

*Horning  
Pleasurecraft*

# CAPTAIN'S MANUAL



Horning Marina, Ferry View Estate, Horning, Norfolk. NR12 8PT

• Telephone: 01692 630614 • Email: [hello@broadshols.co.uk](mailto:hello@broadshols.co.uk)

[www.broadshols.co.uk](http://www.broadshols.co.uk)

## DUAL HELM CHANGEOVER MECHANISM

This boat is fitted with **two** helm positions with separate throttle/gear levers, **only one** can be selected and used at a time.

When switching helm, the boat **MUST** be  
stationary and moored.

DO NOT attempt to change helm whilst the boat is  
in motion.



To switch helm position:

1. MOOR UP
2. Ensure **both** throttle levers are in **neutral**
3. Press **command** on the control, that station is now activated.  
The other station is **not** active
4. To engage gear press and hold WARM/SYNC
5. Once the light goes **off** you are now ready to proceed from your selected driving position

Please bear in mind the **steering wheel does not lock** in the driving position that you are not using.

# BROADS HOLIDAYS

Horning Pleasurecraft is owned by Broads Holidays, both of which are headed up by Clive Richardson and operated as a tribute to his father Robert J Richardson, with his memory and core values at the forefront of Clive's mind.

Robert J Richardson was responsible for establishing the Richardsons fleet in Oulton Broad, moving to the Northern Broads in 1958.





# *Hotwiring Pleasurecraft*

## WELCOME ABOARD!

We know you can't wait to start your holiday, but please make sure you read the following information carefully. There's lots of useful information inside your Captain's Manual, including local GP's, safety information, general boating tips and more.

We hope you enjoy your holiday, and we'll see you when you return!



# Welcome to your Horning Pleasurecraft Holiday!

This manual is to provide you with all the essential information you will need to ensure you have a carefree and happy holiday.

Thank you for choosing Horning Pleasurecraft for your boating holiday.

Have a fantastic time!

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## *Essential Information*

Everything you need to know to ensure that you have a safe and enjoyable holiday.



## IMPORTANT

### Reporting any problems of faults

We sincerely hope that you have an enjoyable and trouble free holiday. However, should any defect or mechanical fault occur during your cruise, please refer to our trouble shooting guide at the back of this manual. If this does not help, please report the fault to us at the first opportunity on:

**01692 630614**

**Between 8:am to 5pm Monday to Friday**

Please note: The following locations - Salhouse Broad, Berney Arms. Runham Swim, Maycraft at Potter Heigham and St Benets Abbey are difficult for our service engineers to get to, so if your boat is mobile please move to the nearest accessible location. If your boat is overheating on, or approaching Breydon Water, please tie up to the nearest post and call your boatyard.

Please have this information at hand:

1. Name and number (where applicable ) of your boat
2. The exact location of your boat i.e. public house or focal point
3. Full details of the trouble you are experiencing.

### OUT OF HOURS ASSISTANCE

Our emergency engineers will only attend the following problems outside the hours quoted above:

No drinking water

No electrics

No heating

Gas Leak - if you suspect a gas leak TURN OFF bottles

Boat sinking

They can be reached on **07415 789948**

They will at their discretion, either attend if you are in an accessible location, or give you advice until the following morning. If the problem is not one of the above, please call the boatyard number during our normal office hours quoted above.

**SHOULD YOU CONSIDER YOU AND YOUR CREW TO BE IN EXTREME DANGER CALL:  
BROADS AUTHORITY RIVER CONTROL - 01603 756056 OR 999**

### WHAT TO DO IF YOU HAVE A FOULED PROPELLER

If you get weeds caught around the propeller, you may be able to clear it by easing the throttle gear into reverse for a few seconds and then forward again. However, if you get a rope caught around the propeller, STOP and call us immediately. **01692 630614**





## NAVIGATION OF BRIDGES

PLEASE NOTE FAR HORIZON WILL ONLY PASS UNDER ACLE BRIDGE AT LOW TIDE CONDITIONS. **PLEASE DO NOT ATTEMPT TO TAKE UNDER ANY OTHER BRIDGES.**

PLEASE LOWER CANOPY AND SCREENS ON ALL BOATS AND FOLLOW THESE INSTRUCTIONS WHEN APPROACHING EVERY BRIDGE:

1. Slow down
2. Check bridge height clearance of your boat and always ensure you have enough space between sides of the bridge to pass through with ease. A marker gauge on either side of the bridge will indicate the height clearance of the bridge.
3. Approach every bridge with canopy and screen lowered.
4. Ensure that loose equipment is removed from cabin tops and remove TV aerial and store inside the boat.
5. No persons are allowed on cabin tops or decks while passing under bridge.
6. If you have any problems or are unsure of any procedures, please telephone the boatyard.

CLEARWAY	1.86mt (6'10")
DREAMWAY	2.01mt (6'7")
FAR HORIZON	3.05mt (10')
FLEETLINE	2.17mt (7'1")
SKYWAY	2.74mt (9')
STREAMWAY	2.07mt (6'8")
SUNWAY 1&2	2.86mt (8'6")
SWIFTWAY	2.25mt (7'4")
TIDEWAY	1.86mt (6'10")

***TOP TIP: Download the 'AWEIGH' app and 'what3words' for valuable information on: Bridge Heights, Free Moorings, Tide Information, Sun Phases, Waste Facilities, Boating News, Fishing Licenses and your Current Location.***



VERY IMPORTANT

RIVER BURE

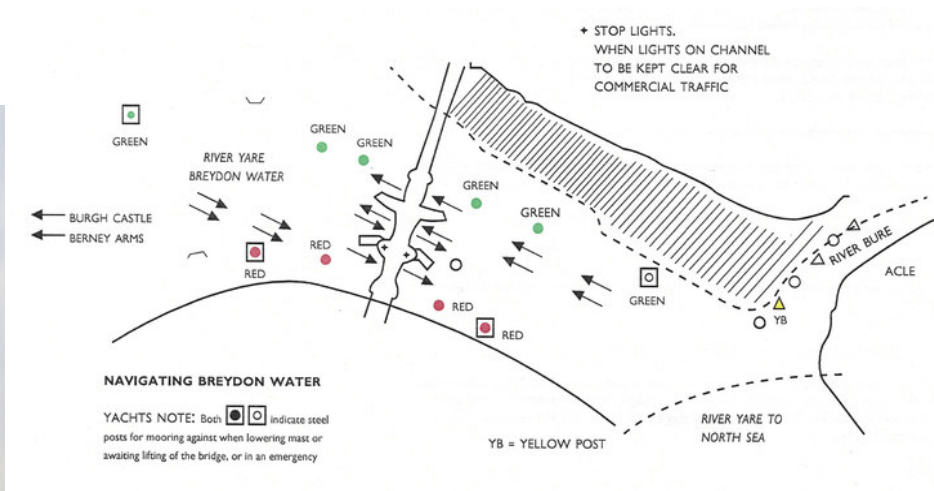
From the Stracey Wind Pump/Former Public House Moorings to Great Yarmouth and beyond, you MUST AT ALL TIMES keep well away from the riverbanks. Please travel in the middle of the river if possible. The banks along this stretch of river are shelving and are extremely dangerous. You will run aground if you cruise too close.

BREYDON WATER

Once again, cruise between the marker posts/buoys on Breydon Water. DO NOT TRAVEL OUTSIDE THESE POSTS. You may place yourselves in a very dangerous situation if these instructions are not adhered to. You can only cross Breydon Water at low water.

PLEASE NOTE:

You will be charged up to £250 to be towed off if you do go aground.



## THIS COULD EASILY BE YOU!



Always keep within the marked channels and posts  
**NEVER TAKE A SHORT CUT**



Avoid the perils of Great Yarmouth by following these simple tips:

### **ALWAYS CONSULT YOUR TIME TABLES**

When you are travelling to the Southern Broads, **NEVER** leave Acle Bridge after low water times shown for Great Yarmouth.

To avoid running aground, **DO NOT** cruise too close to the riverbanks between Acle, Great Yarmouth and beyond.

Moor up and lower canopy and screens where applicable BEFORE you get to the bridges.

When you reach Great Yarmouth, pass under the two Bridges (KEEPING WITHIN THE TWO RED ARROWS shown on the bridges) and on to Breydon Water. When you approach the YELLOW MARKER POST, please keep to the left of this post. When you have passed the Yellow Post, turn right and pass under the New Breydon Bridge using the right -hand span of the Bridge. Once you have passed through the bridge, **KEEP THE RED POSTS TO YOUR LEFT** and the **BLACK/GREEN POSTS TO YOUR RIGHT**.

### **NEVER TAKE SHORT CUTS**

On your RETURN JOURNEY the above instructions are reversed i.e. keep to the RIGHT of the YELLOW MARKER POST. Leave either Reedham on the Yare or St Olaves on the Waveney before low water shown in Great Yarmouth.

**WE CANNOT ACCEPT RESPONSIBILITY FOR DELAYS INCURRED IF THE ABOVE PROCEDURES ARE NOT FOLLOWED.**

**IF YOU DO RUN AGROUND, IT IS YOUR RESPONSIBILITY TO PAY THE TOWING FEE WHICH CAN BE AS MUCH AS £250.00**



## DAILY ENGINE CHECKS

If your trial run driver has asked you to do these checks please follow the procedures below:

**NEVER DO THESE PROCEDURES WHEN THE ENGINE IS RUNNING!**

Before you start your engine in the mornings, there are some easy checks to make.

- |               |  |
|---------------|--|
| OIL LEVEL     | The oil level on the dipstick should be between the maximum and minimum markings. Top it up if needed.   |
| COOLANT LEVEL | The coolant level should be level with the top of the tank. Use tap water to top it up.  |
| DANGER!       | <b>NEVER remove the header cap if the engine is hot.</b>   |
| WEED FILTERS  | The filters must be removed and cleaned of any weed. Failure to do so will cause the engine to overheat.   |
| EXHAUST       | When the engine is started and running, check the exhaust. Water must be coming out.   |
| GAUGES        | Please keep a watchful eye on your dashboard gauges at all times.  |
| BATTERY POWER | Our boats have a number of differing battery systems. The engine starting battery is separate from all others so you will be able to start your engine and recharge or move on. As the capacity of the batteries are limited, please remember to conserve power by not leaving on cabin lights when there is nobody there and run your engine to keep your batteries charged as instructed by your trial run instructor. |

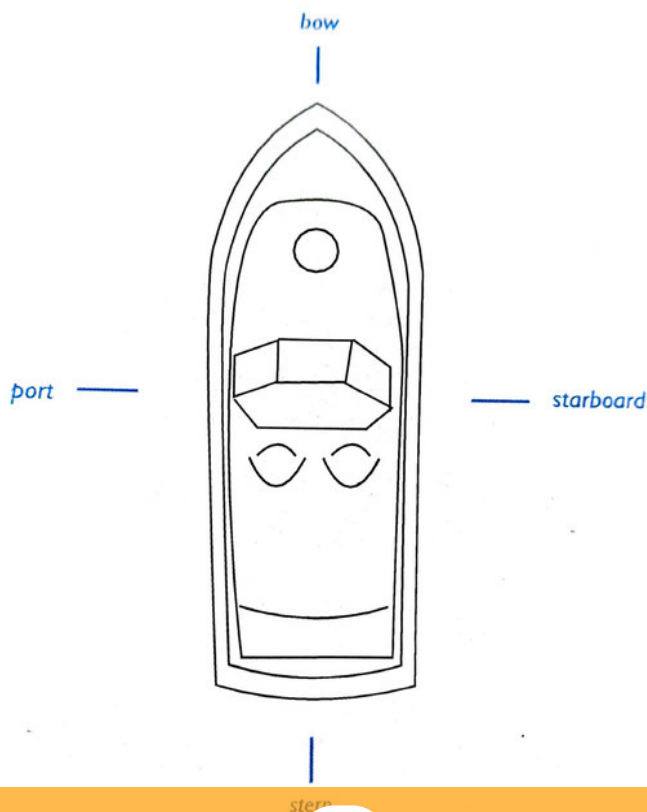


## TO START THE ENGINE

1. Put the gear/throttle control into the neutral position and pull out the silver button on the control lever, or the lever outwards.
2. Now push the gear lever forward to full revs
3. Turn the ignition key clockwise until the red dashboard lights come on
4. Turn the key to the next position and hold for 10 seconds to pre-heat the engine. The red lights will go off and the gauges drop. Turn key to start position if it fails.
5. Once the engine has started, release the key to the run position. Make sure the red lights are out and the gauges are working. If they stay on, put gear into neutral position and give the engine a few sharp revs.
6. Put the gear lever into the neutral position and push the silver button in. You are now ready to move off after untying the mooring ropes.
7. With Dual Helm boats see front page for how to disengage gears to start boat.

## TO STOP THE ENGINE

Either with the ignition on, push the stop button, or turn the key off. Once stopped, leave the ignition key in the **off** position. If stop button does not work, ensure ignition is **on**, press stop button, turn key off when engine has stopped.





**THIS IS A QUICK CHECKLIST WHICH OUR VISITORS OUGHT TO KNOW BEFORE THE TRIAL RUN DRIVER LEAVES THE BOAT:**

**LOCATION OF:**

WATER FILLER CAP

WATER FILLER KEY

DECK GEAR

(mop, boat hook, rond anchors, lifebelt, fenders and mudweight)

GAS CYLINDERS

GAS TAP - cooker and fridge

FIRE BLANKETS

TOILET PUMP

SHOWER PUMP

DOOR KEYS

IGNITION KEY

WATER PUMP SWITCH

BILGE PUMP SWITCH (automatic and manual)

HEATER FAN SWITCH

BATTERY ISOLATOR SWITCH

ENGINE STOP

ENGINE OIL FILLER CAP (if applicable)

COOLING WATER FILL CAP (if applicable<sup>\*\*\*</sup>)

OIL DIP STICK (if applicable)

WEED FILTERS (if applicable)

EXHAUST FOR WATER EMISSION

<sup>\*\*\*</sup> For your safety, this must be checked when the engine is cold

**HOW TO:**

START ENGINE (use of pre-heat etc)

STOP ENGINE

NAVIGATE THE RIVERS AND BROADS

MOOR (stern-on/side-on)

MOOR (using wind and tide)

MANOEUVRE

**HOW TO OPERATE:**

SHOWER

TOILET

HEATER

MOOR (using rond anchors and tying to posts)

FRIDGE

CANOPY/WINDSCREEN

SLIDING BERTHS

We hope that you have the most enjoyable time on our boat and hope you will holiday with us again. If you have any queries or questions, please do not hesitate to ask your trial run driver before you start your holiday.



## HORNING BOATYARD INFORMATION

### **MEDICAL ATTENTION**

If you have a medical emergency, any boatyard on the Broads will be able to assist you with local doctors, or telephone NHS Direct on 111 for advice. Please see the next page for further telephone numbers. We recommend that if anyone on the boat is subject to a recurring illness, avoid mooring for the night in an inaccessible place.

### **RETURNING YOUR BOAT**

Please return before 9.00am to the same quay you departed from. We will then check the fuel used by filling the diesel tank, check the deck gear, interior, hull and superstructure. After this procedure has been completed, take your buoyancy jackets back to Reception for your fuel refund. Visitors wishing to depart for home early instead of the normal return time of 9am, please return to the Boatyard by 4pm the previous day(except Sundays) to enable time for fuel and security refunds etc.

### **LOST PROPERTY**

Any items of property left behind at the end of your holiday will be returned to you on receipt of the relevant charge for postage. We can only hold items on your behalf for six weeks. Thereafter, the property will be disposed of.

### **PARKING YOUR CAR AT THE BOATYARD**

If you leave your car parked at the Boatyard for the duration of your holiday, we strongly recommend you remove any valuables i.e. radio/cassette, if possible. The Company accepts no responsibility for any thefts or damage to cars parked on their premises.

### **CD PLAYERS**

If your boat is fitted with a CD Player, the Company accepts no responsibility for loss or damage to Hirers personal CDs etc or loss of time for repair.

### **ACCIDENT PROCEDURE**

In the event of an accident it is your responsibility to:

1. Find out the name and number of any other boat involved together with the name of the owners and hirer.
2. To report the accident immediately, together with the extent of any damage or injuries to your Boatyard.
3. UNDER NO CIRCUMSTANCES MAKE ANY ADMISSIONS OF LIABILITY OR PROMISE OF ANY PAY-MENT WITHOUT THE PERMISSION OF OUR INSURERS.
4. Please complete the Accident/Damage Report provided by the boatyard in the back of this manual.

Any failure to comply strictly with these requirements may prejudice your protection.



ACLE	ACLE MEDICAL PARTNERSHIP Bridewell Lane, Acle, Norwich Telephone 01493 717796
BECCLES	BECCLES MEDICAL CENTRE St Marys Road, Beccles Telephone 01502 712662
BRUNDALL	BRUNDALL MEDICAL PARTNERSHIP 27 The Dales, The Street Brundall Telephone 01603 712255
COLTISHALL	COLTISHALL MEDICAL PRACTICE St Johns Close, Coltishall Telephone 01603 737593
GT YARMOUTH	EAST NORFOLK MEDICAL PARTNERSHIP 147 Lawn Avenue, Gt Yarmouth (River Bure) Telephone 01493 745050
LODDON	CHET VALLEY MEDICAL PRACTICE 40-48 George Lane, Loddon Telephone 01508 520222
LUDHAM	LUDHAM SURGERY The Surgery, Staithe Road, Ludham Telephone 01692 678611
MARTHAM	MARTHAM HEALTH CENTRE Hemsby Road, Martham Telephone 01493 748833
NORWICH	NORWICH PRACTICES HEALTH CENTRE Walk in Centre, Rouen House, Rouen rd, Nor- wich Telephone 01603 677500
OULTON BROAD	BRIDGE ROAD SURGERY 1a Bridge Rd, Oulton Broad Telephone 01502 565936
STALHAM	THE STAITHE SURGERY Lower Staithe Rd, Stalham Telephone 01692 582000
WROXHAM	HOVETON & WROXHAM MEDICAL CENTRE Stalham Rd, Hoveton, Norwich Telephone 01603 782155
NHS DIRECT	Telephone 111





## EMERGENCY TELEPHONE NUMBERS

- \* In situations involving fire accidents with serious personal injury or immediate criminal behaviour call fire, ambulance or police **999**.
- \* HM Coastguard will respond to other emergency situations such as all Broads water related emergencies including sinking, grounding on Breydon Water etc **999**
- \* To report non-emergency matters to the police call Broads Beat **101** - Ask for Broads Beat
- \* To report navigational matters such as obstruction of the channel, damage to markers and signs or pollution and for navigational advice, call Broads Authority Broads Control **01603 756056**
- \* Accidents and incidents should also be reported to Broads Control **01603 756056** if the emergency services have been informed
- \* For health advice and information call NHS Direct **111**
- \* To report injured wildlife call the RSPCA **0303 040 1565**
- \* To report an accident or breakdown involving your boat, call Horning Boatyard on the number provided in the front of this manual.
- \* If you have to telephone in an emergency be as specific as possible about your location. Also give the following information:
  - \* The name of the boat
  - \* How many people on board
  - \* The name of the river
  - \* The nearest village
  - \* Any nearby landmark or post number
  - \* The nearest Broads Authority 24 hour mooring site - the sign may include a grid reference on a white sticker.

If you have a mobile phone always try to keep it charged for use in emergencies.



## FOR YOUR HEALTH AND SAFETY

**DO** Wear your buoyancy jacket - all of you all the time you are on deck, on the bank when mooring and any other time you might fall into the water

**DO** Ensure you wear flat soled, non slip rubber shoes when on board.

**DO Hold on** - never take risks that may result in your falling in. Always hold on to grab rails. Always insist that non swimmers stay in the cockpit whilst the boat is in motion.

**DO** Give help quickly if anyone falls in, either by hooking their clothes with a boat hook or by throwing a lifebelt.

**DO** Make sure everyone aboard knows the location of all emergency equipment, lifebelt, fire extinguisher, fire blanket and ensure they are all free and ready for use.

**DO** Make sure you know how to operate the boat's fire extinguishers.

**DO** Study the artificial respiration chart in your Boat Manual.

**DO** Contact a boatyard immediately if you suspect a fuel or gas leak. They will gladly advice and help.

**DO** Make sure when moored to the bank, quay or another craft, that the hull of your boat is protected by fenders. At all other times, leave the fenders down, hanging neatly half way between deck and water. They can be a valuable safety aid if anyone falls overboard and needs something to grasp onto.

**DO** Use your boat hook with care. Never spike it into decks and roofs of other craft to fend off. If you apply too much pressure on the hook and the pole snaps there is areal danger of being impaled by the broken end.

**DO** Remember that on no account should you tow, or be towed by, other boats unless with professional assistance ,as towing can be an extremely hazardous operation if undertaken incorrectly.

**DO** Keep your mooring lines neatly coiled on deck when not in use and do not unnecessarily clutter the deck areas. It makes life much easier and reduces the risk of trip hazards.

**DO** Make sure a responsible crew member handles the ropes when mooring Particularly in tidal areas (Young children should not carry out mooring procedures)

**DO** Start your engine before untying ropes.

**DO** Tie up before stopping your engine.

**DON'T** Use your buoyancy jacket for bathing.

**DON'T** Jump off a moving boat - if you fall it may crush you.

**DON'T** Approach anyone in the water stern first - that's where the propeller is.

**DON'T** Attempt to stop your boat by pushing it with your foot or hand. Boats are far too heavy and you risk serious injury.

**DON'T** Throw any rope, line or debris which may get round your propeller. It is your responsibility to arrange and pay for it's removal if that becomes necessary.

**DON'T** Use the Gas Appliances i.e. Cooker etc while the boat is in motion or for heating.

**DON'T** Allow extra people beyond the total crew you declared at the time of take-over without the boat operators prior authority. The ventilation and accommodation are designed for the number of crew advertised only.

**DON'T** Cruise after dark. You have no navigation lights and are not insured for night cruising.

**DON'T** Throw your anchor aboard from ashore.

**DON'T** Use the deck cleats for towing, or being towed by other boats. There are to be used for mooring purposes only.

**DON'T** Run aground, should you do so you will need to seek professional assistance by get-ting a message to the nearest boatyard or river inspector patrol.

**DON'T** Raise or lower a canopy, if you have one, except when moored. Make sure it is firmly fastened in windy conditions. It is lightly built and must not be stood on or used as a seat.



## DECK GEAR

Please be advised that you are responsible for the safe return of all the deck gear on your boat. Your security waiver does not cover loss or negligent damage to any equipment.

We would advise you to store deck gear i.e.. mops, boat hook etc. inside the boat if your are leaving it for any length of time.

Please find listed the scale of charges relating to any lost items for which you are liable.

Buoyancy Jackets	£50.00
Television Aerial	£25.00
Keys	£25.00
Lifebuoy	£25.00
Mudweights	£35.00
Mop	£20.00
Boat Hook	£20.00
Rond Anchor	£8.00
Hammer	£8.00
Ropes	£15.00
Fenders	£5.00
Water Key	£2.00



# Broads National Park

## SWIMMING IN THE BROADS RIVERS

Instances have been reported whereby swimmers are approaching boats and hanging on to fenders or the boat ropes, and being towed through the water: On some occasions swimmers are boarding boats and causing damage.

This practice is dangerous to the swimmers themselves and can cause serious problems if ropes left trailing the the water get entangled around the propeller. Under no circumstances should hirers agree to tow swimmers through water.

If any instances of this nature occur, hirers should telephone 101 and ask for Broads Beat.

## NORFOLK CONSTABULARY CAN BE CONTACTED ON 101

### RANWORTH STAITHE

[Come and visit Ranworth Staithe during the summer season](#)

Farm Lane , Ranworth - **01603 756094**

Day Mooring £5. Overnight mooring until 10am the next day.  
Powered boat use of the dingy dyke £3  
All charges only apply in the main season from April to October.

Take a short walk to nearby Tea Room on the Staithe, local pub, Broads Authority visitor center or the Norfolk Wildlife Trust Nature Reserve.

Services at Ranworth include:

- Staff to assist with mooring
- Free water
- Electric charging points with £1 electricity cards available to buy
- Saleable goods including ordnance survey maps, tide tables etc.
- Rubbish disposal

## NORWICH AND GREAT YARMOUTH YACHT STATIONS



Come and stay at Norwich Yacht Station during the summer season

Riverside Road, Norwich - **Tel 01603 612980/07747 065378**

These are staffed daily from 8am to 8pm from the Saturday before Easter until the first week of November. We also have a quay attendant at Reedham Quay from 9am to 6pm during those months.

You are advised to moor up against the tide unless the wind is strong. Please indicate your intentions to the quay rangers and they will guide you in.

Accessibility - access to the quayside is dependent on boat and tide. The building is fully accessible to disabled users. Please phone for further information.

Day mooring £8 - overnight mooring until 10am the next day £16.

It is a 15 minute walk from the city centre, a two minute walk from Norwich train station.

Facilities include:

- Quay rangers to assist with mooring
- Male, female and accessible toilets and showers
- Free water\*
- Pump out facility prices at £15 for one tank, £20 for two and £25 for three.
- Electricity charging point with £1 electricity cards available to buy.
- Saleable goods including Ordnance Survey maps, tide tables etc
- CCTV and combination lock security gates
- Rubbish disposal.

**Or why not stay at the Great Yarmouth Yacht Station during the summer?**

- Tar Works Rd, Great Yarmouth - **Tel 01493 842794**

Day mooring £8 - overnight mooring until 10am the next day £16

The building is not fully accessible to disabled users, but does have accessible toilets. Please phone for further information.

It is a 10 minute walk to market square - good shopping facilities and excellent fish and chips.  
10-15 minute walk to supermarkets and 30 minute walk to beach.

Facilities include:

- Quay rangers to assist with mooring
- Male, female and accessible toilets and showers (showers £1 token)
- Free Water\*
- Electricity charging point with £1 electricity cards available to buy
- Saleable goods including Ordnance Survey maps, tide tables etc
- Lighting at night
- Rubbish disposal
- Power points for electricity items (chargeable)

**Reedham Quay**

- Reedham Yacht Station Riverside, Reedham **01493 701867/07733 102566**

Free Mooring

Facilities include:

- Quay rangers to assist with mooring
  - Free water\*
  - Electricity charging point with £1 electricity cards available to buy
  - Saleable goods including Ordnance Survey map
  - Rubbish disposal
  - **PLEASE NOTE: FREE WATER FOR YACHT STATION CUSTOMERS ONLY OTHERWISE £2 CHARGE APPLIES**



## BROADLAND CONSERVATION

### An enchanted land

The Norfolk and Suffolk Broads are very well known and populate areas for water based recreation, but they are also a fragile wetland environment that can easily be damaged. There are many nature reserves and protected areas in Broadland, and many rare species are found here. Some survive only in these protected areas.

For many years there has been concern that the beauties, the pleasures and some unique features of the area were in danger. The Broads Authority manages the Broads for nature conservation, public enjoyment and navigation and welcomes visitors, but wants them to enjoy their holiday without unwittingly harming the unique environment they have come to see. Happily there is a steadily growing consciousness that keeping these areas in prime condition is a duty that falls upon us all.

### What you can do to help preserve the Norfolk broads

The Norfolk Broads is a very well known and populate water playground, unique in Europe and probably the world. We are all very lucky to have such a wonderful area in which to go afloat and enjoy the open air.

Thanks to the nature reserves and protected areas of Broadland, many species are found here, some nowhere else.

The Broadland code is to help you preserve the natural beauty and wildlife of the Broads for the pleasure and enjoyment of your own and future generations.

### The Broadland Code

The delicate and natural balance on which scenery and wildlife depend, can be destroyed easily and Broadland is therefore very vulnerable.

Often without realising it, holidaymakers do things which endanger plants or wildlife, upset other peoples holiday enjoyment, or spoil the Broads waterways and countryside. Please follow the Broadland Code and help us to preserve the natural beauty and wildlife of the Broads for your pleasure and enjoyment and for future generations.

### Stop Litter

Litter is not only unsightly and unhygienic, but harmful to wildlife, farm animal, the countryside and your children in many ways.

For example, plastic bags can block water inlets, get tangled round propellers and kill birds even as large as swans. Pieces of glass can start fires. Discarded fishing lines can strangle birds. Rusting tins and broken bottles can injure people and animals, damage farm machinery and block streams, ditches and drains.

A refuse container is standard equipment on all boats so you can keep rubbish until you are able to dispose of it in one of the refuse bins provided at all boatyards and many staithes and moorings.



### THE BROADLAND CODE

- Stop litter
- Preserve the river banks
- Preserve reed beds
- Keep out of shallow water
- Keep the rivers clean
- Respect other Broads Users



# *Technical Talk*



## CRUISING DOWN THE RIVER

### ABOARD YOUR BOAT

The equipment and appliances on your boat have been designed for ease of use and your comfort. Make sure you know how they work before setting off. Here are a few notes to help you:

#### 1. Water

Your water tanks will be full when you take over your boat, but additional supplies are available from all boatyards, at yacht stations, many public moorings and many Broads hotels and pubs; a small fee is usually charged. Use only water from a blue marked hose, or with a 'drinking water' notice.

Don't put water into the fuel tank - check which filler cap is which.

Do not drag the nozzle along the ground; replace it on the hook provided. Try not to let your pet perform anywhere near the water supply.

#### 2. Bottled gas

Your cruiser will normally be equipped with two cylinders of gas which will be stored in a locker vented to the outside. There should be enough for your holiday, but replacements can be obtained through your boatyard.

Propane is used, which are similar to household gas. Follow the operating instructions carefully, and take the following simple precautions:

- \* Light the match or igniter before turning on the gas
- \* Light the gas immediately it is turned on
- \* Even though most modern appliances have flame failure devices, never leave a gas appliance burning unattended. Make sure that the flame is not blown out while the gas is left on. If there is a pilot light check periodically that it is still alight.
- \* Always shut the oven door gently- you may blow out the flame. If you suspect that the oven gas has gone out, turn off the other burners before you open the door.
- \* Do not take any portable gas appliances such as heaters or barbecues on board.
- \* Never cover any ventilation holes, and follow the instructions given for each appliance carefully.

#### REMEMBER

When refilling with water always fill up from the blue marked hose, or the hose marked with the drinking water notice.

It is advisable to fill up with water daily.



#### DON'T FORGET

Don't put water in the fuel tank.

Check carefully which filler cap is which.





## VENTILATION

It is important that there is adequate ventilation at all times. The fixed ventilators are designed to allow sufficient air to be circulated for the normal maximum number on board. If you are staying in for a long period or having friends aboard, make sure that there are sufficient windows open to give adequate ventilation.

## YOUR LAVATORY

Use your toilet in the usual way:

You will find instructions of how to use your toilet inside the compartment.

- Keep the lid down when not in use.
- Soluble or ordinary nappies, sanitary towels of all kinds, foreign objects or wads of toilet paper must be disposed of ashore. If the toilet become blocked through misuse, you will have to pay for its clearance.
- **Do not put wet wipes in any toilet even if the packaging says it is safe to do so.**
- Pump-out emptying facilities are available at all Hoseason's boatyards. A charge is made for this service.

## FUEL CONSUMPTION

You will use approximately 2-5 litres of fuel per hour, depending on the size of your boat. Fuel consumption will increase in tidal water if you are not travelling with the tide.

This is based on an absolute maximum speed of 6mph (but beware, river policed speed limits are often less). You can increase these averages by careful use of tides and throttle. If you insist on going flat out, you will waste fuel and damage the environment, and could face prosecution for speeding.

You should almost never have to exceed the 'three-quarter' throttle.

## FIREARMS

Airguns, BB guns and firearms of any sort are strictly prohibited.

## AFTER YOUR HOLIDAY

Your boat must be handed back by the stated time in a clean and tidy state. If you return your boat dirty, or late without good reason, you might be charged.

### DON'T FORGET

- Your daily engine checks
- Check all equipment and appliances regularly
- Ensure adequate ventilation

### IMPORTANT

Always ensure you have adequate ventilation and never sleep in a cabin with a gas heater burning

### SAFETY TIP

Do not put any damp clothes or use aerosols near gas appliances



## RULES OF THE RIVER

There is a Highway Code when you are afloat just as there is on the roads. Please study the following carefully and keep to the code - well mannered, considerate cruising is as important as well mannered, considerate driving!

Fortunately, accidents on the Broads are relatively rare. These can be partially avoided if all skippers recognise that it is their duty to prevent collisions and avoid trouble - even if another boat appears to be in the wrong. Prevention is more important than insisting on your right of way.

Accidents are often caused by excess speed. Keep your speed down, and indicate your intentions in plenty of time. If in doubt, slow right down or stop.

### SPEED LIMITS

All motor cruisers on the Broads must abide by the Broads Authority's Navigation and Speed Limit Bylaws. Watch out for signs along the bank marking the start of each speed limit area. The speed limits are 6,5,4 and 3mph. If you exceed the limit (and the Rangers sometimes use radar guns) you could be liable for a heavy fine. Every year persistent offenders are prosecuted.

### BOAT HANDLING HINTS AND NAVIGATION TIPS

1. Drive on the right - All powered craft must keep to the right hand side of the river or channel, and when meeting each other should keep to their right as they pass.
2. Overtaking another boat - Keep well clear, and normally overtake on the left - make sure you have the time and space to do so safely. The skipper of a yacht may give hand signals to indicate when and where you should overtake. Obey them!
3. Children driving - Children under 8 must not drive, children over 8 and under 14 must be accompanied by an adult at all times.
4. Power gives way to sail - As a general rule you must keep clear of sailing boats, and give way to craft under sail. Never pass in front - always astern, even if it means altering course and speed. Once again, look for directions from the yacht skipper.
5. Sailing Boats - If a sailing boat is travelling faster than you slow down and let it pass. If a sailing boat is coming toward you and you are unsure of what to do either pull over to the side or stop and let it pass you. Always give sailing boats plenty of room.
6. Cruising after dark - Night time cruising is not allowed. Your boat is not fitted with navigation lights. You are not insured for cruising between the hours of sunset and sunrise. So don't get caught cruising in full or semi darkness. You could be fined up to £1,000 if you break this bylaw. Try to plan your cruise to arrive at your destination before sunset.
7. Give way - to unpowered craft or towing vessels and commercial craft such as passenger boats and ferries.

#### REMEMBER

Drive on the right • Obey the speed limits • Give way to sail • Swimming in the river is dangerous and should be avoided.



## TOWING

Always give way to boats engaged in towing and never attempt to tow another boat.

## CRUISING LIMITS

Don't attempt to take your hire craft out to sea, beyond Haven Bridge (Great Yarmouth) into the commercial harbour, or through the lock at Oulton Broad. Don't go down the river of the junction of the rivers Bure and Yare.

1. Daylight cruising only
2. Don't cruise after sunset, or tow other craft (except dinghies).
3. No shooting - no fires

As previously mentioned, air guns and firearms of any sort are strictly prohibited. Fires should not be lit on banks or marshes - flames can quickly spread and cause a major blaze.

**DO NOT USE ANY BARBECUE ON BOARD OR NEAR YOUR BOAT AND DO NOT USE DISPOSABLE BARBECUES ON ANY QUAY HEADING OR RIVER BANKS.**

**IMPORTANT:** night time cruising is not allowed. Your boat is not fitted with navigation lights and you are not insured for cruising between the hours of sunset and sunrise. It is also an offence to navigate without proper lights and you can be fined up to £1000. If your boat sustains damage, you are wholly liable for the cost of repair, which can run into many thousands of pounds. So plan your cruise well in advance to be at your moorings before sunset.

## NOISE AND NUISANCE

Under the Bylaws it is an offence to cause a nuisance to others by excessive noise from radio, CD, televisions or your engine. Please keep the volume down (especially at night), to protect the tranquility of the Broads for yourself, other holidaymakers and wildlife. Try to only run your engine between 8am - 8pm, even when moored. Please be considerate.

## RANGERS

The Broads Authority's Rangers and River Police patrol the Broads in special launches.

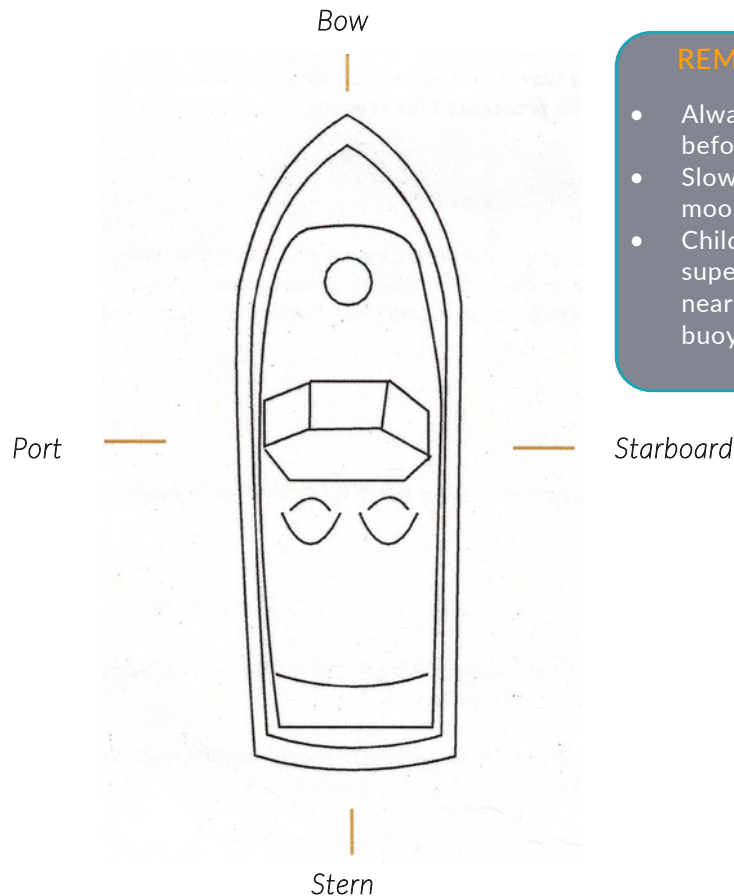


## BOAT HANDLING HINTS

If you read these notes before you set off and during your holiday, you will quickly gain the confidence of a seasoned Broads skipper. It may sound a bit complicated at first, but with practice you will realise that it is all basic common sense.

### SOME USEFUL NAUTICAL TERMS

Bow	The front of the boat
Stern	The back of the boat
Port	Left hand side of the boat
Starboard	Right hand side of the boat



### REMEMBER

- Always start your engine before untying your ropes
- Slow down when passing moored craft or fishermen
- Children should always be supervised by an adult when near water and should wear a buoyancy aid

### SOME BASIC EQUIPMENT

- Buoyancy aid - available free from your boatyard for each member of your crew, wear it all the time you are on deck, on the bank when mooring, or in any other situation where you may fall into the water.
- Cleat - metal fitting on deck to which mooring ropes are attached.
- Rond anchors - these are the L-shaped anchors or pins supplied with your boat for mooring into soft banks.
- Mud weights - the mud weight allows you to moor in sheltered broads such as Salhouse and Ranworth.
- Fenders - plastic air-filled protectors that hang along the sides and stern of your boat to prevent damage when moored against quay heads, banks and other boats.
- Always leave out plenty of rope.



### Casting off

Don't throw the round anchor aboard from the shore - it may damage the boat or the crew. Carry it with you as you come aboard. When undoing the mooring ropes make sure they are safely coiled on deck and not trailing in the water. This applies particularly to the stern rope, which may become wrapped round the propeller. When you are ready to move off, check that the crew is ready, the river is clear and that you will not obstruct any other boat. If another craft is coming, let her pass first.

### Steering

A boat steers like a car but its stern swings out when you turn the wheel. You should always be aware of what the stern is doing, especially on cruisers with restricted rear vision. Always push your bow away first from the quay when moving off to ensure your stern has room to swing out as you pull away. Also a boat is always influenced by wind and tide, and can drift in any direction. Be aware of how your boat is drifting and make allowance for it.

### Cruising speed

Your boat's rev counter should be calibrated to show your speed in 'still water', and the speed limits are there to reduce damage to the banks and vegetation. Large waves can swamp dinghies and rowing boats, damage moored craft and injure people on other boats. Even a slight increase in speed can cause your boat to make more waves, so keep within the limits and slow down when passing small or moored boats. Even if you are within the speed limits, you can still be prosecuted for creating too much wash.

### How to slow and stop

To slow down, move the throttle back and, if necessary, put the lever into neutral. Your boat will gradually slow down, and the natural resistance of the water will act as a gentle brake. If you need to brake further, engage reverse gear and gradually increase the throttle. This will make your stern swing, so be ready to correct it. When the boat comes to a standstill, throttle down and engage neutral. Remember, most boats do not steer well once taken out of gear or in reverse.

### Going astern

A boat's steering becomes less effective when going astern because there is no flow from the propeller on to the rudder. Manoeuvring can be difficult because the rudder is not so effective.

### Clearing your propeller

Weed may collect around the propeller, slowing the boat. To clear it, keep the engine running with the gear lever in neutral, engage reverse for a few seconds then ahead for a few seconds, and repeat a few times. If this fails, moor your boat to the bank, turn off the engine. If something more substantial, such as a mooring rope, has become wrapped around the propeller, call your boatyard for assistance.

### Running aground

If you happen to go aground, first check whether the boat is holed and taking in water. If so, seek help from a boatyard immediately. If not, try to take your boat back to the main channel by the same route as you went aground, using the engine and the boat hook - you may need to move the crew to one end of the boat. Once you are free, check that the engine cooling water is flowing freely and that the steering is operating normally. If you cannot free the boat, check your tide table to see if you can float off at high tide, if this does not work seek help from a boatyard.

Do not attempt to have the boat towed off without professional advice - this could be dangerous, and expensive.

### WHAT TO DO IF YOU HAVE A FOULED PROPELLER

If you get weeds caught around the propeller, you may be able to clear it by easing the throttle gear into reverse for a few seconds and then forward again. However, if you get a rope caught around the propeller, **STOP** and get help immediately. You may contact the Boatyard by phoning:

**01692 630614 / 07415 789948** (out of hour assistance.)

Please give them the name of your cruiser and your EXACT location.

Use the **Aweigh**, or **what3words** app.



## WHAT ARE THOSE SAILING YACHTS DOING?

Even the most skilled yacht skipper can only go where the wind allows, and when under sail can only stop by steering the yacht straight into the wind (remember that it may be the yacht skipper's first experience of sailing on the Broads).

You will obtain a great deal of satisfaction in manoeuvring your cruiser correctly when confronted with yachts. Good helmsmanship will be admired and appreciated by yacht skippers.

### YACHTS TACKING (SAILING UPWIND)

Slow down when you encounter yachts tacking (sailing into the wind by steering a zigzag course across the width of the river). Most incidents are caused by excessive speed and by trying to dodge round a yacht's bows. Watch for any instructions from the yacht's skipper.

Keep well over to the right, and wait for an opportunity to pass behind the yacht when it starts to sail back to the other side. Never attempt to cross in front unless you are indicated to do so by the yacht's skipper.

### YACHTS RUNNING OR REACHING

When you encounter yachts that are running or reaching (have the wind either behind them or blowing across them):

- Slow down and try to establish the yacht's likely direction of travel
- Broads breezes are unsteady and sometimes gusty in wooded parts - this could cause a sudden change in the yachts' direction).
- Give the yacht plenty of space.
- Watch out for any instructions from the yacht's skipper. They will try to avoid confusion by giving you verbal directions or hand signals to indicate on which side and when you should pass.

### WATCH OUT FOR SMALL CRAFT

Small boats sitting low in the water are easily overlooked, particularly when they are nearby and obscured by your boat's superstructure, or when you are looking towards a low sun. Remember, rowers have their back to you so make them aware of your presence.

### WATER SKIING

Some sections of the rivers on the Southern Broads are occasionally used by water skiers. Please keep a look out for skiers and take extra care when approaching or overtaking them. Water skiing areas are clearly marked. Please be aware of the possibility of fast moving boats towing skiers in these marked areas.



#### SAFETY TIP

You aren't insured for cruising between sunset and sunrise, so plan your route carefully to avoid cruising in these hours.



## MOORING YOUR BOAT

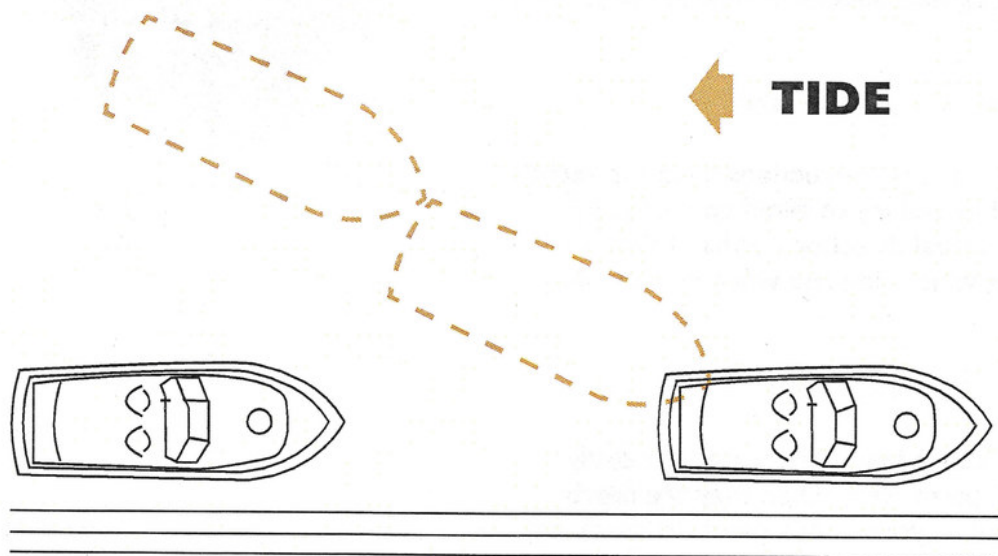
### The right approach

One of the most satisfying achievements of your cruising holiday is the way in which you will moor your boat quietly and efficiently.

For most skippers, that is the norm. However, some feel that mooring has some sort of a mystique. Nothing could be further from the truth.

We have prepared these notes to simplify the process - the diagrams are not meant to complicate life, just to give some visual support to the text.

### HOW TO MOOR! Approaching a mooring



#### THE FOUR GOLDEN RULES OF MOORING

- As a skipper it is your job to allocate specific tasks to your crew and to make sure that they understand their role.
- Take your time
- Always keep your speed down
- Watch what the wind and the tides are doing

When you see the spot at which you want to moor, here is what you do:

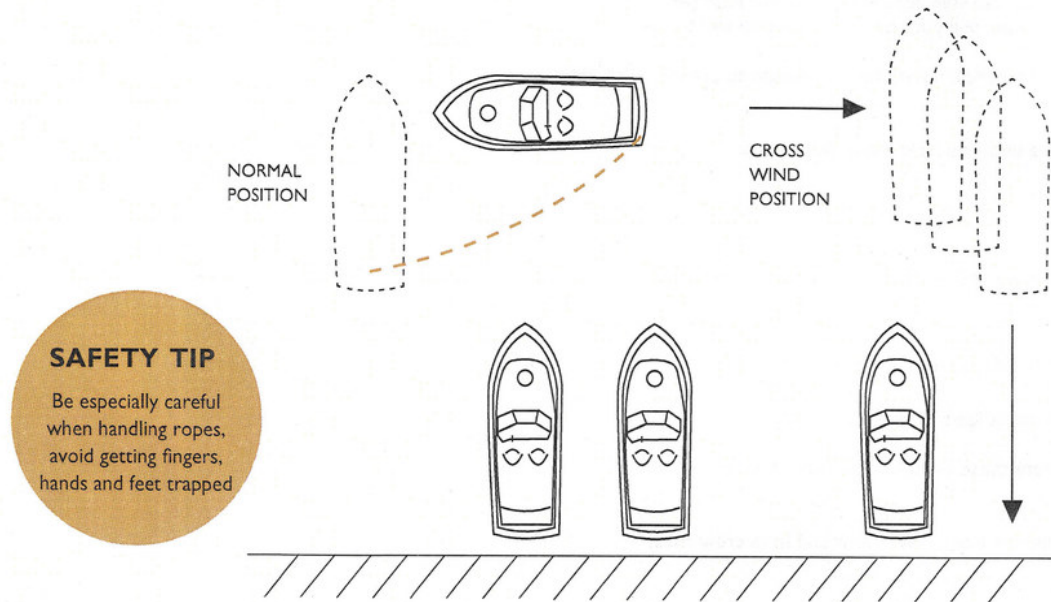
- Start to slow down
- Check whether or not you are cruising against the tide (a quick glance at the waves lapping the banks will give you a clue). If you are, OK. If not, pass the desired spot and turn around so that you are against the tide, but maintain sufficient power to retain steering control. As you enter the mooring space, go into neutral and glide in; as you come alongside, move the gear lever into reverse and give a few short bursts of the throttle to bring you to a standstill. Your nominated crew member can then step ashore with the bow mooring rope.

### DO NOT JUMP ASHORE!

The bank or quay may be slippery or uneven. Step ashore carefully, and do not get your hands or feet caught between the boat and the quay. Tie up your bow rope - not too tightly at first. Because you have, quite correctly, come in against the tide, the stern will gently drift in. Tie the stern rope firmly, and then tighten the bow rope. (If the tide is particularly fast, to minimise fore and aft movement, you should tie the intermediate ropes - these are known as 'springs'). Keep your engine running until you have safely moored up.

## MOORING STERN ON

You will be asked to moor stern-on to the bank in boatyard basins, some yacht stations such as Wroxham, Ranworth, Womack and Rockland Staithes. (Unless signs say that you can, don't moor stern-on in any river).



### SAFETY TIP

Be especially careful when handling ropes, avoid getting fingers, hands and feet trapped

### HERE IS WHAT YOU DO:

- Stop with the bow opposite the point at which you want to moor.
- Put the rudder hard over, and give the throttle a few bursts ahead to swing the stern in line with the mooring place.
- You can make corrections with one or two throttle bursts ahead and use of the wheel. Go slowly astern.
- As your stern approaches the quay, a quick throttle burst ahead will bring you to a standstill.
- Your allotted crew member can then step ashore and tie up both stern ropes.
- Keep your engine running until you have safely moored up.
- It is sometimes easier to step onto the next boat (permission depending) with a rope and pull your boat in

### IF YOU WANT TO MOOR STERN-ON NEXT TO ANOTHER CRAFT:

- Go slowly astern towards the boat alongside you which to moor.
- As you reach it, a couple of quick throttle bursts ahead will bring you to a standstill.
- Your allotted crew member can step aboard the adjacent boat (with permission) with the stern rope, pull your boat into position and tie up.
- Once the stern ropes are secured, lower the mud weight to prevent left/right movement
- Keep your engine running until you have safely moored up.



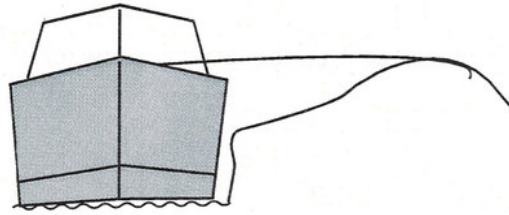
## DOUBLE MOORING

Double mooring is allowed at Broads Authority 24 hour moorings where indicated by signs.

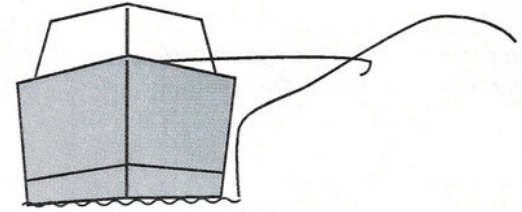
Some things to consider when mooring alongside another boat. Only moor alongside a boat at least as large as yours.

- Please gain agreement from those on board the other boat before mooring alongside.
- Approach carefully against the tide or river flow and have crew ready with ropes.
- Put on the short lines to the other boat first and then tie up your boat to the shore as shown above.
- Remember to take care when going ashore and to wear your life-jacket.
- Please respect other people and be considerate when crossing from your boat to the shore.
- You may be able to negotiate to moor on the inside if the other boat is going to be leaving first and if both boats are of a similar size.
- Please moor sensibly so the maximum number of boats can be moored alongside.
- Running engines at moorings disturbs the tranquillity of the moorings. Carbon monoxide from your boat's engine could be harmful. Be a good neighbour and avoid running your engine when double moored or in a crowded marina, particularly when the air is still. 'Please remember making smoke, fumes or noise can be an offence carrying a £1000 fine for the master hirer of a vessel. Let's not spoil the Broads.





Right



Wrong

## ROUND ANCHORS

These are the L-shaped anchors or pins supplied with your boat for mooring at soft banks or places where mooring rings or posts are not available.

- Never stick it into someone's well kept lawn, or use it as a hammer
- Place them well ahead and well astern, with the stern rope from a cleat on the side away from the bank. This will reduce boat movement.
- Make sure the line is not pulling the anchor out of the ground
- You may need to put the anchor on the other side of the flood bank, but please do not obstruct any footpaths.
- Do not use rond anchors in tidal waters (Southern side of Acle).

## DINGHY

If mooring stern-on, remember to unfasten your dinghy and pull it alongside to avoid crushing it.

## MUDWEIGHTS

- The mud weight allows you to anchor in sheltered tide free water such as Salhouse and Ranworth Broads.
- Make sure the weight is secured to the rope, and that rope is in turn attached to the boat. Pick your spot, allowing plenty of room for the boat to swing. Bring the boat to a stop (head into wind, if there is any), and slowly lower the weight to bottom of the Broad. If there is some wind, the boat will drop back as you let out the line.
- Make sure you are not standing on the rope or that the rope is not round your foot when casting the weight.
- When doing this, remember that the boat will swing round the mud weight, as will any other boats with mud weights, so choose a place clear of other craft and the main channels. Don't be afraid to allow a generous length of line; it could prevent the weight from being dragged out.
- Do not moor up for the night in this way if strong winds are forecast - you may drag the weight.
- If, when leaving, the mud weight is difficult to lift, pull the line as tight as possible, secure it to the cleat and, under power, move the boat slowly forward or astern for a short distance. This will free the weight from the mud; put the engine into neutral and raise the mud weight. Rinse off the mud by swinging the weight to and fro in the water before stowing it carefully on deck.

## SOME GENERAL POINTS

### Hazards

When approaching the bank, watch out for any underwater obstructions (usually marked with red stakes), and overhanging branches - they might damage your windscreen or canopy.

### Fenders

Whenever you moor against a quay or a made - up bank, or double moor alongside another craft, make sure your fenders are adjusted so they protect the hull from chafing. Mooring for any length of time in tidal reaches may mean periodic adjustments.

### REMEMBER

- When moored always ensure your fenders are adjusted to protect your boat.
- Check you have enough depth of water to prevent you going aground when the tide drops



## TIDE

Make sure there is enough depth of water to prevent you going aground when the tide drops. Leave enough slack on the ropes to allow for tidal rise and fall - this will increase as you get nearer to Great Yarmouth.

## ENGINES

To avoid annoying others, don't run your engine late at night or early in the morning. 8am - 8pm

## FOOTPATHS

Don't moor with ropes across a footpath

## LEAVING A MOORING

Make sure that there are no ropes hanging over the stern. If they become wrapped around your propeller, you might just have an expensive job ahead of you. There are a few leaving options, but always make sure that your engine is thoroughly warmed up before you even think about casting off a single rope!

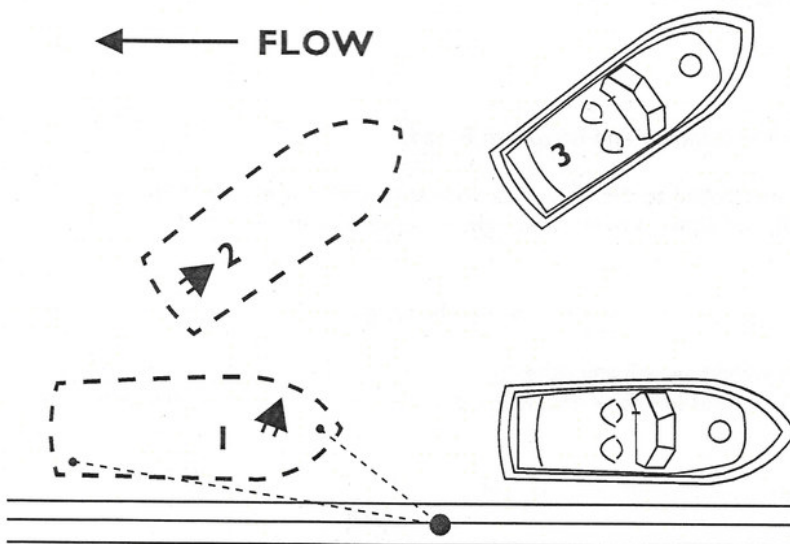
### Here is what you do:

#### Leaving against the tide

- Cast off the bow rope first, and, very gently, push out the bow. Don't cast off the stern rope just yet! (Your crew member wouldn't be the last person in the world to wonder where the stern rope has gone, while he/she is left on the quay/bank!). Better to untie your stern knot, take one turn round the post/ring/rand, step aboard and bring in the rope when ready.
- Engage a forward gear and leave on a shallow course - too steep an angle and our stern may scrape the quay, or hit other moored boats

#### Leaving with the tide

- Cast off the stern rope first and let the stern drift out
- Cast off the bow rope
- Engage reverse gear, leave on a shallow course
- When clear of the mooring, engage forward gear and proceed.

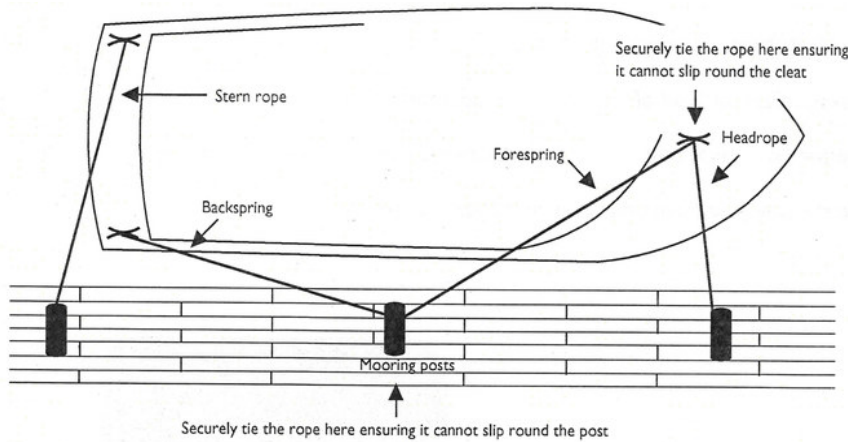


### DON'T FORGET

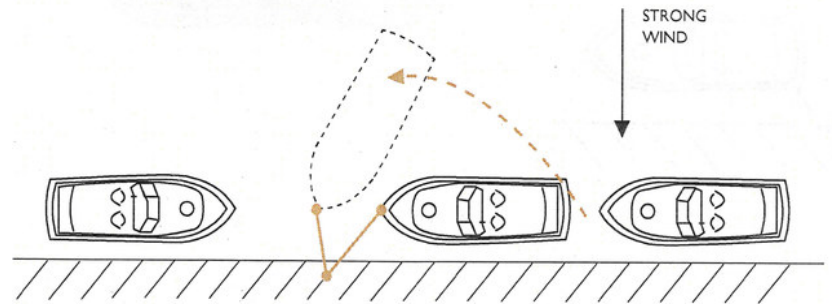
- Plan your moorings
- Take your time
- Keep your speed down
- Wear your buoyancy jacket

## SPRING LINES

Use the spring lines when mooring - if you can. You should make this a rule on the River Yare and by doing so, your boat will not be affected by the under-tow of passing ships. Here's how to do it:



## LEAVING IN A CROSSWIND



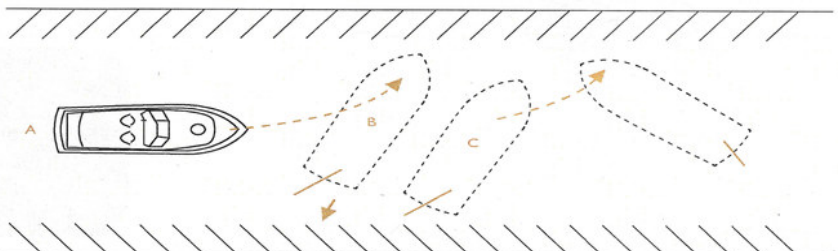
**Wind blowing onto bank (holding you in) - this won't happen too often:**

- Cast off the stern rope and stow away
- Put the rudder over towards the bank or quay and go slow ahead on the throttle, gradually shortening the bow rope
- As the stern swings out, follow the comments above and cast off the bow rope and go astern until well clear
- Bring the rudder hard over and proceed

**Turning round in a narrow waterway using the engine:**

- Your boat will pivot around a rope from its bow to the shore
- With only the bow line attached, put the steering hard over as though you were steering towards the bank and engage forward gear at low throttle
- The stern will swing out and around all the way to the bank
- Keep your engine running until you have safely moored up

## TURNING UNDER POWER IN CONFINED AREAS



## Ropes

Having a basic knowledge of how to use ropes is crucial for boating. Here are some essential how to do's to help prepare you for your holiday:

### Using your ropes

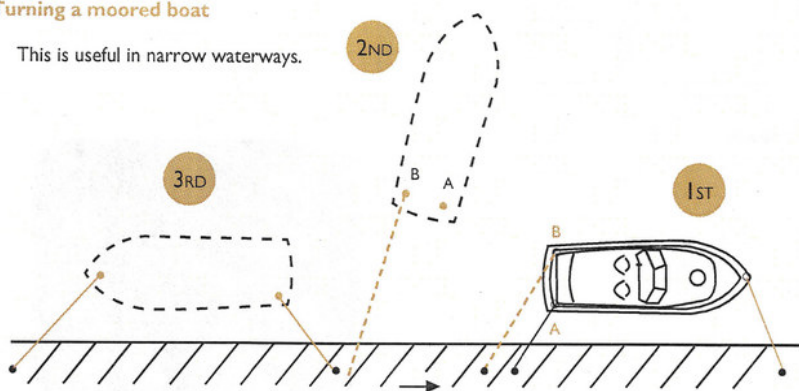
Secure a rope to the bank using a stern cleat on the side of the boat, away from the river. Untie the bow line and the original stern line, and stow away. Keeping hold of the control rope, gently push out the bow.

When the boat is almost at right angles to the bank, keep the rope fairly taut and walk back towards the original mooring site.

The bow will then swing in. Tie up the control rope, take the bow line from your crew member and secure.

### Turning a moored boat

This is useful in narrow waterways.



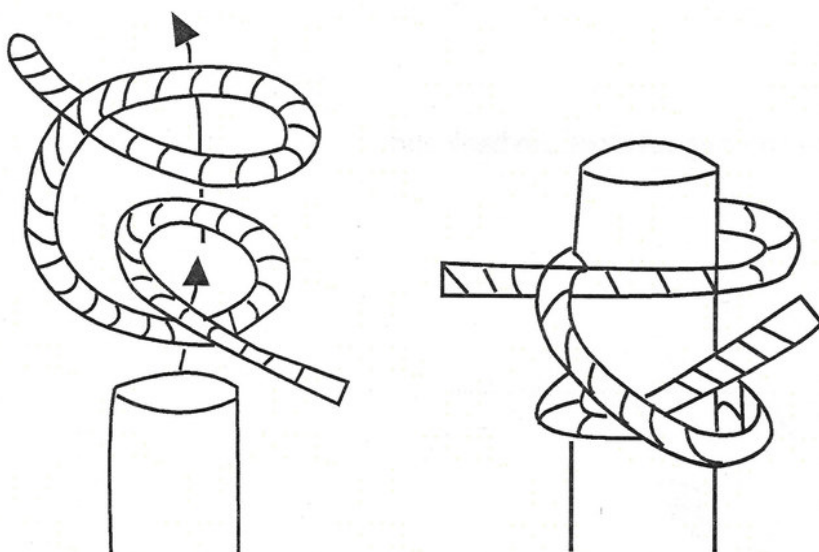
### REMEMBER

When leaving your mooring, check that there are no ropes dragging in the water

## Knots

### THE CLOVE HITCH

Commonly used for tying up to a post. If in doubt, tie it back to your boat or repeat the clove hitch a few times.



### DON'T FORGET

- Before retiring, ensure your ropes are well tied
- If used, ensure your rond anchors are firmly fixed.



## WHERE CAN YOU MOOR

You should only moor stern-on, or bow-on, where it is clearly signed that this is permitted. In all other places you must moor side-on. Whenever possible moor to the windward bank. This way you get protection from any wind, and hence provide a steady boat for sleeping and cooking. Always try to moor bow into wind. When you are coming in to moor at a natural bank make sure that there are no underwater obstructions and always approach a mooring against the flow of tide or river you will have much greater control over your boat and don't jump. Always check that there will be sufficient depth of water when the tide falls (you can use your boat hook to test the depth of water).

**Mooring stern-on** to the bank is allowed in only a few places, e.g. in boatyard basins, in some yacht stations and at Ranworth and Rockland Staithes. But you should never moor stern-on in any river. Normally you should moor two abreast but care must be taken not to obstruct the channel. In particular at Reedham never moor more than two abreast and only in single line near the railway bridge where coasters have to manoeuvre. Overnight moorings on the individual Broads are, generally speaking, free. **Fees are payable** however at Wroxham Broad, Oulton Broad, Horsey Mere Staithe and Salhouse Broad. Moorings at Hoseasons boatyards are free to you. But please avoid Friday evenings and Saturdays at boatyards other than your home yard. Moorings at Great Yarmouth are often in great demand. Some visitors prefer to moor their craft at Acle, Reedham or Potter Heigham and then visit Great Yarmouth by train services or buses which operate from these centres. Burgh Castle, too, has excellent mooring facilities and a good bus service - and it's open all year round. Mooring facilities at Oulton Broad and Beccles yacht stations include showers, toilets, washing machines, tumble drier, mains electric point for iron, shaver and hair dryer, and ironing board.

**How Hill.** The Broads Authority have established a nature reserve here. The House and grounds are used for further education. You are very welcome to use the moorings - but please keep the river bank tidy and avoid hazarding the conservation and the nature study work that goes on. Moorings are also available at Norwich, Beccles, Oulton Broad and Great Yarmouth yacht stations where a small charge is made. Showers and toilets are available in the yacht stations for people mooring at Norwich, Beccles and Oulton Broad.

### Where not to moor

Don't moor in the following places:

- Where there are red or yellow markers - these indicate underwater obstructions.
- In the New Cut between Reedham and St. Olaves as there are dangerous stakes submerged at high water. Permanent markers have been installed down both sides of the cut - keep well within the marked channel, clear of the 'no mooring' signs and DO NOT use the marker posts for mooring under any circumstances (unless in an emergency). Good moorings are available at Haddiscoe Bridge.
- To navigation posts or buoys - except in an emergency. These are not constructed to hold a boat and are only for channel marking. Their removal or displacement is an offence under the by-laws.
- You may prefer not to moor at Norwich Yacht Station over Friday or Saturday nights. These moorings are very close to the centre of Norwich which can be very noisy.
- At large wooden structures (dolphins) which are for use by ships.
- Where notices forbid it
- On the lower reaches of the rivers, where the current is very strong and the rise and fall of the tide is very large. Moor at prepared moorings only in tidal areas.

### Security of your boat

Every year the police deal with a number of thefts from boats. Boats are difficult to secure but most break-ins are by opportunist thieves and they can be deterred by a little forethought. Here is what the police advise:

- Lock your doors and windows every time you leave your boat. Put your canopy up.
- When you are at supervised moorings, yacht stations, marinas etc, tell the Harbour master if you are leaving your boat unattended for any extended period.
- Do not leave your valuables, cameras, watches or binoculars in view on the tables or in the cockpit.
- Take what valuable items you can with you and leave as little as possible on board your boat
- Make sure you can identify your property and please contact the police or river inspector if you see anything suspicious.
- If you make friends with another boat's crew, arrange to keep a watch on each other's craft.

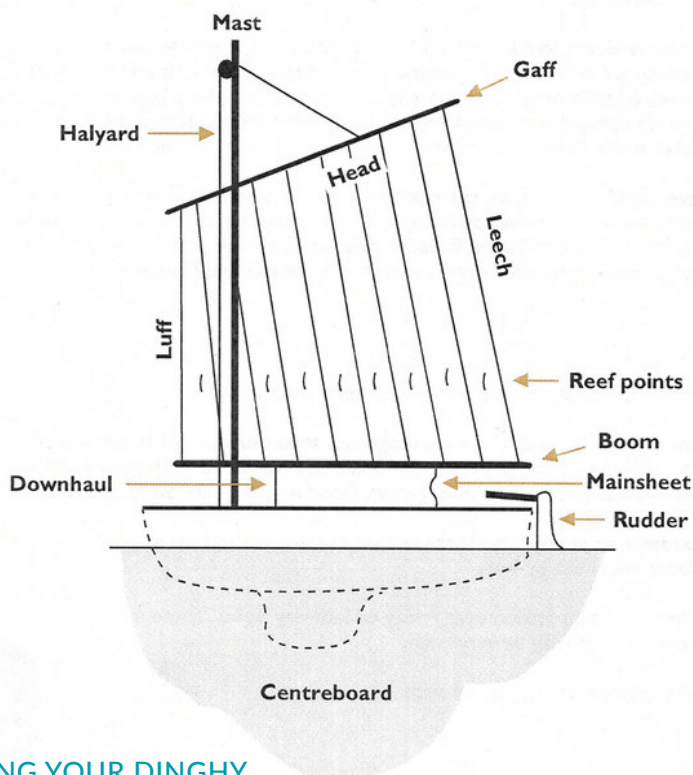


## SOME DINGHY SAILING HINTS

Dinghy sailing is fun, and even if you have no previous experience, where better than the Norfolk Broads to give it a try (however, if this is your first attempt, we suggest that you pop into a local book-shop and buy one of the many elementary sailing books). The following notes are for your guidance only, and will make your sailing more enjoyable, and better able to cope with the unexpected.

The diagram (below) of the dinghy mast and sail arrangement illustrates the names of various parts of the sail and dinghy (we don't suggest that you hoist the sail as shown - the dinghy halyard should be tight to the mast.

If not, you may capsize in a strong wind).



### DON'T FORGET

- Never sail with more than two people in the dinghy
- Always wear your buoyancy aid.
- Beginners and non-swimmers are advised not to sail in strongwinds.

## SAILING YOUR DINGHY

For your first sail, choose a quiet area where tidal effects are minimal - on a Broad is ideal. Initially keep within the immediate proximity of your cruiser until you have mastered these basic points:

- Make sure you are pointing into the wind, and wearing a buoyancy aid.
- Make sure you have lowered the center plate; fasten the rudder and tiller.
- Step the mast, ensuring the halyard is running freely through the mast block.
- Tie the halyard to the gaff and fix the down haul to the boom. Use a generous allowance of rope.
- Haul up the sail to its full height and tighten and secure the halyard to a cleat on the thwart.
- Tighten the sail by adjustment on the down haul to make it taut.
- If your main sheet is free, cast off.



- Beginners and non-swimmers are advised not to sail a dinghy in fresh/strong winds.
- Never sail with more than two people in the dinghy.
- Always take off the gaff before lowering the mast; do not stand on the sail when lowered.
- If your sail is wet do not cover it up. Stow it loosely, and hoist it to dry when you can.
- Never sail with badly set sails.
- If sailing on a river, you will make excellent progress with the wind and the tide with you, but remember that getting back against wind and tide can be a long and tiring process, so think ahead.
- If you capsize, don't panic, and don't try to swim ashore. Stay with the dinghy. Hoseasons dinghies have built in buoyancy and should not sink.

### TOWING YOUR DINGHY

- Fasten your dinghy so that it is only a few feet behind.
- If the rowlocks are not fixed, unship them, as they may catch on the ropes.
- Make sure the mast is not up, nor the centreboard lowered.
- When you lower the dinghy mast, stow it so that it does not protrude over the bow.
- Do not allow anyone to ride in a dinghy when it is being towed - this can be extremely dangerous.

### SAFETY

- Wear a buoyancy aid.
- Never stand in a dinghy when underway.
- Never step on the edge of a dinghy.
- Never overload - two is maximum on some dinghies

### BRINGING YOUR OWN DINGHY

- If you have brought your own dinghy, you will know the procedures with the Broads Authority. If you are thinking of bringing a dinghy on your next holiday, contact them at least 14 days ahead on Norwich (01603) 610734.



#### DON'T FORGET

- Read these notes
- Take your time
- Practice
- Wear your buoyancy aid





## BRIDGES

All you need to know about passing under bridges across the Broads

At all bridges (except railway swing bridges at Reedham and Somerleyton), most cruisers will have to lower canopy and windscreen. Many of the Broadland bridges have height gauges, here are some con-versions to help you.

6'	6'6"	7	7'6"	8'	8'6"	9'	9'6"	10'	10'6"
1.8m	2.0m	2.1 m	2.3m	2.4m	2.6m	2.8m	2.9m	3.0m	3.2m

Here are some Broadland bridges that require particular care:

River Bure	Wroxham Road Bridge Vauxhall Bridge (south of Great Yarmouth Yacht Station)	Bridge pilot must be used 2.13m (6'9")
River Ant	Ludham Bridge Wayford Bridge	2.61m (8'6") 2.13m (7')
River Thurne	Potter Heigham New Road Bridge Potter Heigham Old Road Bridge	2.3 1m (7'7") Bridge pilot must be used
River Yare	Thorpe Old River Bridge	1.83m(6') 1.52m (5')
River Waveney	Beccles Town Road Bridge Somerleyton Railway Swing Bridge St Olaves Road Bridge	1.98111 (6'6") 2.61m (8'6") 2.44m (8')

Of these, there is a bridge pilot service at Potter Heigham and at Wroxham (there is a small charge). The bridge pilots are Broadland characters in their own right, and will add a bit more fun to your holiday.

## APPROACHING A BRIDGE

Here is what you do:

- The Broads Authority has put up bridge gauges, which are clearly visible, these will show you the maximum clearance
- The height of your boat with windscreen and canopy down should be shown in the cockpit. If the bridge gauge reads less than this, do not attempt to pass under the bridge. Turn around, tie up, and wait for the tide level to fall.
- If there is only a narrow margin of clearance, use extreme caution. Better still, wait as above.

**If you are going to pass under a bridge, and are still sure you have clearance:**

- Lower your canopy and windscreen.
- Make sure your crew, especially children, are in the cockpit, or below decks.
- Check that your dinghy mast is lowered.
- If you are sailing against the tide, give way to to craft travelling with it.
- Motor cruisers should give way to yachts.



## POTTER HEIGHAM OLD ROAD BRIDGE - YOU WILL NEED A PILOT!

The centre of the arch is only 6'9" (2.03m) at average high water, and the sides fall sharply down to the water.

Water and tidal conditions may make bridges impassable to ALL boats at certain times.

There is a Potter Heigham Bridge Pilot Service (a small charge is payable), which must be used by all skippers, even if the instructions in the cockpit don't necessarily say that you should.

As you approach the bridge, the Pilot Service is marked with flags and signs 50 yards on the right before the bridge itself. The skilled full time pilot will take you through the bridge in either direction - it will help if you arrive no later than two hours before low tide (Potter Heigham low tide is 3 hours after Great Yarmouth), and your water tanks are full to keep your boat low in the water.

The pilot will advise you if it is possible to pass under, his word is final. While the pilot is aboard please always follow his instructions.

For your own safety please ensure all members of the crew are either inside the boat or cockpit and heads, arms and legs are inside the boat; the space between the boat and bridge can be very small. Under no circumstances must anyone be on deck.

As the boat approaches the bridge, watch the bridge and duck if necessary. When mooring on the other side please follow the pilot's instructions.

If you are proceeding to Hickling remember the second bridge!

### **NOTE**

All passages are dependent on tidal and weather conditions.

For information telephone 01692 670460.

### **Wroxham Bridge - you will need a pilot!**

A small charge is payable. You will need use the pilot service at Wroxham Bridge, which is operated by **Faircraft Loynes**. All passages are dependent on tidal and weather conditions.

There is a landing stage past the Hotel Wroxham opposite Faircraft Loynes.

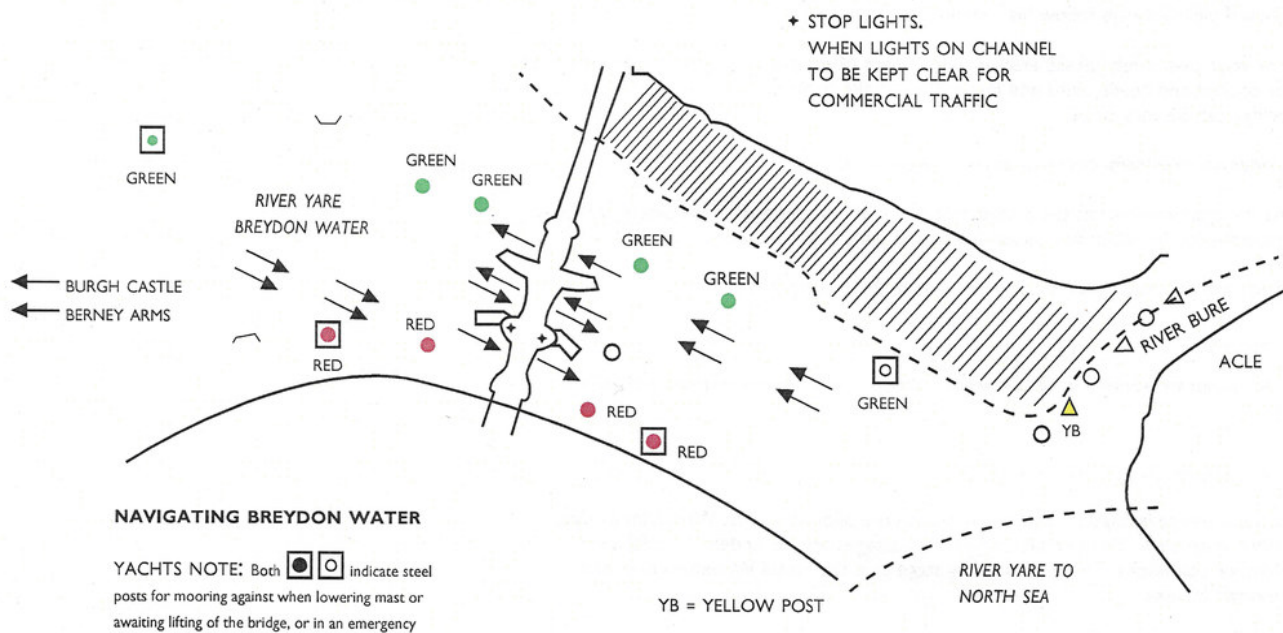
**Bridge Pilot Telephone: 07775 297638**





## CROSSING BREYDON WATER

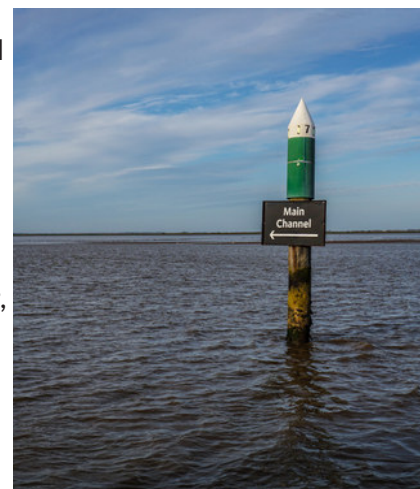
All you need to know about crossing Breydon Water safely



On Breydon Water, keep well within the marked channel, especially when cruising at low tide. The channel is clearly marked with upright posts. Keep between the green and red posts. Do not attempt short cuts as the surrounding area is very shallow. If you venture outside the channel, your boat will almost certainly go aground and you may have to remain there until the tide rises. Whilst you will be in no danger, it can be an uncomfortable experience.

Should your engine fail, turn your boat into the wind; drop your mud weight and pay off as long a line as you can. This will stop you from drifting. Do not moor up to a channel marker unless there is no other option. Try to establish what the defect or failure is; if you cannot rectify it yourself, hail a passing boat and ask them to pass a message to your boatyard. Make sure that they have the name of your boat, what help you want and your approximate location on Breydon Water, i.e. towards Burgh Castle, mid-way, or towards Great Yarmouth.

All marker posts are numbered; give the number of the one nearest your location. Having summoned assistance, do not move until help arrives, even if you think the emergency is over. Should circumstances demand that you personally negotiate a tow, agree this with your boatyard first or you may be liable for the cost. It is also advisable to agree the fee to be charged before accepting the tow in order to avoid disagreement later.



## SOME NAVIGATIONAL ADVICE

The vast majority of the Broads are totally accessible but some areas may require special care. Where stretches of water on the Broads are too shallow for yachts and cruisers, the channels are marked by posts, poles, buoys or leading marks.

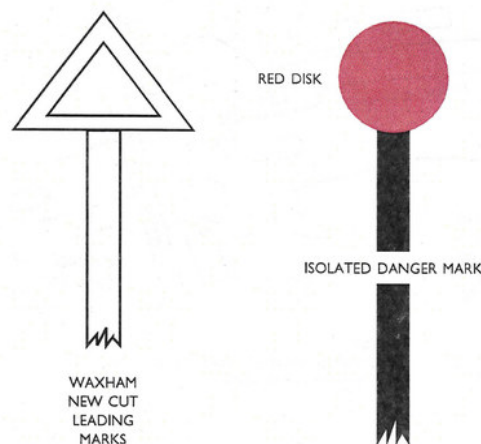
### Channel markers (see appendix B for illustration on channel markers)

When it is not clear where the channel is, it is marked with red and green buoys or large posts. Both types of marker are laid out with red on the left and green on the right moving upstream of a river towards its source. When it is safe and practicable to do so, vessels should navigate to the right of the centre of a channel. It is not advisable to go outside a channel unless you are certain that the water is deep enough for the type of boat that you are using. Remember when travelling toward the river mouth the orientation of the buoys will be reversed. Where a hazard is isolated from the bank more than one wooden post could be used to form a boundary around the hazard. In this case stay well clear and on the "channel" or deep water side of posts.

Yellow buoys are sometimes used instead of wooden posts if the hazard is located where the current is likely to wash posts away (note that wooden posts marking hazards were painted red in years gone by and may still be seen in places). An exception to this is on Breydon Water where a large yellow metal post is used to indicate a mud bank at the entrance to the River Bure. Great care should be taken not to cut the corner; stay in the channel and pass the post on the outside.

### Danger marks

At some places notice boards will mark navigational hazards. There are also poles painted red or yellow, some surmounted by a red disc which will show more isolated dangers. Keep well clear of these and use your common sense. Inspect carefully any bank to which you wish to moor or approach closely.



### There are some rivers sections that need special care

#### The lower reaches of the River Yare

Large commercial ships use the River Yare up to Cantley, usually between September and March. You should always give them plenty of room and do not attempt to overtake them when they are under way. Do not pass through Reedham Railway Bridge and Carrow Bridge, Norwich, when they are open for large commercial vessels. Do not moor in the bends on the River Yare - large commercial ships swing wide and may collide with you.



## The lower reaches of the River Bure

When cruising between the Stracey Arms Windpump and Great Yarmouth, stay away from the banks at low water to avoid becoming stuck on the mud.

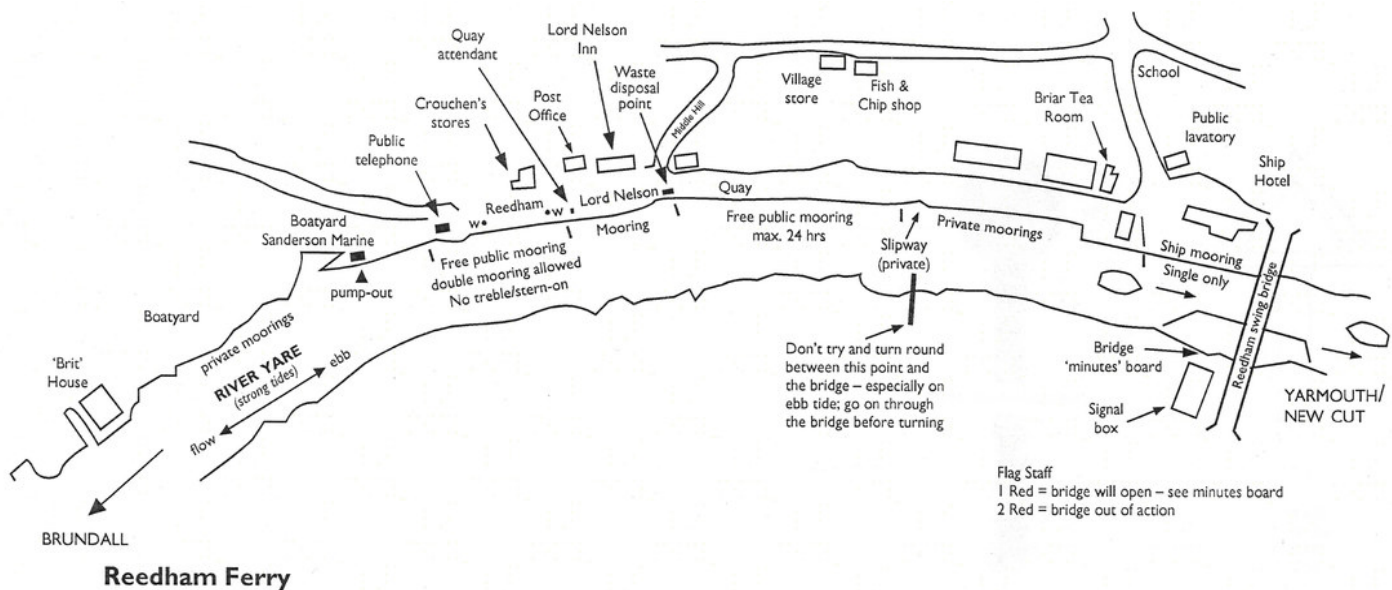
Please keep clear of coasters approaching the wharf at the mouth of the River Bure; these vessels are restricted by the depth of water. Do NOT approach or pass under Haven Bridge at Great Yarmouth which is the cruising limit for hire boats and where there are strong currents.

## At Reedham

- Check which way the tide is flowing and always come in to moor against the tide.
- Don't try to turn around between the slipway and the bridge, especially on the ebb (outgoing) tide as you may be carried into the bridge. Go down below the bridge and turn there.
- Keep to the right through the bridge. If necessary boats going against the tide should hold back to allow passage of boats going with the tide. Keep out of the way of large vessels passing through the bridge.
- Double alongside mooring is allowed at the Quay. Treble or stern-on mooring is not allowed.
- At the ship hotel near the bridge only single mooring is allowed.

## Reedham Ferry

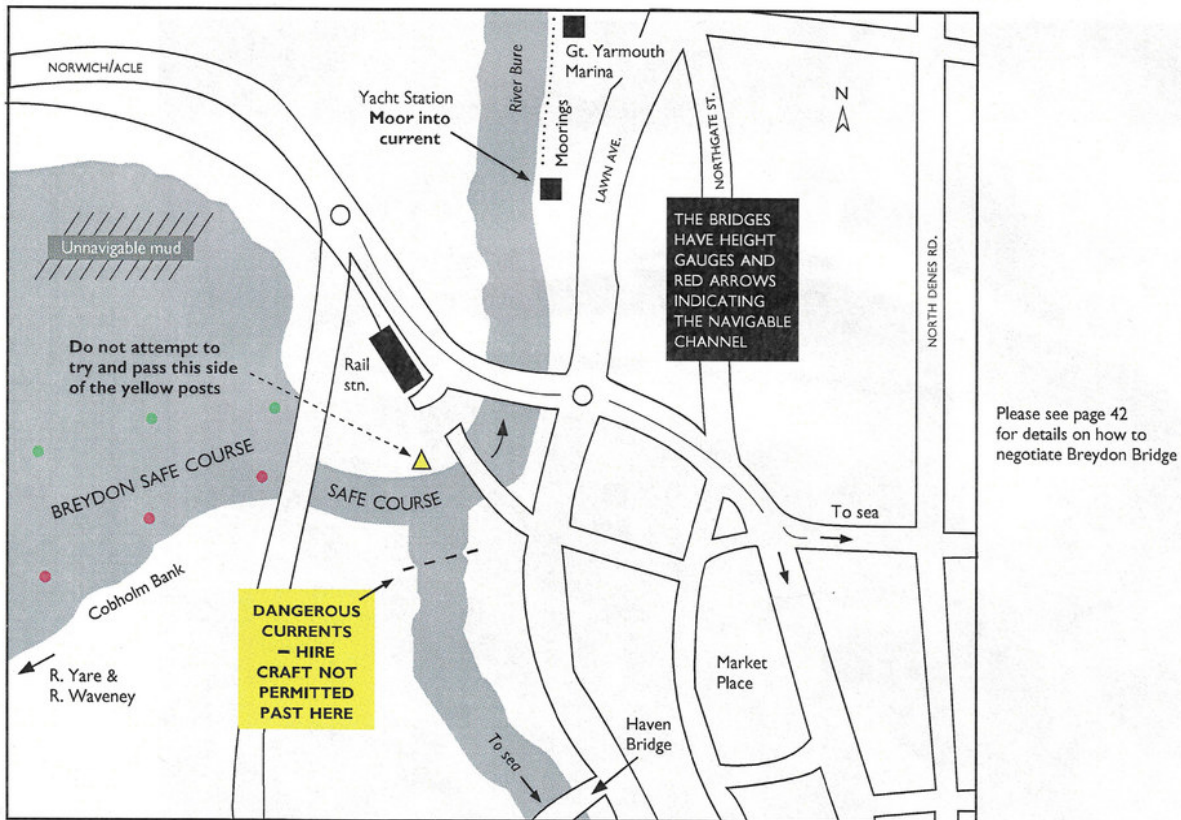
Exercise particular care here if the chain operated ferry is working. You should wait until it has docked before passing to avoid catching the chains with your propeller. Be prepared to obey the instructions of the ferry operator.



## NAVIGATING GREAT YARMOUTH

Great Yarmouth is the point where the Broads rivers reach the sea, where the current is strongest and the rise and fall of the tide greatest. Tidal flow around Great Yarmouth can be very strong. It is a very popular Broads stopping place and a busy crossroads, so be careful. Keep about 100 yards distance from any boat going in the same direction to give yourself room to manoeuvre.

There are two low bridges to negotiate on the River Bure. At average high water the clearance under these bridges is insufficient so you must pass through near low slack water. Both of the bridges at the mouth of the Bure and the road bridge over Breydon Water, a short distance up from the mouth, are fixed so windscreens and canopies must be lowered well in advance of these bridges.



### Travelling across Breydon to northern rivers

Going north towards Great Yarmouth, the last moorings are at the Berney Arms on the River Yare and Burgh Castle Marina on the River Waveney. Both of these places are about four miles from Great Yarmouth. In emergencies only moor up to the floating pontoon

### Travelling through Great Yarmouth to southern rivers

Going south down the River Bure, the Stracey Arms Windpump (about 7½ miles from Great Yarmouth) is the last mooring place before reaching the Great Yarmouth Marina and the Great Yarmouth Yacht Station. Going through Great Yarmouth, you will have to negotiate three bridges before crossing Breydon Water



## THE BEST TIME TO NAVIGATE

Study the tide tables and river distances and plan your arrival time at Great Yarmouth to coincide with low slack water. If your boat has a high fixed superstructure beware of a rapidly rising tide which may prevent you negotiating the bridges. With other types of boat it is quite safe to go through between one hour before and after low water. Refer to your tide table for the time of low slack water at Great Yarmouth, or, if the weather is windy, telephone the yacht station (01493 842794) and ask for the time of low slack water, as it can be appreciably affected by the wind.

If you are going to stop at Great Yarmouth, you should time your arrival to coincide with the right tide - slack low water or just afterwards. To find out when low water is check the tide tables. At slack low water the current is weaker so it's easier to moor and there is more room under the bridges.

Please refer to the tide table for more information.



### REMEMBER

- This is what can happen if you stray from the navigation posts on Breydon Water.
- Study your tide tables for the best time to cross.



## FISHING ON THE BROADS

Fishing is a very popular sport on the Broads rivers, particularly at weekends, but it can be disturbed by the passage of motor craft. Please show consideration to anglers.

Certain reaches (which amount to only eight miles in all) have been selected to provide the best fishing areas with land access. Please avoid passing through these reaches before 9am on Sundays between 16 and 30 June, but if you do have to use these reaches before 9am go less than 5mph and keep well away from the banks being used by anglers.

River Bure - Fleet Dyke (St. Benet's Abbey) to ½ mile upstream of Acle Bridge. River Thurne - West Somerton to Martham Ferry and Potter Heigham to Thurne Mouth.

### Licences

The controlling body for angling is the Environment Agency and bailiffs patrol regularly.

If you are going to fish on the Broads then you must carry a rod licence. A national fishing licence allows anglers to fish with two rods, where bylaws permit, anywhere in England and Wales.

REMINDER: Since lead weights between 0.06 grams and 28.35 grams were banned, anglers found using them in the Anglian Water Region face a fine of up to £1,000. Alternative non-toxic substitutes are now available for lead shot.

### Closed season

No fishing is permitted from 15 March to 15 June inclusive. The Easter and Whitsun concessions of previous years are no longer allowed by the Environment Agency.

### Bylaws warning

Anglers have responsibilities and should read the Water Authority Bylaws exhibited on notice boards around the Broads. Bailiffs patrol the waterfront, so please carry your licence with you. Please note that fishing from moving motor boats is not permitted and you must not leave your keep net hanging over the side while the boat is moving since this kills the fish. You must not leave dead fish, litter, or fishing tackle on the riverbanks or in the water, nor leave a rod unattended with its line in the water. Birds often do not see the line and become hopelessly entangled. They can lose limbs, be strangled, or die from starvation if they can't feed because of hooks in their mouths. Take any spare line away and cut it up or burn it. If you come across wildlife needing help, RSPCA inspectors can be contacted by telephone on (0300) 124999, and the RSPB on (01603) 661662.

### Boat hygiene

If using maggots or worms as bait, please ensure that they are never taken into the boat's living quarters.

Keep them secure in proper containers in the outside cockpits, on deck.

### Where to fish

Providing you carry a rod licence, all tidal banks owned or leased by the Environment\_Agency may be fished free and are accessible from the river.

### Some of the species of fish found on the Norfolk Broads



Bream

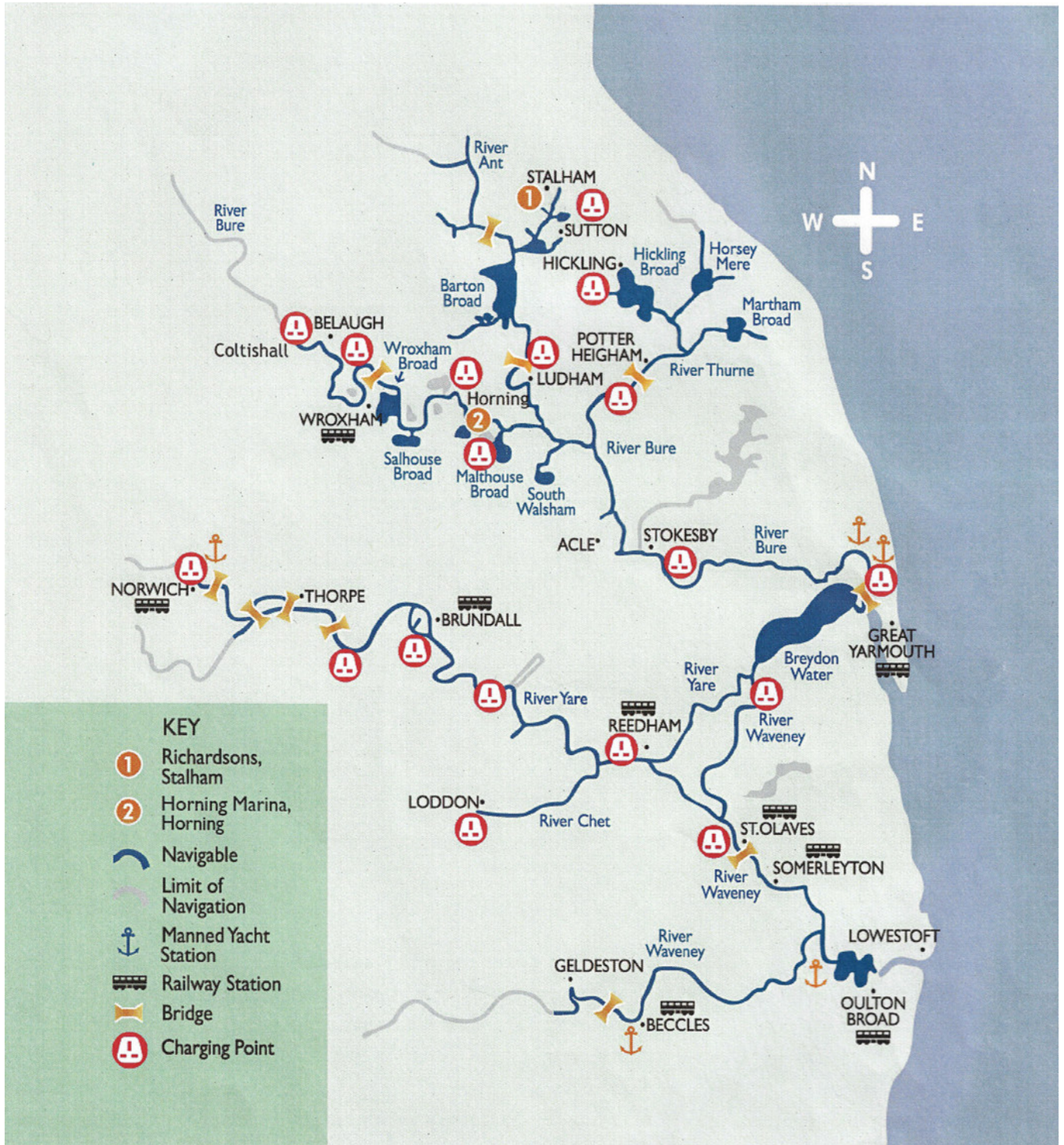
Roach







## TIDES AND RIVER DISTANCES





## JOURNEY TIMES ON THE BROADS (IN HOURS)

Times are a rough guide only. When planning your journey remember traffic, tide and weather may make it take longer.

Northern Rivers/Broads	River Bure								River Thurne		River Ant	
	Coltishall	Wroxham	Horning	Ant Mouth	Thurne Mouth	Acle	Stracey Arms	Great Yarmouth	Potter Heigham	Hickling Staithe	Stalham	Barton Broad
River Bure	-	1½	2¾	3¾	4¼	4¾	5¾	7¼	5	6¼	5¾	5
Coltishall	-	1½	2¾	3¾	4¼	4¾	5¾	7¼	5	6¼	5¾	5
Wroxham	1½	-	1¼	2¼	2¾	3¼	4	5½	3½	4½	4¼	3½
Horning	2¾	1¼	-	1	1½	2	3	4½	2¼	3½	3	2¼
Ant Mouth	3¾	2¼	1	-	½	1	2	3½	1¼	2½	2	1¼
Thurne Mouth	4¼	2¾	1½	½	-	½	1½	3	¾	2	2½	1¾
Acle	4¾	3¼	2	1	½	-	1	2¼	1¼	2½	3	2¼
Stracey Arms Mill	5¾	4	3	2	1½	1	-	1½	2¼	3¼	4	3¼
Great Yarmouth	7¼	5½	4½	3½	3	2¼	1½	-	3¾	4¾	5½	4¾
River Thurne												
Potter Heigham	5	3½	2¼	1¼	¾	1¼	2¼	3¾	-	1¼	3¼	2½
Hickling Staithe	6¼	4½	3½	2½	2	2½	3¼	4¾	1¼	-	4½	3¾
River Ant												
Stalham	5¾	4¼	3	2	2½	3	4	5½	3¼	4½	-	¾
Barton Broad	5	3½	2¼	1¼	1¾	2¼	3¼	4¾	2½	3¾	¾	-

Southern Rivers/Broads	River Yare								River Waveney							
	Norwich YS	Thorpe Green	Brundall	Cantley	Loddon (River Chet)	Reedham	Berney Arms	★ Great Yarmouth	Burgh Castle	St Olaves	Oulton Dyke	Oulton Broad YS	Beccles	Geldeston		
River Yare	-	½	2	3¼	4¾	4	5	5¾	5¼	4¾	5¾	6¼	7½	8½		
Norwich YS	-	½	2	3¼	4¾	4	5	5¾	5¼	4¾	5¾	6¼	7½	8½		
Thorpe Green	½	-	1½	2½	4¼	3½	4½	5¼	4¾	4¼	5¼	5¾	6¾	7¾		
Thorpe Green	½	-	1½	2½	4¼	3½	4½	5¼	4¾	4¼	5¼	5¾	6¾	7¾		
Brundall	2	1½	-	1¼	2¾	2	3	3¾	3¼	2¾	3¾	4¼	5½	6½		
Brundall	2	1½	-	1¼	2¾	2	3	3¾	3¼	2¾	3¾	4¼	5½	6½		
Cantley	3¼	2½	1¼	-	1½	1	1¾	2¾	2	1¾	2½	3	4¼	5¼		
Cantley	3¼	2½	1¼	-	1½	1	1¾	2¾	2	1¾	2½	3	4¼	5¼		
Loddon (River Chet)	4¾	4¼	2¾	1½	-	1¼	2¼	3	2½	2	3	3½	4¾	5¾		
Loddon (River Chet)	4¾	4¼	2¾	1½	-	1¼	2¼	3	2½	2	3	3½	4¾	5¾		
Reedham	4	3½	2	1	1¼	-	1	1¾	1¼	¾	1¾	2¼	3¼	4¼		
Reedham	4	3½	2	1	1¼	-	1	1¾	1¼	¾	1¾	2¼	3¼	4¼		
Berney Arms	5	4½	3	1¾	2¼	1	-	¾	¼	1¼	2¼	2¾	4	5		
Berney Arms	5	4½	3	1¾	2¼	1	-	¾	¼	1¼	2¼	2¾	4	5		
★ Great Yarmouth	5¾	5¼	3¾	2¾	3	1¾	¾	-	1	2	3	3½	4¾	5¾		
★ Great Yarmouth	5¾	5¼	3¾	2¾	3	1¾	¾	-	1	2	3	3½	4¾	5¾		
River Waveney																
Burgh Castle	5¼	4¾	3¼	2	2½	1¼	¼	1	-	1	2	2½	3¾	4¾		
Burgh Castle	5¼	4¾	3¼	2	2½	1¼	¼	1	-	1	2	2½	3¾	4¾		
St Olaves	4¾	4¼	2¾	1¾	2	¾	1¼	2	1	-	1	1½	2¾	3¾		
St Olaves	4¾	4¼	2¾	1¾	2	¾	1¼	2	1	-	1	1½	2¾	3¾		
Oulton Dyke	5¾	5¼	3¾	2½	3	1¾	2¼	3	2	1	-	½	1¾	2¾		
Oulton Dyke	5¾	5¼	3¾	2½	3	1¾	2¼	3	2	1	-	½	1¾	2¾		
Oulton Broad YS	6¼	5¾	4¼	3	3½	2¼	2¾	3½	2½	1½	½	-	2¼	3¼		
Oulton Broad YS	6¼	5¾	4¼	3	3½	2¼	2¾	3½	2½	1½	½	-	2¼	3¼		
Beccles	7½	6¾	5½	4¼	4¾	3¼	4	4¾	3¾	2¾	1¾	2¼	-	1		
Beccles	7½	6¾	5½	4¼	4¾	3¼	4	4¾	3¾	2¾	1¾	2¼	-	1		
Geldeston	8½	7¾	6½	5¼	5¾	4¼	5	5¾	4¾	3¾	2¾	3¼	1	-		
Geldeston	8½	7¾	6½	5¼	5¾	4¼	5	5¾	4¾	3¾	2¾	3¼	1	-		

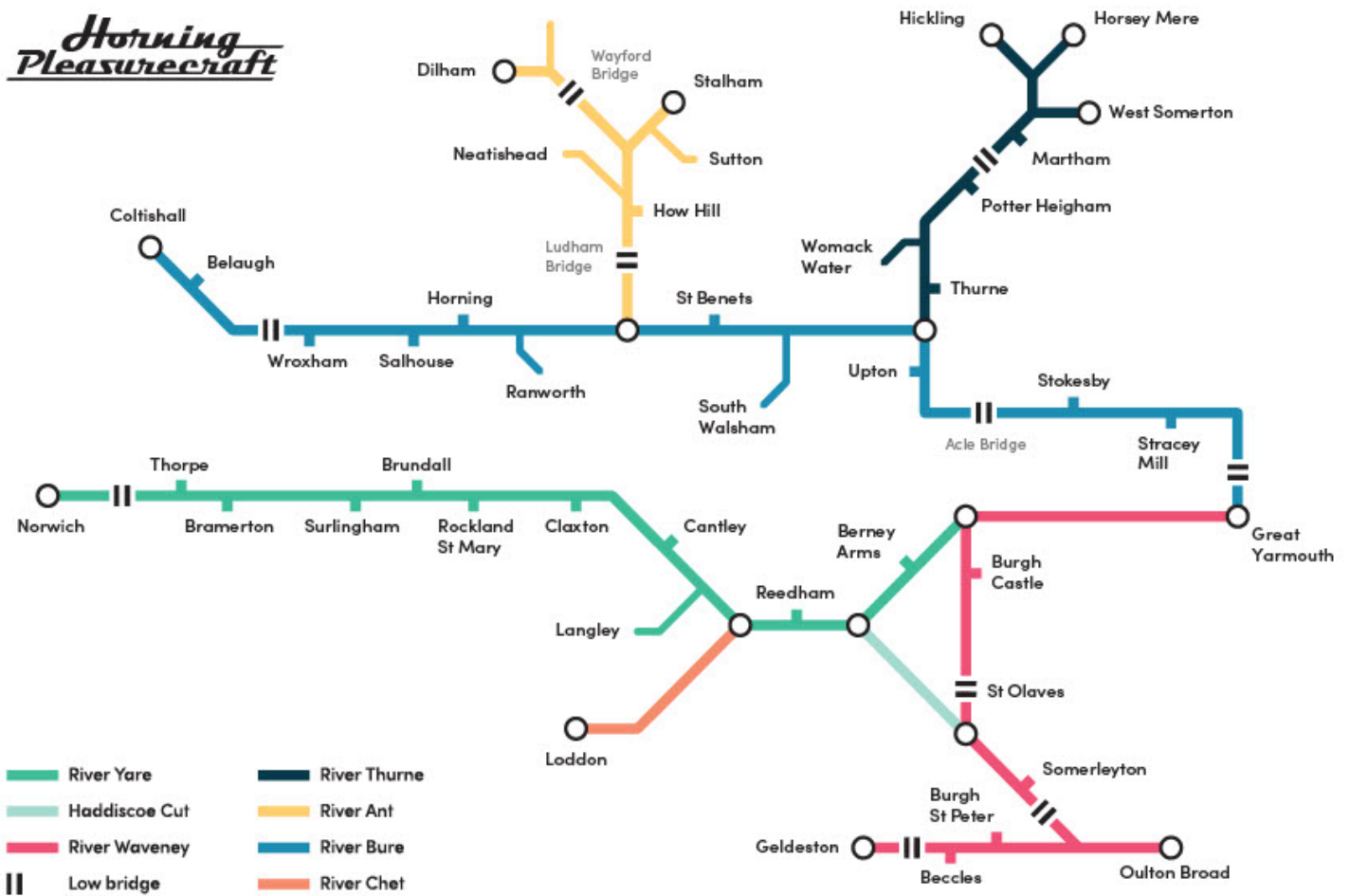
YS = Yacht Station

★ = Crossing Breydon (timing critical)



# BROADS MAP

*Horning Pleasurecraft*





## ESSENTIAL SERVICES AND BOATYARDS

Wherever you go in Broadland you'll not be far from a Broads Hire Boat Federation (BHBF boatyard where Service, Advice and Moorings are readily at hand.

Visitors on the Broads for a two week holiday are recommended to fill up with water or pump out early on Friday in order to avoid the busy time on Friday evenings and Saturdays when the weekly hire boats come in for cleaning and handing over to a new party.

### Should your toilet need a pump-out service

Just use the maps /listing in this section to find your nearest boatyard.



*Hornung  
Pleasurecraft*

## Boatyard Moorings

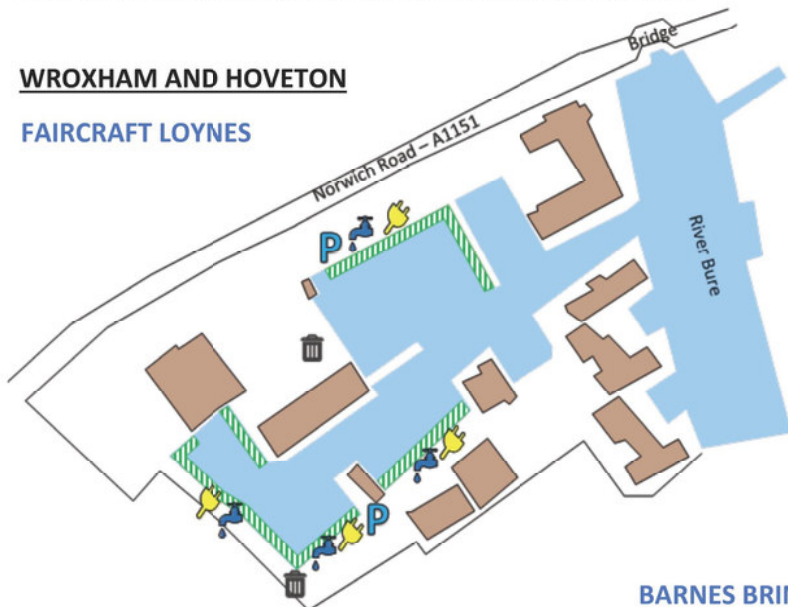
This Logo means that the boatyard where it is displayed is a member of the Broads hire operators' trade association, affiliated to British Marine, and operating in accordance with the nationally approved code for the Design, Construction and Operation of Hire Boats.



The boatyards featured on the following pages offer free moorings for visiting hire boats, but always subject to the availability of space for boats due to return to that yard for turnaround. Where telephone numbers are given, please check availability of mooring space in advance.

### WROXHAM AND HOVETON

#### FAIRCRAFT LOYNES



### BARNES BRINKCRAFT

Free 24-hour moorings are available upstream beyond Wroxham Bridge (See pilot advice in Skippers Manual).

Downstream of bridge (other than at boatyards shown) a mooring fee will be charged

#### Key to symbols

-  Hire Craft Mooring
-  Shore power
-  Water
-  Waste Disposal
-  Toilet pump out

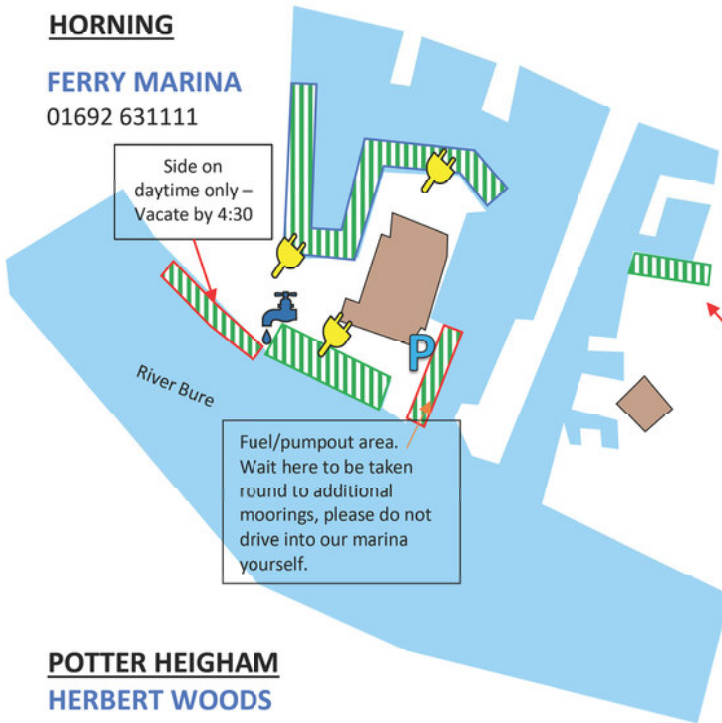




**HORNING**

**FERRY MARINA**

01692 631111



**HORNING**

**HORNING PLEASURECRAFT**

01692 630614

Visiting hire craft welcome but by prior appointment only

**POTTER HEIGHAM**

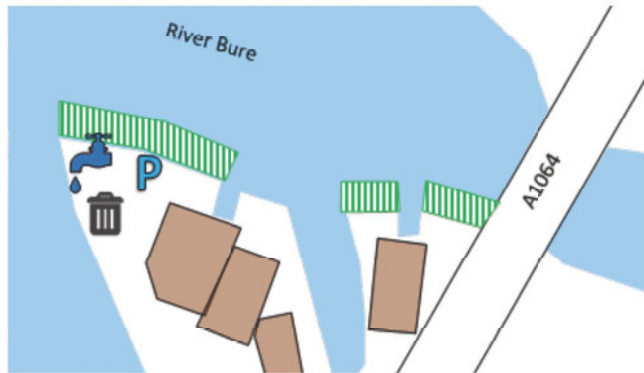
**HERBERT WOODS**



**Key to symbols**

 Water	 Hire Craft Mooring	 Shore power
 Waste Disposal	 Toilet pump out	

**ACLE  
BRIDGECRAFT**

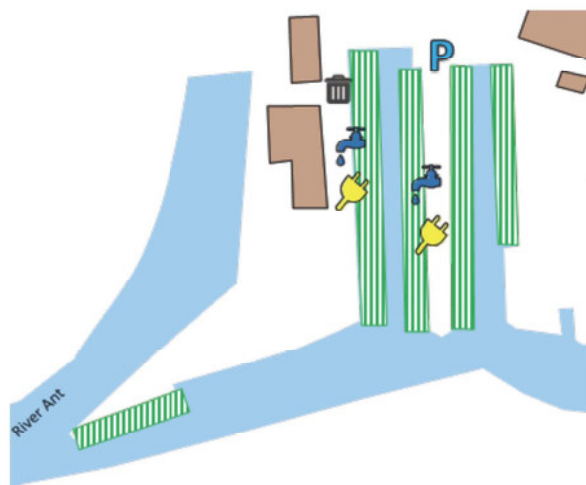


**UPTON**

**EASTWOOD WHELPTON**

Located at end of Upton Dyke, this boatyard has limited space but has free public 24hr moorings available opposite. Water and waste disposal in the boatyard.

**STALHAM  
RICHARDSONS**

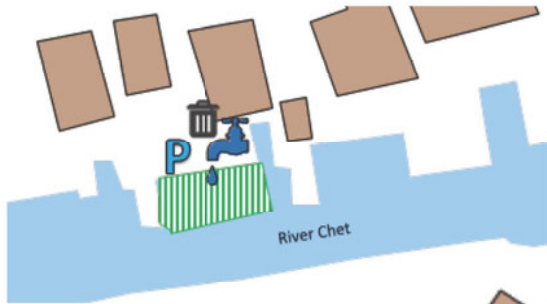


Key to symbols	
	Hire Craft Mooring
	Shore power
	Water
	Waste Disposal
	Toilet pump out



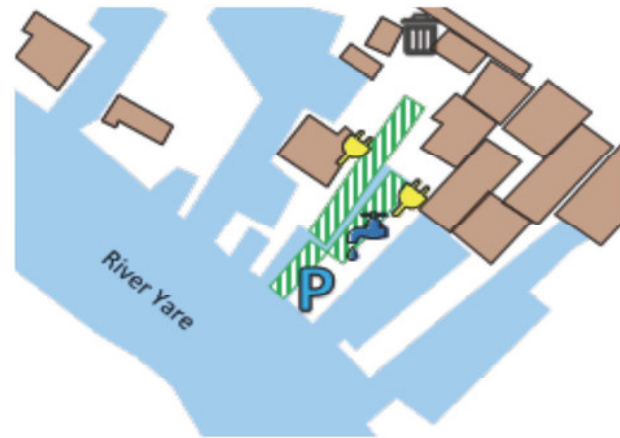
**LODDON**

**PACIFIC CRUISERS**



**BRUNDALL**

**BROOM BOATS**



Key to symbols		
 Water	 Hire Craft Mooring	 Shore power
 Waste Disposal	 Toilet pump out	





## ACCIDENTS NEED NEVER HAPPEN

### No accidents please

Accidents need never happen - providing you and your crew take care. You have in your care a valuable boat and crew. Please look after them.

The boat insurance cover applies only to the hull, superstructure and the underwater gear. Your security deposit (where applicable) is held against the excess on the boat insurance policy against any claim.

Losses of, for example, deck equipment, fenders or other uninsured inventory items, and the cost of removing ropes, lines or debris around the propeller will be your responsibility.

If damage or loss occurs then the owner will make an on-the-spot assessment of cost and you will be charged accordingly, with the amount deducted from your security deposit unless you have paid a damage waiver, in which case there will be no deduction.

### Accident procedure

In the event of a serious emergency requiring police, fire or ambulance services, dial 999. Also contact your home boatyard.

If you are involved in an accident, please follow this standard procedure:

- Stop immediately.
- Inspect both boats and/or property and try to come to some sort of agreement with the other party involved, as to the extent of the damage.
- Obtain the registration details of the other vessel and the names and address of its driver, its owner and if possible an independent witness.
- Do not admit liability and as soon as possible (but within 24 hours) contact your boatyard to report the accident. Insurance claims will only be met if the boatyard has been informed.
- You **MUST** complete a claim form, found in the rear of the Captains Manual, at the time of the accident (whether your boat has been damaged or not), otherwise you may be charged personally for any damage to your craft or any other craft or property involved.

If this procedure has been followed, you will not be held responsible for damage if you paid the damage waiver, or you will only be held responsible for the damage done to the craft or property up to the total of your security deposit.

### Damage waiver/security deposit

We operate a Damage Waiver Scheme payable with your balance of hire. In some cases we require a Security Deposit refundable at the end of your holiday, unless there has been damage to your boat, another boat or property, or lost or broken equipment or fittings.

If you follow the above accident procedure, and you have paid the Damage Waiver, you will not be responsible for damage. If you have paid a Security Deposit, you will only be liable for damages up to the limit of your deposit.

The waiver cover only applies to the hull, superstructure and underwater gear.

Please note, the damage waiver does not cover damage caused by negligence. We also operate a Fuel Security Deposit Scheme,



## NUMBERS ON YOUR BOAT

DON'T allow extra people on board beyond the total crew you declared at the time of takeover without the boat operators prior authority. The ventilation and accommodation are designed only for the number of crew advertised.

It is illegal to carry more people than the boat is licenced for; see the plaque on your boat.

### Buoyancy aids

A buoyancy aid must be worn, especially by children and non-swimmers, when moving around on deck, on the bank when mooring, and any other time when it is possible to fall into the water. Before you set off, collect a buoyancy jacket for each member of your crew, make sure they fit properly, and then wear them.

DON'T use your buoyancy jackets for bathing.  
NEVER put clothing over a buoyancy aid.

### The Lifebuoy

All boats have a lifebuoy which must be kept ready for use. Make sure everyone aboard knows the location of the lifebuoy and boat hook, and that they are ready for instant use. Lifebuoys should not be used for bathing.

### Falling in - you must ensure that all your crew are familiar with this rescue drill

What to do if you experience a 'man overboard' situation:

1. Whoever first spots the person in the water should call out "man overboard" - and indicate their location in the water to the driver of the boat. That crew member should then maintain a constant watch on the position of the person in the water, and if the distance is not too great should throw a lifebelt, or other buoyant material near to, not at, the person.
2. On hearing the call "man overboard", the boats driver must immediately point the boat towards the overboard person (this takes the propeller away from the person in the water). Then start heading in the direction of the person directed by the first crew member who is keeping watch on the overboard person.
3. Approach slowly! When you are near enough, throw a lifebuoy or line to the person. The craft should be manoeuvred a few yards away at dead slow. Once in position, stop your engine or take it out of gear.
4. Attempt to pull the person aboard preferably from amidships (ie well away from the propeller). A looped rope is the best method as the person can slip this over their shoulders or stand in the loop and be pulled aboard. Alternatively, you can use a fend-off as a grab line.
5. Don't jump into the water yourself, unless the casualty is unconscious, or unable to help themselves, and there are enough people left on the boat to ensure that you will be able to get out when wet or cold. Even then only one person should enter the water to assist the casualty, and they should be attached to the boat by a rope.
6. In confined waters it might be more practical to use a dinghy if one is available, in which case recover the victim over the back (the transom) of the dinghy - not over the bows or amidships.
7. Everyone engaged in the rescue should wear a buoyancy aid, particularly if the recovery is being made from a dinghy.
8. After recovery, check for injuries - remove wet clothing - and supply hot drink. IMPORTANT - seek medical advice.



## IF YOU SHOULD FALL OVERBOARD

- Shout to ensure the rest of your crew know you are in the water
- Don't panic
- Don't thrash about - spread your arms sideways to help buoyancy
- Try not to swallow any water
- Be ready to grab any buoyant material close by or anything thrown to you

### Fire

There are fire extinguishers and a fire blanket aboard your boat in case of emergency. Locate it when you arrive and make sure you know how to operate it.

If you suspect a fuel or gas leak, moor up, turn off gas or fuel, contact your boatyard immediately.

### Safety on deck

Everyone should wear rope-soled or non-slip rubber shoes when on board.

Hold on when you move about on the deck, especially when the boat is moving.

Keep your mooring lines neatly coiled on deck when not in use. It saves time and trouble in emergencies if they are always ready for use.

DON'T stand on ropes - they can roll under your feet and throw you off balance.

DON'T throw your anchor aboard from the shore. You could hurt someone or damage the boat.

Coil the rope in your hands before throwing it ashore to avoid it being caught in your legs.

### Fending off

DON'T try to stop your craft by pushing with your foot or hand. Boats are far too heavy to stop easily and you risk an injury. Use a fender.

DO make sure, when moored to bank, quay or another craft, that the hull of your boat is protected by fenders.

DO use your boat hook with care. Never spike it into decks and roofs of other boats to fend off.



### Sliding canopy

Where the boat has a sliding canopy the safe use of it will have been demonstrated to you by your boat operator. You must make sure that you pass this information on to all crew members and any visitors to the boat to ensure they are aware of the safe operating procedure.

### Getting aboard and ashore

DON'T jump off a moving boat - if you slip or fall it may crush you.

If there is a gap between the quay and the boat, don't leap the gap, but pull the boat closer with a mooring rope. Look out for hazards on waterside paths, quays etc.

Be especially careful after dark- take a good torch. Leave a light on in the boat if you will only be gone a short time (too long may cause batteries to go flat).

### Watch out for small craft

Small boats sitting low in the water are easily overlooked, particularly when they are near but obscured by your boat's superstructure, or when you are looking towards a low sun. Remember, scullers row backwards, and have to look round to see where they are going! Beginners, in particular, must learn to balance their boat, while navigating their course and keeping a lookout at the same time.

### Towing

DO bear in mind your boat is not insured for towing boats.

DON'T use the deck-cleats for towing, or being towed by, other boats. They are only to be used for mooring.

DO remember that on no account should you tow, or be towed by other boats unless with professional assistance, as towing can be a hazardous operation if incorrectly undertaken.

### Weil's Disease (Leptospirosis)

Although the chances of catching Weil's Disease are small the consequences can be serious. This rare infection is occasionally caught by people involved in angling and other water sports. It is caused by bacteria, which can enter the body in cuts, grazes and the mucous membranes of the mouth and eyes. Symptoms are headaches, temperature and influenza-like illness with joint and muscle pain, particularly of the calf area.

The bacteria is spread in water contaminated by rat's urine and can give rise to a mild illness which may show up from 3 days to 3 weeks after absorption. In a very few cases the illness is serious and requires hospital treatment.

If you suspect this infection, tell your doctor you are concerned with the possibility of Weil's Disease, giving details of any water related activities.

NEVER put wet fishing line or objects e.g. mooring ropes in your mouth.

Clean hands thoroughly before eating or smoking.

Cuts and grazes should be covered with waterproof dressings.

Wash or shower thoroughly after water-related activities.



## Quick fix guide

Most of the problems which occur within the first day or two can usually be dealt with over the phone. You may find the following useful before you call us.

### **BILGE PUMP KEEPS RUNNING**

PLEASE LIFT THE HATCH IN THE FLOOR OF THE REAR CABIN (If there is not a floor board in the rear cabin, try the next cabin forward)

Is there water high in the bilge near the shaft?

YES - please inform us

NO - Can you see anything under the float switch in the bottom of the bilge! (It is white and pivots at one end). YES - remove the object from under the float switch.

### **BOAT WILL NOT MOVE-NO DRIVE**

Which gear control do you have? Is it mounted on the top or at the side of the helm?

**SIDE MOUNTED:-**

Have you remembered to select drive by pushing in the small silver button under the lever! (Put the lever into the neutral position first)

IF YES- please inform us

**TOP MOUNTED:-**

Put the lever into the central position. Do not pull the lever but move it forwards. Do you have drive! IF

NO - please inform us

### **CANNOT START THE ENGINE**

Is this your first day out?

#### **1. YES, OUR FIRST DAY**

Is the stop control in? It is a black T-shaped handle on the dashboard (note - some boats don't have this control). Put the gear selector into neutral and select full engine revs.

Put the key into the off position and then turn it one position clockwise. The charging lights should be on.

Turn the key again one position clockwise to the heat position and hold in that position for 10 seconds - there may be a yellow indicator light to confirm this.

Turn the key fully clockwise to engage the starter. If this does not start the engine, please inform us.

#### **2. NO, WE HAVE BEEN ON BOARD FOR LONGER**

Is the stop control fully in?

Are you preheating the engine before trying to start?

Is the battery master switch in the 'on' position?

If the answers to the above are yes, and the engine will not start, please inform us.



## **COOKER WILL NOT LIGHT**

Is the mains gas tap near the cooker in the 'on' position! (The lever is in line with the pipes)  
Have you pushed the flame failure override in?  
What is the flame failure override?

The oven flame failure button is either a silver or red button found at the bottom of the oven, on the cooker control panel or the oven control 'knob needs to be pushed in ( this also applies to hob burners)

### **IF THE BUTTON IS AT THE BOTTOM OF THE OVEN OR ON THE CONTROL PANEL;**

Turn on the burner control knob, light the match and apply to burner; push button in and hold in. When the burner is alight, hold the button in for a further five seconds.

If the oven control knob pushes in (applies to hob burners as well):

Turn on burner control knob, light the match and apply to burner, push control knob in and hold in. When burner is alight, hold the button in for a further five seconds.  
If you are unsuccessful, please inform us.

## **FRIDGE DOES NOT WORK**

Is the fridge switched on/ It is a white light switch close to the fridge, but it may be hidden behind something on the worktop.

If YES;

Is there a small red light flashing above the fridge door or inside the fridge?  
YES - your batteries are low and you need to run the engine to charge them.  
If the fridge still does not appear to work after 20 minutes please inform us.

## **NO WATER/NO HOT WATER**

Is the water pump on/The switch is on the dashboard  
Have you filled up with water today! The tank should be filled daily (if you have ran the water tank dry, the pump will need to be bled after filling the tank, please call for advice)  
IF YES TO THE ABOVE - please inform us.

### **NO HOT WATER**

Is there water from the tap! (See above)  
YES - have you run the engine for at least 45 minutes?  
NO - run the engine at 1000 RPM for 45 minutes to heat the hot water tank  
YES - inform engineer



## NO LIGHTS/ELECTRICAL POWER

Turn the ignition on - are the charge lights on?

NO - can you start the engine?

NO - are the battery master switches on?

IF YES- please inform us

## SHOWER TRAY WILL NOT EMPTY

Have you pressed the 'shower pump' button/ This will be a black button or a white light switch mounted below waist height. On some boats this may be confused with the toilet flush button.

IF YES - please inform us

## TOILET WILL NOT FLUSH

MANSFIELD TOILET (an electrical flush toilet with a foot pedal on the left side and flush button on the bulkhead

Have you depressed the foot valve and pressed the toilet flush button? This will be a black button or a white light switch mounted below waist height. On some boats this may be confused with the shower flush button.

IF YES - please inform us





*Honning*  
*Pleasurecraft*

2024