no CRT email notice of the event, the lockkeeper made no mention of it, and there were no signs of any sort along the canal). Had there been proper notification, I, and, I am sure, other boaters, would have been happy to remain on the junction moorings until the race was over, instead of having a very stressful cruise to the Queens Head. Second is the issue of reporting a problem on a Saturday or a Sunday: I wanted to report that the water-point at Penkrudge had a very serious leak, which looked as if it had been running for a long time. Considering that, this summer, we are being urged to conserve water, I felt it needed fixing quickly. When I did get through on the Monday, I asked why the only line available was the 'life or death' number. The call-centre lady told me that most industries close their offices on weekends. I am of the understanding that CRT is a 'leisure industry' and, considering that most of the population take their leisure activities at the weekends, CRT should have a phone line avail-

I name this boat ...

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



able.

Thirdly, it now seems to me that an increasing number of email notifications concern towpath obstructions, rather than waterway closures. There was no notification of the major closure of ten miles of the Grand Union above Knowle Locks. The first I knew of it was a laminated notice on the lock beam at the bottom of the Curdworth flight, advising the alternative route to Kingswood.

Finally, Richard Parry has no idea what his staff are doing when he says that new logo signs will only be put up where the old ones need replacing. Rubbish! In the last two months, I have seen more new logo signs on mooring posts, No fishing posts etc. What a waste of money!

Roger Evans

BCN property for sale

There is an opportunity to acquire an historic BCN property, located about mid-way along the Lichfield Canal, which includes Lock 12 in the land. The Lichfield and Hatherton Canals Restoration Trust looked over it in March when it was first on sale.

Then it seemed to have been sold, but it is now back on the market, reduced to £525,000. Would an interested party consider sharing an interest in buying the house with the Trust bidding for the canal land?

Details can be found at goo.gl/GJXPoC

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