



# NABO News

The Magazine of the National Association of Boat Owners  
Issue 1 February 2020

**NABO POLICIES 2020**

**BOATS AND BERNOULLI**

**A QUALIFIED PAT ON  
THE BACK FOR CRT FROM  
BOATERS**



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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 March 21st 2020. Our email address is [nabonews@nabo.org.uk](mailto:nabonews@nabo.org.uk)

## Cover photo

This month's cover photo was taken by Marion Roberts.

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](http://canalrivertrust.org.uk/about-us/our-regions)





Since the last issue, NABO Council members have had a series of meetings with senior CRT staff and it is refreshing to note that the dialogue has improved since 12 months ago when, as Mike Rodd says in his Chair's column: "we felt that CRT was deliberately ignoring us!" This is good news because, as Mike and Mark Tizard report, CRT (and for that matter, the EA) needs boaters to get behind it for the forthcoming negotiations over renewal of its government grant in a few years' time.

## Gently down the stream

Editor **Peter Fellows** sees rivers featuring prominently in this issue.

Elsewhere, there is river news: the River Thames Alliance has been closed down and the EA has released details of its new Thames charging structure, now that it will be allowed to generate income from commercial activities. The Avon Navigation Trust has joined the Waterway Ombudsman scheme, something that is supported by NABO, which believes that all navigation authorities should be part of the scheme. This is reflected in revised NABO policies that Council members have been working on over the last few months, which are included in this issue. In Techies Corner, Tony Brooks explains how you can waste fuel when river cruising and I have a look at how Bernoulli's Principle affects the way boats move and interact with each other. This explains why moored boats move when they are being passed by other boats – and also indicates how poor mooring techniques can cause un-

necessary movement; it is not always the excessive speed of a passing boat that causes a problem.

Mark Tizard analyses boaters' views as expressed in CRT's first monthly waterway experience survey. The main concerns expressed by boaters were CRT's management of non-compliant boaters (overstaying on visitor moorings, mooring at water points etc.), but also the maintenance or closure of waste disposal facilities. The other main gripe, management of towpath and offside vegetation, also features prominently, but it seems that CRT is making a concerted effort this winter to get on top of this – at least in some areas. NABO is collating information on both of these issues, so if you know of a problem, let the Council know.

Mark also shares his thoughts on wellness, the environment and the cost of boating. Although it is now possible to get all-electric boats (not just no gas on board, but no diesel either), the issue is finding places to charge the batteries for the electric motor. This was the problem with electric cars some years ago, but the increase in their popularity has resulted in substantial investment in new charging points by supply companies – it is surely only a matter of time before the same is true for the waterways.

Voting in the CRT Council elections ends a few days after you received this issue of NABO News, so you still have time to cast your vote if you haven't already. Helen Hutt makes a final pitch for your support. The Council has set up a new Facebook page for members to share your thoughts about all things 'boaty' – please take a look and join the group if it interests you. Finally, with all the rainfall over the last few months, the majority of CRT's reservoirs are now nearly full – let's hope that they stay that way for the year.



Coming back into the NABO chair at this time in the history of our waterways is far more formidable that it might seem—the challenges that face us are by no means simple.

The next few years will be critical to the future of our waterways, with CRT and EA both facing long-term funding issues. At present, the government grant covers about 40% of CRT's income but, in about six years' time, the initial funding stream will come to an end. It was always the intention of government that, by then, the organisation should be essentially self-funding—that is, no further government grant would be needed.

### Cloud cuckoo land thinking

Of course, as NABO has always pointed out, such a concept was cloud cuckoo land; however hard CRT might try, there is no way that it will be able to continue without direct government support.

CRT Trustees and staff have tried very hard to address this issue; one approach has been to try to show how amazing the waterways are in promoting 'public wellbeing'. That's all good stuff, but I seriously wonder if governments of the future will take any notice—especially as many other organisations seeking government support are saying exactly the same thing. Ultimately, some level of government grant seems essential, and making the case for the real value of the waterways is of major public importance. That is really all about recalling their historic significance, as well as recognising the huge numbers of people who use them or benefit directly from their presence, as boaters, fishermen, traders, towpath walkers, bike riders, international tourists, etc.

At the same time, the EA is

changing its founding principles by being allowed in future to seek non-government funding through embarking on commercial activities. Right from the top of the management ladder, EA has been reorganised and some very interesting work is emerging. This includes its structure for charging boaters—to this end a series of very well-organised workshops has been held with its various interested parties (including NABO). To me, it was intriguing (but unsurprising) to see how many of the proposed changes to its income-generating streams from boat

## Challenges in the year ahead

NABO Chair **Mike Rodd** considers NABO's priorities and the way forward.

users will in future look rather like CRT's! Any thoughts on why?

*CRT has managed to keep our boating costs down, but the reverse is true of the EA.*

### Proper funding for all the waterways

Where NABO stands on this is simple—we all want our waterways to be suitably funded and well looked after—but at an affordable and justifiable cost!

CRT has managed to keep our boating costs down, but the reverse is true of the EA. We have now had confirmation that EA's charges on the River Thames—significantly increased last year—are to continue to

## *NABO supports [...] appeals for continuing government funding—there simply is no Plan B!*

rise. They have swollen by another 5.7% on last year's charges—and this will be repeated in 2021. That's a further 17.1% increase to add to the 55% additional above-inflation increases over the last 20 years!

It is crucial that NABO actively supports both CRT's and EA's appeals for continuing government funding—there simply is no Plan B! However, NABO must also ensure that both organisations accept that the EA increases over the past few years are simply unreasonable and will result in decreasing user numbers.

In working out how best to support both CRT's and EA's appeals, NABO has to continue to be a 'critical friend' in holding both organisations to account. There is no doubt that the last few years have seen the canals suffering from more stoppages than ever. The issue of major cruising routes being closed for lengthy periods is unacceptable, not only to us private boaters, but also to the vital hire-boat industry.

### **Preventative maintenance**

We do understand that things all too easily go wrong with our fragile 200+-year-old structures, but we also see a disproportionate increase in failures because of a lack of preventative maintenance.

In addition, we witness, in too many cases, poor performance by CRT's outsourced suppliers. We have mentioned this many times

before, but contractor management really needs to be addressed—for example, the vegetation cutting on my little local canal in South Wales was excellent, but the contractors left the towpaths in a terrible state.

One new area to be addressed by the NABO Council has to be environmental issues. As our policy statement in this issue points out, the majority of boaters are very environmentally aware. But with so much questionable science being exploited by environmental activists and point-scoring politicians, the fact that the majority of our boats use diesel for both propulsion and heating makes us an easy target. Countering this is vital.

I am very pleased with the response we have had over the past year from CRT's new Regional Directors; the regular meetings we have been having are much valued. This is indeed a healthy change – a year ago we felt that CRT was deliberately ignoring us!

### **NABO priorities**

Your NABO Council has thought long and hard to determine its immediate priorities, as we seek a way forward.

This is made more challenging by the increasing difficulty (currently being experienced by most charitable bodies) in recruiting new and active members; our social-media-driven world, with its essentially free access to vast arrays of information, means that younger folk see little point in formally joining organisations, especially if that involves some cost!

The biggest challenge to achieving all its aims is that NABO needs a strong and active Council, with constant input from a wide range of members.

Please help us!

## Fly on the wall

**Observes proceedings at the Council meeting in January**

Councillors held their first meeting of the New Year by teleconference in January. In a packed agenda, the likely main theme that emerged for 2020 will be getting boaters behind CRT's negotiations with the Government for a new grant to support the waterways.

### **Concerns for the environment**

Although NABO accepts that CRT will focus on its wellbeing agenda, Councillors believed that environmental issues are more important.

This is not just about controls on smoke from boat stoves that causes air pollution in urban areas, but also the continued use of fossil fuels for propulsion and battery charging. Councillors have worked to develop an environmental policy statement, which recognises that, as a group, boaters are among the most environmentally aware people in society. NABO recognises the need to protect the environment, but will promote the right to navigate if other bodies try to limit use of waterways for environmental reasons.

Councillors also discussed potentially significant changes by the EA regarding management of its waterways, which NABO will monitor and comment upon. Its new licence charging structure seems very complicated, and many of the changes to its income from boaters seem designed to complement CRT's approach—perhaps the transfer of EA waters to CRT will be back on the long-term agenda?

### **Changes to the hire boat code**

A consultation on proposed changes to the hire boat code is likely to generate resistance from the hire industry because of potential cost increases and, although this is not an area of direct concern to boat owners, the section on hand-over procedures to hirers does not adequately address the issue of hire crews who cause problems for other boaters.

Another consultation on proposals for a tidal barrier on the Bridgewater Canal has been received by the NABO Chair, amounting to a stack of paper five feet high.

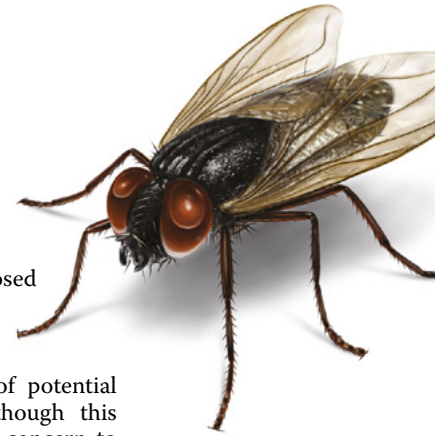
Regional reps report that CRT has made good progress during the last few months to cut back canal-side vegetation but, in some areas, there has been inadequate management of the contractors, resulting in towpaths being churned into mud-baths.

### **Generation X goes boating**

Councillors were surprised to find that the average age of boaters has fallen to around fifty-five years—almost certainly due to the increasing number of new boaters in London.

Some of these have little understanding of boater etiquette and CRT will begin a campaign to address antisocial behaviour, such as mooring at water points and on lock landings.

Enjoy some winter cruising and byee until the Spring.



### **NABO calendar 2020**

Council meetings are held at boat clubs in the Midlands area. Members are welcome to attend; please just let the Secretary or Chair know in advance (contact details inside cover). The dates for Council meetings in 2020 are as follows: March 14th, April 25th, June 20th (teleconference), September 5th, October 10th (teleconference) and November 14th (includes AGM).

## Wales and the South West

Mike Rodd



Both the K&A and the Mon & Brec have seen very welcome and extensive winter work, and on the K&A we were delighted to see that CRT is at last introducing so-called 'composite' lock gates—basically steel but with sacrificial wooden components.

Both Canal Trusts have been working on these for some five years and have installed sets on the non-CRT part of the Mon & Brec. With costs similar to wooden gates but, having lives of up to 100 years, there is no argument! Do they look odd? When showing them to some senior CRT folk, they asked where they were—all they could see were normal gates. They were then told they were sitting on them!

## Around the regions with NABO's regional reps

Extensive cutting back of vegetation has generally been well done, although the towpaths have often been left in very dubious states. On the K&A, there continues to be a lack of boating facilities, made worse this year by those at Hortons Bridge being removed by the pub owner because of local abuse—mainly by non-boaters. While restoration of the water point is promised, CRT has just announced that the bins will not be restored—resulting in a 3½ mile trip to the nearest ones. But, from the start of the year, we have the excellent and well-liked (by boaters) Mark Evans back as the Regional Director.

## Membership issues

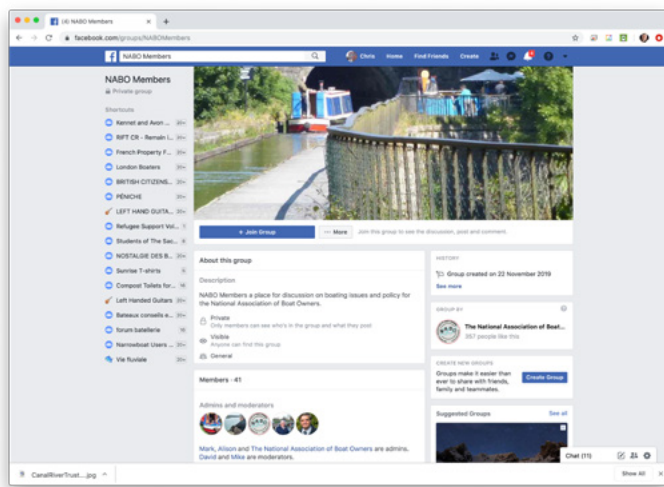
David Fletcher and the Membership Team

### Facebook Members' Group

NABO Council has set up a Facebook Group for members to make your views known and post feedback on NABO policies or anything boaty.

If you haven't yet joined, please have a look at [www.facebook.com/groups/NABOMembers](http://www.facebook.com/groups/NABOMembers).

Traditional routes using email, letters etc. are, of course, still available.



## CRT Council Elections—your vote counts!

Voting for public representatives to serve on CRT Council closes on 14th February. There are 34 candidates vying for the four Boaters' Rep posts. If you haven't voted yet, there is still time, so please put your x against Helen Hutt, NABO's Treasurer, candidate No 20.

Helen says: "I've already had many pledges of support from my own boating contacts and from boaters on several Facebook sites. Obviously, I've no idea how the other candidates are faring but I'm feeling pretty positive about my prospects."

If I am elected, I aim to be a critical friend to CRT and will encourage them to work with boaters and use our knowledge and experience to achieve the best outcomes for all—boaters, the navigations in general, our heritage, other canal users and CRT itself.

As a liveboard for the last 14



years, I think I have a pretty good understanding of what can be done if we work together. I'm not a militant but, if elected, I promise to ensure boaters' voices are heard." All CRT licence holders should have received an email or a letter with instructions on how to vote. If you haven't got yours, please phone CRT immediately!

Your vote matters.

## River Thames Alliance closed down

On 19th December the directors of RTA Co. Ltd. agreed to cease trading and wind up the company.

The AGM in October had set up an independent Review Task Group to consider all aspects of the objectives, management and governance of the company and to determine the future of the Alliance. The Group concluded in a report that it was necessary to wind up the company. The RTA supported the Thames All Party Parliamentary Group (TAPPG), an independent organisation registered in Parliament.

The current chair, John Howell, MP for

Henley, invited interested MPs to support the new TAPPG at a meeting on 13th January and to find a way to bring forward issues for future meetings including the challenge of addressing illegal moorings along the Thames, with actions going through the courts, and a continuing conflict between river users and the EA.

The RTA was the only organisation on the Thames that was in a position to take an overarching view of the entire Thames to deliver a united view to decision makers. For Thames boaters, the remaining group is the Thames User Group (Navigation).



## CRT trials long-life lock gates

CRT has been consulting with the K&A Canal Trust about the design and construction of new 'long-life' lock gates and will trial them at Picketsfield Lock on the K&A near Hungerford.

The gates are made predominantly from steel and are intended to last twice to four times as long as a standard lock gate, which is presently about 25 years. The gates' design has sacrificial wooden sections where the gates meet, which can be easily replaced without draining the canal or removing the gates, so reducing disruption for boaters. The robust metal construction will reduce the need for repairs, saving CRT time and money. There are also environmental benefits in reducing the need for heavy plant at often remote locations. The gates retain the same paddle gearing, fixings and steel balance beam, so giving the look and feel of a 'classic' lock gate.

Mike Rodd adds: In 2013, a prototype was installed by volunteers on the lower section of the Mon & Brec Canal. The K&A Trust's legendary Bill Fisher long ago put forward the idea of composite steel gates with sacrificial wooden components, with the overall gates being modular and able to be assembled at the lock. With design work by Swansea University, and under



the leadership of Richard Dommett (ex-BW Waterways Manager) of the Mon & Brec Canal Trust, pilot gates were built and installed. We invited CRT folk to see these but they did not show any interest – it was only when Julie Sharman came into post that the attitude changed.

## Toddbrook Reservoir update

In January, CRT started work to enhance the resilience of the dam wall and spillway. This will be followed later in the year by improvements to the Todd Brook inlet channel at the head of the reservoir to provide more control over how much water flows into the reservoir, or around it via a bypass channel into the River Goyt.

A new footbridge will be built across the brook to create a safe route for people to walk from one side of the valley to the other. To ensure that the dam is secure in any extreme weather events, a temporary wall will be built along the spillway crest, raising it by one metre, and concrete barriers will be installed on the spillway

slope to channel any overflowing water into the central undamaged section. These will remain in place until permanent reconstruction of the dam is undertaken.

The Trust has commissioned an independent inquiry into what caused the damage to the dam's auxiliary spillway. It is also assisting with an independent review commissioned by the Government. Both reports are due to be published early in 2020 and will guide the long-term repair of the dam, which is likely to take several years and cost around £10 million.

[www.canalrivertrust.org.uk/restoring-toddbrook-reservoir](http://www.canalrivertrust.org.uk/restoring-toddbrook-reservoir)

## Winter work

CRT is carrying out a £43.6 million programme of repairs this winter, including replacement of 118 lock gates and 142 repair and refurbishment projects, to:

- reline the Lune Embankment on the Lancaster Canal and the Palmerston Street Embankment on the Macclesfield Canal;
- rebuild the lock wall at Hurleston on the Llangollen Canal to halt movement and increase the width of the lock chamber;
- replace gate cylinders on the Tees Barrage;



Llangollen winter works at Quoisley  
Photo: CRT



Blackbrook Junction Bridge  
Photo: Christine Johnstone [geograph.org.uk](http://geograph.org.uk)

- conduct repair works at Winterburn Reservoir in Yorkshire and at Blackbrook Junction Bridge in the West Midlands;
- repair mechanical swing and lift bridges and culverts;
- upgrade and replace life-expired pumps at Bowyer Street Pumping Station, supplying the BCN, and replace the pumps, pipes, electrics and gantry works at Tringford Pumping Station on the Wendover Arm; and,
- dredge the Oxford Canal (between Enslow and Wolvercote), the GU (between Bull's Bridge and Boston Manor), the Monmouthshire & Brecon Canal (Sebastopol to Usk Road), the Coventry Canal (Coventry Basin to Hawkesbury), the Worcester & Birmingham Canal (Diglis to Lea End Lane), the Chesterfield Canal (River Trent to Babworth)

and the Monmouthshire & Brecon Canal (at Pontymoile). There has been reactive spot dredging at Sharpness Dock, the Ribble Link, Liverpool Dock approaches and on the Macclesfield, Upper and Lower Peak Forest and Chesterfield canals. (Work on the Peak Forest is under review after Toddbrook and will most likely be only the lower part, because this has a beneficial effect for water storage). Spot dredging on the Llangollen Canal has removed ≈1,700 cubic metres of silt from a two km length between Frankton Junction and New Marton Locks and 27,000 tonnes of contaminated sediment has been removed from Titford Pools.

The following breakdown shows the percentage of CRT's planned preventative maintenance targets achieved by each region from April to December 2019:

East Midlands	100%
North East	99%
Wales & South West	93%
West Midlands	80%
North West	77%
London & South East	50%

Note: the 2019/20 completed stats for London & SE are higher than those shown, as there are resource issues currently within the region.



## Hire boat code consultation

The Association of Inland Navigation Authorities (AINA) and British Marine (BM) have launched a public consultation on proposals to update the Code for the Design, Construction and Operation of Hire Boats.

The proposals include changes to responsibilities for hire operators, hirers and navigation/licensing authorities, as well as amendments to the technical standards. For hire operators there may be significant one-off cost implications. One proposal is to change the existing voluntary code so that the revised one is adopted by navigation/licensing authorities as a mandatory licensing/registration condition.

AINA/BM are asking hire boat operators to promote the consultation to hirers with five or more years of hiring experience so that they have the opportunity to comment. The consultation



Photo: www.waterwaysholidays.com

opened on 16th December 2019 and ends on 9th March 2020.

Comments can be made using the consultation form on the AINA website, where there is further information on the proposals ([www.aina.org.uk/hireboatcodeconsultation/](http://www.aina.org.uk/hireboatcodeconsultation/)). AINA and BM aim to produce a summary of views expressed in the consultation and responses to them within 12 weeks after the end of the consultation. NABO's response to the consultation will be published in NABO News.

## River Thames charges for 2020

Annual charges for powered boats are £21.89 per complete square metre with a minimum chargeable area of five square metres. Registration charges for visiting boats entering the Thames from other waterways vary according to the boat area:

Chargeable area	1 day	7 days	31 days
Up to 10m <sup>2</sup>	£12.80	£14.00	£50.10
11m <sup>2</sup> to 15 m <sup>2</sup>	£22.30	£36.90	£91.90
16m <sup>2</sup> to 20m <sup>2</sup>	£25.80	£42.90	£118.00
21m <sup>2</sup> to 25m <sup>2</sup>	£28.20	£50.60	£143.40

Electrically propelled boats receive a 25% discount, provided that the sole method of propulsion is an electric motor and no other propulsion or charging engine is carried. Tolls on towed and unused pleasure boats for each passage through each lock are £5.70. Tolls on

merchandise carried by any boat are 5.6p per tonne below Teddington Lock and 5.6p per tonne per mile on any other part of the river. If you carry dangerous or explosive goods (including petroleum spirit), it will cost 60.3p per tonne



## Avon Navigation Trust

On 1st January, the Avon Navigation Trust (ANT) joined the Waterways Ombudsman Scheme to give its users an independent, final third level for addressing complaints.

This replaces the previous arrangement where a Trustee/Director was the final escalation point for complainants. The scheme provides impartial means of resolving disputes that have been through ANT's internal complaint handling procedure, or those that have reached deadlock, at no cost to the complainant. Complainants should contact ANT directly to seek a resolution to their complaint before they can escalate the complaint to the Waterways Ombudsman, Sarah Daniel.

### Licences

Licences are available for the full river from Tewkesbury to Stratford-upon-Avon. Short-term excursion licences are available for 24 or 48 hours. Through tolls, valid for 7, 14 or 30 days, are available for unpowered or powered craft.

Short term licence fees for powered boats are as follows:

24-hour overnight (Severn Level)	£2.00
24-hour overnight (Stratford and Tewkesbury Avon Level)	£5.00
24-hour excursion (return to point of start)	£10.00
48-hour excursion (return to point of start) £	£20.00
7-day through passage	£50.00
14-day through passage	£60.00
30-day through passage	£70.00

Licence and boat registration forms are available from [www.avonnavigationtrust.org](http://www.avonnavigationtrust.org), and should be sent in advance to the Trust's office at Mill Lane, Wyre Piddle, WR10 2JF or by email to [office@avonnavigationtrust.org](mailto:office@avonnavigationtrust.org) with copies of the current boat safety and insurance certificates.

Annual licences are only issued from the Wyre Piddle office. Short term (only) licences may also be bought in person from Avon Lock, Tewkesbury all year and from Stratford Waterway Information Centre in Bancroft Basin, open from April to October.

below Teddington Lock and 60.3p per tonne per mile on any other part of the river. All of these rates are subject to a minimum toll of £30.00. The minimum toll for merchandise conveyed on a tug which passes through one or more locks is £67.20. Transient mooring costs (per 24 hours) vary according to boat length and electricity hookup facility (there may be separate charges during high profile events):

	Mooring only	Mooring with 12kw electric (blue card)	Mooring with 30kw electric (green card)
Boats <12m	£8.00	£10.00	£11.50
Boats > 12m	£10.50	£12.00	£13.50

Pumpout cards will cost £11.50 and a shower will cost £7.50, with a 50% discount for EA licence holders, and £3.50 for on-site camping customers.

Overnight camping (per 24 hours, subject to availability) will cost £12.00 at Rushey, Shifford, Pinkhill, Days and Hurley locks and £8.50 at all other campsites.



# NABO Policies

NABO Council develops policies to form the basis of its consultations with navigation authorities and other user groups. Here's a summary of the latest policy updates.



- 1 NABO's role**
  - To promote the interests of private boat owners on Britain's inland waterways.
  - To work positively with all navigation authorities to represent boaters' views.
- 2 Relationship with CRT and other navigation authorities**
  - To campaign for CRT to place its obligations as a navigation authority at the top of its list of priorities.
  - To campaign to ensure that other activities do not prejudice the maintenance and development of the waterways as routes for travel by water (e.g. property development, pub management, water distribution, communication data distribution, marinas, event organisation, nature conservation and development of the waterway corridors as linear public parks).
- 3 Waterways Ombudsman**
  - To support the Waterways Ombudsman and the scrutiny this brings to the activities of CRT. NABO would prefer the Ombudsman's remit to cover all inland navigation authorities.



To support any steps to ensure that cyclists slow down before passing moored boats and pedestrians. NABO believes that CRT should take responsibility for allowing cyclists on towpaths and enforce its bye-laws.

## 4 Consultation

- To have meaningful consultation with navigation authorities on all significant issues that affect boaters.
- To seek to ensure that the views of boaters are taken seriously (for example on licence terms and conditions, priorities for maintenance expenditure, stoppages, mooring regulations and changes to waterside buildings and furniture).



**10** To oppose charges being applied to visitor moorings—charges should only be applied where an additional service is provided, such as electricity.

## 5 Licensing, regulations and the law

- To monitor all legal cases made available to the Association and take legal advice on matters of interpretation and senior court judgements.
- To ensure that all regulations by navigation authorities are applied equally to all boaters and have national legality.
- To ensure that CRT has rules that are in accordance with the powers granted by Act of Parliament.
- To challenge CRT where, in NABO's view, CRT is exceeding its powers (e.g. NABO does not support 'Roving Mooring Licences' or 'Community Permits', which are not designated in BW Acts).

## 6 Licence and registration evasion

- To promote compliance on behalf of the navigation authorities. NABO will do all it can to help prevent licence and registration evasion. To campaign for licence and registration permit terms and conditions to be restricted to those that are essential to the successful administration of the system and are transparently based on the applicable laws.

## 7 Scope of terms and conditions

- To campaign for licence/registration permit terms and conditions to be restricted to those that are essential to the successful administration of the system and are transparently based on the applicable laws.





**14** To lobby to ensure that boaters have sole use of lock landing stages and facilities points, and priority at designated visitor mooring sites. Elsewhere, priority should be on a first-come-first-served basis.

**8 Boating cost increases** ■ To seek justification for and, wherever appropriate, to challenge any increase in licence and registration permits, mooring or other boating fees that exceeds the rate of increase to which pensions are linked.

**9 Mooring fee justification** ■ To campaign for navigation authorities and service providers to offer written terms and conditions for boaters that includes a justification and breakdown of mooring fees. NABO does not support the auction of CRT moorings and prefers a waiting list system.

**10 Visitor mooring charges** ■ To oppose charges being applied to visitor moorings (charges should only be applied where an additional service is provided, such as electricity).  
 ■ To support, by default, 7- or 14-day moorings and to only accept shorter times where the demand for mooring exceeds the supply and it is not possible to provide sufficient extra moorings to satisfy that demand.  
 ■ To support a mix of mooring durations. NABO believes that CRT is not able, and should not attempt, to levy penalties in the event of a boater over-staying.

**11 Mooring abuse** ■ To support a 'fair use' policy for all parts of the waterways.  
 ■ To encourage 'bona fide' navigation as set out in CRT's 'Guidance for boaters without a home mooring'.  
 ■ To ensure that enforcement is even-handed and not discriminatory.

**12** Cycling

- To campaign against any organised cycling or performance events on the towpath.
- To lobby to ensure that boaters and pedestrians have priority over cyclists on the towpath. NABO remains very cautious, on safety grounds, of the 'upgrade' of towpaths to create cycle-ways.
- To support any steps to ensure that cyclists slow down before passing moored boats and pedestrians. NABO believes that CRT should take responsibility for allowing cyclists on towpaths and enforce its bye-laws.



**17** To campaign for vegetation to be managed so it does not impede or prejudice the safety of activities concerned with navigation.

**14 Angling** ■ To oppose angling-only lengths of towpath.  
 ■ To lobby to ensure that boaters have sole use of lock landing stages and facilities points, and priority at designated visitor mooring sites. Elsewhere, priority should be on a first-come-first-served basis.

**15 Horse riding** ■ To support article 31 of CRT's General Canal Byelaws, which states that no person, unless authorised by the Board or otherwise, is legally entitled to "ride or drive any animal or vehicle over any towing path". The only exception to this is CRT-approved horse-boats.



## 15 Boater safety

- To actively promote safety issues among boaters and other canal users, and contribute to the work of the Boat Safety Scheme.
- To support safety requirements that are limited to those that protect third parties from proven risks.

## 16 Environment

- To actively protect the environment. NABO believes that boaters as a group are among the most environmentally aware in our society.
- To promote the 'right of navigation' in all matters where other bodies seek to limit the use of navigable waterways for environmental reasons.
- To support the use of diesel engines to provide power for navigation and domestic power until cheap practical alternatives are readily available and can be phased in. NABO will encourage navigation authorities to install waterside power supplies where this is appropriate.
- To actively encourage members to consider the environment in all aspects of boating activity, in particular regular engine maintenance, waste disposal, use of smokeless fuel, alternative energy sources etc.

## 17 Vegetation management

- To campaign for vegetation to be managed so it does not impede or prejudice the safety of activities concerned with navigation.

## 18 Dredging and channel dimensions

- To campaign for all navigation authorities to recover the original profile of channel dimensions whenever dredging takes place (except where exceptional engineering or usage reasons exist).
- To campaign for dredging at designated mooring areas to be sufficient for deep-draught boats to come alongside the bank.



To campaign for all navigation authorities to recover the original profile of channel dimensions whenever dredging takes place except where exceptional engineering or usage reasons exist.

## 19 Widebeams on narrow canals

- To campaign for CRT to take proactive measures to prevent widebeams navigating designated 'narrow' canals.
- To urge CRT to prevent widebeams mooring in marinas linked to narrow canals unless explicitly prohibited from leaving the marina.
- To campaign for sufficient dredging and vegetation management on 'wide' canals to allow two full-width widebeams to safely pass.



To campaign for CRT to take proactive measures to prevent widebeams navigating designated 'narrow' canals and to urge CRT to prevent widebeams mooring in marinas linked to narrow canals unless explicitly prohibited from leaving the marina.

Photo: Mark Tizard

## 20 Continuous cruising

- To support navigation authorities to define what distance is travelled for 'bona fide' navigation.
- To campaign for the principle of one licence fee, whether the boat has a home mooring or not.
- To support the creation of residential and non-residential moorings.
- To campaign against navigation authorities promoting a boating 'season' and to seek to ensure that stoppage programmes take the cruising needs of continuous cruisers into account.
- To support liveboard boaters without a home mooring to access services and healthcare, despite having no residential postcode.

## 21 Crime and vandalism

- To support all agencies to do whatever is necessary to reduce crime and antisocial behaviour on the waterways.



# Wellness, the environment and boating costs

Mark Tizard considers the future for his boating and for CRT.

I have had canal boats for 30 years and our current boat was a culmination of ideas gained through experience and a substantial financial investment. This winter, we have experienced sizeable expense for new batteries, licence renewal, marina fees, blacking, BSS and a hull survey. Together these will exceed £5000 before we even leave the marina. This has led to some serious soul-searching as to whether we are getting value for money. Or has the time come to sell the boat

those living on boats as if they are on land, with less respect for the canals and their watery environment. Facilities continue to be removed and not replaced, and the repair of Toddbrook reservoir will no doubt be very expensive and divert funds from dredging and general maintenance. But it's not all gloom and doom: I cannot imagine anything surpassing the enjoyment obtained from an early morning cruise on the cut before mooring in splendid isolation. However, costs could well

*Of all the charities, CRT is in a prime position to be carbon negative, increasing the use of solar power, electric vehicles and workboats*

and seek our enjoyment elsewhere, especially as we are now retired? A few years ago, being in this dilemma would have been unthinkable, but now it's a real consideration. We still enjoy boating, but there is a feeling that things have changed; walkers and cyclists seem to have a greater priority in CRT's thinking than boaters. This may just be a perception, driven by CRT's desire to be all things to all people but, over the last couple of years, infrastructure failures and lack of water have curtailed our cruising and we have noticed there seems to be an increase in

increase further, with the proposed removal of red diesel and CRT's need to increase income through licensing, so we may well be having this conversation again next year.

## A greater voice for boaters

I have read the brief manifestos of boaters' representatives for CRT Council, which are all broadly similar; the common theme is the need to improve the availability of facilities.

Hopefully, you will be using your vote, although many have said to me that it's largely a PR exercise to tick



a governance box. This, I suspect, is true, given that four private boaters are such a small voice out of 50 members.

However, NABO believes that boaters need to get their views across whenever they can and this is why we are supporting Helen Hutt, the current NABO Treasurer and a liveaboard boater. The elephant in the room, not mentioned by the majority of candidates, is will CRT get its grant renewed? How will boaters be affected if it doesn't? A key requirement of any candidate is getting CRT to engage and communicate with boaters to make them realise the likely implications of not getting the grant. Hopefully, boaters' representatives can seek to influence the Trustees and make them realise that they need to use boaters as a pressure group to support CRT in

their negotiations with the Government.

## Is CRT missing a trick?

Chatting with some boating colleagues, we wondered whether CRT is missing a trick in not fully embracing the increasing focus on the environment.

This could be done by changing its emphasis from a wellbeing charity to a broader and more focussed environmental charity. Wellness forms an important part of this, alongside conservation, environmental development and protection. t, increased water transportation, tree planting, wildlife conservation, no single-use plastics etc. It's already doing much of this, but it could capture the mood of the nation by promoting this further.

CRT's environment focus could benefit from emergent technologies such as hydrogen-powered boats. Maybe it's time to dust off this project?

Photo: Peter Fellows

# A qualified pat on the back

**Mark Tizard** digs into the detail of CRT's first monthly waterway experience survey.

**C**RT recently published the headline results of its new Waterway Experience Survey, distributed monthly between April and September to a sample of boaters sighted in each waterway region, to get their feedback on the waterways they cruised. It is designed to complement the annual Perception Survey (formerly Boat Owners' Views).

*67% of boaters were either very or slightly satisfied with their cruising experience*

First the good news: boaters appeared to be more satisfied; more likely to recommend the Trust's waterways; and had a more positive opinion of the overall upkeep of the waterways when their answers were compared to the annual Perception Survey. It should, however, be remembered that the level of satisfaction had fallen in the annual survey.

*Only 43% of respondents rated the upkeep and maintenance of facilities as 6 or above*

A total of 28,695 boaters were sent the survey so, given that there are only approximately 34,000 licensed boats, it's likely that a reasonable number of boaters were sampled more than once. This may help to account for the low response rate, as an average of only 14% of the boaters contacted responded.

Combining the monthly survey responses, 67% of boaters were either very (36%) or slightly (31%) satisfied with their cruising experience. Anecdotally, I hear a small sample survey of hirers gave a much higher result, which is good news for the hire trade. There was not a big difference between the regions, but the highest satisfaction levels were Wales (85% very or slightly satisfied) and lowest London and the South East (61%).

### The devil in the details

Drilling down into the detail, there is more interesting information, specifically with regard to boaters' views on the upkeep and maintenance of the waterways.

The issue that narrowly came top of boaters' concerns for CRT to address was dealing with non-compliant boaters (overstaying, not displaying name/index number etc.) and unlicensed boats. Using a scale of 1 (very poor) to 10 (excellent) only 31% scored CRT at 6 and above for their management of non-compliant boats and only 36% for management of unlicensed boats.

This was two separate questions, but I suspect in boaters' minds they

are closely intertwined. This would indicate a major communication/perception problem, as CRT's own statistics from their annual license survey indicates that only around 4% of boats are unlicensed. Are boaters right to be concerned? Is the problem larger than CRT would have us believe?

### Maintenance, vegetation and dredging

There were three other areas of concern, which I'm sure are familiar to NABO News readers: only 43% of respondents rated the upkeep and maintenance of facilities as 6 and above.

Management of overhanging branches and mooring vegetation was at 50%, cruising depth 52%, tow-path mooring depth 52%, condition of locks 57% (all percentage score ratings for 6 and above).

There were other interesting responses: around 50% thought that the management of short-term moorings was good or better and that it was always or usually possible to obtain a visitor mooring. Comments on how these could be improved centred on controlling overstaying, dredging at the bank and additional mooring rings. Also 60% approved of the management of congestion around locks and facilities.

There is little difference in responses across the regions generally, with the highest levels of dissatisfaction in London and the South East and in Wales and the South West, perhaps reflecting the concentration of boats in London and the Western Kennet and Avon.

### Younger boaters

Interestingly, the age profile of boaters is changing: only 65% of boaters were over 55 years, compared with 73% in 2018, and the biggest growth

*Only 43% of respondents rated the upkeep and maintenance of facilities as 6 and above.*



was in the 45-54 age group.

Due to the creation of the new regions, there are no earlier comparable figures, but these responses provide the Trust with valuable information as to boaters' perceptions of how well it is doing to maintain the network and they give pointers to areas of improvement.

CRT is to be congratulated for seeking boaters' views and I look forward to reading about steps they are taking, in response to the survey results.

This issue's facilities focus: Facilities removed at Stone and not replaced  
Photos: Mark Tizard



## TECHIE'S



## CORNER

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

At this time of year, many of us will be thinking about our summer cruising and in many cases this will involve river journeys. Each time I visit rivers, I am surprised by the number of boaters who seem to delight in wasting fuel.

Displacement boats, including narrowboats, are usually propped for optimum fuel consumption, which typically involves a propeller that will absorb the maximum torque that the engine can produce.

## Don't waste fuel or why narrowboats travel uphill

Sage advice from **Tony Brooks**.



Tony Brooks has offered to answer any technical enquiries that members may have. Please send your question(s) to Tony via [nabonews@nabo.org.uk](mailto: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.



cation may give a maximum RPM, the propeller will prevent the engine reaching that speed.

What happens is that when the throttle is pushed further and further open, more and more fuel is injected to try to accelerate the engine, but the propeller holds the speed to the maximum torque point. The extra fuel comes out of the exhaust as black smoke.

Also, the faster you go, the more the stern tends to drop into the trough of the bow wave and displacement boats can't climb up onto the wave, so increasing the power just makes the boat dig its stern down more, make more noise and a bigger wash. This effect is more marked on shorter boats and full-length narrowboats may not be so affected. Opening the throttle beyond the boat's maximum speed will just waste fuel in making bigger waves.

The lessons are that if the boat starts to produce smoke at high throttle settings, or if the boat speed stops rising, it is time to ease the throttle back a little. This will not only save fuel but, as far too many narrowboats have undersized skin tanks, it will also go some way to minimising the danger of overheating.

# Boats and Bernoulli

**Peter Fellows** delves into the physics of Bernoulli's Principle.

In fluid dynamics, Bernoulli's Principle states that an increase in the speed of a fluid occurs simultaneously with a decrease in static pressure.


In boating, the simplest way of thinking about fluid dynamics is to think of the canal being pulled past the boat, rather than the boat pushing through the water. There have been articles published in boating magazines suggesting that prop-wash causes the movement of moored boats when they are passed by a moving boat. This is nonsense and a basic understanding of fluid dynamics provides the correct reasons for this and other effects of moving boats.

Before considering the effects of fluid dynamics, we need to invoke Archimedes' Principle: an object placed in water displaces its own mass. Typically, a 55-foot narrowboat displaces about 14 tonnes of water (i.e. 14,000 litres), although many boats displace much more than this. As the boat moves forward, these 14 tonnes of water are trying to get from in front of the boat to behind it.

When travelling in the centre of a canal, a boat pushes water ahead of it as a pressure wave, which is seen as a bow wave. Because water is not compressible, the energy of the bow wave passes through the water and the level (and pressure) rises several yards ahead of the boat. This means that the level and pressure at the back of the boat become relatively lower, causing water to rush past the sides and base of the boat to equalise

### Bernoulli's principle

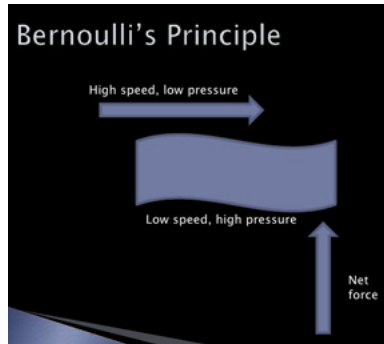
- Swiss scientist
- 1700-1782
- Explained the basis behind airplane flight.
- As the speed of a fluid increase, the pressure decreases



them. But the pressure is the same on both sides of the boat, so it will not be sucked to one side. The faster the boat is moving, the more the pressure will drop and the faster the water will move. This can be seen by watching the water level on a vertical bank; several inches of wet bank at the mid-point of the boat show that the level has dropped.

When the speed of flow is high, the lower pressure at the boat's stern sucks it down towards the canal bed; an effect that is more pronounced in bridge-holes, tunnels, lock entries or aqueducts, where the water channel is narrower and/or shallower. Here, less water can pass alongside or underneath, which slows the boat. When the pressure and level recover to normal at the stern, this recovery creates a stern wash and breaking waves on sloping banks.





### Bernoulli, the 'bank effect' and passing boats

If the boat is on one side of the canal, the channel width between the boat and nearside bank is smaller, so the flow on that side is stronger (and the pressure on the bank side is lower), causing the boat to be sucked closer towards the bank.

Increasing the boat speed in an attempt to move away from the bank will only increase this effect. Similarly, when passing an oncoming boat, the bow (higher pressure) is drawn towards the stern of the other boat (lower pressure), causing the boat to veer across the canal. The effect is called 'interaction' and is greater when the distance between the boats is smaller. When overtaking a boat, there are three channel widths: one between the two boats



### Overtaking

[www.youtube.com/watch?v=3NqN\\_yNrR8Y](https://www.youtube.com/watch?v=3NqN_yNrR8Y)

Videos from Port Revel Shiphandling Training Centre

[portrevel.com](http://portrevel.com)

and two between each boat and the bank. Ideally the boats should be a third of the canal width from the side and a third from each other. As the overtaking boat passes the other boat, initially its bow is sucked towards the stern of the other boat. If they are too close, the two boats

are then sucked together along their whole length (this is what enabled pirate ships to easily come alongside other ships at sea). Finally, the bow of the overtaken boat is sucked towards stern of the overtaking boat as it passes. To avoid this, the boats should be at the minimum speed necessary for the overtaking boat to control steering and for the passing boat to complete the manoeuvre in the available length of canal, only increasing its speed when it is clear of the other boat.

### The Bernoulli effect when passing moored boats

Here, the pressure wave from the approaching boat first pushes the moored boat away and then, as it comes alongside, it pushes the moored boat against the bank.

Because the propeller is sucking in water from the boat's sides, this causes the water level under the moored boat to drop and it will be sucked away from the bank, towards the moving boat. As the boat passes, the wash from its propeller pushes the moored boat away, as the water rises back to normal under it. Therefore, the effect on the moored boat is to be first pushed forward and then jerked back. This puts strain on mooring lines, making them slack, and it can dislodge mooring pins. Reducing speed allows water to move more slowly, causing less disturbance to moored boats. Deep-draught boats displace more water and should go more slowly than shallow-draught boats. The effects on moored boats are also reduced by passing with as much space as possible (e.g. on the opposite side of the canal). For the moored boat, spring lines at the bow and the stern to points on the towpath further down will stop it moving backwards and forwards. Breast lines will hold the boat against the bank, but these



ropes cannot exert a fore and aft force to stop the boat moving. They should be not be over-tight, to allow for changes in water level, and the centre rope should not be used as a breast line as it can cause the boat to rock when the water level changes. Some of the problems which cause moored boaters to complain about passing boats are due to their own poor mooring technique.

### Howard Anguish adds:

Passing moored boats—it's a subject I have been banging on about for many years.

There is a video clip on Youtube, which demonstrates the issue of passing moored vessels very clearly. As Peter points out, movement is not caused by wash, which is virtually non-existent. It shows part of the ship handling training facility for ship masters and pilots, located at

Port Revel, near Grenoble. Although the models represent much larger vessels, the principles are the same



and indeed the manned models are of a similar size to a canal boat. It is well worth having a look at some of their other videos.

### Passing moored boats (or ships)

[www.youtube.com/watch?v=gjwbo-rohaw](https://www.youtube.com/watch?v=gjwbo-rohaw)



# Rewind

Issue No 1, 2005

Howard Anguish explores NABO News from 15 years ago.

**Fly on the wall** mentions that NABO was losing members who have decided to give up boating, which was a worry at a recent Council meeting. Members were encouraged to send in any ideas or other ways to help in recruitment. This problem is just as relevant today and seems to be widespread, with many organisations suffering the same problem.

**Worrying issues** concern a number of subjects raised in this edition, including that of growing overcrowding on the K&A, leading to a proposal to book boats on and off the canal to regulate numbers; and also growing crime statistics, leading to a joint initiative between NABO and British Waterways on 'Crime on the Cut', including the provision of report forms and the setting up of a Crime and Intimidation Database. Boaters were encouraged to use the database to spot dodgy locations before mooring to avoid finding them the unpleasant way!

In the same vein, **Tony Haynes**, NABO Vice Chairman, spoke about how to use the Visitor Incident Report Form effectively. With his longstanding interest in the Basingstoke Canal, he offers pertinent advice about how to help yourself in the event of confrontation or incident, including intimidation, vandalism or crime. In particular, he emphasises that ALL such occurrences MUST be reported to the police using 999, if for no other reason than to make sure it is logged with a crime number. Additionally, he draws attention to the suspect

advice sometimes bandied about regarding boater retaliation, especially involving the use of some form of weapon, and he strongly emphasises that defensive weapons should be restricted to a camera, as the police will be particularly interested in photographs or video footage.

In a well-subscribed **Letters** section, there was a wide-ranging variety of subjects, including a plea for interested NABO members to raise a team to enter **University Challenge**—not as university students, but in a programme entitled 'Professional Series'. It was suggested that this might be a way of getting publicity for NABO, but I don't remember this coming to fruition. Does anyone remember?

There was also a mention of **Rafting up** at Little Venice, especially at special events, where signs specifically encouraged boaters to raft up to best use mooring spaces. Despite British Waterways endorsing and cajoling people to raft up, it seems that a number of boaters had taken grave exception to any attempt to moor alongside boats, exhibiting a decidedly antisocial attitude!

As an aside, while responding to this story and saying that he would not name one of the boats in question, the Editor says "*However, the issue of naming boats did remind me of the incident where a boat called 'Dragonfly' was reported to BW for overstaying on 48-hour moorings on the Caldon, and a reply came back that the office would contact the owners. What they were not told was that said vessel was a BW work flat!*" Well, it amused me!

# Letters to the Editor

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

## Fire escape

In all my West Midlands Fire Service career, I didn't save a single boat—way too high a fire load and going very well by the time we were called. My narrowboat advice: I know the BSS says you must have fire extinguishers, so make sure you have and look after 'em. But if there's a fire (suspected or actual), ignore them, get out, call the fire brigade and stay out. If fire-fighters wouldn't dream of being in a boat and fighting a fire without 'decent ammo' and breathing apparatus, why on earth would anyone else? If you really must take an extinguisher with you, give it to the first fire-fighter you see; they'll know exactly what to do with it. What's really needed in narrowboats is detection, and battery isolation reachable on escape routes (isolators next to battery banks are maintenance isolators, not main isolators), fire blankets (note the plural—they can protect you as you escape) and sprinklers. By the time plastic water pipes are getting hot enough to melt, nobody who's not in fire kit should be anywhere near the boat!

Posted on Facebook

## Seen with our own eyes

Sometimes one has to see something with one's own eyes (or hear with one's ears) to believe that it could really occur. Your persuasive Editor has asked us to recall some of our waterway experiences, not only while we owned our lovely narrowboat (from 1995 to 2019), but since the early 1960s when we borrowed, hired, or shared various boats, and 'navvied' until family and carer intervened.

Some years ago, we were working up a flight of five wide locks and, as we neared the top lock, we could see that the bottom paddles were open, so we assumed a boat was coming down. John walked up the towpath to the lock and could hardly believe his eyes when he found no boat or crew there, but the top gates open as well.

Water was gaily flowing right through from the pound above. It took a few seconds to recover his wits then, as no-one else was around to explain the situation, he closed the bottom paddles, as it seemed too hazardous to shut the top gates (no doubt with an almighty bang).

John told Marion what he had found, and she too went to look, but could not explain the mystery. By then the lock was nearly full, so John gingerly started to close one rather stiff top gate. Before he had scurried round via the bottom gates to close the other gate, a van pulled up on the road and a workman called out, "What did you do that for?"—We cannot recall whether the workmen were contractors or BWB staff (it was pre-CRT), but we have omitted the location to spare the blushes of the guilty. He went on to say that he and his mates on a wide pontoon had run out of fuel for their outboard and equipment, and

## 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 regular contributor, Brian Holt.



NABO News back issues are available online at: [nabo.org.uk/index.php/reference/nn-back-issues-2](http://nabo.org.uk/index.php/reference/nn-back-issues-2)

creating an artificial flow was the only way they could think of to bring the pontoon to the road to fill up from jerry-cans.

Another incident was on the K&A, while we were on a short warm-up trip before our main cruise to the Midlands and North. We turned at the top of the Bath flight one evening near dusk, but the moorings were fuller than we expected in early Spring. Even in those days, the K&A was desperately short of moorings throughout, because of the high towpath for much of the way, shallows, absence of steel piling and copious weed. We briefly hovered at the lock landing while John went to see if there was a 52-foot gap (20 paces) anywhere. He found only two 20-foot gaps, where boaters had left an unused mooring-ring between their lines, and another vacant space (just over 12 feet) at the end of the row. So, he tapped on the roof of the end boat and asked if they would mind if we gently moved it along to the end mooring-ring, which was normal everyday practice in those days, and had been since our earliest cruises in the 1960s. "Absolutely no problem," came the reply; they had only left the space at the end because canoers had been unloading their gear there. So, we soon had 12 plus 20 feet towards the 52-foot needed.

We then tapped on the roof of the other boat to ask if we could move it 20 feet along the opposite way; no answer, and no sign of anyone aboard. With dusk getting closer, John decided to move that boat, thus completing the 52-feet of space. He was just tying up the lines again, when a voice from another boat boomed out: "Why have you moved that boat?" Despite his polite explanations, he was told that he should not have done so, and he must move it back! John suggested that if moving it once was any risk, moving it again in even less light was riskier; and moreover, if we were deprived of the new 52-foot gap, we would then have to ask one of the moored boats if we could tie up alongside. (Some hope!)

Fortunately, Marion had seen enough and steered our boat quietly into the gap, unnoticed until a quick turn of the tiller and short touch of reverse had her nestled in the space, and we were happily tied up for the night. "What a lot of fuss about nothing," was the sotto voce comment from the friendlier neighbour.

John and Marion Pearse

### Re: Crime on the cut (NABO News, December 2019):

Just a thought about smart tech: you can now get CCTV that uses a sim card, so alerts go to your smart phone and you can watch in real time. I'm thinking of getting one of these for our site [m.reolink.com/product/reolink-go/](http://m.reolink.com/product/reolink-go/).



Alison Tuck

### Messing about

Older members may recall a popular hit song from 1961, 'Messing about on the river' written by Tony Hatch and performed by Josh McCrae. There are now additional verses—written by me! I hope my poetry will get people singing along to the memorable tune.

Stephen Peters

### There's more to messing about on the river:

There are things you must know, on deck and below,  
When messing about on the river.  
The back end is aft, the depth is called draft  
When you're on a boat on the river.  
There are bollards and stanchions and fairleads  
and cleats  
And ropes for the sails are referred to as sheets.  
The quicker you learn all these technical terms,  
The sooner you'll take to the river.

The marina's not full, there's room for the hull  
Of your boat to be based on the river.  
So, tie it up fast, with the shore power last  
And don't let it trail in the river.  
Princesses and Birchwoods are all fibreglass  
With big diesel engines to make them go fast.  
Please, keep your speed down or your wash it  
will drown  
The folks in small boats on the river.



Some boats are designed with a tender behind  
For messing about on the river.  
With an engine or oars, the choice it is yours  
But remember the flow of the river.  
You have inboards and outboards and stern-  
drives as well,  
With problems that only a boater will tell.  
If the prop it is bent, your cash will be spent  
Just messing about on the river.

There is wildlife galore, afloat and ashore  
Whenever you're close to the river.  
You'll see martins and bats; perhaps a few rats,  
And maybe a lovely kingfisher.  
There are herons and mute swans and cormo-  
rants, too  
And ducklings and goslings to entertain you.  
So, sit on your boat, enjoy life afloat  
Just cruising along on the river.

There are boats up for sale and they promise that  
they'll  
Give hours of fun on the river.  
But you'll need to inspect for a hidden defect  
Which might spoil your run up the river.  
There are stern tubes with greasers and rudder  
stocks too  
That all need a smearing of foul-looking goo.  
If you don't they will leak, or give out a squeak,  
And spoil all your fun on the river.

When a boat you have bought, transport must  
be sought  
That by road the large load will deliver.  
Then a large hoist will lift your beloved ship  
And launch her out into the river.  
There's a saloon and stateroom, a galley and loo  
And separate cabins for all of the crew.  
So, sit on your yacht, content that you've got  
The very best boat on the river.  
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# Midland Chandlers

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