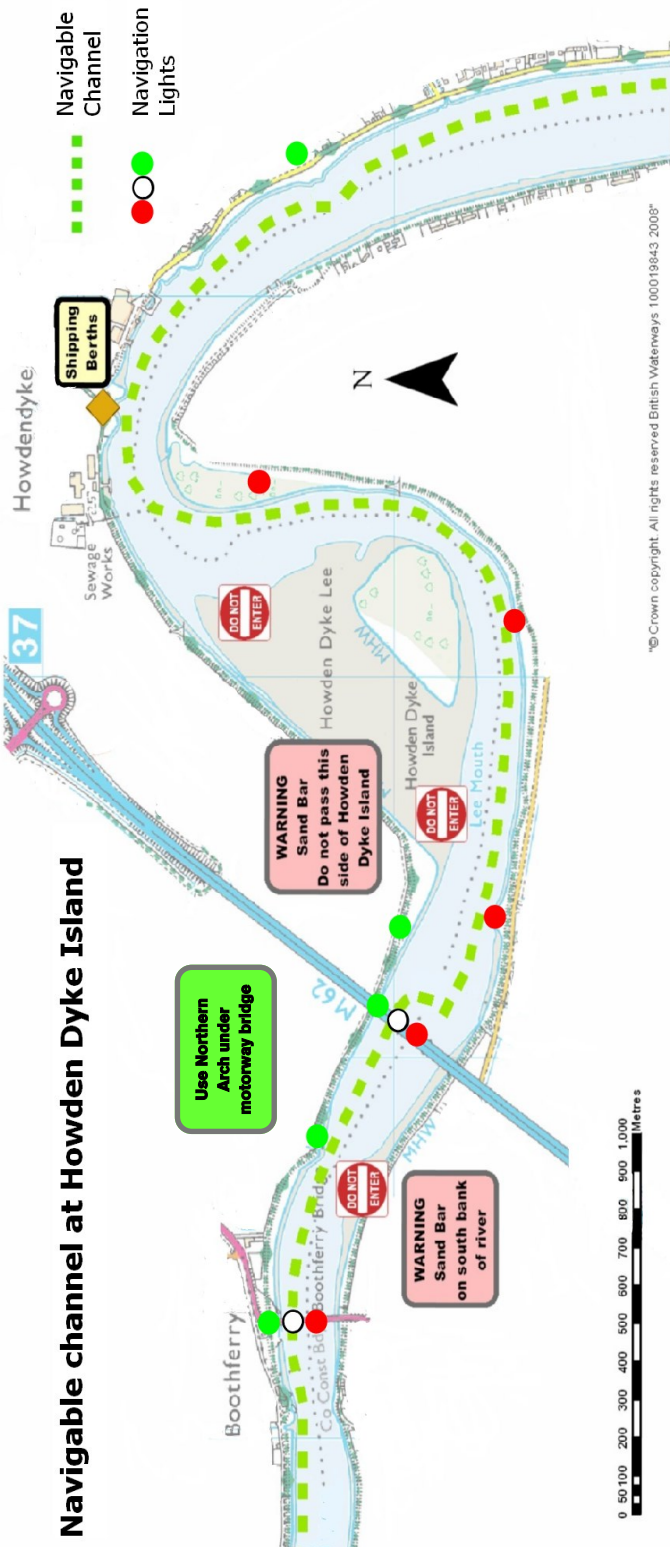


## Navigable channel at Howden Dyke Island



## CONTACT DETAILS

Coastguard	999
Freephone Canals	0800 4799947
Canal & River Trust	03030 404040
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 Canal & River Trust, River Ouse Harbour Master as soon as possible, by calling 03030 404040



**Canal & River Trust, NE Waterways**  
**Fearn's Wharf, Neptune Street, Leeds, LS9 8PB**  
**T 03030 404040**  
**E enquiries.northeast@canalrivertrust.org.uk**  
**W www.canalrivertrust.org.uk**

April 2015



# THE RIVER OUSE

## GUIDANCE NOTES FOR PLANNING A SAFE PASSAGE





The following notes are advisory and are intended to provide guidance for vessels planning passage on the upper tidal reaches of the River Ouse north of Goole. Further information on planning passage can be found at <https://canalrivertrust.org.uk/north-east-waterways>

## AREA OF JURISDICTION

Canal & River Trusts' (CRT) 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 CRT.

## MARINE BAND 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.

## SELBY RAILWAY BRIDGE

Canal & River Trust work closely with Network Rail and are committed to safe river passage and minimising disruption to rail travellers when possible and where it is safe to do so. Skippers are advised to comply with the bridge call up signs located upstream and downstream of Selby Railway Bridge and where possible to avoid peak train times as published on the CRT NE Waterways web page. It may not always be possible to avoid peak train times but when possible this combined with use of the bridge call up signs will help travellers depending on essential rail services. Delayed train times of just 5 mins can mean a missed connections potentially affecting large volumes of rail travellers.

## 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

The following list, although not exhaustive, highlights principal hazards that may be encountered on tidal sections of the river. The River Ouse has been classified category "C" by the Maritime & Coastguard Agency

- At low water the river channel between Boothferry Bridge and Howdendyke Island is very shallow and craft are at risk of grounding. If grounding be prepared to deploy the anchor and wait for the next tide. Crew should be alert at this time it is possible to be rolled by the flooding tide.
- Bridges constrict the flow of water, this results in fast and turbulent flows through their approaches. Extreme caution is required at Selby Toll Bridge where flows can be very fast.
- Deepest water can generally be found in the centre channel on straight reaches and in the outside of 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.

## TIDE INFORMATION

Tides flood for 2 to 3 hours and ebb for up to 10 hours. 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 unpredictable.

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