

WWW.BOATSHOPUK.CO.UK



So you are thinking of buying a boat!

Whether you are looking to buy a new or second hand boat here's some useful information that may help you on your way.

Standing on a canal bridge watching narrowboats go slowly by is something every canal and narrowboat enthusiast will have done from time to time. For anyone who loves the countryside and the canal system living on a narrowboat is often just a dream. For some they manage to turn this dream into a reality, their ultimate dream come true.

If you have never been on a narrowboat the first thing that I would recommend is that you hire one for a long weekend or a week this will give you some idea of the lifestyle although I have to say holidaying on one and living on one is very different.

There are lots of hire companies out there so you shouldn't have too much of a challenge finding someone in your area or the area that you are thinking of keeping your new purchase in there are some companies on my services page.

Take a walk along the canal and have a chat to narrowboat owners they are usually only too happy to pass on their valuable knowledge to new would-be boat owners. Living on a boat is not an easy life; it is different from the normal residential dwelling as you have no mains electric, plumbing or telephone. If you have been lucky enough to get a mooring in one of the more expensive marinas where you are able to hook up to electrics and water and have a telephone line.

However basic or upmarket your boat is you will still have to maintain it weekly including the basics such as emptying your toilet whether it is a Porta potti or pump out and your water tank will need filling regularly, on average they hold 100/150 gallons of water you will soon get use to a short sharp shower.

Your diesel tank will need filling on a regular basis as you will need to run the engine daily for your 12v electrics to work correctly, please consider this when you buy your boat and accept your mooring having a 240 hook up put on your boat is not difficult and can be done by most qualified electricians.

Make certain that you consider carefully the length of boat that you are buying and make certain it will fit your personal circumstances. If your mooring is in a marina you have to make certain that you are able to manoeuvre your boat easily. Most marina moorings are small and leave little space for error, if in doubt go on a boat handling course for a ½ day they are great fun and very informative. Look on my web site under services for boat handlers.

When looking for a live aboard the length of the narrowboat is important as you need to have a good living area, 38ft to 45ft is ideal for one person but for two people 45ft to 60ft is advisable.

BUYING A NEW BOAT

A new narrowboat is often the second most expensive and largest purchase that you will make, after your house.

With there being so many boat builders out there to choose from it is paramount that you research your purchase meticulously.

You may decide to purchase a fully fitted option or you may be an experienced craftsman and decide on purchasing a “sailaway” to fit out yourself or even a bare shell.

Although narrowboats are the most common option you could also opt for a Replica Dutch barge or river cruiser. This would depend on the waterway that you are looking to cruise. Whatever you decide on you should have always hired a boat beforehand.

It is advisable to have looked for a mooring beforehand even if you don't take it up straight away as in some areas mooring can be scarce.

Are you sure that a narrowboat is for you?

Have you located a mooring?

BOAT DESIGN

A couple of options here you may choose an off-the-peg boat or go with a bespoke boat. With an off-the-peg boat the build process will be simpler and you could well save yourself some money but you don't have a say in the design.

A bespoke boat is built entirely to your own requirements but may be harder to sell Should you have to sell it.

Narrowboat prices are roughly proportional to length but when looking to have a boat built make certain that you stick to your budget as you can get carried away. About £1000 a foot is a middle of the road price to pay

Will your boat size fit the waterways that you wish to cruise? As some locks are only 60ft long.

CHOOSING A BUILDER

It is recommended that you consider at least three builders, even if you love the first one you see. Go with a list of requirements to the boat yard or visit a show as this will enable you to view many builders over a couple of days and make a list of the ones you like and eliminate the ones you don't.

Once you have found the ideal builder, if you met them at a show, arrange to see them at their yard for another look. Any credible company will not object to this as this is a large investment and you need to know that you have it 100% right.

Speak to other owners and also anyone having a boat built at the moment.

Check the builders trading history and that they are VAT registered. If you have any doubts then do not proceed until you are confident that you are making the right decision.

Does the builder have experience of your desired specifications?

Have you researched the history of the company?

DEALING WITH YOUR BUILDER

The right contract is essential, you should use the standard British Marine Federation staged payment contract or an alternative that you are 100% happy with.

Agree the final boat design in writing at a face to face meeting including the equipment to be fitted, materials that are to be used (e.g. steel thickness), and a plan of the layout on a 1ft square grid.

Once you are happy with all this agree a price and a completion date. Include in this schedule a list of dates for staged payments, each after work has been completed.

We strongly advise that you consider employing the services of an independent surveyor of your own choice to monitor the boat build.

Have you arranged finance?

Will you visit regularly to check on progress – including a least one visit in passing without a prior appointment with the yard?

ACCEPTING YOUR NEW BOAT

The boat must have been built to the requirements of the European Recreational Craft Directive, including full documentation; you should get a Boat Safety Scheme examination, though this isn't compulsory for new boats.

When you are ready to cruise you will need a licence (usually from British Waterways or the Environmental Agency) and insurance.

BUYING A SECOND HAND BOAT

Buying a second hand boat is like buying a second hand car but at least 10 times more expensive. Unfortunately like buying a car it is easy to let your heart rule your head but the consequences can be 10 times more expensive, which in turn means that you need to be 10 times more careful about your purchase.

So, it is absolutely essential that you have a full professional survey done on the boat that you are considering buying. The snag is that this does mean you are committing sizeable sums of money; if you are dealing with a broker you will be asked for a deposit of around 10% of the sale price, which may only be returnable if significant faults are found.

In addition a survey will cost around £600 - £750, including the cost of having the boat dry-docked.

So a bit of detective work on your part is needed at first so you are at least reasonably sure of what you are about to spend your money on.

Buying direct from the boat owner is by far the best way to buy a boat as they usually have the history and tell you about the boat in more detail and should you find something you are not sure about later you can always give them a ring and ask them.

If you are going to be living on your boat full time you need to be comfortable and there are lots of different things to bear in mind like a fixed bed is much more acceptable than a foldaway one, there is nothing worse than coming home after a long and tiring day and having to find bedding and make up your bed this can get very tedious. The layout of your boat should be basic, the more living area you have the better. The galley should have a full size cooker and a gas fridge if possible, there are some good 12 volt electric fridges on the market now but they are still a big drain on your battery. A gas water heater, or diesel heating usually heats your water. Most narrowboats have diesel engines and have to be maintained just as you would your car so you have to get to know your engine well. Find yourself good local mechanic who knows about your make of engine and can help with any problems. Make certain you do this when you buy your boat so you are not panicking when something goes wrong. Storage on a boat is important and what works for a holiday boat doesn't always work for a live aboard always check it out.

Here's how to go about it!

THE OUTSIDE

First impressions count, but make sure that you look beyond the superficial gloss or grime at the shell below. Today's builders are well known but companies do come and go so it is important to do a bit of research especially if you haven't heard a particular builders name before.

Shells come in variety of qualities, bottom of the range will always fetch lower end prices however good you try and make them look; a top range hull bought in a poor condition will fetch a good price once you smarten it up a bit.

Generally when it comes to metal thickness, the bigger the numbers the better, typically better quality hulls also have longer swims; expect them to have between 6-8ft on a mid-range hull. If you are buying a new boat ask the builder where the steel comes from he uses as some far eastern steel does not conform to our standards.

Inspect the welds on the cabin sides. Cheap boats will have wavy cabin sides and the welds standing proud compared to mid-range hull that will have the welds ground flush but they will still be visible unless someone has filled them with body filler.

Top class hulls will have no visible welds and the cabin sides should be nice and flat. You should now be able to tell if the price of the boat reflects the underlying value.

Inspect the hull for signs of rust pitting. Look around the waterline and below any vents in the hull (sink, basin, drain, gas tank drain and the exhaust) in a modern hull, less than 0.5mm should cause no concern, a few larger ones can be filled with weld when the boat is blacked.

Check the anodes; very pitted and eroded anodes or missing anodes indicate poor maintenance and the cost cutting in the past.

Look around window frames and in lockers and the engine room.

The following pictures are of the different sterns you can choose from. Choose one that will meet your needs.



TRAD STERN



SEMI-TRAD STERN



CRUISER STERN

THE INTERIOR

As you walk through the interior of the boat keep sniffing and looking around. If windows, chimney and roof vents smell of wet cloth, and you get the distinctive smell of rot this tells you there is a problem with the woodwork.

Toilet smells could also indicate a lack of cleanliness. That the toilet is leaking or needs a new seal, low quality toilet hoses or a gas leak.

Black streaks in the wood or water marks, bowing gaps or delamination of the plywood all indicate past or present leaks and need investigating.

Look in the internal channels of the windows if they are full of moss, the long term care of the boat is suspect. As is a rubber cord is pulled out of place between frame and glass.

Check the electric wiring carefully. Unscrew a switch or speaker so that you can see the type and thickness of the thermal insulation and look under the gunwales and in the back of cupboards to find the wiring. This should be clipped in neat bundles and if any individual cable feels stiff when bent between two fingers then it is probably solid strand domestic wire that will fracture within time. If you find any three strand mains cable(not mains flex) it is again a sign of poor boat fitting out unless it is a very old boat.

Light every gas burner and ensure that they all work and none burns with a yellow flame. If the fridge is gas then light that as well to ensure, again, that there is no yellow flame.

Test all electrical equipment.

Remember the more that doesn't work the worse the boat has been looked after.

Turn on a number of lights and operate the water pump or electric toilet, if the lights dim considerably then there are a problem. If it's not flat batteries, then it's probably going to be expensive and may be dangerous.

Now turn your attention to the bilges. Most boats built over the last 20 years will be of the two-bilge design with an accommodation bilge that is separate from the engine or stern bilge but there are a few exceptions. Older boats may have all-in-one bilges, a front, accommodation and engine bilge (again separate) or the front bilge into the engine bilge.

At the back of the cabin, usually under the steps or in a cupboard, there should be a trap to give access to the accommodation bilge. The bilge should be dry in a insulated boat if it is not then this could indicate leaking, possibly windows, water system, toilet system, or the shower/bath system and pump. If it is the latter then you may well be able to smell soap or see the soap scum.

If you have turned the water pump on and you can hear it running now and again it may well indicate a domestic water leak, if the water is clear and the pump is silent then it is probably condensation or window leaks and very often this is the area that wood rot can be found.

You can expect to find the base plate to be rusty on an older boat and it is of little consequence unless either the base plate is thin or deeply pitted say less than 1mm thick.

There should be no wet carpets or floor coverings in this area and if there is then question the maintenance.

THE ENGINE

Now look at the engine – make it clear to the vendor/broker that you will run the engine and checking the gear box.

Look into the engine coolant header tank the level should be at least one inch below the filler neck, but it can be far lower as long as you can see the coolant,

It should not be thick and brown like cocoa. The colour of the anti freeze should be visible, very rusty water indicates lack of care and possible corrosion inside the cooling system.

Run your hand over the batteries and the engine if they feel warm make another appointment and insist that the engine is not charged or that the engine is not started without you being present. If there are any excuses or explanations to why they needed charging before viewing or why they are flat, question the charging system and estimate between £60-£120 per battery for new ones.

The engine should start easily from cold and any white smoke should disappear after a few minutes and if the engine is equipped with heater/glow plugs then allow about 30 seconds for them to do their job.

The longer it takes and the more/longer it smokes the worse the condition of the engine.

Move the control lever to ahead and rev the engine. Note how long it takes for the propeller shaft to start to rotate and then repeat with the reverse, both should take similar time for the shaft to come up to speed and the longer it takes the more chance the gearbox is worn out.

A clang or a thud as the gears engage may indicate a faulty drive plate or gear box. Leave the engine running.

Inspect the batteries if they have grown fur on the terminals the boat has not been well looked after, if the end of the battery is bowing out and swelling the battery is nearing the end of its life and the larger the bow then the shorter its remaining life span.

At either side of the engine and behind it there is a bilge where there may be a little water but there should be no oil, if the area is covered in black oil and dirt the boat has not been looked after to well. Under the engine there should be a sealed area and you should be able to see that this is free from oil and water. A bilge blanket here to absorb oil and fuel shows care.

There should be no major oil and rust streaks on the engine, no build up of oily dirt and no pools of oil or water on it.

Now that the engine is getting warm, take the oil filler cap off and rev the engine, there will be a certain amount of pressure coming from the filler. You could compare this with other boats or your car but excess pressure or smoky fumes indicate engine problems. If there is a pressure gauge then check the oil pressure.

On a modern engine (not air cooled listers) expect more than 15psi on idle and over 35psi when revving when hot.

Stop the engine, pause, and check the engine and gearbox dipstick for oil levels . The engine oil should be black and fairly runny, water gives oil a whitish tinge, and this is a bad sign. Smell the engine oil and, if you can smell diesel again there is a problem.

Finally take the boat out for a run. If there is a river nearby give a bit of an upstream thrash to ensure that the engine does not overheat or make excessive smoke. Compare the vibration, noise and stopping ability with other boats you have hired or tested.

If you are satisfied, it is time to make an offer subject to survey

MOORINGS

The first major and in some areas the most difficult decision you have to make is where you are going to moor your boat. In some areas moorings are near impossible to come by so as soon as you make the decision to live on a boat is to do lots of research. Go to www.waterscape.com then click on Waterways and then on Moorings, type in the area of your choice and all the mooring sites are listed. A lot of would be narrowboat buyers seem to think that you can just buy a boat and cruise away up the canal and moor and live anywhere they like, but that is not the case, if only it was that easy. You can cruise the canal system using a continuous cruising licence but, if British Waterways do not feel you are continuously cruising they will ask to see evidence of your cruising pattern details. Conditions of this licence can be found on www.britishwaterways.co.uk click on boating. You can put your name down on as many private marinas sites as you like. Marinas are not everybody's cup

of tea as the boats are moored very close to each other. But you do have the advantage of using their facilities.

British Waterways moorings are usually tow path side of the canal and have no facilities; you have to put a Saturday or Sunday morning aside to take your boat up to the nearest water, diesel point to top everything up. Also to empty the toilet, if this is a cassette or porta potti then it is not much of a problem to put it in your car to the nearest disposal point. But if it is a pump out then you need to pump out at least every two weeks, so you will need to find out where your nearest pumping station is.

If you continuously cruise you will find that certain stretches of the canal system is closed from 1st November to the end of March so you may have to find winter moorings and they are available from British Waterways.

The cost of moorings is dependant on the size of the boat and the area you want to moor. In the south a 40ft boat on a British Waterways Moorings is about £900 in a Marina about £1500 upwards. There is a separate page, at the end of this booklet, regarding the way BW are allocating their moorings. I hope you find it helpful.

BOAT EXPENSES

Living on a Boat can be as expensive as living in a house or flat, depending on the age and size of your boat.

The cost of a British Waterways licence for a 40ft boat is £500 (you have to have this to be on the canal system).

Insurance. Fully comprehensive is From £123 with www.craftinsure.co.uk you can just have a 3rd party insurance with the Basic Boat insurance company for about £70.

Every 4 years you have to have a new Boat Safety Cert done on your boat by a British Waterways Boat Safety examiner costing about £130

It is advisable to have your boat out the water every 2 years and have the hull blacked and new anodes fitted again the price depends on the length of boat and different boatyards. (Book the boat into a boatyard a year ahead for this service as all boatyards get very busy)

Your engine is most important and a good engine service every 6 months is advisable. Price depends on the area and the charges made by the boat yard or mechanic (always use someone recommended to you)

It is a good idea to have a solid fuel stove on board, it is an excellent way of heating your boat (coal £7 a bag) or free wood from the canal side. You can also burn your rubbish. You would need at least 2 bags a week to heat your boat in the height of the cold weather.

If your boat is over 25 years old you will find that some insurance companys will require a full survey on your boat. The cost of this is about £250 to crane the boat out in the boat yard and about £400 upwards depending on the size for the survey. If you are in the process of buying a narrowboat **DO NOT** buy any boat without having a survey done first, there are some real horror stories on my web site about people not having surveys done on the boat they have purchased. The survey lasts for 5 years.

Other expenses are gas and diesel.

COUNCIL TAX

At this moment in time you do not have to pay council tax, as the marina or moorings you pay for include that in their fees.

HEATING

On a boat this is a big issue and for most people a solid fuel stove and perhaps radiators along the side of the boat is the most popular option. It also gives your boat a nice dry feel. Your coal can be brought at many places along the canal system and in some areas there are still workboats selling both coal and diesel. Diesel heating is also now very popular, but with diesel you have to make certain you fill your tank up regularly or you will have no heating. With a solid fuel stove you can use both wood and coal with the added advantage of being able to burn your rubbish. Where disposal can be a bit of a problem in some areas.

BATHROOM/TOILET

When living on a boat full time a shower is recommended as a bath uses a lot more water and remember you have to fill your water tank up on a regular basis. The average water tank holds about 150/200 gallons. British Waterways has water stations everywhere along the canal and you can purchase a British Waterways Key for £5 at most chandlers to allow you to fill your water tank up. A porta potti or cassette toilet is advisable for a live aboard but if you do buy a boat with a pump out toilet make certain you can get to a marina to have it pumped out every 2 weeks or so depending on how many people live on the boat. This can cost anything from £10 and £20 depending on the marina and area, also remember that during the winter months you can get iced in at any time and if your toilet is full you may end up with no loo to use. Pump out loos can often smell after a time and they do need to be kept well maintained whereas with a porta potti they are cheap to replace (about £60) and easy to clean and much easier to empty.

ELECTRICS

On your boat there are usually both 12 volt and a 240 volt landline so if you are in a marina you can plug in to normal 240 volt electric. But if you are only using 12 volt you have to be very careful on the amount you use. If you are only using 12 volt batteries just having your lights and television on in the evening will soon flatten them. There are lots of new ways now of managing your electrics so research this also. But you have to remember that whichever way you have your electrics you have to run your engine daily to charge the batteries. Most boats have both a separate domestic battery and a starter battery so you can always start your engine - that is most important. A Generator is a very handy thing to have. A good 2.5 KVA one costs about £1500. Good Insulation on a narrowboat is a must as without it you will find a lot of condensation which causes rust, rots wood and can soak your bedding.

FINANCE

Finance is available for living on a boat (Morgage) you have to have 20% deposit have been in full time employment for 6 months and the boat has to have a residential mooring. If you want finance to buy a holiday boat it is the same qualifications but you cant borrow so much. There are some good finance deals around so again do your research (details below) My advice if you want to borrow money to buy a boat ask your bank the rates are better and banks are easier to deal with. When searching for a boat dont be afraid to look far and wide for a boat. There are still some areas in the country where you can still pick up a bargain, bringing a boat back to your mooring is not difficult but allow up to £1000 for moving fees on a lorry or about £400 upwards to get someone to cruise it back on the canal system. Most of the canals aren't fully open from November 6th to 15th March every year so check the stoppages list on www.britishwaterways.com. As most of the canal maintenance is done during the winter months.

SURVEYS

So you have found the boat of your dreams (or the one you can afford!) But whether you are spending £15.000 or £80.000 you must have a hull survey done if the boat doesn't already have one which was done in the last 2 years. some of the older boats do come with one which is ideal, depending on the extent of the survey you want you should allow from £250 to £700. If you buy a narrowboat without a survey it is possible to cruise the boat away and find out within days that your boat has a problem and any hull work can be very expensive, you could not only lose your boat but your money. Most insurance companies now will not insure a boat fully comprehensive without a current survey and as your insurance and survey/BSC dictates whether you can renew your licence make sure that getting this done is your first priority.

BOAT SAFETY CERTIFICATE

When you buy your boat make certain that it has a current Boat Safety Cert this is very important. This certificate will only insure that your boat is safe to live on for example gas, fire blankets, and electric, it also refers to engine fuel pipes. It does not guarantee anything to do with the construction of the boat or the condition of the engine (that what the survey is for) The Boat Safety Cert runs for 4 years. If the certificate has less than a year to run on the boat it might be a good idea to ask the seller to put a new one on the boat before you buy it as this can cost a lot of money especially on an older boat.

ALL THE COMPANIES LISTED BELOW ARE WELL RESPECTED AND WELL USED ON THE CANAL SYSTEM.

FINANCE COMPANIES

Barclays Marine Finance 0800 371951 www.barclaysmarinefinance.co.uk

Collidge and Partners 01843 295925 www.collidge&partners.co.uk

Lombard Marine Finance 023 8051 05050 www.lombard.co.uk/marine

BOAT HANDLING COURSES

Midlands **Foxton Boat Services 01162792285**

For other areas call The Boat Shop for details.

MARINAS

Lincolnshire **Foxton Marina 01162 792285**
All services available.

Northamptonshire: **Gayton Marina 01604 858685**
Pressure Washing, Blacking, and Anodes fitted,
Craning out and 3 days hard standing £150
Also Craning onto a Lorry.
Boat Hire, Weekly or Short breaks.

Willowbridge Marina Stoke Road Milton Keynes 01908 643242
Offering Full facilities Hardstanding is £45 per week

Yardley Gobion
Northants

Baxters Boat Fittings Services
Drydock , Fitouts, Repairs, Repaints
Engine and installations
01908 542844/07890416257

Hertfordshire
Watford/Croxley

P+S Marine 01923 248372/07885722444
Craning Out, Repairs, and DIY hard standing

Uxbridge:

Harefield Marina 01895 822036
Slipway suitable for surveying a boat

London;

St Pancras Dry Dock 0207 278 2858

RIVER AND CANAL RESCUE

Marine Breakdown and Assistance and Recovery Service

Bronze Service costs £75 per year Max 4 call outs per year for more details log on to
www.rivercanalrescue.co.uk or call 0870 2078021

SURVEYORS

London: **John Polly MIIMS AMCMS 0208471 5252**

Midlands: **A,W.Matts I.Eng AMI Mar.E 0116 279 2285**

Trevor Whitling I Eng A.M.I Mar.E. Marine Surveyor 01788

Paul Smith M Eng MIIMS Marine Surveyor 01527 854039

Allan McGregor B.A Eng marine Surveyor 01829 250508

Barrie Morse B.A Marine Surveyor 01295 711941
Or 07973763937

Eddie Freeman IIMS Marine surveyor 01604 891481

ALL OF THE ABOVE ARE ALSO BOAT SAFETY EXAMINERS.

BOAT SAFETY EXAMINERS

Nigel Carton ABSE Boat Safety Examiner Herts Beds and Bucks 01280 709617 or 07989388109

Eddie Freeman ABSE Boat safety examiner **01604 891481/07775 852308** Northants

John Polly M.I.I.M.S Boat Safety Examiner London Area
0208471 5252/07976350196 Any time.

A.W.Matts I.Eng AMI Mar.E 01162792285/07977108948 Midlands/South

All these examiners offer a Pre-Purchase valuation service

For other areas call Diana at The Boat Safety Scheme Office on 01923 201120

INSURANCE BROKERS

The cost for a 40ft Narrowboat

www.craftinsure.com 01689 889507 about £150 for a 40ft boat this is by far the easiest and cheapest but you have to do it on line. (A friend can do it for you)

Euro marine Ltd 01843 603345 Approx £229.00 and a very helpful lady called Hazel boat safety cert required.

St Margaret's 0800 0180012 Must have a new survey cost Approx £280

Always get at least 2/3 quotes as some Insurance companies offer different Policies and Rates.

BOAT TRANSPORT

Narrowboat Lorry Transport

R & J Dempster 01785 814175/ 07836318349

Or by canal **The Boat Shop** on 01908 635071/07971305880

Boat Covers and Fenders

Canalia Artwork

Roses and Castles (as seen on ITV Program Waterways)

Barry and Carole Kirby

All types of commissions are undertaken, boat names, boat decoration and pottery.

07800828121

**IF YOU HAVE FOUND THIS INFORMATION
INFORMATIVE THEN PLEASE FEEL FREE TO PRINT
THIS OUT AND KEEP IT HANDY**

BW MOORINGS INFORMATION

British Waterways (BW) will shortly begin the trial of a new process for allocating vacant BW long-term moorings – by tender.

During the 12 month trial, there will be no waiting lists, so anyone has an opportunity to secure a BW mooring, even if you don't own a boat yet. You will be able to register, specify your mooring preferences, receive details of vacancies and submit a tender, either here on Waterscape.com or by post.

Please note, we are currently developing the system and will contact everyone who has registered interest as soon as it is live.

How will it work?

If you're looking for a BW mooring you'll be able to register where you'd like to moor e.g. preferred waterways, counties, mooring sites. Then sit back and BW will let you know when a suitable BW vacancy arises. You can then tender for the mooring – by stating the annual mooring fee you'd be prepared to pay. After a month the mooring will be allocated to the person offering the highest tender.

Step 1. Register, tell BW what you want and where you want it

Step 2. BW tells you when a suitable vacancy arises

Step 3. You submit a tender

Step 4. The person who submits the highest tender secures the mooring

Using Waterscape.com, it will be free. You will be able to search current and completed tenders using a range of criteria, register to receive emails of vacancies matching your preferences (or of all vacancies), download information and submit a tender.

Alternatively you can use the postal option by writing to the address below or calling 01923 201120 and giving your name and postal address.

By post, BW will send you an information pack, register your preferences and send you details of matching vacancies as they arise, plus a periodic summary of completed tenders. You submit your tender to us by post. There is a £10 charge payable when you register to cover administration.

Mooring Tenders,
British Waterways,
Willow Grange,
Church Road,
Watford
WD17 4QA

If you have any questions, please email enquiries.hq@britishwaterways.co.uk or contact Customer Services on 01923 201120 .