

NARROWBOAT
GREENLAW

Shell by Harland & Wolff
Fitted out by C Johnson (owner)

Engine: Lister JP2M diesel

Length: 71ft 6in

Berths: 2+1

Style: Trad
Year first registered: 1937

Registration no: CRT 65253

BSS Certificate to 2016



OFFERED FOR
SALE THROUGH
ABNB

PRICE:
£65,000



4 PAGE
COLOUR
BROCHURE

subject
to owner
approval



SUMMARY

Greenlaw started life as a working boat in the Grand Union Canal Carrying Co fleet, numbered 145, she is a large Woolwich motor boat, built in 1937 and named after a small town in the Scottish Borders. Registered at Rickmansworth No 157 with GU Gauging No 12738, she stayed in the hands of boatman Tom Jackson for the next 20 years along with her butty *Bedworth*. *Greenlaw* was converted for pleasure boat use by Warwickshire Fly Boats with her steel cabin being fitted along with a re-built Lister JP2M, which started life as a Guernsey pilot boat engine. In a boat of this length and having 3 berths the accommodation is extremely spacious. Forward of the authentic Boatman's cabin and engine room, the fit-out has been completed in a 1930's period style but has many modern creature comforts, such as a full size washing machine, microwave and gas cooker in the attractive galley complete with Belfast sink. When not boating the flat screen TV and satellite system will keep you entertained whilst relaxing on the settee in front of one of the two solid fuel ranges installed to keep the boat cosy. The diesel fired central heating boiler supplying radiators through the cabin helps ensure year round warmth.

GREENLAW



ELECTRIC SUPPLY

12V 100A engine alternator charges 3 x 220Ah carbon fibre cabin batteries (no engine battery, as hand-start) • **Kestrel alternator controller** ensures efficient recharging of batteries • Charging also from Mastervolt **100A marine charger/inverter** in multi-stage automatic operation when landline connected

The cabin **12V** system is protected by **circuit breakers** in a labelled, switched panel with analogue voltmeter

230V circuit installed with one landline connection • **Independent onboard 230V power** from batteries via Mastervolt Dakar **2.5kW pure sine wave inverter/charger** • The inverter ensures that only one 230V source is used at any one time

subject to owner approval

ELECTRIC FITTINGS

Lights 12V: 9 brass rimmed tungsten deckhead lights, 8 self-contained LED lights, 4 brass wall lamps, 3 bedhead spot lights, 1 LED well deck light
230V: 1 table lamp

1 gimballed brass oil wall lamp

Power sockets:

12V: 1

230V: 11

230V Humax LCD 23in **TV** • 230V Phillips **HDD** recorder & **DVD** player
 • 230V Goodmans Freesat satellite decoder

WINDOWS & DOORS

13 x 8in diameter fixed **brass portholes**

Two **bull's eyes** set in the cabin roof, to add extra light

The forward bulkhead carries steel, stable doors with traditional painted panels
 • Side doors are of steel traditionally panelled & painted • Engine room doors are of painted steel • Aft doors are of plywood traditionally panelled & painted
 • Four sets of side doors – two with roof hatches • Some doors in need of attention

ENGINE

Lister JP2M diesel
 • 2 cylinders, 23hp at 1,200rpm with dry sump & separate oil tank • Hand start (could be converted to electric start) • Engine built & marinised by Lister
 • Rebuilt before installation

Direct raw water **cooling** system, mudbox with weedhatch

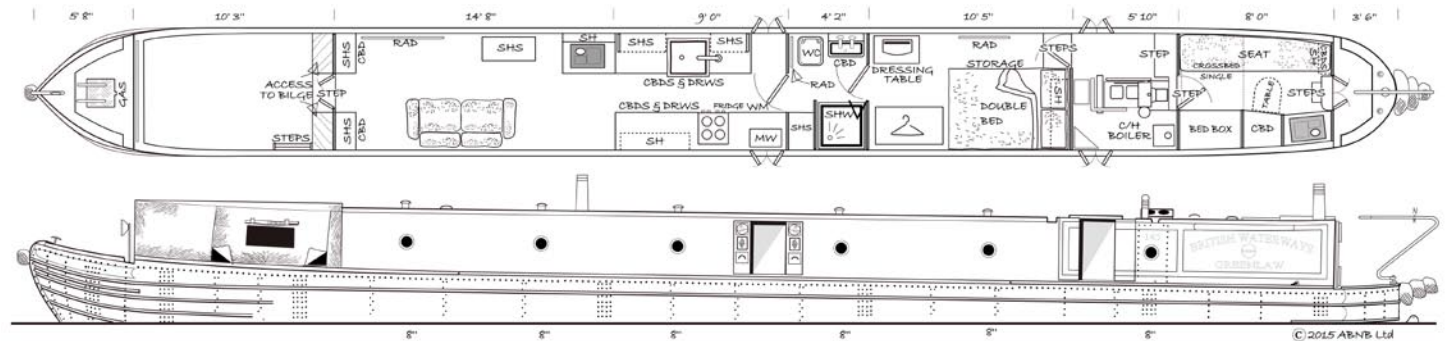
Vertical exhaust stack

Engine control by trad speedwheel & push pull gear rod

Instruments: Ammeter, roof mounted oil pressure gauge

Warning lights: Charge

Fuel: Approx 125 gallons in balanced engine room underfloor tanks
 • Hand-operated semi-rotary pump to 6 gallon day tank with sight gauge



STERN GEAR & TRANSMISSION

Engine solidly mounted

Drive is by hollow prop shaft, with universal joints at each end and thrust bearing on in-board end of tailshaft

Blackstone mechanical gearbox & reduction box to 25in x 22in propeller

Stern tube lubrication by remote screw greaser

An electric bilge pump drains the stern tube sump

STEELWORK & STYLE

10mm 1/4in/4mm plating with flat bottom
 • Overplated by Warwickshire Fly Boat Co

Shell in Big Woolwich style • Including rivets, 2 anser pins on gunwale, cabin roof stop beam, scribed aft deck, scribed aft & forward bulkheads • 2 sets of engine room doors with sliding plywood hatches

Traditional cabin edge handrails and deck edge cants • Rope ring on cabin roof

(Note plating thickness cannot be measured during ABNB visits and is based on reported information)

DECKS

Well deck is of ply panels with access to bilge, non self-draining with electric bilge pump

Aft deck is of scribed steel and is self-draining

TRAD FITTINGS

Traditional fittings include:

A pigeon box on roof
 • A painted softwood cratch board, raised top plank and fitted acrylic cover with zips, windows & window covers
 • Cratch board and cover in need of replacement

Brasswork: Chimney bands, portholes, tiller & pin, mushroom vents



GREENLAW

SHOWER ROOM

Full width compartment

Shower 30in x 30in in laminated cubicle with aluminium & glass bi-fold door

Washbasin set on free standing pine vanity unit

Thetford Porta Potti Qube portable flush wc



CABIN HEATING

Midland Chandlers 3kW (est) solid fuel range, set in marble & quarry tile fireplace to saloon

Kabola E3 3.4kW drip feed diesel boiler, gravity fed from day tank, runs 3 panel radiators, 2 with thermostatic valves

Epping 3kW solid fuel range, with side water boiler in Boatman's cabin



GAS SYSTEM

2 x 13kg propane gas cylinders • Manual changeover with two pigtails

FURNISHINGS

Floor is fitted with beige carpet in saloon & bedroom • Wood effect laminate in galley & shower room • Painted durbar plate in engine room • Painted softwood boards in Boatman's cabin

BEHIND THE LININGS

Ballast: The underfloor space contains GWR railway track fixings as ballast • Condition of this space can be checked under Boatman's cabin floor

Insulation: The cabin forward of engine room is insulated by sprayed polyurethane (pu) foam behind all external linings (except underfloor) • Sprayed pu foam is widely recognised as the most thermally efficient form of insulation available for narrowboats • It is the only type that also acts as a vapour barrier

SLEEPING

3 berths in 2 cabins, consisting of:

6ft 6in x 4ft 1in permanent double

6ft 2in x 3ft 2in cross single in Boatman's cabin bed box (mattress required)

WATER SYSTEM

200 gallons (approx) polypropylene balanced water tanks under well deck

Automatic water pump, with 5 litre accumulator tank

H&C supply to Belfast sink in galley, washing machine & to shower room

WATER HEATING

27 gallons (est) lagged calorifier heated by central heating boiler and 230V 0.5kW immersion heater

FITTING-OUT

Boatman's cabin and engine room by Warwickshire Fly Boat Co. Forward cabin completed by owner to a good standard.

Linings: Hull & cabin sides are lined in white painted tongue & groove beaded boarding (varnished pine on cabin sides in saloon & galley) • Headlining (ceiling) lined in white painted tongue & groove boarding • Bulkheads (partitions) in hardwood panels • Engine room is unlined and painted

Furniture: The galley is based on custom built units, including pine unit with pine recessed doors & laminate worktop and pine unit painted blue with solid wood worktop • Gate style privacy doors to shower room • Other furniture is either of custom built or antique

Traditional Boatman's cabin is scumbled with painted panels • Aft step has inset 1937 pennies

SEATING & EATING

Freestanding 2 seater settee

Eating at drop-down table in Boatman's cabin

subject to owner approval

FINISHES

Hull: Below gunwale coated with bitumen paint

Superstructure: In 1960's BW livery, blue with yellow framing to aft cabin sides • Cabin roof is rattle red • Handrails are red forward of engine room

Traditional decoration: Cabin sides carry traditional signwriting • Aft & side doors are traditionally panelled & painted • Engine room doors are painted to match exterior paintwork • Bow carries yellow panel either side of stem post, counter carries yellow over blue panels

COOKER & FRIDGE

Cannon Keswick 13.6kW freestanding cooker with glass lid • 4 burners, grill with door front & separate oven • Flame failure protection & spark ignition • Epping solid fuel range in Boatman's cabin • MC solid fuel range in saloon

700W Sainsbury microwave

Fridgemaster 4cu ft 12V fridge

STORAGE

	Drawers	Cupboards	Shelves
Saloon	-	2	9
Galley	6	5	5
Shower room	-	2	4
Bedroom	5	2*	1
Engine room	-	-	-
Boatman's cabin	3	5	3

* Incl 2 wardrobes;

Also storage under berths, on free standing shelf unit & in coal box step • Utility storage in well deck • Traditional Boatman's cabin bed box, table cupboard, crumb drawer, ticket drawer and associated storage



WASHING

Hotpoint Aquarius 1200 full size washing machine

DIMENSIONS

Overall length: 71ft 6in

Foredeck: 5ft 8in

Forward well deck: 10ft 3in

Overall cabin length: 52ft 1in

consisting of

Saloon: 14ft 8in

Galley: 9ft 0in

Shower room: 4ft 2in

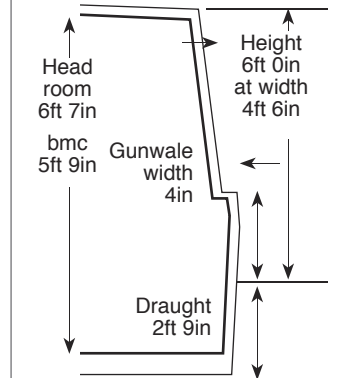
Bedroom: 10ft 5in

Engine room: 5ft 10in

Boatman's cabin: 8ft 0in

Aft deck: 3ft 6in

Max air draught 6ft 5in



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GREENLAW

INVENTORY

On-deck items include: Tunnel light on mast, hand Klaxon horn • Fenders: Bow button vee, two aft tipcats & button • Pole & hook, ladder, mooring spikes, windlasses and hammer

A cabin inventory list will be available when viewing.

OWNERSHIP HISTORY

Two commercial (GUCCC & BWB) & two private owners from new.

Owners reluctantly selling due to ill health.

CERTIFICATION

A BSS Certificate issued by Michael Carter expires on 15/05/2016.

subject to owner approval

MAINTENANCE HISTORY

Engine: Last serviced by owner in 2013 (little use since). Running hours recorded at ABNB visit: No gauge.

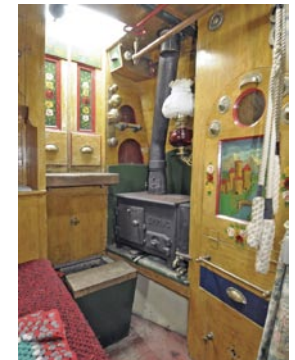
Hull: The boat was last blacked in September 2014.

A hull survey by Michael Carter dated September 2014 is available to read in ABNB office.

LOCATION

Private mooring on the River Weaver, Cheshire – approximately 10 miles from M6 J19

Viewing is strictly by arrangement through ABNB.



PLEASE NOTE: This is sales information and not a survey report; providing content details only. The specification in these pages is based on ABNB's visit to the boat and on information given by the owner. This is to help you decide whether to investigate the boat further, be it by surveyor or otherwise. The information here is given in good faith but no description, statement, promise of work to be done, or suggestion for future use, constitutes an offer.