

WeyDays with TLC

GENERAL BOATING PROCEDURES

It is the responsibility of the nominated steerer to keep the boat level and stable, and to not exceed 4 mph. Note that the same drink drive laws for cars apply to boats!

NARROWBOATERS DO IT SLOWLY!

CRUISING ON THE INLAND WATERWAYS. You drive on the right and you need lots of time to stop. Boats have no brakes like on a car. Slow down in plenty of time for locks, bridges and blind corners by reducing the throttle. Reverse gear should only be used as a brake in an emergency, or when close manoeuvring when coming alongside or in to a lock.

Where possible, give way to larger craft that may need a bit more room or may not be as nimble as you.

Please allow for wind strength which may cause you difficulties. Be patient.

When passing moving boats in the opposite direction move to the right so that you pass port-to-port (ie left side to left side).

Slow down to tick over speed when passing moored boats or your wash may damage them.

The maximum speed on open stretches is 4 mph. You must slow down if you are making sufficient wash to erode the bank or cause damage to other structures, flora or fauna.

Passengers should keep hands, legs, heads etc. inside the boat or they may get injured particularly when coming alongside or in to a lock.

When going through locks, if another boat approaches in the same direction before you start filling/emptying, please wait for them to share with you. It saves water and effort on your part to share.

USE OF SIDE DECKS, ROOF AND FOREDECK. Crew are not permitted in these areas. The side and fore decks are small and narrow and there is a risk of slipping off. Passengers on the roof will make the boat unstable and it may roll over.

CREW DISTRIBUTION. Under no circumstances should all passengers crowd to the one side of the boat or it will heel (roll) to that side and become unstable.

CREW OVERBOARD! Immediately put the engine in neutral or switch off. A revolving propeller can amputate a limb or worse. Do not attempt to manoeuvre to the victim. Avoid putting the victim between the boat and the canal side or other structure or they may be crushed. Canal sections of the Wey are typically 3 to 4 ft deep in the centre. Most victims will be able to walk to the water's edge and climb out, where you can safely come along side and pick them up. The boat pole may also be used to reach out for them to hold on to if they are close enough. On deeper river sections you may need to use the life ring. Throw it carefully such that it will splash down near the victim. Do not throw it at them. Life rings are quite hard and a knock on the head from one may well knock them out. You may then formulate a plan to get them safely to shore or back on the boat dependant on the particular circumstances. *On no account should another member of the crew get in the water as they are putting another person's life at risk.*

RUNNING AGROUND. It happens! And usually the best way to get off is the way you got on. Engage reverse gear and gradually increase revs to see if it will float off backwards. Do not attempt to drive forward over the grounding. The boat is deeper in the water at the back than the front and all you will do is force it harder on the grounding. If reversing off does not work, you may need to ask some crew to move to the opposite side of the boat from the grounding bank (taking care to not make the boat unstable). You may then be able to push off with the boat pole.

ROPES. When holding a boat on the ropes, never coil them round your hand for extra grip. A sudden pull on a rope may break your wrist. Keep ropes neatly coiled and ready for use. Never stand on a coiled rope. Should a rope fall in the water it is highly likely that it will wrap around the propeller and stop you instantly. Put the engine in neutral and recover the rope before it does so.

