

LOCK-KEEPERS

All tidal locks are manned as are others at peak times. It is essential to **obey the traffic lights**: the lock-keeper will only display a red light with the gates open for a good reason.

- Red = stop.
 - Red+Green = wait, lock being readied.
 - Green = proceed with care.
 - Amber = user operation (non-tidal locks only)
- Seek lock-keeper's advice if you have any doubts about river conditions.

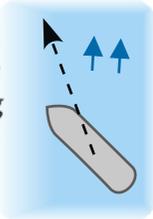
WASH and WAVES

Large and fast vessels can cause considerable disturbance, that from cruisers can be particularly uncomfortable. Some skippers don't look back to see how their wash affects smaller and moored craft. Take waves head-on if you can. Winds can also make long reaches too rough for inland vessels, await calmer weather. Even then, keep front doors closed and ensure anyone on open deck has good reason to be there, is holding on and **wearing a life jacket**.

Don't venture out on spring tides if there is any likelihood of meeting a tidal wave, the Aegir.

STEERING

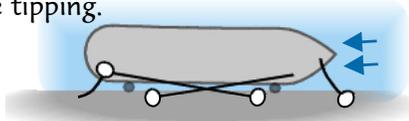
Remember to exaggerate your angle if crossing the channel with the flow behind you, especially to avoid being swept into oncoming craft or bridge piers.



MOORING

Moor up facing the flow. Narrowboats can often use the inside of pontoons.

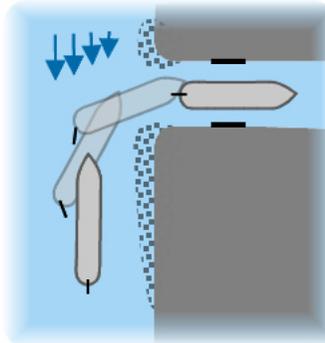
Tying up properly can reduce the effect of the wash from other craft. Ensure you have ropes to resist fore and aft movement (springs) and keep all lines as near level as you can and securely tied. Tension on steep ropes, e.g from roof cleat, can cause severe tipping.



Use big fenders and place them so they will not get caught under anything - boats and pontoons do not always move together in choppy water.

A TECHNIQUE FOR ENTERING LOCKS

Keadby and West Stockwith locks may have to be entered when there is a current flowing across their mouths. To enter without making contact with the side walls, approach slowly **against the flow** with your boat about half its length away from the bank, and parallel to it.



When you are about half a boat's length from the entrance **apply power and rudder** to steer into the lock, tie up and only then acknowledge the applause from the bystanders! Longer narrowboats may need **full power**.

About TIDES

Twice a day tidal surges from the Humber come up the Trent at around 11 m.p.h., i.e. eleven miles further up the river the tide arrives one hour later. The surge is a level rise followed by no more than 3 hours of upstream flow, the 'flood', which diminishes in strength and duration as it goes up river, usually losing its battle against the natural river flow before reaching the weir at Cromwell. This explains why the upstream journey on the tideway can soon turn from exhilaration to tedium.

The assistance you get going with the flood tide will be greatest on spring tides, but even then it can be disappointing if there is a large amount of 'fresh' coming downstream.

Time your **journey north** to avoid fighting the flood by mooring at Torksey or Dunham as it passes.



SOME ADVICE TO SKIPPERS using the RIVER TRENT Nottingham <-> Keadby

Compiled by the
National Association of Boat Owners (NABO),
The Boating Association (Trent)
and the commercial barge operators (CBOA),
in conjunction with British Waterways and
approved by the Historic Narrowboat Owners Club

This is mainly for those unaccustomed to
this navigation, with particular regard to its
role as a **COMMERCIAL WATERWAY**
and the extra care needed due to its
TIDAL SECTION.

**Firstly - consult as many other sources of
information as possible, buy Sissions Charts and
seek advice from lock-keepers and experienced
skippers** - In no way can every aspect of the Trent be
put on one sheet of paper .

This advice is given in good faith and **no liability can be
accepted for any consequences from its use**.



EMERGENCY CONTACT:
If Life is at risk Dial 999
and ask for the Coastguard.
Otherwise ring 0800 4799947
or the BW Newark Office:-
01636 704481

Revised 2009

PREPARATION

Check you are insured for 'tidal access. As well as normal river safety gear, anchor, life-buoy, life-jackets etc. it is prudent to carry a mobile phone and, if possible, a VHF Marine Band radio.

Navigation lights are required by bye-law and a spotlight to see by is essential if moving after dark.

Ensure your anchor is attached to your boat. Using heavy chain helps the anchor grip. Additional rope, preferably nylon which is springy and sinks, can be added between boat and chain to bring the length up to the recommended 'five times the depth'.

Attach it where your boat can stand the backwards and **downwards** pull when the anchor bites. If your lifebuoy has a lifeline, ensure that is attached too.

Check for anything that might cause you to lose power or control during a continuous run of up to 9 hours at high engine speed. i.e. engine, propeller, steering gear, and fuel: enough and no water in it.

CHARTS

The (Trent) Boating Association's "Sissions Charts", an essential guide to the tideway, can be obtained from the tidal locks or the BW office in Newark.

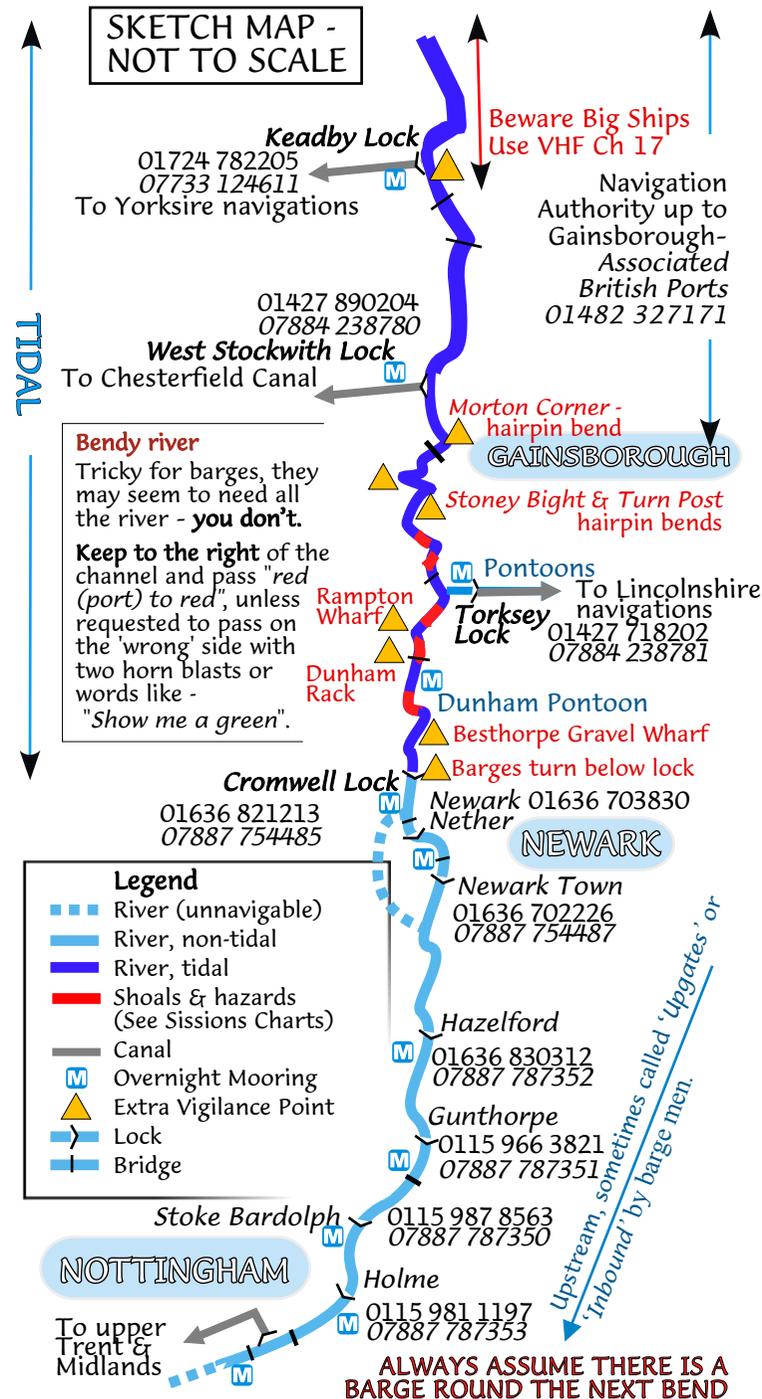
Note - The red lines on these charts are a guide to the deepest water and barges in particular need to follow it more closely than you do.

BOOKING and MAKING PASSAGE

Give 24 hours notice to the keepers before using the tidal locks. They can then give advice on departure times to suit the tides, conditions and your destination. Once you are penned out onto the tideway they inform their colleagues at locks on your route when to look out for you. This communication is maintained along the whole river so your whereabouts is known, for your safety. Ensure also that they have your mobile number.

If you change your plans you must let them know.

You can break your journey on the tideway at pontoon moorings in Torksey Cut or south of Dunham Bridge. The pontoons at Gainsborough are not BW but the gate opens with a BW key. Please notify lock-keepers if you plan to stop off.



SHIPPING

Below Keadby bridge you may meet big ships, but the main traffic is barges up to 200 ft long, 20 ft wide, carrying up to 600 tonnes. They mostly use the tidal section but smaller barges can theoretically reach Nottingham. Despite their size they may well travel faster than you, **keep a good lookout behind.**

Make positive and decisive course changes to avoid them and to show them you have seen them. Skippers of these vessels have a living to earn, but many boat for pleasure too. Remember they have to treat you as you would treat a fragile dinghy, so assume they can't see you or avoid you, and give them the deep water, and plenty of room to swing. Empty barges are badly affected by cross-winds.

Marine Band Radio - VHF Channels

Commercial vessels talk to each other on **Channel 6**, (or **17** below Keadby Bridge), and to lock-keepers on **Channel 74**. Switch to Channel 6 once away from locks so you can speak to barge skippers if necessary. Some barges give helpful position reports when approaching hazards and warn each other about pleasure craft. You can benefit from these messages too if you know the vessels' call signs and the names of locations along the route.

Don't be afraid to radio your position too.

Working Vessel Call Signs include:

Tugs: *Robin Hood, Arthur-a-Bland*

Work boats: *MCB13, Pride of Collingham, Calder, Hood, Hiddekel*

Tankers: *(Humber) Energy, Pride, Princess & Jubilee*
Dry cargo barges:

<i>(Humber) Enterprise & Renown</i>	<i>Battlestone</i>
<i>Easedale</i>	<i>Heather Rose</i>
<i>Fossdale (H)</i>	<i>Fusedale (H)</i>
<i>Seagull</i>	<i>Inland Navigator</i>
<i>Risby</i>	

Note - barges often omit the 'Humber' or 'H' from their name on the radio.

Extra Vigilance ▲

Keep a special look-out for barges at wharves and hazards marked by yellow triangles on the map. Beware central shoal north of bridge at **Dunham Rack**. Use eastern bridge arch.