



JONES BOATYARD

Inland Boat Specialists Since 1946

Boat Users Guide

www.jonesboatyard.co.uk



Boat Users Guide

Inland boating is a safe and relaxing activity if a bit of time and consideration is given to safety. Although the river may appear calm and tranquil, problems can occur, therefore please read this carefully to maximise the enjoyment of your cruising experience.

Personal Bouyancy

This should be worn by all non-swimmers and children. During the winter months buoyancy should be worn by all. Modern self inflating lifejackets are unobtrusive and comfortable to wear. There are even lifejackets available for dogs.



Footware

Non-slip or propriety deck shoes are ideal for boating. Leather soled shoes and high heels are considered unsuitable footwear.

Personal Safety

Avoid doing huge 'death' leaps off the deck to the bank. It is easy to twist an ankle or worse. Rather you should step on, step off, and never jump. It is better to stay in the cockpit when cruising, particularly if children are onboard. When walking along the decks, remember to use one hand for the boat, and one for yourself. Never get caught between the boat and jetty, and don't use your body as a fender – it hurts! After handling ropes and exposing hands to river water, wash hands before eating to avoid Weils disease.

Man Overboard

Always carry a lifebuoy with a rope attached. This should be in an easily accessible position and all crew should be aware of its location. The crew must always be aware of how to recover a man overboard. The most common way to rescue someone is to use either the transom platform or a transom ladder. A rope loop made from a mooring rope can also be used as a step.

Always turn off the engine when recovering people from the water. Crew members should be aware of hypothermia and risk of exposure to cold water.



Anchor

Some form of anchor is recommended to stop the craft drifting if broken down. Ask your chandler for advice.





Fire

Be aware of the type and location of fire extinguishers on board. Brief the crew not to lift the engine hatch in the engine bay if there is a fire, but to evacuate as soon as possible. Always be aware of naked flames on stoves being near combustible items such as curtains.

Gas

Always turn the gas on at the source and turn it off when not required. We recommend a gas bubble tester is fitted, and the system is leak tested before use. Only store gas in the gas bin and keep nothing else in the bin to prevent blocking the vents. Remember gas is heavier than air and will therefore accumulate in the bilges.



Ventilation

Fixed ventilation is there for a reason and must never be blocked. When cooking, always consider opening the cabin door to maximise ventilation. Any naked flame burning will consume oxygen and will emit carbon monoxide. Ventilating your craft in winter will help to reduce condensation.

Petrol and Diesel

- When refuelling, always turn off engines and extinguish naked flames, i.e. fridges, water heaters, cookers, etc.
- Only store fuel in the main fuel tank or outboard tank.
- Never store fuel in containers in the bilge, as they may leak.
- Like gas, petrol vapours are heavier than air and therefore can accumulate in the bilge.
- On petrol engines we recommend extractor fans (if fitted) are run for 2 minutes prior to starting.
- With outboard tanks, never be tempted to re-fuel aboard as transfer from tank to tank may cause vapour build up.
- After filling up with fuel, make sure there is no leakage from the tank.
- Always turn off petrol when vacating the boat.
- Diesel is best left on to prevent air locks.



Sea Cocks

When vacating your cruiser it is good practice to turn off the sea cocks. These will be fitted to all inboard shaft driven craft and some inboard/outdrive installations

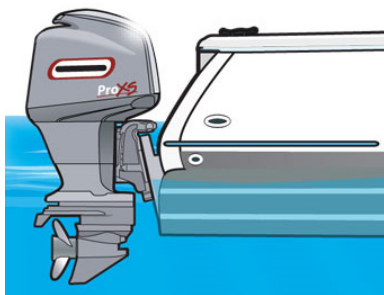


on the engine intake. Craft fitted with sea toilets generally have inlet and outlet valves as well. Some insurance companies insist gate valves are closed when the craft is unattended, so check your policy. Remember to turn on cocks before starting the craft. Labels on the dashboard are the best reminder.

Characteristics of Outboard Motors

Outboards motors are either manual or electric start 2 or 4 stroke.

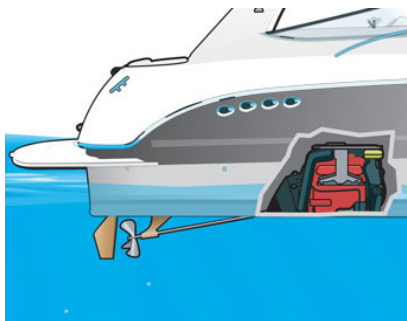
- 2 stroke motors require oil within the fuel which is either put directly into the fuel tank or in a purpose built separate container for oil injected models. Use only outboard 2 stroke oil to TCW 3 specification.
- 4 stroke motors require no pre-mix of oil, but instead have a dip stick to check oil levels.
- Outboard motors usually have a tell tail jet of cooling water that require monitoring to check circulation, i.e. cooling.
- Most outboard motors do not require winterizing as they self drain when standing however for long term storage we would recommend the use of fogging oil.
- Remember to keep a suitable anode fitted (magnesium for freshwater and zinc for seawater) to prevent electrolysis.
- An annual service is recommended.



Characteristics of Inboard Petrol and Diesel Boats Shaft Driven

The engines fall into two categories

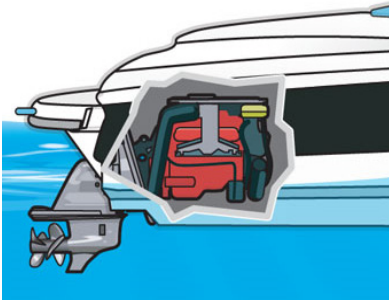
1. Directly cooled engines – this is where the craft has a sea cock with a weed strainer usually fitted above the seacock or sometimes higher in the engine bay in form of a bowl type strainer. The river water is drawn through the engine by an impeller pump mechanically driven from the engine. The cooling water eventually exits via the water cooled exhaust. When the engine is running it is important to monitor water flow through the exhaust outlet.



2. Indirectly cooled engines - the craft will have a sea cock, weed strainer and impeller as per a direct cooled engine. However, a heat exchanger is fitted usually with a header tank. This is filled with a water/anti-

freeze mix and pumped around the engine via a circulating pump. The river water circulates through the heat exchanger to cool the engine and normally exits via the water cooled exhaust.

Outdriven Engines (Petrol and Diesel)



The main difference to a shaft driven engine is that the gearbox is mounted in the outdrive and the drive unit requires separate servicing and maintenance. Most Volvo and Mercruiser drives (not Enfield or Sonic) draw the cooling water up through the drive to the impeller pump, therefore there is no sea cock fitted. There is often a weed filter fitted onto the side of the engine.

Outdrives are often neglected as they contain components which are out of sight, therefore out of mind. But they do require servicing to include bellows, seals, oil, and anode checking. Be warned, if left unmaintained, parts are expensive and repair is time consuming.

Important

- Water cooled inboard engines require winterizing particularly if they are stored ashore over winter.
- Most engines will have river water within, which either needs draining or replacing with antifreeze.
- The sealed system requires checking to make sure there is sufficient antifreeze.
- We suggest that you contact your boatyard direct to discuss winterizing.

Water Systems

Indirectly cooled engines will often have calorifiers fitted. The waste heat generated from the engine circulates to an insulated water tank which in turn stores warm water. Some craft have gas hot water heaters. These need to be used with respect as they use exposed flames and carbon monoxide will be emitted. All water systems require draining off during the winter. Contact your boatyard direct to discuss.



Sea Toilet

Craft will have three types of toilet: simple caravan type cassette toilets or porta potties, sea toilets, or toilets with holding tanks. All 3 systems are permissible on



the Great Ouse, but sea toilets are prohibited on most other waterways. Chemical toilets are self explanatory, but require regular cleaning and emptying. Sea toilets are essentially a toilet bowl and pump which draws river water into the bowl and then evacuates waste through skin fittings in the hull. A holding tank system is similar to the above but the waste is pumped into a dedicated holding tank. This is evacuated from the tank at a pump out station. It is important to use fast degrading toilet paper with a sea toilet, and to use sparingly. It is available at most chandlers.

Shore Power

Many boats have this facility. In order to safely use shore power, make sure the craft has a RCD cut out system on board and all systems are safe and secure. Most marinas allow a mx usage of 1Kw.



Canopies

It is best to remove side curtains and roll them up to prevent damage to the plastic windows. Storing them below prevents them from being dropped overboard. Folding canopies will usually concertina back onto the aft deck.

General Maintenance To Consider

It is recommended that GRP boats are lifted out of the water, pressure washed off and re-antifouled every 2 years. However, to arrest osmotic blistering in older craft, it is best to consider dry winter storage every year. This gives the craft an opportunity to dry out. Stern gear and sacrificial anodes should be checked where required. Engines require servicing every year or 100 hours. Steel and wooden craft also require regular painting to keep their condition up, and prevent deterioration.



Legal Requirements To Use A Boat On The River

1. **Boat Safety Certificate** - All craft used inland must have a Boat Safety Certificate. Boat Safety Certificates last for four years and are available from local

boat safety examiners. Please ask in the office for more details. Craft up to 4 years old are automatically considered compliant under their C.E. mark.

2. **Boat registration** - All craft afloat, whether in a marina or used regularly must be registered with the Environment Agency. The agency are strict enforcers of this and will fine owners of un-registered craft. Forms are available on-line at Environment Agency Anglia Region navigation www.environment-agency.gov.uk, or ask at the office.



3. **Insurance** – The Environment Agency and most marinas require a minimum third party cover. Marinas will often require that removal of wreck clause is included.

Safe Usage On The River

Casting off and mooring

- Always make sure that all mooring ropes are safely stowed on the foredeck and in the cockpit.
- It is good practice to bring the bow rope back to the cockpit to make it easier when alighting so that both bow and stern ropes will be to hand.
- Tie the boat securely but not tightly as water levels do go up and down.
- Consider using springs (and additional mooring ropes) when tying up – this prevents the boat from moving backwards and forwards too much.
- When coming in to moor, always approach slowly. It is best to almost stop some distance away from the mooring, then drive slowly forward, approaching the jetty at a $\frac{3}{4}$ angle to the quay.
- Never rely heavily on the reverse gear to stop
- Always consider wind speed and direction plus current as this will affect your boat.
- Do not be afraid to abort mooring and try again, and always take your time when mooring up your boat.



- Accidents can occur when craft are overloaded. As a basic rule, a cabin cruiser is safe to carry the number of people that berths are provided for. Post 1998 built craft will have a C.E. mark indicating the safe limits of crew numbers.



Speed Limits

The Environment Agency have speed restrictions between 4 and 7 knots. These limits are there to conserve the riverbank, other river users and your safety. This is essentially a fast walking pace. Always make sure that passengers are evenly distributed to prevent listing.

Drive on the Right

Do not hug the bank as most rivers have shallows along the edges, but keep to the right generally. The craft that are coming downstream have priority at bridges.



Environmental Consideration

The river is a fragile environment, which requires huge respect. As well as wash erosion, boaters should always remember that they are principally cruising in a rural environment. Never leave rubbish behind. Never empty chemical toilets into the river. Oily bilge water must be removed and taken to an appropriate

disposal point at a marina. Be considerate with radios and running generators. Keep dogs under close control and respect the livestock and wildlife.

Common Courtesy

This is the best rule of all. The idea of being on the river is to be un-hurried, relax and enjoy.



Weirs

These are mainly sealed with floating barriers, nowadays, but always avoid them even in normal water flows.

Locks

Most of the locks on the River Great Ouse are un-manned and require a lock windlass and electric key to operate them. These are available at the chandlers along the river.



When doors/gates are open on approach

- Never tie your boat up in a lock.
- Enter lock slowly and moor up, ensuring an adult has control of the head and stern mooring lines
- Make sure that the guillotine gate, mitre door and paddles (if present) are closed

- According to the direction of travel, open the paddles in the mitre door or lift the guillotine gate a few centimetres slowly. Take into account the consideration of other boats. Great care should be taken when opening the guillotine gate, and if water flows into or out of the lock pen too quickly close the gate and start again.

- Whoever is controlling the boat mooring lines should maintain a taut line, as the water levels change.

- Make sure that the boat does not snag on the lock during emptying and that the boat does not drift close to the lock doors.



Several locks, particularly on the Nene, can have water flowing over the mitre doors, which could be a hazard to a boat that is not properly controlled during mooring.

- When water levels have equalised open the mitre doors/guillotine gate fully in the direction of travel.

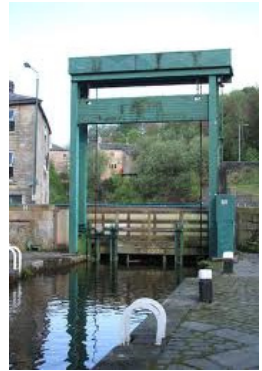
- Make sure the paddles in the mitre door (if present) are closed before leaving slowly and safely.



- Narrow boats in particular, should be fitted with side fenders to avoid the boat settling into safety chains which run alongside the lock.
- If the boat is approaching the lock and the guillotine is not yet closed, it is good etiquette to re-open the gate and allow them to enter.

When doors or gates are closed on approach

- Moor on the landing stage provided and check that all doors, gates and paddles on the mitre door (if present) are closed.
- Fill the lock following the procedures outlined above. Take particular care to fill the lock pen at a slow rate
- When water levels have equalised, open the mitre door or guillotine gates fully to allow entry into the lock and follow the procedures outlines above for lock use.



Safety at locks

- In narrow lock cuts, please remember that some pleasure craft draw up to 1.2 metres (4 feet) or more and might not be able to manoeuvre quickly.
- When waiting for a lock, form an orderly queue at the landing platform. Queue jumping arouses ill feeling and can cause confusion and delay entering the lock.
- Always moor on the platform as

near as possible to the craft, and remaining boats should move forward along the platform to enable those waiting in the channel (perhaps in difficult conditions) to moor at the back of the queue.

- Stop your engine once the boat is moored in the lock. Please turn off any radio, or other form of noise.
- If you have a dog on board, please keep it on board or on a lead while passing through locks.
- Please take care, and whilst in the lock, do not fend off with hands, feet or boat hook
- Do not open fuel tanks or strike matches.





Low Bridges

Some low bridges have gauge boards fitted. Be aware of the air draft your craft requires. Remember many low bridges are also narrow. This means that water flow is increased as the craft get nearer the bridge. This sometimes has the effect of drawing the boat to the bridge when travelling downstream. It is advisable to make sure you check the river levels

before cruising. Visit www.environment-agency.gov.uk for up-to-date water levels.

Strong Stream Advice

The river Nene and Ouse usually use the locks as part of their flood control. Once water levels reach a certain speed the lock gates are pinned back and chained. This is to allow water to discharge through the locks. This clearly prevents navigation and if still operating between locks, extreme caution is required. We would always advise that in periods of wet weather, navigators either check with the Environment Agency or our website to determine river conditions. Remember that in strong stream conditions the height of the river will be considerably higher, reducing bridge clearance. In short, do not take the risk and stay safe. The Environment Agency runs a strong stream text service which can be subscribed to online.



Training

We recommend you undertake an RYA approved Inland Waterways Helmsman Certificate course. If you are using a boat on European waterways, you may require an International Certificate of Competence.

The Skipper

Remember that as the skipper of a boat, you have the responsibility for the well being of the crew. The decision to navigate must be taken by the skipper and it's the responsibility of the skipper to ensure that the boat is properly equipped for the type of boating undertaken.



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