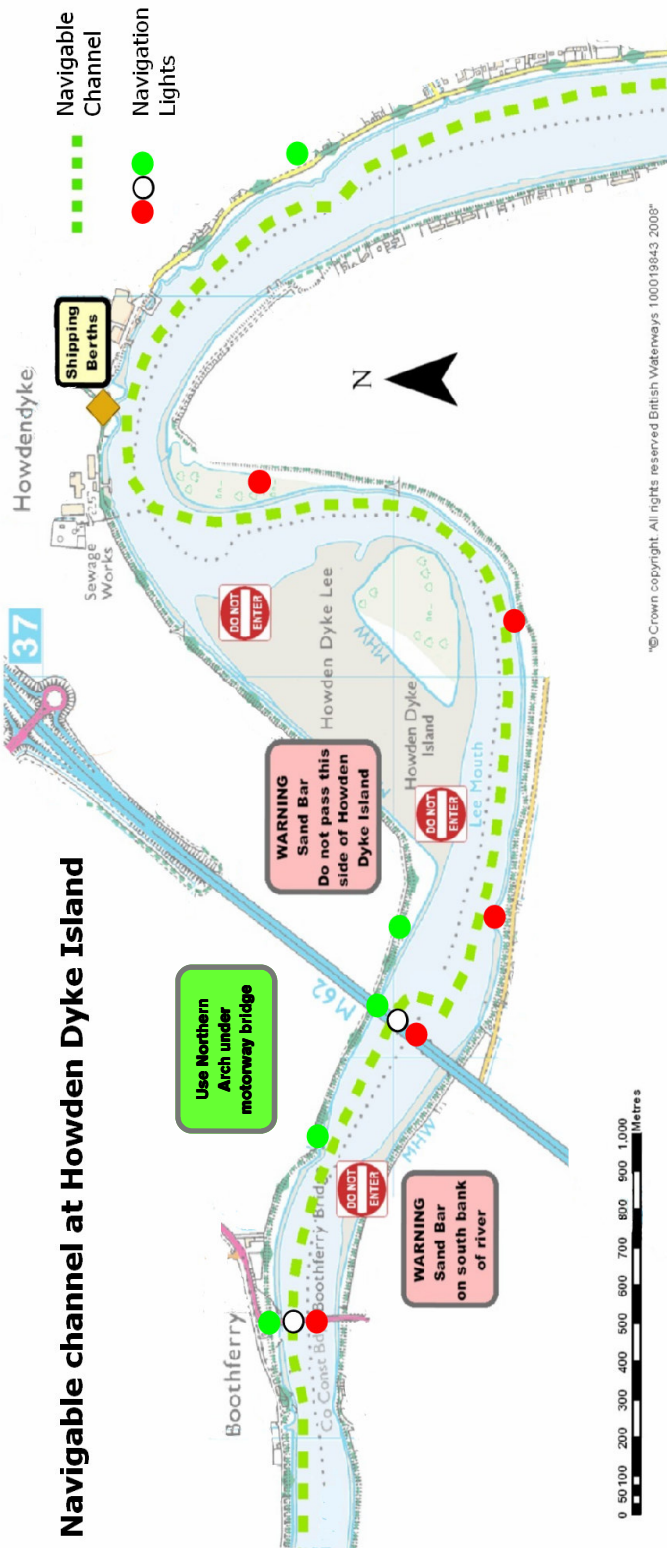


Navigable channel at Howden Dyke Island



CONTACT DETAILS

Coastguard	999
Freephone Canals	0800 4799947
British Waterways	0113 2816860
Duty Lock Keeper Selby	01757 703182
Duty Lock Keeper Naburn	01904 728500
Lock Keepers	VHF Channel 74
Bridge Keepers	VHF Channel 9
Barmby Barrage	01757 638579
	VHF Channel 74
Ouse Pilots	07850 752385
	07788 464981

WHAT TO DO IN AN EMERGENCY

In the case of an emergency dial 999 and ask for the Coastguard. The operator will connect you to the Coastguard Rescue Centre at Bridlington.

All emergencies and incidents should be reported to the British Waterways River Ouse Harbour Master as soon as possible, by calling 0113 281 6860.



British Waterways Yorkshire
Fearn's Wharf, Neptune Street, Leeds, LS9 8PB
T 0113 281 6860
F 0113 281 6849
E enquiries.yorkshire@britishwaterways.co.uk
W www.waterscape.com

September 2009



THE RIVER OUSE GUIDANCE NOTES FOR PLANNING A SAFE PASSAGE



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The following notes are advisory and are intended to provide guidance for leisure vessels planning passage on the upper tidal reaches of the River Ouse north of Goole.

AREA OF JURISDICTION

British Waterways' (BW) area of jurisdiction extends from Goole Rail Bridge in the south to Naburn Lock in the north.

Waters to the south are under the control of Associated British Ports with waters above Naburn Lock remaining under the control of BW.

The River Derwent is managed by the Environment Agency and is accessed from Barmby Barrage. Any skipper wishing to enter the Derwent should contact the barrage controller.

RADIOS

Although not mandatory, skippers are strongly advised to carry marine band VHF radios and be suitably qualified in their use when travelling on tidal sections of the River Ouse (and other commercial waterways). Skippers are advised that it is a mandatory requirement of adjoining port authorities for marine band VHF radios to be used.

TIDE INFORMATION

Tides flood for 2 to 3 hours and ebb for up to 10 hours to complete the cycle, with a fortnightly cycle of neap and spring tides.

Tidal flows in the river are strong, typically 2–3 knots but up to 9 knots on the flood tide at Selby. Tide times and heights can be difficult to predict on the river particularly when the river is in flood.

At low water the lower reaches of the river are very shallow and craft are at risk of grounding.

The tidal section of the River Ouse has been classified category "C" by the Maritime and Coastguard Agency.

PLANNING YOUR PASSAGE

The safety of passengers and crew are the responsibility of the person (skipper) in charge of the vessel. Before commencing passage, skippers are advised as follows:

- Contact the lock keepers in advance of any planned passage (24hrs Summer, 48hrs Winter). Lock keepers are happy to offer advice to any skippers on departure and passage times.
- Passage from Goole to Naburn should be made generally on the flood tide and Naburn to Goole on the ebb tide.
- Check tide and weather conditions and allow sufficient time to complete your passage. Passage duration will depend on vessel speed and river conditions at the time of passage.
- Ensure your craft, engine and anchor are in good working order and that you have suitable working knowledge of their operation. Navigation lights are mandatory and a light to see by after dark is essential.
- All swing bridges can be contacted on VHF radio channel 9. Requests for bridge swings should not be made unless necessary. Ensure you have details of your vessels air and water draft. On request, the bridge master will swing the bridge or provide details of available air draft.
- Leisure craft should follow the practice of good seamanship and be prepared to give way to commercial craft giving them deep water and space to manoeuvre.
- Navigation lights are in place at various locations on the river banks and on fixed structures including wharves and bridges where they mark the navigable channel.
- There are no suitable moorings for leisure vessels on the tidal section of the river.
- Speed limits for the tidal sections are 10 knots over the ground, except for the marked section through Selby which is 6 knots.

HAZARD INFORMATION

Various hazards exist on the river. The following list, although not exhaustive, is intended to highlight the principal hazards that may be encountered on the tidal sections of the river.

- At low water the river channel between Boothferry Bridge and Howdendyke Island is very shallow and craft are at risk of grounding. In the event of grounding be prepared to deploy the anchor and wait for the next tide. Crew should be alert at this time as it is possible to be rolled over by the flooding tide.
- Bridges constrict the flow of water, which in turn results in fast and turbulent flows through the bridges and their approaches. Extreme caution is required at Selby Toll Bridge where there is a particular problem.
- The deepest water can generally be found in the centre of the channel on straight reaches and in the outside of the bends where the flow is fastest.
- The main navigable channel between Boothferry Bridge and Howdendyke Island changes position. The plan overleaf indicates the navigable channel at this location.
- Commercial vessels operate on the river including shipping at Howdendyke, Drax and Selby. Skippers should be aware and maintain a good lookout behind.
- Debris is often present in the river and can foul and damage propellers and steering gear.

A pilotage service is available from Goole to Barlby and is recommended for those inexperienced on tidal waterways.

