



Now ALL boaters must keep moving

WITH all the fuss about the impact on continuous cruisers of the latest Canal & River Trust amendments to its terms and conditions for boat licences; it hasn't been immediately obvious that boaters with a home mooring are also affected.

Thanks to some research by the National Association of Boat Owners, it is now clear that the Trust are insisting that boaters with a mooring keep on the move when they are away from base.

NABO recently asked Jackie Lewis, C&RT General Legal Counsel, to elaborate on the changes to the terms and conditions for boaters with a home mooring.

She said: "In accordance with Condition 3.1 and 3.2 of the revised terms and conditions, if you have a home mooring, you must cruise on the waterway whilst you are away from your home mooring, stopping only for short periods (defined as 14 days or less if a local restriction applies)."

She insists, although others may disagree, that this requirement to cruise is the same as it's always been - it is not an amendment to the terms and conditions.

How far do you have to go? Jackie Lewis says: "What it means to 'cruise' on the waterway depends upon the period of time your boat is away from its home mooring. The longer it spends away from its home mooring, the greater the range of movement expected."

"As an extreme, if you never returned to your home mooring for the entire period of your licence, we would expect you to cruise continuously and



Boats with a home mooring in the Canal & River Trust's Diglis Basin in Worcester - now owners need to keep moving when they leave.

therefore your pattern of movement should be the same as that of a boat without a home mooring.

"In contrast, however, if your boat spends the majority of the time on its home mooring and only leaves to cruise for short periods of time, then the range of movement expected for each cruise will be much more limited."

"To explain further, every time you return to your home mooring (provided that this is not merely for a nominal period in an attempt to circumvent the rules), your cruise ends and "the clock" is effectively re-set.

"The next time you leave, you start on a new cruise, the extent of which will depend upon the time spent away from the home mooring. If you are away for just a weekend, that cruise

will be quite short in terms of distance. On the other hand, if you are away from your home mooring for several months, we would expect to see a much greater range of movement."

"By way of example, it would be perfectly acceptable to leave your home mooring for weekend, cruise a short distance and moor for 48 hours (at a legitimate mooring site) and then return to your home mooring, and this pattern of movement could be repeated on several weekends throughout the year. "However, shuffling between two locations close together, neither of which is your home mooring, for an extended period is not permitted as that shuffling is not 'cruising.'"

Continued on page two

INSIDE THIS ISSUE

Not servicing is often more expensive

page two

Stop talking about the 'boating season'

page three

The problem of selling too many boats

page four

Bargains

DIESEL

- Our fuel is the cheapest at a commercial boatyard on the waterways - and FAME free. It can change on a weekly basis but it is now at:

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- 110amphr batteries
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Not servicing is expensive

NEGLECTING a diesel heater can turn out to be an expensive economy.

Recent experience at Norbury Wharf makes it abundantly clear that regular maintenance is the key to long life for any diesel heating system.

Norbury Manager, David Ray, explained why ignoring regular maintenance can cost boaters dearly.

"There are several different manufacturers of diesel stoves (Bubble, Lockgate, Reflects etc.) but they all pretty much work in the same way. Diesel is drip fed into the burner pot by a regulator which is fitted with a control knob with several settings between low and high. "There are no end of advantages: no dust from coal ash, no lugging bags of coal around and probably the biggest is that they remain at a constant temperature.

"It is important that the flue is the correct length and a suitable cowl is fitted on the outside to ensure that you don't end up with the fire blowing back.

"I am personally a great fan of diesel stoves. I have a Bubble stove with a back boiler in my own boat, this heats the radia-



Regular servicing will prevent damage like this.

tors and the calorifier providing ample hot water.

"When they are burning correctly you get a blue flame, but once this flame starts to turn yellow it is a sign that it's time to service them as carbon deposit will be building up in the burner pot.

"Ignore this warning sign and the consequences can be expensive. Carbon builds up quicker if the stove is regularly turned off and relit.

"We have recently seen a Reflects stove where the carbon must have built up that much that it actually ignited and burnt through the burner pot. "We service a number of diesel

stoves each year which involves changing any in-line fuel filters, cleaning the filter fitted inside the regulator chamber, removing the burner pot and decoking, sweeping the flue and finally running the stove up to ensure that it is burning correctly.

"To keep the stoves burning cleanly there's a product on the market called Russboy which is sold in most big chandlers. They look very much like a fire-lighter and one of these dropped into the burner pot once a month keeps carbon down to a minimum.

"I light my Bubble in October and it is rare for it to be turned out before the end of March."



Once cleaned the burner pot should look like this.

New T&Cs affect boats with a mooring

Continued from page one

NABO says it questions the scale of the problem that necessitates the wholesale changing of terms and conditions for all boaters.

"What evidence has ever been produced of widespread abuse?", it asks, adding, "We are confused as there are no definitions of "cruise" or "shuffling" in the relevant Acts of Parliament. It is not clear to us when a shuffle becomes a cruise or vice versa. NABO says it currently assumes a recent case where CRT failed in an attempt refuse to license a boat with a home mooring, apparently on the grounds he was "shuffling" within a narrow area has led to this change to the Terms and Conditions and concludes that the changes do not seem 'a proportionate response'.

NABO points out that agreeing to these latest Terms and Conditions does not absolve either party from complying with any relevant law or Act of Parliament governing the canals and rivers administered by the Trust. The rules about cruising, as interpreted by the Trust, certainly seem to change pretty quickly. Just six months ago they were telling commentator Allan Richards that the Trust has not published any information that defines the term and that "cruising" is not defined in any the legislation relating to

cruising of boats in the inland waterways owned and managed by the Trust.

Simon Jenkins, managing director of Norbury Wharf Ltd, on the Shropshire Union Canal, predicts that the new Terms and Conditions, and the latest interpretation of the impact on boaters with a home mooring by C&RT's own lawyer, will send a negative message to boat owners.

"We have lots of boaters who moor with us and what attracts them to boating is the freedom from petty rules and the ability to go where they want when they want.

"They will look at this ruling and ask whether they will be restricted in the number of weekends they can take their boat to the local pub – how many weekends is 'several' through a single year?

"And if they go out for a longer cruise they will be asking whether they are cruising far enough to avoid action from C&RT.

"For most leisure boaters the whole point of the canals is relaxation and an escape from worry, and that is especially true for those who can afford the time for a longer cruise. It seems the Trust's attempts to elaborate on the simple rules established in the 1995 legislation are likely to damage the perception of peace and simplicity that has long been one of the main attractions of boating."

Now's the time to dump the 'boating season'

“CAN we get rid of this idea of a boating season?” asks Simon Jenkins, “We all pay a year-long licence but it sometimes seems we are being conditioned to think that boating is a fair-weather hobby that shouldn't be pursued in the winter months.”

“The reality is that some of the best boating in Britain can be enjoyed in the winter months and there is nothing to stop us. For the past few years even the weather has been so warm that there have only been a handful of days when ice would prevent moving a boat.”

One issue is, of course, the Canal & River Trust's, winter stoppages, with work on maintaining and repairing locks and other structures focused in two bursts, one in November and December and the second after the Christmas break, from January to early March.

Another is that some holiday boats, even including some hire vessels, are not really properly equipped for winter cruising, but Simon insists those are no excuse for almost encouraging the idea that the waterways are out of bounds for several months a year.

“Every time I see the Canal & River Trust referring to the 'boating season' I scream. Boating on the canals can and should be a year-round activity.

“Of course maintenance has to



Chester in the summer - but it is just as fascinating in the winter months

be done and it is probably best done when there are fewer boats moving; but it is clear that those stoppages can be organised in such a way that boaters can still access most parts of the system, albeit using different routes. “I never cease to be surprised at the number of hire firms who winterise their whole fleet for months of the year but happily pay year-round licences on those boats. If we don't encourage winter boating then we won't be able to hire boats in winter.”

“The same is true of boat owners. Only a handful don't have

some form of heating and most are accustomed to lighting a fire or putting the central heating on in autumn and spring. They are all capable of being cruised in winter and it would mean owners getting much more value from their investment.

“I would like to see C&RT as well as canal-side businesses like ours, along with the pubs and restaurants, getting together to promote winter use of our waterways. People would discover a whole new world of winter travel on a calm, cold, canal in a cosy boat.”

C&RT boss looks to future

CANAL & River Trust chief executive Richard Parry is inviting up to 150 boaters to join him at a meeting in Birmingham on Saturday 25 April.

The meeting will provide an opportunity for guests to hear from Richard about the Trust's priorities for the year ahead, and look ahead at the Trust's ambition for the next ten years.

Following a short presentation on the charity's recently developed Ten Year Strategy, boaters will have the chance to air their thoughts and pose questions to Richard and other members of the Trust's team.

The two-hour meeting will be chaired by an independent facilitator to help structure the event and make sure that a wide range of views are heard and addressed. It will take place on Saturday 25 April, at The Bond,



Richard Parry

in Fazeley Street, Digbeth, Birmingham.

Richard Parry said: “The Canal & River Trust has a fantastic opportunity to look ten years ahead, with secure funding, to develop an ambitious strategy to broaden the appeal of, and support for, the waterways to ensure they have a lasting sustainable future. Our vision is for the waterways to transform places across England and

Wales and enrich the lives of the millions of people who use and enjoy them.

“I am clear that our long term plans must focus first on ensuring that the condition of the waterways is maintained and improved, to be available for and used by boats and for the millions of other users on the towpath.

“I want to give all our customers, especially boaters who make such a significant contribution to the upkeep of our waterways, an opportunity to hear first-hand about what we're trying to achieve, and why we are making the choices that we propose. I hope that boaters take up this opportunity to come along and find out more about our exciting plans for the future.”

To attend, sign up at: <http://crt-tenyearstrategy.eventbrite.co.uk>

Get afloat and try the fun of boating
Take a trip on Victory, Defiant, Bounty - our day boats for 10 people.
You can enjoy up to 17 miles of the beautiful Shropshire Union canal with no locks and 6 pubs!



Or stay ashore in our cosy cottage home from home



Boats for sale

Boats hardly arrive with us for sale before they have gone again, we are literally selling them faster than we can re-stock.

If you want a quick sale for your vessel why not get in touch with us at Norbury Wharf?

Our brokerage rates and service are difficult to beat - we charge just 5% + VAT of the sale price to sell your boat with a minimum charge of £1,250.00 + VAT.

We offer a six month rolling contract, when your boat will be advertised in most major waterway publications and on the internet. We will also advertise your boat at our busy location where we have an extremely high through-put of potential buyers.

Moorings are free whilst your boat is for sale. Our combined knowledge of living on boats and the sale of them is extensive and our friendly team are always here to help make the process very easy for both buyers and sellers alike. All monies are handled securely through our escrow accounts.

Interested? Then contact Simon or David now on 01785 284292 alternatively email us on: info@norburywharf.co.uk

Cloud Nine

As the name of the boat suggests, the new owners will be on 'Cloud Nine' when they own this beauty. Cloud Nine is a 62 foot long traditional stern narrow boat built by Alexander narrow boats and fitted out by Sandhills Narrowboats - a little known fit out company of exceptional standards.

Although the boat is a trad it has a very large rear slide which once open reveals a large deck area where there is ample room for a couple of people to stand/sit with ease. Under the wooden decked area is a Beta 43HP cocooned engine, this engine is super silent and also has the benefit of a 240V generator (Travel Power) coupled to the engine, as well as the usual alternators for the 12 volt system. The boat has an impressive electrical inventory, including inverter, land line, 12v/240v battery charger and galvanic isolator. The boat has been seriously designed for either long term cruising, living aboard or indeed cruising with guests.

£54,950



Ref 10349

TUG

- 20ft 'Bantam style' pusher tug. Powered by a three cylinder air cooled Deutz engine. Hydraulic drive - motor recently serviced. Two winches and ropes to the front which are in excellent condition. Docked and blacked.

£9,999.



REF: 10297

William

A 56 foot cruiser built by Hancock and Lane. The rear cabin has a double bed, wardrobe space, and plenty of storage under the bed. The shower compartment has a pump out toilet, shower and handbasin. The galley has the usual appliances and a large 12 volt fridge and freezer.

The large open plan saloon, has front doors leading out onto the front deck and the boat is heated via a solid fuel stove with back boiler as well as a Alde gas boiler. There is a 240 volt external hook up, an inverter, and battery charger.

The boat is powered by an excellent running 3 cylinder Lister air cooled marine diesel engine which was removed in 2010 and rebuilt, last serviced in August 2014, the boat comes with documented service history since 2007. Last hull survey 2007.



REF: 10340

Ichthus - 57ft semi trad stern built by Cheshire boat company, powered by a Vetus diesel, professionally repainted in 2007, docked in 2012 for blacking. **£26,999**



REF: 10349

Temperate is a 3 year old 57 ft cruiser stern narrow boat built Collingwood boat builders and fitted out by Orchard Marina for the New and Used boat company. The design is the Peacock range, the new current list price is £69K as standard and this boat has had lots of extras fitted which would take the price well over 70K when new, grab a nearly new boat at a very good price and a fraction of its new build price,

Temperate is powered by a quiet running Isuzu diesel engine with a PRM gearbox and has only completed 1100 hours and is in excellent running order

The boat has a satellite dish fitted, solar panels, full diesel central heating, hot water cylinder supplied from the engine, the boiler and an immersion heater, 1800W inverter and it comes complete with a full inventory; this boat would make either a superb luxury cruising boat a very comfortable home.

£54,950



REF: 10346

Duchess

A 47ft all steel cruiser stern narrowboat built by Wessex Narrowboats in 2000. She is powered by a three cylinder Barrus engine with PRM150 hydraulically operated gearbox which was fitted new in 2008.

From entering the cabin at the stern is the fixed double bed with wardrobes at the foot of the bed. Next comes the shower room with full sized shower, pump out toilet and vanity basin.

Following this is the galley which is fitted with a four ring gas burner, grill/oven, stainless steel sink and drainer and 12v fridge. At the front of the cabin is the saloon with a fixed seat on each side which can be used as two single beds or converted to one large double.

Heating is provided by a Webastodiesel heater which feeds the radiators throughout the cabin. This boat has been well maintained and is ready to cruise.

£29,950



REF: 10337

£25,500.00