

National Waterways Museum boats

George	wooden square-stern short boat at Ellesmere Port
Scorpio	wooden long boat at Ellesmere Port
Bacup	see below, steel motor short boat at Ellesmere Port

	<i>Reg.No.</i>	<i>Date</i>	<i>Builder and notes</i>
Canal Transport Ltd			
Mersey	1573	1932	Yarwoods 419, 18hp Widdop, cost of hull £606, now at Burscough. Owned by John Liley as "Arthur" and cruised France and Netherlands in '70s. Passed variously to Michael Streat (Blue Line Boats, Braunston), Bill Fisher (Newbury Boat Co. K&A), Richard Branson (who moved it to London where he had a barge St Bride used as a recording studio), to Ms. Russell on that mooring, to T&D. Murrell 1988 in extremely poor condition and renamed Mersey by us. We sold her 1993 and she was then converted as a houseboat. Now back in the north. Last known engine was BMC 2.5 with Paragon gearbox
Lune	1603	1933	Yarwoods 436, sold to James Monk, now converted.
Calder	1604	1934	Harkers, became crane boat then scrapped
Weaver	1605	1934	Pimblotts, yard no 572, 24hp Widdop, fitted with hatches 1938 then de-converted, on long-term charter to Rank's, sold to James Monk, then to Frear's, at Worsley
Dee	1607	1934	Pimblotts, yard no 573, 24hp Widdop, converted,, by Frears, at Worsley
Irwell	1608	1934	Yarwoods 438, fitted with hatches 1938?, sold to James Monk, converted for shop in Manchester, to Geoff Wheat and used for carrying,
Ribble	1609	1934	Yarwoods 437, unconverted, at Leigh. Owned by BWB, converted at a Thames shipyard as a passenger boat and leased to Jenny Wren Cruises on Regents Canal as " Fair Lady ". 1959 March-May Ribble converted to Fair Lady entering service at Little Venice 1960-5-10, Bought by T&D Murrell in 1983, deconverted, renamed Ribble and used for canal maintenance and civil engineering work. Sold 1994 to her last working skipper and taken by road to Burscough.
Ouse	1610	1934	Harkers, became crane boat, on Thames/London. Crane removed and now on Regents Canal.
Aire	1632	1934	Yarwoods 469, proposed to have hatches 1938, 1958 Aire becomes Water Princess based at Wakefield, converted, on River Shannon, Ireland.
Nidd	1633	1934	Yarwoods 470, converted, in France.
Humber	1645	1935	Pimblotts, yard no 577, proposed to have hatches 1938, 1958 Humber becomes Water Gipsy based at Doncaster, converted, at Thorne, T & L Wood. Brought down by sea and lived on at Harefield, lower G.U. by Tim Wood
Derwent	1646	1935	Pimblotts, yard no 578. fitted with hatches 1938, on long-term charter to Rank's, oil boat on Weaver, now Wood, Hall and Heward, London. Used for canal maintenance and

civil engineering work by Wood Hall & Heward. Purchased by WHH on the Weaver from CRT. Presently in extremely poor condition at Harefield

Eden	1649	1936	Pimblotts, yard no 586, bow cut off, converted by Sobriety Trust at Goole 1980s.
Esk	1650	1936	Pimblotts, yard no 587, scrapped
Wharfe	1651	1936	Pimblotts, yard no 588, converted, 1958 Wharf becomes Water Prince based at Nottingham, 1990c restaurant boat at Shipley for David Lowe
Severn	1652	1936	Pimblotts, yard no 589, unconverted, based at Northwich
Tweed	1659	1936	Pimblotts, yard no 593, became crane boat for Burscough area, scrapped at Wigan.
Avon	1711	1947	Yarwoods 794, renamed Clewtyd , bank boat Burscough area, scrapped at Wigan.
Wye	1712	1947	Yarwoods 795, used for carrying by David Lowe, converted, now at Burscough or Doncaster area.
Kennet	1714	1947	Yarwoods 796, unconverted, originally Widdop engine, then air-cooled Lister, and finally JP3 Listernow L&LCS, based at Greenberfield
Atherton	1725	1950	Yarwoods 852, 34hp Widdop, scrapped at Wigan.
Bacup	1726	1950	Yarwoods 853, 34hp Widdop, unconverted, at National Waterways Museum, Ellesmere Port
Clitheroe	1727	1951	Yarwoods 854, formerly 34hp Widdop, Wood, Hall and Heward, London. Was booking office for a trip boat at Chorley, Lancs and bought in 2000 by WHH. Rebottomed and HA3 installed 2002, and now part of their operational fleet
Darwen	1744	1952	Harland & Wolfe, Woolwich, sides lowered at Botany Bay, now in France.
Everton	1746	1952	Harland & Wolfe, Woolwich, by road to Northwich 1953, 30hp Widdop single, replaced 1958 by 3 cyl Armstrong, crankshaft broke 1964 causing incident on MSC. Replacement engine ex William's boat Margaret, on hire to Seymour-Roseblade mid-1960s on Kelloggs, dent caused by coaster Galaxy , Widdop replaced by 3cyl Armstrong in 1958, Wood, Hall and Heward, London. Was converted as a tanker for carriage of sewage in the Netherlands (in the 90s?). Now reverted to open topped hull and owned by WHH as part of their operational fleet
Farnworth	1751	1953	Harland & Wolfe, Woolwich, now at Rickmansworth, GUC. Named "Rita" and rebottomed at Bingley Marine Services; bought by T&D. Murrell 1976 for conversion as 73 seat passengerboat in Uxbridge and returned to her given name. Sold as a business 1989 to J. Haywood. For past ±17 years has a rather top-heavy conversion at Hampton Hall Farm, Rickmansworth, lower G.U.

Ainscoughs Ltd (boats named after company's shire horses)

Ambush	1933	built Yarwoods 433, O.N. 162393, 72ft motor, 24hp Widdop, to Hargreaves? for Wigan Power Station coal traffic, now with Derek Bent, Crooke. (motor Ironclad)
Attractive	1933	built Yarwoods 434, O.N. 162390, 72ft dumb boat, to Hargreaves? for

			Wigan Power Station coal traffic. (motor Burscough) Damaged 7/8 May 1940 in Langton Dock.
Black Prince	1934	built Yarwoods 456, O.N. 162408, 72ft motor, 24hp Widdop, renamed Burscough 2 in 1947, sold to James Monk in 1966, resold and now at Shannon Harbour, Ireland.	
Bodicea	1948	72ft motor, built Yarwoods 834, O.N. 182452, Russell Newbury motor, to Monk's, converted to tug by Rea's.	
Burscough	1933	built Yarwoods 435, O.N. 162392, 72ft dumb boat, destroyed by bombing in Liverpool 1941.	
Claymore	1949	built Yarwoods 835, 72ft dumb boat, O.N.182478, to Albert Blundell, now Manchester?	
Ironclad	1933	built Yarwoods 432, O.N. 162388, 72ft motor, 24hp Widdop, to Albert Blundell, renamed Cadellis , to London. Originally on UK ship register 162388, but this lapsed when in Albert Blundell's ownership and he renamed her Cadellis as partial amalgam of his children's names. We bought her from Jim Evans (3 Fellows Carrying) in 1979 for use in canal maintenance and civil engineering work. The name Ironclad was still visible carved in the bow strake, so I relettered that. Sold by us 1989 and converted as houseboat at Springfield Marina on the R. Lea. Albion Diesel engine	
Parbold	1936	built Yarwoods 588, 72ft horse boat, to Albert Blundell, renamed Norman . To London, Slough Arm GUC.	
Viktorija	1934	built Yarwoods 457, O.N. 162407, 72ft dumb boat, 72ft dumb boat, to Hargreaves? for Wigan Power Station coal traffic, used by Roger Lorenz for boatbuilding workshop at Barton, now with Derek Bent, Crooke.	

Appleby's (BI Transport Ltd)

A36	1580	1932	O.N. 162376, built Yarwoods 426, to Henry Croasdale c1953, to Hargreaves for use at Wigan Power Station, now called Isis , at Castlefield, Manchester.
A37	1581	1932	O.N. 162377, built Yarwoods 427, to Hargreaves for use at Wigan Power Station,
A38	1582	1932	O.N. 162378, built Yarwoods 428, to Albert Blundell circa 1953 and renamed Shirley , now in London. (SHIRLEY) is engineless and has a steel conversion with rolled top corners like an inverted chine - on Cowley Peachey mooring near Uxbridge.
A39	1583	1932	O.N. 162379, built Yarwoods 429, to Henry Croasdale c1953, to Hargreaves for use at Wigan Power Station, renamed Peace as trip boat, now on the Thames.
A40	1584	1933	O.N. 162380, built Yarwoods 430, to Henry Croasdale c1953, to Hargreaves for use at Wigan Power Station, now in France on the Canal du Midi.
A41	1599	1933	O.N. 162395, built Yarwoods 441, to Henry Croasdale c1953, then to Hargreaves for use at Wigan Power Station, subsequently sold and renamed Medlock , now around Nottingham.
A42	1600	1933	O.N. 162396, built Yarwoods 442, to Hargreaves for use at Wigan Power Station,