



Your mooring advice

1) Mooring at the narrowest part of the canal and thus creating an obstruction even when it would be possible to have moored nearby at a wider point. Presumably those who practise this are attempting to force other boats to slow down when passing.

It is definitely irksome to those of us who do adopt slowest safe speed. I do sympathise with the logic behind the practise but personally I always endeavour to avoid mooring at a location which makes navigation difficult for others.

2) A phenomenon more usually associated with tube train passengers. The habit of leaving the maximum personal space between yourself and the next passenger as you board a train.

Boaters exhibit this by spreading their boats out on sections of good moorings. I recently saw an example of this on a 1.25mile section of the staffs and Worcester when I was heading south from lock 42.

Along this 6000m section I passed a moored boat almost evenly spaced approx. every 500m. Thus I passed approx. 12 moored boats which had they been moored together would have taken around 4 minutes to pass.

Due to the spaced out nature of the boats I was travelling at slowest safe speed or close to it for almost half an hour.

I fully understand the desire for your own space as well as not wishing to break into what is seen as another boaters space and feel loathed to call it irksome, to me it is part of boating. I do suspect however that it adds another irritation for those who already have an inclination to speed passed moored boats.

3) Leaving boats moored so loose that they drift out towards passing boats. This is either ignorance or related to my point 1 above. For safety reasons this should never be acceptable.

I note that some of the worst offenders appear to be the older non powered the Trust working craft moored to the off side bank when not in use. Clearly they have a need to be where they are however when the are loosely tied up they are probably giving out the wrong message, particularly to the hire boat user.

4) Mooring on lock landings and winding holes. We all know this happens. It would be good if CRT could to enforce /encourage good behaviour but realise this may be an extreme view.

Could the Trust not set up a name a shame system allowing boaters to photograph these offending boats, send the photos with date, time and location in to the Trust. If these boats then received a warning or had their boats photo published ? Possibly a deterrent.

The one thing that drives us crazy? People who moor close to us when we are moored, deliberately, in the middle of nowhere. We have two very lively, friendly dogs so overnight we always chose a spot away from anyone else. Then someone thinks "ooh, let's stop there too" and moors a few feet away. We then spend the evening calling the dogs back to us instead of relaxing in the chairs on the bank. We are antisocial for a reason; trying to be considerate to others as not everyone likes dogs.



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And don't get me started on the ones who moor close and then fire up the barbie!

At prime locations where mooring is busy, don't leave what is often referred to as a "git gap" . That's a 20ft gap between your boat and the next if everyone does that another boat could Moor if you all shuffled up.

If you want space head further out of the main mooring areas of tourist spots and junctions. The flip side of that is when you do head in to the out laying areas for peace and space why do people snuggle button to button when you are the only 2 boats for miles.

Boaters that won't breast up. Or complain where people have breasted up creating a narrow. It's no different from driving a car. Leaving a gap for a wide beam to get through. Sometimes they just need to slow down, give way to oncoming boats.

Another discussion to have might be making the RYA helmsman 2 day certificate compulsory as it is in France for all boat owners. It would stop a lot of the issues. Considering the hazards not having any training before owning a boat is madness and leads to the "it's a contact sport" mentality" we are seeing much more of.

Springs are the answer; however you need something suitable to tie them on to at each end. At the bow the mooring post is too high and a decent angle tends to foul the cratch/cover. At the stern you can get a good angle, great , but it usually creates a wonderful trip hazard!

A solution would be some sort of fixing either on to the top or side of the gunwales at each end that you could attach the boat end of the springs to. Anything from an 'I' bolt you could attach a shackle to, to a beefed-up version of the recessed fender points some of us have.

From the perspective of the moored boat, using long spring lines, breast lines and a long head line and a long stern line, hopefully your vessel should be safe. By using long lines, allows the lines to stretch when the boat moves. Short lines stretch less before they break.

Spring lines

Forward spring line leads from the forward end of the boat backwards to the shore in line with the back of the boat.

Likewise the Aft spring line leads from the back of the boat to the shore in line with the front of the boat.

As the name suggests spring line act like strong elastic bands to hold the boat in position and resist forward or backward movement of the boat.

Breast lines



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These lead ashore 90 degrees/perpendicular to boat's fore and aft line, and generally are short and serve to hold the boat alongside. Long breast lines would be good but cause a trip hazard on the towpath.

Head/bow lines and Stern/aft lines

Where practical and space allows these lines lead from the bow/front and stern/back of the boat forward and backwards respectively as long as possible but not longer than the spring lines.

The Head and Stern lines serve hold the boat alongside and in position fore and aft.

Generally the forward spring line is the first line ashore because once you have it secure onboard you can use it to help you berth the boat by going gently ahead and putting the tiller towards the shore the back of the boat will come alongside nicely and the front of the boat will stay alongside as well. Two birds, one stone.

1. Leaving large gaps between boats where rings or bollards have been provided by the Trust. It doesn't really matter if a mooring is busy or quiet when you arrive, it should be an accepted principal that you should share rings and bollards at all times to allow the maximum number of boats to use that facility. It's particularly maddening when a boater moors near one end of a line of rings but leaves the last ring unused? It's illogical and a total waste of 20ft of the mooring but for some reason it happens time and again. A general rule of "if you are the first to arrive at a VM ,moor at one of the far ends ,using the last ring." would help .If subsequent moorers then shared rings ,the VM would then fill up efficiently. It should be seen as bad practice to leave gaps both at the front and back of your boat at any time. It's just selfish. If a boat leaves a VM and it is possible to create more space by moving your boat by a few rings, this should be done as a matter of course. Hunching up is vital good practice, even though this does create a minor amount of work. Similarly if someone asks you to move up a few rings to allow someone else to moor, this should be done without complaint. Far too often I have received a reply thus..."we got here first, it's our mooring and we are not moving "

2. Overstaying at 1D ,2D and 5D VM's. If there is no enforcement of stay times, and if boaters are aware of this then some selfish people will overstay and wait until they are told to move on by Craft Licencing Support staff. Additionally at these short term VM's there really should be a "no return within x days" notice to stop selfish boaters shuttling out from and then back into the same VM. There may be a role here for Volunteer Mooring Rangers using the BSA App to gather data on boat stay times ,for Craft Licencing Support to use in a robust enforcement of stay times.

3. Overprovision of 1D and 2D VM's where there is no obvious demand. My view is that at honey pot sites the use of 1D and 2D VM's is fully justified. However on some canals there is far too much general provision of very short term stay times which causes issues for boaters who are compliant. It's very easy to experience two days of poor weather when you wouldn't wish to move ,yet you will feel forced to move on to avoid overstaying. The Shropshire Union and Llangollen canals are examples where non honey pot moorings are still restricted to 2D.In Nantwich huge lengths of the towpath are given over to 2D VM ,with little provision for a longer stay .It's a fine town to visit, but with bad weather and too much 2D provision, you can easily miss out .Sighting data collected by Craft Licencing data collectors could be used to see what percentage of the 2D VM's are being occupied, and more



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generous stay times could be introduced if the data points in that direction. I think the gold standard is the excellent VM's in central Birmingham ,a sensible mix of 2D and 14D VM's with very clear signage .This model could be extended to other over provided 2D sites such as Nantwich, Gnosall, Worcester, Oxford, Leeds , Macclesfield and Market Harborough to name just a few.

4. Adjust your mooring lines on a regular basis. Even very long pounds can vary in depth due to lock usage, reservoir refilling or heavy rainfall and mooring lines can become either very loose or sometimes dangerously taught. Many boaters don't adjust their lines ,and are only too happy to shout at passing boats because they experience some bumping even if those boats are passing by at tickover.

5. Leaving a boat unattended at a water point, lock bollards, or other service mooring. Even popping out for a quick pint /shopping trip/local sightseeing etc is selfish behaviour even if the boater may feel the area is quiet. In the London area yellow "Please re-moor as soon as possible" notices are attached to miscreants to deal with boaters triple moored, moored too close to a bridge, moored to railings, obstructing safety ladders, moored on lock landing or a facilities mooring. These notices could be attached by all the Trust staff and trained Volunteer Mooring Ranger and should now be rolled out nationally. However annoying this behaviour is, the sight of a yellow notice attached gives confidence to other boaters that the Trust want to stop this kind of selfish behaviour. It would encourage better behaviour all round.

1) In popular places please moor as close to other boats as possible. Not a natural British characteristic I know, but 10-12 foot between each of half a dozen boats means another 'standard' boat can't moor up. I know that for many people canals are an escape from the bustle of everyday life but near shops & other facilities mooring space is at a premium. And perhaps the Trust can review the spacing of rings & bollards to ensure that the moorings cater efficiently for average boats (57-60ft I assume).

2) If you're moored up & another boat is looking to moor pop out and offer to take a rope. It protects your boat, their boat and the bank. We find that the offer is rarely refused and you get to meet some lovely people too.

3) And finally the grumble - don't moor on water/Elsan/pump out points unless you're actually using them! Offer to let someone breast up if feasible so they can use the facilities too.

As a "retired" full time liveaboard cruiser, my most frequently annoying behaviour is the "NIMBY" moorers who manage to have a 20 foot gap both fore and aft so frequently experienced at popular mooring areas frequently denying mooring space to two or three further boats. This is regularly compounded with leaving 20 feet between the bow and the end of the moorings or 20 feet at the stern at the other end.

Speed when passing moored boats. If the moored boat moves AT ALL when you pass, slow down for the next boat, until you find a speed which simply does NOT AT ALL disturb moored boats.



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Canal cruising is a LEISURE experience, for everyone, except maybe "working" boats which all tend to be well skippered, and therefore "speed" is not a requirement.

In popular places, share rings or bollards!!! Leaving once ring or bollard between boats means that for every 3 or 4 badly spaced boats, one less mooring space is available.!

Encourage breasting up if canal width is ok. But always check with adjoining owner!

1. Never moor immediately before or after a bridge
 2. Never moor on a blind bend
 3. Never moor where the canal suddenly narrows when there is space nearby
 4. Never overstay the limit. Remember the moorings are for everyone
 5. If it's busy then moor up to the next boat (on the hottest day ever I saw a boat at Alrewas deliberately take up 2 mooring spaces on the 48 hr moorings) - very frustrating
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CRT needs to get its boating staff to adhere to simple mooring good practice. I only remember boats that were wrongly moored and probably most staff moor CRT craft properly. Some regular incidences I see along the cut:

Boats moored up unattended on water points and service points. This is really annoying indeed.

The mooring of boats on the bridge hole, making safe passage extremely challenging. I can understand the need to moor there for loading and unloading but not otherwise.

Lock landings and swing bridge landings are essential for boaters to safely navigate these structures. Mooring of boats should be seen as a serious offence.

Other issues for mooring include mooring up bow to stern at busy spots. Typically boaters leave several meters between them for privacy?

Don't moor where you cause an obstruction, such as bridge holes, narrow canal channel, etc

If using mooring pins, mark them with bright items such as yellow tennis ball.....avoids trips and falls

Please do not leave space between boats on visitor moorings. Share the same mooring ring with the next boat to maximise space.

The bad mooring that gets me is when, on an otherwise clear canal, people moor opposite over hanging trees which restricts navigation to one boat width.



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If you are mooring in a popular spot then don't leave 'prat gaps', in other words half a boat length between you and the next boat. Conversely if you see a boat moored out in the middle of nowhere, buried in reeds for instance, then don't moor right up their chuff. If you want to snuggle up to other boats, go to a visitors mooring, you may want company but they obviously don't.

If you moor leaving very loose ropes, don't then shout "Tick Over" at every passing boat. If you can't tie your boat up properly then it will move when other boats pass.

Finally, if you do have to moor almost touching another boat, then don't utterly ignore the other person as if they are invisible. Say hi, comment on the weather, acknowledge their existence. We are a friendly bunch on the cut (mostly)!

We often see gaps between moored boats, only enough room to fit a canoe in but if boats were closer there would be room for larger boats.

Please, please, please can you get it over to those inconsiderate/lazy boaters that mooring up close to, or even in, a winding hole is just not acceptable. A long boat, without bow thrusters, needs to start turning well before the hole and needs all the space that's available.

It would be most helpful if the C&RT could put up notices 30 yards either side of a winding hole prohibiting mooring any closer.

Mooring on bridge and lock landing stages and in winding holes - really annoying and inconsiderate- in my experience a particular faux pas of "hire/day boaters"

There is nothing more annoying than people who moor and put a portable generator out on the towpath. I regard that as antisocial behaviour. Almost as annoying as narrow boaters who keep their engines running all evening. Lets have peace and quiet please!

We just want to say PLEASE moor as close as you can to their boats, especially in busy places. So many times we can't moor up because there is half a boat length between each of several boats. Very selfish.
