



Boaters begin to deliver their verdict on Shroppie moorings

Two thirds say not enough long-stay visitor mooring

INITIAL responses to Norbury Wharf's survey of boaters, asking what they feel about visitor moorings on the Shropshire Union Canal, show a substantial demand for more seven and 14 day spots. The survey has several more weeks to run but the first boaters to fill in the short survey were overwhelmingly regular Shroppie users, with more than 80 per cent saying they used the canal moderately or extremely often. They are happy with the many short term – 48-hour – visitor moorings provided along the length of the canal, usually by the Shropshire Union Canal Society, by a majority of 80 to 20; but nearly two thirds of respondents say there is not enough 14-day mooring. The lack of mooring spots generally is probably attributable to what is known as the Shroppie



Busy moorings at Norbury Junction - but are more long-stay places needed?

edge – the sloping concrete slabs that make it difficult for boats with drafts of more than a foot or two to get into the side. Boaters are emphatic that they want to see more mooring

space with adequate depth with a massive 85 per cent calling for it and just 11 per cent saying it wasn't necessary. Asked where they wanted to see more visitor moorings there was a long shopping list. One respondent pointed to Nantwich and the unused long term moorings south of the aqueduct. Brewwood, Wheaton Aston, Norbury Junction, Gnosall and Shebdon all got a mention. Another boater told us: "I think we are so used to where we can tie that I have never given a thought to other places that might be nice even though we currently can't. The biggest problem is not being able to

stay long enough in some areas. Market Drayton and Brewwood both deserve a few days to explore them fully." Another wanted to focus on moorings elsewhere: "At the honey spots, Chester, Acton, Natwiche, Adlum, Drayton, the Anchor, Norbury, Brewwood, preferably ones with good draft. Also I think it should state that double mooring is mandatory at some locations. The problem being you can't currently arrive much after 11:00 and get a good bankside mooring at a lot of places, never mind doing a full days boating and arriving at dusk!"

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The survey continues - all boaters are invited to let Norbury Wharf know what they think about visitor moorings. Let us know your feelings by writing to Moorings, Norbury Wharf Ltd, The Wharf, Norbury Junction, Staffordshire, ST20 0PN or email info@norbury-wharfltd.co.uk with Moorings as the subject. Alternatively fill in our survey here: <https://www.surveymonkey.com/s/JTTZLK7> We will pass your comments on to the local waterways manager.

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Bargains

DIESEL

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

79.9p

BATTERIES

- 110amphr batteries JUST

£64.95

each when you buy four or more in the same transaction. £69.00 each if sold singly.

ECOFANS

The original and best fan for your stove just

£109.99

Funding win is big boost to sustaining heritage skills

THE historic skills used to build the nation's waterways are to be taken on by a new generation, after the Canal & River Trust successfully secured a major grant to train 42 new heritage workers.

£607,000 of the overall £811,000 comes from the Heritage Lottery Fund - Skills for the Future programme and will be used to train recruits in lime mortaring, stonemasonry and carpentry, among other skills.

The project - called Waterway Heritage Skills - will keep alive the traditional techniques that were used to construct the canals and rivers across the country more than 200-years ago, and that are currently used by the Trust to repair and restore the waterways. Fourteen trainees will be recruited each year for three years, with each post lasting 12 months. They will work alongside the Trust's staff across the country on projects such as the winter stoppage programme that this year saw 141 new lock gates replaced and major work to lock chambers and masonry. Through this work current experts will pass on their unique experience to the next generation of heritage workers.

Nigel Crowe, head of heritage at the Canal & River Trust, said: "For the Heritage Lottery Fund to award us such a sig-



The Foxton lock flight - one of the heritage jewels of the waterways - which needs traditional skills to keep operating.

nificant amount reflects the enduring popularity and importance of our canals and rivers. The intricacy and robustness of our locks, bridges and other structures continues to inspire, and it's great that we can now train new recruits in the heritage skills needed to restore, repair and improve them into the future, so that they can be enjoyed for generations to come."

The Trust has already starting recruiting for the positions, with the first trainees expected to start in July.

The Heritage Lottery Fund's Skills for the Future programme offers new work-based training in the skills that are needed to look after our buildings, landscapes,

habitats, species, transportation and museum and archive collections, as well as training education and outreach officers, volunteer managers, and people with new technology skills to help the public learn about our heritage and play an active part in its future. Using money raised through the National Lottery, the Heritage Lottery Fund aims to make a lasting difference for heritage, people and communities across the UK and help build a resilient heritage economy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, it invests in every part of our diverse heritage. HLF has supported over 36,000 projects with more than £6bn.

Historic canal basin reopens after repairs

One of the country's most important waterway treasures reopened in April following lengthy repairs.

The Inland Waterways Protection Society and the Canal & River Trust have carried out essential restoration work to the 18th century Bugsworth Basin on the Peak Forest Canal in Derbyshire thanks to a £76,400 Heritage Lottery Fund grant.

The five month project, which started in November, involved dismantling and rebuilding a 150-metre length of wharf wall using many of the same techniques used to build the basin 200 years ago. Volunteers and staff took part in special training days which gave them the chance to learn historic skills, such as using traditional lime



Bugsworth Basin before the latest repairs

mortar. Judy Jones, heritage advisor at the Canal & River Trust, said: "Bugsworth Basin was once the largest and busiest inland port on Britain's narrow canal system, and the only one to survive intact."

Ian Edgar from the Inland

Waterways Protection Society, added: "This wall will last another 200 years like the rest of Bugsworth Basin." Built in 1796 by famous canal and tramway engineer, Benjamin Outram, Bugsworth Basin is part of the 14-mile long Peak Forest Canal.

'Can 48-hours become 14 days in winter?'

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There is little doubt that the overwhelming preponderance of 48-hour moorings causes some frustration. One respondent told us: "There are just too many empty 48-hour moorings up the Shroppie. It makes people lose respect for the signs. After all, what's wrong with overstaying on 48 hour moorings when they are empty and unused?"

It is not only liveaboard boaters that want to see more seven or 14 day moorings, another respondent called for more longer stay mooring along the canal from Chester to Wheaton Aston for boaters who like to 'weekend' leaving their vessels for a week or two before moving on again.

There was also a request for more rural spots to offer mooring although nobody seems to be seeking mooring rings, 'just 14 days 'casual' moorings dredged and vegetation cut so we can pull in anywhere to moor' as one boater put it. Another said: "I would like to see the 48hour moorings extended to 14 days in the win-



The Llangollen Canal is also part of the Shropshire Union and one of the busiest waterways in the UK

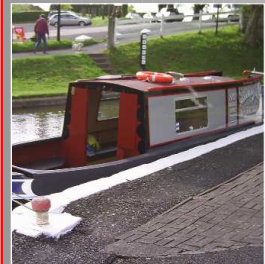
ter, we found nowhere decent to stop more than 48 hours but not another boat in sight for miles."

In fact, the vote in favour of more seven or 14 day moorings is nearly three times that supporting additional 24/48 hour moorings.

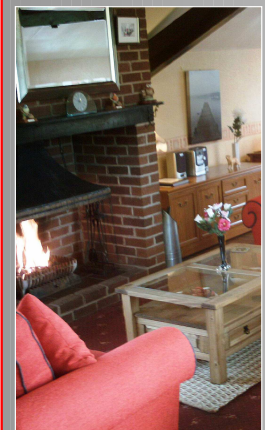
Of course, you may feel differ-

ently and the survey remains open and Norbury Wharf hope more and more boaters on the Shropshire Union will contribute to the growing weight of evidence and promise to pass on the results to both the Canal and River Trust and the Shropshire Union Canal Society.

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



Lucky radio competition winners plan a family boating holiday

More than 40 Signal Radio listeners who had won an on-air competition for free family trips on Norbury Wharf's trip boat, had an anxious wait as they took part in a draw to see which of them had also bagged bigger prizes.

The free trips on board the Shropshire Star were an exciting prelude, on the last Sunday in April, to the awarding of the top prize of a free week's holiday in May for a family of four on one of Norbury Wharf's hire boats.

Two runners up also won the use of a day boat for a day, an exciting outing with a difference for up to 10 people.

Manager David Ray said: "The atmosphere was certainly tense as we drew out the winners' names; it is not often you stand a 40-1 chance of winning a prize worth about £1,000."

In the end the winner of the holiday was Mr Rafferty from. He is planning to take his family on a May expedition to explore the canal system for the very first time.

The two runner up prizes of the days boats were Mr Kirkland and Mr Vaughan who are already planning who to invite for a day on the lovely Shropshire Union Canal.

David Ray added: "We have had a lot of interest from Signal listeners in the Midlands and we hope the competition has created even more interest in the waterways.

"Events like this help introduce people to canals and boating and that has to benefit everyone."



Phoebe, above, will be the boat which will take competition winner Mr Rafferty on his free holiday in considerable comfort.



Boats for sale

Norbury News 4



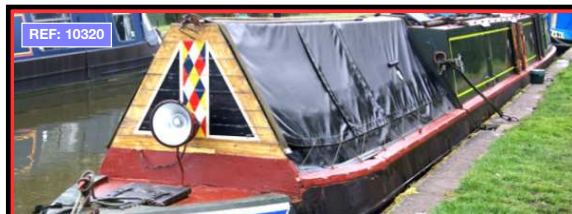
REF: 10317
Ty Two - 50ft semi-trad narrowboat by Liverpool Boat Company and fitted out by NGP joinery in 2009. Four berths.
REDUCED TO £34,9500



REF: 10306
Life o Reilly
 37 foot cruiser stern narrowboat
REDUCED TO £21,500



REF: 10321
Dawnstar -
 46 foot cruiser stern narrowboat
UNDER OFFER



REF: 10320
Hazel is a very traditional boat indeed, she was built in 1984 by Ron Turner of Runcorn and is powered by a Lister JP2.
£27,500



REF: 10322
Mydian - 57ft trad stern narrow boat built in 1998 with a 2kw 240v generator attached to the engine.
£25,995



Featured boat
 REF: 10319
Rigal was built by the famous ship builders; who also built the Titanic, Harland and Wolff in 1935 for the Grand Union Canal Carrying Company. She was originally built as a composite (iron sides and wooden bottom) butty boat and was intended to be paired with Dorado.
 Her original butty stern was later removed and a conventional motor boat stern added and her wooden bottom replaced with a steel one.
 In 2005 she had a new back cabin, engine room and "under cloth" conversion constructed out of steel by Barry Hawkins at Atherstone.
 Rigal is presented in the Coronation livery of the Grand Union Canal Carrying Company of 1937. She is powered by a traditional Lister HA2 air-cooled marine diesel engine with Blackstone gear-box.
 Layout from the rear comprises of a traditionally decorated boatman's cabin and engine room. Her main cabin is then fitted out to a very high standard in solid Ash and comprises of a large open plan saloon with solid fuel stove, galley, bathroom and large double bedroom.
 The main cabin has portholes along its length, prisms in the top plank and three sets of side doors. She is heated by a solid fuel stove in the saloon. This boat benefits from a 5kVA onboard diesel generator, fridge, freezer, washing machine, inverter/charger making her an ideal liveaboard or luxury holiday boat. Rigal is licensed until February 2015.

OIRO £49,950



ReF 10323
Artel - 40ft traditional stern built in 1979 by Springer with solid fuel stove with a back boiler serving radiators.
£11,999



REF: 10310
Jenilka - 50 foot traditional stern narrowboat built by Liverpool Boats and professionally fitted out by Classic Interiors.
£26,950



REF: 10318
Firefly - 36 ft long cruiser stern narrowboat built by Springer Engineering in 1978, powered by a reliable Lister SR2.
£11,999



REF: 10311
Tug - This unfinished unique tug was built at Caggys Boat Yard in Tipton in 2007. She is powered by a twin cylinder Lister SR2
£13,000