



**Canal &
River Trust**

Making life better by water

Mooring on Canal & River Trust Waterways

Your Obligations



We want you to be able to enjoy and stay safe on our waterways and for everyone to enjoy and share the space. This leaflet gives you the information you need to know to fulfil your obligations while on our water.

Any questions please contact customer enquiries on 03030 404040 or your local Licence Support Officer.

Your obligations

Terms & Conditions for Boat Licences (Excluding Business Licences)

Our terms and conditions state that:

- The Standard Licence, River Only Licence, Continuous Cruising Licence, Gold Licence and Short-Term Licence allow you to use your Boat on any Waterway in accordance with the terms and conditions.
- There are no public law provisions concerning moorings along the Trust's canals. This is entirely managed by the Trust as property owner.
- Moorings along the towpath, other than those designated for use by long-term permit holders only, are available for boaters to use subject to conditions, which the Trust may impose.
- The maximum period that boaters can moor in one location (when not at the boater's Home Mooring or when the boat is not lawfully moored at another mooring site) is 14 days. Where notices indicate a shorter period, boaters must comply with these local restrictions.
- The Trust provides visitor moorings at popular destinations or access points. Time limits on these moorings will generally be less than 14 days, and may be as little as a few hours in particularly popular locations. Where notices indicate a shorter period, boaters must comply with these local restrictions. A daily 'extended stay charge' may be payable if you stay for too long.
- Visitor moorings are not provided for extended periods of use by boaters needing to stay in the same place for work or other domestic reasons. If you need to remain in an area, you should make arrangements with a local mooring provider.
- In some cases we may use powers under s.8(5) of the British Waterways Act 1983 to move boats that are causing an obstruction. If we do need to move the Boat, you agree to repay our costs of this.

Your other obligations

You must comply with relevant legislation, byelaws, and the navigation rules. You must follow signs that prohibit mooring or limit the mooring time at specific locations. Most navigation signs that you will see as you travel are self-explanatory. The Association of Inland Navigation Authorities publishes a full set of the symbols and their meaning at:

<https://aina.org.uk/wp-content/uploads/2018/04/Navigationsignsandsymbols.pdf>

You must ensure that when the Boat is travelling on the Waterway there is always a competent person in charge of the Boat. No one should take over responsibility for handling the Boat without knowing what is involved.

Whilst the Boat is on the Waterway you must not do (or carelessly fail to do) or permit anything which will cause injury, damage or nuisance to the Trust or any person or their property. You accept responsibility for any such action caused or permitted by you or other occupants or users of the Boat. You will not be held responsible for events that are outside your control if you have taken all reasonable steps to prevent such injury, damage or nuisance.

You must:

- behave considerately towards others (boaters and other Waterway and towpath users);
- not 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;
- not run the Boat's engine in gear when it is moored. This can damage the Waterway walls and cause a nuisance;
- not discharge anything into the Waterway from the Boat except unpolluted surface water that drains naturally or water from sinks, showers, washing machines and dishwashers. We request that only phosphate-free detergents are used on board the Boat, particularly in washing machines and dishwashers;
- not exceed the speed limit. The speed limit is 4 miles per hour on almost all Waterways. There are variations, particularly for rivers, which are locally signed;
- not create waves or excessive wash. If the Boat's wash is hitting the bank, you should slow down, regardless of the speed limit.

Termination

We will write and tell you if we think you have broken the Conditions of your Licence. We will explain how we think you have broken them. We will tell you what you need to do and how long you have to put things right. We will give you at least 28 days.

If you do not put things right in the time we have given you, we will terminate the Licence. You will have to remove the Boat from our Waterways within 28 days. We will return the cost of the unused part of the Licence (see Refund Terms) from the date the Boat is removed from the Waterway.

If you repeatedly breach these Conditions, fail to pay for the Licence or we reasonably believe that there is a serious risk to people's health and safety, or of damage to any property or pollution, we may do one of the following:

- Immediately suspend your Licence. We will investigate to decide whether the breach can be put right. Whilst your Licence is suspended you may not use the Boat to navigate on our Waterways. The Boat must remain moored where we tell you whilst we investigate. We will tell you when and if the Boat can leave this mooring location. You may move the Boat before we complete our investigation if you remove it from our Waterways; or
- Terminate your Licence immediately. This can happen if we decide the breach cannot be put right. We will also terminate the Licence when the number of repeated breaches is unreasonable and/or likely to risk the health and safety of others. We will not refund any suspension period or remaining licence period if the Licence is terminated under this condition
- If we suspend your Licence at the end of our investigation we may terminate your Licence immediately or will tell you what to do, and how long you have, to put things right. If you don't put things right in the time we give you, your Licence will be terminated
- If your Licence is terminated you must remove the Boat from our Waterways. If you do not, we will remove it and may look to recover any costs from you. You agree that you will not apply for a new licence during what would have been the Licence period. If you apply for a new licence during this period, we will not grant it.

Navigation Rules

We publish 'The Boaters' Handbook' and an accompanying DVD/video. It is downloadable from our website at canalrivertrust.org.uk/enjoy-the-waterways/boating/a-guide-to-boating/boaters-handbook.

As a licence holder, you are entitled to a free printed copy which you should keep on board the Boat and encourage all crew members to follow it.

Whilst the Boat is on the Waterway, you must behave considerately towards others (boaters and non-boaters alike) and in particular you must not:

- (a) do anything which will cause damage or nuisance to any other person or their property;
- (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;
- (e) obstruct the towpath or use our land for storing items from your Boat.

The Boaters Handbook

An extract of The Boaters' Handbook relating to Mooring is included on the following pages.



Mooring

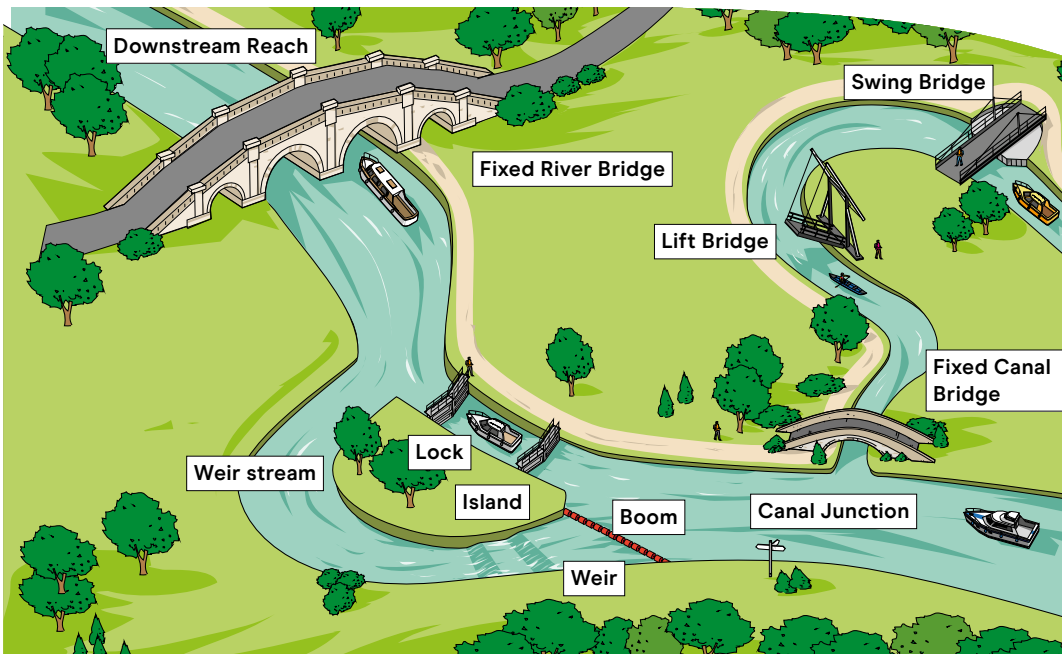
Prepare your crew in advance. Make sure they know what their jobs will be.

Slow down almost to a stop and carry out all your manoeuvres as slowly as possible.

Stop short of where you want to moor with your boat straight and in deep water. Move forward very slowly, pointing the front of the boat towards the bank, then use reverse to stop the boat just before the front hits the bank. Put the engine into neutral.

Your crew should step ashore – not jump. They can either carry the ropes with them – making sure there's plenty of slack and that one end is fixed to the boat – or you can pass them the ropes once they're on land.

On rivers you should moor with the front of your boat facing into the stream. This gives you more control as you slow to a halt. So, if you're heading downstream, you'll need to pass the mooring and turn your boat around. The same applies if you have a very strong wind behind you. It is easier to go past the mooring and turn your boat around so that you moor into the wind. Allow for the fact that the water level may rise or fall by several feet. If it's a tidal river, you should always moor facing the tide – and avoid mooring to the bank overnight.



Can I moor here?

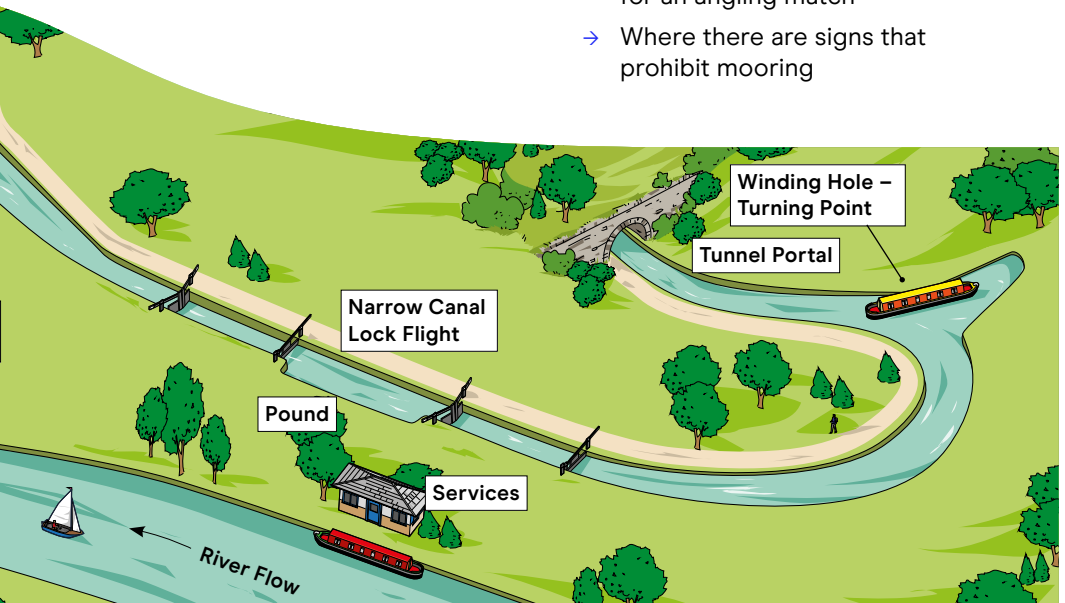
It's usually best to moor against the towpath or on signed visitor moorings. Many riverbanks and the non-towpath side of canals are private property.

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. On Canal & River Trust waters, 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. On other waterways mooring stay times vary, please check signage. If moorings are signed for disabled boaters, please give priority to those who need to use them.

Don't moor

- In locks, lock approaches or in lock flights
- 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/winding holes or on the approach to these
- 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

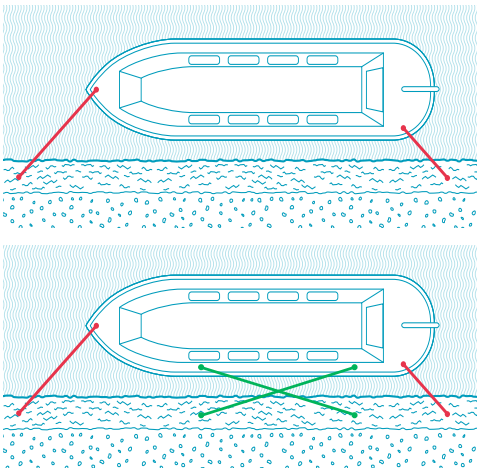


Tying up

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 or rings 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.



If there aren't any bollards or rings, use your mooring stakes if the ground is suitable. Do not attempt to hammer into concrete or other hard surfaces. If the ground is soft, check the stability of the bank and watch out for signs of underground pipes or cables before you start hammering. Position the stakes as far from the bank as you can, but don't tie your ropes across the towpath. Knock them in to about three-quarters their length and make sure they're firm. Mark them with a piece of light-coloured cloth or a white plastic bag or bottle so that other towpath users can see them clearly.

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.



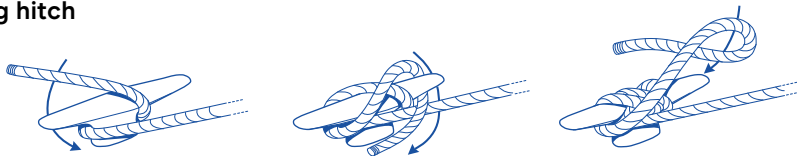
Special safety tips

Make sure you know how to use your ropes properly.

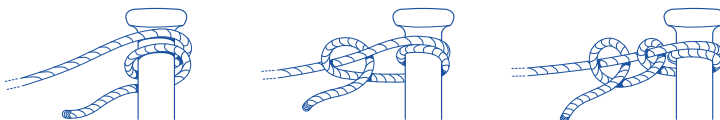
Keep them coiled, free of knots – and don't drop them in the water, especially near a propeller. A rope can easily get wrapped around the propeller which will stall the engine and leave you with no way to control the boat.

i Useful knots

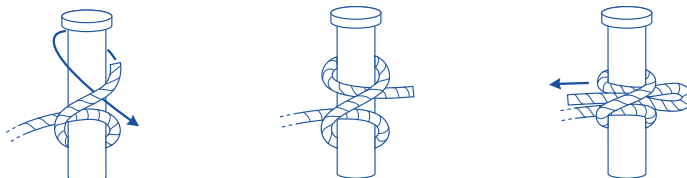
Locking hitch



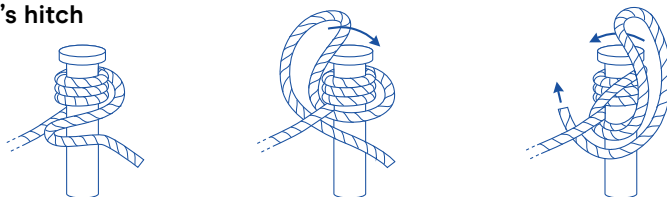
Round turn and two half hitches



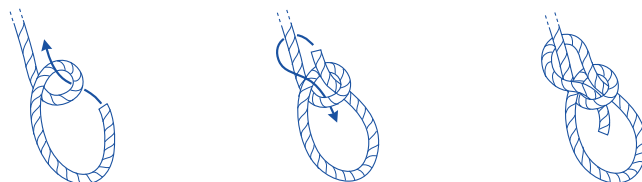
Quick release clove hitch



Canalman's hitch



Bowline



Extract from British Waterways Act 1995

Section 18

- (1) No person shall moor or otherwise leave a vessel on an inland waterway so as to cause obstruction or hindrance to navigation or to the free passage of persons or vehicles over and along the towing path beside the inland waterway.
- (2) Any person who without reasonable excuse contravenes subsection (1) above in such a way as to cause, or give rise to the risk of, injury to any person or damage to property shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale
- (3) Any vessel moored or allowed to remain in contravention of subsection (1) above shall be deemed to be a relevant craft for the purpose of section 8 (Removal of vessels) of the Act of 1983...

Extract from General Canal Byelaws 1965

13. Every vessel navigating on any canal shall at all times be navigated with care and reasonable consideration for all persons using the canal or being on the banks thereof and in particular in such a manner as will not obstruct the passage of any other vessel using the canal or involve risk of collision or endanger the safety of other vessels or their moorings or cause damage thereto or to the banks of the canal or to any part of the [Trust]'s property.
28. Any vessel (other than a dredger or other vessel engaged in works of maintenance of the canal) moored at any wharf or elsewhere in any canal shall be securely moored head and stern with good and sufficient ropes or other efficient apparatus and shall be laid as close to and along the side or front of such wharf or other mooring place as conveniently may be and shall be moored in such a manner and in such a position as not to cause any obstruction to the navigation of other vessels.
29. No mooring rope shall be affixed to any sluice, lock gate, bridge or other work of the [Trust] not provided for the purpose of mooring.
38. No person shall unless so authorised by the [Trust] turn or cause to be turned the propeller or propellers of any vessel while such vessel is moored alongside any wharf, wall, bank or other work of the [Trust] except as may be necessary for the proper navigation of the vessel.
39. No person shall commit any nuisance in or on any canal.
52. The master of any vessel using any canal shall be responsible for the safety and security of the vessel and its mooring and shall be answerable to the [Trust] for any damage done by such vessel...

Extract from Bye-Laws Gloucester & Sharpness Canal and River Severn Navigation

10. Every vessel navigating on the canal shall at all times be navigated with care and caution and in such manner as will not obstruct the passage of any other vessel using the canal or involve risk of collision or endanger the safety of other vessels or their mooring or cause damage thereto or to the banks of the canal or to any part of the [Trust]'s property.
27. (1) No vessel shall be moored
 - (a) on the Gloucester & Sharpness Canal or in the Gloucester Docks or Sharpness Docks without the authority of a duly authorised officer;
 - (b) on the River Severn Navigation to any property owned by the [Trust] without the authority of an authorised officer.
- (2) No person in charge of any vessel (other than a dredger or other vessel when engaged in works of maintenance of the canal) shall, except through stress of weather, moor or cause to be moored such vessel in a position which causes or is likely to cause obstruction to the navigation of the River Severn Navigation.
 - (3) Any Vessel... moored at any wharf or elsewhere in the canal shall be securely moored head and stern with good and sufficient ropes or other efficient apparatus and shall be laid as close to and along the side or front of such wharf or other mooring place as conveniently may be. Provided that this paragraph of this Bye-law shall not apply to any sailing vessel moored at a place on the canal and in a manner approved by an authorised officer.
28. No mooring rope shall be affixed to any sluice, lock gate, bridge or other work of the [Trust] not provided for the purpose of mooring.
37. No person shall unless so authorised by the [Trust] turn or cause to be turned the propeller or propellers of any vessel while such vessel is moored alongside any wharf, wall, bank or other work of the [Trust] except as may be necessary for the proper navigation of the vessel.
39. No person shall commit any nuisance in or on the canal.

Extract from River Ouse and Foss Navigation Byelaws

28. A vessel at anchor or lying at any quay, wharf, staith, pier, jetty, landing, mooring or river bank shall at all times be kept properly and effectually secured and made fast.
29. The master of an vessel which is berthed at a quay, wharf, staith, pier, jetty, landing, mooring or river bank shall ensure where necessary that satisfactory means are provided for safe access to and from the vessel.
- 30.
- (a) Except in case of emergency no vessel shall moor or remain moored along side any quay, wharf, staith, pier, jetty, landing, mooring or river bank without the permission of the person for the time being in charge of such a quay, wharf, staith, pier, jetty, landing, mooring or river bank.
 - (b) A vessel not loading or discharging a cargo shall not be left moored or anchored in any part of the river other than at a private wharf or private landing except with the consent of the [Trust], provided that and without prejudice to the provisions of paragraph (c) of this Bye-law the consent of the [Trust] need not be obtained to moor at any public mooring or landing.
 - (c) No pleasure boat shall remain at any public mooring or landing for a period exceeding 48 hours without the consent of the [Trust]
 - (d) No pleasure boat shall moor at public moorings or landings within the City of York for longer than 48 hours in any period of seven days (beginning with the time at which the pleasure boat first moored at any such mooring or landing within the City) without the consent of the [Trust]. Periods of waiting by a pleasure boat at more than one public mooring or landing within the City shall be aggregated together for the purposes of this paragraph.
31. A person using a vessel, on arriving at a mooring place, shall moor the vessel in such a position and in such a manner as (a) to prevent any risk of injury to any other vessel or its mooring and (b) to cause no obstruction to the safe and convenient embarkation or disembarkation therefrom.
32. Any vessel which in case of emergency has to moor temporarily in Naburn Cut shall not moor alongside any dredger or hopper or any other vessel belonging to the [Trust].
33. Every vessel at anchor below Naburn Locks shall have its anchor buoyed.
35. Except in an emergency no person shall moor or fasten a vessel to any fence, tree, bridge, lock, drain, dam, weir, clough or any other works not specifically provided for mooring or fastening vessels.

- 38.** No person shall:
- (c)** Moor a vessel in or within 45 metres of any lock or bridgeway without the consent of the [Trust]
 - (d)** Place a vessel so as to obstruct the passage of any other vessel into or out of any lock or enter any lock out of turn
 - (e)** Suffer a vessel to remain at the mouth of any basin, bridgeway, lock, drain, cut or dock longer than is necessary by passing.
- 39.** A vessel left moored or anchored at any public wharf, staith, river walk, pier, jetty, landing or mooring with or without the consent of the [Trust] and left unmanned must have displayed in a conspicuous position the master's name and address and if available telephone number at which he may be contacted.

Extract from the London Docklands Byelaws 1996

- 10.** No person shall:
- (a)** make fast his vessel to or allow his vessel to lie against any light, beacon, mark, navigational buoy or tide pole: or
 - (b)** obstruct or remove any light, beacon, mark, navigational buoy or tide pole
- 14.** Except in cases of emergency or where it is required for pollution control purposes no person shall make a vessel fast to or allow any vessel to lie against any post, quay, ring, fender, jetty, pier, river wall or any other thing or place not assigned for the purpose
- 16.** The master of a vessel shall at all times keep his vessel properly and effectively moored when berthed or lying at any quay
- 19.** The master of a vessel which is at a quay or attached to any mooring device shall not permit the engines of his vessel to be worked in such a manner so as to cause injury or damage to the bed or dock walls of the designated areas or to any other vessel or property
- 39.**
- (a)** Except in an emergency no person shall lay any anchor, mooring, buoy or similar tackle without a licence or prior consent in writing of the Harbour Master given either specifically or generally, nor except in accordance with such conditions as the Harbour Master may impose
 - (b)** If the Harbour Master directs any mooring, anchor, buoy or similar tackle shall be removed by its owner or any other person claiming possession of it as soon as reasonably practicable

Extract from River Tees Barrage and Upstream River Byelaws 1993

14. General Conduct

No person shall while using or while in, or about the river or the banks thereof:

- (e) intentionally or recklessly commit an act or use any vessel which may occasion a danger or significant nuisance or unreasonable obstruction to any person or which may injuriously affect the safety or amenity of the river or the banks thereof or persons thereon.
- (f) unreasonably obstruct any other person exercising the rights or enjoying the facilities which he may be entitled to exercise or enjoy on the river or the banks thereof;

24. Vessels etc. causing obstruction

It is an offence under section 38 of the Act to negligently allow a vessel to come adrift from its mooring

50. Mooring

The master of a vessel not underway shall at all times:

- (a) keep his vessel properly and effectively moored or anchored:
- (b) ensure that its moorings are adjusted as necessary to allow for the rise and fall of water levels;
- (c) comply with any conditions in relation to the use of a mooring as have been specified by the [Trust] on a notice prominently displayed at the site of that mooring

52. Use of engines while vessel moored or anchored

The master of a vessel which is moored or anchored shall not permit the engines, generators or the vessel to be worked in such a manner as to cause injury or significant nuisance to any person or damage to the bed or banks of the river or to any other vessel, mooring, quay or other property of any description or as to interfere unreasonably with the safe navigation of any other vessel.

53. Mooring of vessels with sleeping accommodation

The master or owner of any vessel with sleeping accommodation (whether or not being a houseboat) shall only moor such vessel for overnight use on the river at places approved by the [Trust] where such approval is indicated on a notice prominently displayed or with the consent of the [Trust].

54. Boarding

No person shall embark onto or disembark from any vessel on the river at any place where mooring is prohibited under the Act except at those places where such embarking or disembarking is expressly authorised is indicated by a notice prominently displayed and in such cases the owner or master of a vessel shall ensure that any conditions imposed by the [Trust] which are displayed on the said notice are complied with.



61. River Master's Directions

The master of every vessel shall obey and conform to the directions of the River Master relating to the use, navigation, anchoring, berthing or mooring of such vessel.



Canal & River Trust

Making life better by water

This booklet contains information from the Boat Licence Terms and Conditions, the Boater's Handbook and the Byelaws applicable to Canal & River Trust waterways. Full versions of all of these documents are available on the Canal & River Trust website.

A printed copy of the Terms & Conditions is available on request, please speak to your Licence Support Officer.

If you require this information in another format, please speak to your Licence Support Officer.

Contact us

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enquiries@canalrivertrust.org.uk

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