

The Purple Boat

Narrowboat Kwa Heri

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Kwa Heri

Sue, Mark and family welcome you aboard!



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Kwa Heri

This beautiful narrowboat was built by Springer Engineering in 1978, and has been in the ownership of the same family ever since. She has been fully updated and modernised with a full refurbishment completed January 2017. She is powered by a 1.5 litre diesel Beta engine commissioned in January 2020.

If you have never been on a canal boat before, there are a few things you need to be aware of which is fairly typical of any narrowboat on the canal. The water tank is located in the bow of the boat, and the more water you use by showering, using the toilet and washing up, the more frequently you will need to fill the tank from the many free water points along the canal. You will need to use the BWB key provided to unlock the standpipes on the towpath. Electricity is generated by the engine, and to a lesser extent by the solar panel, this is stored in 3 leisure batteries. Cruising for about 5 hours a day should be sufficient to recharge the batteries to power the TV, water pump and toilet. The boat has a "hook up", which may be used at a suitable charging point, usually in a marina, so you don't need to run the engine, perhaps useful if you decide to take a day or two off cruising to explore the local area. Running the engine also heats up the hot water tank, however this can be heated up independently using the central heating and so is not totally dependant on the engine to do the job.

Home comforts include a useful kitchen galley area incorporating a microwave, cooker with four gas hobs, grill and oven, electric fridge with a small freezer compartment and a useful sink with drainer. A cosy lounge/ diner has a radiator and table that can accommodate four people to eat food or play board games, cards or dominoes etc. or used as a desk with your laptop plugged into the 12v sockets. A TV and DVD player is mounted on the wall adjacent to the table, this then leads onto a good sized bathroom with a radiator towel rail, sink, mirror, shower and flush toilet. On from this is the forward cabin with another radiator, this cabin may be used as a twin bedroom, or converted into a king size bed. The central heating on the boat may be programmed to come on and off when you like.

The narrowboat is 40ft long which makes it easy to manoeuvre and turn on the canals. The stern of the boat is large and provides a useful outdoor space for relaxing on deck chairs which are stored in the bow locker, there are two fixed seats on the bow of the boat. Access to the boat is via the stern, down 3 steep steps. Obviously the boat is on water so any children must be closely supervised, do not rely solely on the use of life jackets, which are provided.

There are eight pubs all within walking distance in Shardlow, the furthest one is a mile away and the nearest one only a few hundred yards away. They all serve good Pub food.

There is also an Indian restaurant and Chinese restaurant all of which are only about half a mile walk away. A 3 to 4 hour cruise from Shardlow takes you to "The Ragley Boat Stop" pub, where you can moor for a drink and dinner. The next village on your journey is Willington, with an array of good food pubs, water and waste points.

Narrowboat amenities:

On site parking

Boat handling tuition

12v sockets

Laundered bedding

Bath towels and hand towel

Central heating

First aid kit

Life jackets

TV/DVD player

4 berth: twin bed / kingsize and double

Kitchen towel and tea towel

Health and Safety

On and In the boat

1. Do not sit on top of the narrowboat when near or approaching any kind of bridge or tunnel.
2. Do not walk along the side of the boat along the gunnels, or stand on top of the "Gas Locker" (the lid will flip open).
3. Do not place hands, legs or lean over the side of the narrowboat whilst stationary or moving.
4. Wear your life jacket or buoyancy aid provided when navigating the boat. This is especially important around locks.
5. The engine must be off when turning the grease gun or inspecting the weed hatch.
6. Do not leave any appliance ON in the kitchen unattended - turn the gas hob off correctly after use.
7. At night do not padlock yourself in, the bolts are sufficient.
8. Only the person holding the tiller may stand behind the tiller arc marked on the deck (see photo on page 8).

Around the boat

1. Do not let go of the windlass (lock key) at any time during the use of a lock.
2. Be aware of fast flowing water during the use of locks
3. Take care getting on and off the boat, surfaces may be slippery and the towpath uneven underfoot.

The health and safety rules must be imposed by the skipper at all times to ensure everyone's safety.

Skipper Rules

The skipper must ensure their daily checks are carried out to ensure the safety of themselves and the crew.

4. Top speed **4mph** - walking pace. Do not create a wake behind the boat.
5. No cruising after dark.
6. Slow down past moored boats.
7. Run the engine 5 to 6 hours per day.
8. Fill water tank daily.
9. Pump out the bilge every couple of hours whilst cruising.
10. Keep clear of the cil line whilst in locks.
11. Leave the lock how you found it, gates closed and paddles down.
12. Do not tie the boat up in locks, just loop the rope round bollards.
13. Don't leave the Phoenix Inverter on overnight, it will flatten the batteries.
14. Don't put anything other than bodily waste and toilet paper provided down the toilet.
15. If cruising for more than 7 days, check the fuel tank.
16. Pass oncoming boats by moving to the right.

Fire safety afloat

Refuelling:

1. Stop the engine.
2. Turn off all ignition sources.
3. Put out cigarettes.
4. Clean any spillages with a rag/newspaper.

If there is a gas or fuel leak:

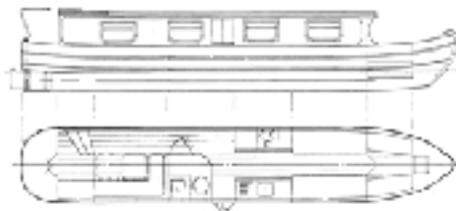
1. Stop the engine.
2. Extinguish all naked flames (smoking, cooker, lights, heater).
3. Turn off the fuel/ diesel cock (under the deck) and gas cylinder (in gas locker above deck).
4. Ventilate all enclosed spaces and cabins by opening doors.
5. Tie up or anchor away from other craft.
6. Warn others in the vicinity.
7. Call the fire services 999.

If fire breaks out:

1. Stop the engine and turn off fuel cock and gas cylinder if safe to do so.
2. Make for the nearest exit bow or stern.

Stern EXIT

Bow EXIT



3. Get everybody not involved with firefighting off the boat.
4. Fight the fire if safe to do so using the fire blanket and fire extinguishers.
5. Call the emergency services 999.
6. Abandon the boat if the fire continues to grow.

Points to remember:

1. Make sure everybody aboard knows the fire drill.
2. Smoke can kill in seconds, so open escape routes before attempting to fight cabin fires.
3. Make sure fire extinguishers are upright and pointing at the base of the fire.

Daily checks and operations

Every morning:

Pump the bilge
Run the engine

During the day:

Fill up with water

Evening:

Turn the grease gun
Check the weed hatch

Night:

At night noise from the fridge, central heating, water pump and light from the Phoenix Inverter may bother you. Simply turn everything off on the main control panel and Phoenix Inverter (see page 10 for details about how to turn Inverter off).

The toilet will flush, but without water if the water pump is turned off.



Weekly checks

Check the diesel fuel tank and fill up if in the red zone on the dip stick.
If the "Aqualarm" red indicator light comes on, arrange an immediate pump out.

Kwa Heri

To start and cut the engine



1) To start the engine, first make sure the engine is in neutral by putting the drive lever with red knob in the upright position.



2) In winter or cold conditions turn the ignition key anti-clockwise to the "HEAT" position for a maximum 6 seconds, then turn the key clockwise to start the engine.

In summer or when the engine is hot it may not be necessary to pre-heat the ignition, just turn the key clockwise to start the engine.

3) To engage the propellor and move the boat forward, push the drive lever on the stern of the boat forwards.

4) To reverse, move the drive lever to upright (neutral) position for a few seconds then pull the drive lever backwards.

Don't rush or force the engine.

Cutting the engine



- 1) Put the drive lever upright into neutral
- 2) Push the "STOP" button located on the "Beta Marine" control panel
- 3) A warning beep will sound, turn the ignition key to the "OFF" position

Grease Gun (stern tube lubricator)



At the end of every day, when the engine has cooled, turn the **brass** "grease gun". This should be done to grease the propeller shaft and prevent water leaking into the engine compartment.

It is located underneath the deck on the stern of the boat.

This photo shows the weed hatch with the grease gun on the bottom right.

Clearing the propellor via the Weed Hatch

Do not run the engine whilst attempting this procedure



Note: the "Tiller Arc" on left photo.

The weed hatch is located at the stern of the boat underneath the deck.

You need to lift the deck and put it in a safe place.

Turn the top bar anti-clockwise



Slide the retaining bar off the lid.





Lift the lid off the weed hatch, it is heavy because the lower plate is submerged beneath the water

You now have to reach into the water in the hatch to remove any debris around the propellor. This could be weed, rope or plastic bags etc. Please dispose of the rubbish responsibly so it does not end up back in the canal.

Make sure the hatch is secured with the retaining bar, turning the top bar clockwise. Lastly put the deck back.



If you do not secure the hatch, the boat will sink.

Electrical system: Phoenix and “hook-up”

The boat has a 12 volt electrical system. Please make sure the engine is run for 5 hours per day to charge the batteries, alternatively use the “hook-up” to charge the batteries and power the boats electrical system.



1) The Phoenix Inverter (photo left) is a very useful piece of equipment, however it is best to only switch it on when needed as it drains the batteries. We would advise turning it off overnight. There is also a green indicator light on the “230 VOLT AC DISTRIBUTION” panel (photo right) in the main cabin next to the central heating control, to show when the Phoenix is on.



2) The Phoenix is located in the bottom cupboard next to the cooker. This is also where the cable for the hook up is stored.

3) The Phoenix powers:

The microwave

TV/DVD

12v sockets (useful for phone charging etc.)

Everything else on the boat; toilet, water pump, fridge and lights run off the leisure batteries and are not dependant on the Phoenix.



Using electricity ‘hook-up’ means you can have the Phoenix on all the time if desired and the batteries are charged. This is useful if you decide to stay in one place for a few days and means you do not have to run the engine to charge the batteries.

The socket for the ‘hook-up’ is located outside at the base of the upright control panel.

The cable is located in the lower cupboard at the stern beneath the internal control panel (with the Phoenix).

Taking a shower



1) Fill the water tank on bow of boat using the yellow water hosepipe located in the cupboard with the Phoenix Inverter. You may have to use the BWB key (on the key Ring) to access the tow path standpipe. Use the windlass to open bolt on water tank

2) Is the hot water tank hot? It is located in the cupboard directly under the microwave. If it's cold, run the engine, this will quickly provide hot water.



3) Turn the shower pump and water pump on. The switches are located on the internal control panel

4) Turn the waste water pump on, located in the bathroom below the basin.

5) Enjoy your shower, and remember to fill the external water tank back up as soon as possible.



Trouble shooting: No water from shower even after filling up with water? Check the shower feed valves on the pipes are open, red and blue plastic levers. These are located in the cupboard under the basin, on the left hand side above the top shelf.

Toilet

1) The flush mechanism for the toilet is located on the left side panel giving options to: fill, quick flush, flush or empty. Simply press the icon required.



2) It is very important that, apart from the toilet paper provided, the only thing to go down the toilet must have passed through you first. The toilet has a macerator which pumps waste into a holding tank onboard and care has to be taken not to block it, as it is expensive to unblock. Wipes/ tissues and standard toilet block the macerator.



3) Once the tank is full a red light will show on the "Aqualarm", located on the right side panel. As soon as possible you must have the tank "pumped out" at a marina or boatyard. The cost of this operation is about £15 to £18, and frequency of pump out depends on use.



4) The Operator of the "pump out" may ask you where the pump out point is - from this photo you can see it on the gunnels outside the bathroom window. (Make sure you don't use the old pump out point at the stern).



Trouble shooting:

If the toilet struggles to flush:

- a) leisure batteries have run low. The first sign will be lack of water flowing to the bowl. Run engine to charge batteries & turn Phoenix off.
- b) You have blocked the macerator with wipes or standard toilet paper.

If the toilet continuously runs water through it you will have to close the toilet water inlet valve, lift the triangular lid behind the toilet to locate.

Diesel re-fuel



1) After a weeks cruising we would recommend filling up with diesel to maintain heating and propulsion. To fill up with diesel, remove the fuel cap located on the gunnel at the stern of the boat. The "ABUS" key to the padlock on the cap is on the boat key ring (along with the BWB key and ignition key). It might be obvious, but be careful not to drop the cap in the canal.....

2) For journeys over a week, on return of the boat please either bring it back with a full tank, or if you do not have chance, the fuel charge is calculated at £10 per day.



3) To check how much diesel you have, look for the fuel dipstick located in the bow locker of the boat, at the front of the boat. The anchor is also located here



4) The dipstick has graduations which represent about 5 hours cruising, depending on how hard you work the engine. We recommend re-fuelling as soon as the diesel reaches the red zone. Under no circumstances let the fuel level fall below the 7th line, as below this the central heating stops working as emergency fuel is diverted solely to run the engine. The 7th line is approximately half way along the solid red painted side.

Cost of re-fuelling should be about £70 if you fill up on just reaching the red zone.

River and canal cruising

The rule of canal and river navigation is to pass oncoming boats by keeping to the right, passing “port-to-port”. The left side of the boat passes their left.

Where possible always travel down the middle of the canal in the deepest water.

It is very important that you wear the buoyancy aids provided, apart from potentially saving your life, this validates the boat insurance. No life jacket, no insurance. This also applies to canal cruising and going through locks, you must wear the jackets provided



Before you enter any river, you must make sure the anchor is attached to the boat, as stored in the bow locker it is not attached. For canal cruising the anchor may be stored away in the bow locker.

For river cruising the anchor may either be attached to the bow of the boat, or the stern by looping it onto the “T” bar underneath the tow rope.



Gas for cooking



There are two gas cylinders that are connected to the cooker only. The cylinders are located in the gas locker above deck at the stern of the boat. If one bottle becomes empty, turn the knob located on top of the cylinder clockwise to close. Then turn the top knob on the other cylinder anti-clockwise to open.

If you smell gas or suspect a leak, turn the gas cylinders off and make sure the cooker hob and oven are off. Ventilate the boat.

Phone 07920 400 007.

Central Heating CH



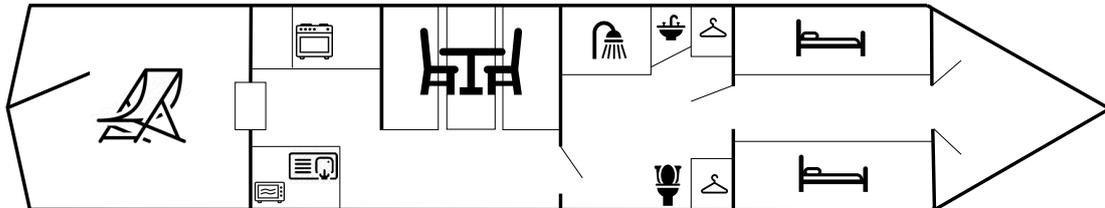
The radiators and heating the hot water tank may be controlled by a digital readout control located inside the living room cabin above the cooker hob. In this photo it is immediately above the brass light switch. Comprehensive instructions for programming and using the system are enclosed.

The radiators are heated up using a diesel fuel boiler located under the deck at the stern of the boat once the CH system is switched on via the digital readout control.

Hot water is provided in two ways, running the engine heats the water tank, alternatively the CH system when running will heat the tank. If you don't want the radiators to come on too, turn each one off at the valve.

Boat plan

Kwa Heri



Key:



Microwave



Sink and drainer



Oven, hob and grill



Dinette and table; converts to small double bed



Shower



Toilet



Basin with mirror



Wardrobe



2 single beds, convert to king size double bed



Sun deck on stern



Canal & River Trust
#LifesBetterByWater

Charity no: 1145192
Incorporated in June 2010

COVID-19 Boating Customer Guidance

Please familiarise yourself with the below before your journey, for everyone's enjoyment, health and wellbeing.

Use of locks, infrastructure and facilities

- Maintain social distancing at all times
- We recommend you wash your hands before and after touching any surfaces
- Sharing of locks is encouraged provided social distancing can be maintained

General advice

- Closely follow the guidance of your hire provider
- Be kind and considerate to other boaters and local communities
- Please do not travel or go boating if you are displaying any of the symptoms of COVID-19 virus.



Stay safe



Wash your hands please

Please report any issues via your hirer or Canal & River Trust Customer Services:

0303 040 4040