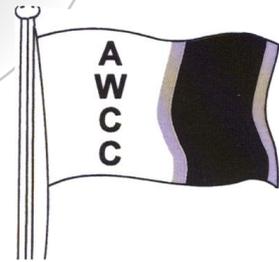


# A.W.C.C. ALERT

Association of Waterways Cruising Clubs  
www.awcc.org.uk

SUMMER 2009  
EDITION



## ARE WE GETTING THROUGH??

A recent survey showed that many people don't know what AWCC is ... even boaters who were members!!

We are looking to improve AWCC communications with members and get more involvement on a regional and individual basis. If you are reading this then at least you know a bit about what's going on in AWCC.

We would like some feedback from you about how we can improve our communications with you. If you have internet access then the easiest way to do this is on-line by following the link from the AWCC web-page. For those not on-line there is a tear-off questionnaire slip on page 6 of this issue of Alert. Please photocopy if copies required.

### Alert

Would you like to receive the ALERT magazine by email? This would cut down costs so keeping subs low.

### Website

Have you visited the website at [www.awcc.org.uk](http://www.awcc.org.uk)? Mark this page as one of your 'Favourites' for quick access in future.

Please let us know your thoughts. Complete the questionnaire or email

sally.moore19@yahoo.com or write to Sally Moore c/o South Pennine Boat Club, Wood Lane Mirfield, WF14 0ED. I look forward to hearing from you.

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## 2010 AWCC CALENDAR



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# Chairman's Report

## David Pearce



Since the last NEC meeting in April I have attended the BWAF (Advisory Forum) and the BW Twenty-Twenty launch in the House of Commons. I attended the Crick Boat Show on the Sunday and Monday of the May bank holiday and also the London Region event on the Chelmer and Blackwater Navigation on 30 May. Geoff Ashton attended the BW Moorings Policy meeting in June and Malcolm Wood attended the DEFRA and RYA meetings on the White Paper re-write

Project Manager has been appointed and an outline proposal produced. It was a well attended meeting with a formal draft for consultation now due by mid Summer. It is hoped to have the final document out before next year's general election. Malcolm also attended the RYA meeting on the same subject and the joint position statement is shown opposite. Malcolm also warns that the Water Framework Directive (WFD) was an important topic of discussion, with implications for navigation.

### EXTERNAL MATTERS

#### BW Twenty-Twenty

The main topic for discussion at the BWAF was their 2020 proposal. Robin Evans said much had changed in the last 10 years to make it now feasible. Discussion followed on the legal framework within which it would work. I took up the matter with Nigel Johnson, BW Legal Director, at the House of Commons launch the following week. It is clear that BW has put a great deal of thought into the matter over the last 18 months, but some people remain sceptical. All three main political parties appear to be behind it, but the Treasury reaction will be crucial.

A topic at the BWAF pre-meeting was a general revitalisation of BWAF and means of giving it more authority. Nigel Stevens agreed that he would continue in the chair for three years. Dave Fletcher asked if we had any objection to him assuming the chair at a later day, because of his previous position with BW. He formally now represents the RYA.

Waterways for Tomorrow (WfT) Revision. Malcolm Wood attended the DEFRA workshop meeting at Reading on 10 June. A new DEFRA

#### BW's Twenty-Twenty vision

During 2009 British Waterways is holding a national debate about the future of the country's waterways and their role in modern Britain. A gradual move to the voluntary 'third' sector is being proposed, which would allow more community involvement in the running of the waterways, and provide the right framework for another 200 years of success.

The National Trust is being held up as a model, but your NEC committee do not think this comparison with National Trust is favourable and could be dangerous.

#### Treasury Operational Efficiency Programme

(OEP). I had a reply from both Gerry Grimstone and Yvette Cooper, and I even developed a first name chat with "Gerry". We got a relatively good result from the OEP study, but much is now down to the Treasury reaction to BW 20/20 proposal.

#### BW – Further Meeting on Moorings Policy.

The report from Geoff, who attended can be seen opposite

Crick. It was a splendid show this year, due mainly to the weather. Our

enhanced stand looked good and attracted attention. Well done Paul and team.

### INTERNAL MATTERS

We hope to make some progress with the Constitution sub-committee during the Summer. It is acknowledged that Non-voting Vice-presidents is viewed badly and also that regions could be out-voted by elected committee. The sub-committee is to consider (a) Regional vice-presidents—giving regions 2 votes at NEC, (b) 1 president and 1 vice-president, (c) National Patrons. We hope to bring you a report update on this in the Autumn issue of Alert.

David

## INLAND WATERWAY REPRESENTATIVE ORGANISATIONS JOINT POSITION STATEMENT

The Representative Organisations named below wish to promote the Inland Waterways of Great Britain by:-

- A. encouraging a modern, integrated and sustainable approach to the use of inland waterways.
- B. protecting, conserving and improving inland waterways as a vital part of our national heritage.
- C. maximising the opportunities that inland waterways offer for leisure, recreation, business enterprise and freight transport.
- D. securing sustainable funding arrangements.

In order to achieve these objectives, we believe that:-

1. there should be a comprehensive overhaul of inland waterways legislation, to facilitate effective management of the existing inland waterways network.
2. navigation authorities should identify new ways of working and new opportunities to sustain the waterways in order to safeguard the environmental, social and economic value of the waterways for the future.
3. The importance of maintaining the inland waterways network for leisure and recreation, tourism, sport for all, public health, business enterprise and freight transportation should be recognised throughout central Government and devolved administration.
4. inland waterways should be actively promoted to a wider public by the provision of increased opportunities for leisure and recreation, including waterborne activities and non-boating activities such as walking and cycling.
5. The Government should clarify its expectations of navigation authorities in respect of their many environmental obligations, specifying priorities and timetable, identifying additional costs and how these should be funded.
6. the Government, navigation authorities and other public agencies should make funds available for a strong business case establishing restoration of existing derelict,

abandoned and unusable waterways where there may be potential social, environmental or economic benefits, and the construction, where necessary, of new waterways, in order to provide public benefits through greater public access and commercial benefit.

7. In partnership with IWAC and AINA the Government should use the current review of its June 2000 publication "Waterways for Tomorrow" to produce a policy for the sustainable maintenance and development of the inland waterways that contains clear Key Performance Indicators, timescales for delivery and an appropriate funding strategy

### **Moorings Policy**

Report from Geoff Ashton.

**Residential Boaters**, their representative thanked the other associations present for their support. The outcome of the discussions were

- 1) BW need a strategy with Local Authorities ( National Planning)
- 2) Council Tax Band A may need a sub-band re value of boat.
- 3) Illegal residents- Law/Planning needs sorting out in order to make them legal.

BW stated that if more than 28 nights per year were spent on a boat then this constitutes a residential boater- making many boaters illegal residential boaters. It was felt by the meeting that this may be against planning policy but which 'law' BW are to research this problem.

#### **Boaters overstaying on limited-time visitor moorings.**

Sally Ash thanked AWCC for their response which stated that charging over staying boaters but not moving them on is not the answer to this problem. Such boaters need to be moved to another mooring.

# From our National Officers



Technical  
Andrew Phasey

## BSS Technical Committee

TC #34 met at Hatton in April. Agenda items included:

- a. Testing flame supervision devices on gas appliances.
- b. Exhaust lagging.
- c. LPG cylinder locker condition.
- d. The continued effectiveness of older portable fire extinguishers.
- e. Perceived shortcomings in Part 3 of BSS checking procedures regarding Alternating Current Electrical Systems.
- f. Draft Code of Practice (CoP) for the installation of solid fuel heating and cooking appliances in recreational craft.

Items a-d are continued from previous meetings. This is the first time that item f will be raised and will include initial work on setting-out a framework for assessing the impact of the code, including any need for new Navigation Authority requirements in relation to known causes of Solid Fuel Stove (SFS) fires and carbon monoxide (CO) incidents.

## British Standards Institute draft Code of Practice re. solid fuel appliances

I have submitted comments to BSI regarding the draft CoP for SFS/cooking appliances. They do not purport to be the views of the Association. Rather, they should be regarded as comments from individual members of the Association, drawn together for ease of submission.

The reference numbers relate to the section of the CoP where the comment is lodged. These include:

4.1 The draft seems to be directed towards steel boats and does not take account of small craft, such as GRP cruisers....

4.1 The enclosed cabin space of, for example, small GRP cruisers, is such that they require a very small SFS, unavailable commercially. ...

8.2 The draft states that the minimum effective chimney flue height measured from the appliance flue outlet to the top of the chimney outlet should be at least 2m. This cannot be achieved in a small boat ...

8.2 Boats fitted with small SFS and consequently limited heat output; require the radiation provided by the single walled flue to help provide adequate heat within the boat. Routinely, these flues are capable of being held in the uncovered hand for the top 50% of their length within the boat. This simple test demonstrates that a twin-walled insulated flue is unnecessary.

8.2 The fitting of the flue or chimney to a GRP roof is done to ensure the risk of transferring heat to the GRP through the roof mount plate is minimised, if not eradicated. A GRP roof can bear the weight of a lightweight single-walled chimney but cannot bear the weight of the internal flue pipe which must be supported by the stove. ....

8.2 The over-riding concern of boaters, in particular those with steel and traditional wooden boats, is the proposal to adopt the fitting of twin-walled flues as a matter of routine, rather than as specific circumstances require. ....

8.4.1 Boaters' experiences on canals with low bridges and overhanging vegetation, particularly found on the "offside" of the navigation, render the proposed 600mm chimney height above the cabin roof unworkable on many canals. ...

Annex C It is noted that Annex C - Examples of suitable factory-made insulated chimney products, has yet to be compiled. A non-scientific poll of boat owners could not provide details of a manufacturer or supplier of such suitable products.

Annex C The experiences of proficient SFS users, often over many years of operation, clearly demonstrate that properly specified and installed single-wall flues are suitable and satisfactory.

Andrew

# Communications

Brian Rich



## Crick

The new sail-flags for the stand turned out successfully. The Club Information Handbook was useful although we were disappointingly short of photographs of Club Houses.

Although we were able to run the laptop to access the Club website - the strong glare made it impossible to view the website successfully.

I introduced myself to the editorial staff on the Waterways World, Canal & River and Canal Boat stands and Towpath Talk Stand. They would all be interested in any events the Clubs organise, and will also take any other news or opinions that we might want to send them.

Canal & River would be interested in publishing a Club of the Month series possibly similar to the web version, but it needs more thought if we want to benefit from the publicity.

## AWCC Website

The AWCC website was successfully migrated to its new home, and is fully functional.

We had Clubs of the Month for April and May, but were not been able to get any Club to pick up June. At present I have Coventry Canal Society for July, but no others for the rest of the year.

## Club Information Database

I have established a prototype database of Club information that could be accessed via the web with a password. The intent is to provide a single point of reference so that those entitled to can look at or update the data held about a Club. This should provide a more efficient way of managing the Handbook, Club finder information and also maintenance of the distribution list for ALERT.

## IT Subcommittee

A meeting was held to look at some possibilities, one of which was the database mentioned above. Other ideas included an Alert e-mailing list and investigating setting up a members only part of the AWCC website.

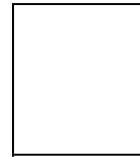


## AWCC Communications Questionnaire

Please complete the AWCC Communications Questionnaire online at [www.awcc.org.uk](http://www.awcc.org.uk). Simply follow the link and submit on-line to give us your views so we can improve our communications with you on AWCC matters.

If you do not have internet access then you can fill out the mini-questionnaire on the next page and return it to the address below. Please affix a postage stamp.

To  
Sally Moore (Alert Editor)  
South Pennine Boat Club  
Wood Lane  
Battysford  
Mirfield  
WF14 0ED



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QuarterMaster  
Terence Balchin

**Handbook Update Sales**

This years Handbook Update is 60p, it is 16 A5 pages. First run all gone, mostly as freebies and pre orders, second batch already half sold.

It is proposed to return to the loose-leaf handbook style next year, which proved popular with boaters. Also, selectable updates are being looked into whereby members could select info by region or waterway, but this is in the early stages of development. It may be possible for individual AWCC members to obtain these updates via the website if some suitable registration/log-in can be devised.

**2010 Calendar**

The new calendar is available to order and will retail at £4. It is hoped to have some available for the AWCC stand at the National .

*Terence*

Treasurer  
Geoff Ashton



**Income** including subs from 96 clubs, which probably means all have paid that are continuing membership. So only income to come for the year is advertising and quartermaster.

**Expenditure** approaching income levels so we shall probably be taking money from reserve come the Autumn for external meetings etc.

**Subs** will be up again next year to proper levels. We need to explore seriously reducing print and postage costs for Alert and other communications by using the internet.

*Geoff*



Where did you see the Summer 2009 edition of Alert?

On the AWCC website

On the club noticeboard

Other:

.....

What month was it when you read it? .....

I would like to receive Alert and other information from AWCC

In hardcopy at my club

On email direct to me

Via the website

My name is ..... My club is .....

My email address is .....  
and I am happy to receive emails from AWCC. (Your details will not be passed to others!)

Signed.....

## From our Regions



### North East

Ken Wild

All clubs appear to be having a good cruising season with good weather. I am not aware of any major problems or stoppages on the system although there have been rumblings from BW that they may have to reduce Lock operating times on the Pennine canals due to shortage of WATER! The ones most likely to be affected are the Rochdale and the Huddersfield Narrow. Restrictions are also in place at Bingley on the Leeds-Liverpool.

I understand that the self drive with BW Chaperone through Standedge tunnel is progressing well and the question seems to be why BW had not done this in the first place.

On the broad canals in the region we have some fairly frequent commercial traffic between Goole

the Lafarge traffic to Whitwood.

Many clubs and marina's in the area are having their annual rallies or gathering of boats and we are seeing quite a lot of boat movements around the system.

One or two craft were severely delayed in June due to heavy rain causing flooding in Sheffield which affected the New Junction and the Thorne stretch of the Sheffield & South Yorkshire as the flood water made its way down river.

The Aire & Calder Navigation between Whitley Lock and Pollington Lock is still subject to work by BW trying to control the fluctuations in water level which have caused some serious flooding and damage at South Yorkshire Boat Club.

Our next Regional meeting is on Thursday 15<sup>th</sup> July at Thorne Cruising Club Stainforth on the Sheffield & South Yorkshire

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## North West Roland Dotchin

Regional meetings are well attended, and 20 of the 21 North West Clubs are now on the email group, receiving information directly by email.

### Rally

N.W. Chair was invited to the 2009 Rally of the Federation of Bridgewater Boat Clubs, attended on behalf of the AWCC., and was made very welcome. Some 220 boats attended the well organised Rally, making it an interesting and enjoyable weekend. (-See article below from Hilary Foster).

### The Link

The Liverpool Link has been opened to boats, with favourable reports from boaters who have already 'done the link'. An enjoyable experience, helpful BW staff, and good moorings

close to the City Centre. One helpful comment received: moor overnight at bridge 10, then allow 30 minutes to travel to bridge 9 to meet BW Staff at the allotted time. Note that there is a restriction of 6 boats per day on the Link imposed by BW.

### Standedge

Boats are now self steering through the Standedge Tunnel, accompanied by 1 BW staff member. (Who BW apparently have christened as a chaperone.) Boaters report no problems, and worth the experience. Question remains why BW did not operate in this manner from the opening of the Tunnel, instead of engaging in a costly, labour intensive towing operation for 7 years. It is believed however, that original restrictions were required by Network Rail as they were concerned that boaters could access rail track from within the tunnel.

## ANNUAL RALLY OF THE FEDERATION OF BRIDGEWATER CRUISING CLUBS

Boat crews from Worsley to Runcorn all made their way to the heart of Lymm village to celebrate the annual rally of the Federation of Bridgewater Cruising Clubs. Over 220 boats attended for a weekend of fun, meeting old friends and with non-stop entertainment for all of the weekend. This year the rally was hosted by Lymm Cruising Club and took twelve months in the planning. Boat crews dressed themselves and their boats in the theme of the 'circus' this meant lots of clowns walking around and with the big marquee decorated to match and it proved to be a very colourful weekend.

The Saturday weather held out as everyone watched the dog show, the Commodore's games (not for the faint hearted as this meant getting soaked with water) and listened to Lymm Samba Band, and the Chadderton Brass Band. After live entertainment in the evening the boaters watched illuminated boats compete for the Coupe de Lumiere Trophy when they sailed through Lymm Village all ablaze with thousands of lights giving a fantastic display to all that watched.

Sunday being the highlight of the weekend started with a church service in the marquee followed by an Official Sail-past including the Mayor of Warrington and the Mayoress, Mr. Mike Webb and his wife, from the Bridgewater Canal Co., also representatives from British Waterways, the Inland Waterways Association, the Association of Waterways Cruising Clubs, the Officials of the Federation of Bridgewater Cruising Clubs and Canal Watch.

Over the years the Federation have been very active on the issues which affect boating on the Bridgewater Canal they are involved with Canal Watch, Bridgewater Canal Users Group, the Association of Waterways Cruising Clubs and the Inland Waterways Association. You can see more of their rally pictures on [www.flickr.com/photos/fbcc](http://www.flickr.com/photos/fbcc)

Photos by Duggie Wildman available to view on [www.flickr.com/photos/fbcc](http://www.flickr.com/photos/fbcc)

**Hilary Foster** (Publicity, Federation of Bridgewater Cruising Clubs)



Midland  
Graham Myatt

**Online handbook** – clubs felt a hard copy will still be required for those not online.

**Chandlery discounts.** Ash Tree CC rep. reported that some clubs are getting discounts at some chandlers and asked if a national arrangement would be possible perhaps tied in with Alert advertising.

**BW reorganisation.**

Some of the unit areas do not appear logical. For example, Coventry Canal is divided between 2 units at Hawkesbury Junction. Also for the first time ever the Caldon is included with waterways to the south in West Midlands. Previously it has been included with waterways to the north.

**Membership application.**

An application for membership from the Friendship Cruising Club, (a breakaway group from Soar BC), was approved at the Midlands meeting in May.

**National Rally.**

The stall was collected from Crick and is now in storage at Soar BC ready for the IWA National rally. At RedHill in August.

*Graham*

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## STOKE SMOKE SPOTTER AVERTS DISASTER

Stoke on Trent Boat Club held an Easter rally at Cherry Eye, at the Froghall end of the Caldon Canal. On Good Friday evening, cruising members and some in cars met in Cheddleton for an evening meal at a local cafe.

An eagle-eyed member, Tom Swindale, whilst walking on the towpath, spotted smoke coming from the wooden warehouse structure which crosses the canal alongside the road bridge.

He quickly alerted someone with a mobile phone [my husband] and the fire brigade was called, and attended promptly, putting out what could have been a very serious fire in an old wooden building.

I meanwhile was tracking down the occupant of the property, Julie Arnold, who is chairman of the Caldon and Uttoxeter Canals Trust, and very active in the Stoke Branch of the IWA.

The rest of the weekend was quite tame - egg rolling and egg decorating competitions - lots of egg jokes: eggsiting, eggsilarating, etc. The gathering consisted of 22 boats, some 45 members, assorted dogs and one parrot! Fun was had by all.

**Erica Martin**  
Stoke on Trent Boat Club

## STOKE ON TRENT CANAL CLEAN-UP WEEKEND



1

Photos from Erica Martin of the Clean-up weekend organised with Steve Bicknell of BW in April this year.



2



3

1. Bikes and trolleys
2. 3 men and a saw
3. The clean-up team from Stoke on Trent Boat Club



South East  
Paul Le Blique

### Crick Boat Show

The show went well for AWCC with a steady stream of visitors and enquiries over the three days. The addition of the sail banners and leaflet holder certainly improved the appearance and function of the stand. The presence of NEC Members on each day was appreciated by all who manned the stand. There were complementary comments from visitors about the new website and the work of AWCC.

This could be the last year that we are able to occupy our usual pitch due to redevelopment of the site, but I have been assured that another suitable site will be found for our small tent.

### Association of Nene River Clubs

The ANRC rally was held at Peterborough Cruising Club over the same weekend as Crick and was a great success.

SE Region has funded a display stand and material to use at such events and this was a source of interest at the ANRC rally.

*Paul*

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London  
Trevor Gillam

### **Association of Thames Yacht Clubs**

There is good news for the hire boat trade on the Thames with a new company to set up outlets based at M.D.L. marinas, the first for many years.

When the Lockkeepers are not on duty a blue self-service board will be displayed.

The ATYC rally will be at Fawley Meadows Henley on Thames at the end of August 09.

Overnight mooring at Tesco Reading will in future be charged for, boaters have been overstaying thus preventing the stop and shop trade.

### **B.W. User Group Meeting**

Brentford pump out is back in service and a maintenance contract has been set up. B.W. keep a record of the number of the Rolec cards it sells.

Current mooring and Licence evasion rate is only 7.6% the team have recovered £300,000 from September 2008 to March 2009. There has been an increase in the number of boats that are hired without the correct type of insurance and B.W. permission. A new 320-berth marina between brick and lower locks at Roydon Mill is to be constructed. The use of sea toilets and the disposal of the contents of elsans into the rivers and canals is a very worrying development.

Limehouse Lock is to have new landing stages, it is proposed to reduce out of season opening hours there may also be a charge for out of hours use of Limehouse in season. B.W.

reorganisation this will effect most regions approx ten members of middle management will lose their job's in our region. Mark Benstead London Region director will take on the post of regeneration manager for the complete network.

### **Willowtree Park Gathering of Boats**

We only had 21 boats this year and quite a few of our regulars were not there. However we had super weather and a friendly crowd and managed to show a small profit on the event.

### **Spring Social**

This was to the Chelmer and Blackwater Navigation in Essex which is now run by the I.W.A. We had 37 members on board Victoria for a two hour cruise with a Ploughman's lunch, glorious weather and everybody had a enjoyable day. My thanks to Bob Langley our event organiser.

### **Three Mills Lock on the Prescott Channel**

I was very pleased to be invited to the opening ceremony of the new lock built by Volker Stevin Ltd this will accommodate 350 tonne barges. Tony Hales gave a very interesting speech about the history of Bow Back Rivers. The O.D.A. chairman John Armitt replied stating the importance of the new structure to facilitate the use of the large barges to transport construction materials to the Olympic site and so reduce lorry movements. Tony and John boarded the barge for the ribbon cutting ceremony.



Photo of Three-Mills by Trevor Gillam

Trevor

# Snippets

## IWA National

The Inland Waterways Association 2009 National Festival & Boat Show would be held at Red Hill, near **Ratcliffe on Soar**, on the River Soar, close to its confluence with the River Trent, and the junctions with the Erewash Canal, and Trent & Mersey canals, just south of Nottingham. Come and visit the AWCC stand over the **August Bank Holiday: 28th to 31st!**

**Volunteers are needed for the AWCC stand.**

## WEBSITE CLUB OF THE MONTH

The 'Club of the Month' link appears on the front page using the name of the Club as the link to a page on the website. The link remains in place for a calendar month, after which it is superseded by the next Club of the Month, but remains as an active link in a special page in the Club Finder section.

If any Club is interested in taking part, please could they get in touch via e-mail at [communications@awcc.org.uk](mailto:communications@awcc.org.uk) to discuss a suitable month or any other details.

**[www.awcc.org.uk](http://www.awcc.org.uk)**

## BW Online Boat-Checker

If you suspect licence evasion by a boat owner you can now check the status of the craft on-line by entering the index number of the boat.

**[www.britishwaterways.co.uk/license-it/license-it-or-lose-it/online-boat-checker](http://www.britishwaterways.co.uk/license-it/license-it-or-lose-it/online-boat-checker)**

If the boat is unlicensed you can then submit a report on-line which will be prioritised for action and followed up by BW's enforcement team

Note that BW workboats do not have licence numbers.

This issue of AWCC Alert was produced by Sally Moore of South Pennine Boat Club.

Please email copy for the next issue by 27th June 2009 to :

[sally.moore19@yahoo.com](mailto:sally.moore19@yahoo.com)

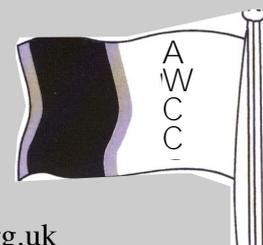
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Note. The editor reserves the right to edit copy and views expressed may not be those of the AWCC

### Our Statement

- ◆ The Association exists to secure the interests of its member Clubs and their members in all matters relating to their enjoyment of the navigable waterways of the UK.
- ◆ AWCC seeks to encourage a spirit of assistance and interdependence among its associated Clubs and their members.
- ◆ The Association seeks to make representations to all bodies exercising control of the use of those inland waterways.

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