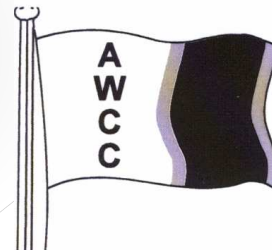


A.W.C.C. ALERT

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

SPRING 2009
AGM SPECIAL



Welcome to this special edition of *Alert*, the newsletter of the AWCC. I hope that you enjoy reading about our rather unusual AGM at Stafford Boat Club on Saturday 14 March. Why unusual? It promised to be a somewhat dry affair with much inward looking debate focused on the Association's constitution, but it turned into a gripping event with a vital message from the visiting speaker, who provided the Chairman with an urgent action!

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Interclub Trophy for best magazine. Pictured from left: Trevor Gillam accepted the first prize certificate on behalf of Byfleet Boat Club for magazine 'By the Wey'. Sally Moore, Alert Editor (not sure why she's on the picture!) Erica Martin, Editor of 'Paddle Post', took 3rd prize for Stoke-on-Trent Boat Club. Alan Hodgkinson accepted the 2nd prize certificate on behalf of the 'Punnet' editorial team at Strawberry Island Boat Club

John Edmonds, Chairman of IWAC, was guest speaker and he described in graphic reality the current waterways funding problems— (see page 11). He drew attention to the Treasury team review – much more on that later, but he certainly told us all in no uncertain terms what we could all do about it. John is proving an extremely able man at the helm of IWAC and he has the ear of Ministers, so he is



Guest speaker, John Edmonds (left) pictured with National Chairman David Pearce at Stafford Boat Club following the AGM.

most certainly worth listening to. He also recommended that all waterways user groups, such as AWCC, should actively seek to co-operate with other like-minded groups. Well, that fits in with our general affiliation theme!



Paul Le Blique, South-East Regional Chairman and now also National Vice Chairman

Earlier in the meeting, David Pearce was re-elected as Chairman for a further year and Paul Le Blique was elected as the new Vice Chairman in place of Tony Mason. Tony remains a Vice President and John Baggs was appointed President for a further year.



AGM officers at the 2009 AGM. Pictured left to right: Geoff Ashton (Treasurer) Ann Banks (Secretary), David Pearce, Chairman, John Baggs, President, Tony Mason, retiring Vice Chairman.

Congratulation to Byfleet for winning the Interclub award and to the runners up (see picture on front page). Also, to Geoff Ashton for the Bluebell award—see page 11.

Thanks to David Pearce for this splendid introduction and to Brian Rich for the photos ©AWCC

Chairman's Report

David Pearce



The world of inland waterways continues to see many developments, but I would like to start with home matters.

The Proposed Constitution Amendments. Your National Executive Committee proposed two separate resolutions to amend our AWCC Constitution. One was to advance the subject of affiliation and the other was to regularise the position of the President and Vice Presidents. Your NEC (National Exec. Committee) is pleased that you gave the matter much debate and we have discussed the feedback that you have given. The unanimous view of the NEC is that the two resolutions should be set aside until a more wide ranging review of the Constitution had taken place.

Affiliation. We put forward the principle of affiliation to give AWCC a greater weight of numbers in negotiation and you agreed unanimously with that principle at the last AGM. It is still worth aiming for and regions can still consider like-minded bodies to join with us under the existing rules.

Voting Rights. There was a complete mixture of views on voting rights. The NE Region suggested that postal or proxy votes should be allowed at the AGM, which is not allowed under the current rules. Hence, we will give this whole area a thorough review.

The Way Ahead. At the last NEC meeting, we formed a Constitution Sub-Committee to put into practice the review. It is my wish that the AWCC Constitution remains something that can be easily understood by all its members.

Another concern of the NEC is that AWCC still does not get the profile it deserves as one of the big three inland waterways user groups, so we have also formed a sub-committee to look at ways of improving our public image. We have asked Vice President David Butcher to bring his former commercial marketing skills to bear.

British Waterways Advisory Forum. I have been involved in the BWAFF sub-group looking at ways of tackling BW's need to raise more money from licences. No one likes paying more, but the

hard fact of the matter is that we have to. The group included Roger Squires from IWA (also a long-term AWCC member) and reps from NABO, RBOA, DBA, etc. My main concern was fairness for all. Hence, I did not take too kindly to an anonymous blogs accusing both IWA and AWCC of being a special interest group for narrowboaters only. The policy of AWCC is that wide-beam boats and narrowboats should pay the same rate of charges, because that is the fairest system possible. If you want to talk to your National Committee members, do so by email or phone please.

Another New Minister and the Money. In Autumn 2008 the Waterways Minister was replaced by Huw Irranca-Davies, an enthusiastic and capable new Minister for the Waterways. I met him a few days after he was appointed when he made his first speech showing that he had quickly mastered his brief. He then appeared at the AINA Conference and expanded on many of his points. He met all organisation heads in his office in what is now a regular series of Ministerial meetings and I was able to emphasise our point about freezing licence fees for a year. Whilst he could not agree to that, the actual increase is much less than it was otherwise going to be and the grant settlement for BW will almost certainly be an improvement on last year.

Other Westminster Matters. I continue to attend PWG meeting and generally keep in touch with all that is going on in Westminster. John Gummer MP is apparently writing a paper on the organisation of inland waterways, and it has provided the opportunity to resurrect the AWCC paper that I wrote back in 1995 on a National Navigation Authority. I would like views from members on these matters.

IWAC. A year ago, John Edmonds was appointed as Chairman of the Inland Waterways Advisory Committee – the body that advises government and generally looks after our wider interests. John is working hard to ensure that IWAC has an influential role within government.

From our National Officers

Waterways For Tomorrow. IWAC have been pushing for a re-write of the waterway White Paper, Waterways For Tomorrow and this is now happening. A budget has been set within DEFRA and a project team established. I attended the first workshop to gain ideas for a revised scope and we should see the document within the year.

National Inland Navigation Forum.

I told you last year that AWCC were aiming to reactivate NINF. You may recall that Tony Mason, our last Chairman and the then IWA Chairman, Audrey Smith formed this as a body to bring user groups together in discussion without the presence of "officials". We have started meetings at St Pancras and some benefits are already being shown e.g. with regard to moorings. I know that some of you think that trying to interact with BW on the vexed subject of mooring tendering is like trying to wade through custard! It was suggested at our last NINF meeting that we should campaign for a complete review of how moorings are managed, so we will attempt to do this.

Shows

Some of us on the NEC think that too much time is spent sitting at boring meeting talking about boating. Well, we all like to get out cruising and meet many of you on the cut. Last Summer I cruised through the Midlands to the National Festival at Wolverhampton, which was a delight, as I had never been right through the centre of Birmingham before. AWCC will have a stand at both Crick Boat Show and at the National Rally on the Soar this year. I will be at both and I hope you will come to meet us there. I try to call in at as many of our AWCC clubs as I can on my way to the National.

I do hope you all have a good cruising season and I hope to see many of you out on the cut this summer.

David

Communications

Brian Rich



Since being co-opted onto the Executive as Communications Officer in September 2008, it has been a busy time getting to grips with the job. I have been concentrating on consolidating the excellent work of Malcolm Wood and John McKay with the Club website and the club database.

In October, I migrated the Club website to a new home, and hopefully made it more appealing and interesting in the process. This site allows authorised users to maintain the content of a website directly, without the need for an in-depth understanding of computers. A number of the regional items on the website have been added by regional officers using little more than a copy and paste from Word. I hope this trend will continue and grow, so that the AWCC website can properly reflect the views of it's membership.

At the beginning of this year I contacted all Clubs asking for an update on the information that we had on file for them. I've also asked every Club to give me permission to hold this information in a database, and to confirm what information I can publicly display on the website. This is necessary to ensure that we can comply with the requirements of the Data Protection Act. My thanks to all Club Reps and Secretaries for the excellent return rate.

For the coming year, I am forming an IT subcommittee, which will try and assess how we should – or shouldn't – use IT to further the aims and objectives of the AWCC, and to benefit of the Club and it's membership. One of the aims of the subcommittee is to ensure that IT works for the AWCC and not the other way around so if - like me - you don't take your laptop cruising with you and like to keep your mobile phone switched off, you should still be able to enjoy your copy of Alert or consult the handbook when you need it. The subcommittee will also welcome the views and thoughts of Clubs and their members about how they want the Club to use IT.

I must also convey my thanks to the various members of the National and Regional Execs who have helped me over the past few months.

Brian



Technical Andrew Phasey

I have attended the Boat Safety Scheme (BSS) Technical Committee (TC) on behalf of the Association and discussed three substantive issues.

1. Fuel filling cap locking arrangements

The cost of fuels combined with easy access to unmanned boats, has resulted in an increased number of boats having fuel stolen through the fuel filling point. Owners are fitting a variety of mechanisms to deter thieves, including locking arrangements over fuel filling points and diverters. Often these are designed and fabricated by the owner using the upstand or diverter as a support for the mechanism.

The TC agreed with the published BSS position that it would be for examiners to determine if locking arrangements continued to be effective in preventing overflowing fuel from entering the interior of the vessel.

This position is covered in a BSS Technical Newsletter together with advice to examiners to assess all other means that are present of preventing overflowing fuel from entering the interior of the vessel. Provided these other methods could prevent the ingress of fuel to the interior of the vessel then there should not be an issue with the standard being applied.

2. Exhaust lagging and shielding

Results of tests conducted by a BSS consultant indicated that the outer surface of lagged exhausts generally operate at temperatures in excess of temperatures that will cause persons harm if touched.

TC agreed that the rationale for lagging was inconsistent, insisting on lagging hot exhausts and not exhaust manifolds or 'flexible exhaust pipe sections'.

TC agreed that 'closed' engine spaces can be viewed differently to 'walk-through' engine rooms: persons entering through the engine hatch covers should be aware of the multiple hazards beyond and act accordingly.

TC agreed that the check was not intended to address a catastrophic failure.

TC agreed to produce a paper suggesting changes

which would retain a mandatory check for signs of heat damage in the vicinity of exhausts but would place advice on avoiding personal injury into an advisory status, depending upon whether the exhaust was within a closed engine space or in a walk-through engine room.

3. LPG cylinder locker condition

TC members endorsed the position that the check should be for "no obviously visible holes in the locker." The onus should be placed on owners to maintain lockers in a sound condition.

TC agreed that the use of an 'advice' check in the event signs of 'significant corrosion' are identified would continue to place examiners in a position to determine material condition which they are not qualified to do.

It was agreed that published BSS advice to be left on the boat to reinforce the owner's responsibility to maintain the locker in a good and compliant condition, was desirable.

Solid Fuel Stoves:

Draft British Standard "Code of practice for the **installation of free standing solid fuel fired heating and cooking appliances** in recreational craft from 2.5 to 24 metres in length."

The draft is circulated for public comment and comprises 36 pages of typescript and detailed diagrams. Many of you will have read it and found it to be comprehensive. My view is that it contains good practical information and will assist a competent person to safely fit a solid fuel stove.

If there is an area of concern it is the proposal that a twin-walled insulated chimney is fitted in order to reduce the fire risk in the cabin and the risk of burns by human contact.

I have offered to consolidate AWCC comments, if they reach me by Mon 20 April, and will register them with the responsible BSI committee for their consideration.

Note: The replacement for Tony Mason as BSS Management Committee User Group Representative is confirmed as Ian Ferguson. Ian is on the Barge Association board and now lives on an historic barge, moored in Lille having previously been a narrowboat owner running a chandlery on the Grand Union Canal.

Andrew

QuarterMaster

Terence Balchin

Handbook Sales

Last years Handbook sales were not so good selling 42% less than the previous year. This years Handbook Update is 60p, it is 16 A5 pages and printed to order.

Membership Cards

The AWCC supposedly has 20,000 members, so either my maths are bad or you are sharing membership cards as only 1627 were sold last year.

Burgees

Sales of these last year was down 60%, most sales in the North East Region.

The price of a Burgee is just £12. We will need to repurchase new stock this year if sales remain the same. If sales increase to previous years I would have already ordered.

Club Flags

Due to a down turn in sales I have not pursued this.

Shirts and Bags

There are a few shirts on offer, reduced to £12. Bags reduced to £4.

Hats

There are some hats with flaps on sale at £10 each, in either dark Blue or Grey.

Looking at the National Balance sheet QM sales looks good, but remember, we have only been selling this year, buying essential items only. It's been a difficult year and this year too promises to continue the same.

A marketing team has been set up to look at the way the AWCC sells it's self and products, lets hope they listen to the opinion of those who offer it advice.

In conclusion I think this year it has been a case of short arms and long pockets for the AWCC and many of its member clubs.

Terence

Treasurer

Geoff Ashton



We finished the year with a small deficit. Subscriptions are still our largest (and only reliable) source of income; advertising comes and goes and Quartermaster's sales have not been good. Travel expenses for NEC and for meetings with navigation authorities, government etc to represent members at negotiations etc will always take the lion's share of costs. Alert is next; but without it we don't communicate with members. Perhaps we could look at e-mail/web as the main means of communication and reduce printing and postage. It is the one of only a few ways to contain costs, which we should always be doing. The three other major costs are insurance - London Region are finding out the cost of separately insuring their rally, as this seems to be the only major beneficiary of our insurance costs. Main miscellaneous costs have been IWA insurance, Crick, IWA festival, and audit.

We have kept subscriptions this year to last year's rate in recognition of fact that times are hard and we do have good reserves (over £5500). We do need reserves for a rainy say (remember end of garden moorings court costs) but we can afford this year to take some out to pay current expenditure. Be prepared for an increase of a fiver next year though - with 100 members, increases of any less raise too little to make a difference. Although it has been rejected in the past, perhaps we should look again at reducing the cost per boat for small clubs.

Geoff

CALENDAR SNAPS STILL WANTED!

Geoff Ashton is still collecting photos for the AWCC 2010 'club photo' Calendar and needs some more photos of clubs and activities from your region or group/association.

Closing date for entries is the end of June 2009 so send your now via your AWCC rep or email to:

geoff-l.ashton@ntlworld.com

From our Regions



North East Ken Wild

At our recent region AGM Terry Pound retired as Region Secretary after 19 years of sterling work for the Region and AWCC. Dave Dix has now taken over from Terry and we have a new Quarter master Barry Tiffany who is the AWCC rep. for Craven Cruising club. Our Vice chair this year is Terry Brown from Thorn Cruising club.

On the whole it has been a quiet year. We represented the National executive at the recent B.W. stoppage meeting held at Stanley Ferry. We have represented AWCC at all the BW User group meetings within Yorkshire and members from clubs in our region have also attended the North Midlands BWUG meetings.

During the past two months we have been in contact with BW regarding the lengthy stoppage on the New Junction Canal. This stoppage was only related to pleasure craft and we have

remonstrated with BW about this as commercial craft have been let through the bridge by BW operatives.

We have also been in contact with BW regarding the lack of planned maintenance on the bridges and locks around the system and the lack of access ladders to enable escape from the deep water sections of the waterways in the region.

If any one is considering visiting the North East waterways you will be made most welcome by all the clubs in the region. There is plenty to see and do in Leeds, York and Sheffield (inc. the South Pennine Boat Club Rally in May! -see www.awcc.org.uk Website of the Month—Ed.). Current works on the collapsed River weir at Cooper Bridge on the Calder & Hebble Navigation; weed on the Sheffield & South Yorkshire canal between Stainforth and Thorne; and the stoppages on the Leeds & Liverpool are due to be completed by the end of March.

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North West Roland Dotchin

It has been a sad year for the North West Region. As is the case elsewhere we have lost old friends and stalwarts. Three in particular come to mind. **Malcolm Jones** founder member of the Region and past Chairman was a regular attendee at these AGM's along with his wife Brenda. **Audrey Davies** was a long time supporter with her husband Harry, the North West Quartermaster. Finally **Bill Bleasdale**, North West Treasurer for 35 years and another founder member of the Region who was also regularly seen here along with his wife Margaret. All three gave many years service to AWCC and the boating cause with their spouses. We remember their wisdom, generosity and humour. At our AGM last year, when voted in as usual for the 36th time as Treasurer, Bill responded with "I'll try another year to see if I can get used to the job."

Club support for AWCC and attendance at the Meetings remains strong. We have attended all the BW User Forums and the Robin Evans 'Consolation' meeting -sorry that should read Consultation meeting (-a Freudian slip!).

I attended the Federation of Bridgewater Cruising Clubs to give AWCC support in their dealings with Peel Holdings.

New Events to boost the Northwest Waterways Experience:

- ◆ On 24 March, BW announced that boats can access the Liverpool Link, the new canal across the Liverpool riverfront. We were able to persuade BW to extend the Reciprocal Agreement with the Bridgewater to allow 14 days passage for Bridgewater licensed boats on the Leeds & Liverpool Canal through to the new Link. BW has said that visiting boats can stay for up 14 days and there will be no charge. For further details and to book passage on the Link please contact BW in Wigan.
- ◆ At last boaters wishing to pass through Standedge Tunnel on the Huddersfield Narrow can do so under their own 'steam'. You will still need to book passage with BW in Leeds.
- ◆ The first stage of the re-opening of the Manchester, Bolton & Bury Canal in Manchester happened last autumn.

Enjoy boating in 2009. Come to the North West and remember to cruise with a smile; it's a wonderful life.

FEDERATION OF BRIDGEWATER BOAT CLUBS

The Federation was formed in 1963 to link the six Bridgewater Boat Clubs, socially, on Bridgewater Canal affairs, and in their dealings with Peel Holdings, the Authority who control the Bridgewater Canal. The six Clubs, all AWCC members, who all give a warm, northern type welcome to visitors, are, from east to west:-

- ◆ **Worsley C.C.** situated on the Leigh branch of the Bridgewater, which runs north, from its junction with the Main line at Waters Meet, to join the Leeds Liverpool Canal at Wigan. Nearby are the famous but closed underground canal workings which serviced coal mines. Quite an historic area.
- ◆ Next **Watch House C.C.** in the Stretford Area, with handy adjacent shopping, and easy access to Manchester Centre. An atmospheric club house, part of which is an old stable block.
- ◆ Then **Sale C.C.** Long established, active, friendly club, good facilities. Access to fast Metrolink tram service into City Centre.
- ◆ **Lymm C.C.** next, situated near the picturesque Cheshire Village of Lymm, a village well worth a visit. with good walks in the surrounding areas. Again another active, friendly club.
- ◆ **Preston Brook Boat Owners Association** is situated near to the Junction of the Bridgewater Canal, Trent and Mersey Canal, and the Runcorn Branch Canal.
- ◆ **Bridgewater Motor Boat Club** is at the end of the Runcorn Branch, well worth a trip, not only for the welcome you will receive at their club house, but you can walk down and visit the site of the Runcorn Locks, at the bottom of which is the Manchester Ship Canal.

There is now a society working to restore the Runcorn Locks, which will add more adventures in the NW, down the locks onto the Ship Canal, west towards the Weaver River at Marsh Lock, or further down to the River Mersey, or East up to Salford Quays, then up the Pomona Lock back onto the Bridgewater Canal .



Midland

Graham Myatt

I have enjoyed my first year as Midlands Chairman. As predicted, Howard was a hard act to follow and I thank him for his help and support throughout the year. I would also like to thank the other officers and members for their support.

We lost two of our clubs during the year due to them going out of existence. I believe due to lack of people willing to stand as officers.

Attendances at our meetings do seem to be down on previous years.

We have been represented at all BW User-group meetings in East & West Midlands & W&BC and also attended the Robin Evans meetings.

A direct approach to BW West Midlands resulted in work to rectify the dangerous lock-landing at Alrewas being given a much higher priority.

During the year I was accepted onto the CSSAP. There have been two meetings so far. Time will tell whether BW are taking any notice.

For me, the highlight of the year was the ECP&DA 40th Anniversary Rally at Langley Mill. It was a thoroughly enjoyable week-end – especially the DIY entertainment.

I hope we all enjoy a successful and trouble free cruising year. We may even have some sunshine.

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VALENTINE'S NIGHT

Romance was in the air on Valentine's Day at Stoke on Trent Boat Club. The evening opened with the showing of the DVD by John Morin, showing the ceremony naming Osborn Bridge in memory of the late Pat and Millie Osborn. Barbara Wells and her cohorts then served hot beef baps with onions and salad.

Various members read out verses from the home-made Valentine's card competition, which was judged by Vera Rowley and Jean Stone whilst the raffle was drawn. The very worthy winner was Graham Parker, with Jade Mountford winning the junior prize.

*[Pictures Erica Martin]
Graham Parker, a former Commodore, receives his prize from Barbara Wells, social Secretary*





South East Paul Le Blique

The region has enjoyed a busy and successful year due to a loyal group of club representatives and a hardworking committee. Regional meetings are well attended and lively. It is an interesting region covering the Grand Union and Oxford Canals and the River Nene, each with it's own problems and challenges. I hope we have been able to help in some small way.

Region has attended all BW User Group and Special Subject Meetings throughout the year and has encouraged a more open form of discussion. The last meeting was a great improvement and we has written to BW to that effect. We have written to EA suggesting that it might consider holding similar User Meetings.

Shows: Region organised the AWCC attendance at Crick Boat Show in 2008 and has the 2009 show in hand. The show continues it's challenging reputation for extreme weather with the organisers being forced to close on the Monday morning due to high winds. AWCC members sat rather smugly in our little tent; others were not so lucky as their shelters took off. Better weather this year?

The Association of Nene River Clubs kindly invited AWCC to have a presence at their successful rally last summer. In addition to these events region will be attending the Northampton Boat Gathering, an event that attracts a range of craft from river and canal.

Troubles:

The waterways of the region are not without problems created largely by lack of funding and particularly on the canal system, overcrowding at busy periods. The EA is doing good work on the River Nene but again resource limitations are a major issue.

The developments at Aylesbury Basin are creating an unsettling time for the Canal Society and it's

mooring facilities. We hope this can be resolved to allow this hospitable group a secure future.

Region wishes to enhance ties with local waterway organisations in an attempt to present a strong, mutual voice and wider knowledge base. We will be working towards this during the coming year.

Social: The committee, club representatives and their families enjoyed a social visit to Foxton Locks followed by an excellent meal. We intend to organise another event this year.

Last, but by no means least, I would like to thank the committee and representatives of the region for their support, along with the commodore and members of Northampton Boat Club for hosting our meetings.

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Possible Sale of BW Non-operational Property Portfolio??

A review of the John Edmonds (IWAC) AGM address - by Brian Rich and Sally Moore:

At the AWCC AGM at Stafford Boat Club - John Edmonds, Chair of IWAC was the guest speaker. He drew attention to the Treasury team review, led by Gerry Grimstone, into British Waterways' waterside property portfolio as part of a wider investigation of public sector savings and efficiencies. The team is due to report very shortly for the budget in April.

One possible scenario is that they conclude that BW is not achieving the best return on the non-operational property estate and that the assets could give a better return if they were managed by another body or even sold off. In this scenario, BW would effectively lose control of these assets and the income currently derived from them! In current budgetary terms, this would mean a budget shortfall going from the current ~£30 million per annum to ~£50 million

I'm sure that you don't need me to tell you what a further budget cut of £20 million would do to the ability of BW to maintain the existing waterways structure. If they decide to act on this in the April budget, the outcome of divesting BW of its non-operational portfolio is likely to be felt very quickly and directly by waterways users.

Write to your MP (via the theyworkforyou.com website) as soon as possible to make sure he/she is aware of this situation and the potentially catastrophic situation if BW loses its non-operational property portfolio.

Sustainable Funding

If we survive the budget, with a holding statement until the next election, there needs to be a serious review of how we get sustainable funding for waterways without grant-in-aid from the government. IWAC are preparing such a report, looking at across the world comparisons. Most depend on tax-payers money, but usually are under local government control and with much less funds coming from boaters compared to then UK!

Alliances

The voice of the boaters is relatively small in the big scheme of things. What we need, to make a real impact, is a coalition of like-minded allies with an interest in the waterways. The RSPB might be one such ally—they have one million members! Another may be the Council for the Protection of Rural England (CPRE) who have been saying “Trolleys in Supermarkets, not Canals!” Other suggestions from the floor at the AGM included the Caravan and Camping Club, who boast David Bellamy as one of its members, and Angling groups and associations. Local Wildlife Trusts may be another supporting group with which we might want to consider affiliation for the greater cause.

Food for thought, I think you'll agree!.

See the AWCC website for Brian's full review and relevant links.

BLUBELL TROPHY AWARD 2009

Pictured right: The long-term Treasurer of AWCC Geoff Ashton was awarded the Denis Richardson, Bluebell Trophy for his continuing work in managing the Associates fund. Geoff took on that role a number of years ago when the then Treasurer, Denis Richardson died suddenly. Geoff has been involved in the waterways for many years as a private boater and hire firm owner. His several roles include a former deputy chairman of APCO, chairman of the British Hire Cruiser Federation and council member of BMF. He was successfully nominated by AWCC for a position on the Waterways Ombudsman Committee, which he currently holds.



SNIPPETS

Crick Volunteers Needed

for Spring Bank Holiday, 23 to 25 May at Crick Marina on the Grand Union Canal.

SE Region is organising the AWCC Stand at Crick Boat Show, but needs help on the day to man the stall.

Volunteers complete about two hours work on a rota system. Passes will be available.

It is an opportunity to meet members of the National Executive Committee and promote the work of AWCC. Volunteers should contact Paul Le Blique on 01327 811659.

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 to discuss a suitable month or any other details.

www.awcc.org.uk

Spread the Word

Newsletter editors of AWCC clubs are encouraged to use items from the Alert to spread the AWCC word in their own publications. (Please acknowledge the source and authors where applicable). Organisations and individuals outside of the AWCC are prohibited from copying any items without the express permission of AWCC.

Accident statistics for 2008

Of 80 reports on incidents on inland waterways for last year, 64 were for Fire (or explosion or immediate risk thereof).

FIT A SMOKE ALARM!!

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

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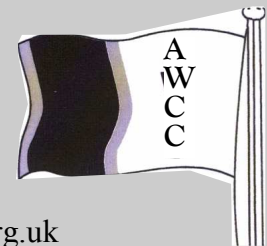
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Note. The editor reserves the right to edit copy and views expressed may not be those of the AWCC

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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