

## SPECIAL PRECAUTIONS

### Passing a barge

If a skipper says, "Show me (or give me) a RED", or "Pass me red to red", he wants to pass on your port side, conversely GREEN for starboard. Don't try to overtake a barge without the approval of its skipper. Negotiating the suction of a big vessel can be tricky and he cannot always slow down to suit you.

### Landing

If you can see a barge about to emerge from a lock, or the lock is working and a red light shows, hang back so both you and the barge have steerage-way when you pass. If you must land a crew, tie up securely as far from the lock as you can so the barge has room to counter the effects of cross-winds, currents etc. before passing you.

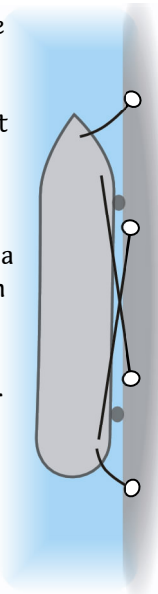
Never try to hold your boat or moor it on a handling line when a barge passes. You may be safer staying at the helm and letting your boat ride the wash.

### Mooring

If not properly tied up, boats can be dragged off moorings, or heeled over, by the wash of barges. Ensure you have ropes to resist fore and aft movement (springs) and keep all lines as near level as you can and securely tied to rings or bollards, **never use pins**. A centre rope from a roof cleat to an adjacent bollard can convert even a mild lengthwise movement into a severe tipping force and can be worse than useless.

Place fenders so they will not get caught under anything when the level rises after a barge has passed.

A fully laden barge under way can even disturb boats moored off the line in basins or side arms.



## STRONG STREAM INDICATION

On this waterway look for the level gauges set into the walls on the river entrances to locks, and nearby notices explaining what action to take. If only red is exposed on the gauge it is deemed unsafe for pleasure craft to proceed.



## OTHER RIVER MATTERS

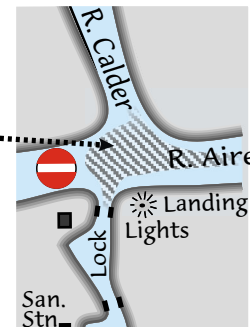
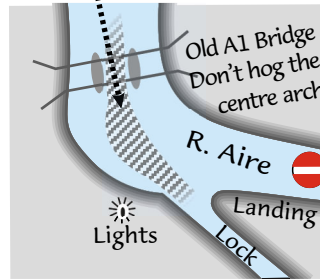
Ensure you have to hand normal river safety gear, anchor, life-buoy, life-jackets etc.

It is important to look out for signs, particularly going downstream, so you don't miss flood locks. Only in Leeds is a river weir visible from the navigable channel on this waterway.

Below are the layouts of the flood locks as seen looking upstream.

### Castleford Flood Lock

If lights are red or a barge is visible (look behind you!), keep clear of the space, shown here hatched, which barges need for manoeuvring.



Do not go past red lights or down weir streams (⊘).

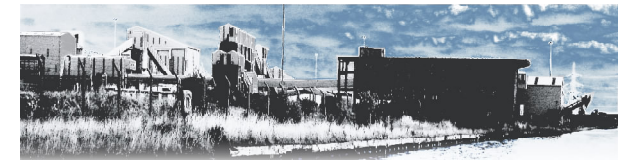
### Ferrybridge Flood Lock

### Traffic Lights

- Red = stop, even if the gates are open.
- Red+Green = wait, lock being prepared
- Green = proceed with care.
- Amber = user operation. Use control pedestals at each end of the lock. BW key activated.

### The WAVE

Not an undulation on water, rather the universal navigational signal of friendship. Use it generously, especially when passing barges!



## SOME ADVICE for SKIPPERS using the AIRE and CALDER NAVIGATION

This guide gives advice to those unaccustomed to this navigation, with particular regard to its role as a **COMMERCIAL WATERWAY** and the extra care needed due to its **RIVER REACHES**.

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and the Commercial Boat Operators Association  
[www.cboa.org.uk](http://www.cboa.org.uk)



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## COMMERCIAL CARRYING

This navigation is used by barges up to 200 ft long, 20 ft wide, carrying up to 600 tonnes - i.e. **BIG**.

Skippers of these vessels have a living to earn, but welcome pleasure craft on this waterway. Many boat for pleasure too. Remember they have to treat you as you would treat a fragile dinghy, so assume they can't see you or avoid you, and give them the deep water, plenty of room to swing, and priority at all locks, junctions and bridge-holes. Empty barges can be severely affected by cross-winds.

**SAND** etc. - Barges come in at Goole. Some off-load there. Most run up to near Whitwood.

**PETROL** and **OIL** - 200 ft Tankers come in at Goole and discharge at wharves at Castleford **5**, Fleet **2** or go up the New Junction and SSYN to Rotherham. Some may discharge at Ferrybridge.

**COAL** - Pans towed in threes may resume carrying from Kellingley **8** to Ferrybridge power station. **6**

**STEEL** etc - Occasionally on the SSYN & New Junction **9** and A&C to Goole .

## BE FOREWARNED

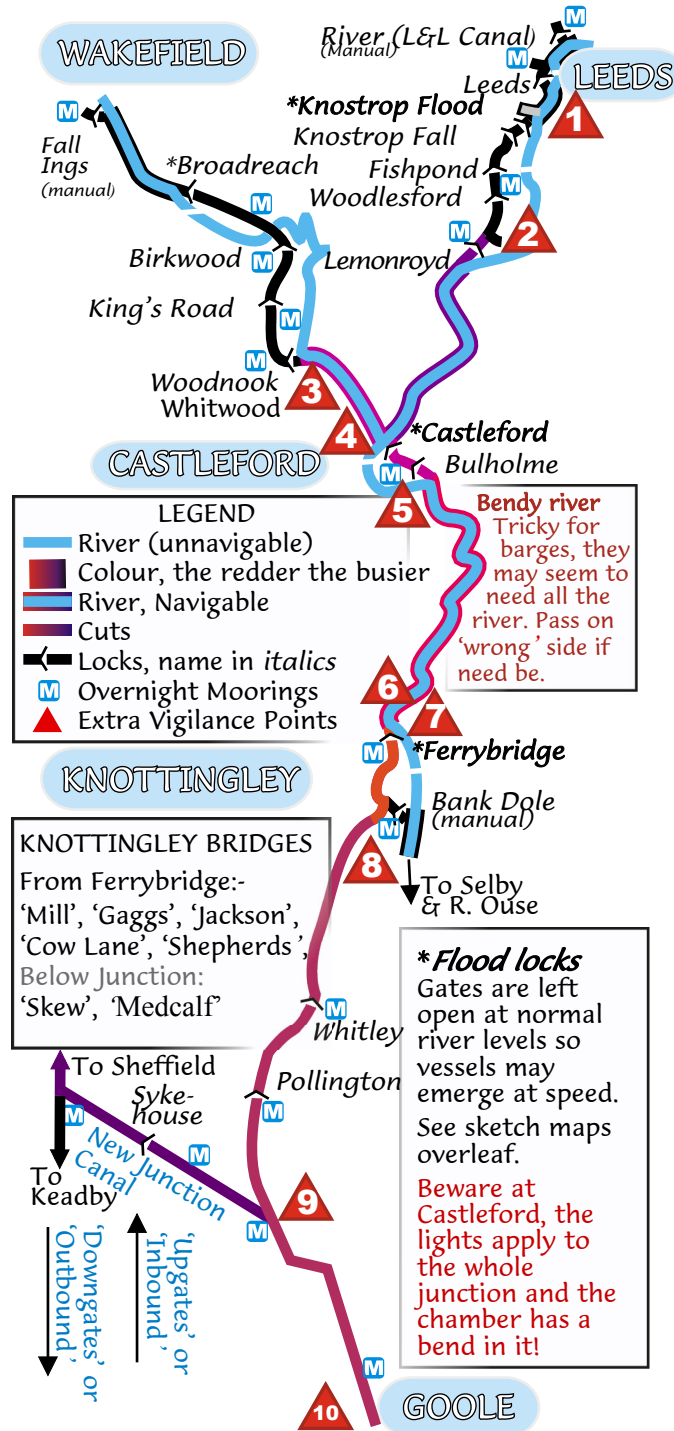
### Locks and Lights

The locks at *Castleford*, *Bulholme* and *Ferrybridge* are often manned. Phone Ferrybridge (Tel - 01977 673124) for latest on barge movements. On other stretches, barges are penned through by mobile lock-keepers. If you see their vans or any lock traffic lights not on amber (for self-operation), a barge may be near, particularly at Castleford where you should keep clear of the whole junction area.

### Marine Band Radio - Channel 74

Messages from commercial vessels to each other or lock-keepers are a good clue to their location. Listen for lock names. If followed by '-mobile', the keeper may be at a lock nearby, or travelling in his van, rather than at his designated lock.

Some barges give helpful position reports when approaching hazardous locations. You can benefit from these if you know their call signs and the names of bridges etc. along the route.



## Commercial Vessel Call Signs

BW tugs:

Wharfe, Swale, Derwent, Alan-a-dale, Eric-of-Lincoln.

Petroleum Tankers:

(Rix) Owl, Eagle, Phoenix.

(Humber) Energy, Pride, Princess & Jubilee

Sand Barges:

(Humber) Enterprise & Renown Battlestone

Easedale Heather Rose Fardale (H)

Fossdale (H) Fusedale (H) River Star

Coal Pan Tugs: use numbers 100 - 109

Note - barges often omit the 'Rix' or 'Humber' from their name on the radio.

## Tell Others

Don't be afraid to radio your own position, and tell boats without radio about barge movements.

## Extra Vigilance points

Keep a special look-out for barges on the cut through Knottingley, (Ferrybridge to Kellingley), and at these locations marked on the map:-

- 1** Stourton wharves
- 2** Fleet Oil Depot
- 3** Whitwood Aggregate Staithe and blind bridge (Stephenson's) Barges need middle arch and room for stern to swing on approach going downstream.
- 4** Castleford Junction (See map overleaf)
- 5** Castleford Cut - Total Butler oil wharf
- 6** Ferrybridge Power Station ('Station C')
- 7** Ferrybridge Flood Lock (Map overleaf)
- 8** Kellingley Colliery
- 9** 'New Cut End' - or 'Went End' - junction
- 10** Goole - sand wharf and general barge mayhem!

## Surges

When lock-keepers pen barges through quickly, tell-tale surges are produced. Barges also send fast moving low waves both ways when they pass through bridges. Both can make moored craft restless 10 minutes or more away, but are more difficult to detect from a moving boat.