



A curious contrast with city moorings

The Shropshire Union Canal has 48-hour visitor moorings all along its 66 mile length, probably more than any other single canal. The question is why?

Outside London, which is the busiest region of the country, if every boat in the country left its moorings there would still be a total of seven times their own length of bank available.

As you can see, even on a popular, pretty canal like the Shropshire Union, there is plenty of space to moor. Yet short term mooring spaces that make it difficult for visiting boaters to spend any time exploring the canal's lovely towns and villages, to say nothing of the countryside.

In London, the busiest part of the system with around 100 miles of canals, rivers and docks, there are 4,340 boats, according to the latest boat count, which is 291 more than this time last year. In London, if all the boats left their moorings at the same time, there would be just two and a half times their own length available to moor. As a substantially larger proportion of boats are continuous cruisers and London attracts lots of summer visitors the mooring issues in the capital are clearly substantially



greater than those on the Shroppie. Yet you won't find a single stretch of 48-hour mooring in London. Apart from a handful of very short term shopping stops the only moorings in the heart of London which are less than 14 days are a short stretch on those in Little Venice and all those in the nearby Paddington Basin.

There are times when a boater may not find a mooring exactly where he or she wants one but, when Peter Underwood, a journalist and a regular Norbury customer, visited this summer he says he dropped into moorings at Kensal Green, Little Venice and Paddington without any real difficulty. He says the system works.

He explained: "Many of the boats are London based continuous cruisers but, over a period of weeks of obser-

vation it is clear that the vast majority move regularly and within the 14 or seven day limits. We saw just one over-staying boat in Paddington but it was not lived on and there may be reasons why it was allowed to overstay. "One of the towpath rangers working in London told me most boaters seemed to be getting the message about moving. She says local boats have a different attitude to visitors and take the attitude that they will simply keep moving until they find somewhere to moor. They are also happy to breast up."

Norbury's Managing Director, Simon Jenkins, said: "If the busiest canals in the country can function without a rash of extremely short-term visitor moorings you have to ask why they are deemed necessary or desirable on the Shropshire Union.

"This may be one of the busier canals outside London but it does seem overkill to have so many mooring spots, even out in the depths of the countryside, that have such limitations.

"Surely it is important to cater for all visiting boats, including those who want to stay a bit longer and enjoy what one area has to offer. "Perhaps the time has come to look again at how moorings are organised on the Shroppie and rethink the limits, perhaps looking to London for an example. It seems that proper enforcement of the long-established 14-day stay limits is keeping even such a busy place moving."



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Shaun the paint has come home

Norbury's painter has come home in more ways than one. He was born in Norbury and both his dad and grandad worked on the waterways. Managing Director Simon Jenkins reckons boats and canals are in Shaun's blood. "I have personally know Shaun for over 20 years and he has worked with me in the past on other jobs. "He moved on from Norbury a few years back and returned last year when he met his current partner and boater Angela. "He asked if we had any work



Shaun, left, in full health and safety rig and, above one of the products of his hard work.

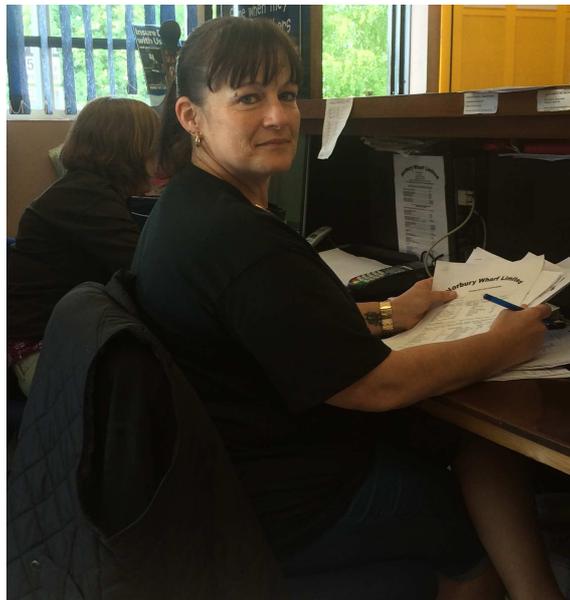


going and when Lee our original painter decided to leave we gave Shaun the opportunity to paint a boat. "Since then we have not looked back. His attention to detail is second to none, his work ethic is also superb and he just gets his head down and ploughs in. "As you can see from the pictures his efforts are well received. So far he has painted four boats and with each one the paintwork is outstanding "It's not only nice to see the

customers face when they first see the finished boat but it's also great to see Shaun's big grin when it comes out of the dock and he can finally see it in its full glory!" Shaun and the paint dock are booked out for most of this year but there are some slots available in 2016. Simon explained: "Good painters who do a proper job are usually fully booked so, if you want a good paint job you need to book well in advance."

Max takes on key Norbury role

Meet the new Ange. It was a hard act to follow but Maxine has slipped into the role of office administrator at Norbury Wharf. Maxine comes from Heath Hayes in Cannock and spent her life there until meeting Mark (also known as Spuggy) who is now Norbury's engineer). That brought a life change as Maxine upped sticks and moved in with him on their boat at a marina in Tamworth, where she ran a tea room for several years. When a reorganisation of the marina meant Marks position became redundant they both moved and worked for hire company in Droitwich for a year until moving up to Norbury where Mark became our new engineer. It was only after Ange left, as we reported in last month's magazine, that Norbury found themselves looking for someone to replace her,



Simon Jenkins says: "After chatting with Max it turned out that she used to work in a finance department for many years, so it seemed she would be perfect for the

job. "She has made the role her own and is making a great job of it, and looking after the customers too."

George will travel when restored



George being lifted to start restoration work

The National Waterways Museum saw a new project get under way when 'George', a rare Leeds & Liverpool Canal horse-drawn boat was lifted out of the water for its journey to full restoration. The project funded by the Heritage Lottery Fund (HLF) will also fund new interactive displays and activities for visitors on Ellesmere Port's derelict historic slipway which occupies a unique position overlooking the River Mersey Estuary and Manchester Ship Canal. The project will include the preservation of 'Mossdale' - the last remaining all-wooden 'Mersey flat'. George, a rare-surviving horse-drawn 'short boat' will be fully

restored to its original condition as a working wide boat. She will be repainted and her 'back cabin' decorated in period style to recreate the scene of a working boatman's cabin in the early 20th century. Rather than carrying coal, George will become a feature on the canal network spending the summer on the Leeds & Liverpool Canal as part of a community outreach and education project, and returning to the Museum in the winter. The Canal & River Trust's Head of Museums Graham Boxer, said: "This is a very exciting time for the museum as the project gets underway. The vision is to tell the story of Ellesmere Port, as the 'Window on the World' - a once thriving port which was an important

facility between canal craft and seagoing ships." "We're looking forward to interpreting the story of wide boats to visitors to the museum and offering a more complete history of the site with the restoration of the Slipway and the historic buildings in this area." In prime location, the most complete inland dock system, Ellesmere Port enabled its transformation into an industrial powerhouse, and it played a pivotal role in the industrialization of the North West. The site is now home to The National Waterway Museum which houses the national waterway collection and archive, and showcases the history of the canals and the lives and times of the people who worked on them.

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



Or stay ashore in our cosy cottage home from home

Centre of the universe?

At Norbury Wharf the team tend to think this remote former junction on the Shropshire Union Canal is the centre of the universe and they want lots of other people to make it one of their 'must be' places. Currently they are looking for more and more people to experience the beauties of the nearby canal by popping down to the wharf for a trip on the Shropshire Star, which operates every weekend in the summer, as well as making special evening trips which include a fish and chip supper. Anyone looking for a nice relaxed break away from it all is welcome to stay, either for bed and breakfast or a longer self-catering holiday in Wharf Cottage which sleeps eight and



Wharf Cottage overlooks the busy basin.

overlooks the busy wharf and its boats. Norbury is run by boaters and looking after fellow boaters is always top of the agenda. At

present there are just three mooring spots available for any boater who wants to become another fan of Norbury as one of the best spots on the canals.



Boats for sale

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

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

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

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

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

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

Pied-a-Terre

64-foot semi-traditional narrow boat built by CCL boat builders in 2007 and fitted out by the owner to a very good standard. Powered by a reliable Beta marine diesel engine with a hydraulically operated PRM gearbox. Boat Safety until March 2019. Last blacked November 2013. Last survey report November 2011. There is very modern galley with the usual appliances and then the impressive large open saloon complemented by side opening doors.

The heating on the boat comes from both the solid fuel stove and an instant diesel fired boiler (Eberspacher) which supplies radiators and the hot water cylinder, the cylinder also gets its heat from either the engine or a 240v immersion heater.

The boat has shore line, inverter and a travel power 240v generator on the engine, as well as, solar panels, bow thruster etc. This is a good example of a well looked after boat and a superb live-aboard with plenty of kit. Be quick it won't be here for long.
£47,500



Spindrift - 58 foot traditional stern, one-owner boat built in 2000 by Liverpool boat company and finished by its present owners. Powered by a Beta 43HP engine with a hospital silencer and insulated engine compartment. It would make an ideal live-aboard.
£31,250



Swn-y-Ddraig

50ft traditional stern built by Eastwood engineering, and powered by a 1.5 BMC diesel engine. The boat has a current boat safety until July 2018, the boat is laid out internally with a bedroom at the rear, with a drop down cross bed, a shower room with wash basin and pump out toilet, then comes the galley with the usual appliances and a 12volt fridge.

Then there's a large open plan saloon with a solid fuel fire which provides the heat for the boat, a front door then leads out on to the front deck area, the boat is wired for both 12v and 240 volts, it also has an inverter.

£24,500



Willow - 2002 55 foot cruiser stern, powered by a 40hp Nanni diesel engine in as new condition. This is an unusual reverse layout with a rustic feel. The boat benefits from having an inverter, solar panels, and cratch cover. Viewing strongly recommended.
£24,950.00



Rosie M

50ft semi-traditional stern built by Tolladine boats, the boat is powered by an excellent 1.5 BMC diesel engine which was fully reconditioned by Calcutt boats in 2011, new front and rear pram hood covers in 2013, last blacked in July 2013, the boat has a current boat safety until July 2018.

The boat is laid out internally with a bedroom at the rear, which currently has two bunk beds but could easily be rearranged to make a double bed instead. Then there is the shower room with wash hand basin and a Thetford C200 swivel head fresh water flush toilet. Then comes the galley with the usual appliances and a 12volt fridge and freezer, then there's a large open plan saloon with a sofa bed, wall mounted TV and a solid fuel fire provides the heat for the boat, a front door then leads out on to the front deck area, the boat is wired for both 12v and 240 volts, it also has an inverter and the added advantage of 5 batteries.

UNDER OFFER



Duchess

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

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

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

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

£29,950

