

Based on the time it takes to travel the distance between mile posts I average about 3mph with my narrowboat. As a previous correspondent stated, 4mph on narrow canals is aspirational (more likely impossible without washing away the banks). If some boaters want to do 2mph fine, but don't stop others doing 3mph as it only causes frustration. Remember, in windy conditions, light fibreglass cruisers have difficulty steering a straight line. Let those following go past. If you are doing 2mph you are not in any hurry so if a boat overtakes you and gets to the lock first, so what.

I have been boating for many a year since I got a job at 16 (now 53) at a marina on the Thames but only in the last 5yrs have I crossed over to canals and narrowboats from cruisers, for me boating on the canals is meant to be a relaxing and slow thing so my view is when you are on a canal (narrow or wide) you should travel at the appropriate speed as to not cause any wash or damage to the bank which I think is around 3-3.5mph in general.

Rivers generally tend to not have man made banks and are also more susceptible to being worn away by wash however that never bothers the majority of gin boat I see at full pelt! But again speed should be to not damage the bank etc.

If a boat is ahead of me going at tick over with no need to be so what, slow down and keep at a safe distance and wait till an appropriate straight, so far when this has been the case I have always been waved past when it possible the same as if I am going slow and someone behind is going faster than I want to be then I would wave them past.

If passing a moored boat I always slow early and creep past on tick over and then slowly build up the speed once I am past some people seem to think that just reducing speed slightly once they are along side you and then full speed as soon as they are passed is acceptable and to be honest I tend to find these are the older generation who think they have more rights as they have done this for longer than me!

Anyway ! slow and relaxing with nice people to chat to is what I am after and the odd idiot, well I will just have to accept it for now.

Something not mentioned so far on this topic, unless I missed it, is the effect of width and depth of the waterway when assessing the speed at which to pass moored boats.

On a narrow section, and especially a shallow narrow section of canal, moving past moored boats at anything more than a very slow speed will result in unpleasant heaving of the moored boats, pulling on mooring lines and bearing of the boats against the banks unless well fendered. This occurs at speeds well below that required to produce a breaking wash. On most rivers, with their more forgiving hydrodynamics, this does not occur unless there is a big bow wave or breaking wash.

The proliferation of occupied online moored boats on many long sections of our canal network pose a difficult dilemma for the considerate cruising boater, necessitating the balancing of causing minimal nuisance versus actually achieving more than 7 miles in an average cruising day!

I have just returned from a trip on the Shroppie and was frustrated on many occasions by boats much travelling slower than myself and not looking behind to check for other boats and allow me to indicate that I wish to overtake. Can you, or other boaters, advise me on the most appropriate way to indicate to the boat in front that I wish to overtake.

We have always tried to travel as slowly as possible as we believe that boating on canals should be all about nature watching, peacefulness and relaxing. Not to mention safety! However, although this was common when we first started boating, hardly anybody travels at a sedate pace now and indeed seem to be travelling faster and faster.

We do tend to travel faster now, if only to please other boaters. However, we have lost count of the number of very sticky and/or dangerous situations we have managed to avoid because we have been travelling at a sensible speed.

Canals are usually very narrow spaces, especially with mega wide beams becoming more popular. If anything, boats should try to slow down.

Depending on your tickover speed, given historic engine tickover could range between 50rpm to 500rpm e.g. steam engine or slow semi diesel or even some big twins like Kelvin k2 vs lister jp2 and ha2 with other engine like nationals or rn in between. It can also vary from boat to boat with the same engine in, surely if your passing even at speed as long as the passed boat isn't being caused to move or bounce around or ropes pulled then you've slowed down adequately that you can still pass carefully but not so slow you can't actually still be making progress.

I bring this up with more and more sections having 1/2 mile lengths where boats are moored if your tick over speed is say 1/2 - 1 mph could take you an hour to do next to no distance.

Also on bigger open section some river section or even canals you could be doing 3mph and your small bow movements not even reach a moored boat enough to move them!

I have sailed yachts for several years and started narrowboating almost 4 years ago and love the ease and freedom we all enjoy on the Cut.

Regarding cruising, on my particular boat, which is a 59 foot semi trad (Reeves hull), I find 1500revs is comfortable cruising for the engine, boat and crew, this equates to about 3mph when checked on gps. Once above this speed at about 3.4mph a wake tends to start to develop depending on the depth of water so I tend to stay at 3mph. On approaching moored craft I reduce to around 1000revs which is about 2mph or tickover which is marginally less at 1.6 to 1.8mph. (Please note for my boat/hull 2mph appears to have no discernible effect on moored boats this may vary boat to boat).

To actually be at reduced speed when passing moored craft I find the throttle needs to be reduced at around 60m or 3 boat lengths away to have an adequate effect. So many boaters appear to reduce only a few metres away from moored boats thus the speed does not reduce until they are past or until a 3rd moored craft is reached; try it by running a gps speedo on your smart phone if you have one available.

With regard to mooring, if moored properly a boat travelling at 3mph whilst not courteous should have little effect. I moor quite often at a soft bank and use 2 pins fore and aft, the additional pin each end being a spring line. Basically a triangle each end. Craft passing without slowing having little to no effect yet the pins can be pulled out vertically using finger and thumb!

When moored on armco or a timber I use chains pulled reasonably tight with a spring line off the bow so 3 lines, the result is a stable moored boat. Please note I detest the dreaded nappy pins that clank and jerk and can jump free if tied loose, marginally quicker to use but inferior to chains. Be aware that boats moored on an outside bend are more effected by passing boats due to the displaced water being thrust more directly so bear that in mind as a moorer and passing boat.

Using "tick over" as a cruising speed is hardly practical. The speed is subjective as obviously it varies boat to boat depending on set up.

I have on occasion had to close the throttle completely at intervals to avoid catching up a boat in front with exceptionally slow tick over moving past moored boats unnecessarily slowly.

To actually cruise on tick over becomes obstructive to other users and is not cruising it is crawling and the boat can become less controllable in wind etc. I have followed some boats travelling this way their course being a slow zig zag which becomes infuriating. Yes you can drop back, but whilst you should not be in a hurry as it is not what narrowboating is about, reasonable progress is needed albeit only at walking pace. It also seems to be a rarity to be waved on by those adopting this dead slow pace and a toot on the horn from a following boat would undoubtedly attract abuse, yet when sailing use of the horn is acceptable letting the boat in front know you are about to or wish to pass. It could of course be a novice in front hence the slow progress however all the more reason they should be waving on the following boats.

It all boils down to being considerate to fellow boaters, give a thought to the boat in front, the boat behind and the boats you are about to pass.

One last thing which is an observation. Positioning on the Cut; the idea is to generally travel in the centre of the Cut and move to your right in good time when another boat approaches which we all understand. However, I notice all can be guilty of travelling well to the left of centre without realizing. This could partly be due to our being used to driving on the left, but I believe it is due to the optical effect sitting to the left at the rear of the boat the apparent width of water either side at a cursory look may appear equal but it is not. Take a moment and compare each side by physically looking over each side of boat. It may surprise you to see how far to left you actually are. This means the approaching boat could be seeing this same effect thus both parties are thinking the oncoming boat is taking too much room and not moving over enough from centre. Check this out next time you are on the cut.

We are Continuous Cruisers and canal traders. We have been doing this for 6 years now, and we cover many hundreds of lock miles every year.

The answer to this question - as with almost *all* questions pertaining to narrowboats and canals is "It Depends" [tm]

Our 57ft Colecraft with 18" prop and Lister LPW4 engine quite simply will not go as slow as some boats we come up behind - especially passing moorings. This means we have to drop into neutral - and this, in turn, means we have No Steerage!

Our 'tickover' speed is not fast - measured using a gps app it equates to Under 2 mph, but this does not stop *some* people shouting and moaning at us to slow down. A lot depends on the canal profile - wide and deep such as much of the Leeds & Liverpool, Bridgewater etc, produces much less disturbance at 3mph than under 2mph does on a narrow and shallow canal.

On one memorable occasion we had cruised past over a mile of moored craft of all shapes and sizes near Burscough with many a cheery wave from the occupants - until we passed a *Huge* Dutch barge when the skipper came hurtling out onto his bridge and hurled abuse at us for going too fast!

I related this tale on a Facebook group and said chap joined in, stating that "It should take you 20 seconds to pass my boat and you did it in 15 seconds!" Utterly Ridiculous!

We could provide many examples of people on moorings who are *guaranteed* to shout no matter how slowly or quickly you go past them.

Ultimately it is not about speed but displacement of water. No matter what speed you move at you are pushing your boat's weight in water, so in our case around 18 tonnes of water is moving around as we travel

It can also be argued that a poorly tied up boat will move much more than a well moored boat - the worst offenders being those who have a bow-string tight centre line off their roof - the highest point above the boat centre of gravity, and this is *bound* to make any boat rock at the slightest disturbance.

As a fulltime liveaboard boater of 5 years, which is comparatively not very long, it is my observation that:

1) less & lessening numbers of boaters are passing us when moored at a reasonable pace, I'd say less than 30%. I used to speak to people & politely ask them to slow down but now due to being on the receiving end of verbal abuse on several occasions, I now hold my tongue. Instead I praise those that pass reasonably. Now what is reasonable? Well in my book tick over isn't a speed it's when the engine is running on its lowest possible revs, which can mean you have no control if the boat because the rudder requires some thrust from the prop in order to be able to function. A reasonable speed would be 2mph & no significant bow wake & no considerable disturbance from the prop.

I've heard it said that hire boaters are the worst but in their defence it depends on the company they've hired from & the tuition they've received from the hire company. I find two categories to be the worst offenders: a) some but not all shared ownership boats & obviously it's some but not all shareholders who are guilty & b) some of what we liveaboards refer to as the 'shiny boat brigade' they generally use their boats for 1 or 2 weeks per year & occasional weekends, they tend to keep their boat in marinas for most of the year & many of them seem to be in a rush. Not only will they speed by you when moored but they will try to rush you through locks if they're behind you & will even turn locks against visible, oncoming boats, even when they've been made aware of a boat that should take priority as the lock is set in their favour.

2) speeding when not passing moorings usually the same culprits as above. Contrary to what I read in one item in the boater update, some boats can & do exceed 4mph in 'open water'. On many an occasion I've been walking briskly along the towpath & have been overtaken by a boat traveling

between 5 & 6mph, creating huge breaking wakes even in places with soft banks both sides, which obviously is the main cause of bank erosion & a major cause of silt build up.

Now the way I see it the Trust earmarks limited funds to dredging & speeding will eventually lead to some sections of canal becoming difficult to navigate & eventually will require expensive dredging operations to be undertaken.

Personally in my experience is that speeding on the waterways is on the increase, I've never come across anyone going too slow & causing a tailback, if I had then I would've been happy to pootle along behind & enjoy the surroundings. If you want to go fast on water get down to Abersoch with your speedboat.

Hopefully more of the Tick over Boaters who sit on their boats shouting Tick Over will now read this months article which explained that engine Revs are not proportional to boat speed and stop making idiots of them selves.

I do not profess to be the perfect boater and at times have left it a little late slowing down before passing a moored boat I do not pass on tick but at a speed where I can maintain head way without creating a wash and that can depend on many factors. Boating is not a perfect science, Enjoy it while you can.

For interest some years ago we tested cruising speeds using a hand held GPS on our 42ft narrowboat which draws 2ft 6in. This was on the Coventry Canal not far from Streethay Wharf between steel piled banks so we wouldn't cause any damage.

At tickover 2.7mph. At normal cruising speed with no reflected wash 3.3mph. At maximum revs and black smoke 3.5mph.

Since that time, I've used a lot less revs when cruising. It's much quieter and more peaceful and makes little difference to the cruising time. In any case, on many canals with shallow edges, it's impossible to cruise much faster than tickover without causing excessive waves on the bank.

We thought we'd drop you a line about the subject of 'tickover' and cruising speed. Firstly, we are just retired early and are not a couple of old foggies! As we have both been boating for a few years, my wife, Jenny, about 10 years with her own boat (before we met) and me about 8 years with my own boat, we both have a good idea of how things are now and how they have changed since we started boating. We've been continually cruising the system since 2016 and now moored up on an offside online mooring (about 20 boats are moored where we are). So, I think we are well experienced to comment on narrowboat speeds, so to be succinct, here it is.

1) Generally, boats move faster than they did even a few years back. Everybody seems in a hurry these days. It's not much different than on the roads now.

2) It doesn't matter to argue over what is tickover speed. So many boaters now go past moored boats too fast. That has become apparent since we took this online mooring. There are about 20 boats moored here but few boaters even bother to slow at all past our line of boats. We wouldn't dream of

passing a line of moored boats so fast. You hardly get eye contact from the skipper as they know they are going too fast. It's just impatience!

3) Like on the roads, you never seem to be going fast enough for the boat behind. I'm talking about cruising along at a fairly decent speed, not (that dreaded term) tickover. We have had boats tailgate us and in the end, we just pull in to let them pass. We're not talking about hire boaters here. Private (normally very clean and 'posh') boats with older men at the helm. We were almost chased down the north Oxford recently going to Braunston. I assure you that the faster we went, he wanted to go faster!

4) We've just witnessed in the last few minutes a boat overtaking another outside our boat. Three boats abreast in the canal (not too wide here). The boat overtaking flew past rocking all the other boats. This boat was a new looking share boat with the usual aloof older man at the helm.

To sum up, the canals are not as pleasant experience as they used to be, even less than 10 years ago. The whole idea of boating on canals is to unwind and relax, not travel around such an such a ring at the greatest speed possible just to say you have done it. And, just to say again, I'm not taking about hire boaters here. They seem to like the relaxing and slow speed of boating. It's the posh private boats that are the main problem. I say, sell the boat and get a motorhome and do all of us slower boaters a favour.

Every boat is different, I have a fairly standard modern boat with a modern 4 cylinder diesel and 600 RPM tick over which gives me about 1.5 MPH so far I have only had 1 complaint in over 2000 miles of cruising, apparently the guy shouted at everybody.

I have been followed by old working boats who at tickover are considerably faster than me probably 2 MPH and can't go slower. I have also followed an older boat with a lister engine who I measured over the ground at 0.56 MPH as I followed him for an hour and a half mainly passing boats. Most of the time I was in neutral and so had no control and sometimes I just held onto a moored boat whilst he got some way ahead. fortunately it was a quiet day with little wind. This illustrates why the old speed sign of 2 MPH was wise tickover is just so varied. The day I followed the old lister if I could have found a safe place to moor I would have, as it was so difficult trying not to drift into anything with no steering due to no propwash.

Often it is just not possible to go more than tickover or 2 mph (approximately) because of a lack of water and/or lack of dredging e.g. the long top stretch between Napton and Claydon flights on the Oxford.

Passing moored boats is my bete noir - why do so many boaters steam past at full speed? Why do they think they are exempt from the rules and recommendations? And it's not just hirers (hire companies should emphasise this more) but boat owners are just as bad.

Some interesting comments there – I've never travelled at 'tickover' except when passing moored craft and then I cut to tickover about one and a half boat lengths from such. I've never travelled at more than 3mph except on rivers. In my experience too many boaters are already travelling too fast to start with and, therefore, are still travelling too fast past moored craft even if they've cut the engine. Many hire boats have had a lecture before cruising so they're not too much of a problem. I've had



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cabin cruisers pass my long time mooring at 8mph – not so much of a problem with such craft as they rarely rock my boat but they do nothing for the banks en route.

The single most helpful thing CRT could do is come up with a phrase that describes what is required better than the grossly misleading term "tickover". As your first writer correctly points out, it is an utterly meaningless phrase in the context it is used and using it does far more harm than good. In engineering terms, 'tickover' is the speed you set your engine to idle at when in neutral and not under load. It is not a suitable engine speed for travelling past boats or anywhere else. I have often wondered how it ever came to be used in the first place. Is it, perhaps, something that is more applicable to traditional engines?

I would like to suggest that there are two concepts that impact upon this question, responsibility and courtesy:

Every time we tie up our boat we have a **responsibility** to tie it up securely so that it does not suffer harm when other vessels pass. This is the primary responsibility in the situation under discussion which we cannot shuffle off onto the shoulders of those who happen to pass our chosen mooring. It is the responsibility of every boater every time we moor our boat. That means using bow and stern lines running forwards and backwards respectively at 45 degrees to keep our boat into the shore and, in some conditions, fore and aft springs to help keep it in place. If we moor using only a couple of slack breast ropes (ropes running at 90 degrees) then we have failed in our responsibility to tie up securely.

Does that mean I am suggesting we can motor past moored boats at any speed we like? Not at all. Passing boaters have a **responsibility** to keep to the speed limits and other regulations specified in the T&Cs of their Canal and River Licence. They should also, as a matter of **courtesy**, pass at a speed that does not unduly disturb a properly-moored boat, **provided it is safe for them to do so** (see below). (That speed will be different for every boat dependent upon a whole range of factors, one of the most significant being draught.) If passing at such a speed disturbs an incorrectly-moored boat, then that disturbance has been caused by the failure of the moorer to discharge their responsibility to moor securely, not through any discourtesy of the passing boater.

The phrase **provided it is safe for them to do so** is very important as there can often be reasons why it is not possible to pass as slowly as one might wish, most notably wind and current. Attempting to pass moored boats too slowly in strong cross winds can lead to only one result: being blown sideways into one of them. Generally speaking, the stronger the wind the faster the minimum speed for steerage.

So how about coming up with a better phrase than "tickover"? What we need is something that recognises the need for responsibility and courtesy from **every** boat user. "Please pass at a responsible and courteous speed"? It's a bit of a mouthful so I'm still thinking. I'll let you know if I come up with anything with a bit more of a ring to it but, in the meantime, can we at least stop using the term "tickover"?

If you're in a hurry get a bus or a train and stay off the canal!

Regarding 'tick over', remember speed can be added if you think you are going too slow but cannot be taken off if moored boaters think you are going too fast. So, take the revs down two boat lengths from the moored boat, momentum will take you to the moored boat to pass at a considerate speed.

The point made about tickover not being a speed is quite correct and my 43hp engine and 18" prop also sometimes get me into trouble!

Some points not mentioned in your item include;

- 1) Tickover is the minimum number of revolutions you can achieve with the throttle adjustment last provided by your engineer (if not yourself) and may vary from boat to boat even if same engine and prop! Sometimes the engine may struggle and continual running at tickover may not be desirable.
- 2) the fact that running at tickover can cause battery issues if your inverter is on and you are running a washing machine while travelling say. This should be born in mind if running at tickover along long stretches of bankside moorings as on the S.U. and expecting your batteries to recharge whilst the washing machine is running!
- 3) Our fishermen friends also expect us to pass at tickover, to leave their fishing area as undisturbed as possible, so that the silt on the bottom (often too near the top!) is not mixed with the water. Frustrating as that may be when large fishing matches are taking place.
- 4) Travelling "at the maximum speed that creates no damaging wash" is not usually desirable for those of us out to enjoy the scenery and not on a fixed timetable. It creates drag on the tiller which converts to aching shoulders after a long days cruising!

Just read with interest your points regarding travelling at tick over. I was surprised that people travel at tick over other than passing moored boats. I've always been of the opinion that you should make progress but always consider wash and damage to canal banks.

I am moored at the south end of Foulridge tunnel on the Leeds Liverpool canal. Our problem is when (normally hire boats) come through the tunnel and race to turn their boats around and get back for the timed return tunnel. I have often asked them to slow down and tried to explain the problem of speed passed moored boats plus damage to the canal bank. This is sometimes met with people slowing down but also met with some expletive and they speed up more.

This is not a whinge by the way. I think the answer is common sense and being a responsible boater in differing situations.

I am a constant cruiser liveaboard with over 10 years on the cut. First of all an analogy. Imagine, first time experience, being told to drive an electric car at 16 mph max, around a course with obstacles etc. You must maintain the correct speed as told by speed signs. And oh, there is no speedo in car.

That is position of some hire boaters, surely a change to Boat Safety for all new boats to have a tacho fitted is way overdue. Hire boat operators should be made to mark the tachos, tape or bright marker pens, with two marks. This would be an all things being equal in terms of water flow and wind. One mark for passing moored boats, the other for cruising speed.

Finally perhaps Boat Safety should include a short test run to check that "tick over" traction is possible, there are some engine gearbox set ups so badly adjusted that "tick over" gives a speed of 3mph.

Having read the Boaters' Update for many years, I want to finally break cover and commend the article on cruising speed and tick over this month. The canals are places enjoyed by a wide variety of craft with infinite set-ups and tick-over speeds.

As a long time user of the system with a cabin cruiser, my tick-over inevitably causes me to travel faster than some narrow boats - there's not a lot I can do about it. To be met with intolerance, bloody-mindedness and a discourteous approach by some, does nothing to ensure the harmony of our leisure time.

So congrats to the author of this piece. They get my full support and vote for challenging a taboo and introducing a sense of inclusive and selfless boating to the canals.

Interesting views. It seems to me that most boat owners should be capable of working out, in broad terms via observation and simple maths, the speed of their own boat relative to its engine revs, they therefore have absolutely no excuse for exceeding 4mph, period.

The issue of tick over is as pointed out more complicated with some, particularly large traditional boats, finding that even when on tick over they are going at 3 to 4mph. Common courtesy dictates that when passing moored boats you should slow as much as possible and do all you can to avoid any violent rocking of moored boats. Sadly this value is becoming a rarity in the modern world.

Popular opinion is that hire boaters are the worst offenders when passing moored boats. In my experience it is fair to say that hire boats rarely pass at tick over however most make some attempt to slow. No, the worst offenders when it comes to speeding past moored boats are selfish boat owners who should know better and should have more respect for other canal users.

Quite frankly if you are in such a hurry to get everywhere why the hell did you buy a boat?

So

- Never more than 4mph
- Never create a breaking wash
- Never cause moored boats to rock around violently.

Finally on the subject of courtesy. I have noticed that poor behaviour has now extended towards winding boats. Recently on two occasions I have seen boats pass others whilst they were in the middle of winding. Selfish, dangerous, stupid behaviour. We need more courtesy towards others on the cut.

I know we are very much "the forgotten few" but those of us who only cruise rivers, and then often just to get to the sea, have a different view.



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The 4 mph only applies to the canal system and some connecting canals (Newark dyke etc). Narrow boaters seem to think it applies to all waterways. We get very long views from them when we seek to overtake.

Our limitation on non tidal rivers is normally 13kph down stream and 9 or 10kph upstream. On tidal waters the speed limit varies but is normally set by the port authority. On tidal waters we are quite often driven by tidal times and this may affect the speed at which we need to travel. Despite this I would never approach or overtake a narrow boat at a speed which was likely to cause any problems. We have a duty to look after each other's interests, and I include anglers.

I like others can get annoyed at boats speeding past especially on the K & A where you mostly use pins to moor. And do the hire companies make a point about speed to the people that are hiring their boats and tell them to slow down? I can forgive novice hire boaters for most things but not speeding.

I can also moan/complain about boaters going along enjoying their day at a snail's pace and oblivious of the queue behind them. I have sounded the horn on more than one occasion to let them know that I would like to get by. We all would like to enjoy our day and we can it's just a bit of consideration for others, it goes a long way. What can be very annoying is boats moored on or as close to lock moorings as they can. Trying to get a sixty foot boat into the lock mooring with a boat moored on the last bollard is quite difficult. They must be people that don't move because otherwise they would realise how much they are in the way or they just don't care.

The secret is slowing down early enough before you reach the moored boats. I have just returned back to base after a four-week holiday and although I don't let it bother me, I would estimate that over 70 percent of boaters ignore moored boats and the majority of the offenders are private owners

It should be borne in mind that the canals were built to travel on and not to moor. These days it becomes increasingly frustrating, passing seemingly endless lines of moored craft, when trying to keep to a reasonable schedule.

If moored craft were tied up better they could withstand boats passing at a reasonable speed. I rarely, if ever, pass at tickover but adjust my speed to the width & depth of the canal which seems to be accepted by moored crews. Of course the final frustration is slowing down for a moored boat to find that it is unlicensed.

Tick-over is not a set speed I agree but any boat can go slowly past moored boats if it is skippered by a competent Skipper. My boat is a 23 ton, 50foot, Broad Beam, with a 65hp output through an 18" prop with a potential speed of 8.5 mph. However, when passing mores boats I can move dead slow by reducing the speed to tick-over and if required even engage reverse gear. Should I need more power to enable rudder steering a "short burst on the throttle will very quickly provide enough rudder control but this only works if you are traveling dead slow.

I have had many boats pass me when Moored obviously not on tick over, having been a boater for more than 13 years, and having navigated the Tidal Trent and Ouse frequently as well as many miles on rivers and canals I can tell the difference.

Those Skippers give no consideration to other boaters that may be attempting to moor up and not yet tied off, or tying or untying their boats, who could find themselves unable to hold a rope under such conditions.

Also many Skippers have no concept as to the effect of displacement that can affect boats 1/4 of a mile ahead and a large boat has to move a large amount of water even at slow speed and a small boat even a dingy powered by an outboard motor traveling a speed can cause a great displacement.

Can we all show a little consideration for other boaters and go Dead Slow past moored boats. What would it cost? Just a few minutes. Once past increase your speed to whatever is reasonable for the prevailing conditions. I live in hope.

The only time I drop to tickover past moored boats is when they are on pins on 'soft banks' (your definition). I do slow down even past some of those endless miles of on line mooring where you thought the occupants might have got a grasp of securing their boats! Fortunately, policy dictates that no more of these will be granted, well done!

All the comments you share seem to relate just to "moored boats". ALL moored boats. The concept that we should pass moored boats at a much reduced speed (however you measure it) was established two centuries ago by working boatmen passing their known night stop and loading areas. This is a civilised and good mannered arrangement.

The idea developed by modern pleasure cruisers that if someone pulls into the side for a cup of tea and ties his boat to a stump with a bit of that blue taffeta rubbish then suddenly everyone else must slow down is absolute nonsense. He is even entitled to stick up a notice reading "Slow Down Past (sic) Moored Boats", or "This is not the M25".

(Incidentally, vehicles parked on the M25 would be promptly towed away.)

Our canals are major highways of the past and it is gratifying to those of us who spend our spare time restoring them to see them so used. They are not playgrounds, nor should they become linear housing estates for permanent moorers. I stop often along the way during my cruising, moor the boat adequately, and enjoy a break or a picnic. That is part of the enjoyment of boating. I am quite happy for traffic to pass me at a normal cruising speed (which as you say is less than 4 mph anyway) which of course makes the boat rock a little. So what! Should I not expect the same from others?

Minimum passing speed is required passing official mooring sites, as defined by Trust notices, where people are working or living. I believe you are quite wrong to encourage this quite unnecessary procedure for casual moorers, and I would hope one day to see a clear statement from Trust to that effect. A clear instruction to moor boats with decent lengths of mooring line would also be helpful.

It is perhaps a result of the often bad tempered and ill mannered "canal rage" of those who shout at anybody and everybody who they consider are "going too fast" - sometimes with justification, but often

based on nothing more than noise levels, and often incorrectly - that an increasing number of boats now cruise everywhere at "tick over"? (As HAS been discussed before in your newsletter!)

This "cruising at tick over" IS a new and growing problem for those of us who cruise regularly. Unfortunately, those same boaters often don't understand the reaction of two hulls to each other in an overtake situation - and after being frightened by that reaction once, refuse to allow others to pass later?

I'm afraid this IS an extension of those who don't handle passing moored boats as the joint responsibility of both the moving, AND the moored - but who just SHOUT!

I have just read with great pleasure the comments on cruising speed. It is a source of some relief that it's not just me. I am rarely in a hurry but at times have had to keep knocking my boat into neutral to stay behind some boats. I have no problem with people travelling at whatever speed they want but check behind and move over. It's just polite.

Much has been said about passing moored boats - the most important factor is to maintain steerage way which can be determined by prevailing/direction of wind. Failure to do so may cause the boat to bear down on moored craft. Width of channel available also has a bearing. The speed at which steerage can be maintained will vary from boat to boat but should not be as high as to generate a "wash" which is the critical factor.

However, moored boats should ensure that their moorings are in good condition and tightened - many use a strap and ratchet. Another helpful tip is to use a "back spring", one will do, which stops the moored vessel surging. I personally find the latter tip very use previously using it extensively when I was at sea. If the moored boat is allowed scope to surge it will have the effect of stretching the moorings - this frequently happens where boats are left unattended for several weeks.

I agree that tick over speed is fine even good to the environment when other boats are not following. A keen eye must be kept though to ensure other boats are not approaching from the rear and then as Doris Day would say `Move over Darling`.

Far too many people forget that when passing moored boats they need to slow down several boat lengths before they reached the moored boats, slowing down alongside is far too late.

I have a wide beam, these displace much more water so even greater care needs to be exercised. Tick over is often too fast so the secret is to go into neutral and pulse the throttle to be able to maintain steerage.

Always look behind after you have passed, if the boats are bouncing around then you are going too fast, and it's your responsibility. If in a hurry? Tie up and walk

One point worth making is that when passing moored boats consideration should be given as to whether or not the boats are moored on spikes on 'soft banks' i.e. unprotected banks. In particular unattended boats so moored are most vulnerable.

If so tickover should mean exactly that i.e. minimum speed. Other than that other factors are down to judgement e.g. depth of water and width of waterway etc.

I think a little over the tick over speed depending on the size of your boat is fine. If you have your mooring ropes taut at a 45 degree angle that normally stops the inertia of a passing boat from knocking you about.

Why travel by canal if you're in a hurry? What is more important than experiencing the slow pace of waterways life? It's all in the mind.

Tickover is too slow on most boats even when passing moored craft. Just take a look at the way a lot of boats are tied. Slack lines roof top centre lines no spring lines. And those boat owners are the first to tell you to slow down! With their boats moving up to 2 Metres when passed. The volume of linear moorings on canals and rivers is ridiculous, a normal cruising speed can very rarely be obtained because of them and journey times are massively increased! Water volumes have decreased due to the lack of dredging and dredge depth reduction, causing higher wash at lower speeds. So who is to blame for many of the problems connected to speed?!!! Gone are the days when the Cheshire ring could be done in 5 to 6 days!
