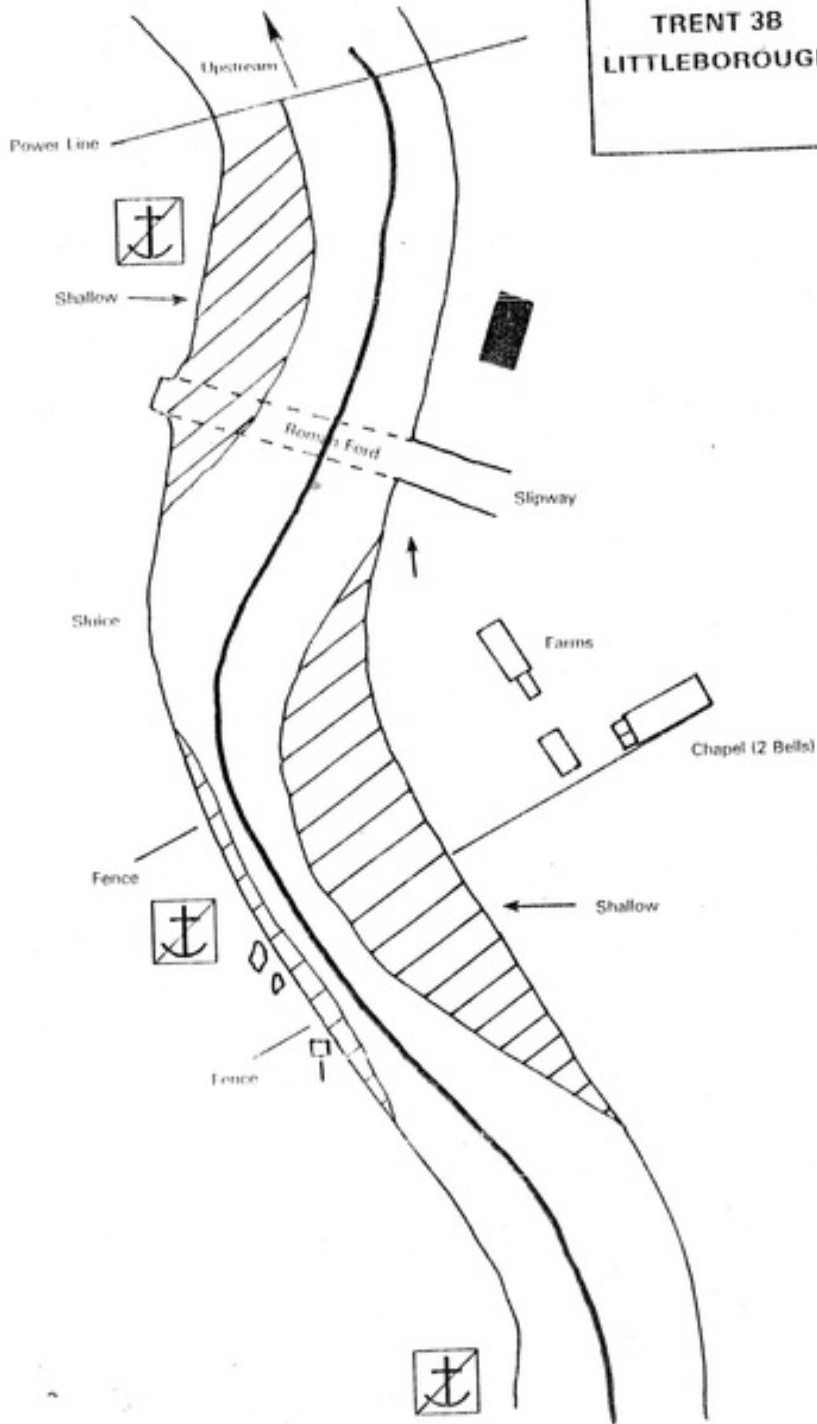
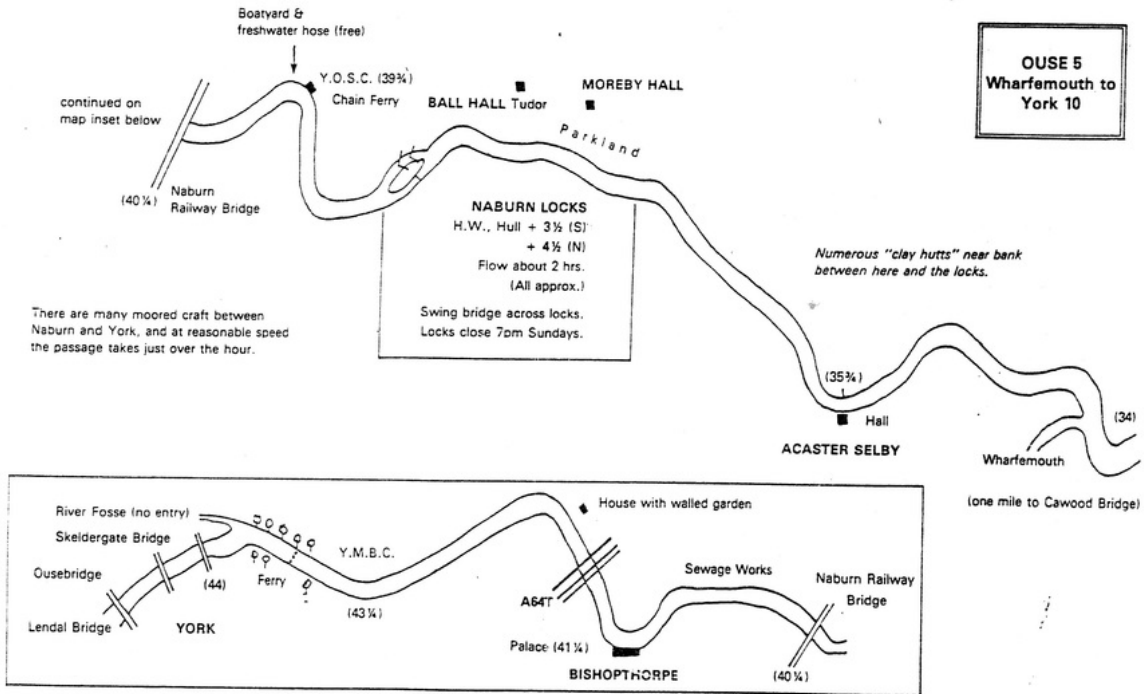


**TRENT 3B  
LITTLEBOROUGH**

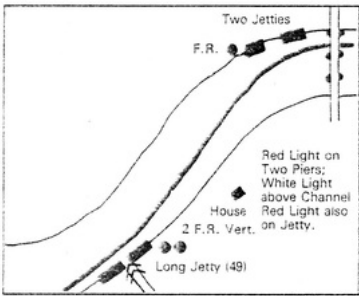


NOT TO SCALE  
THIS CHART IS ELONGATED FOR CLARITY



**FLIXBOROUGH STATHER**  
 H.W., Hull + 0¼ (S)  
 H.W., Hull + 1¼ (N)  
 Runs up 3¼ (S)  
 4 (N)

**TRENT 6 BUTTERWICK TO AMCOTTS LODGE 7%**



**KEADBY BRIDGE** (Use the air draught board)  
 Pass under lifting span  
 Soffit 9.4m AOD(N)  
 Headroom MHWS 5.1m

**KEADBY**  
 H.W., Hull + 1 (S)  
 H.W., Hull + 1½ (N)  
 Runs up 2¼ (S) — Rise 14 feet  
 3¼ (N) — Rise 9 feet  
 Flood, Hull H.W. — 1¼ (S)  
 — 2¼ (N)

Keep in the brights — there is the usual shoal (not shown here) on the inside of *EVERY* bend. Detailed chart available from Associated British Ports for Burton Stather to Keadby. If low water springs you will need to be quite careful.

Ask Advice on VHF Ch.8  
 Call 'Trent Ships' or call  
 Keadby Lock on Ch.74

Use VHF Ch.6  
 to ascertain  
 Barge Movements

**KEADBY LOCK**  
 Contact Lock Keeper in Advance  
 of needing the lock & 'book-in'.

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*CHARTS OF THE*  
**RIVER OUSE**

*&*

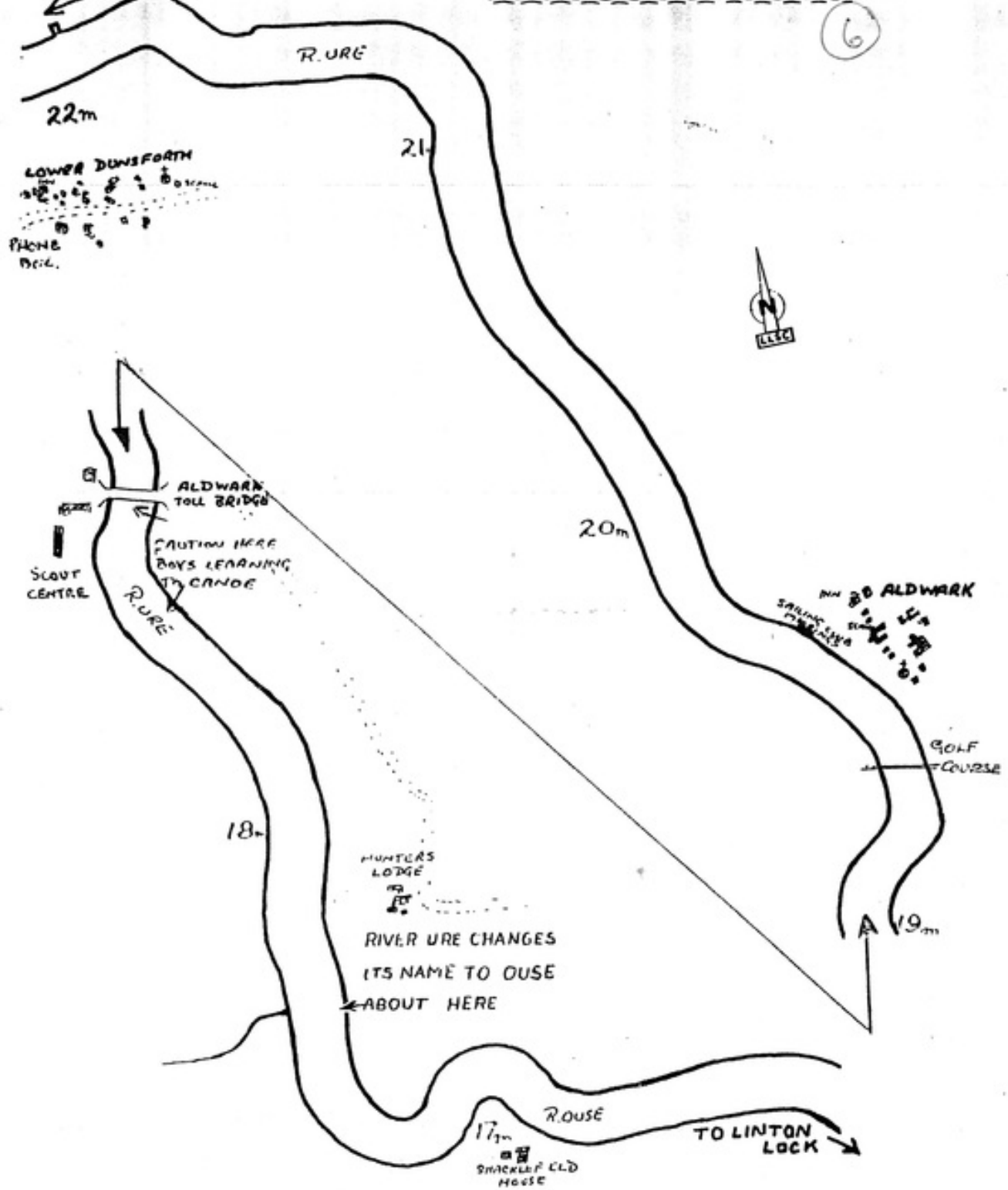
**RIVER URE**

**FROM NABURN LOCKS TO RIPON**  
**DRAWN FOR LINTON LOCK SUPPORTERS CLUB**

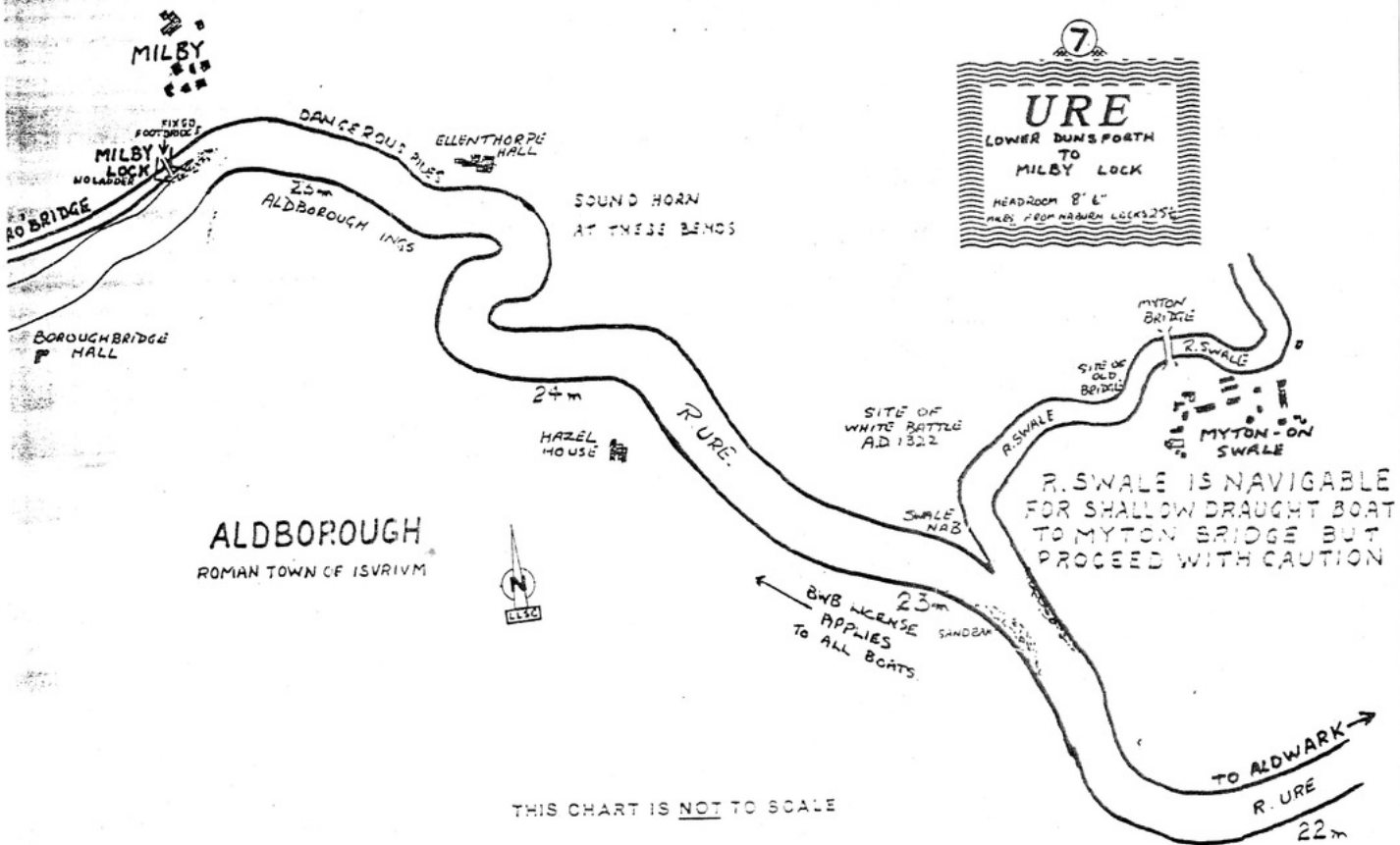
TO SWALE NAB & MILBY LOCK

TO LOWER DUNSFORTH HEADROOM 16'0" 1/2 MILES FROM NABBYN LOCKS 23

6



THIS CHART IS NOT TO SCALE



## THE TIDAL WATERS OF THE RIVER TRENT

# "SISSIONS CHARTS"

Published by The Trent Boating Association

**THE CHARTS** have been prepared for those who are unfamiliar with the lower reaches of the River Trent, from information acquired during many years cruising by a number of people.

It is based upon many groundings, personal observations, and on chats with fellow yachtsmen, barge-skippers, lock-keepers and locals in the local. The charts are produced on a voluntary basis and are not based on a complete survey of the river. NO RESPONSIBILITY can therefore be accepted for any error, by any individual or The Trent Boating Association.

The scale (for length) is approximately two inches to the mile, but the river width is purposefully exaggerated, and is not to scale.

Figures thus (7) indicate miles from Newark (Town Lock); statute miles, not nautical.

Figures in Red indicate distance in kilometres from Nottingham as far as Gainsborough.

**THE CHANNEL** On a tidal river, the channel on a straight rack is almost invariably in the middle. On a bend, where the swiftly moving current carves out a channel, it lies along the outside of the bend. On the inside of the bend; where the sluggish current deposits silt, there is nearly always a bank of sand or mud. On a hairpin bend (e.g., Chart 3, Turnpike Corner) the shoal will extend halfway across the river. These obvious shoals are not shown on the charts (except occasionally, as a reminder), but it is believed that all unexpected snags are shown. On these very small-scale charts the channel, shown in red, has its course purposefully exaggerated, and may occasionally touch the "safe" shore. Use commonsense, keep six feet away from a training-wall, rather more from a big stoneheap and well away from a gently sloping bank. Remember the red line is indicative of the centre of the channel. The channel is at least 30 feet wide.

**TIDAL INFORMATION** has been obtained from different sources — most of which are at variance — and from personal observation. In theory, the Tidal Constants given are dead accurate up to Keadby and fairly accurate up to Torksey; and in higher reaches, near enough for practical purposes. Check water level is sufficient before using Torksey Lock. The tide can be held back and be lower and/or later than predicted.

Tide Tables for the Humber are available from Associated British Ports, Harbour Masters Dept., P.O. Box 1, Port House, Corporation Road, Hull. HU9 5PQ, and Glapson & Sons, South Ferriby Marina, South Humberside DH18 6JH. National Rivers Authority, Nottingham and some lock-keepers also supply Trent Tide Tables. The local public library will have Nautical Almanacks available which will give information based on the local "standard port" — Immingham.

The number of hours during which the flood tide runs up is given on the charts for several places; deduct this from High Water to give time of Low Water (and Flood). The local expression (e.g.) "Floods about five" means that immediately after Low Water at (e.g.) five-o'clock, the flood tide will start to run upstream.

A boat cruising at 6 knots and intending to sail down the full length of the Trent is advised to leave Cromwell 4½ hours after high water Hull.

Sailing upstream (with the flood tide), from (say) Keadby to Cromwell, it should be possible to get to Cromwell on one tide, leaving Trent End or Keadby as soon as possible after flood.

When crossing the river diagonally (at Keadby for instance, or Dunham Bridge or Middle Sand) remember to allow for the tide (flood or ebb), which will tend to throw you off course.

Remember that a narrowboat is more likely to be thrown off course than a cruiser. Avoid going with the tide broadside on, it can be off-putting to other river users.

**THE AEGIR** The following information has been supplied by a Gainsborough yachtsman.

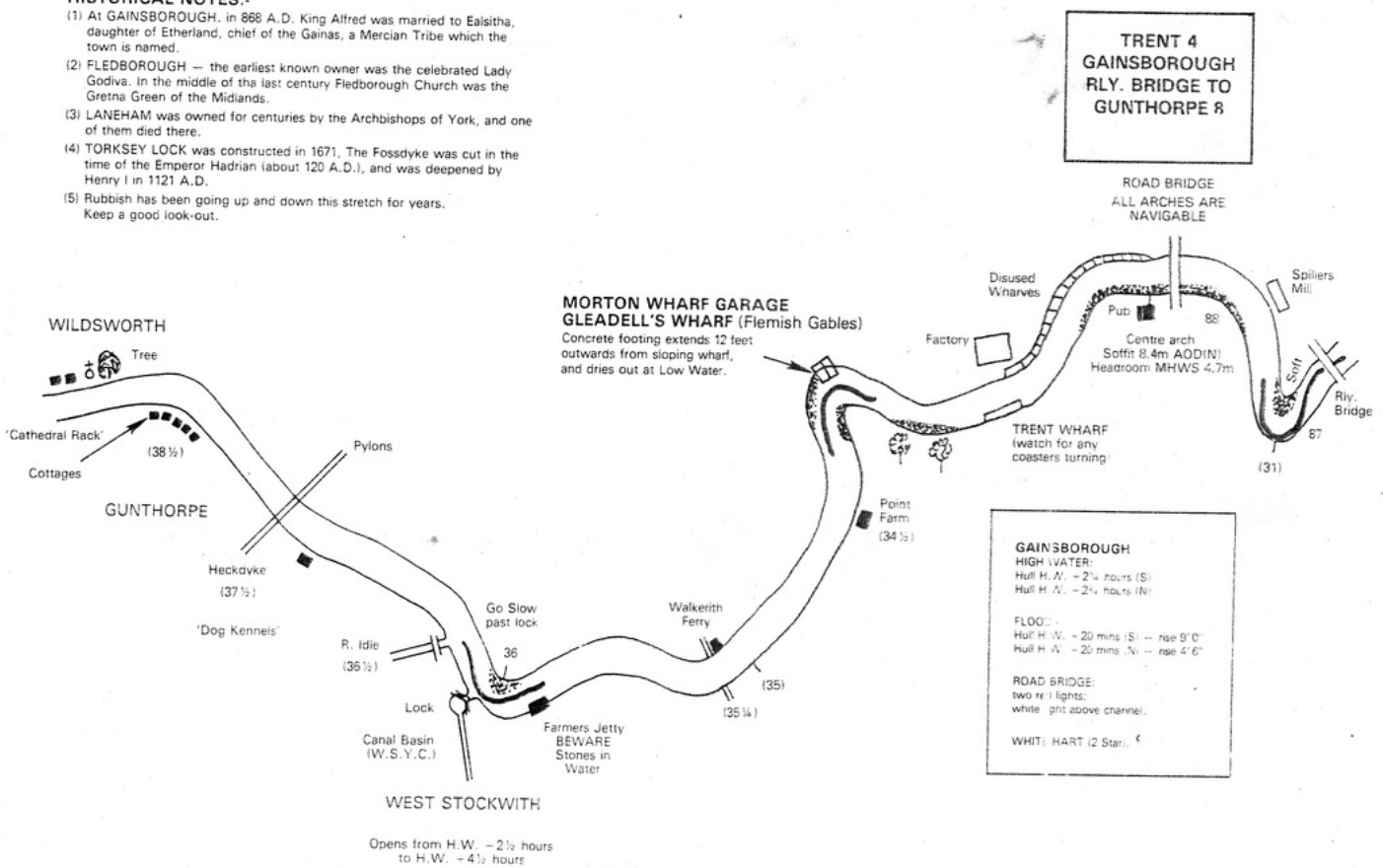
"The Aegir", or tidal bore, may be met between Keadby and Torksey. It forms a tidal wave from one foot to five foot in height, breaking at the sides, and may be dangerous to small craft. It is not normally seen except on spring tides of over 8 metres (Hull).

"Meet it head on (i.e. facing downstream) in the middle of the river, and on a straight rack. If at anchor, use double the usual amount of cable. If moored, make fast to a barge, or other large craft, with plenty of head rope. Time of arrival, same as flood, but allow half an hour each way for variations".

Enquire locally, well before Low Water, if an aegir is expected. Stow loose objects.

**HISTORICAL NOTES:-**

- (1) At GAINSBOROUGH, in 868 A.D. King Alfred was married to Ealsitha, daughter of Etherland, chief of the Gainas, a Mercian Tribe which the town is named.
- (2) FLEDBOROUGH — the earliest known owner was the celebrated Lady Godiva. In the middle of the last century Fledborough Church was the Gretna Green of the Midlands.
- (3) LANEHAM was owned for centuries by the Archbishops of York, and one of them died there.
- (4) TORKSEY LOCK was constructed in 1671, The Fosdyke was cut in the time of the Emperor Hadrian (about 120 A.D.), and was deepened by Henry I in 1121 A.D.
- (5) Rubbish has been going up and down this stretch for years. Keep a good look-out.

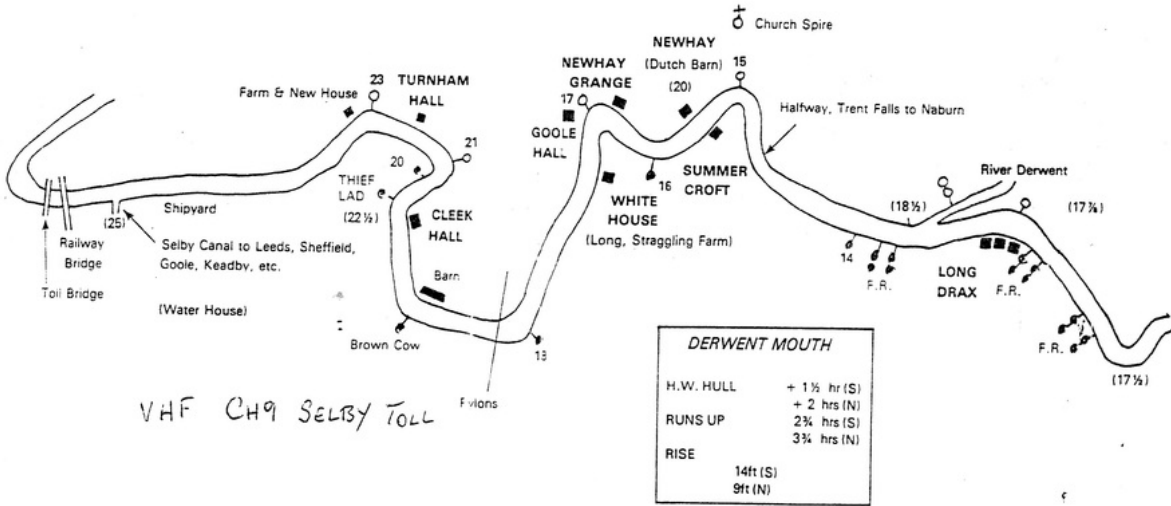


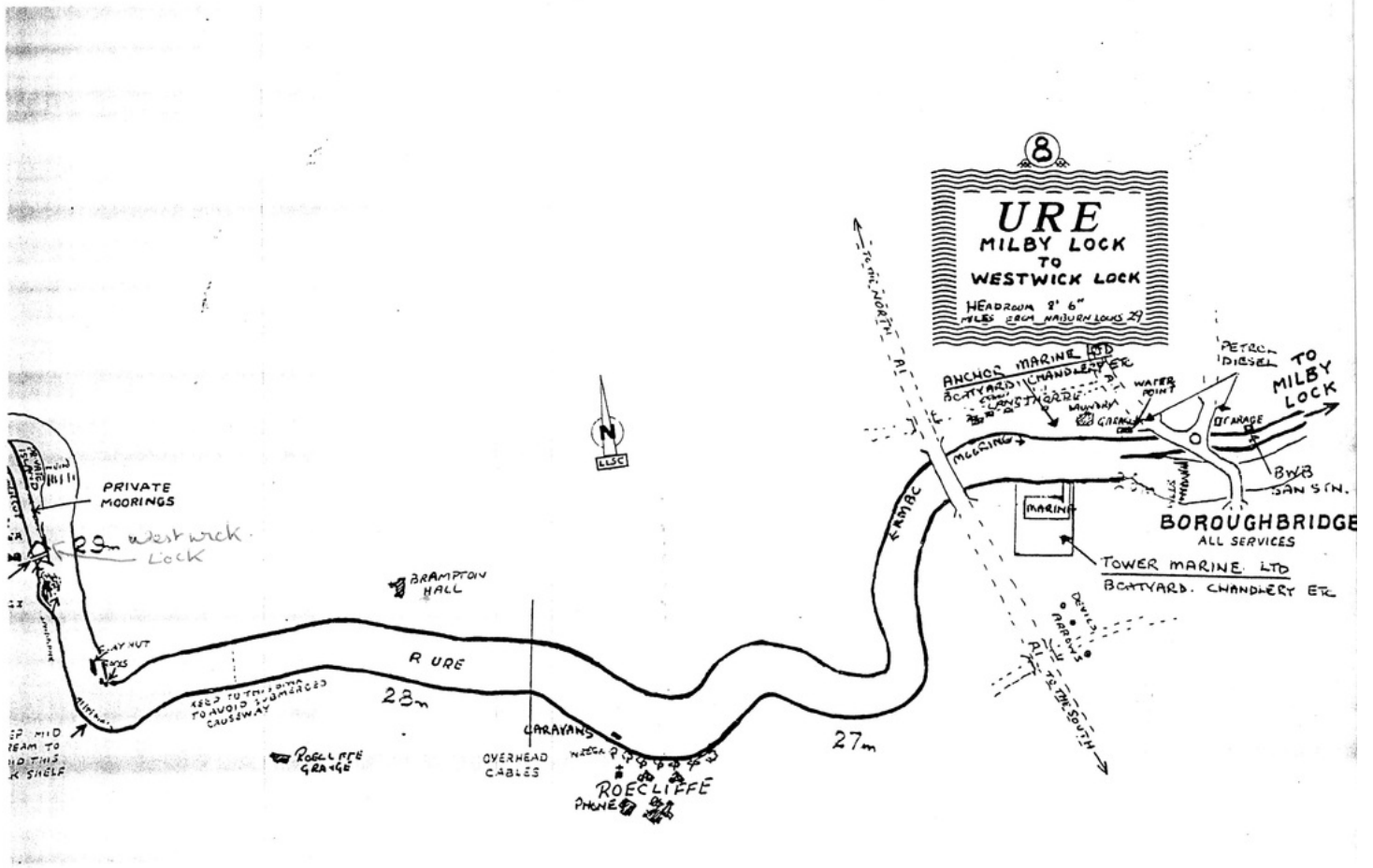


**SELBY**  
 Flood, Hull H.W. + 0 ¼ hr (S)  
 - 0 ¼ hr (N)  
 H.W., Hull + 2 hrs (S)  
 + 2 ½ hrs (N)  
Very Strong Current  
 Rise 12 ft. (S)  
 8 ft. (N)

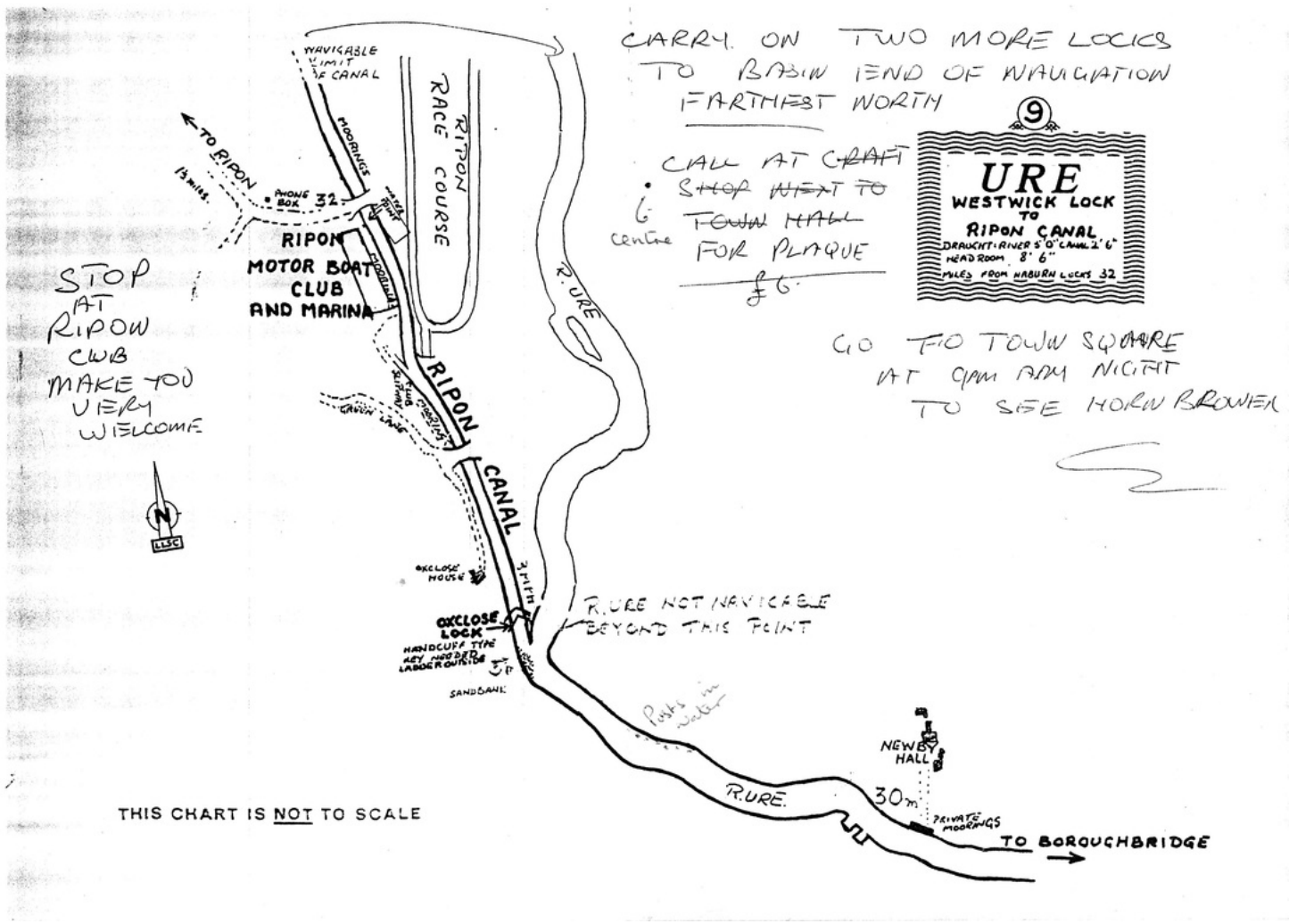
Sailing Upstream: RED to Port. GREEN to Starboard.

**OUSE 3**  
 Drax Bend  
 to Selby 8





THIS CHART IS NOT TO SCALE



CARRY ON TWO MORE LOCKS  
TO BASIN END OF NAVIGATION  
FARTHEST NORTH

CALL AT CRAFT  
SHOP NEXT TO  
TOWN HALL  
FOR PLAQUE  
£6.



GO TO TOWN SQUARE  
AT 9AM AM NIGHT  
TO SEE HORN BLOWER

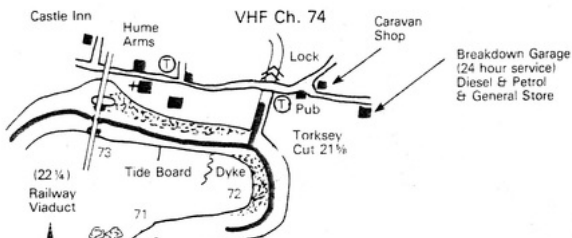


STOP  
AT  
RIPON  
CLUB  
MAKE YOU  
VERY  
WELCOME



THIS CHART IS NOT TO SCALE

**TORKSEY LOCK**

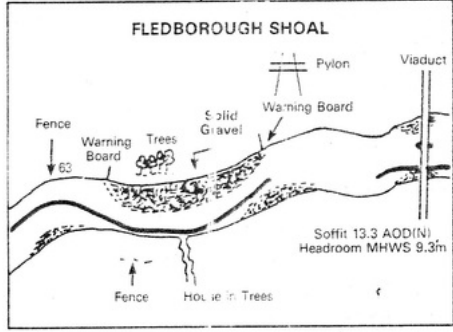
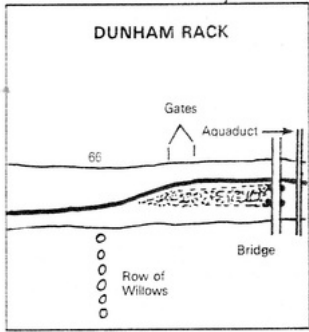
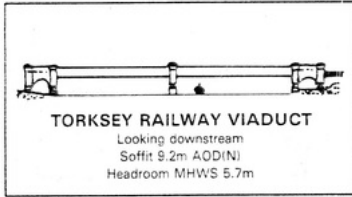


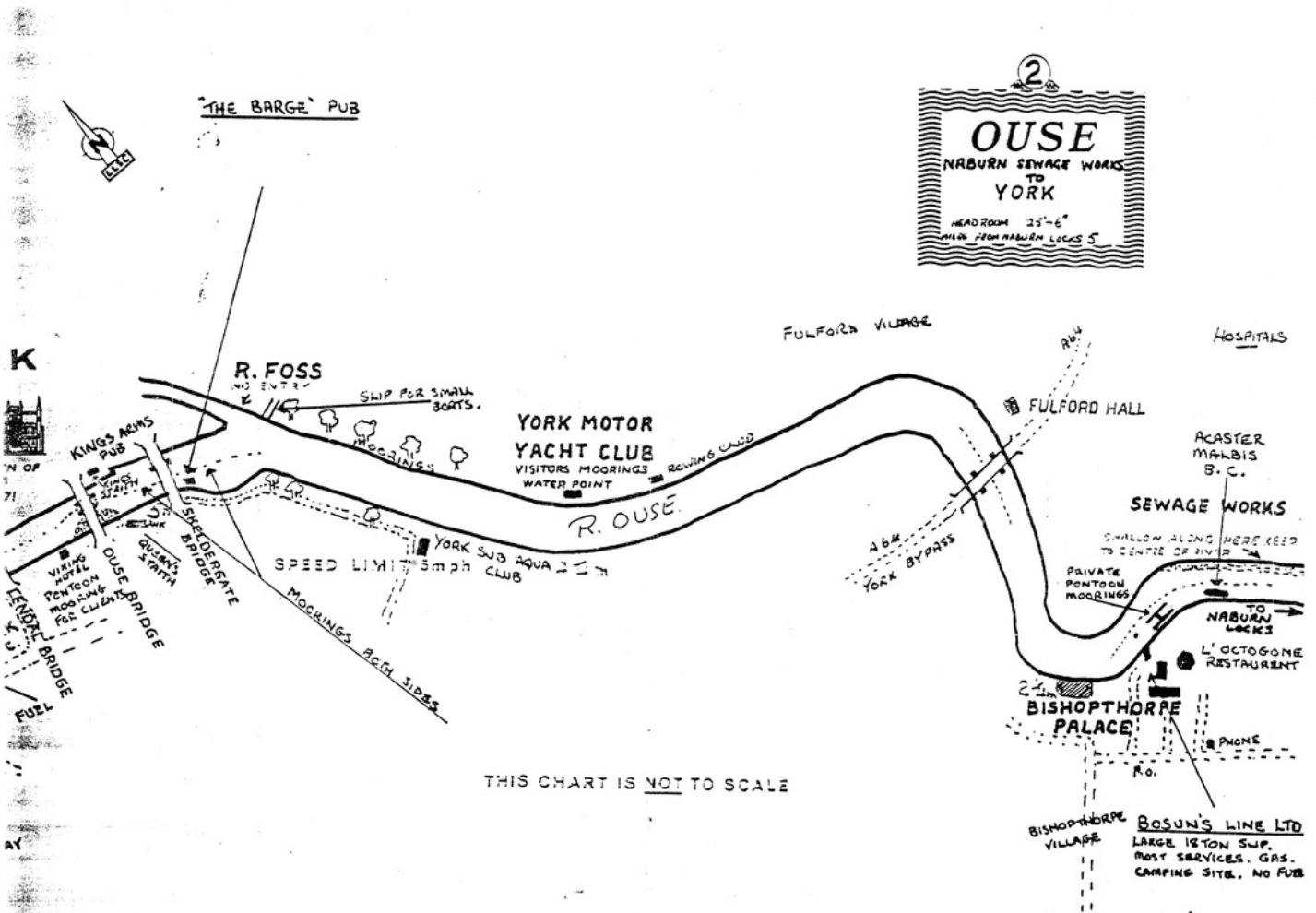
**TORKSEY**

H.W. - Hull + 3 1/4 hrs. Runs up about 2hrs. Rise (S) . . . 4ft.  
 Entrance to Fossedyke - Lincoln 11 miles. Rise (N) . . . 3ft.  
 Ladders in lock: bottom gate has handholes outside.  
 Avoid mudbanks each side of entrance to Cut.  
 Shoal between Cut and Viaduct, East side.  
**BEWARE:** Bar at entrance when Water low.  
 When self operating, check you have ample water over the sill. It is shallow.

**TRENT 2  
 HIGH MARNHAM  
 TO TOKSEY VIA. 7%**

COTTAM  
 POWER  
 STATION

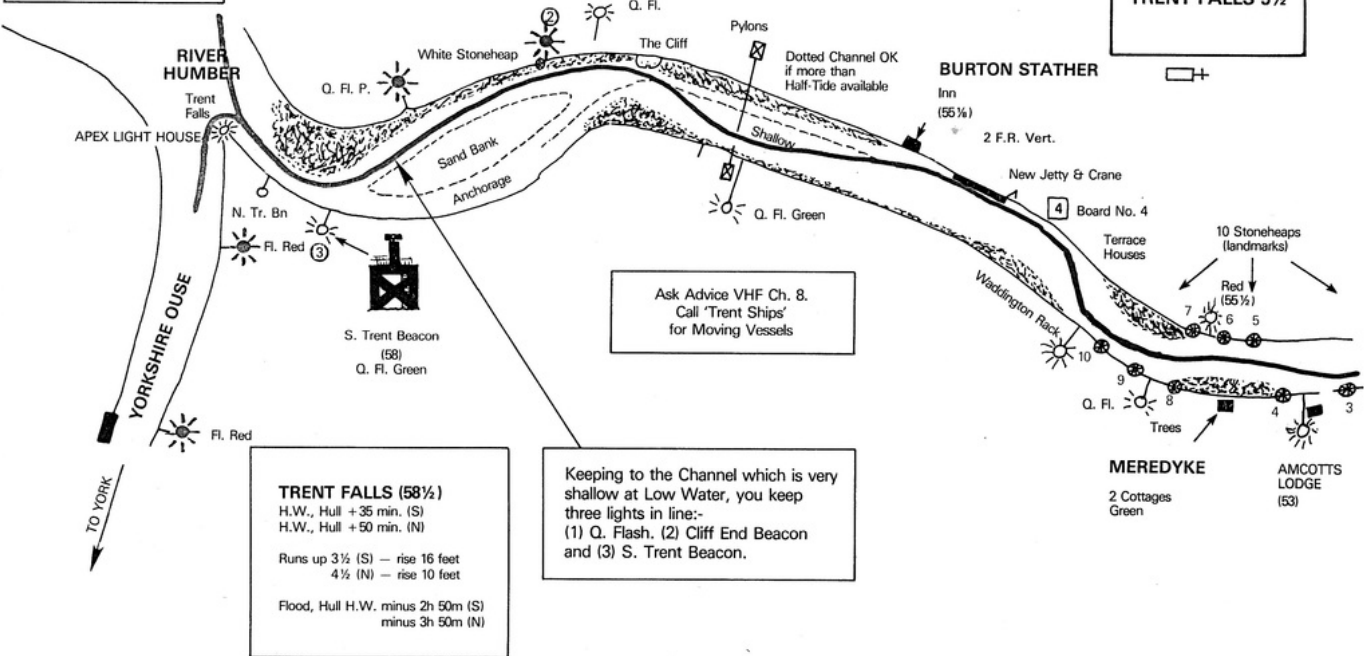




Report Your Plan on VHF Ch.12. 'VTS Humber' and Advise when you leave The Humber

It is inadvisable to enter the Humber without full & up-to-date charts. For detailed soundings, corrected bi-monthly, Burton Stather to Barton on Humber, see Associated British Ports Charts. Use your Echo Sounder if less than 1/4 tide is available.

**TRENT 7  
AMCOTTS LODGE  
TO  
TRENT FALLS 5 1/2**



Ask Advice VHF Ch. 8. Call 'Trent Ships' for Moving Vessels

**TRENT FALLS (58 1/2)**  
 H.W., Hull + 35 min. (S)  
 H.W., Hull + 50 min. (N)  
 Runs up 3 1/2 (S) — rise 16 feet  
 4 1/2 (N) — rise 10 feet  
 Flood, Hull H.W. minus 2h 50m (S)  
 minus 3h 50m (N)

Keeping to the Channel which is very shallow at Low Water, you keep three lights in line:-  
 (1) Q. Flash. (2) Cliff End Beacon and (3) S. Trent Beacon.

TO YORK

LINTON UPON OUSE

LINTON LOCK

5

MILES FROM NAWEN LOCKS 16

MEMBERS OF LINTON LOCK SUPPORTERS CLUB ENTITLED TO MOOR SOFT EITHER SIDE OF LOCK BOTH SIDES FOR A PERIOD OF 24 HRS FREE OF CHARGE PROVIDING THEY ARE FLYING THEIR BURGE

TO ALDWARK TOLL BRIDGE



"DANNEY ARMS" PUB LANDING STAGE

NEWTON UPON OUSE P.O. & PHONE

PETROL AND DIESEL IN VILLAGE

GET KEY TO LINTON LOCK (PRIVATELY OWNED) COST £28 - £10 REFUND ON RETURN OF KEY



WILLOW TREE IN WATER

PILES ABOUT 12 FEET FROM BANK JUST BELOW SURFACE

SWEET MILLS FARM

OWEN BENINGBOUGH HALL N.T.

KEEP TO PORT OF CENTRE IN NUN MONKTON POOL.

TO NETHER POPPLETON

NUN MONKTON "ALICE HAWTHORN" PUB P.O. SANDRAN

OVERHEAD CABLES

BELLA VISTA HUT

RIVER NIDD NOT NAVIGABLE

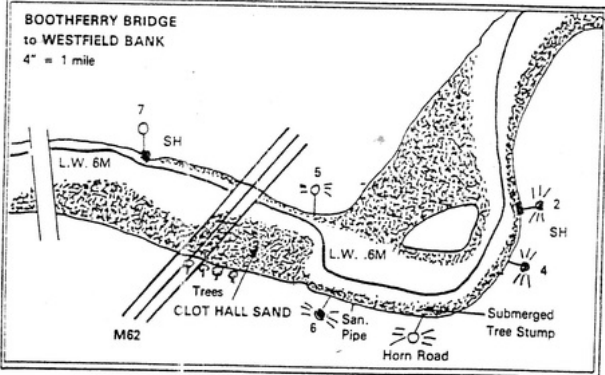
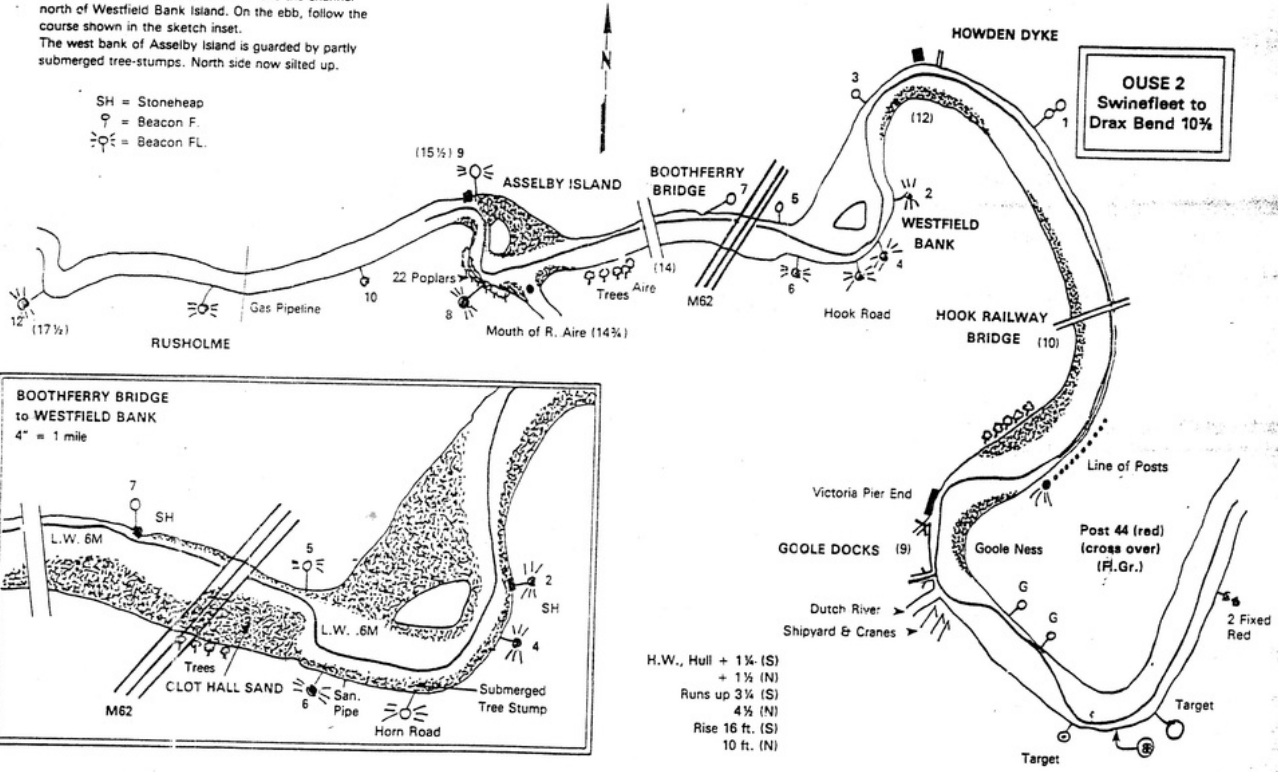
WATER EXTRACTION PLANT

LINTON MOOR BIRDS MONKTON

THIS CHART IS NOT TO SCALE

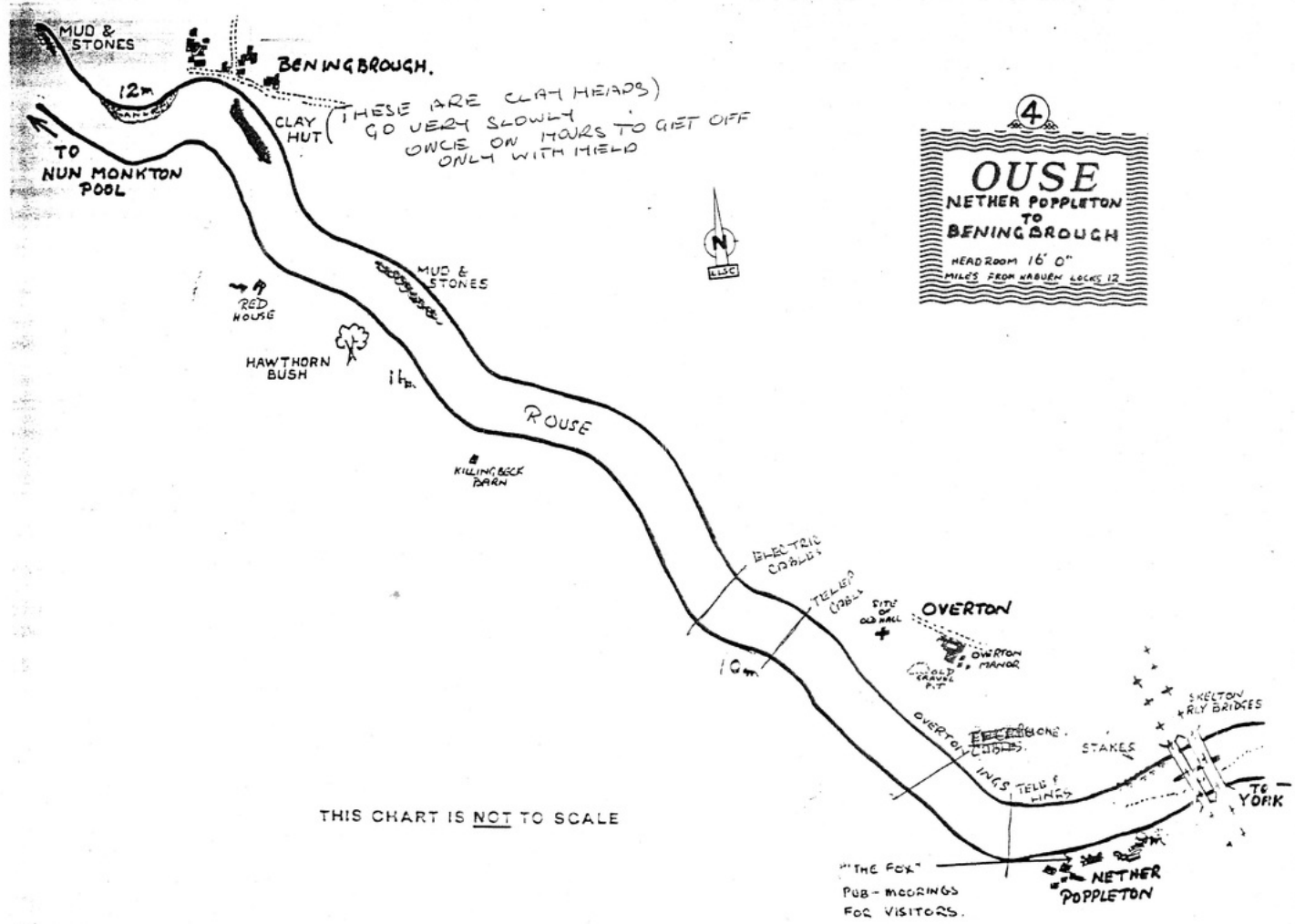
On the flood tide it is impossible to take the channel north of Westfield Bank Island. On the ebb, follow the course shown in the sketch inset. The west bank of Asselby Island is guarded by partly submerged tree-stumps. North side now silted up.

- SH = Stonehead
- ☉ = Beacon F.
- ☉ = Beacon FL.



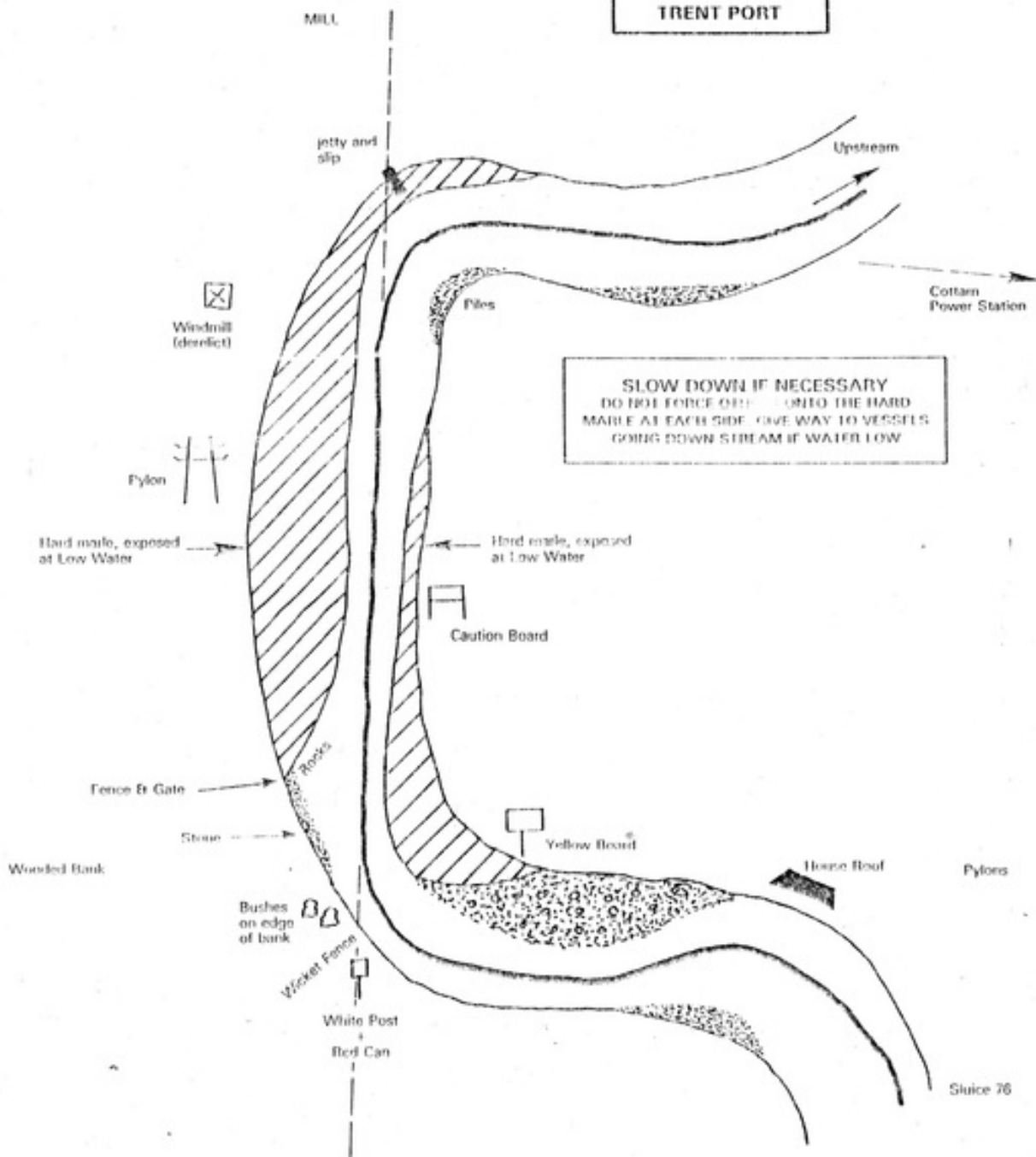
H.W., Hull + 1 1/4 (S)  
+ 1 1/2 (N)  
Runs up 3 1/4 (S)  
4 1/2 (N)  
Rise 16 ft. (S)  
10 ft. (N)



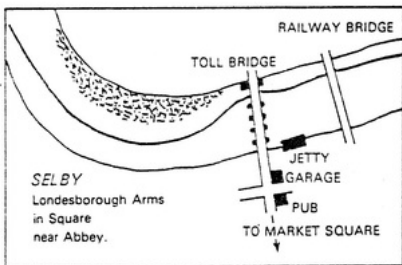


**TRENT 3A  
MARTON MILL**

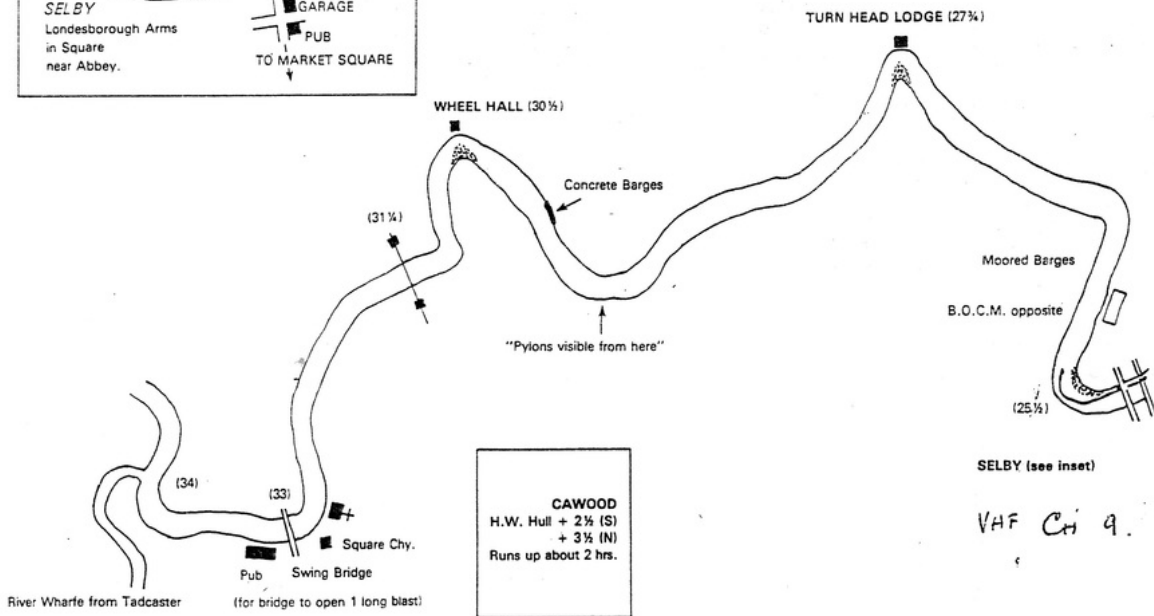
also known as  
**TRENT PORT**



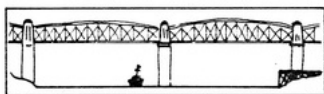
NOT TO SCALE  
THIS CHART IS ELONGATED FOR CLARITY



**OUSE 4**  
Selby Bend to  
Wharfemouth 8 1/2



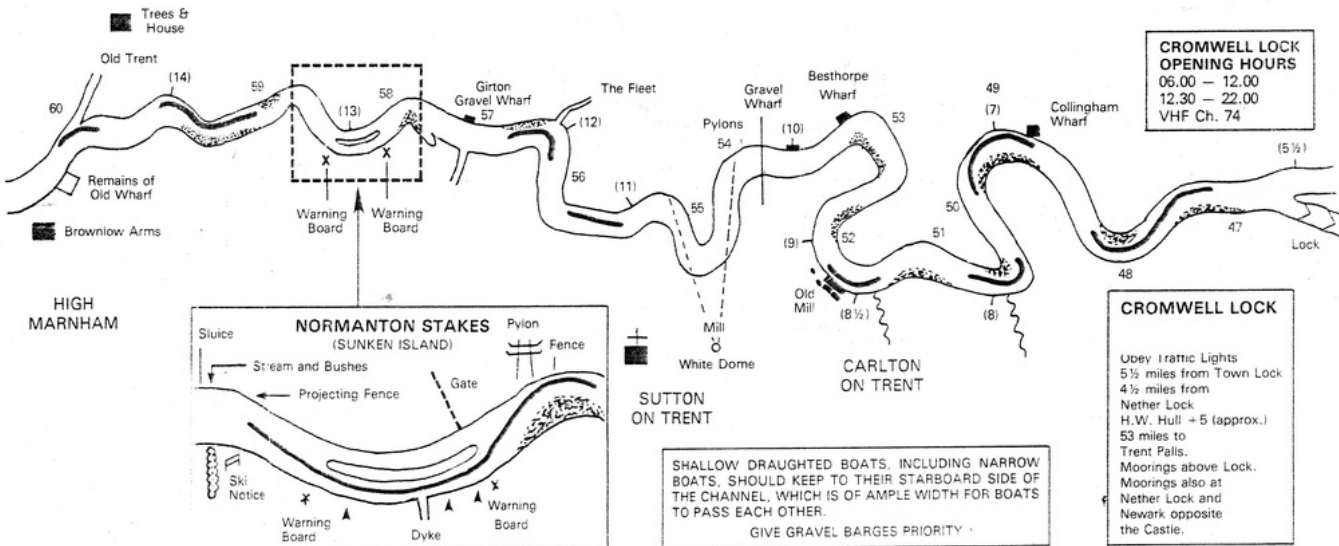
**KILOMETRE BOARDS SHOWN IN RED**



**FLEBOROUGH VIADUCT** (See Trent 2)  
 (looking downstream)  
 Fleborough H.W. — Hull + 4 1/4 (approx.)  
 Soffit 13.3 AOD (N).  
 Headroom MHWS 9.3m

This stretch of river can be shallow. Avoid obvious shoals on *insides of bends*, and watch both banks for signs of shallow water. It is perhaps advisable to avoid the last few hours of the ebb, which runs down for about 11 hours. Flood tide rises for about an hour (about one foot).  
 Check with the lock-keeper for amount of 'fresh water'. If over 2ft. there will be very little problem at all for the whole of the total Trent, but remember that Bridge clearances do NOT take 'fresh' into account. Take care if a lot 'on'.

**TRENT 1  
 CROMWELL LOCK  
 TO HIGH  
 MARNHAM 9%**



**CROMWELL LOCK  
 OPENING HOURS**  
 06.00 — 12.00  
 12.30 — 22.00  
 VHF Ch. 74

**CROMWELL LOCK**  
 Obey Traffic Lights  
 5 1/2 miles from Town Lock  
 4 1/2 miles from  
 Nether Lock  
 H.W. Hull — 5 (approx.)  
 53 miles to  
 Trent Falls.  
 Moorings above Lock.  
 Moorings also at  
 Nether Lock and  
 Newark opposite  
 the Castle.

SHALLOW DRAUGHTED BOATS, INCLUDING NARROW BOATS, SHOULD KEEP TO THEIR STARBOARD SIDE OF THE CHANNEL, WHICH IS OF AMPLE WIDTH FOR BOATS TO PASS EACH OTHER.  
**GIVE GRAVEL BARGES PRIORITY**

**SAFE BOATING** should be at the forefront for everyone using the River Trent, Ouse and Humber. They are all very dangerous and prior preparation for a journey on the tidal waters is well advised.

Despite tides and the aegir, it is quite usual for small craft to "bash on" without tide tables (or charts). Enquire en route about tides and safe moorings from lock-keepers and barge skippers. (On the other hand, it is rather satisfying to be able to say to one's crew "Drink up chaps and let's get back: flood in twenty minutes" — and to be right within five minutes).

If quite unfamiliar with tidal waters — before mooring for the night, or leaving craft unattended for more than a few minutes, make due allowance for rise and fall. Can we catch on jetty-projections? Shall we run aground? Local enquiries will probably pay better than calculations. If, for example, you go shopping at Keadby in the middle of the flood tide (springs), your craft will rise three feet in half an hour.

On a simple chart such as this it is impossible to give an accurate, up-to-date channel for the last three miles of the Trent. Charts covering the River Trent from Burton Stather to Trent End and the River Humber are issued monthly by Associated British Ports Hull. Copies also available from local chart agents.

You should obtain an up-to-date copy immediately before making the trip. If you ground at Low Water Springs, the water will rise about fifteen inches in the first half hour after flood, four feet in the first hour.

Spring Tides — every fortnight, a day or two after Full Moon. Neap Tides — every fortnight, a day or two after First Quarter and Last Quarter.

Everyone using the Trent should obtain a copy of the Byelaws from British Waterways. Pretty much the same as International Regulations (another "must") but there are differences.

When under-way in poor visibility or during the hours of darkness, full navigation lights must be lit. Tunnel lights should not be used as a substitute for the required red, green and white lights.

When passing moored boats, slow right down so as to prevent damage and avoid discomfort. You may normally moor in a sheltered marina and so be unaware of wash problems when boats pass in excess of 4 knots. Think of others at all times.

Charts of the Yorkshire Ouse are also produced by the Trent Boating Association.

## **TRENT BOATING ASSOCIATION**

The Trent Boating Association was formed in 1949 as a social organisation but with the increase in boating and other differing interests on, in and around the water, it's function, over the years, has become that of being the parent body in the Trent Area and ancillary waters, (Yorkshire Ouse, Fosdyke, River Witham and River Soar) and is recognised as such by British Waterways Board, Regional Water Authorities, County and District Councils and the Sports Council.

The Trent Boating Association was named by the Ministry of the Environment in 1972 as a consultative body and has during the ensuing years received consultation documents for comments which have been given where appropriate, and where members' interests were affected by proposed legislation.

The Association has been consulted by Councils, both County and District, and by private firms, over proposed marinas, some now in existence, and T.B.A. representatives have attended public meetings about such proposals, with members' interests at heart. Some success has been achieved in bringing about improvements in facilities in the area.

By becoming a member in your own right, you are increasing the number of river users for whom the T.B.A. speaks, thus increasing its impact and credibility, and providing cash and a reserve for possible legal costs should they ever prove necessary on members' behalf. The Association has already on your behalf been getting B.W.B to modify their 'Safety Standards' and has been instrumental in getting improvements to moorings.

**Join the Trent Boating Association Now!**  
**Fly the Flag and help to keep boating a relaxing hobby**  
**for all types of boat owners.**

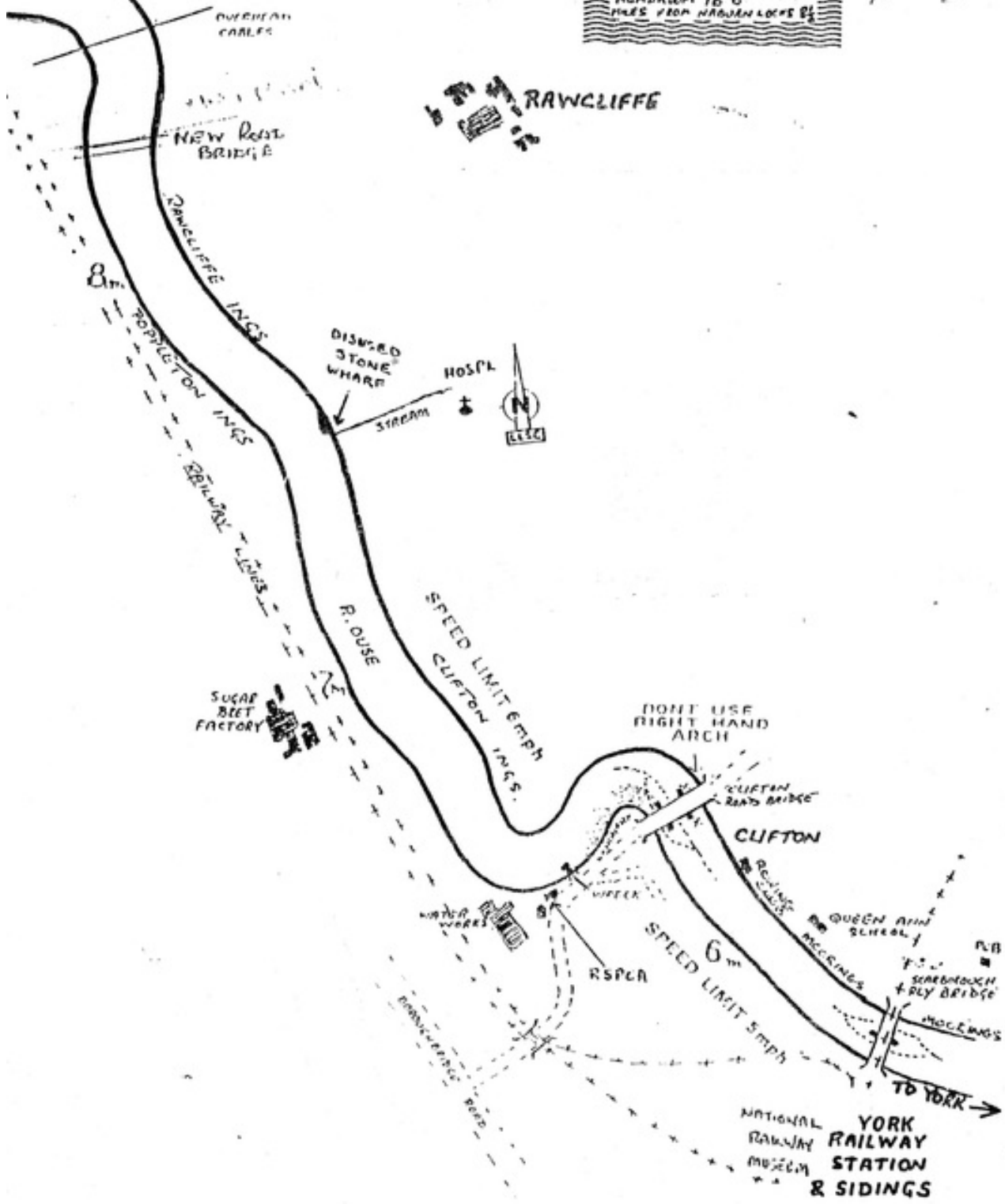
Membership forms are available from the Treasurer, Mr. T. Pattison, 16 Baker Avenue, Arnold, Notts. or from any committee member. Forms are also available at most marinas and chandlers.

TO BENINGBROUGH

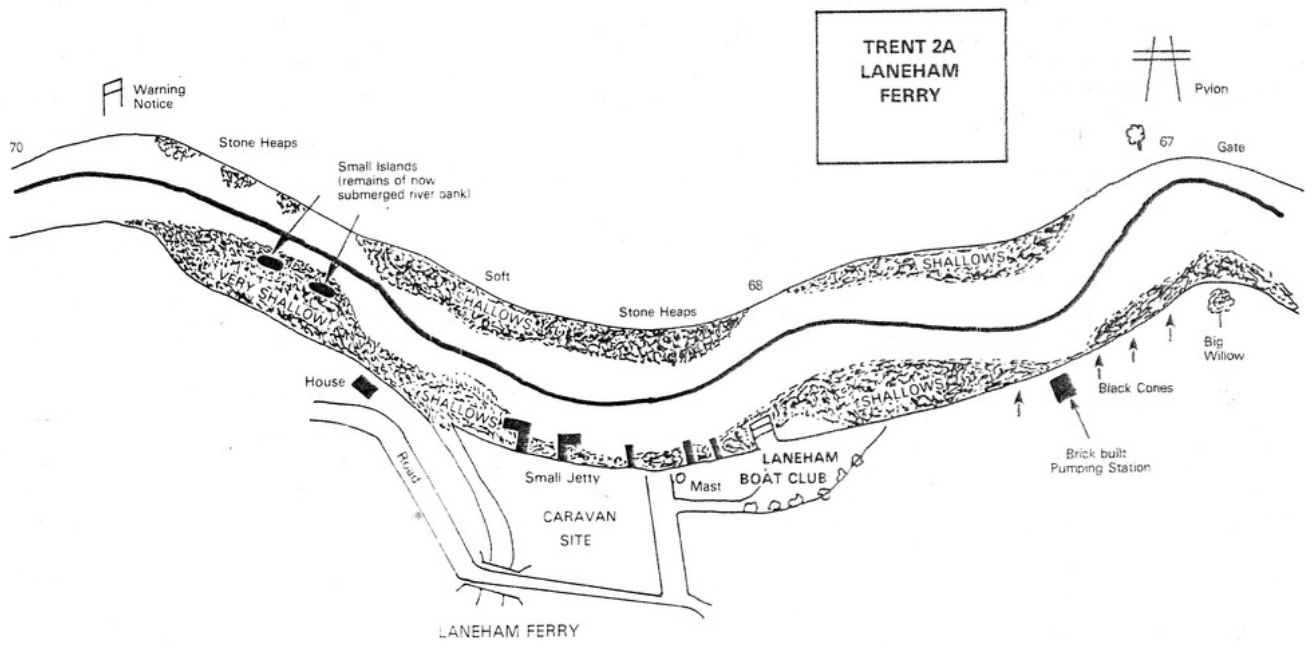
OUSE  
YORK  
TO  
NETHER POPPLETON  
HEADROOM 16' 0"  
PILES FROM HAGUEN LOCKS 2 1/2

N 3

RAWCLIFFE

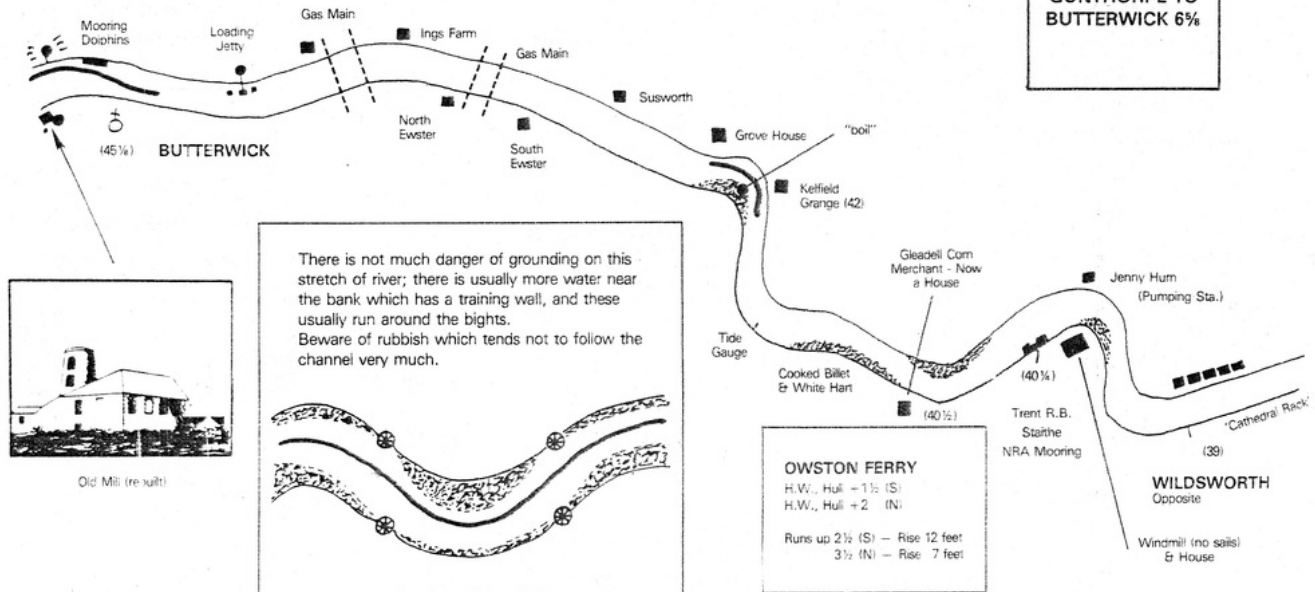


THIS CHART IS NOT TO SCALE



1. Use your Echo Sounder on this stretch if you draw over 4ft.
2. If water is very low, the shallows will stretch a long way into the river, but with care it is quite possible to follow the channel and not to go aground.
3. If over 2ft. of 'fresh', there is no problem really, so long as you are careful.
4. DO NOT FORCE OTHER BOATS, WHICH NEED THE DEEPER WATER, TO GO AGROUND.

**TRENT 5  
GUNTHORPE TO  
BUTTERWICK 6%**



There is not much danger of grounding on this stretch of river; there is usually more water near the bank which has a training wall, and these usually run around the bights. Beware of rubbish which tends not to follow the channel very much.

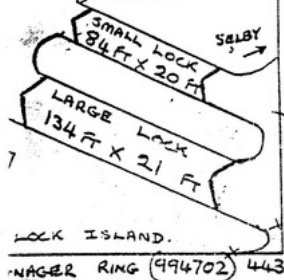
● represents Stoneheap which usually lies at either end of a training wall.



Old Mill (re built)



LOCKS. TEL (090487) 229. AFTER HOURS 258.  
 ENTER SMALL LOCK UNLESS OTHERWISE DIRECTED.



**YACHT SERVICE LTD**  
 BOATYARD & ALL SERVICES  
 YOU CAN JOIN LINTON LOCK  
 SUPPORTERS CLUB HERE.  
 PETROL DIESEL.

NABURN VILLAGE

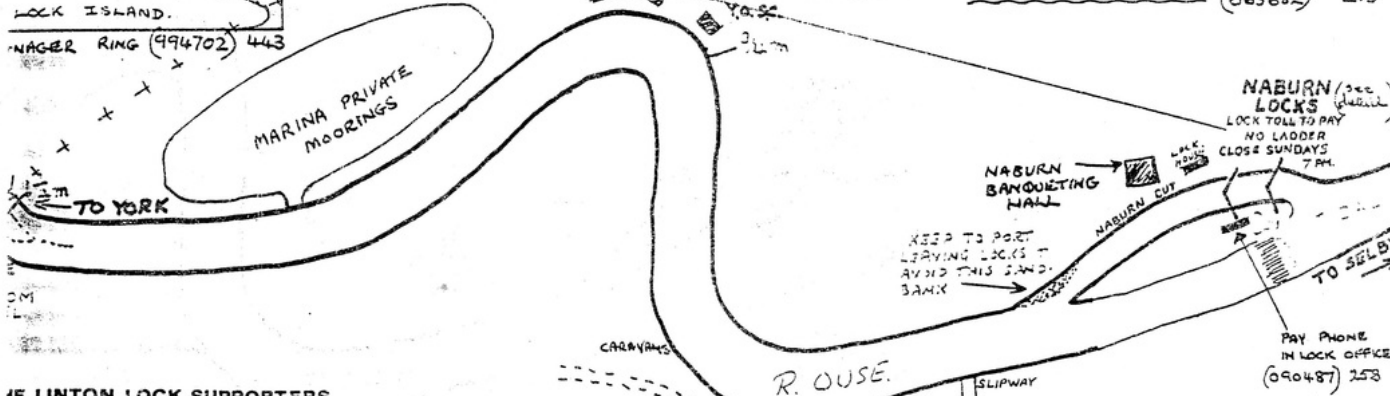


TORKSEY LOCK  
 (042771) 202

SELBY LOCK  
 TEL NO. (0157) 3182

KEADBY LOCK  
 (072 474) 205

CROMWELL LOCK  
 (063682) 213



THE LINTON LOCK SUPPORTERS CLUB HAVE CHECKED AND MARKED ALL KNOWN HAZARDS IN THESE CHARTS AND THEREFORE DO NOT HOLD THEMSELVES RESPONSIBLE SHOULD ANY DAMAGE TO CRAFT OCCUR THROUGH OTHER HAZARDS OR OBSTRUCTIONS IN THESE WATERWAYS.

THIS CHART IS NOT TO SCALE

**ACASTER MARINE LTD.**  
 WINTER STORAGE, CHANDLERY AND REPAIRS ETC.