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BROADLAND CONSERVATION

AN ENCHANTED LAND

The Norfolk and Suffolk Broads are very well known and popular 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 popular 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 rare 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 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 people's holiday enjoyment, or spoil the Broads waterways and countryside. Please follow this 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 animals, the countryside, and you 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 staites and moorings. *Continued overleaf...*

BROADLAND CONSERVATION – CONTINUED

PRESERVE THE RIVER BANKS

Driving your boat at speed creates waves that destroy banks and flood birds' nests. Making waves takes energy – fuel that you will have to pay for. A small reduction in speed can make an enormous difference to the size of the waves created by your boat.

Mooring to natural banks can damage them, so preferably moor only in recognised moorings or to sound or protected banks, not where erosion has already occurred.

PRESERVE REED BEDS

Reeds are very important to the well-being of the Broads because they stop the banks from being eroded and provide food and shelter for wildlife. Don't moor your vessels to the reeds or push the bows into them – you might disturb nesting birds and spawning fish. If you wish to stop, drop your mud weight away from the reeds.

Many of the Broads navigable waters run through nature reserves, so please keep disturbance to a minimum. Remember, too, that all land adjoining the water belongs to someone. Please respect this and avoid trespassing. Don't go into the reed beds from the river bank.

KEEP OUT OF SHALLOW WATER

Going aground and driving motor boats in shallow water churns up mud and also destroys plant life, causing great harm to the environment and spawning fish.

KEEP THE RIVERS CLEAN

Some modern materials are almost indestructible, they do not rot in water and for this reason cause terrible harm to wildlife and property. So please – don't use detergent excessively, don't throw cellophane or plastic wrapping overboard or leave broken fishing lines in the water.

Above all, don't release oil as this pollutes the water badly and kills fish and birds alike. Be especially careful when re-fuelling, and when pumping out the bilges.

RESPECT OTHER BROADS USERS

Remember to give moored boats and anglers a wide berth and slow down when passing them. Passing too close to moored craft can cause accidents on board such as scalding. Don't play radios or musical instruments loudly enough to annoy other crews. If possible do not run your engines or generators when moored up, if this is likely to disturb or annoy others. These are bylaw offences for which you could be prosecuted and fined.

All Broads Authority moorings allow fishing from the banks but boats have the priority as the licence fee contributes to the maintenance, if there are fishermen present and you wish

to moor, please be polite and give them time to move their gear.

By following the Broadland Code and behaving thoughtfully, you can make a major contribution towards the protection and conservation of Broadland.





CRUISING DOWN THE RIVER

You may be a veteran Broads holidaymaker or even a transatlantic yachtsman. Or you may be relatively inexperienced and need some guidance to get the most out of your holiday. Your boatyard will have given you an extensive trial run to familiarise you with your boat, its equipment and controls. You should also have had advice on safety and conservation, the hints that follow will also help you to cruise competently, sensibly and happily.

These are general hints, procedures on many boats vary. Your boatyard will give you specific details on your chosen boat.

Daily checks – It is not always necessary for hirers to check all the items listed – Your boat operator will have explained which checks you need to carry out during your trial run.

The engine is checked before you take over, and is unlikely to give you any trouble. However, there are some things you should check regularly.

HERE'S YOUR DAILY ROUTINE:

BEFORE STARTING THE ENGINE CHECK:

Engine oil: Check the engine lubricating oil, which should be up to the 'top' mark on the dipstick. If necessary, top up from the oil bottle supplied (please do not overfill).

Stern gland (if fitted): Screw down grease cap one turn. If it is fully down, refill with grease.

Cooling water header tank (if fitted): Most engines have a separate cooling system with a header tank. Check to ensure that it contains water. (Do not remove cap when the engine is hot – you could be scalded).

Weed filters: The filters must be checked and cleared of any weed. Failure to do so may result in the engine overheating. Your boatyard will advise you on the procedure.

Bilges: Most bilge pumps are automatic and will pump out when necessary. If the water being pumped out is oil, check for oil leaks, and if in doubt contact your boatyard, but do not allow oil to enter the water – you could face prosecution. Keep checking, and if oil does appear, stop the pump and look for the cause. Seek assistance!

Pilot lights on refrigerators if applicable: Check periodically every day that all pilot lights are alight.

STARTING THE ENGINE FROM COLD

1. Check that the stop control has been returned to its 'run' position, (where fitted).
2. Pull out or push in the control to disengage the gearbox as instructed by your boat operator. Move the throttle lever to full power.
3. If the engine is cold, turn the ignition key to the 'pre – heat' position for 30 seconds, and then to 'start'.
4. Wait at your mooring until the engine has warmed up.
5. Return throttle to 'neutral' before engaging gear.
6. Once the engine has started, check that water is coming out of the exhaust. If not check your weed filter for a blockage. On some boats water may be ejected from an outlet under the boat. Your boat operator will have explained this to you.

CRUISING DOWN THE RIVER – CONTINUED

STARTING THE ENGINE WHEN HOT

1. Check that the stop control has been returned to its 'run' position, (where fitted).
1. Pull out the control to disengage the gearbox, move the throttle lever to about half power.
1. Simply turn the key to the start position, then once the engine has started return the throttle to the neutral position before engaging the gear.

AFTER STARTING THE ENGINE, CHECK:

1 Oil pressure

If a gauge is fitted, and your oil pressure shows 'zero' at normal cruising speed, stop immediately and contact your boatyard for assistance. Many boats have an alarm/warning light which may come on when the engine is being started.

It should stop once the engine is running. If not, stop the engine and obtain assistance from your boatyard.

2 Water cooling system

Most engines are water cooled by drawing water from the river, circulating it through the engine, and discharging it through the exhaust. Having started the engine, and periodically while cruising, check that water is being ejected from the exhaust. If not, stop immediately – the engine may overheat and seize up. Seek assistance.

Weed strainer. If no water is being ejected, check that the weed strainer on the water cooling system is not blocked. On some boats the water outlet may not be visible. Your boat operator will have explained this to you.

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'S 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. We would recommend that the water is boiled before drinking.

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

Try not to 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 Electric lighting

On some boats the electric lighting and the engine starter are run off the same battery – charged when the engine is running. The power is more than enough for normal use, but do remember to turn off lights when not in use, and use them sparingly in early spring and late autumn (no all-night card schools please).

You must cruise for at least four hours each day to keep your batteries charged.

3 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.

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

- 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.
- Turn off the gas at night, or when not in use for some hours, except where your boat has a gas fridge fitted. Your boat operator will have explained this to you.
- Do not take any portable gas appliances, such as heaters or barbecues on board.
- Never cover ventilation holes, and follow carefully the instructions given for each appliance.

Continued overleaf...



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. **Never sleep in a cabin with a gas heater burning!**

SMOKE ALARMS

Your boat will have been fitted with one or more smoke alarms of a type fitted in most homes. The position and operation of the alarm(s) will have been shown to you during your handover.

YOUR LAVATORY

We helped develop the new style toilets which prevent raw sewage being discharged into the waterways, and help keep the Norfolk Broads amongst the cleanest river systems in Europe.

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 should be disposed of ashore. If the toilet becomes blocked through misuse, you will have to pay for its clearance.
- Pump – out emptying facilities are available at all Hoseasons and Blakes boatyards. A charge is made for this service.

SOME GENERAL POINTS

FUEL CONSUMPTION

You will use approximately 2-5 litres of fuel per hour, depending on the size of your boat.

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 'three-quarter' throttle.

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.





RULES OF THE RIVER

BOAT HANDLING HINTS, AND SOME NAVIGATIONAL TIPS

There is a Highway Code when you are afloat just as there is on the roads. Please study it 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.

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

All powered craft (except commercial vehicles) 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

- Different tacks – Port gives way to Starboard

When two yachts under sail have the wind on different sides, the yacht which has the wind on the port (left) side must keep clear of the other. • Same tack – Windward boat keeps clear

When two yachts under sail have the wind on the same side, the yacht to windward must keep clear of the other.

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 £1000 if you break this bylaw. Try to plan your cruise to arrive at your destination before sunset.

TOWING

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

HORN SIGNALS

Signals on your horn are internationally recognised:

- One short blast: 'I am going to turn right'
- Two short blasts: 'I am going to turn left'
- Three short blasts: 'I am going astern'

If you have to use your horn as a warning, give one long blast (4 seconds). Using any of the above could be mis-understood, and could cause an accident. Do not use your horn for any purpose other than the above.

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 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, airguns 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.

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. And 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 or cassette players, televisions, or your engine. Please keep the volume

down (especially at night), to protect the tranquillity of the Broads for yourself, other holidaymakers and wildlife.

RANGERS

The Broads Authority's Rangers and River Police patrol the Broads in special launches. While they are there to enforce Bylaws and speed limits, they are also there to help you. If you have any queries, don't hesitate to ask.

BOAT HANDLING HINTS

If you read these notes before you set off and during your holiday, you will quickly acquire 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 end of the boat
(e.g. the mud weight is in the bow)

Stern – The back of the boat

Port – Left hand side of the boat **Starboard** –
Right hand side of the boat

SOME BASIC EQUIPMENT

- Buoyancy jacket

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 fitted.

- Rond anchors

These are the L-shaped anchors supplied with your boat for mooring into soft banks.

Continued overleaf...

- Mud weights

The mud weight allows you to moor in sheltered broads such as Salhouse and Ranworth. Always leave out plenty of rope.

- Fenders

Plastic air filled protectors that hang along the sides and stern of your boat to prevent damage when moored against quayheads, banks and other boats.

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 – 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 – especially if they are cooking.

Even a slight increase in speed can cause your boat to make more waves, so please 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.

Be sensible and watchful!

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 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.

GOING ASTERN (REVERSING)

A boat's steering becomes less effective when going astern because there is no flow from the propeller onto 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, and pull off the weed with your boathook from the dinghy or from the bank. 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 boathook – 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 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's 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 yachts 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 yachts' 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 yachts' 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.



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.

But first, there are 4 golden rules:

1. Take your time, if you rush you may lose control.
2. Always keep your speed down and approach moorings slowly
3. Watch what the tide or wind is doing (More simple advice on this to follow).
4. As skipper, it is your job to allocate specific tasks to your crew, and to make sure that they understand their role (if there are only two of you, someone is going to have work a bit harder

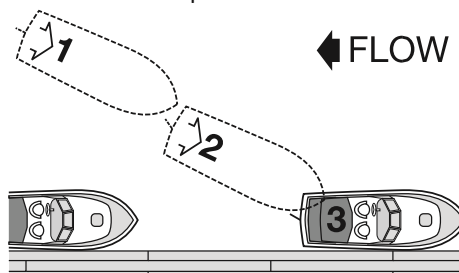
HOW TO MOOR

APPROACHING A MOORING

When you see the spot at which you want to moor (it may be a quiet bank, in a gap in a line of other cruisers, or along side them-double mooring-where permitted) 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 at 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 intermediate ropes – these are known as ‘springs’) Keep your engine running until you have safely moored up.



MOORING YOUR BOAT – CONTINUED

MOORING STERN-ON

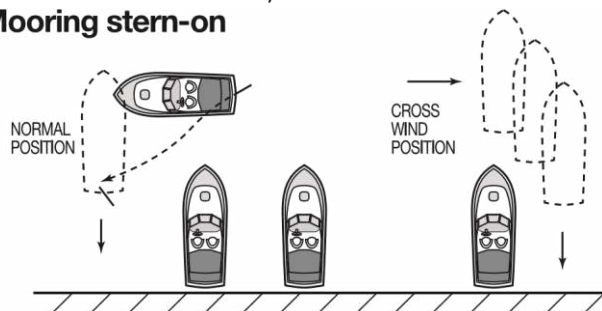
You will be asked to moor stern-on to the bank in boatyard basins, some yacht stations and at Wroxham, Ranworth, Womack and Rockland staithes. (Unless signs say that you can, don't moor stern-on in any river.)

HERE IS WHAT YOU DO:

General hint:

- 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 space.
- You can make corrections with one or two throttle bursts ahead and use of the wheel. Centre rudder and 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 jump onto the next boat with a rope and pull your boat in (don't forget to ask permission from the other boat owner).

Mooring stern-on



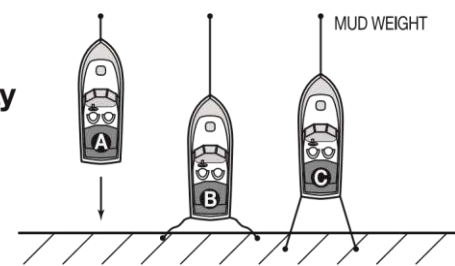
There are two variations on the above general theme. Here is what you do:

If you want to moor stern – on next to other craft:

- Go slowly astern towards the boat alongside which you wish 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 (nobody will mind) 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.

Mooring stern-on clear of jetty

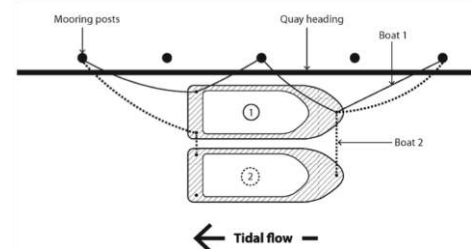


If you want to moor stern-on, but clear of the quay. This is particularly useful in windy weather, as it stops your boat bumping against the quay.

- Go astern slowly towards the quay.
- When you are about 10 feet off, lower the mud weight, and pay out the line as you continue to go astern.
- When you are about 1 foot off, a couple of quick throttle bursts ahead will bring you to a standstill.
- Tie up your stern ropes leaving about 1 foot of slack
- Pull your boat gently forward by the mud weight rope until the sterns ropes are taut, and secure the mud weight rope.
- Keep your engine running until you have safely moored up.

DOUBLE MOORING

Where the river is wide, you may moor two abreast, but do not obstruct the channel.



In particular, moor only in a single line near the railway bridge at Reedham – seagoing coasters need room to manoeuvre.

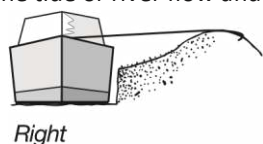
Double mooring is now allowed at Broads Authority 24 hour moorings where indicated by signs.

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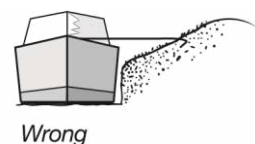
MOORING YOUR BOAT – CONTINUED

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 buoyancy 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 ensure that gaps between moored boats are minimised so that 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 of hirer of a vessel.



- 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.



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.

1. Make sure the weight is secured to the rope, and that rope is in turn attached to a cleat/bow ring. Pick your spot, allowing plenty of room for the boat to swing. Bring the boat to a stop (head into the 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.
2. 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.
3. Do not moor up for the night in this way if strong winds are forecast – you may drag the weight.
4. 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.

ROUND ANCHORS

These are the L-shaped anchors 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.

MOORING YOUR BOAT – CONTINUED

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 other 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.

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 damaging banks, don't run your engine in gear when moored. To avoid annoying others, don't run your engine late at night or early in the morning.

FOOTPATHS

Don't moor with ropes across a footpath.

LEAVING A MOORING

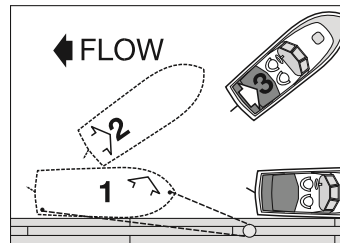
Make sure that there are no ropes hanging over the stern. If they become wrapped around your propeller, you might just have an expensive job ahead of you. There are a few leaving options, but always make sure that your engine is thoroughly warmed up before you even think about casting off a single rope!

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 standing like a lemon on the quay/bank!). Better to untie your stern knot, take one turn round the post/ring/rond, step aboard and bring in the rope when ready.

- Engage forward gear and leave on a shallow course – too steep an angle and our stern may scrape the quay, or hit other moored boats:



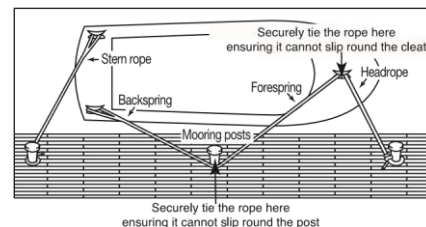
LEAVING WITH THE TIDE :

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

SPRING LINES

Use the spring line 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:



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.

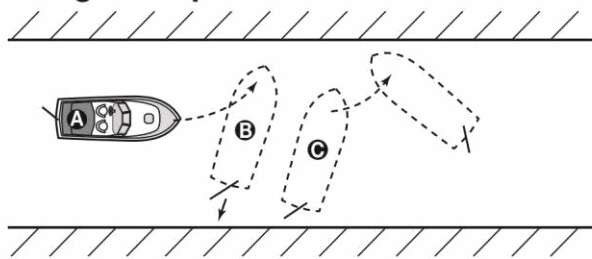
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MOORING YOUR BOAT – CONTINUED

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.

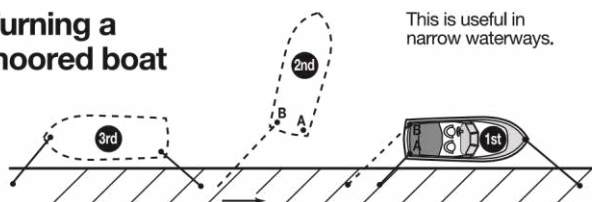
Turning under power in confined areas



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



- The stern will swing out and around all the way to the bank.
- Keep your engine running until you have safely moored up.

KNOTS

There are really only three basic knots which should be learnt and they – in one form or another – will suffice for nearly every purpose.

1 THE ROUND TURN AND TWO HALF HITCHES. A good knot for tying up to a mooring ring or post. Take one, two or three turns as needed to hold the boat, but don't use more than two half hitches. For temporary use and quick

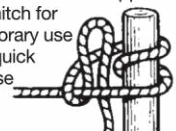
ROUND TURN



Round Turn and Two Half-Hitches



A round turn and 'slipped' half-hitch for temporary use and quick release



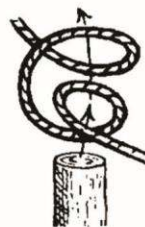
2 THE BOWLINE. Used for making a loop (or 'eye') in the end of a rope. Two ropes can be joined together by using bowlines. It is also good for tying up to a ring.

BOW LINE

to undo pull back here



3 THE CLOVE HITCH. Commonly used for tying up to a post, but it can slip and we recommend the other knots when tying up your craft. The clove hitch is suitable for something as light as a dinghy, or as a temporary knot.



CLOVE HITCH

release use a Round Turn or a 'slipped' half-hitch



WHERE YOU CAN 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 the 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 boathook to test the depth of water).

Moorings 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

HERE YOU CAN MOOR – CONTINUED

however at Wroxham Broad, Oulton Broad, Horsey Mere Staithe and Salhouse Broad.

Moorings at Hoseasons and Blakes boatyards are free to you. But please avoid Friday evenings and Saturdays at boatyards other than your own 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.

Moorings facilities at Oulton Broad and Beccles yacht stations include showers, toilets, washing machines, tumble dryer, 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.

Continued overleaf...

WHERE NOT TO MOOR

Don't moor in the following places:-

1. Where there are red or yellow markers – these indicate underwater obstructions.
2. 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. Good moorings are available at Haddiscoe Bridge.
3. 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.
4. 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.
5. At large wooden structures (dolphins) which are for use by ships.
6. Where notices forbid it.
7. On the lower reaches of the rivers, where the current is very strong and the rise and fall of the tide is very large.

The only safe moorings on the lower reaches of the rivers are:

River Waveney between Great Yarmouth and St. Olaves and Burgh Castle.

River Yare between Great Yarmouth and Reedham – Berney Arms.

River Bure between Great Yarmouth and Acle Dyke at the Stracey Arms Windpump.

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

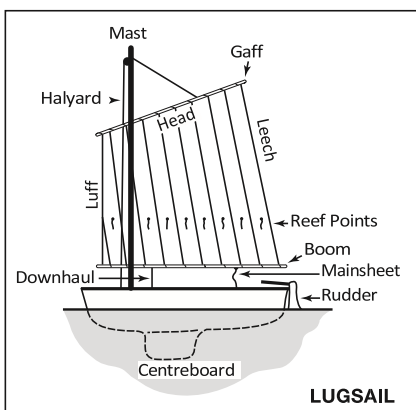
1. Lock your doors and windows every time you leave your boat. Put your canopy up.
2. When you are at supervised moorings, yacht stations, marinas etc, tell the Harbourmaster if you are leaving your boat unattended for any extended period.
3. Do not leave your valuables, cameras, watches or binoculars in view on the tables or in the cockpit.
4. Take what valuable items you can with you and leave as little as possible on board your boat.
5. Make sure you can identify your property and please contact the police or river inspector if you see anything suspicious.
6. 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 bookshop 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).



SAILING YOUR DINGHY

For your first sail, choose a quiet area where tidal effects are minimal – on a Broad is ideal. Initially keep within 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 centre 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 downhaul to the boom. Use a generous allowance of rope.

Continued overleaf....

SOME DINGHY SAILING HINTS – CONTINUED

- 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 downhaul to make it taut.
- If your main sheet is free, cast off.

GENERAL

- 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 and Blakes 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 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 the 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.



ALL ABOUT BRIDGES

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 conversions to help you.

6' (1.83m)	6'6" (1.98m)	7' (2.13m)
7'6" (2.29m)	8' (2.44m)	8'6" (2.60m)
9' (2.74m)	9'6" (2.90m)	10' (3.05m)
10'6" (3.20m)		

Here are some Broadland bridges that require particular care.

They are:	Headroom at average high water	
River Bure	Wroxham Road Bridge	2.21m (7'3")
	Vauxhall Bridge,	2.06m (6'9")
	South of Great Yarmouth Yacht Station	
River Ant	Ludham Bridge	2.60m (8'6")
	Wayford Bridge	2.13m (7')
River Thurne	Potter Heigham New Road Bridge	2.31m (7'7")
	Potter Heigham Old Road Bridge	1.98m (6'6")
River Yare	Thorpe Old River Bridge	1.83m (6')
River Waveney	Beccles Town Road Bridge	1.98m (6'6")
	Somerleyton Railway Swing Bridge	2.60m (8'6")
	St Olaves Road Bridge	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.
- If you are in a dual steering position boat, please ensure you are driving from the inside steering position.
- 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 craft travelling with it.
- Motor cruisers should give way to yachts.

Continued overleaf...

ALL ABOUT BRIDGES – CONTINUED

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. The Broads Hire Boat Federation runs 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.

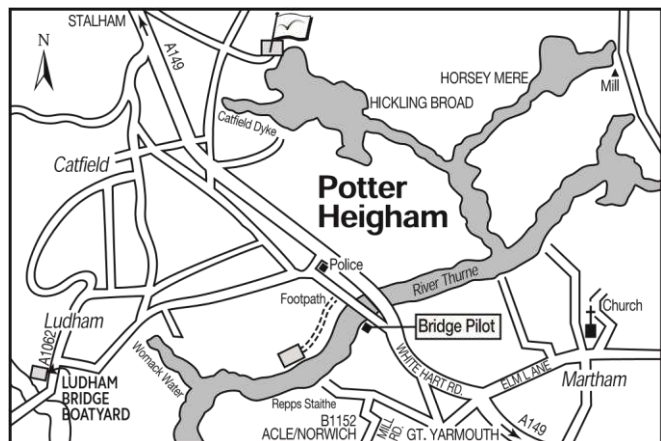
While the pilot is aboard please always follow his instructions.

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!

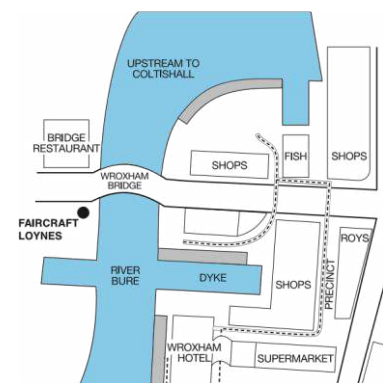


This service is available from 8.30 to 17.00 hours daily from 1 April (or a week before Easter, whichever is earlier), until the end of October. All passages are dependent on tidal and weather conditions. For information telephone 01692 670460.

WROXHAM BRIDGE

Your boatyard may require you to use the pilot service at Wroxham Bridge which is operated by Faircraft Loynes.

It is available from Easter to October, from 9am–5.30pm. All passages are dependent on tidal and weather conditions.



NEGOTIATING BREYDON BRIDGE

CAUTION: River traffic must take care when entering or leaving Breydon Water and passing under Breydon Bridge. The main opening span has 11ft headroom, and the two adjacent side spans 13ft, at mean high water. Pleasure cruisers and yachts will normally use the main channel, or the adjacent right-hand channel, steering directly under the red and white striped triangles.



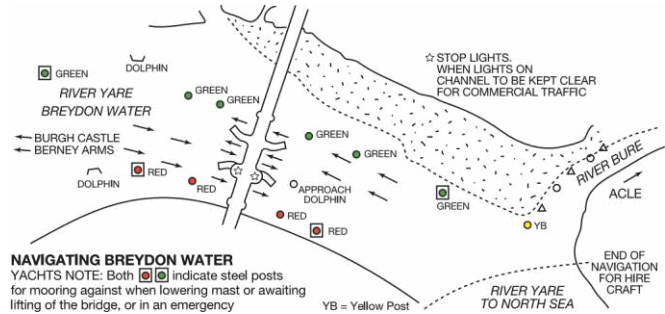
If 3 red lights are showing you must keep clear of the main channel, but you may still pass, using the righthand channel only – you must keep a sharp look out and stay clear of any large commercial craft. Cruisers must not moor anywhere in the bridge area or its approaches. During reasonable weather conditions it is required that yachts capable of lowering masts will do so.

CROSSING BREYDON WATER

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 black 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 and 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.

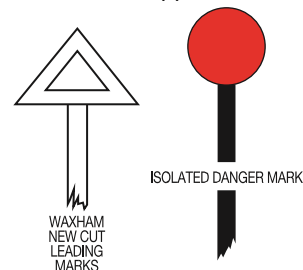
CHANNEL MARKERS (See Appendix B for Illustration on Channel Markers) When it is not clear where the channel is it is marked with **red** and **green** buoys or large posts. Both types of marker are laid out with **red** on the left and **green** on the right moving upstream of a river toward its source. 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 channel divides, the post or buoy marking the fork will be painted **black** and **yellow**. Do not moor to channel markers except in an emergency. Where it is necessary to indicate that there is a specific hazard such as an underwater obstruction, yellow painted wooden posts approximately 4-5cm square are driven into the river bed to mark the hazard. These posts are located to warn the navigator to stay in deep water so keep well clear and on the "channel" side of the post. 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.

To find the entrance to Catfield Dyke off Hickling Broad, and Waxham New Cut off Horsey Mere, look for the leading marks; these consist of two posts each surmounted by a triangle, all painted **white**, keep these in line while leaving the main channel and moving towards them to arrive safely at the dyke entrance.

DANGER MARKS

At some places notice boards will mark navigational hazards. There are also poles painted **red**, 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.



SOME NAVIGATIONAL ADVICE – CONTINUED

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 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.

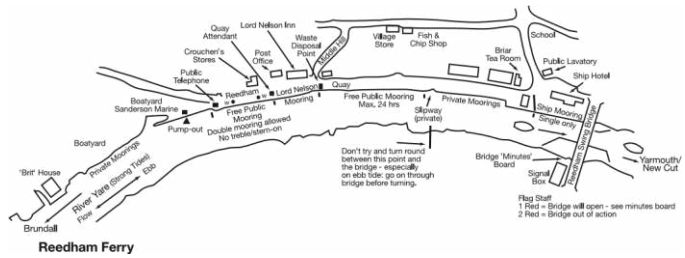
AT REEDHAM

1. Check which way the tide is flowing and always come in to moor against the tide.
2. Don't try to turn round 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.
3. 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.
4. Double alongside mooring is allowed at the Quay. Treble or stern-on mooring is not allowed.
5. 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.

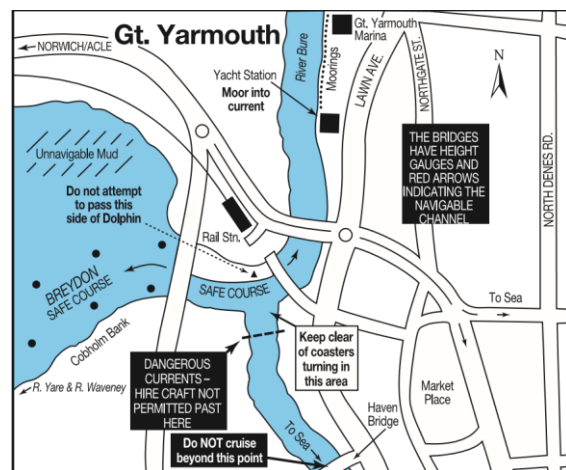
Be prepared to obey the instructions of the ferry operator.



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 only about seven feet, so it is best to 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.



Continued overleaf...

SOME NAVIGATIONAL ADVICE – CONTINUED

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. If your yacht is fitted with a low powered engine, moor up at Cobholm on the south side of Breydon Water near the new bridge and wait for the tide to start flowing up towards the yacht station.

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 Great Yarmouth Yacht Station. Going through Great Yarmouth, you will have to negotiate three bridges, so yachts will need to lower their masts well in advance. Do not be tempted to continue past the Yacht Station under sail because the tides are strong and there is a lack of suitable moorings. When you have passed under both bridges and the road bridge over Breydon water you can use the red painted Dolphin and the mooring posts between posts Nos. 2 and 4 on the Cobholm bank for raising masts.

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 two or three hours 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. Slack low water is approximately 1¼ hours after low water at Great Yarmouth Yacht Station. 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 bridges.

Please refer to the Tide Table (Appendix A) for more information.



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 9 am go at less than 5 mph and keep well away from the banks being used by anglers.

River Bure – Fleet Dyke (St Benet’s Abbey) to 1/2 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 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) 1234 999, and the RSPB on (01603) 661662.

BOAT HYGIENE

If using maggots or worms as bait, please ensure that they are never taken into the boats living quarters. Keep them secure in proper containers in the outside cockpits, on deck.

Continued overleaf...

FISHING ON THE BROADS – CONTINUED

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.

River Bure: At Coltishall Common, bank fishing is permitted.

At Horning, for half a mile on the right-hand bank above and below the ferry provides good fishing for roach and bream.

The left-hand bank at St Benets Abbey is leased by the Norwich and District Angling

Association and day tickets are issued. From below Ant Mouth downstream for 3¼ miles on the right bank to beyond Upton Dyke, the river gets deeper and faster and is excellent for bream. There is fishing on both banks below Acle Bridge, 1,000 yards on the right bank, 760 yards on the left and a further 300 yards above Muckfleet sluice.

River Ant: A dinghy is needed to fish Barton Broad.

Downstream of Irstead Church on the right bank for over a mile. Left bank at How Hill for which the Norfolk County Council issues day tickets. Left bank below How Hill past Ludham Bridge to the old Hundred Stream, 600 yards downstream of Ludham Bridge.

River Thurne: A dinghy is needed to fish Hickling Broad, Heigham Sound and Horsey Mere and permits are sold by the Norfolk Wildlife Trust on the water. 4½ miles on the right bank from Martham Broad to 800 yards downstream from

Womack Water, and the rest of this bank to Thurne Mouth; Norwich and District Angling Association day tickets are issued. 3½ miles on the left bank of Martham Broad to Repps Staithe and 2 miles of the bank on the Candle and Womack dykes.

River Wensum: Through Norwich there is fishing at Riverside, between Foundry and Carrow Bridge.

River Yare: From ½ mile of Strumpshaw Pump, for 1½ miles to downstream of Buckenham Ferry. 400 yards upstream of Cantley Red House. River Yare on the right bank 3 miles downstream from Rockland Short Dyke to 500 yards downstream of Langley Dyke.

River Waveney: Right bank at Barsham for 2½ miles from Shipmeadow to the start of the built up areas at Beccles. Beccles Council owns the bank from Beccles Yacht Station downstream for some distance; this is available free to individual anglers. Left bank for ¾ mile upstream of Beccles Bridge.

Oulton Broad: A dinghy is useful for fishing the Broad but there is bank fishing from Nicholas Everitt Park.

All other parts of the navigable water of the Broads are under the 'riparian owners' control and permission must be obtained before you fish.

TIDES AND RIVER DISTANCES

Wroxham

Known to many as the 'honey pot' of the Norfolk Broads with lots of great places to eat, drink and be merry.

Stalham

The little market town of Stalham is easy to find if it is your first time to the Norfolk Broads and has everything you need within a short stroll of the boatyards.

Acle

An attractive market village ideally positioned at the gateway to the Northern Broads – be sure to enjoy the local produce and stock up your boat.

HIREBASE LOCATIONS

SOUTHERN BROADS
Brundall, Reedham and Baccles

- 1 Silverline Marine
- 2 Broom Boats
- 3 NYA Private Charter
- 4 Sanderson Marine Craft

NORTHERN BROADS
Wroxham, Acle and Stalham

- 5 Faircraft Loynes
- 6 Barnes Brinkcraft
- 7 Summercraft
- 8 Bridgecraft
- 9 Richardson's Cruisers
- 10 Richardson's Cruisers (Horning)

BROADS HOUSEBOATS

- 11 Buccaneer Houseboats
- 12 Hippersons Houseboats
- 13 Simpsons Houseboats
- 14 Marinella
- 15 Wayford Park Houseboats
- 16 Bridge Broad Houseboats

Brundall

A real hive of activity and a great starting point for the fine city of Norwich, Whittingham Outdoor Centre and the beautiful Strumpshaw Fen.

Reedham

A great starting location on the Southern Broads, with easy access to the famous seaside resorts of Great Yarmouth and Lowestoft, where you will find fantastic entertainment and sandy beaches.

Love the Broads

If you Love the Broads and wish to help preserve them – why not support 'Love the Broads' and donate. Visit www.lovethebroads.org.uk

MAP KEY

● HIREBASE	CASTLE/ STately HOME
● HOUSEBOAT LOCATION	THEME PARK
NAVIGABLE	MUSEUM
NOT NAVIGABLE	NATURE RESERVE / WILDLIFE PARK
MANNED YACHT STATION	THEATRE
RAILWAY STATION	WINDMILL
RAILWAY	TOURIST INFORMATION CENTRE
MAIN ROAD	
BRIDGE	

TIDES AND RIVER DISTANCES – CONTINUED

RIVER BURE

Vauxhall bridge

8	Stracey Arms													
9	1	Stokesby												
11.5	3.5	2.5	Acle Bridge											
14.5	6.5	5.5	3	Thurne Mouth										
16	8	7	4.5	1.5	St Benet's Abbey									
17	9	8	5.5	2.5	1	Ant Mouth								
20	12	11	8.5	5.5	4	3	Horning Ferry							
21	13	12	9.5	6.5	5	4	1	Horning Swan						
25	17	16	13.5	10.5	9	8	5	4	Wroxham Broad					
26	18	17	14.5	11.5	10	9	6	5	1	Wroxham Bridge				
26.5	18.5	17.5	15	12	10.5	9.5	6.5	5.5	1.5	0.5	Wroxham Viaduct			
30	22	21	18.5	15.5	14	13	10	9	5	4	3.5	Belaugh Church		
32	24	23	20.5	17.5	16	15	12	11	7	6	5.5	2	Coltishall Lock	

RIVER THURNE

Thurne Mouth

1.5	Womack Dyke				
3	1.5	Potter Heigham Bridge			
4.5	3	1.5	Kendal Dyke		
5.5	4	2.5	1	Martham Broad	

Thurne Mouth to Hickling Staithe 7.5 miles

Thurne Mouth to Horsey Mere 7.25 miles

RIVER YARE

from mouth of River Bure

Bure Mouth

0.5	Breydon Lift Bridge													
3.5	3	Breydon West End												
4	3.5	0.5	Berney Arms											
9.5	9	6	5.5	Reedham Bridge										
10	9.5	6.5	6	0.5	Reedham Ferry									
10.5	10	7	6.5	1	0.5	Hardley Cross								
13	12.5	9.5	9	3.5	3	2.5	Cantley Red House							
16	15.5	12.5	12	6.5	6	5.5	3	Buckenham Ferry						
18	17.5	14.5	14	8.5	8	7.5	5	2	Coldham Hall					
18.5	18	15	14.5	9	8.5	8	5.5	2.5	0.5	Brundall				
20	19.5	16.5	16	10.5	10	9.5	7	4	2	1.5	Surlingham Ferry			
22	21.5	18.5	18	12.5	12	11.5	9	6	4	3.5	2	Bramerton Woods End		
24.5	24	21	20.5	15	14.5	14	11.5	8.5	6.5	6	4.5	2.5	Whitlingham	

RIVER WENSUM

from mouth of River Bure

Bure Mouth

26	Trowse RW Bridge				
26.5	0.5	Carrow Bridge			
27	1	0.5	Foundry Bridge		
28.5	2.5	2	1.5	New Mills	

RIVER WAVENEY

from Gt Yarmouth Yacht Station

Gt Yarmouth Yacht Station

5	Burgh Castle Yacht Station									
9.5	4.5	St Olaves Bridge								
11.5	6.5	2	Sommerleyton Bridge							
14.5	9.5	5	3	Oulton Dyke						
17.25	11.75	7.25	5.25	2.25	Mutford Lock					
16	11	6.5	4.5	1.5	3.75	Burgh St Peter				
20	15	10.5	8.5	5.5	7.75	4	Worlingham Staithe			
23	18	13.5	11.5	8.5	10.75	7	3	Beccles Yacht Station		
26.5	21.5	17	15	12	14	10.5	6.5	3.5	Geldeston Lock	

RIVER ANT

Ant Mouth

1	Ludham Bridge					
4	3	Irstead Church				
4.5	3.5	0.5	Entrance to Barton Broad			
6	5	2	1.5	Stalham Dyke		
7.5	6.5	3.5	3	1.5	Stalham Staithe	

Information courtesy of the Broads Authority

TIDES AND RIVER DISTANCES – CONTINUED

TIDES AND TIDE TABLES

The twice-daily tides on the Broads need hold no terrors for you. The Broads rivers are tidal, the tide rising and falling twice in every 25 hours approximately. Generally the outgoing tide (the “ebb”) lasts longer than the incoming tide (the “flood”). The tidal effect is most noticeable near Great Yarmouth, where the Broads flow out into the sea, and here the tidal rise and fall can be up to 2 metres. Tidal streams near Great Yarmouth can run at around 4 mph. As you go further upriver the tides are less noticeable.

It saves time and fuel and makes less wash to go with the tide, not against it. At Great Yarmouth there are also low bridges which may delay you if the tide is very high.

Time your arrival in Great Yarmouth to coincide with the right tide – slack low water or just afterwards. Slack low water is approximately 1¼ hours after low water at Great Yarmouth Yacht Station. 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 bridges.

Please refer to the Tide Table (Appendix A) for more information.



ESSENTIAL SERVICES AND BOATYARDS

Wherever you go in Broadland you'll not be far from a Hoseasons/Blakes boatyard. The Hoseasons flag, flying at many top boatyards is your sign that SERVICE, ADVICE and FREE MOORINGS are readily at hand.

You'll find the flag at one or two other selected centres where useful facilities and good moorings are available. In addition you are welcome to moor at any Broads Hire Boat Federation (BHBF) boatyard.

Wherever you see the Hoseasons flag you will find the kind of genuine service that ensures the success of every day of your holiday. No matter which boatyard your boat comes from, assistance, advice, guidance, fuel, oil and water are available at every Hoseasons/Blakes boatyard.

Should you find your boat giving engine trouble, or in any other manner proving defective during your cruise, telephone your own Boatyard – or call in at any Hoseasons/Blakes boatyard. Service assistance and advice will be given to you readily free of charge.

Please try to get to a boatyard early in the day to allow sufficient time to get the work done. Don't leave it until late afternoon unless it is an emergency as it is unlikely that you will get service after 4pm.

Should you be unfortunate enough to require assistance in an out-of-the-way place and have to send a message to the nearest Hoseasons/Blakes boatyard, please don't move from the point from which you sent the message until assistance arrives. If, however, you are able to get under way after all,

immediately telephone the Boatyard to whom the message had been passed.

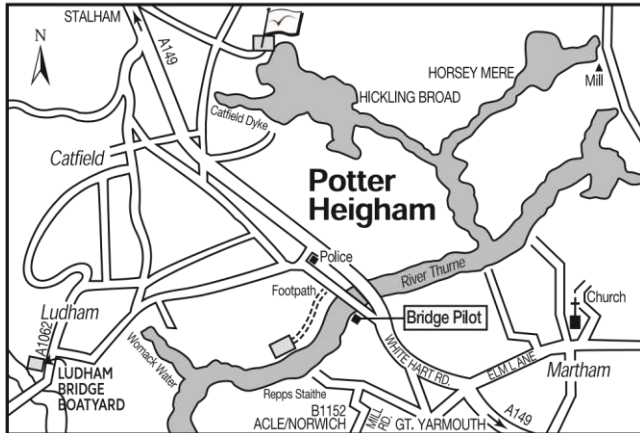
Visitors on the Broads for a two-week holiday are recommended to fill up with water or pumpout early on Friday in order to avoid the busy time on Friday evenings and Saturdays when the weekly hire boats come in for cleaning and handing over to a new party.

SHOULD YOUR TOILET NEED A PUMP-OUT SERVICE

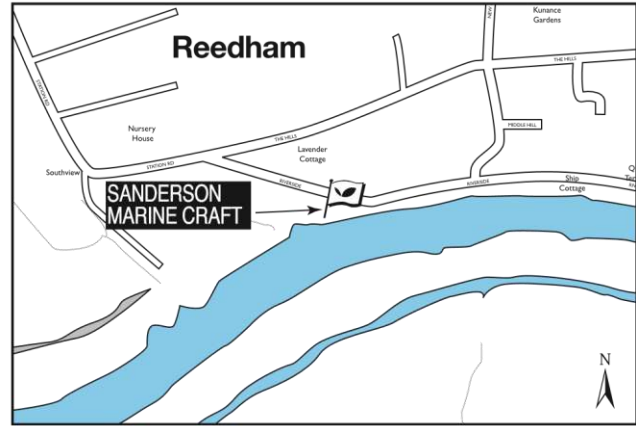
Just use the maps/listings in this section to find your nearest Hoseasons/Blakes boatyard. (Note the comments above for the best times to avoid).

This will cost approximately £12 to £18 per toilet.

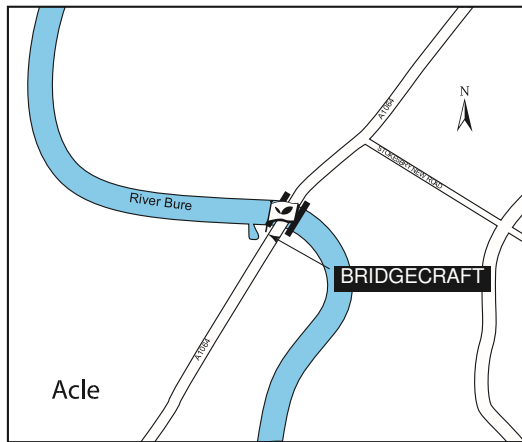
RIVER THURNE



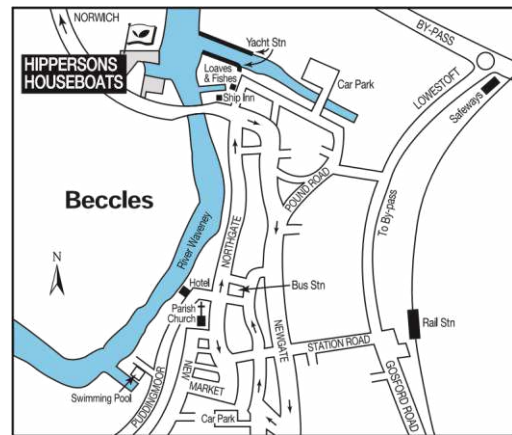
REEDHAM – RIVER WAVENEY



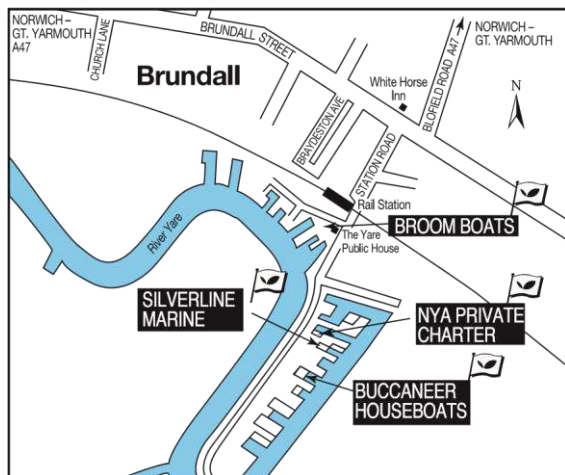
ACLE – RIVER BURE



BECCLES – RIVER WAVENEY



BRUNDALL – RIVER YARE



		FuelSales	FreeMooringnearby	Water	ShopNearby	PumpOut	FishingTacklenearby	PublicPhonenearby	Showers
BARNES BRINKCRAFT – Wroxham	01603 782625	x	x	x	x	x	x	x	X
BRIDGECRAFT – Acle	01493 750378	x	x	x	x	x	-	X	-
BROOM BOATS – Brundall	01603 712334	x	x	x	x	x	x	x	X
FAIRCRAFT LOYNES – Wroxham	01603 782207	x	x	x	x	x	x	x	-
HIPPERSONS HOUSEBOATS – Beccles	01502 712166	x	x	x	-	x	-	-	-
NYA PRIVATE CHARTER - Brundall	01603 713434	x	x	x	x	x	x	x	-
RICHARDSON’S CRUISERS – Stalham	01692 581081	x	x	x	x	x	-	Office hrs	
RUSSELL MARINE – South Walsham	01603 270262	x	x	x	-	X	-	-	-
SANDERSON MARINE CRAFT – Reedham	01493 700242	x	x	x	x	x	-	X	-
SILVERLINE MARINE – Brundall	01603 712247	x	x	x	x	x	x	x	-
SUMMERCRAFT – Wroxham	01603 782809	x	x	x	-	x	x	x	-
SUTTON STAITHE – Sutton	01692 581653	x	x	x	x	x	-	X	-

Correct at time of printing



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. Please look after it.

The boat insurance cover applies only to the hull, superstructure and the underwater gear. Your security deposit (where applicable) see below, 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 round 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 – telephone numbers:

IF YOU ARE INVOLVED IN AN ACCIDENT, PLEASE FOLLOW THIS STANDARD PROCEDURE:

1. Stop immediately.
2. Inspect both boats and/or property and try to come to some agreement with the other party involved, as to the extent of the damage.
3. Obtain the registration details of the other vessel and the names and address of its driver, its owner and, if possible an independent witness.
4. 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.
5. You **MUST** complete a claim form on your return to the boatyard (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

You will know by now that most boatyards operate a Damage Waiver Scheme payable with your balance of hire. Some boatyards 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 applies only to the hull, superstructure and underwater gear.

Please note, the damage waiver does not cover damage caused by negligence.

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 licensed for; see the plaque on your boat.

BUOYANCY AIDS

A buoyancy aid should 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.

THE LIFEBOUY

All boats have a lifebuoy which must be kept ready for use. Make sure everyone aboard knows the location of the lifebuoy and boathook, 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 victim.
2. On hearing the call "Man overboard", the boat's 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. Endeavour to keep the person in the lee of your craft (the side from which the wind is not blowing) and pull the person aboard preferably from amidships (i.e. 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 and 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.

Continued overleaf...

ACCIDENTS NEED NEVER HAPPEN – CONTINUED

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.

Make sure all members of your crew know how to give simple mouth to mouth resuscitation. (See the appropriate page in this boat manual).

If you should fall overboard

- **Shout to ensure the rest of your crew know you are in the water.**
- **Don't panic – there should be enough buoyancy in your clothes to keep you afloat for a short time.**
- **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 is a fire extinguisher 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 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 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 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 influenzalike illness with joint and muscle pain, particularly in 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.