

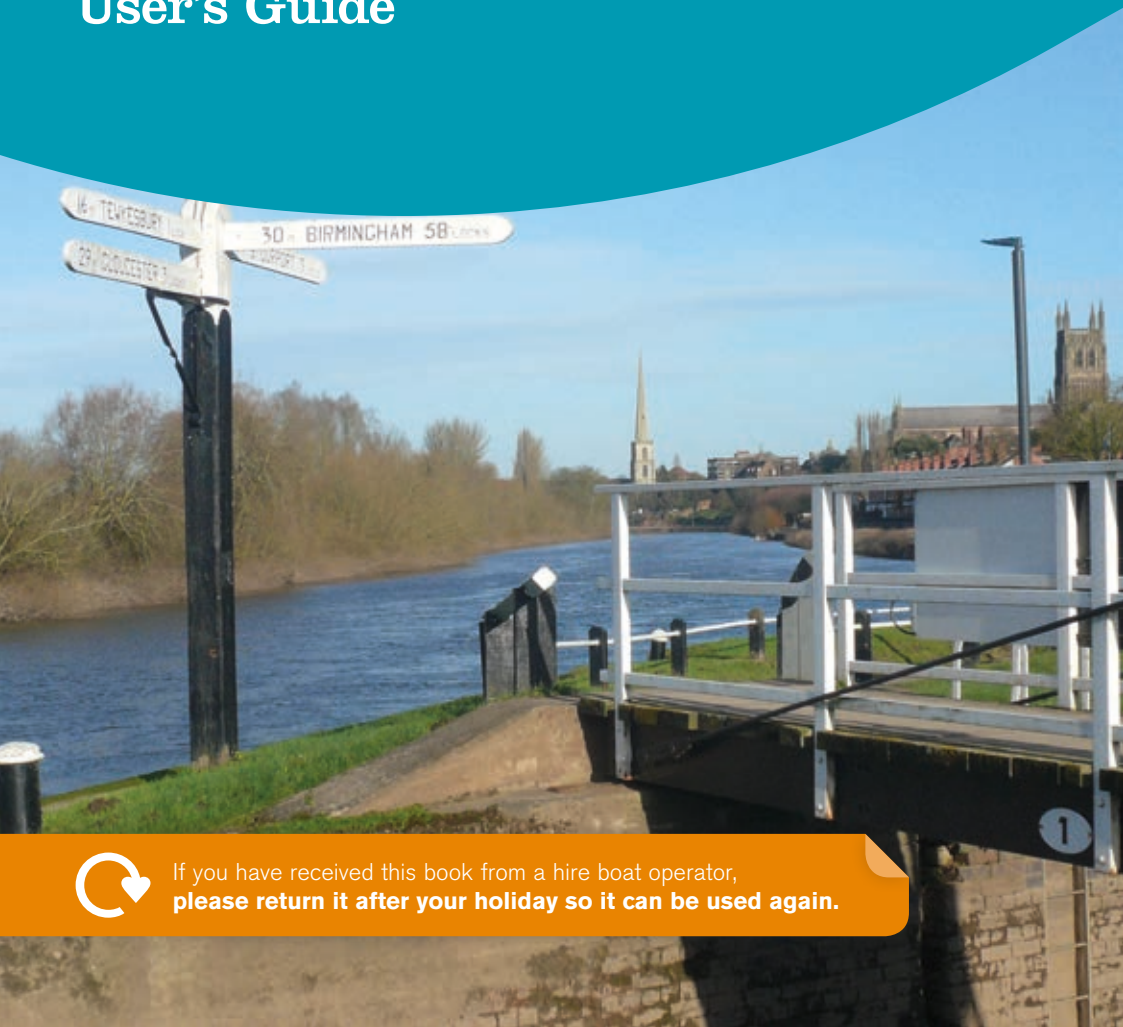


Canal &
River Trust

Making life better by water

River Severn Navigation

User's Guide



If you have received this book from a hire boat operator,
please return it after your holiday so it can be used again.

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Welcome

to the River Severn

Navigation guide

The River Severn is Britain's longest river. It runs for 220 miles from the Welsh mountains, through the beautiful Shropshire, Worcestershire and Gloucestershire countryside and down to the flatlands of the Severn estuary.

The Severn has something for everyone: historic cities, delightful scenery, cosy pubs, stunning cathedrals and boats of just about every shape and size. It is famous for its tidal bore and for having the second highest tide anywhere in the world. At very high tides, water is forced from the wide estuary into the narrower channel upstream, and causes a surge that reverses the flow of the current up to Tewkesbury. This forms a wave (or bore) that travels inland as far as Gloucester and the weirs at Llanthony and Maisemore stop the wave.

Thanks to the Severn Way, a continuous path along the Severn and the longest riverside footpath in Britain, you can explore the whole length of the river on foot from source to sea.

The history

Since records began the Severn was a 'free river', meaning that navigation was free of charge. Below Gloucester the navigation was estuarial, and boating was assisted by the fortnightly spring tides as far as Upton. Boats of 60 tons could reach the Ironbridge Gorge, and of 40 tons to Shrewsbury. In good conditions smaller boats could get up the river as far as Pool Quay, near Welshpool.

Traffic peaked in the mid-18th century, with some 100,000 tons of coal a year coming down from the collieries round Madeley and Broseley to the saltworks at Droitwich and the various riverside towns. Other significant traffic was pig iron from the Forest of Dean and the Ironbridge Gorge, salt from Droitwich, timber coming downriver and the goods needed by the towns going upriver.

Challenges

It was not an easy river to navigate. Water flows could be too high, especially in the springtime, or too low in times of drought, a problem made worse when banks were made to protect farmland from flooding. Shoals impeded boats in several places, especially in the Gorge. Towing was by teams of men, called 'bow hauliers'. There was no path suitable for horses until 1800 between Bewdley and Ironbridge, and a dozen years later for the full length between Gloucester and Shrewsbury.

Traffic on the river increased when canals from the Midlands opened: the Staffordshire & Worcestershire Canal in 1771 and the Worcester & Birmingham in 1815.

It was not until 1843–5 that any locks were built on the Severn, when the Severn Commission constructed four from Diglis Lock, just below Worcester, to Stourport. Upper Lode Lock, below Tewkesbury, was added in 1858.

Although traffic on the River above Stourport had stopped by 1900, steam powered boats and tugs provided an effective service on the lower part of the River. Grain imported through Sharpness became an important cargo, as was ironstone, timber and coal from the Forest of Dean. In the 20th Century, oil and petrol became major cargoes, but this traffic largely ceased in the late 1960s.

The Severn today

The different sections of the River vary in character and offer something for everyone. The Trust looks after the River Severn from Stourport to Gloucester, a section which is ideal for pleasure-boating busy with narrowboats, motor cruisers and rowing boats. Above Stourport, canoes and rowing boats take over.

The Severn offers a host of destinations for day trippers. First and foremost, our own National Waterways Museum at Gloucester promises family fun and boats galore. There are magnificent cathedrals at Worcester and Gloucester, historic docks at Gloucester, rowing boats and relaxation at Stourport and a pleasing selection of music festivals and riverside pubs at Upton-on-Severn. Not forgetting the beautiful countryside which is some of the best that Britain has to offer.

A note for boaters

The section from Gloucester to Sharpness is dangerous for boats, and is bypassed by the Gloucester & Sharpness Canal. The section below Sharpness is not recommended for inland craft, unless they are equipped for a short sea voyage and have experienced crews, or else with the help of a licenced River Severn pilot.

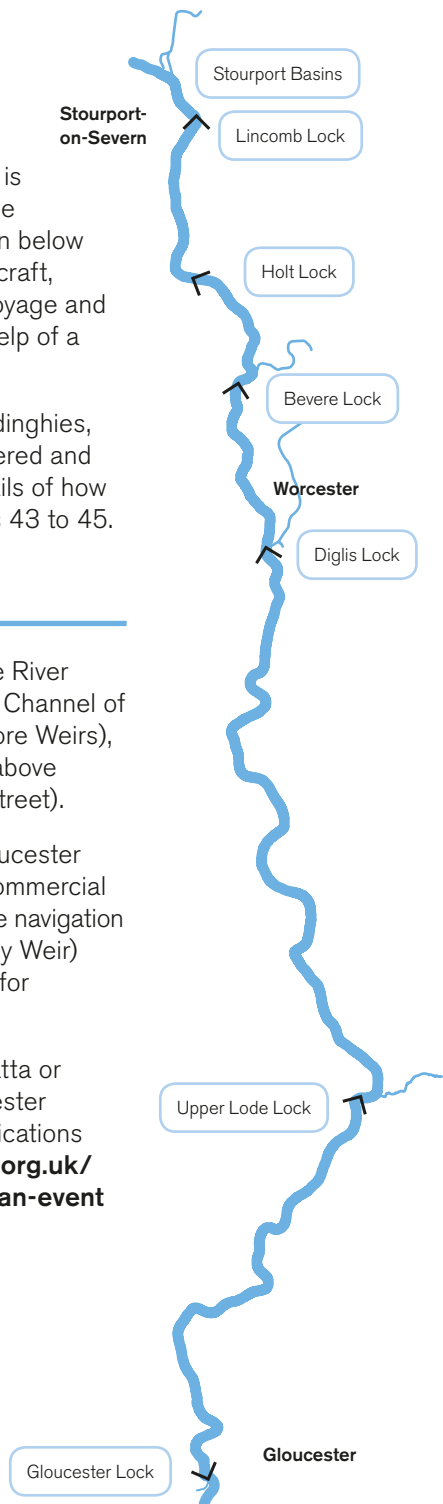
All boats (motor launches, canoes, sailing dinghies, rowing boats etc.) must be currently registered and licenced with the Canal & River Trust. Details of how to obtain a Licence can be found on pages 43 to 45.

Regulations

Our navigation jurisdiction extends over the River Severn from Gloucester Lock (the Eastern Channel of the Partings below Llanthony and Maisemore Weirs), and to a point approximately 1 kilometre above (north) of Stourport Road bridge (Bridge Street).

The navigation between Stourport and Gloucester Lock, via the 'East Parting' is a statutory commercial waterway under the Transport Act 1963. The navigation below Gloucester Lock (including Llanthony Weir) and Maisemore Weir, is not recommended for navigation.

If you want to hold an event such as a regatta or sponsored walk, please contact the Gloucester Office and read our third party events applications process on our website at canalrivertrust.org.uk/enjoy-the-waterways/events/planning-an-event



General licence rules

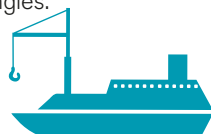
- 1) The boat Licence does not give you any priority of passage on any waterway. You must follow the directions of our local people who may decide which boats have priority.
- 2) You are responsible for assessing whether it is safe to use the waterway in flood or strong stream conditions, but note that CRT may decide not to operate its locks. Contact the Waterway Office for more information – see back cover contact details.
- 3) You must share locks up to their capacity. There is no right to the exclusive use of a lock.
- 4) Whilst your boat is on any Canal & River Trust waterway, you must not:
 - (a) *do anything which will cause damage or nuisance to any other person or their property.*
 - (b) *use any electricity generator, including the Boat's engine, at any mooring along the waterway between 8pm and 8am, unless you are moored in isolation, out of earshot of other people. We do not intend this Condition to stop you moving the boat from the mooring.*
 - (c) *run the boat's engine in gear when it is moored as this can damage the waterway walls and cause a nuisance to other people.*
 - (d) *discharge anything into the Waterway from the boat except unpolluted surface water that drains naturally or water from sinks or showers on board the boat.*
 - (e) *obstruct the path or use our land for storing items from your boat.*
 - (f) *take a vehicle on to our paths or land or park on them unless you have already given our permission*
 - (g) *Exceed the speed limit. Regardless of speed, if the boat is making waves or the wash is hitting the bank, you should slow down. The speed limit is 6mph upstream and 8mph downstream on the Severn Navigation. Other waterways may vary and will be signed locally.*
- 5) You must not crane a boat into or out of any waterway without our written permission, other than at a boatyard with appropriate facilities. This is to ensure compliance with the relevant lifting regulations and to ensure the safety of other waterway users.

It is possible that paper boat licences may be phased out in the near future. Please note that you will not be allowed passage through the River Severn locks without a valid, CRT River Licence for your craft.

Be safe on the water

Tips for all craft

1. Don't sail in the dark or in poor visibility if you don't have to. In reduced visibility, vessels should navigate as slowly as possible whilst maintaining control.
2. The River Severn is used by a wide variety of craft. There are likely to be many anglers and you may even encounter swimmers. Please respect all of your fellow users, be mindful of their differing needs and the handling characteristics of the different craft.
3. Keep a look out at all times, especially for small, unpowered craft, some of which might be moving quite quickly and hard to spot.
4. Large vessels have a big blind spot. Don't count on the skipper seeing you as the blind spot can extend far in front of the vessel. Adjust your course and speed to make sure you are visible. If you can see the wheelhouse, the skipper can see you.
5. Keep a clear course. If you need to alter course to avoid a collision, do so early and decisively so others understand your intentions. Always cross a waterway or channel at right angles.



Tips for commercial vessels

1. Be prepared

Be aware of any unusual circumstances on your route and check the weather forecast. If you are carrying cargo and conditions are rough, ensure that everything is secured and the hatches closed.

2. Blind spot

Make sure that you have a clear view and be prepared for danger around the bend.

3. Watch

Place a watch on the foredeck when the waterway is crowded with small craft.

4. Reduce your speed

Reduce your speed in time so that you do not hinder or endanger smaller vessels and make sure your bow wave and wash are not a danger.

5. VHF marine radio

Use the VHF (Channel 74) to prevent confusing or dangerous situations.

Report any irregularities that you see on the water to the waterway office.

6. Sound the horn for danger

Alert small vessels to danger by giving one prolonged blast on the ship's horn. See page 50 for information on appropriate signals.

7. Keep your distance

There must be a safe distance between large and small vessels when approaching or passing one another.

A courteous skipper leaves room for small craft.

8. Be professional

Keep in mind that you are the professional, with a wealth of knowledge and experience. Be courteous and set a good example for pleasure craft.

Don't assume they will get out of the way, but show them how it's supposed to be done.



Tips for pleasure craft

1. Be prepared

Be aware of any unusual circumstances on your route and check the weather forecast. If conditions are rough, ensure that everything is secured.

2. Reduce your speed

Make sure that your bow wave and wash are not a hazard to other vessels. Reduce speed to allow an overtaking vessel to pass more quickly and when near smaller craft or passing moorings.

3. VHF marine radio

If you have VHF, you are required to listen to it. Tune in to VHF channel 74 and use it to avoid dangerous situations.

4. Sound the horn in dangerous situations

Alert other vessels to danger by giving one prolonged blast on your horn. Expect to hear sound signals from large

vessels and make sure you understand what they mean. See page 50 for information on sound signals.

5. Keep your distance

Keep a safe distance from large commercial vessels and give them enough room on bends and when turning.

6. Be visible and alert

Make sure you are always visible to others, and be alert to your own surroundings and other vessels' sound signals. Be prepared for danger around the bend.

7. Safe lock transit

Make sure that you can tie your boat on either port or starboard side. Place fenders and enough rope on each side of your boat before you enter the lock. Follow closely behind the vessel ahead of you and follow advice from the lock keeper.

Tips for unpowered craft

1. Wear bright clothing

Rowing boats and canoes are so close to the water that it can be hard for people on other vessels to see you. Make yourself more visible by wearing brightly coloured clothing, preferably fluorescent orange or yellow.

2. Look over your shoulder

Rowers face the direction that they're coming from. If you are in a boat without a cox, it is vital that you look over your shoulder frequently to see what is up ahead. Other vessels may be moving faster than you think. Most dangers will be ahead of you, so keep a good look out.

3. Paddle Boarding

All canoeists and stand up paddlers must wear a personal floatation device. Stand up paddlers should kneel on their board in locks and secure themselves by holding the lock grab rails or another vessel. Follow the lock keepers instructions and keep body parts inside the profile of the board.

4. Keep your distance

Stay close to the shore or riverbank, but keep an eye out for fishing lines. Keep a safe distance from large commercial vessels, as they can cause suction and turbulence. Large vessels need plenty of room to manoeuvre in bends, so give

them a wide berth and don't stop in their turning space. Choose a calm place to launch or land your boat safely.

5. Large vessels have a big blind spot

Do not count on the skipper being able to see you, as a large vessels blind spot can extend far in front of the vessel. Adjust your course and speed to remain visible. As long as you can see the wheelhouse, the skipper can see you.

6. Let other boats overtake quickly

Do not keep rowing or paddling alongside or just ahead of other vessels. Help overtaking vessels by giving them room and slowing down. The faster the other vessel can overtake you, the sooner the waterway will be safe for you to continue on your way. Do not row or paddle abreast unless there are no other vessels nearby.

7. Be alert to danger signals

A skipper should give a single, prolonged blast on the ship's horn to warn of danger. This signal might be intended for you. React promptly and move out of the way of other vessels.

8. Entering the waterway from another waterway

Take care when you leave a junction, or launch point/slipway. Other vessels may not see you until you are on the waterway. Moorings and structures may block their view, so keep a good lookout.

9. Good visibility

Do not go out on the water when visibility is poor as it will be difficult for other vessels to see you. Be prepared for danger around the bend.

10. Know the rules of navigation

Rowers and paddlers are vulnerable users of the waterways. Make sure you're prepared before you go out on the water. For your safety, you must be familiar with the rules for navigating small craft and understand the traffic signs along the waterways. It's a good idea to obtain a certificate of proficiency in navigating small craft.



Please note the following points when using locks on the Severn Navigation, in unpowered craft.

1. The passage of unpowered craft through the river locks is at the discretion of the Lock Keeper and customers are asked to follow their advice.
2. Paddlers using canoes, kayaks and paddle boards must wear a personal floatation device, as must single and double handed rowers. Crews of rowing fours and eights which are affiliated to a club however are not required to do so.
3. At least one member of a group travelling through the locks should carry a whistle.
4. You must be able to maintain communication with the Lock Keeper at all times, (note this may be visual or audible signals e.g. whistles used to indicate a problem).
5. Unpowered craft will not be allowed to share the lock with powered vessels.
6. Individual boats must be able to secure themselves and their boat using grab chains or bars in the lock chamber.
7. Groups of boats may be able to 'raft up' to secure themselves in the lock – if this is the case there should be one nominated person to communicate with the Lock Keeper to avoid confusion.
8. Unpowered craft approaching from downstream should notify the lock keeper prior to their arrival.

 **Warning**

Waterborne diseases, including Weil's Disease (leptospirosis), are extremely rare, but it's sensible to take a few precautions.

- If you've got any cuts or scratches, keep them covered.
- If you fall in, take a shower and treat cuts with antiseptic and a sterile dressing.
- Wash wet clothing before you wear it again.
- If you develop flu-like symptoms within two weeks, see your doctor and mention that you fell in the water. Not all doctors will know to look for signs of Weil's Disease, so do suggest it as a possibility.

Safety Checklist

Wear a lifejacket!

It's always safer to wear a lifejacket or buoyancy garment. You could be knocked unconscious. Rivers and deep canals can give disabling cold shock even in summer. It is difficult to swim when fully clothed.

Children, non-swimmers, those with disabilities and lone boaters should wear lifejackets whenever they're on deck. And that applies to everyone if you're negotiating tidal waters, strong streams or currents or if the decks are slippery and whenever the water is likely to be cold.

Collisions!

Collisions – with other boats, banks, bridges or other structures – are another common cause of injury. The impact can lead to falls, both onto the deck and into the water. And for people working in the galley, there's a risk of scalds or burns.

What causes collisions?

- Lack of boat-handling skill or experience
- Taking your eyes off the waterway
- Cruising too fast
- Poor visibility. See advice under 'Tips for all craft' at the top of page 7.

Avoid slips trips and falls!

- Watch out for mooring ropes, bollards, holes and other hazards.
- Use grab rails.
- Wear non-slip shoes.
- Don't try to jump from the boat onto the bank.
- Wear a lifejacket if you can't swim, the deck's slippery or the boat's rocking.

Wherever you are – home, work or on a waterway – the most common accidents are slips, trips and falls. But when you fall off a boat or from the waterside, those accidents can be more serious.

Boats and watersides are littered with bollards, rings, ropes and holes.

Surfaces can be uneven or slippery, particularly in wet or icy weather or early morning dew. So you need to keep your eyes open – and slow down.

Many falls happen during mooring – simply because people aren't sure of the procedure.

There are unprotected drops at lock sides. Watch out especially when operating lock gates.



Warning

- **Over half of all serious accidents to boaters are caused by falling off the boat, path, bank or jetty. Many happen even when the boat is tied up.**
- **Don't leave the helm when the engine's running. If someone falls into the water, they could be injured by the moving propeller. And don't leave the keys in the ignition unattended. Never run the propeller when the boat's moored up.**
- **Don't let small children move around the boat unsupervised. Always know where they are.**

Don't get crushed!



- A moving boat has the force to crush you – keep your body out of the way.
- Don't fend off with your arms, legs or a boat pole – let the fender take the impact.
- Don't have your legs dangling over the side, your hands over the edge or your head out of the hatch.
- Keep off the roof when underway (low bridges could knock you for six or worse).

Watch out for fire and fumes!



The bottled gas used for cookers, fridges and heaters is heavier than air and, if there's a leak, it'll lie in the bottom of the boat where it only takes a spark to ignite.

Watch out for fumes from cookers, cabin heaters and water heaters or from engine exhaust building up in the boat. Carbon monoxide poisoning is extremely dangerous – early signs include headaches, tiredness, sickness and dizziness, and other flu-like symptoms.

Anyone affected should get medical help right away.

- Switch off appliances when you're not using them.
- Keep ventilators open and free of obstructions.
- If you smell exhaust, gas, or petrol fumes, raise the alarm right away.

Don't rock the boat!

- Think carefully before climbing onto the cabin roof as a small boat could become top heavy and roll over.
- Don't all stand together on the same side if it risks tipping the boat over.

Changing river conditions!

- The River Severn is prone to rapid rise and fall in water levels following heavy rainfall. However, the response times for rising levels may be delayed if the rainfall occurs in the upper catchment area of the Severn, ie in Wales. We advise that all boaters keep abreast of prevailing weather conditions and pay particular attention to rainfall forecasts and recent rainfall incidents upstream, of the Severn Navigation. Be aware that the Severn does not always rise at the top first as it is affected by other tributaries' catchments such as the Avon, which can cause levels to rise and significantly affect flows above Tewkesbury.
- Low water levels can also be hazardous as areas of the river may become shallow and deeper draughted vessels can come aground, especially if vessels stray off the deepest part of the navigation, usually 'mid-channel'. See section 3 for specific advice on known hazards.
- As well as fluctuating levels, the flows on the river can be fast and exacerbated by the tidal movements between Tewkesbury and Gloucester. All boaters are advised to be fully aware of tide forecasts and maintain contact with the Gloucester lock keeper before proceeding to cruise on the reaches between Gloucester and Tewkesbury (Upper Lode Lock).
- As well as fast flows and levels, there can be floating and submerged large objects and debris. These objects can cause significant damage to boats if contact is made. Debris can be present following a tidal surge when objects caught on weirs at Llanthony and Maisemore are disturbed and carried up stream, on the river. Debris can also enter the river from adjacent land.

Who's in charge?

One of the great things about boating is that everyone can muck in together. But at least one person needs to know the boat handling basics, to understand the safety guidelines and to know what to do in an emergency.

So, once you've chosen a 'skipper', it'll be his or her job to make sure your crew and passengers have all the information they need to stay safe. It's a good idea to be clear on each crew member's duties.

Good boating takes teamwork. So you need competent crew who know how to handle the boat and how to stop the engine, and who can help with mooring, moving through locks, navigation and so on.

As well as knowing the procedures, your crew should be aware of the safety risks in each situation and how to avoid them. Someone should be competent to take over if the skipper becomes ill.

Think very carefully before going boating alone as the risks are very much greater for you and other waterway users.

Passengers who aren't going to be helping with any of the work still need to read and understand the basic safety rules – so please show them the safety checklist in this guide.

Before setting off

Follow these simple tips for trouble-free boating.

- Check that your boat, engine and fuel system are in good condition and meet Boat Safety Scheme boatsafetyscheme.org requirements.
- Make sure you and your crew know how to handle the boat – and have the skills for the waterway you're using.
- Get information on possible stoppages, stream conditions and tides and if you're planning to go on unfamiliar waterways check that your boat will fit through bridges and locks and that the waterway will be deep enough.
- Plan your cruise and allow enough time to complete it without rushing.
- It's not a good idea to cruise in the dark or when visibility's bad – if you have to, take extra care.
- Make sure you've got enough water and fuel on board for your trip.



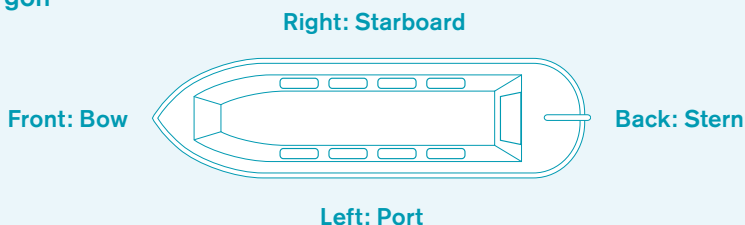
Warning

- **Don't drink and drive – as relevant for boats as cars – alcohol impairs your judgement and makes accidents more likely.**
- **Boats come in different sizes, shapes and materials – and they all behave differently. Before you set off, spend some time getting to know your boat.**

Special safety tips

i Information

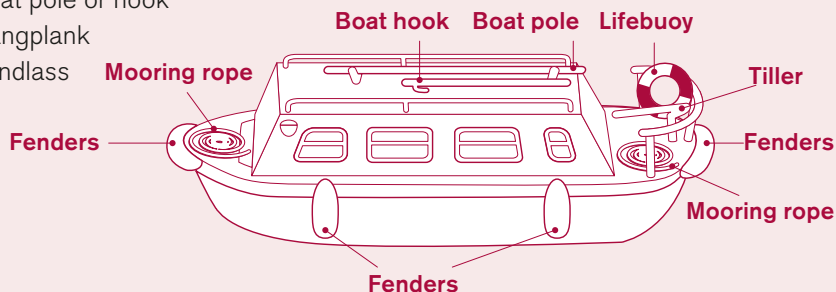
Boat jargon



✓ Equipment checklist

Make sure you know where to find these things:

- Lifebuoy, throwline (if supplied), lifejackets or buoyancy aids
- Anchor – for rivers and tidal waters – the rope and chain together should be at least six times as long as the deepest water you operate in. Make sure your anchor line is always free of knots and the anchor itself never buried under other kit. It should always be ready for rapid deployment.
- Fire extinguisher(s) and fire blanket
- Emergency shut-offs for battery, gas and fuel
- Bilge pump
- Emergency torch
- Mooring ropes – long enough to stretch from your boat to the bollard and back, even when you're in a deep lock
- Mooring stakes and hammer
- Horn
- First aid kit
- Boat pole or hook
- Gangplank
- Windlass



Setting off

Start the engine, keep it in neutral and allow some time for it to warm up before you move off.

Untie the front and back mooring ropes from the bank, but leave them tied to the boat, coiled and ready for use. On rivers, untie the downstream rope first. Make sure your ropes can't trail in the water and get caught in the propeller.

Because the boat steers from the back, you can't drive away from the bank as in a car.

Check the area is clear of boat traffic then push the boat away from the bank so you can make a clean getaway, with your propeller in deep water.

In shallow water, push the back of the boat out, then reverse away until there's room to straighten up.

When the boat's straight, go into forward gear and accelerate gently to cruising speed.



Warning

Checking for weed or debris around the prop?

Turn the engine off and take the key out of the ignition. Take care when you remove any debris that is caught or wrapped around. It's a good idea to wear thick gloves.

Underway

On all waterways, the rule of the road is to drive on the right. On wide stretches, unless there's another boat coming towards you, you'll steer down the middle as it's likely to be shallow near the edges. Don't cut the corner when going round bends, as you risk a collision or going aground.

When you do meet an approaching boat, the usual rule is to keep to the right and pass port-to-port (the left side of your boat passes the left side of the approaching boat). However, the Severn has narrow channels used by large craft unable to comply with this 'rule of the road', due to available depth of water. These vessels may need to pass you starboard-to-starboard.

Additionally, vessels heading downstream (towards Gloucester) should generally have right of way over those travelling upstream. This is because it is harder for boats travelling with the stream to stop. However, whatever the situation, the craft most able to manoeuvre and give way safely should always do so. Watch and listen for the signals larger vessels use to communicate their intentions. Make sure you understand them and use VHF to communicate whenever possible. Refer to International Regulations for Preventing Collisions at Sea, 1972, for definition and further information. A copy is freely available from the MCA website.

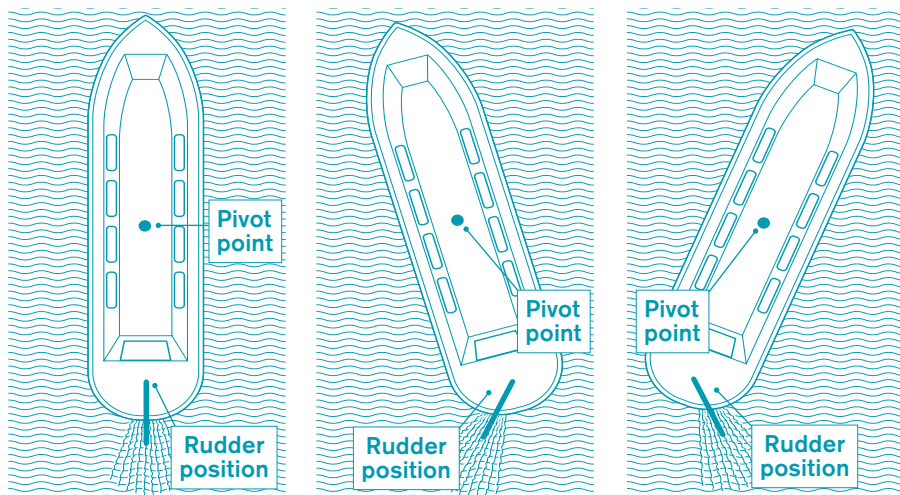
We want everyone to enjoy our Waterway safely. This means you need to be aware of others and consider their needs. Go slowly past moorings, anglers and other waterway users. Don't let your boat create breaking waves or a lowering of the water along the bank, just ahead of your boat. Both are signs that you need to slow down to avoid damage to the bank and disturbance to moored boats.

Steering

Understand the straight ahead position of the **wheel** or **tiller** before you set off and remember it will take a while to get a feel for the boat's response to **tiller** or **wheel** movements at different speeds and varying conditions.

Using a **tiller** to steer is simple – as long as you remember that pushing to the right will make the boat head left and vice versa. Be patient and plan ahead – the boat will take a few seconds to respond.

Most boats pivot from a point about halfway along their length. That means you need to watch out for the front and the back. If you line up the front only and then try to turn into a narrow gap – a bridge or lock, for example – you risk hitting the side with the back of the boat.



! Warning

You can't steer unless your boat is in gear. **Remember – no gear, no steer.**

Going aground

Remember to stay in the centre of the channel whenever cruising the Severn, but pass other approaching vessels on the right-hand side (port-to-port).

Everyone goes aground at some point – **it's not a disaster.**

Don't try to force your way over the obstacle or you'll find yourself even more stuck. Instead, use reverse gear to back away into deeper water.

If you're firmly stuck, ask some or all of the crew to move to the side or back of the boat that's still floating – but not to the extent that you'd risk capsizing!

Now use the pole to push off against a solid object or the bed of the waterway – if you put the pole straight down and try to use it as a lever, it'll either break or you'll fall in. And keep the top of the pole away from your face and body, in case it slips suddenly.

Weirs

Five of the six river locks (Upper Lode; Diglis; Bevere; Holt; and Lincomb) have a river weir on either the left or right hand side of the lock entrance. On the downstream approach – that's heading in the direction of Gloucester – the weirs have a safety boom installed across the river to prevent vessels from getting stranded on the weir.

Please adhere to the navigation safety signs which indicate the side of the lock you need to approach to avoid the weir.

Note, there is no weir boom at Gloucester Lock or Maisemore and Llanthony Weirs.



Slowing down and stopping

Because boats don't have brakes, you need to give yourself plenty of time to stop – especially when travelling downstream on flowing waters.

Ease off the throttle, move into neutral and then use reverse gear to slow down and come to a final halt. Opening the throttle to give more engine revs will increase the braking effect when in reverse. Remember that it's extremely difficult to steer when you're in reverse gear. You may need an occasional forward boost to get better control.

Mooring

Prepare your crew in advance. Make sure they know what their jobs will be.

Slow down almost to a stop and carry out all manoeuvres as slowly as possible. It's best to approach a mooring with the boat facing into the stream. This will allow you to hold the boat stationery, have better control at very low speed and prevent the boat being swept past your stopping point. So, if you're heading down stream, you'll need to pass the mooring and turn your boat around.

Move forward very slowly, pointing the front of the boat towards the bank, then use reverse gear to stop just before the front of the boat hits the bank. Your crew should be able to step ashore, rather than jump. They can either carry the mooring lines with them – making sure there's plenty of slack and that one end is attached to the boat, or you can pass the ropes once they're on land.

Sometimes, the wind maybe stronger than the stream and have a greater effect on your boat. In this case, you should apply the same principals but aim to moor into the wind, rather than the stream when they're coming from different directions.

Be aware the water level may rise or fall by several feet. You should allow for this and make sure your vessel is properly secure against strong flows in the tidal sections (i.e. between Gloucester and Upper Lode Locks). Avoid mooring to the bank, rather than a pontoon, overnight.

Can I moor here?

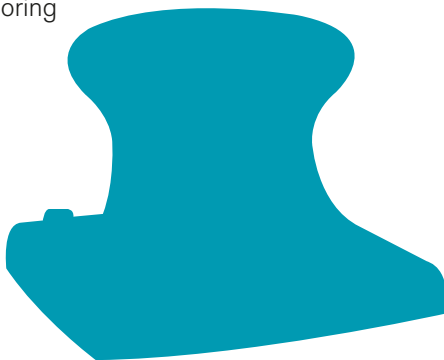
- See page 47 for a list of mooring sites.
- It's usually best to moor on signed visitor moorings.
- Most of the Severn riverbanks are private property.
- Check that you're not a hazard to other boats or to people using the bank.
At busy sites position your boat to leave room for other boats to tie up too.

You could even encourage another boat to tie up alongside you providing it wouldn't interfere with boats passing by. Respect any time limits.

If there is no sign you are generally allowed to moor for up to 14 days. You may be charged for staying longer. Some moorings, particularly on rivers, charge from the day of your arrival.

Don't moor

- In locks or lock approaches
- Blocking taps and other services unless you are using them
- Near any bridges
- Under fixed bridges
- Near weirs
- Near sharp bends
- On the outside of bends
- By blind spots
- In or opposite turning points
- At junctions
- To the bank on a tidal river – you might find yourself hanging from the ropes when the tide goes out!
- On landing places for canoes – usually near locks
- In stretches marked out for an angling match
- Where there are signs that prohibit mooring

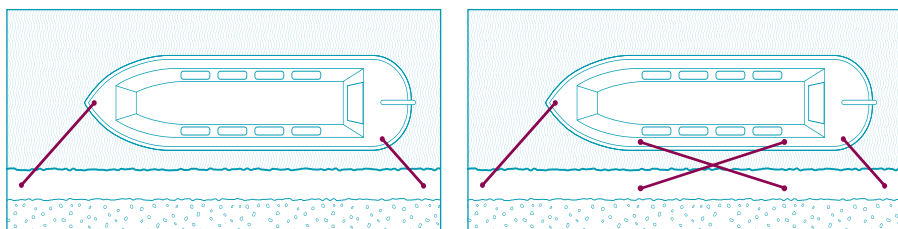


Tying up

To keep your boat secure, you need to tie it to the bank with a rope from both the front and the back. On rivers, you should fix your upstream rope first.

Many mooring sites have bollards, rings or cleats to tie up to – choose ones a short distance beyond the front and the back of your boat. Run your ropes at about 45° from your boat, loop them back onto the boat and tie securely, but not too taut.

To stop your boat moving backwards and forwards in flowing water, you can use extra ropes as 'springs' – see example below.



It is not advisable to use stakes as a temporary mooring point as the changing flows and levels on the Severn can dislodge the mooring stakes and cause the boat to be cast adrift.

Leave some slack in your ropes – this is especially important on tidal waterways or rivers. If the ropes are too tight and the water level drops, your boat could be left hanging from the bank.

Remember that your anchor can be used if you need added security or extra help in a strong stream or tide – and you should still use mooring ropes.

Make sure you know how to use your ropes properly.

Keep them coiled, free of knots – and don't drop them in the water, especially near a propeller. A rope can easily get wrapped around the propeller which will stall the engine and leave you with no way to control the boat.



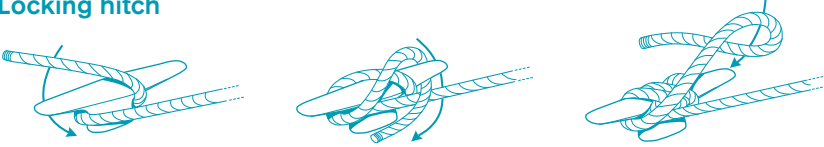
Warning

Never wrap a rope around any part of your body and keep fingers, feet and ankles well clear of any loops. A sudden load on a line wrapped around your body can cause a nasty injury.

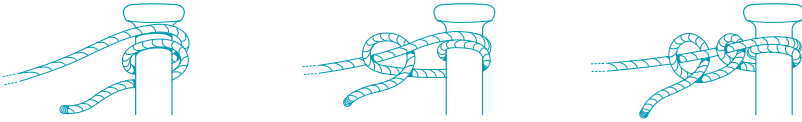
i Information

Useful knots

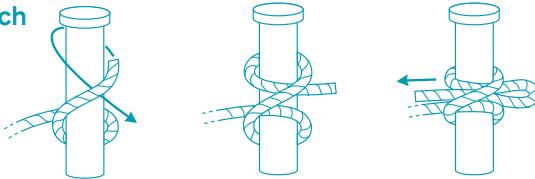
Locking hitch



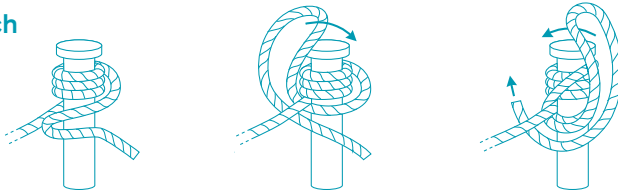
Round turn and two half hitches



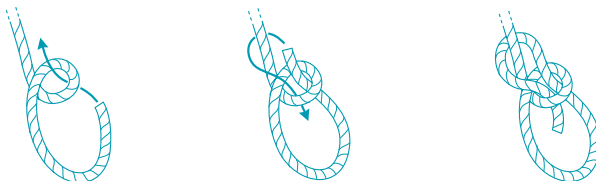
Quick release clove hitch



Canalman's hitch



Bowline



Locks

There's no mystery to using locks – just a series of step-by-step tasks. Understand the procedure, take your time and you'll be on your way with no problem.

A lock is simply a chamber with gates at either end. By emptying or filling that chamber with water, your boat can move up or down onto a new section of the waterway (or 'reach' on a river). Although there are many different kinds of locks, they all work on the same basic principle.

With the Severn, the locks are not operated by boaters themselves, but by lock keepers who operate the locks using automated hydraulic systems. When the water level under your boat is the same as the level you're moving to, the gates will open.

Always obey specific lock instructions and local information. Follow the advice given by our lock keepers.

Lock Opening Hours

Details of lock opening hours are provided on Page 46.

Lock telephone numbers

Gloucester 01452 310832 **Upper Lode** 01684 293138 **Diglis** 01905 354280
Bevere 01905 640275 **Holt** 01905 620218 **Lincomb** 01299 822887

Continued on p31 >

Gloucester to Upper Lode

'Partings' (East channel between Gloucester Lock and Maisemore)

Narrow, shallow channel

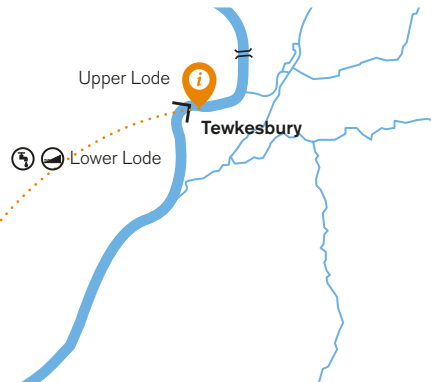
This section of the River is semi-tidal, with tides over 7.2m over topping Gloucester Weir and Skippers should familiarise themselves with the tidal predictions. The channel is narrow and shallow and often carries large pieces of debris washed into the Navigation by the tide. Large vessels, constrained by both water and air draughts, ply this section and should always be given right of way: Note that these vessels may use both sides of the River irrespective of direction of travel. It is essential to contact Gloucester Lock Keeper for advice regarding conditions and vessel movements in the Partings, before navigating this section of the River. Keep watch on VHF Ch 74 if you have one.



Gloucester to Upper Lode continued



i See p27 for more advice on this location



Haw Bridge
Expect large vessels to use the East Arch, irrespective of their direction of travel. Note that the East bank can be shallow, downstream of the Bridge.

Haw Bridge
Floating pontoon
Length 35m
24 hr summer limit

Red Lion PH – Obstruction
The steel piles mark sunken barges. Please obey the signs and keep clear.

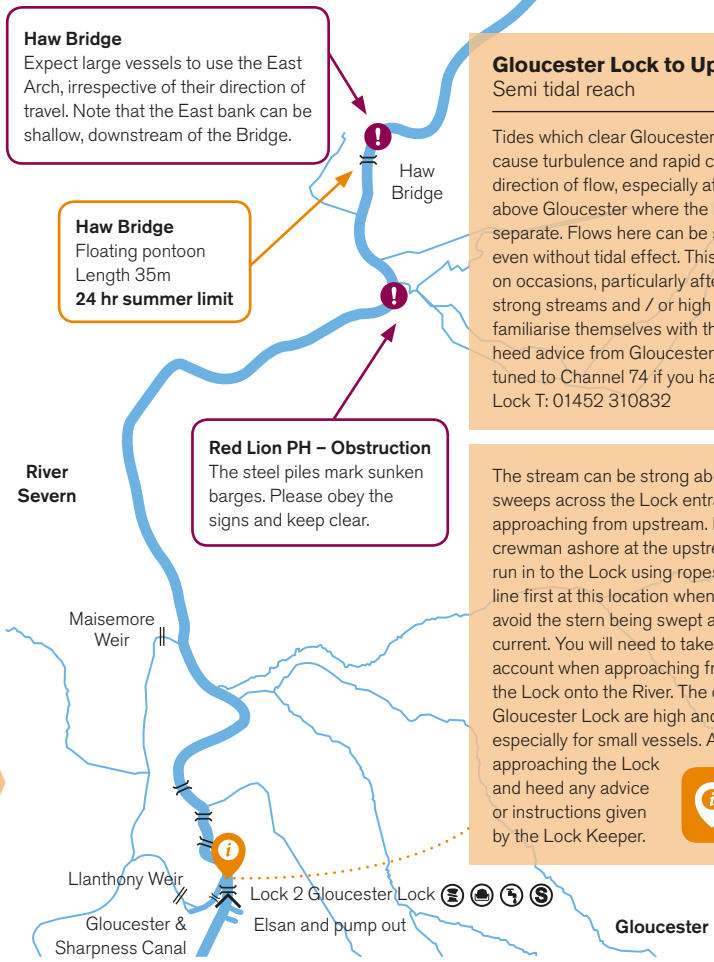
Gloucester Lock to Upper Lode Reach

Semi tidal reach

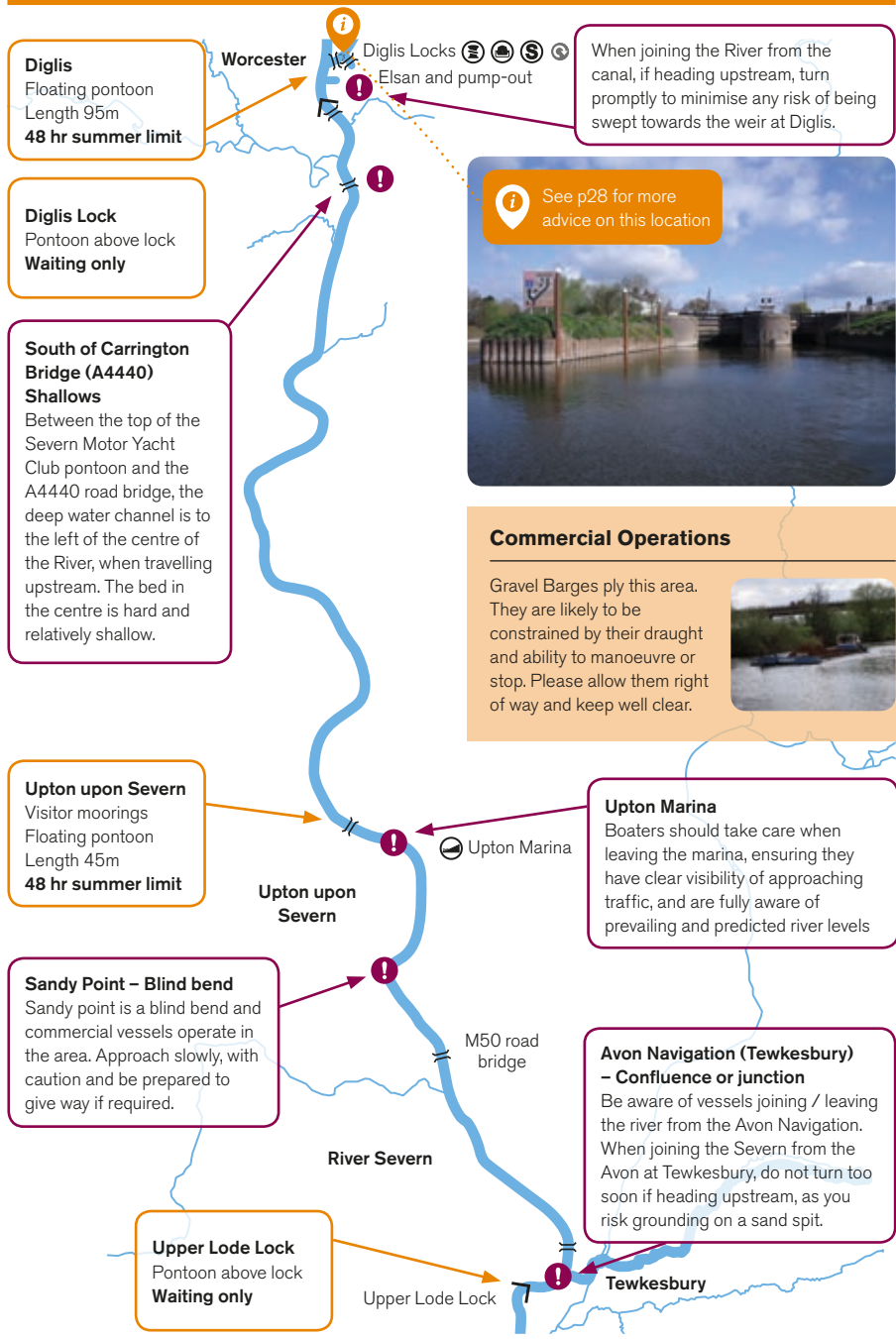
Tides which clear Gloucester weir (above 7.2M) will cause turbulence and rapid changes in level and direction of flow, especially at the head of the Partings, above Gloucester where the East and West Channels separate. Flows here can be strong and unpredictable, even without tidal effect. This reach will also carry debris on occasions, particularly after a period of flooding, strong streams and / or high tides. Skippers should familiarise themselves with the tidal predictions and heed advice from Gloucester Lock Keeper. Keep VHF tuned to Channel 74 if you have one. Lock T: 01452 310832

The stream can be strong above **Gloucester Lock** and sweeps across the Lock entrance to the right when approaching from upstream. If possible, it's wise to put a crewman ashore at the upstream end of the quay and run in to the Lock using ropes. Always attach the stern line first at this location when facing downstream, to avoid the stern being swept away from the quay by the current. You will need to take the cross current into account when approaching from the North, or exiting the Lock onto the River. The quay walls above Gloucester Lock are high and mooring is difficult, especially for small vessels. Always call ahead when approaching the Lock and heed any advice or instructions given by the Lock Keeper.

i See p27 for more advice on this location



Upper Lode to Diglis



Diglis
 Floating pontoon
 Length 95m
48 hr summer limit

Diglis Lock
 Pontoon above lock
Waiting only

South of Carrington Bridge (A4440)
Shallows
 Between the top of the Severn Motor Yacht Club pontoon and the A4440 road bridge, the deep water channel is to the left of the centre of the River, when travelling upstream. The bed in the centre is hard and relatively shallow.

Upton upon Sever
 Visitor moorings
 Floating pontoon
 Length 45m
48 hr summer limit

Sandy Point – Blind bend
 Sandy point is a blind bend and commercial vessels operate in the area. Approach slowly, with caution and be prepared to give way if required.

Upper Lode Lock
 Pontoon above lock
Waiting only

When joining the River from the canal, if heading upstream, turn promptly to minimise any risk of being swept towards the weir at Diglis.



See p28 for more advice on this location

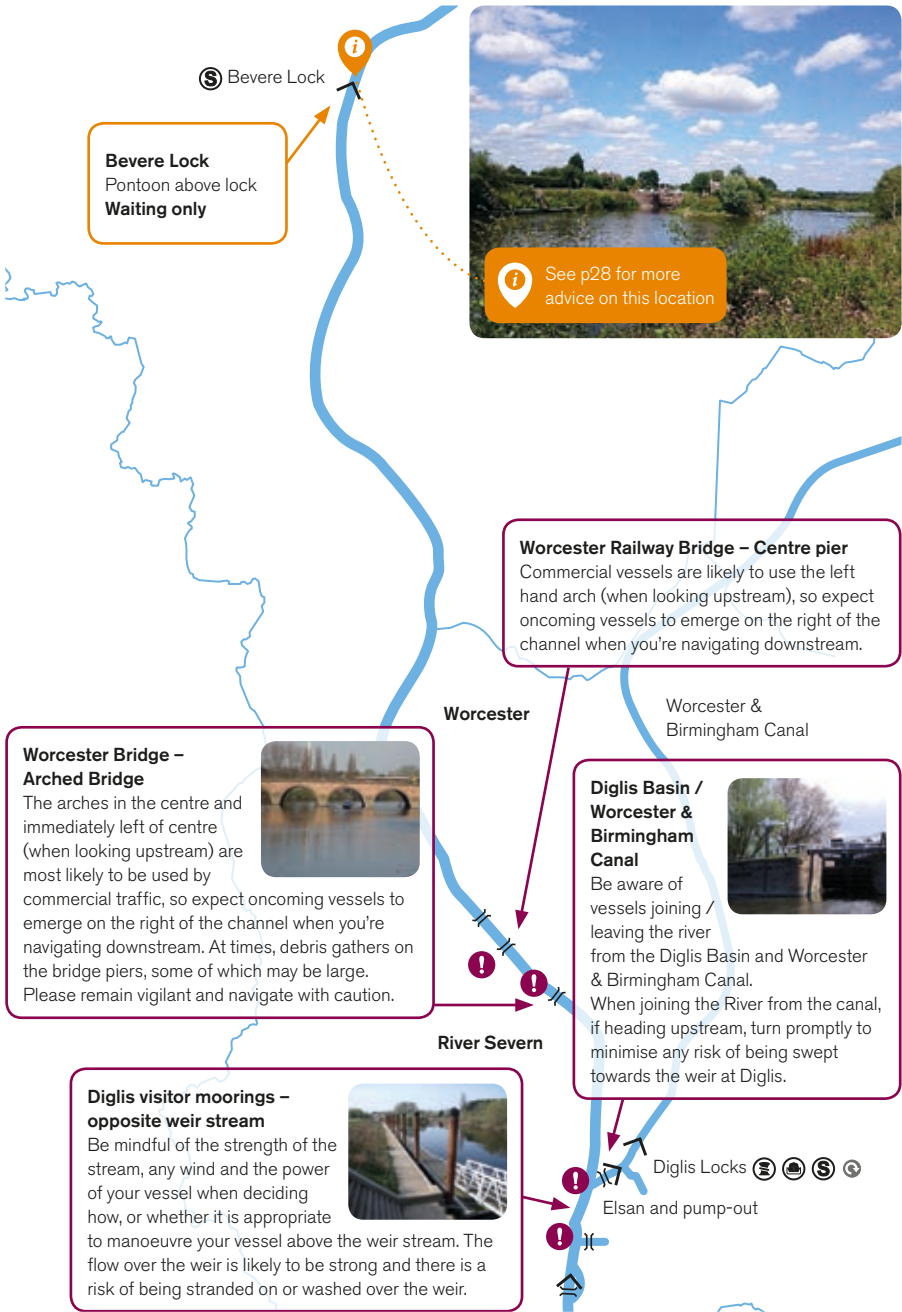
Commercial Operations
 Gravel Barges ply this area. They are likely to be constrained by their draught and ability to manoeuvre or stop. Please allow them right of way and keep well clear.



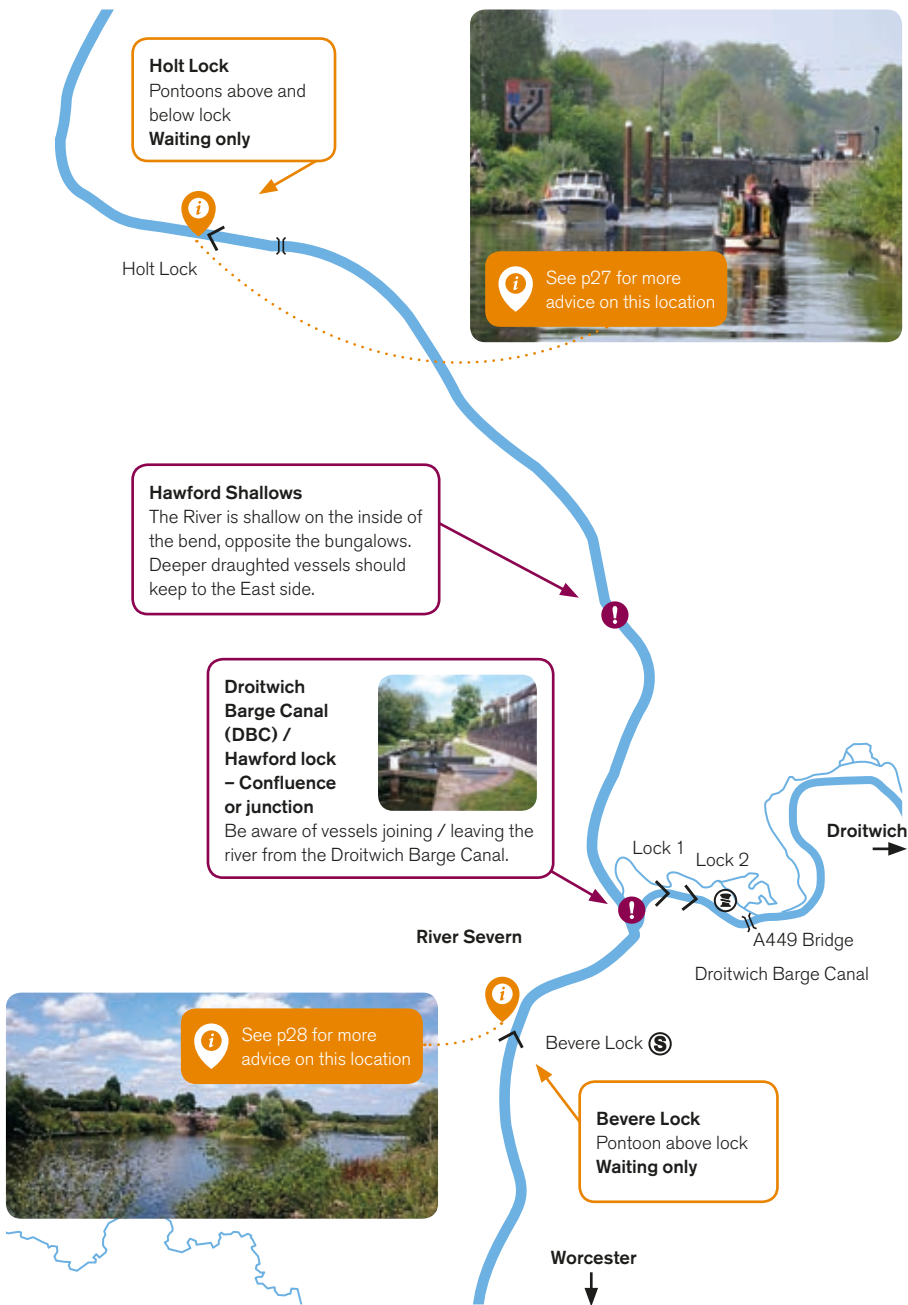
Upton Marina
 Boaters should take care when leaving the marina, ensuring they have clear visibility of approaching traffic, and are fully aware of prevailing and predicted river levels

Avon Navigation (Tewkesbury) – Confluence or junction
 Be aware of vessels joining / leaving the river from the Avon Navigation. When joining the Severn from the Avon at Tewkesbury, do not turn too soon if heading upstream, as you risk grounding on a sand spit.

Diglis to Bevere



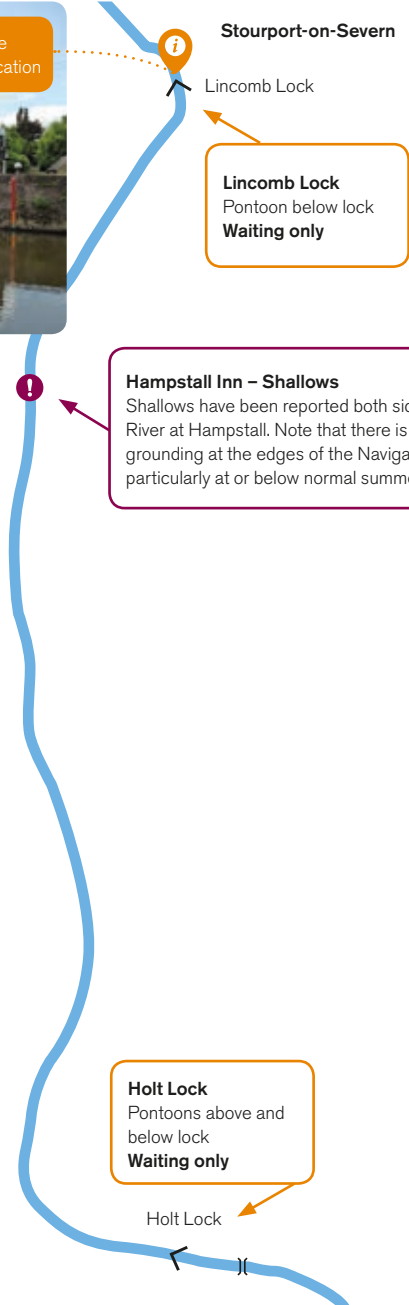
Bever to Holt



Holt to Lincomb



See p27 for more advice on this location



Stourport-on-Severn

Lincomb Lock

Lincomb Lock
Pontoon below lock
Waiting only

Hampstall Inn - Shallows
Shallows have been reported both sides of the River at Hampstall. Note that there is a risk of grounding at the edges of the Navigation, particularly at or below normal summer level

River Sever

Holt Lock
Pontoons above and below lock
Waiting only

Holt Lock

Gloucester Lock

The stream can be strong above Gloucester Lock and sweeps across the Lock entrance to the right when approaching from upstream. You will need to take the cross current into account when lining up for, or exiting the lock, on the upstream (North) side. There is no lock landing on the approach to the lock from the North, but safety chains are provided by Gloucester City Council and there are steps that lead up to the Quay Wall. The site is not suitable for overnight mooring. The quay walls are high and mooring difficult, especially for small vessels and when approaching from upstream, it is wise to put the stern line ashore first, to prevent the stern swinging out in the current. Note that headroom is limited in the Lock by a lift bridge which is controlled by the Lock Keeper as required. Always call ahead when approaching the Lock and heed any advice or instructions given by CRT staff. Communication is possible via VHF channel 74 which is preferred, or by direct phone (01452 310832).

Upper Lode Lock

Wind is often from the South and there is a risk of vessels being blown on to the piles downstream of the lock.

Follow the Lock Keepers' instructions and ensure you give sufficient notice before approaching the lock – preferably through VHF channel 74, or by direct phone (01684 293138). There is a lock landing on the upstream approach only. These are not for overnight moorings – unless authorised by the Lock Keeper.



Gloucester Lock

Westgate Bridge

Headroom
7.6m (24.9ft)

Haw Bridge

Headroom
7.59m (24.9ft)

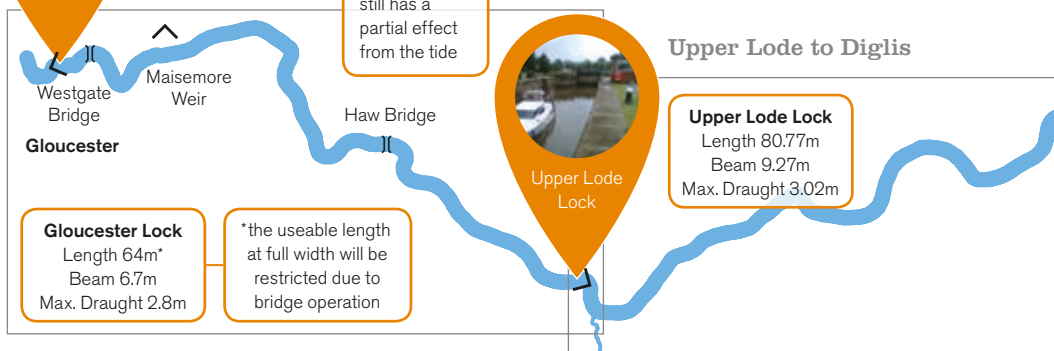
The river level can fluctuate rapidly and still has a partial effect from the tide

Useful information (warning and advice notes)

Please refer to our navigation updates on our website here canalrivertrust.org.uk/notices – simply register your email address and you will receive instant notification whenever an advice notice is issued for the River Severn navigation.

Gloucester to Upper Lode

Upper Lode to Diglis



Gloucester Lock
Length 64m*
Beam 6.7m
Max. Draught 2.8m

*the useable length at full width will be restricted due to bridge operation

Upper Lode Lock
Length 80.77m
Beam 9.27m
Max. Draught 3.02m

Gloucester to Upper Lode			
Distance		Passage times at published speed limits	
Kilometres	Miles	Upstream (6mph)	Down (8mph)
19.94	12.39	2h 04m*	1h 33m*

Upper Lode to Diglis			
Kilometres	Miles	Upstream	Down
25.62	16.24	2h 42m*	2h 02m*

Please Note: Although the draught of each lock is included for information, please note that the channel between Gloucester Lock and Worcester Bridge is maintained to a depth of 2.5m and between Worcester Bridge and Stourport to 2.0m. These figures make no allowance for temporary obstructions or debris.

Holt Lock

Follow the Lock Keepers' instructions and ensure you give sufficient notice before approaching the lock – preferably through VHF channel 74, or by direct phone (01905 620218). There are lock landings on both the upstream and downstream approach to the lock. These are not for overnight moorings – unless authorised by the Lock Keeper.

Lincomb Lock

Follow the Lock Keepers' instructions and ensure you give sufficient notice before approaching the lock – preferably through VHF channel 74, or by direct phone (01299 822887). There is a lock landing on the downstream approach only. These are not for overnight moorings – unless authorised by the Lock Keeper.

Diglis Locks

There are two lock chambers at Diglis and the Lock Keeper will advise which is appropriate for your vessel. Note that there is a limit of two narrow boats side by side in the lock, because the batter (taper) on the chamber walls is pronounced at this lock and more than two boats would jam when locking down.

Follow the Lock Keepers' instructions and ensure you give sufficient notice before approaching the lock – preferably through VHF channel 74, or by direct phone (01905 354280). There is a lock landing on the upstream approach only. These are not for overnight moorings – unless authorised by the Lock Keeper.

Bevere Lock

Be aware of strong cross current from the weir outfall to your right, when approaching the lock from the South (navigating upstream). Please also be aware that the water is shallow at the Northern (upstream) end of the Lock island and you should obey the signs.

Follow the Lock Keepers' instructions and ensure you give sufficient notice before approaching the lock – preferably through VHF channel 74, or by direct phone (01905 640275). There is a lock landing on the downstream approach only. These are not for overnight moorings – unless authorised by the Lock Keeper.

Please Note: !

All dimensions measured at low summer level

Diglis Lock

Length 43.41m
Beam 9.22m
Max. Draught 2.87m



Diglis Locks (large)

Worcester Bridge

Worcester

Worcester Bridge

Beam 6.1m (20.01ft)
Headroom 6.2m (20.34ft)

Bevere Lock

Length 28.5m
Beam 6.15m
Max. Draught 2.11m

Holt Lock

Bevere to Holt

Holt to Lincomb

Length 28.65m
Beam 6.17m
Max. Draught 2.21m

Length 28.8m
Beam 6.1m
Max. Draught 1.85m

Lincomb Lock

Stourport-on-Severn

Lincomb to Stourport

Stourport Basins

Diglis to Bevere

Stourport Basins

The gateway to the Staffordshire and Worcestershire Canal. There are two lock entrances for access up on to the higher canal level – the first lock (south side) is for broader vessels and the narrower lock is located at the upper end of the Basin area. When you lock up the first lock, you enter the 'lower basin' level which contains a dry dock, some private moorings, and a limited number of short term visitor moorings. The next set of locks take you further on to the 'upper basin' which contains a number of private moorings, a marina, a boat yard and chandlery, and a number of visitor moorings. Finally, York Street lock is for narrow beam vessels only and takes you further up on to the main Staffordshire & Worcestershire canal level.

Diglis to Bevere

Kilometres	Miles	Upstream	Down
6.81	4.15	0h 42m*	0h 31m*

Bevere to Holt

Kilometres	Miles	Upstream	Down
5.57	3.42	0h 34m*	0h 26m*

Holt to Lincomb

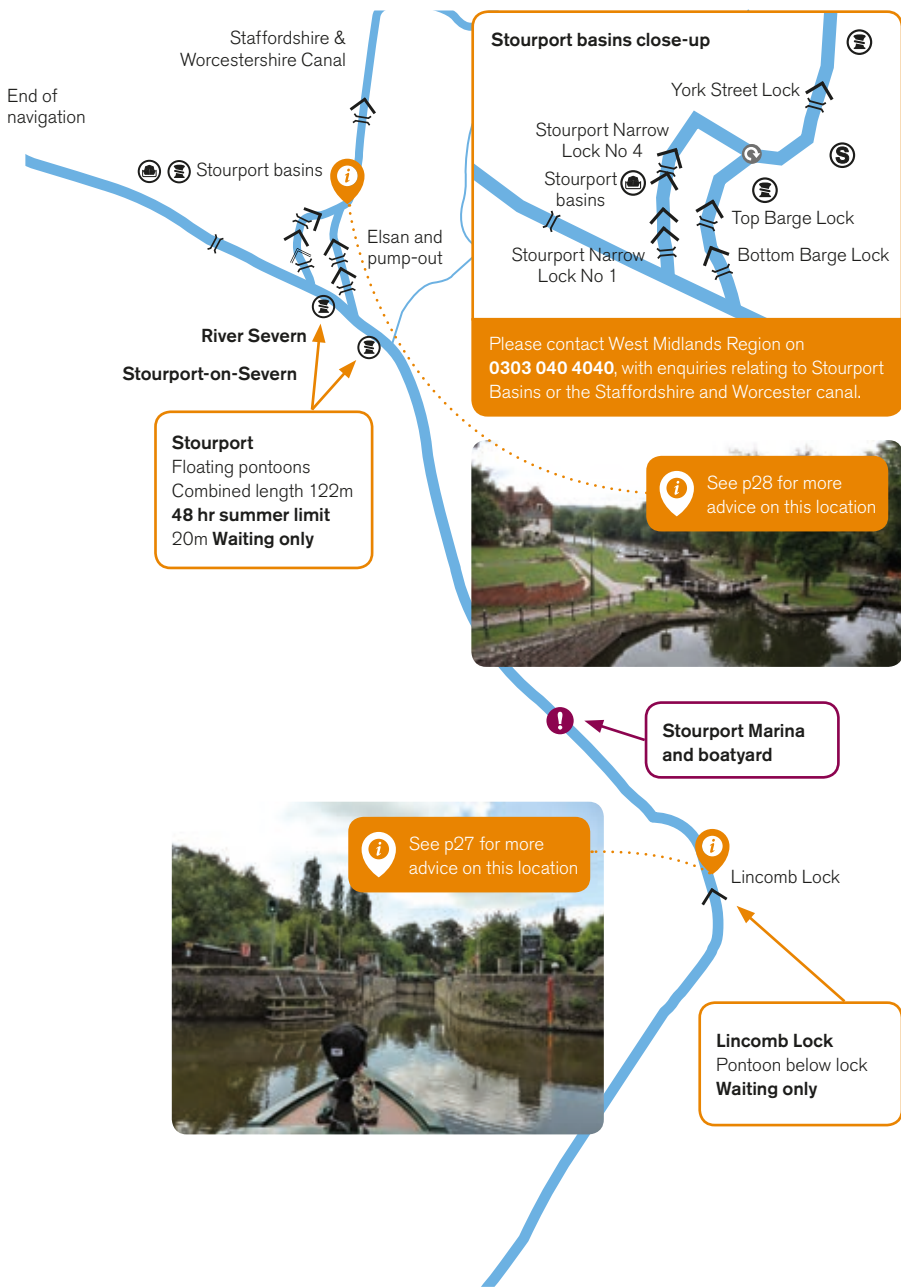
Kilometres	Miles	Upstream	Down
6.86	4.17	0h 42m*	0h 31m*

Lincomb to Stourport

Kilometres	Miles	Upstream	Down
6.86	4.17	0h 42m*	0h 31m*

*Indicative times only

Lincomb to Stourport





Special safety tips

- Take your time – and keep an eye out for problems.
- Enter and leave slowly so bumps are less likely to cause damage.
- Always have a competent person on board while the boat's in the lock.
- Keep your boat well away from the gates and cills.
- Boats tend to move about when water flows in and out of a lock – tie a rope to the vertical rope guides.
- Make sure that you can tie your boat on either port or starboard sides. Place fenders and enough rope on each side of your boat before you enter the lock. Follow closely behind the vessel ahead of you and follow the advice of the Lock keeper.
- When using fenders, make sure they don't get caught up on the lockside or gates.
- Stay alert and watch out for slippery surfaces when standing on the boat – avoid standing on the gunwales if at all possible.
- Work out clear signals so that the crew and skipper can communicate quickly.

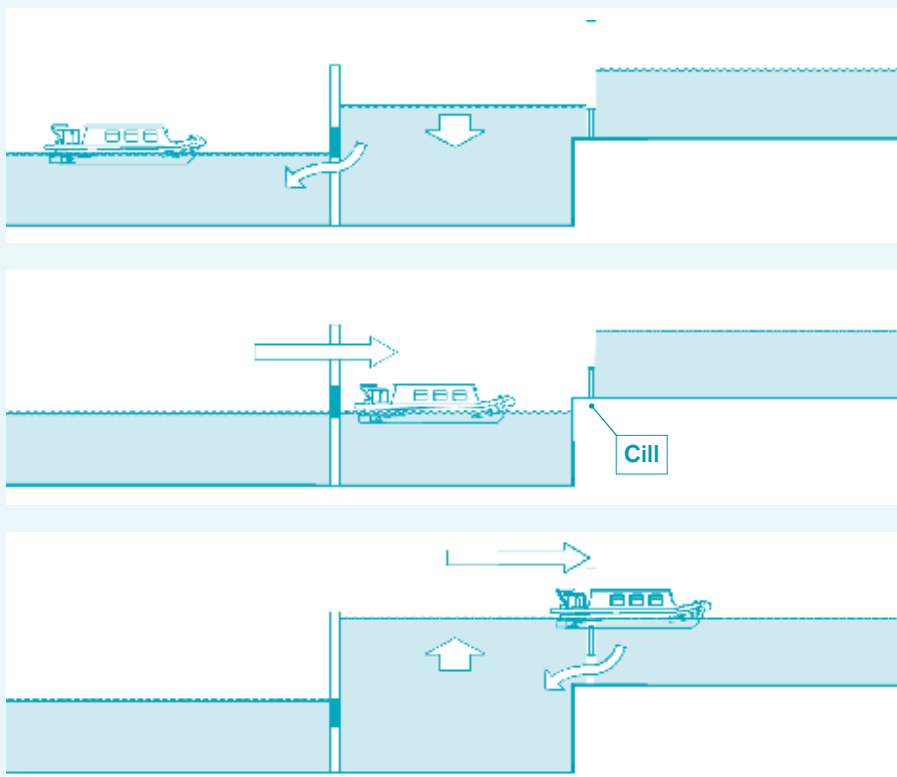
If someone falls into the lock, act quickly.

Follow the lock-keeper's instructions.

- Throw a lifeline or lifebuoy if you have one to hand.
- Stop the engine and keep the boat still.
- **NEVER** jump into the water yourself to rescue someone who has fallen in.

i Information

Going up a lock



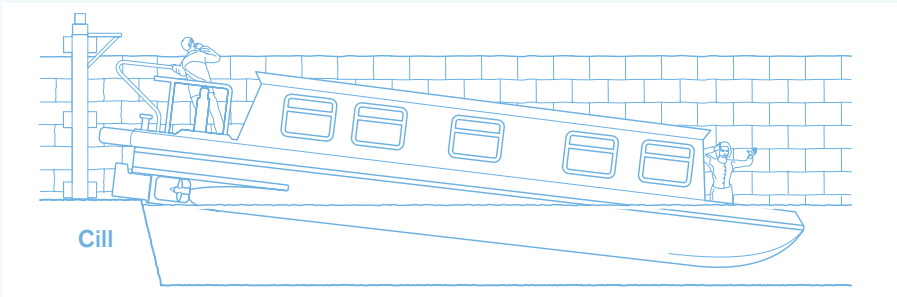
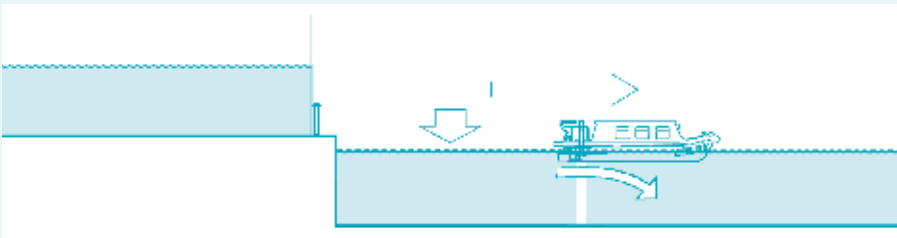
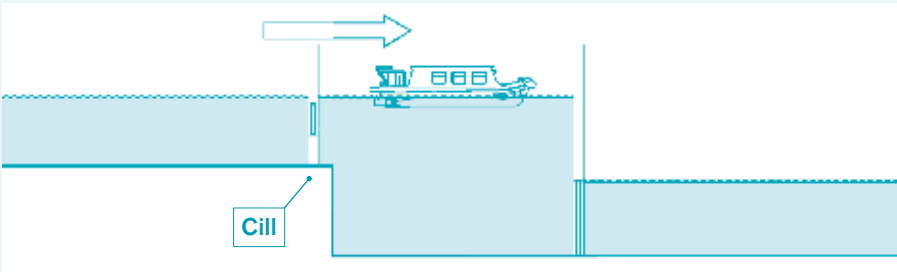
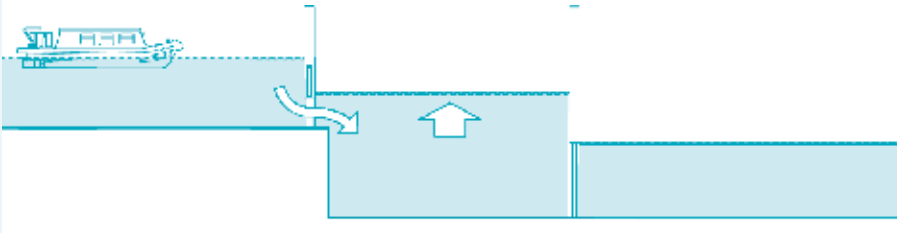
! Warning – cill danger

Keep the back of your boat well forward of the cill below the top gates.

Cills stick out by up to 5ft (1.5m) and you can only see them as the lock empties. Most locks have markers to show you the approximate position of the cill. If you are not alert, it's easy to get the back of the boat 'hung up' on the cill as the water level drops.



Going down a lock



Sharing locks

i Information

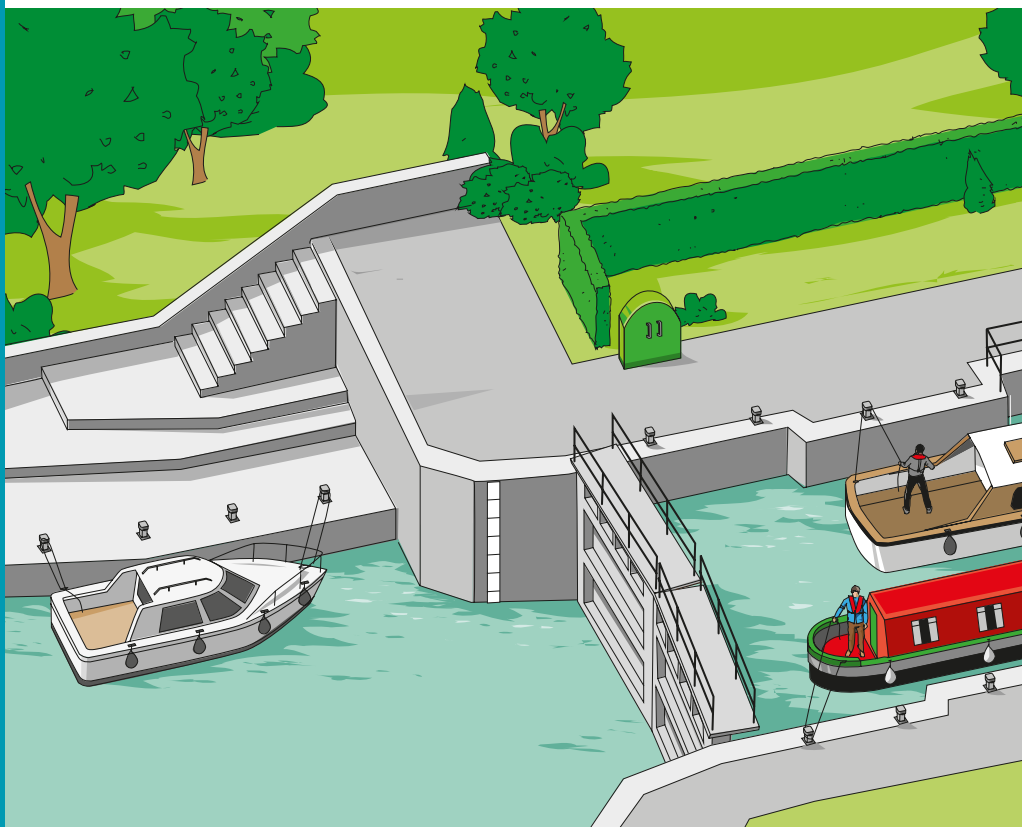
Sharing a lock – saving water

Always share a lock if you can.

The heavier boat should go in first. This reduces the risk of, say, a steel hull crushing a fibreglass one. Also the water flow doesn't pull it into the lighter boat.

In the river locks, boats should be kept to the side with ropes looped round the vertical rope guides.

Some lock walls taper slightly from top to bottom so if you're travelling side by side with another boat, make sure there's plenty of room between you.



Powered locks

The Severn has large powered locks, operated by lock-keepers.

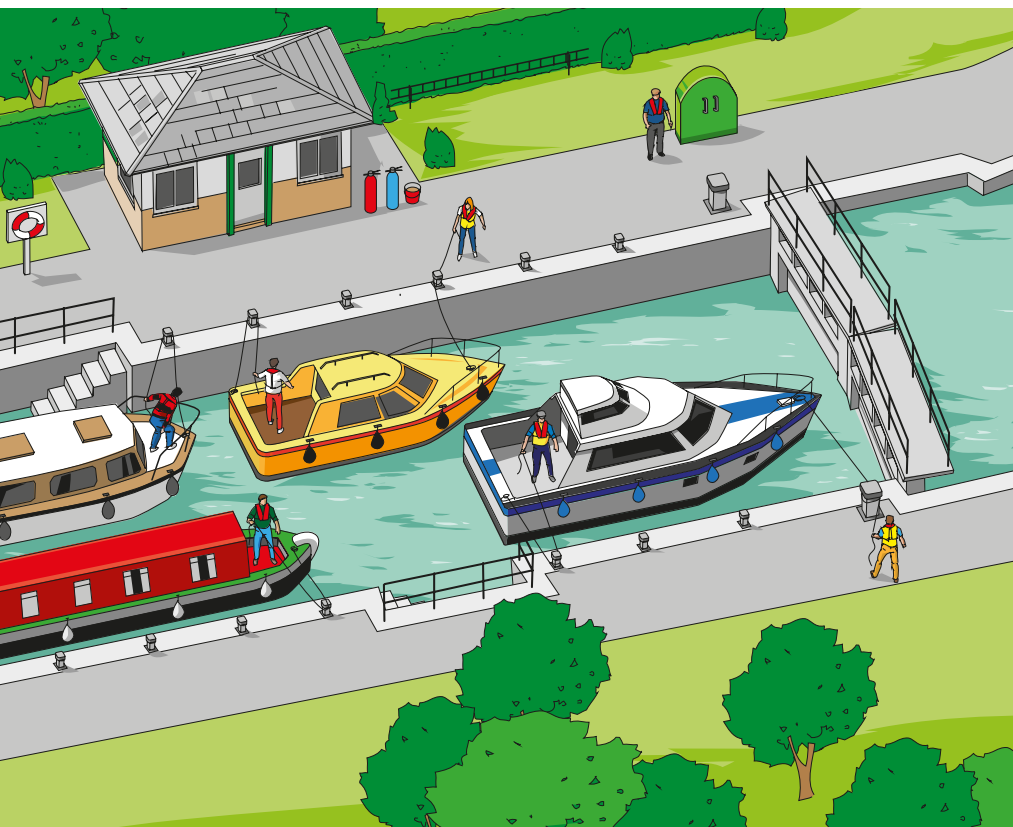
If the gates are closed moor on the landing stage leaving room for other boats to land behind you, if possible.

Always follow the lock-keeper's instructions and local rules. The locks on the Severn can only be operated by the lock-keeper.

The locks have traffic light signals, please adhere to the lights in accordance with the instructions.

Please obey the following:

- **Red** – Stop
- **Flashing Red** – The Lock Keeper knows you're waiting
- **Green** – Proceed with caution



Accidents

Now we've shown you the safe way to do all the main boating things, we'd like to say a bit more about accidents.

Tranquil waterways, beautiful scenery, fresh air. Boating on our canals and rivers is a real pleasure – and, most of the time, there are few safer ways to travel.

Accidents and injuries are rare, but every year a few people do get hurt – usually through inexperience or not paying attention. If you do have an accident or near-miss, you should report it to the Gloucester office or member of staff.

Your report could help to save others. For contact details refer to back cover.

By looking at the accidents people have had on boats over the past few years, we've found that they fit into a relatively small number of categories. This part of the user guide looks at the causes so that you can avoid the same misfortune.

Channel markers

If there's a channel you should stick to it – it'll usually be marked by buoys or steel piles, sometimes with signage too.

Weirs

Straying out of the channel can be very dangerous – especially if you find yourself near a weir. Watch out for the warning signs.



Overtaking

If another boat wants you to overtake, the skipper should slow down and tell you on which side to overtake – usually the left. If you're the one overtaking, it's your responsibility to stay clear of the other boat. Both skippers should go as slowly as possible to avoid the two boats being drawn together. Refer to the International Regulations for Preventing Collisions at Sea 1972, for definition and further information. A copy is freely available on the MCA website.

Giving way

If you're approaching a bridge or narrow section, slow down. If a boat coming in the opposite direction is closer to the bridge, wave them through and keep right until they're well clear. On rivers, the boat coming downstream has right of way.

Speed limits

The maximum speed on the Severn is 6mph travelling upstream (towards Stourport), and 8mph travelling downstream (towards Gloucester).

Slow down approaching bridges, locks, bends or junctions, and when passing boats or anglers. River currents will speed up or slow down your boat.

Whatever the limit if you make waves you're going too fast – slow down.

Navigation lights

Warning

Cruising at night can be dangerous. Moor up before it gets dark.

Cruising after dark is not permitted by hire boat companies.

The river locks are not open during hours of darkness.

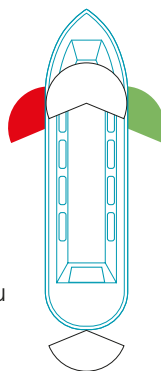
There may be some commercial boat movements during times of darkness, eg trip boats. These boats should adhere to the guidance below:

- **White lights** – front and back
- **Green light** – right side ● **Red light** – left side

As a result, if you see:

- A white light above a red one, it's likely to be a boat crossing from your right to the left side
- White above green is likely to be a boat crossing left to right
- White above green and red means the boat is coming towards you

Unpowered boats may show a single all-round white light.



Man overboard

Before you do anything else, take a breath and think. Don't panic, don't jump in – and don't let others jump in. The water is very cold even in summer.

Keep sight of the person in the water at all times.

Put your engine out of gear. Don't reverse the boat – the person in the water could be dragged into the propeller.

Throw a line or a lifebelt to the person in the water. Keep a constant watch to ensure your propeller is well away from them. Stop the propeller immediately by selecting neutral gear if there's a risk of them getting close to it. You may need to turn so as to approach them slowly going against the stream. Pull them to the side of the boat and help them aboard with a ladder, rope or pole.

Be prepared

Make sure everyone on the boat knows the drill – and knows where to find the lifeline or lifebelt. In case it's the skipper who falls overboard, the crew should also know how to stop the propeller and steer the boat.

Practice the drill. It's better to learn it before an accident happens.

Operating injuries

Boating can involve a lot of physical exercise. Some of the work is heavy and you'll also be using unfamiliar techniques and tools. Together, the two things can add up to strained backs and muscles, cuts or worse.

What causes operating injuries?

- Overstretching yourself
- Using tools or equipment incorrectly
- Not paying attention to the job in hand
- Rushing
- Not preparing properly

Swimming

- Swimming is not recommended or advisable in the Navigation.
- Don't swim when drunk.
- Don't jump in without knowing depth of water.
- Make sure you know about currents.
- Find out about the swimming place before you get in – both by speaking with people who live locally and checking the Outdoor Swimming Society map.
- Before going into the water, make sure you know where you are going to get out.
- Swim close to the shore.
- Swim with someone else.
- Start off swimming modest distances and then build up.

The National Water Safety Forum publish guidance for open water swimmers – www.nationalwatersafety.org.uk/professional/info/open-water-swimming.pdf

Strong stream warnings

The Canal & River Trust gives out stream warnings to tell you about conditions that may mean you shouldn't go out in your boat.

Warnings are triggered by changes in water level and you may see warning lights indicating 'strong stream warning' at the key access points on the Severn. Look out for traffic lights or warning boards and if you can access the internet, look at the live web-cams showing the current water levels at some of the locks.



Warning

Don't cruise in strong stream conditions – tie up securely, watch for changes in water level and adjust your mooring ropes as necessary.

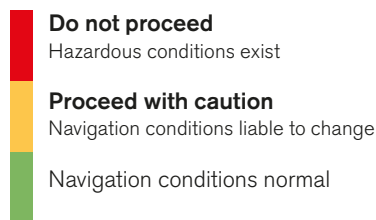


Special safety tips

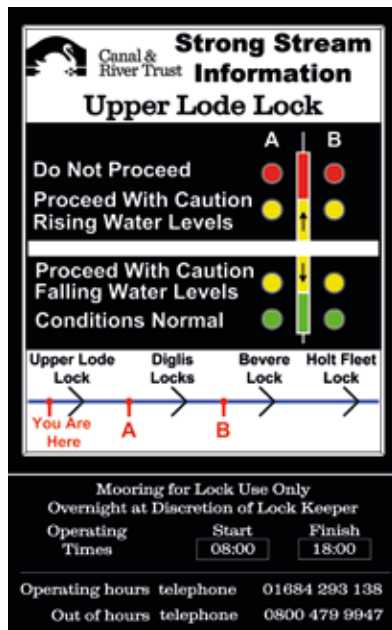
- Please moor up safely if you see strong stream warning signs or are advised by navigation staff to stop. Even the most experienced boater can be caught out, so think about those who could be put in danger if they have to help you.
- Moor your boat in a safe place, preferably in a marina or at a recognised mooring. Limited space may be available at some locks.
- Ensure your mooring lines are fastened to secure fixings such as bollards, rings or even trees; put out extra lines for additional security and allow enough slack for a further rise in river levels; don't rely on your own mooring pins or stakes – they might not hold.
- If necessary, put extra fendering (eg scaffold poles or strong timber posts) between your boat and the bank side, to prevent your boat drifting onto the river bank and becoming caught up when levels drop.
- Make sure you have a safe exit ashore from your boat as the level rises. If not, you should consider returning home or finding alternative accommodation until conditions improve.
- If you are running low on essential supplies or have other serious safety concerns and are not able to leave your boat safely, treat this as an emergency and dial 999 to ask for evacuation.
- For hire boaters: if you are advised to stop, you must do so then call your boatyard and follow their instructions.

Navigation Warning System

Check water level on indicator board before proceeding



The indicator board is located on the lock wing wall on the river side of the bottom lock gate



White strong stream boards, like the one shown above left, are currently in use on the River and should be read in conjunction with the existing gauge boards at the locks and junctions. At the time of publication, we are improving the information we provide through the installation of an electronic system, with boards like the one above right. The information displayed on the boards will also be replicated on the CRT website, on a linear map. The project is due for completion by April 2018.

The layout of stream information boards at locks (above right) will always be consistent. Column A (left column) will show conditions in the reach you will enter next and column B (where present) will show the second reach in your direction of travel. This arrangement should allow interpretation of the lights at a distance.

Caring for the environment

Please help to keep the waterways pleasant places for everyone who uses them – and for the wildlife that depends on them.

Follow the Green Guide to Inland Boating – www.thegreenblue.org.uk

The Green Blue, a joint venture by the British Marine and Royal Yachting Association, provides practical advice and information on how to maintain, equip and operate your boat in an environmentally friendly manner.

Manage your waste

Don't pump oily water from your bilge into the waterway. Well-maintained engines shouldn't leak oil. Check the drip tray under the engine and gearbox regularly. If it starts getting oily, find and mend the leak. Ideally use biodegradable oils. Avoid spilling petrol and diesel. If you do, mop it up – don't use detergents.

The toilets on your boat mustn't discharge sewage into the waterway.

'Sea-toilets' are not allowed to be used on inland waterways and you could risk losing your Licence if found to be discharging sewage into the River Severn.

There are pump-out facilities for chemical or closed toilet systems at marinas and sanitary stations. Use the minimum amount of chemicals to avoid upsetting the sewage treatment system. If you have a closed toilet system, you may not need to use chemicals at all – so check your manual.

Although wastewater from sinks, showers, washing machines and dishwashers is allowed to flow straight into the waterway, it can be very damaging to sensitive aquatic life. Most washing detergents contain phosphates which encourage rapid algal growth and eventual oxygen depletion when the algae die. This can cause fish and other aquatic life to suffocate. So to help keep the water as healthy as possible, put your cooking waste in the bin, and **use phosphate-free detergents**.

Please don't throw any waste overboard – even apple cores take a long time to rot. Litter can kill wildlife, and it can cause problems for other boaters by getting tangled in their propellers. There are plenty of waste disposal points at marinas and along the waterway.



Protect wildlife

When you go too fast, your waves can damage banks and sensitive plants. If you see your wash hitting the bank, please slow down. Cut your speed and keep your distance when passing nesting water birds too.

The side of the channel opposite the path is often especially rich in wildlife, so take special care not to disturb plants or animals there. Don't moor on this side unless there are proper mooring facilities.

Invasive (alien) species are a threat to biodiversity. Many thrive in our waterways and are spread on boat hulls and propellers, in bilges or engine cooling systems. Avoid spreading invasive species by thoroughly scrubbing your waterline regularly as well as other possibly contaminated items such as anchors.

Remove any visible plant, fish, animal matter and mud and put it in the bin.

Report any pollution or fly-tipping to the Environment Agency incident hotline on 0800 80 70 60 (freephone 24 hours).

Follow the Countryside Code:

Respect other people

- Consider the local community and other people enjoying the outdoors.
- Leave gates and property as you find them and follow paths unless wider access is available.

Protect the natural environment

- Leave no trace of your visit and take your litter home.
- Keep dogs under effective control.

Enjoy the outdoors

- Plan ahead and be prepared.
- Follow advice and local signs.

Respect other waterway users

- **Waterways tend to be quiet, peaceful places.** And they're for everyone to enjoy – boaters, walkers, anglers, cyclists and others.
- **Our Share the Space, Drop your Pace** campaign is here to encourage cyclists and runners to put the needs of slower visitors first.

share the space drop your pace®

on Canal & River Trust towpaths

To find out more visit: canalrivertrust.org.uk/sharethespace

- **Roaring engines, running generators, unnecessary use of the horn, loud music and shouting** – they can all be a real nuisance to other people and wildlife.
- **Don't run your engine or generator on a mooring between 8.00 at night and 8.00 in the morning**, unless you are moored in isolation, out of earshot of other people.
- **Don't run the boat engine in gear when you are moored** – it can damage the waterway wall or bank and disturb adjoining boats.
- **Be considerate to other users and local residents.**
- **Clear up dog mess.**
- **Don't block the path** or put your mooring stakes or ropes where people could trip over them.
- **Keep to the centre of the channel when passing anglers** – unless they ask otherwise. Reduce your wash, but keep a steady pace.

Information, facilities and services

Registration and licensing



GENERAL TERMS AND CONDITIONS FOR BOAT LICENCES (EXCLUDING BUSINESS LICENCES)

In accordance with s.43(3) of the Transport Act 1962, boat licences are subject to the conditions which apply to the use of a boat on any Waterway which we own or manage. These are necessary to protect third parties and to help us manage the Waterways well for the benefit of all our users. Any breach of these Conditions would entitle the Trust to terminate your Licence which may result in the removal of your boat from our waterways.

You must be 18 years or older to be issued with a licence for a powered boat.

The use of your boat for anything other than personal, private, or leisure use will require a business boat Licence.

To use a boat on the River Severn navigation, you need a licence.

All boats (motor launches, canoes, sailing dinghies, rowing boats etc.) must be currently registered and licensed with the Canal & River Trust.

Existing customers can renew a long term licence online, and short term visitor licences online are also available in this way. Visit our useful downloads page for lots of supporting information as well as copies of all the relevant application forms and fees.

Just like a car, a boat needs to be insured before it cruises the waterways. It also needs the boat-equivalent of a MOT known as a BSS (Boat Safety Scheme).

Customers looking to buy or renew a licence should send a copy of their BSS certificate to:

Canal & River Trust

Boat Licensing Team

PO Box 162

Leeds

LS9 1AX

canalrivertrust.org.uk/licensing

Insurance

Your boat must have insurance that covers at least third party liabilities up to two million pounds.



Choosing a Licence

For one month, one week, one day and thirty day explorer in England & Wales

Short Term Licences

We have the right to refuse access onto our waterways for any boat that we think may present a safety risk to other waterway users. In purchasing a short term licence you agree to allow our employees or an appointed surveyor to carry out a safety check at any reasonable time. If we believe your boat is dangerous, you will have to remove it from the waterway.

To qualify for a licence your boat must have one of the following:

- a current certificate to show compliance with our Boat Safety Scheme requirements
- a current Declaration of Conformity with the EU's Recreational Craft Directive

We will issue a short term licence without either if you are able to satisfy the conditions contained within the Boat Condition Declaration.

Boat Licensing Team, PO Box 162 Leeds LS9 1AX

T 0303 040 4040 Mon–Fri, 8am–6pm. Calls charged at local rate.

E customer.services@canalrivertrust.org.uk

canalrivertrust.org.uk/licensing

Thirty day explorer

This gives you up to thirty days use of all our waterways in England and Wales at any time within twelve months of issue date – the days do not need to be consecutive. We provide you with thirty, one-day tickets, which you date and display for each day that your boat is on our waters.

One month, one week and one day licences – Canal and river licence

Allows you to keep and use a boat on any of our waterways in England and Wales.

Rivers only licence

- Avon (Hanham Lock to Bath) • Severn (Stourport to Gloucester)
- Bow Back Rivers • Soar Navigation (Trent Junction to Leicester)
- Fosdyke & Witham (Torksey to Boston) • Stort Navigation
- Lee Navigation (Hertford to Limehouse) • Tees (Tees Barrage to Low Worsal)
- Limehouse Cut • Trent (Shardlow-Gainsborough, including the Nottingham & Beeston Canal)
- Ouse and Ure (Goole to Ripon) • Weaver Navigation (Winsford Bridge to Manchester Ship Canal)

One day and explorer licences are not available for craft floating in marinas or moorings connected to Canal & River Trust waters.

Discounts

If you have a current three, six or twelve month Canal & River Trust River Only Licence, you are entitled to a 50% discount on a Short Term Canal Licence, which is valid for the same period. Discounts for clubs licensing more than ten unpowered craft are subject to the local Canal & River Trust manager's discretion.

Licence Conditions

- 1) You must ensure that when the boat is under way, there is always an adequate and competent crew in attendance. A copy of our Boaters' Handbook should be kept on board the boat and drawn to the attention of all crew members and passengers.
- 2) You must display the licence so that it is easily visible by our people on the bank or at locks.
- 3) The licence is not refundable and not transferable between craft.
- 4) The licence does not permit use of the boat for carrying goods, or as a tug or other workboat or for any business purpose without our permission.
- 5) The licence does not allow you to moor except for short periods ancillary to cruising. You must have somewhere to keep the boat when it is not being used for cruising.
- 6) You agree to comply with navigation rules, relevant Acts, Byelaws and regulations, and to follow any of our lawful directions, spoken or written (including signs).
- 7) You agree to be responsible for any damage or difficulty caused by you or the boat because of anything you have carelessly done or not done.
- 8) Once the licence has ended, unless you re-license the boat you must remove it from our waters. If you do not, we have powers to remove it ourselves and to charge you for the costs we incur in doing this.
- 9) Waterways are occasionally closed for repairs or due to emergencies. We will not rebate licence fees in respect of such closures.
- 10) The licence does not allow you to tow the boat by animal or vehicle. You need our written permission to do this.

For a full set of General Licence Conditions, go to **canalrivertrust.org.uk/licensing** or contact the customer service centre.

Boater's Handbook DVD

The Canal & River Trust and Drifters, the UK's biggest consortium of hire boat companies, have teamed up to make a DVD covering boating basics.

It is a companion to this user guide, with lots of tips for first-time hire boaters and new boat owners. We hope it will also be a reminder for more experienced boaters – with important information about how to boat safely. You can view the twenty five minute film at canalrivertrust.org.uk/safeboating. Or if you would like it on a free DVD, call customer services on 0303 040 4040.

Boat Safety Scheme

The Boat Safety Scheme is mandatory on most waterways. It ensures minimum safety standards with respect to fire, carbon monoxide and pollution risks by means of a four yearly, MOT style inspection. The scheme also promotes essential safety advice and offers tips that will help keep boaters safe.



Boat Safety Scheme

T 0333 202 1000 or go to boatsafetyscheme.org

Lock staff hours of duty

Please visit canalrivertrust.org.uk for the latest lock staff hours of duty, and see canalrivertrust.org.uk/severn for more information about the River Severn.

The River Locks are generally available from 08:00 until 18:00 during the main boating season, which usually runs from Easter to the end of October, but with a one hour evening extension to 19:00 during the longest days, roughly from the end of May to September.

During the Winter, the locks will not be available for pleasure craft on Tuesdays or Wednesdays and passage must be pre booked, 24 hours in advance, at other times. Please contact Gloucester Lock to book or to confirm current availability.

Fuel

Stourport Marina	01299 827082
Upton Marina	01684 594287

Public short-stay moorings



Stourport floating pontoons. Combined length 122m	48 hr summer limit
Stourport floating pontoons. Length 20m	Waiting only
Lincomb Lock Pontoon, below lock	Waiting only
Holt Lock Pontoons, above and below lock	Waiting only
Bevere Lock Pontoon, below lock	Waiting only
Diglis floating pontoon. Length 95M	48 hr summer limit
Diglis Lock Pontoon, above lock	Waiting only
Upton upon Severn floating pontoon. Length 45M	48 hr summer limit
Upper Lode Lock Pontoon, above lock	Waiting only
Haw Bridge floating pontoon. Length 35M	24 hr summer limit

Other private moorings may be available on the Navigation, for example at pubs, but these are not operated by CRT.

Public slipways, launching sites and yards

Sirius Marine at Stourport
Upton Marina
Lower Lode Moorings

Marine Services

Sirius Marine	01299 871048
Upton Marina	01684 594287
Stourport Marina	01299 827082

Commercial sewage pump-outs

Stourport Basin	Elsan and pump-out
Stourport Marina	Elsan and pump-out
Diglis Basin	Elsan and pump-out
Upton Marina	Elsan and pump-out
Gloucester Docks	Elsan and pump-out

Connecting waterways

Staffordshire & Worcestershire Canal at Stourport
Droitwich Barge Canal at Hawford
Worcester & Birmingham Canal at Diglis
River Avon at Tewkesbury
Gloucester & Sharpness Canal at Gloucester

Useful contacts

ORGANISATION

CRT Navigation Authority

EA Environment Regulator & Fisheries

Avon Navigation Trust

Angling Trust

IWA Voluntary Waterways campaign group

Maritime and Coastguard Agency (MCA)

Mercia Inshore Search & Rescue (MISAR)

SARA Voluntary Emergency Service

Severn Rivers Trust

BRITISH CANOEING

MOORING CLUBS:

Severn Motor Yacht Club

Stourport Yacht Club

PRIVATE MARINA OPERATORS:

Diglis Basin

Stouport

Upton

ROWING CLUBS: Public Rowing Clubs

AB Severn

Stourport

Upton

Worcester

ROWING CLUBS: Private Rowing Clubs

Cheltenham College (Lower Lode Tewkesbury)

Kings School Worcester

RGS Worcester

SAILING CLUBS:

Avon Sailing Club (Tewkesbury)

CONTACT

www.canalrivertrust.org.uk/contact-south-wales-and-severn

www.gov.uk/government/organisations/environment-agency

www.avonnavigationtrust.org

www.anglingtrust.net

www.waterways.org.uk

www.gov.uk/government/organisations/maritime-and-coastguard-agency

www.merciarescue.org

www.sara-rescue.org.uk

www.severnriverstrust.com

www.britishcanoeing.org.uk

www.smyc.info

www.stourportyachtclub.co.uk

www.bwml.co.uk/diglis-basin.marina

www.tingdene-marinas.co.uk/marinas/stourport-marina

www.tingdene-marinas.co.uk/marinas/upton-marina

www.absevern.co.uk

www.stourportbc.co.uk

www.uptonrc.org.uk

www.wrc1874.co.uk

www.cheltenhamcollege.org/rowing

www.ksw.org.uk

www.rgs.org.uk

<http://avonsailingclub.co.uk>

Sound signals

- 1 blast = going to the right
- 2 blasts = going to the left
- 3 blasts = I'm trying to stop or go backwards
- 4 blasts – pause – 1 blast = turning round to the right
- 4 blasts – pause – 2 blasts = turning round to the left
- 1 extra long blast = warning at tunnels, blind bends and junctions

Table of distances and headways

Section	Distance		Passage times at maximum speed limits	
	Kilometres	Miles	Upstream (6mph)	Down (8mph)
Stourport to Lincomb	2.02	1.3	0h 13m	0h 10m
Lincomb to Holt	6.86	4.17	0h 42m	0h 31m
Holt to Bevere	5.57	3.42	0h 34m	0h 26m
Bevere to Diglis	6.81	4.15	0h 42m	0h 31m
Diglis to Upper Lode	25.62	16.24	2h 42m	2h 02m
Upper Lode to Gloucester	19.94	12.39	2h 04m	1h 33m

Above times are indicative only – allow for extra time to pass through the locks

Bridge headroom

Westgate Bridge	7.6m	Upton Bridge	7.6m	Worcester Bridge	6.1m
Black Bridge	7.6m	Diglis Footbridge	8m	Holt Bridge	8.7m
Haw Bridge	8.2m	Mythe Bridge	7.7m		

Lock Dimensions (at low summer level)

	Length	Beam	Max. Draught
Gloucester Lock	64m*	6.7m	2.8m
Upper Lode Lock	80.77m	9.27m	3.02m
Diglis Lock	43.41m	9.22m	2.87m
Bevere Lock	28.5m	6.15m	2.11m
Holt Lock	28.65m	6.17m	2.21m
Lincomb Lock	28.8m	6.1m	1.85m

*the useable length at full width will be restricted due to bridge operation

Please Note: Although the draught of each lock is included for information, please note that the channel between Gloucester Lock and Worcester Bridge is maintained to a depth of 2.5m and between Worcester Bridge and Stourport to 2.0m. These figures make no allowance for temporary obstructions or debris.

Useful information (warning and advice notices)

Please refer to our navigation updates on our website here canalrivertrust.org.uk/ **notices** – simply register your email address and you will receive instant notification whenever an advice notice is issued for the River Severn navigation.

Signs you may see

 Danger Overhead electric power lines	 Danger Weir	 5'0" 1.5m Depth limited	 15'0" 4.5m Width limited	 17'6" 5.25m Headroom limited	 Overhead cable
 Weir	 No entry	 1.3m 4'-6" Maximum draft	 4.5m 15'-0" Navigation channel width limit	 4.4m 14'-6" Height restriction	 6 MPH Speed limit
 Keep to port side of channel	 Keep to starboard side of channel	 Give way to Oncoming craft	 Priority over oncoming craft	 Keep to the right	 Keep to the left
 No turning	 Do not create wash	 Sound horn	 VHF 11 Call point	 8 kmh	 Cross channel to right
 No overtaking	 Do not create wash	 Sound horn	 VHF 74 Use this radio channel	 Move over or turn in the direction	
 No motorised craft	 Ferry	 No Mooring	 Beware swimmers or divers	 No motor boats	 Beware underwater obstructions
 No anchoring	 No personal water craft	 Keep boat forward of cill marker Cill marker Canal & River Trust locks		 Caution	 Beware Strong currents
 Refuse disposal	 Chemical closet disposal unit	 Mooring often with time limit	 Winding point	 Pump out	 Tunnel



For boating information go to
canalrivertrust.org.uk/boating



To report an incident T 0303 040 4040 (8am–6pm, Mon–Fri),
email customer.services@canalrivertrust.org.uk or complete a freepost
form at canalrivertrust.org.uk/incident





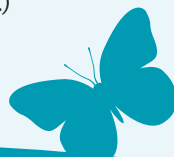
In an emergency call T 0800 47 999 47 (24 hours)
Please **ONLY** use if the matter is genuinely urgent.



Navigation problem (e.g. broken-down lock, insufficient water in the canal,
fallen tree) T 0303 040 4040 (8am–6pm, Mon–Fri).

Out of hours / emergency T 0800 47 999 47. Depending on the nature of the
problem and staff availability, the Trust will try to fix it as an emergency, but you
might need to be prepared for a longer wait.

  Sign up to get email and/or Twitter updates (@[canalrivertrust](https://twitter.com/canalrivertrust))
of stoppages and other notices at canalrivertrust.org.uk/boating



Canal & River Trust

South Wales and Severn Waterways
The Dock Office
Commercial Road
Gloucester
GL1 2EB

T: 030 040 4040

E: enquiries.southwalessevern@canalrivertrust.org.uk

W: canalrivertrust.org.uk

 @crtSWalesSevern

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