

## Head Office Bulletin – October 2008 – Issue 141

Head Office Bulletin is available in pdf format on IWA's Internet site, along with a wide range of information about the Association and the inland waterways. [www.waterways.org.uk](http://www.waterways.org.uk) should be the first place to look for any information that you need. You can also subscribe to receive Head Office Bulletin in text form by e-mail as soon as it is published each month. Additional e-mail mailing lists [News] and [Press Releases] provide more frequent mailings of timely news, which enable the Association to keep members and other supporters more up-to-date with all that the Association is doing, but all the news is reported in the Bulletin at the end of each month, updated where appropriate. If you wish to make any changes to the mailings that you receive, please contact Lesley Sanders at IWA Head Office.

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### About People

At the Association's Annual General Meeting, held on 27<sup>th</sup> September, **Doug Beard** and **Ray Carter** were appointed as trustees for terms of three years, and **Julia Hones** retired as a trustee. All the resolutions at the AGM were passed with substantial majorities.

At its September meeting, trustees elected **Roger Squires**, **Les Etheridge** and **Vaughan Welch** as deputy national chairmen for the coming year. These appointments, along with that of the national chairman, are subject to confirmation at trustee's November meeting.

**Les Etheridge** was also appointed National Treasurer by the trustees, was elected chairman of Finance Committee by members of that committee earlier in the day, and chairman of the board of Inland Waterways Enterprises Ltd by directors of the company at its board meeting; the above being in succession to Colin Davis who stood down in July.

### British Waterways Licences

British Waterways has changed some its boat licence terms and conditions. These revisions apply to licences beginning 1st October 2008. A summary of the changes, on which waterway user groups have previously commented, along with the full Terms & Conditions is available at [www.britishwaterways.co.uk/licenseit](http://www.britishwaterways.co.uk/licenseit) and printed copies are available from BW's Customer Services ☎ 0845 671 5530 (email: [enquireis.hq@britishwaterways.co.uk](mailto:enquireis.hq@britishwaterways.co.uk)). BW has also issued a further consultation on licence fee changes in intends to make during 2009 – see *Current Consultations* below.

The new web pages are part of a substantially revised BW web site ([www.britishwaterways.co.uk](http://www.britishwaterways.co.uk)), which contains considerably more information and likely to be of interest to all waterway users.

### British Waterways Structure Review

British Waterways has made publicly available a report prepared by consultants KPMG, into options for securing a better long-term financial position for its operations. The review highlights a financial gap of about £29 million between what should be spent on waterway infrastructure and services in England and Wales and the likely levels of commercial and national



funding currently available to BW. The review advises that a change in British Waterways' institutional status to give it greater borrowing powers could enable it to grow its long-term commercial revenues, but would incur considerable financial risk without, in the medium to long-term, fully closing the funding gap. British Waterways says it will further consider KPMG's options for modernising the organisation's governance, ahead of a public consultation in 2009.

Options being considered by British Waterways following the KPMG report include:

- better identification of the different local and national public benefits created by British Waterways' network;
- modernising the organisation's corporate governance;
- driving further efficiency improvements;
- opportunities for further increasing commercial and third party incomes.

KPMG's report is available at:

[www.britishwaterways.co.uk/listening-to-you/consultations-and-reviews/bw-status-options-review](http://www.britishwaterways.co.uk/listening-to-you/consultations-and-reviews/bw-status-options-review)

#### Environment Agency Licence Fees

IWA and other waterway user groups have again expressed concern at the Environment Agency's plans to increase licence fees in 2009 by another substantial margin above inflation. These concerns are in the light of the poor current economic climate, resulting in many boat-owners finding it increasingly difficult to afford to keep their boats, and reducing boat numbers on the Agency's waterways. By the end of August, annual registrations on the Thames had dropped from 15,858 to 15,332 – and on the Anglian waterways from 5,051 to 4,929. The adverse weather conditions in the summer of 2007 and 2008 make visiting boat comparisons more difficult, but on the Medway the number of visitor licences has fallen from 804 to 334. The number of Gold licences (which cover all BW and EA waterways) issued has fallen from 1,137 to 962. Many boat brokerage firms on the Thames and elsewhere have indicated large number of vessels on their books with few customers – another indication of hard times.

#### Inland Waterways Enterprises Ltd

The iwashop.com division of IWA's trading subsidiary company Inland Waterways Enterprises Ltd has acquired the former waterway book wholesale business formerly operated by Peter Manning of Halifax, and is continuing the wholesale supply of waterway books, maps and guides to boatyards, chandleries and other waterside businesses formerly undertaken by Peter Manning.

#### Isis Waterside Regeneration

In early September, it was announced that eight employees at British Waterways' joint venture operation Isis Waterside Regeneration had been made redundant and its chief executive Mark Ryder had resigned. This reduces the work force at Isis by about half. Current economic conditions are blamed for the job losses, but the firm is not being wound up. The job losses have been mainly development managers and their support staff. Its offices in Paddington, London, and Birmingham are to close but the firm's high profile projects at Granary Wharf in Leeds and Islington Wharf in Manchester are to continue. The redevelopment of 65 acres of land alongside Icknield Port Loop (visited by the Waterways Minister in 2007), and a smaller Warwick Bar project in Eastside, Digbeth, are two of the Isis projects that have been put on hold.

Isis, named after the Egyptian goddess of rejuvenation, is to retain a skeleton team, based in Manchester. Finance director, Dara Mulcahy, is to lead Isis but retain her current job title. The company was formed in October 2002 by British Waterways with igloo (the regeneration fund of Morley Fund Management) and AMEC Developments (now MUSE Developments).

#### IWA Campaign Strategy

IWA has published an updated campaign strategy for the inland waterways. It builds upon IWA's long term goals and charitable aims, and seeks to clarify these in terms of long, medium and short term campaign objectives which the Association will use to focus its campaigning activities on behalf of the inland waterways. Details of the Strategy are available at: [www.waterways.org.uk/News/IWACampaignStrategy](http://www.waterways.org.uk/News/IWACampaignStrategy)

### IWA Certificate of Boat Management

The Maritime and Coastguard Agency has approved IWA's proposals for its Certificate of Boat Management for Small Passenger Boats as part of a general exemption from the Merchant Shipping (Inland Waterway and Limited Coastal Operations ) (Boatmasters' Qualifications and Hours of Work ) Regulations 2006.

The simplified certification scheme is intended for powered vessels carrying up to twelve passengers operating on Category A Waterways (i.e. those that are sheltered narrow shallow waters, comprising of a low risk). Details of IWA's scheme are available at: [www.waterways.org.uk/Library/CertificateofBoatManagement/GuidanceandForms](http://www.waterways.org.uk/Library/CertificateofBoatManagement/GuidanceandForms)

IWA's Certificate of Boat Management scheme applies to operators of small passenger boats who operate trip boats on most canals and smaller non-tidal rivers in the UK. Many of these trip boats are operated by volunteers as fund raising enterprises for charities and trusts or to promote their waterway. The scheme is not designed to apply to scheduled public transport service operations but is intended to ensure that accreditation and certification of people managing and steering small passenger boats is achieved through a straightforward inexpensive system of structured training and assessment.

Currently, practicing small passenger boat steerers can claim competency established through long-term knowledge and performance of the role, referred to as Non Accredited Prior Qualification). In such cases, a Royal Yachting Association or National Community Boats Association approved and qualified trainer will assess people claiming established competency. A successful claimant would be issued with an IWA Boat Management Certificate

From 30th September 2008, operators of all small passenger boat operations must be able to show that those engaged in the operation (including steering) of small passenger boats hold either:

- IWA Certificate of Boat Management for Small Passenger Boats, or
- National Community Boats Association Certificate of Boat Management, or

- Royal Yachting Association Inland Waterways Helmsman's Certificate, or
- Maritime & Coastguard Agency Tier 2 Boat Master Licence.

Further details of the new legal requirements were included in the September 2008 edition of *Head Office Bulletin*.

### IWA Festivals Committee

IWA Festivals committee wishes to recruit a small number of people to succeed some officers who wish to retire before preparations for the next national festival become too advanced. The posts for which officers are sought are Waterspace Director, editor of the national festival newspaper, festivals finance support and Classic Cars liaison manager. Brief details of what each post covers are available at [www.waterways.org.uk/jobs](http://www.waterways.org.uk/jobs) and further details are available from Sandy Jones (festival administration officer) at [SandraJones109@aol.com](mailto:SandraJones109@aol.com)

### IWA Finance Committee

IWA's Finance Committee wishes to recruit a small number of new members to the committee during 2009 and would welcome expressions of interest from members with appropriate skills and experience. The committee's main responsibility is to ensure that there is effective financial management of the Association, that appropriate financial strategies are in place and monitored and that the Association's Annual Report and Financial Statements are prepared to comply with legal and regulatory requirements. The committee also ensures that there is sound and effective management and administration of the Association's finances and ancillary matters. New members are appointed to the committee by the Association's trustees at the recommendation of the Finance Committee, and the initial term of office for new members would normally be for three years. Further details of the role of the committee are available at [www.waterways.org.uk/jobs](http://www.waterways.org.uk/jobs). Potential applicants are invited to contact the committee's chairman, Les Etheridge, via Head Office, with a brief summary of their relevant skills and experience.

### IWA National Conference for Waterway Societies

IWA's 2008 National Conference for Waterway Societies is due to be held on 28<sup>th</sup> November at the Austin Court conference centre in the centre of Birmingham. Details and a booking form is available at [www.waterways.org.uk/Events/Conferences/IWAConference2008](http://www.waterways.org.uk/Events/Conferences/IWAConference2008)

### IWA Region Structure Review

IWA's trustees have undertaken a review of the current IWA region structure and propose that the number of regions should be reduced. A consequence of this would be fewer region chairmen and correspondingly a smaller board of trustees, as the number of elected trustees would reduce along with the number of region chairmen. A major benefit of the reduced number of regions is that the new regions would more closely align with regional government, and there would also be long-term cost savings for the Association. The Association's trustees are consulting members on the proposed changes, with a view to making firm recommendations at their November meetings. Members have been written to with details of the proposed changes and details are available at [www.waterways.org.uk/Library/MembersConsultation](http://www.waterways.org.uk/Library/MembersConsultation). The intention is that changes to the region structure would be made at 2009 region AGMs, and it is further proposed that region chairmen should be directly elected by a postal ballot of members in their respective region from 2010.

### Passenger Vessels on Inland Waterways

On 4<sup>th</sup> September the European Parliament's Transport Committee narrowly voted (by 22 votes to 19) to apply the requirements of the Athens Convention on passenger liability to passenger vessels on all European Waterways, which could include passenger vessels on all canals and rivers in the UK. The Athens Convention includes a requirement that the operators of passenger vessels have public liability insurance for operation of the vessel to at least the level of Euros 300,000 for each passenger on board (e.g. Euros 15 million for a 50-seater boat), which in many cases would be substantially greater than current insurance requirements under UK marine law, and could prove very expensive for boat operators, especially voluntary groups. The application of the Convention, which currently is for international

journeys and not enforced across Europe, has so far been resisted for journeys within one country and for inland waterways, and the application is expected to be moderated when it comes before the European Parliament. It is also unlikely to come into force for at least four years.

### Red Diesel

IWA and other major waterway user groups have been working closely with HM Revenue & Customs since early 2007 to produce a pragmatic and sensible solution to the implementation of the end of the derogation. Prior to that, from 2003, Government was successfully lobbied and sought the retention of the derogation, but this was rejected by the European Commission in favour of its tax harmonisation agenda.

Once it was confirmed that the derogation had to come to an end, key concerns were to:

- Secure the continued availability of diesel at the waterside
- Minimise the impact on the boater and industry
- Avoid safety and environmental implications of transporting fuel by hand

In February 2008, when HMRC published its outline proposals, waterway interests welcomed that these concerns had been taken into account, particularly by allowing recreational boaters to continue to use red diesel. Following extensive further negotiations HMRC accepted the overwhelming wish of both suppliers and users that red diesel should continue to be available to recreational boaters. The loss of the derogation will only affect fuel used for propulsion, which will be subject to the full rate of duty. Red diesel at the rebated rate will continue to be available for domestic purposes, such as heating and lighting.

From 1<sup>st</sup> November, when recreational boaters buy diesel for their craft, they will need to make a declaration to the supplier if they intend the fuel to be used for propelling a private pleasure craft. The recreational boater will also declare what percentage of the fuel will be used for propulsion (as opposed to domestic purposes such as heating and lighting).

HMRC has understood arguments about the potential difficulties for fuel suppliers in calculating duty and VAT – in particular for the smaller operators – when faced



with customers claiming different percentages of fuel used for propulsion. HMRC also appreciates the concerns of users about the difficulty of calculating and apportioning their own intended usage accurately and their worries about unintentionally making an inaccurate declaration. However, the EU Energy Products Directive specifically refers to 'fuel for the purposes of navigation' (which is reflected in UK law as 'fuel for propelling'), so there is no legal basis for imposing a single standard apportionment to be applied universally that pays no regard to actual usage for propulsion.

Consequently, there is no fixed allowance for fuel used on boats for heating and lighting. It is for the purchaser to declare the percentage of fuel used for propulsion. However, analysis by both by waterway interests and HMRC suggests that a split of 60% for propulsion and 40% for domestic use (heating, cooking etc) probably reflects most people's use and it is therefore likely that many users will declare such an apportionment. This will make it easier for suppliers (known as Registered Dealers in Controlled Oils) to work out additional duty and VAT. However, where a purchaser knows that their propulsion use may be more or less than the above apportionment split or a craft clearly has no domestic use, then they must declare their actual intended usage.

With lobbying from the Residential Boat Owners Association, HMRC has also recognised the status of residential boat owners whose primary residence is their boat. Some of these will be at fixed moorings or move just a very short distance along the towpath from permanent moorings. If they live aboard the craft permanently and hold certain documentation, such as a Houseboat Licence, Residential Mooring Licence, Council Tax Bill in respect of the mooring, or other peripheral documentation, invoices or bills which provides proof of permanent residency, they may purchase all their fuel at the rebated rate (as if they were a commercial vessel). They will still be required to make and sign a declaration saying that 0% of the fuel is for propelling purposes. It will be the responsibility of the declarant to ensure that they hold the requisite documentation should HMRC wish to check the validity of the declaration made in these circumstances. Continuous cruisers may not declare 0% under these arrangements, even if they reside permanently on their craft, they must declare their actual intended usage for propulsion.

### Caledonian Canal

British Waterways is being criticised in Scotland for apparently allowing the country's only inland lighthouse to fall into disrepair. Bona Lighthouse, at the Inverness end of Loch Ness, was built during the construction of the Caledonian Canal around 1820, but has been unused for a long time. Plans were put forward two years ago, by a local trip-boat operator, to convert the lighthouse into a craft shop, restaurant and gallery; but although the plans were supported by BW and the surrounding landowner, Dochfour Estates, the plans never proceeded owing to objections from local residents. Concern at the state of the Lighthouse has been raised in the Scottish Parliament, but BW has said that it has plans to develop the site and restore the building.

### Chelmer & Blackwater Navigation

During this summer, Essex Waterways Ltd, IWA's subsidiary company that operates the Navigation, has installed new water points and shore-power to the lower moorings at Hoe Mill, installed a new sewage treatment plant at Hoe Mill, installed the first phase of shore-power replacement at Heybridge Basin, removed dead and dangerous trees from Hoe Mill roadside and installed substantial new landing stages to towpath moorings at Sandford Lock. Dredging around Little Baddow has also been undertaken by the Environment Agency under contract to Essex Waterways.

Work planned over the next few months includes new lower moorings at Sandford Lock. Work on the landing stage is already nearing completion, and there are plans for new shore-power connections to some Sandford moorings. The major work, however, will be a full refurbishment of Stonhams Lock, which will include two sets of gates, cills, safety ladder and landing stages. Preparation work is to start in November, with a closure of the lock now programmed for March 2009.

Waterway Recovery Group is holding its annual Bonfire Bash, over the first weekend of November, along the Navigation, when a series of maintenance and improvement works are planned. WRG would welcome new volunteers for the weekend, and typical WRG accommodation and catering has been arranged

at a local school. About 150 people are expected to visit and work on the waterway over the weekend. Full details are available at [www.wrg.org.uk](http://www.wrg.org.uk)

Essex Waterways Ltd announced in 2007 that it had decided to restrict the increase in mooring rates to around the rate of inflation over the following three years. For 2008 the increase was below the inflation rate and, with inflation currently running at around 5%, the board has decided that its mooring and most other charges will be held to a 3.5% increase which commences on 1<sup>st</sup> January 2009. There is an additional increase for residential boat moorings at Heybridge Basin, as part of a previously announced five-year change that will bring charges for these moorings to 1.5 times those of non-residential moorings, in line with other residential moorings along the Navigation. Visitor mooring charges at Heybridge Basin, which have remained static for some years, will increase by 10%. These modest in-line-with-inflation increases are in contrast to the well-above-inflation increases of the major navigation authorities elsewhere in England and reflect careful management of the Chelmer & Blackwater Navigation since Essex Waterways Ltd took on management responsibility. There is no separate licence fee on the Navigation, as the cost is included within the mooring fees.

#### Droitwich Canals

The Droitwich Canals Partnership celebrated the restoration of the Barge Lock, which links the Junction Canal with the Barge Canal in Droitwich on 26<sup>th</sup> September. Teams of Waterway Recovery Group volunteers worked on the lock, undertaking silt clearance, re-pointing and repairing the brickwork and installing lock ladders and bollards, throughout the summer. British Waterways installed the new lock gates. Funding for the work came from an appeal by The Waterways Trust that was strongly supported by IWA.

The Barge Lock provides access to the river Salwarpe in Droitwich Spa, and was significant for the town as the Junction Canal it linked into provided a direct link from Droitwich to the Worcester & Birmingham Canal and the inland waterway network of the Midlands. The Junction Canal, including the Barge Lock, was constructed in 1854 from red brick with sandstone copings and is 4.9 metres wide and 24 metres long between corresponding pairs of gates. It was unusual

in originally having two sets of gates at each end, arranged so that boats could rise or fall when entering the river depending on the relative level of the river.

Droitwich Canals Trust is holding an open day on the Droitwich Junction Canal on 12<sup>th</sup> October, when boaters will be able to use the locks further up the canal previously restored and funded by WRG and IWA.

#### Manchester Bolton & Bury Canal

On 19<sup>th</sup> September, the completion of the first restored section of the Manchester Bolton & Bury Canal at Middlewood, Salford, was celebrated. The opening of this section of waterway is considered to be the most challenging phase in the restoration of the whole 15.2-mile long canal, which was once important to the transportation of coal and cotton in the Manchester area during the Industrial Revolution. This part of the canal was filled in during the 1960s, but now the canal through Middlewood represents the focal point for £600 million of urban regeneration that will comprise of a mixed use development.

One of the last major waterways in Greater Manchester to be restored, restoration works have included the creation of a tunnel under the Salford Inner relief road which then extends under the Manchester/Wigan Rail Viaduct. This new tunnel has been named the *Margaret Fletcher Tunnel*, dedicated to the late and much respected former chairman of the Manchester Bolton & Bury Canal Society and former IWA trustee.

Engineering works undertaken during the restoration also included: the excavation of 80,000 tonnes of rubble and material; the widening of East Ordsall Lane road bridge; the creation of two small circular basins; the restoration of the original Lock 3 and the construction of a new seven-metre deep lock which will be the third deepest lock within British Waterways' 2,200-mile network. Although the first section to be reopened is just 437 metres long, its reconnects the canal to the rest of the UK's inland waterway network via the river Irwell and opens up potential for the restoration of the canal to its terminuses at both Bolton and Bury.

The £5.9 million project, delivered by contractors Volker Stevin and led by British Waterways was

funded by Northwest European Regional Development Fund (through Manchester Enterprises), Salford City Council, North West Regional Development Agency (NWDA) and Valley & Vale Properties Ltd. Amongst those present at the re-opening was Derek Cochrane, former BW regeneration director who was responsible for putting the redevelopment package together. The next stage in restoring the wider Manchester, Bolton & Bury Canal could be achieved within five to ten years subject to funding.

#### Stourbridge Canal

The Stourbridge Canal is currently closed south of the Stourbridge Town Arm to Stourton Junction because of a breach that occurred between 1.30 and 2.00 a.m. in the early hours of Sunday 7<sup>th</sup> September, between Middle Bridge and Wordsley Aqueduct, following heavy rain. Just over a two mile length of canal was de-watered, with the loss of 65 mega-litres of water. 15 boats on the canal were grounded and a further 20 on the Stourbridge Town Arm. The breach occurred at the highest point on an embankment, where it is approximately 50 foot above the river Stour, and has taken about 6 foot of the sandstone bedrock out from the bottom of the canal, it being unlined at this point. The towpath is also closed at the breach. Remedial works are expected to take about four months, but are currently being hampered by some local anti-social behaviour. An annual inspection of the canal had been undertaken on 5<sup>th</sup> September, and no issues of concern had been raised.

The breach is reported locally to have been partly caused by the river Stour overflowing in Stourbridge, flooding a factory centre on the opposite side of the road from the present basin (i.e. where the canal arm originally terminated) and then running across the road (which is in a dip at this point and was then itself under several feet of water) into the canal. The water then when down the arm and the, unable to go right because of bottom lock of the Stourbridge Flight, turned left at the junction with the main canal and then, picking up excess river water at the aqueduct, took the point of least resistance 200 to 300 yards further on from the aqueduct, near the site of a breach in the 1970s. However, the exact cause is still being investigated. Pictures of the breach are available at [www.flickr.com/photos/bobasonic/sets/72157607164898906/](http://www.flickr.com/photos/bobasonic/sets/72157607164898906/).

#### Recent Publications

##### **Inland Waterways Advisory Council Awareness and Appreciation of the Canal Network in Scotland**

IWAC commissioned consultants Liddell Thomson to gauge the awareness and appreciation of Scotland's canals amongst stakeholders since the publication in 2002 of the Scottish Government's canal policy document, *Scotland's Canals – an asset for the future*. Over the past six years, the Scottish Government has invested about £70 million in Scotland's canals. The study found significant progress in delivering the Scottish Government's canal policy framework, and praise for British Waterways Scotland's focus-shift towards the regeneration of Scotland's Canals.

[www.iwac.org.uk/reports](http://www.iwac.org.uk/reports)

##### **Natural England**

##### **Strategic Direction 2008 – 2013**

##### **Corporate Plan 2008 – 2011**

##### **Annual Review 2007 – 2008**

##### **Manifesto for the Natural Environment**

A suite of documents that set our Natural England's policies and plans

<http://naturallengland.communisis.com/NaturalEngland/Shop/product.aspx?ProductID=56981451-eb16-4c7f-ab7b-543e8bab612b>

#### Current Consultations

##### **British Waterways**

##### **Boat Licensing Proposals**

During 2007, British Waterways undertook a consultation on future boat licence fees, and subsequently BW modified its proposals for licence fees in 2008 and asked British Waterways Advisory Forum to examine each of the suggestions in closer detail. A sub-group of the Forum has reviewed the situation and produced a series of recommendations to BW. This report was finalised during August 2008 and BW has prepared a paper with its response to the Forum's recommendations. BW has sent this paper to relevant interest groups and has invited comments and views on the various recommendations. The full report of the Forum is included as an appendix to this paper. One proposal in the report is for an additional charge for boats over 2.1 metres wide; BW has subsequently amended the width to 2.3 metres.

[www.britishwaterways.co.uk/listening-to-you/consultations-and-reviews](http://www.britishwaterways.co.uk/listening-to-you/consultations-and-reviews)



Members who wish their views to be taken into account in IWA's submission to BW, should make their views known to Jo Gilbertson at Head Office by no later than 20<sup>th</sup> October.

**Department for Environment, Food and Rural Affairs**

**Consultation on Direct Elections to English National Park and Broads Authorities**

This consultation invites views on the principle of Direct Elections to the Authorities and Parish Council Members on the Broads Authority.

[www.defra.gov.uk/corporate/consult/np-directelections/index.htm](http://www.defra.gov.uk/corporate/consult/np-directelections/index.htm)

Closing date for comments: 28<sup>th</sup> November 2008

**Maritime & Coastguard Agency**

**The Safety of Hire Boats on Inland Waterways**

The proposed code covered by this consultation is the result of recommendations by the Department for Transport's Marine Accident Investigation Branch's investigation into an incident on 19<sup>th</sup> July 2003, when the self-drive hire boat "Breakaway V" capsized on the River Bure, in the Norfolk Broads resulting in the loss of one life.

[www.mcga.gov.uk/c4mca/mcga07-home/shipsandcargoes/consultations/mcga-currentconsultations/consultations-fcvs-hire-boat-code.htm](http://www.mcga.gov.uk/c4mca/mcga07-home/shipsandcargoes/consultations/mcga-currentconsultations/consultations-fcvs-hire-boat-code.htm)

Closing date for comments: 24<sup>th</sup> October 2008

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