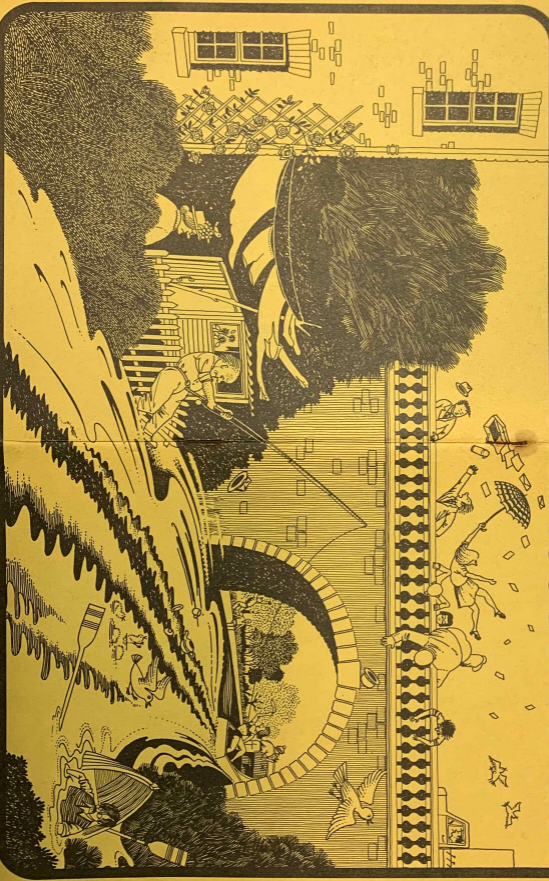


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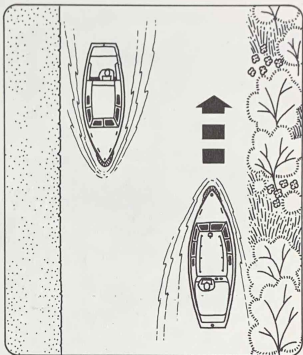
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# code of conduct

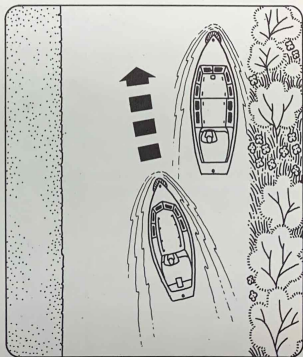


# rules of the road

On inland waterways always keep to the RIGHT when passing another craft.



So of course if you overtake another craft you do so on the left.



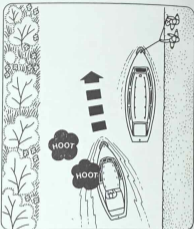
# rules of the road

You usually find deeper water on the outside of bends, but look out for other craft.

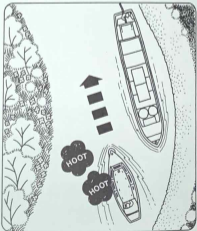
Occasionally it is not possible to pass on the right.

eg. If a boat is being towed from the towpath

or if you meet a deep laden boat which has to hug the outside of a bend.



So then of course you have to pass on the "wrong" side - the left. If you are going to do this sound your horn twice to let the other boat know.



# speed limits

Observe speed limits at all times. The limit is 4mph on most inland waterways. This is about a fast walking pace. Never go faster than this - you are only wasting fuel.

Sometimes even 4mph is too fast for the water conditions. You will know this because the wash behind the boat is breaking like waves on a beach. If it does this slow down at once.



A breaking wash damages banks, swamps anglers, upsets other boaters, disturbs wild life and wastes your fuel.

Please show consideration and slow down.



Slow down too before you reach moored craft, bends, bridges, repair works.



In very shallow water your boat will actually travel faster if you reduce engine speed as over-revving pulls the bottom of the boat down on to the mud.



# tying up

Usually the bank opposite the towing path is private property. Always moor to the towpath when possible, and in a position where your boat is not a hazard to navigation.



Avoid tying your ropes across the towing path; use rings or bollards if provided or hammer your stakes on the canal side of the path.



# tying up

Never moor longer than necessary at water points or sanitary disposal stations.

Move away as soon as possible to leave room for others.

SHORT STAY ONLY HERE



Do not moor on the outside of bends. That smart concrete wall may look inviting, but large boats need the channel on the outside of bends.



Don't moor by "blind" bridges or near sharp bends either—you might be rammed!



# Care of craft

All craft must have an adequate bow fender to protect the Board's property, and a white head-light for use in tunnels over 440 yards long.

An audible warning system is a hooter, whistle or siren must be carried.



On the Rivers Trent and Weaver and on the Aire & Calder, New Junction Canal and Sheffield & South Yorkshire waterways a white light visible from all directions must be displayed when moored at night.



Every boat should carry lifejackets sufficient for all the crew and a lifebelt to help others in case of need.

Every boat should carry fire fighting gear and preferably a first aid kit.

Please take care when refuelling - NO SMOKING or NAKED LIGHTS.



Do not store petrol below decks. Remember Calor and Butane gases are heavier than air and sink into the bottom of the boat.

Make sure your boat is insured before you set off.

GUARD AGAINST LEAKS.



# general

Please keep all litter and refuse until you can dispose of it either at one of the many receptacles that are provided at locks, moorings and boatyards – or take it home. If a disposal point is full please don't add to the mess by dumping your litter nearby; it may only blow back into the canal.



The canals are generally a haven of peace and quiet. Please don't spoil it by playing radios etc. too loudly.



# weirs

Keep well away from weirs – especially in time of flood. Canoeists are prohibited from "shooting" weirs on any of the Board's waterways.

# sound signals

One Short Blast



I am altering my course to starboard (to the right)

Two Short Blasts



I am altering my course to port (to the left)

Three Short Blasts



My engine is going astern (in reverse)

Four Short Blasts



I am unable to manoeuvre

The Board are grateful to the Association of Waterways Cruising Clubs for their advice on the preparation of this Code of Conduct.

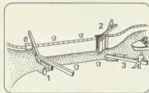


# operating locks

Operating locks is simple if you work through the drill systematically – and *never* hurry.

Always share a lock with other craft (this saves water supplies) and wait turns whenever possible.

## Going up.



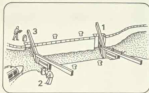
1. Make sure the top gates and paddles are closed.
2. If lock is full, empty it by raising bottom paddles.
3. Open bottom gates and enter lock.



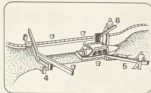
4. Close bottom gates behind you and lower the paddles.
5. Open the top paddles to fill lock.
6. Open top gates and take your boat out.
7. Close gates behind you and lower the paddles.

Secure craft in lock by looping ropes round bollards provided.  
Do not tie.

## Going down.



1. Make sure the bottom gates and paddles are closed.
2. If lock is empty, fill it by opening top paddles.
3. Open top gates and enter lock.



4. Close top gates behind you and lower the paddles.
5. Open bottom paddles to empty lock.
6. Open bottom gates and take your boat out.
7. Close gates behind you and lower paddles.

Always ensure that all gates and paddles are closed before you leave the lock.

It is better to wait a few minutes and share the lock with another craft than to close the gates in his face and waste 20,000 gallons of water (or more).

# code of conduct

## For the Guidance of Pleasure Craft Users.

**Note 1** A current British Waterways licence is required for all craft on canals, or a River Registration Certificate (or British Waterways licence) on the rivers under British Waterways control. The licence must be clearly displayed where it is visible at all times.

Licences may be obtained from the Craft Licensing Supervisor, British Waterways Board, Willow Grange, Church Road, Watford WD1 3QA.

**Note 2** Each craft is required to show its name clearly.

**Note 3** Deep laden craft must be given priority at all times.

**Note 4** Craft must be navigated with care and caution and in accordance with the directions given in the Board's By-laws and other notices or directions issued by or on behalf of the Board.



**British  
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