

A USER'S GUIDE TO THE RIVER THAMES



ENVIRONMENT AGENCY



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Whilst every care has been taken to ensure the accuracy of this information, the
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LOCKS OF THE RIVER THAMES



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PART 1
GENERAL
INFORMATION
AND
INFORMATION
RELATING TO
VARIOUS
RECREATIONAL
ACTIVITIES

GENTLY DOES IT

- Learn about other river users' activities by reading the whole of this booklet so you can appreciate their needs and help them if possible. Learn and watch out for the various signals indicating other river users' activities.
- Obtain a copy of *The Water Sports Code* from the Sports Council for further advice.
- Show understanding to others especially when they are engaged in organised competition.
- For river activities to run smoothly, it is necessary to co-ordinate organised activities with those of other river users and to ensure a Navigation Inspector is consulted in advance of any event.
- Peace and quiet is one of the attractions of the river. Remember that sound carries well, particularly at night, and that excessive noise is a source of nuisance to others.
- Please avoid pollution. Never throw litter or rubbish into the water or leave it on the banks.
- If you see any pollution please ring the Environment Agency's Pollution Hotline: **Freephone 0800 807060**
- The river can be both fun and dangerous. Due account must be taken of prevailing river conditions. All river activities can be enjoyed with minimum risk if some simple guidelines on safety are followed. You will find some of these in the 'Guidance for Water Sports & Recreation' sections of this booklet.
- Obey the general rules of navigation and river use contained within *The Thames Navigation Licensing and General Byelaws 1993*, available from the Agency's Thames Navigation Offices. Craft should avoid collisions by keeping to the right - the normal practice of seamen and oarsmen.
- Conserve the environment and do not damage river banks, vegetation and wildlife. The river is a natural habitat and a range of animals depend upon it for their existence.
- Sometimes items of historical or archaeological interest may be found. The local Navigation Office must be contacted with regard to ownership or importance of such items.
- Always keep an eye on any children with you, to check they do not get into difficulties.
- Follow the Country Code: shut gates, keep to footpaths, guard against fire and respect wildlife.
- Keep a sharp lookout for anglers, who normally fish from the bank. Always try to keep a good distance from them, avoid their tackle and create as little disturbance as possible.



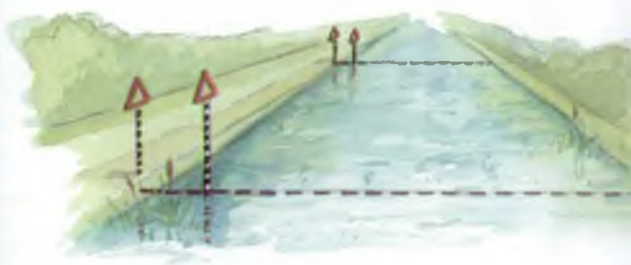


REGULATIONS

- There are various regulations governing the use of the Thames and its banks for boaters of all sorts, anglers, riparian owners, towpath walkers etc. Whether you want to erect a landing stage, hold a regatta or a sponsored walk please check with the local Navigation Office and the 'Guidance for Water Sports & Recreation' sections of this booklet.
- The maximum speed for power driven vessels on the Thames upstream of Teddington is 8 kilometres per hour (approximately 5 miles per hour) over the bed of the river. To help you check that your vessel is not travelling too fast, transit marks have been set up at :

Port Meadow, Oxford, upstream of Medley Boat Station
Upstream of Day's Lock
The Dreadnought Reach, Reading, downstream of the
entrance to Thames & Kennet Marina
The towpath at Cockmarsh downstream of Bourne End
Railway Bridge
The Desborough Channel, Shepperton
The towpath bank downstream of Ravens Ait, Kingston

Each site has two pairs of marks, black and white poles with a red triangle topmark, which are set exactly so that when navigating at 8 kilometres per hour you will take 60 seconds to travel from one pair to the other. If you find that it has taken less than 60 seconds you are travelling too fast. **PLEASE SLOW DOWN!**



- Exemptions from this speed limit include:
 - Any craft taking action to avoid any danger to persons or property, or
 - Those craft engaged in training, coaching or umpiring rowing craft and which display a pennant or mark issued by the Agency.





BE SAFE ON THE WATER

HOW TO AVOID ACCIDENTS

- Every year there are accidents on the river, many of which are very serious - some fatal:

- **WEIRS ARE DANGEROUS AREAS**

Warning signs should always be respected. It is both dangerous and illegal to interfere with weir gates and sluices. In an emergency, always seek the advice and help of the lock-keeper.

- Any river activity poses a greater risk when there are strong currents, higher river levels or cold weather conditions.



DO NOT take risks and never underestimate the power of the river.

- When large yellow **CAUTION STREAM INCREASING/ DECREASING** warning boards are displayed at locks, all **unpowered** craft are advised to moor up until the stream abates. When **INCREASING** stream is indicated, powered vessels are advised to seek safe mooring. When **DECREASING** stream is indicated, powered vessels may proceed with caution.

**CAUTION
STREAM
INCREASING**

- When large red **CAUTION STRONG STREAM** warning boards are displayed at locks, all craft are advised not to navigate until the stream abates.

**CAUTION
STRONG
STREAM**

In strong stream conditions it is advisable to keep off the river.

- Children should always be accompanied by an adult when visiting or playing on or near water.

- Be aware of the potential health risks associated with water recreation.

Obtain a copy of the Environment Agency leaflet

Water Wisdom

for advice on healthy water recreation. Contact the Public Relations Office.



- In the event of a river accident, ring the emergency services on 999 or tell the nearest lock-keeper who will summon assistance.



Learn how to cope if an accident should occur

- You should:
 - a) Know how to help a person in difficulty in the water
 - b) Learn an approved resuscitation technique - A series of leaflets and booklets are published by the Resuscitation Council
 - c) Learn how to administer First Aid
 - d) Learn how to deal with hypothermia
 - e) For further information contact the Royal Society for the Prevention of Accidents



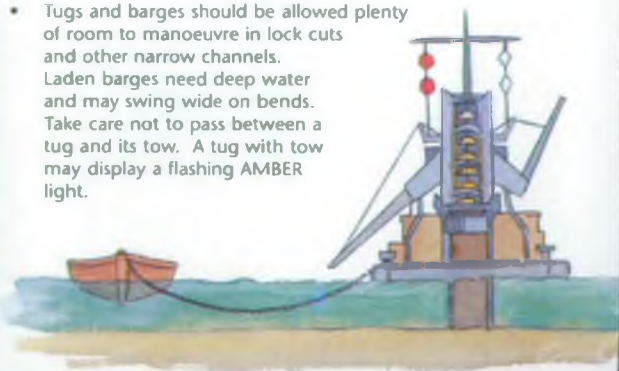
If in doubt, do not put yourself at risk - **GET HELP !**

MAINTENANCE WORK ON THE RIVER

- Dredging, weir refurbishment and bank protection sometimes necessitates the mooring of plant and barges where they might present a hazard; always try to anticipate the unexpected.
- A diver's flag (International Code Flag A) indicates that divers are in the water.



- Dredgers' anchors are marked by YELLOW buoys. Slow down and navigate past the dredger on the side showing two all-round GREEN lights or two WHITE diamonds in a vertical line. Two all-round RED lights or two RED balls in a vertical line mark the side where chains and other obstructions may exist.
- Tugs and barges should be allowed plenty of room to manoeuvre in lock cuts and other narrow channels. Laden barges need deep water and may swing wide on bends. Take care not to pass between a tug and its tow. A tug with tow may display a flashing AMBER light.



ESSENTIAL RULES OF NAVIGATION FOR ALL CRAFT

- Obey the rules of navigation and byelaws. Copies are available from Navigation Offices.
- Steer on the right hand side when it is safe and practical. Remember that even when you have the right of way you have an overriding responsibility to avoid collision.
- Avoid turning vessels around near bridges, bends and lock approaches. Do not turn across the bows of oncoming craft; wait until it is safe.
- Keep a sharp lookout ahead and astern for anything that may require your attention and anticipate the necessary action in good time. Keep a sharp lookout for others on and in the water and change speed and direction as necessary to avoid incident. If in doubt, slow down or STOP.
- Take care at all times when overtaking. Overtaking vessels must keep clear.
- In the vicinity of bridges or sharp bends, a vessel going upstream must give way, if necessary, to any vessel coming downstream.



Sound Signals

- Skippers should give notice of their intentions using the following official sound signals:
- | | |
|---------------------------|------------------------------------|
| 1 blast | - going to starboard (right) |
| 2 blasts | - going to port (left) |
| 3 blasts | - my engines are going astern |
| 4 blasts (pause) 1 blast | - turning right round to starboard |
| 4 blasts (pause) 2 blasts | - turning right round to port |
| 1 long 2 short blasts | - unable to manoeuvre |



These are the signals most used by motorised craft. Remember them, understand them and use them as appropriate.

- Lights must be shown when navigating between sunset and sunrise or in restricted visibility as follows:
1. A bright WHITE light on the mast or staff at the bow, not less than 1.2 metres (4 feet) above the hull.
 2. A GREEN light on the starboard side.
 3. A RED light on the port side.
 4. A WHITE light on the stern.





OTHER NAVIGATION HINTS AND TIPS

- Keep a sharp lookout for anglers, who normally fish from the bank. Always try to keep a good distance from them, avoid their tackle and create as little disturbance as possible.
- To prevent damage to unpowered craft they should remain at the back of a queue of traffic at a lock and enter the lock last.
- When sailing boats are near, maintain a slow, steady course but be prepared to give way to avoid collision. In times of little or no wind a sailing boat has almost no control and it will be up to you to avoid it.
- In the vicinity of events, take advice from officials or marshalls. Sailing races are usually held round a series of buoys and vessels should avoid these turning marks. There may be congestion near sailing clubs when dinghies gather to race. This should clear within minutes. Motorised craft should be prepared to STOP and when clear, proceed at a slow, steady pace.
- If in convoy, ensure that there is ample space between each boat to allow good vision ahead and room to manoeuvre.



- When near rowing craft, remember that the crew of an uncoxed boat has a problem keeping a lookout ahead and even a cox may have a limited field of vision.
- When approaching a regatta course, navigate very slowly and cautiously, complying with any instructions issued by Navigation Inspectors, Guardboatmen, etc. Dates and other information regarding regattas may be displayed at adjacent locks and are given on the Navigation Information Line (0118 953 5520)
- Powered craft should slow down when approaching swimmers or sub-aqua divers, rowing boats, canoes and sailing craft. In case of doubt, clearly indicate your intention and always be ready to give way.
- Always keep your children in sight. Don't let them sit in dangerous positions where a sharp turn, change of speed or wash from another boat could toss them into the water.
- Children and non-swimmers should always wear lifejackets.



SAFETY AT LOCKS

- In narrow lock cuts, please remember that some pleasure craft draw up to 1.2 metres (4 feet) or more and might not be able to manoeuvre quickly.
- When waiting for a lock, form an orderly queue at the lay-by moorings. Queue jumping is bad manners, arouses ill feeling and can cause confusion and delay entering the lock. Always moor on the lay-by as near as possible to the lock so that later arrivals can moor astern of you. When a lock full of craft is admitted, any remaining boats should move forward along the lay-by to enable those waiting in the channel (perhaps in difficult conditions) to moor at the back of the queue.
- Obey instructions given by the lock-keeper. For reasons of both safety and efficiency the lock-keeper may not necessarily instruct craft to enter the lock in strict order of arrival.
- Stop your engine once the boat is moored in the lock. Turn off any radio, or other form of music or noise.
- Pass a line ashore from both the head and stern of the vessel. When water is rising or falling in the lock, adjust your mooring lines to keep them fairly taut. Make sure your boat does not become caught up as the lock is emptying.
- If you have a dog on board, please keep it on your boat, or on a lead, while passing through locks.

Please take care and whilst in the lock:

- **Do not** fend off with hands, feet or boathook.
- **Do not** open fuel tanks or strike matches.
- **Do not** moor upstream of the vertical white line on the lock wall or your vessel may be damaged.
- Lock-keepers' hours of duty are displayed at locks (and also on page 26). When the lock is unattended, the public may work the lock themselves, but at their own risk. Instructions for the operation of powered locks are posted on the operating pedestals.
- Lock gates must always be properly closed before slowly opening the sluices to fill or empty the lock. After use, leave the lock empty and the gates shut, as in many cases there is a public right of way over the gates.
- Telephones at locks may be used in emergencies where no public telephones are available.





REGISTRATION AND LICENSING

- All vessels (motor launches, canoes, sailing dinghies, sailboards, rowing craft) must be currently registered and licensed with the Environment Agency. Registration certificates usually expire on 31 December, although short period certificates may be obtained for visiting craft entering the Thames from other waterways.
- The Agency must also be notified by the registered boat owner of any change of ownership taking place during the registration period. Failure to do so is an offence.
- Licences are not transferable and the licence plate must be conspicuously displayed.
- All vessels used on the Thames are required to comply with construction and equipment specifications. From 1997 onwards, depending on the age of the vessel, owners will be required to produce a valid Boat Safety Certificate when applying for a licence to use the vessel on the Thames. For further details on the Boat Safety Scheme please refer to the Boat Safety Scheme booklet available from Navigation Offices or from the Boat Safety Scheme, at Willow Grange, Church Road, Watford, WD1 3QA. Telephone (Watford) 01923 201408.
- In the event of loss or damage to a licence plate, a duplicate licence may be obtained from the Craft Registration Department.



GUIDANCE FOR WATER SPORTS AND RECREATION

Please read and understand the code of practice and safety rules of any activity before taking part. These are produced by governing bodies for each sport. Contact the Sports Council for further details.



ANGLING

Before going fishing

- Check you are carrying a valid rod licence (if you are over 12). These are obtainable from all post offices or from the Environment Agency.
- Possession of a rod licence does not give you the right to fish from the river bank or a boat; you must have permission. Downstream of Staines fishing is permitted to the public; upstream of Staines it is mostly private or leased to clubs which may sell day tickets on the bank.
- You may fish at certain Agency sites on the Thames with a permit. For further details, please contact the Craft Registration Department.
- Observe the fishing seasons, rules and byelaws applicable to the stretch you are fishing. Fishing in lock cuts and approaches to locks is not permitted between 15 March and 31 October inclusive. At no time is it permissible to fish from or over lock lay-bys or in lock chambers.

On or by the river

- Take care when casting and ground baiting and remember your hooks, lines and ledger weights can be dangerous. Look behind and in front to ensure the area is clear.
- Beware of fishing near overhead electric cables. Contact or close proximity between cable and fishing rod may cause fatal injury.
- Take your litter home, especially discarded tackle. Fishing hooks and nylon line are dangerous to birds and animals. Wasted line should be taken home and burnt.

The use of lead shot (between the weights 0.06 g and 28.35 g) for fishing is now prohibited - use lead-free alternatives.



- If fishing at vacant recognised mooring places, please be prepared to move if a vessel wishes to moor.
- All craft have a right to navigate the full width of the river. Canoeists and sailing craft particularly, tend to manoeuvre close to the bank. Although asked to take care, they can inadvertently carry away fishing tackle as it is often difficult to see the line. This often happens accidentally, when anglers are hidden from view by bankside vegetation and should not be regarded as a deliberate act to spoil your sport.
- Take particular care when fishing from a boat. Wear a buoyancy aid or lifejacket and take care not to obstruct the main navigation channel.
- You may not fish from a boat which is under power.





CAMPING AND PICNICKING

- Camping is permitted at the following Environment Agency locks:

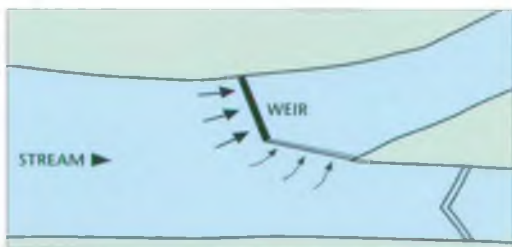
Pinkhill
Eynsham
King's
Day's
Hurley



- When camping and/or picnicking, please always:
 - take your rubbish home or put it in a litter bin
 - follow the Country Code.
- Please do not camp or light fires without permission.

CANOEING

- Buoyancy aids or lifejackets should be worn at all times with helmets when in wild water. Canoeists should preferably have had formal instruction, be able to swim and adhere to the British Canoe Union Code of Practice.
- When on the water after sunset or in restricted visibility, canoeists should wear light coloured tops, and an all-round WHITE light or two WHITE lights covering 360° must be displayed.
- Some weirs and sluice gates provide ideal conditions for wild water canoeing but should only be used under the supervision of experienced canoeists after obtaining permission from a Navigation Inspector. Other weirs are dangerous and must not be used. If in doubt, consult the local Navigation Inspector. Do not canoe just above weirs or try to shoot weirs.



- Keep clear of sailing boats, motor cruisers and rowing craft (sculls, pairs, fours and eights) particularly when racing or coaching is taking place.
- Remember it is difficult for rowing craft to see canoes.
- It is safer for unpowered craft to remain at the back of a queue of traffic at a lock and to enter the lock last. To avoid having to use the lock you may carry your canoe around it using the growing number of portage points provided at locks.



- Do not follow close behind larger vessels.
- Do not get in the way of other craft by suddenly altering course, particularly in narrow waters. Remember that larger boats are less manoeuvrable and canoes can use much shallower water than other craft.

DIVING

- All diving activities must have prior approval in writing from the appropriate Navigation Inspector. The diving area should, after consultation with a Navigation Inspector, be marked with suitable surface marker buoys.
- Warn other river users that divers are below the surface, either by flying the diving flag (International Code Flag A) or by displaying a similarly painted board visible to upstream and downstream traffic. Mark diving boats so that you and your club and activity can be easily identified.



- Never dive in areas of heavy boat traffic or near bridges and weirs.
- Never leave a support boat unattended when diving is in progress and never dive alone or without proper support crew. Divers should have had formal instruction and should always adhere to the British Sub-Aqua Club Code of Practice.
- Other river users may appreciate offers of help, e.g. to recover lost equipment.

ROWING AND SCULLING

- In strong stream conditions it is advised that rowing craft stay off the river.
- If you choose to row in strong stream conditions stay away from weirs, obstructions and bridges, especially whilst turning round. At such times a rescue boat should be in attendance.
- If on the water at dusk, after sunset or in restricted visibility, rowers and scullers should wear light coloured tops, and an all-round WHITE light or two WHITE lights covering 360° must be displayed.
- Look out for others on and in the water and change speed and direction as necessary to avoid incident.
- Remember the cox is always in charge and is the *master* of the craft.
- Remember when travelling faster than other craft that **overtaking vessels must keep clear**. Do not turn across the bows of oncoming craft, wait until it is safe.
- Remember it is difficult for other users to see fast moving rowing craft which lie low in the water.
- When rowing for pleasure, ensure you do not interfere with other organised activities.
- Coaching/rescue vessels must watch their speed and wash.
- When visiting stretches of the river other than those you use for training, ascertain and comply with the Code of Practice of local clubs before taking out any craft.



- It is safer for unpowered craft to remain at the back of a queue of traffic at a lock and to enter the lock last.
Unless intending to pass through the lock, rowing craft should keep away from the approaches to locks.

SAILING AND BOARDSAILING

- Boardsailors should look out for other river traffic and keep clear of weirs and busy channels.
- Do not suddenly alter course immediately in front of other craft. Power driven craft are not always as manoeuvrable as sailing craft, especially at low speeds when sailing craft have reasonable winds.
- If sailing at dusk, after sunset or in restricted visibility, an all-round WHITE light or two WHITE lights covering 360° must be displayed, and light coloured tops should be worn.
- Tacking is often essential, but can present a hazard to navigation. Keep a proper lookout; failure to do so is the cause of many accidents.
- Buoyancy aids or lifejackets should be worn at all times.



Racing

- Lay starting lines where they cannot cause trouble to passing traffic. If in doubt, consult the local Navigation Inspector. Sailing marks should not be placed near locks, lock cuts, marinas, fuel wharves, passenger boat landing stages or narrow and shallow places.
- The length of the starting line must allow a clear passage to craft proceeding up and down the river. A navigable channel should be available for non-racing vessels.
- Starting signal intervals: keep the time between Warning and Starting signals to a minimum.
- When there are several starts in succession, allow an interval between races. During this interval craft intending to race should avoid congregating in the starting area. This allows other vessels to proceed and avoids annoying delays.
- Control the number of craft racing at any one time, and the areas they occupy. Novices should keep out of busy channels.



SWIMMING AND PADDLING

The Environment Agency supports the view of safety organisations which recommend **AGAINST** swimming or diving in open watercourses. If you decide not to accept their advice bear the following in mind:

- **NEVER** jump or dive into the river from any bridge, bank, craft or otherwise. It is not only dangerous to those who do it but also to any vessel passing by.
- **NEVER** swim near moving craft. Boats cannot stop dead and need room to manoeuvre. Propellers are very dangerous.
- **NEVER** swim around moored craft, fallen logs or blind corners.
- **NEVER** swim when there is a strong current.
- **NEVER** swim in locks, lock cuts, narrow channels or cuttings.
- **NEVER** attempt to swim across the river - it is wider than you think !
- Keep away from weirs and weir pools.
- If children are swimming or paddling, always watch them carefully as river depth varies suddenly and wash from boats can cause them to fall over. There may be broken glass or other sharp material on the river bed and so it is advisable to wear bathing shoes.



- The river temperature is likely to be much colder than expected. This may limit the swimmer's ability to swim any distance.
- Non-swimmers on airbeds or inflated rubber tubes can easily float or be blown into deep water when sudden loss of buoyancy could be disastrous.

WALKING

- There are many rights of way along the river - please use them responsibly.
- Prevent young children from wandering near the river's edge.
- Close farm gates.
- Always keep to the public right of way, and avoid walking on crops.
- Keep your dog under close control and on a lead at lockside.
- Clean up after your dog.
- Take your litter home.



Cycling

Cyclists have no right to ride on the towpath although in some urban areas (e.g. Oxford, Reading and London) it is customary. Walkers always have priority over cyclists who should give way accordingly. Cyclists must dismount before passing through lock areas. Outside towns, stiles and gates make cycling impractical.

The Thames Path

The Thames Path National Trail meanders for 340 km (213 miles) from the river's source near Kemble in Gloucestershire, through peaceful countryside, Thames Valley villages and towns and into the City of London before ending at the Thames Barrier at Greenwich. For most of its length the path follows the riverside towpath. For more information contact the Countryside Commission.



MOTORISED CRAFT GENERAL INFORMATION

- The vessel name, shown exactly as it appears on the launch certificate, must be clearly marked on either side of the bow and on the stern in plain letters in the following minimum sizes:

5.1 cm (2") for a vessel no more than 6.09 m (20') in length.

7.6 cm (3") for a vessel between 6.09 m (20') and 9.14 m (30') in length.

10.2 cm (4") for a vessel between 9.14 m (30') and 15.23 m (50') in length.

15.2 cm (6") for a vessel exceeding 15.23 m (50') in length.



- The vessel name must be easily distinguishable from any trade name, and no other advertising sign or notice may be displayed on any vessel except in relation to the trade or business of the owner provided that it is a river related business.
- Your craft must be *river worthy*, that is conform where applicable to The Thames Navigation Licensing and General Byelaws 1993, and should not carry more people than it was designed for or the law permits. It is an offence to carry more than 12 passengers without a passenger-carrying certificate issued by the Marine Safety Agency.
- All skippers should endeavour to have some training in the handling of their vessel and should ensure that at least one other person on board knows how to handle the vessel, where the emergency equipment is and how to operate it.

- The only lavatories approved for use on vessels on the freshwater Thames are the self-contained chemical types or those which discharge into holding tanks. Lavatories capable of discharging overboard must be sealed by a Navigation Officer - or other steps must be taken to render it inoperable. Sealing is undertaken without charge, by arrangement with any Navigation Office or at Teddington Lock.
- Avoid pollution. It is an offence to discharge sewage, or any other matter likely to cause pollution into the river, or to leave rubbish on the banks. See page 27 under 'Lock Facilities' for sewage and rubbish disposal sites.
- Oil-contaminated bilge water is another source of pollution and must on no account be pumped into the river. It should be containerised and taken to an authorised disposal site. Telephone freephone 0800 663366 to find the location of your nearest used-oil recycling point.
- Take care when refuelling. Owners of petrol boats should take special care when refuelling. Petrol vapour is heavier than air and does not readily disperse if there is a spillage or a leak. Before taking on fuel, switch off the engine and extinguish all cigarettes and naked flames. Ensure all cooking, heating and lighting appliances are turned off. To ensure the fuel system is not overfilling, monitor the fuel level carefully. Any portable fuel tank connected to an outboard motor must be removed from the vessel for filling. Any petrol spillage must be mopped up and the vessel thoroughly ventilated before the engine is started or naked lights are used.
- You are recommended to have public liability and third party insurance cover.

ESSENTIAL EQUIPMENT

- **Fire Extinguishers:** Fire extinguishers must be carried. The number of extinguishers depends on the size of the craft - see the Boat Safety Scheme specifications.
- **Horn:** Every vessel must be fitted with a horn or whistle.
- **Anchors:** Carry at least one anchor, preferably two. The safety of your boat may depend on its prompt use if the engine or steering gear should fail. Keep the anchor on deck and ready for use at all times. When anchoring with chain cable use at least three times the depth of water. If using synthetic warp, use about five times the depth.
- **First-Aid:** Facilities are available at every lock and on patrol launches but please carry a first-aid box on board.



OTHER EQUIPMENT

- **Bilge Pump:** Carry an efficient bilge pump or baler for emptying your vessel if at any time water gets in.
- **Mooring Lines:** Make sure you have at least 2 mooring lines (1 at the front and another at the back) which are in good order. The minimum length of the lines should be 7 metres which is long enough for use in deep locks when empty.
- **Radio:** Vessels fitted with a marine band radio need a licence from the Radio Communication Agency. In addition, users of such radios are required to hold a VHF Operators Licence. Details of the examination requirements are available from the Royal Yachting Association. Reception can be severely marred by geographical location. Do not rely upon it as a means of summoning assistance in an emergency. Although maintaining a listening watch, the Navigation Service will respond to emergency calls only. Remember help may be some distance away.
- **Flags:** Normally British craft may only fly the Red Ensign. It is illegal to fly any other national British flag unless permission is granted by the Ministry of Defence.



- Craft should carry a lifejacket or buoyancy aid for every person on board.

ONCE ABOARD

- Use suitable footwear with non-slip soles. No high heels ...



- Use the grab rails when you walk around deck, even when moored.
- Never run around deck.
- Lifejackets or buoyancy aids should be worn by children and non-swimmers at all times and by everybody in adverse weather conditions.
- On some boats children can be out of sight - they often sit in dangerous positions and a sharp turn, change of speed or wash from another boat can toss them into the water.

WHEN UNDER WAY

- Byelaws for the River Thames are displayed at each lock. If in doubt as to what these mean or if you need to have them clarified, ask a Navigation Officer for advice.
- Speeding is dangerous and illegal. Accidents occur more frequently at high speeds, particularly from the wash such speeds create. Unlike a car, a boat will not 'stop in seconds' and therefore needs a longer stopping time. The maximum speed limit is 8 kilometres per hour (approximately 5 miles per hour), which is equivalent to a fast walking pace.
- All moving vessels make wash. Excessive wash can:
 - endanger people
 - damage moored vessels
 - harm wildlife
 - endanger swimmers
 - cause accidents in galleys of moored craft
 - swamp small craft
 - damage river banks
 - interfere with angling.



- Keep a frequent check on your wash. Due to their differing shapes, some boats make more wash than others. Even at a slow speed, your wash will be increased when in convoy. Resist the temptation to keep in a convoy at the speed limit if the resultant wash is too great.
- Think ahead; slow down and check your wash when:
 - there are moorings ahead
 - there are small craft, swimmers or anglers
 - the channel ahead narrows
 - the banks are eroded.
- It is often sensible to stop briefly to allow your wash to settle to an acceptable level.
- Do not let time rule your journey. It is an offence to navigate without care and caution, or in a manner likely to endanger the safety of others or damage the banks of the Thames.
- Boating under the influence of drink or drugs is an offence.

ANCHORING AND MOORING

- In general vessels have a right to anchor in the Thames for up to 24 hours in any one place provided no obstruction is caused to the fairway. You may need permission to moor to the bank. Place mooring stakes well back from the bank edge and take care they do not cause a hazard to passers-by. Always respect private rights and when in doubt, obtain permission from the owner of the bank before tying-up.



- When stopping overnight, or leaving the launch for any appreciable time, do not moor in shallow water or with a tight rope or chain as water levels may fluctuate by as much as 1 metre in a few hours. If the level drops and a craft is beached or moored in shallow water, it may be damaged. If the level rises, and mooring ropes or chains are tight, the launch may take on water, be pulled under or even break free. Always ensure there is ample water below your keel and sufficient vertical play on any mooring rope or chain.
- You may land on or embark from the towpath, but there is no right to moor up to private towpath property without the landowner's consent. Do not trespass on private banks or moorings.

COMMERCIAL USERS - ADDITIONAL ADVICE

- Skippers of commercial craft should look out for other river users and allow for the fact that many may be inexperienced or intimidated by the size of passenger boats or tugs with barges.
- Care must be taken in overtaking. The size and drag of the larger commercial craft can be very disturbing to smaller craft.
- In narrow lock cuts, remember that some pleasure craft may draw up to 1.5 metres or more and might not be able to manoeuvre quickly.

PART 2
TECHNICAL AND
DETAILED
INFORMATION ON
STRUCTURES/
SERVICES/
FACILITIES ETC.

GENERAL NAVIGATION INFORMATION

- The Thames Region's navigation jurisdiction extends over the River Thames between the Town Bridge at Cricklade and the boundary obelisk approximately 210 metres (230 yards) downstream of Teddington Lock. Jurisdiction also covers the River Kennet from its mouth, upstream to 64 metres (70 yards) east of the High Bridge at Reading.

Maximum dimensions of vessels

- At certain times of the year some parts of the Thames between Cricklade and Inglesham are only navigable by the smallest of craft. Below Lechlade the fairway (i.e. navigable channel) is normally available for vessels of the following approximate drafts:

Lechlade to Oxford	0.9 m	3'0"
Oxford to Reading	1.2 m	4'0"
Reading to Windsor	1.3 m	4'6"
Windsor to Staines	1.7 m	5'6"
Staines to Teddington	2.0 m	6'6"

Overhead Cables

- In open reaches below Oxford, cables are usually 12 metres (40 feet) above summer water level - allow a clearance of at least 4 metres (13 feet). If in doubt masts or aerials should be lowered. Take particular care in locks, lock cuts, backwaters and in reaches above Oxford, where cables may be much lower.

CONNECTING WATERWAYS

The River Wey to Guildford and Godalming may be entered from the Thames at Weybridge. The navigation authority is the National Trust **Wey Navigation**, Dapdune Wharf, Wharf Road, Guildford, Surrey GU1 4RR. Telephone 01483 561 389. All visiting craft must be registered with the National Trust.

The Kennet and Avon Navigation extends from the Thames Region's navigation boundary in Reading to the Port of Bristol. Before entering the waterway your launch must first be licensed with British Waterways, Willow Grange, Church Road, Watford, Herts WD1 3QA. Telephone 01923 226422.

The Oxford Canal gives access to the Midlands and the rest of the waterways system. The navigation authority is also British Waterways and entry from the Thames is either via the Sheepwash Channel above Osney Bridge or via Dukes Cut, above Kings Weir.

The Grand Union Canal can be entered from the Thames at Brentford or Limehouse via the Regent Canal. Before entering the waterway your vessel must be licensed with British Waterways.

The Port of London Authority is the navigation authority for the Thames from the Thames Region's boundary downstream of Teddington Lock where the river is tidal. For more information contact the Port of London Authority, Devon House, 58-60 St Katharine's Way, London E1 9LB. Telephone 0171 2652656.

MARKING OF OBSTRUCTIONS

- The Thames has a system of marking for shoals and other obstructions in the navigation. This is particularly required in the early months of the year, before reeds have grown through the surface of shallow water.
- On the facing page the four shapes of topmarks used - can, triangle, sphere and two spheres - are illustrated, together with directions for passing them safely when you proceed upstream. Remember when you navigate downstream that the can and triangle shapes must be passed on your opposite hand.
- Wrecks or other temporary obstructions in midstream are marked by an isolated danger buoy which may be passed on any side. Where such obstructions must be passed on a particular side the appropriate can or triangle topmarks will be used.
- In all cases vessels should pass well clear of a marking buoy.
- The closure of a navigation arch of a bridge is usually indicated by a large RED disk.
- **It is emphasised that the Agency does not accept responsibility for the marking of obstructions that lie outside the fairway.** You must therefore proceed with particular caution when approaching any bank or if you depart from the main navigation route.



TWO SPHERES (Black)
Isolated danger
Pass either side.



SPHERES (Red & White)
Pass either side.

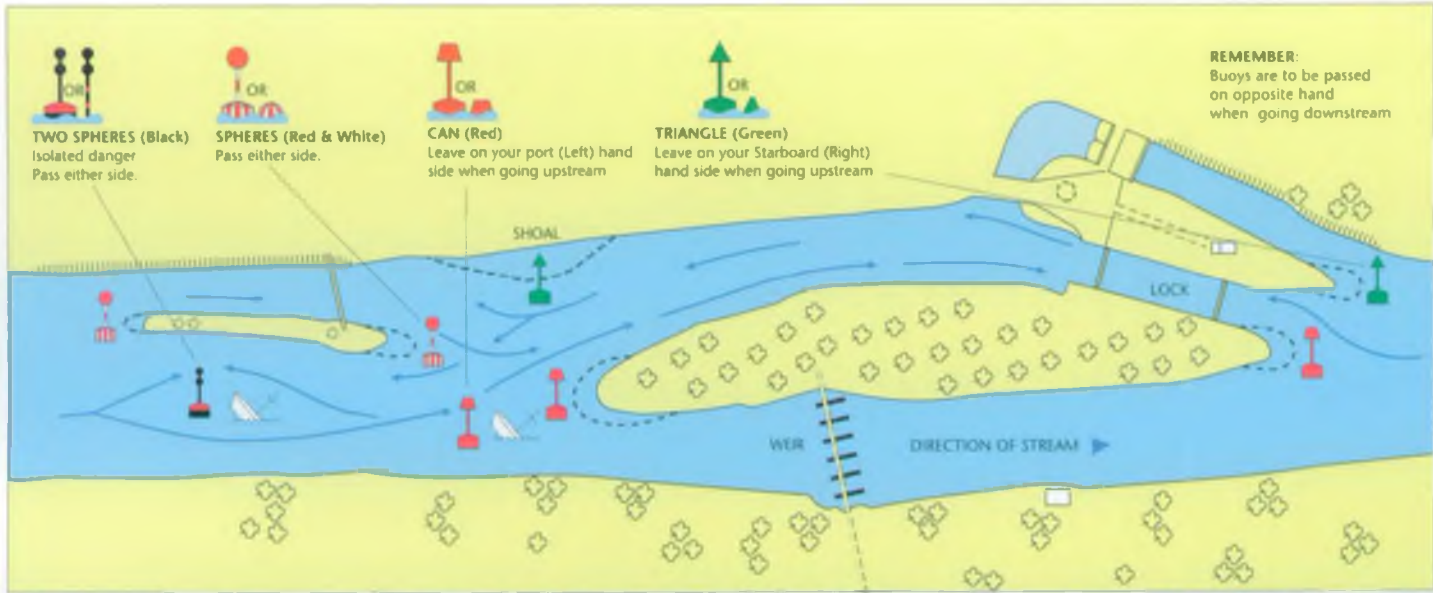


CAN (Red)
Leave on your port (Left) hand
side when going upstream



TRIANGLE (Green)
Leave on your Starboard (Right)
hand side when going upstream

REMEMBER:
Buoys are to be passed
on opposite hand
when going downstream



24 HOUR MOORINGS

- The Agency's Thames Region has provided the following sites for 24 hour moorings free of charge. In each case the extent of the mooring site is indicated by Notice Boards:

Riverside, Lechlade

Towpath above Pinkhill Lock

Towpath upstream of The Ferryman Inn, Bablockhythe

Towpath at East Street, Oxford

Towpath above Kennington Railway Bridge, near Iffley

Towpath above Abingdon Lock

Keen Edge Ferry, Shillingford

Towpath below Goring Bridge

Towpath above Sonning Lock

Towpath at Lower Lashbrook below Wargrave

Towpath below Marlow Lock

Towpath above Boveney Lock

Towpath below Runnymede Pleasure Ground, Egham

Towpath below Staines Bridge

Towpath at Laleham Wharf

Towpath at Dumsey Bend, between Chertsey & Shepperton

Towpath at Weybridge opposite Shepperton Lock

Shepperton Church Square

Desborough Island (Old River)

Kingston Wharf, Kingston

Steven's Eyot below Kingston Bridge

- Fishing from the bank at these sites is not allowed between 1st March and 31st October.

PUBLIC SLIPWAYS AND LAUNCHING SITES

- You may launch a boat at the sites listed below, but there is not necessarily a right to park a car or boat trailer.

Abingdon Marina

Abingdon, St Helen's Wharf

Cholsey, Papist Way

Caversham Bridge

Wargrave, Ferry Lane

Henley, Wharf Lane

Aston Ferry, from either bank

Medmenham Ferry

Marlow, St Peter's Street

Cookham Bridge by Ferry Hotel

Bray Village

Windsor Leisure Centre

Truss's Island, Chertsey Lane, Staines

Weybridge, Thames Street

Shepperton Church Square

Cowey Sale, Walton

Walton Wharf by Anglers Hotel

Sunbury, Lower Hampton Road
West Molesey, Hurst Park
East Molesey Drawdock
Thames Ditton by Swan Hotel
Kingston Thameside
Teddington Drawdock

- These sites are not necessarily suitable for large or heavy boats and trailers. If in doubt, please check first with your local Navigation Inspector.

SEWAGE PUMP-OUT STATIONS

- All of Thames Region's pump-out stations work on a pre-paid card system. These sites are highlighted in bold type in the list below. These cards are available at locks adjacent to the pump-outs. Recharging fluid is not provided. Others listed are in private management and usually available only during the months April - October. Individual proprietors should be consulted about hours of operation and there may be some delay at busy hire cruiser bases while the fleet is being serviced. Look for this blue and white sign:

St John's Lock

Rushey Lock

Eynsham - Oxford Cruisers

Eynsham Lock

Oxford - Bossoms Boatyard

Oxford - Osney Marina

Abingdon Lock

Abingdon - Kingcraft

Abingdon - Red Line Cruisers

Benson - Benson Pleasurecraft

Wallingford - Maidline Cruises

De Montfort Island, Reading - Bridge Boats

De Montfort Island, Reading - Caversham Boat Services

Caversham Below Lock - Better Boating

Shiplake Lock

Bourne End - Bourne End Marina

Windsor - Windsor Marina

Boveney Lock

Datchet - Kris Cruisers

Egham - Nicholes Boatyard

Penton Hook - Penton Hook Marina

Chertsey - Chertsey Meads Marine

Walton - Walton Marina

Shepperton - Shepperton Marina

Molesey Lock

Thames Ditton - Ferryline Cruisers

Thames Ditton - Thames Ditton Marina

Teddington - Tough Bros.



LOCK STAFF HOURS OF DUTY

- It is anticipated that locks will be manned during the following hours but river users are advised to check with the notices displayed at each lock.
- For any planned closures see notices displayed at each lock or ring the Navigation Information Line on 0118 9535520.
- Teddington Lock - 24 hours attendance.

For all other locks (except Blake's Lock) see following table:

JANUARY	9.15 - 16.00
FEBRUARY	9.15 - 16.00
MARCH	9.15 - 16.00 *
APRIL	9.00 - 17.30
MAY	9.00 - 18.30
JUNE	9.00 - 19.00
JULY	9.00 - 19.00
AUGUST	9.00 - 19.00
SEPTEMBER	9.00 - 18.00 **
OCTOBER	9.00 - 17.00
NOVEMBER	9.15 - 16.00
DECEMBER	9.15 - 16.00

* When Easter falls in March: 09.00 - 17.30 Good Friday to Easter Monday inclusive.

** 9.00 - 18.30 Saturday and Sunday.

Note: Individual locks may be found closed to traffic on weekday mornings between 07.00 and 09.00 for cleaning.

LOCK FACILITIES AND DIMENSIONS

A note for the following tables

- These figures are issued for guidance only and may be found to vary with water levels and for other reasons. When considering the length of craft able to navigate through the locks, always allow 3 metres (10 feet) for the closing of the lower gates.
- The measurements given in the tables are:
 1. Length of lock between heel posts.
 2. Minimum width of lock between walls or rubbing piles.
 3. Depth on Upper Sill taken at standard head water level.
 4. Depth on Lower Sill taken from standard head water level of the lock below, no allowance having been made for the gradient of the intermediate reach.
 5. Fall from standard head water level to that of the lock below, again, no allowance is made for river gradient.

LOCK DIMENSIONS IN METRES (feet & inches given in brackets)

LOCK	FACILITIES	LENGTH	WIDTH	DEPTH UPPER SI
ST JOHN'S	S P R L W	33.60(110'3")	4.52(14'10")	1.32(4'4")
BUSCOT		33.47(109'10")	4.47(14'8")	1.98(6'6")
GRAFTON	H	34.59(113'6")	4.59(15'1")	1.67(5'6")
RADCOT	H L W	34.59(113'6")	4.57(15'0")	1.49(4'11")
RUSHEY	S P R L W	34.59(113'6")	4.59(15'1")	1.67(5'6")
SHIFFORD	H	34.64(113'8")	4.59(15'1")	1.67(5'6")
NORTHMOOR	W	34.59(113'6")	4.59(15'1")	1.65(5'5")
PINKHILL	W	34.59(113'6")	4.90(16'1")	1.67(5'6")
EYNSHAM	S P R L W H	34.51(113'3")	4.97(16'4")	1.65(5'5")
KING'S	W	34.46(113'1")	4.97(16'4")	1.67(5'6")
GODSTOW		33.52(110'0")	4.95(16'3")	1.52(5'0")
OSNEY	W L	34.64(113'8")	5.25(17'3")	2.74(9'0")
IFFLEY		46.96(154'1")	6.47(21'3")	2.26(7'5")
SANDFORD		53.03(174'0")	6.62(21'9")	2.31(7'7")
ABINGDON	S P R L W H	36.57(120'0")	5.71(18'9")	2.64(8'8")
CULHAM	L W	39.87(130'10")	5.33(17'6")	2.41(7'11")
CLIFTON	W	39.57(129'10")	5.79(19'0")	2.36(7'0")
DAY'S	S R	46.93(154'10")	6.45(21'2")	2.26(7'5")
BENSON	W	40.56(133'1")	5.46(17'11")	2.23(7'4")
CLEEVE	L W H	40.71(133'7")	5.53(18'2")	2.13(7'0")
GORING	R W	54.68(179'5")	6.40(21'0")	2.97(9'9")
WHITCHURCH	S	41.22(135'3")	5.48(18'0")	1.85(6'1")
MAPLEDURHAM	R	61.69(202'5")	6.42(21'1")	2.18(7'2")
CAVERSHAM		40.03(131'4")	5.46(17'11")	1.82(6'0")
BLAKE'S		37.39(122'8")	5.75(18'11")	1.80(5'11")
SONNING	R L	47.57(156'1")	5.46(17'11")	2.00(6'7")
SHIPLAKE	S P R L W H	40.64(133'4")	5.56(18'3")	1.98(6'6")
MARSH		41.19(135'2")	6.42(21'1")	2.18(7'2")
HAMBLEDEN	R	61.0(198'3")	7.7(25'0")	2.2(7'3")
HURLEY	S R L W H	39.82(130'8")	6.07(19'11")	1.88(6'2")
TEMPLE	L W	41.02(134'7")	5.46(17'11")	2.13(7'0")
MARLOW	L W	46.10(151'3")	6.07(19'11")	2.13(7'0")
COOKHAM	R L H	55.77(183'0")	7.62(25'0")	2.51(8'3")
BOULTER'S	W	60.80(199'6")	6.47(21'3")	3.12(10'3")
BRAY	R L	40.94(134'4")	5.46(17'11")	2.13(7'0")
BOVENEY	S P R L W H	45.59(149'7")	5.43(17'10")	2.38(7'10")
ROMNEY	L W	78.50(257'7")	7.45(24'5")	2.83(9'3")
OLD WINDSOR	L W	54.55(179'0")	7.36(24'2")	2.48(8'2")
BELL WEIR	R L	78.51(257'7")	7.44(24'5")	2.61(8'7")
PENTON HOOK	R W	81.28(266'8")	7.56(24'10")	2.74(9'0")
CHERTSEY	W H	61.16(200'8")	6.40(21'0")	2.66(8'9")
SHEPPERTON	S R L W	53.16(174'5")	6.04(19'10")	2.43(8'0")
SUNBURY OLD		47.15(154'8")	5.86(19'3")	3.07(10'1")
SUNBURY NEW	S R W	62.78(206'0")	7.41(24'4")	2.76(9'1")
MOLESEY	S P R L W H	81.78(268'4")	7.56(24'10")	2.84(9'4")
TEDDINGTON BARGE		198.12(650'0")	7.54(24'9")	3.15(10'4")
TEDDINGTON LAUNCH		54.22(177'11")	7.41(24'4")	4.26(14'0")
TEDDINGTON	R W	15.08(49'6")	1.77(5'10")	1.09(3'7")
SKIFF				

KEY: **S** = Sewage disposal
P = Sewage pump-out
R = Refuse disposal
L = Lavatory
W = Drinking water tap for portage containers only
H = Water hose provided for bulk supplies

DEPTH LOWER SILL	FALL	TELEPHONE
1.32(4'4")	0.85(2'10")	FARINGDON (01367) 252309
1.47(4'10")	1.69(5'7")	FARINGDON (01367) 252434
1.44(4'9")	1.11(3'8")	FARINGDON (01367) 810251
1.54(5'1")	1.48(4'10")	FARINGDON (01367) 240676
1.52(5'0")	1.82(6'0")	FARINGDON (01367) 870218
1.60(5'3")	2.23(7'4")	FARINGDON (01367) 870247
1.44(4'9")	1.24(4'1")	OXFORD (01865) 862923
1.62(5'4")	1.05(3'6")	OXFORD (01865) 881452
1.72(5'8")	0.84(2'9")	OXFORD (01865) 881324
1.67(5'6")	0.77(2'6")	OXFORD (01865) 553403
1.62(5'4")	1.57(5'2")	OXFORD (01865) 554784
2.10(6'11")	1.89(6'3")	OXFORD (01865) 247050
2.26(7'5")	0.81(2'9")	OXFORD (01865) 777277
2.31(7'7")	2.69(8'10")	OXFORD (01865) 775889
1.52(5'0")	1.89(6'2")	ABINGDON (01235) 523044
1.62(5'4")	2.41(7'11")	ABINGDON (01235) 522061
1.75(5'9")	1.03(3'5")	OXFORD (01865) 407821
1.93(6'4")	1.58(5'2")	OXFORD (01865) 407768
2.13(7'0")	1.87(6'2")	WALLINGFORD (01491) 835255
2.22(7'3")	0.69(2'3")	WALLINGFORD (01491) 872608
2.56(8'5")	1.77(5'10")	WALLINGFORD (01491) 872687
1.93(6'4")	1.01(3'4")	READING (0118) 9842448
2.13(7'0")	2.05(6'9")	READING (0118) 9417776
1.88(6'2")	1.44(4'9")	READING (0118) 9575764
1.63(5'5")	1.07(3'6")	READING (0118) 9572251
1.93(6'4")	1.63(5'4")	READING (0118) 9693992
1.90(6'3")	1.55(5'1")	READING (0118) 9403350
2.18(7'2")	1.33(4'4")	HENLEY (01491) 572992
2.2(7'3")	1.44(4'9")	HENLEY (01491) 571269
1.88(6'2")	1.05(3'5")	MAIDENHEAD (01628) 824334
2.10(6'11")	1.23(4'1")	MAIDENHEAD (01628) 824333
1.95(6'5")	2.16(7'1")	MAIDENHEAD (01628) 482867
2.48(8'2")	1.30(4'3")	MAIDENHEAD (01628) 520752
2.13(7'0")	2.39(7'10")	MAIDENHEAD (01628) 624205
2.13(7'0")	1.46(4'9")	MAIDENHEAD (01628) 621650
2.13(7'0")	1.47(4'10")	WINDSOR (01753) 862764
2.62(8'7")	2.01(6'7")	WINDSOR (01753) 860296
2.54(8'4")	1.74(5'9")	WINDSOR (01753) 861822
2.61(8'7")	1.82(6'0")	STAINES (01784) 432333
2.56(8'5")	1.22(4'0")	STAINES (01784) 452657
2.46(8'1")	1.22(4'0")	SUNBURY (01932) 562208
2.59(8'6")	2.03(6'8")	SUNBURY (01932) 221840
2.26(7'5")	1.87(6'2")	SUNBURY (01932) 782089
2.48(8'2")	1.87(6'2")	SUNBURY (01932) 782089
2.41(7'11")	1.85(6'1")	0181 979 4482
2.61(8'7")	2.68(8'10")	0181 940 8723
2.79(9'2")	2.68(8'10")	0181 940 8723
1.34(4'5")	2.68(8'10")	0181 940 8723

Note: Water supplies in sanitary stations are unfit for drinking

HEADWAYS OF BRIDGES, LECHLADE TO TEDDINGTON

- Headways are measured above standard head water level of the lock below. Allowance must therefore be made for the gradient of the river at any given time because this will reduce, to a varying extent, the figures given below as a basic guide.

BRIDGE	HEADWAY IN METRES	
	(feet & inches given in brackets)	
Lechlade	4.72	(15'6")
St John's	4.22	(13'10")
Eaton	2.97	(9'9")
Radcot	3.45	(11'4")
Old Man's	4.27	(14'0")
Tadpole	4.52	(14'10")
Tenfoot	3.71	(12'2")
Shifford Lock Cut	3.66	(12'0")
New	3.50	(11'6")
Hart's	3.27	(10'9")
Swinford	4.49	(14'9")
Oxford Western By-pass	4.11	(13'6")
Godstow	2.56	(8'5")
Medley	3.05	(10'0")
Osney	2.28	(7'6")
Osney Railway	3.55	(11'8")
Road Bridge	3.71	(12'2")
Public Footpath	3.91	(12'10")
Folly	3.12	(10'3")
Donnington Road	5.03	(16'6")
Isis	5.03	(16'6")
Kennington Railway	4.11	(13'6")
Nuneham Railway	4.80	(15'9")
Abingdon	4.24	(13'11")
Culham Lock Cut	3.78	(12'5")
Culham, Below Lock	4.49	(14'9")
Appleford Railway	3.96	(13'0")
Clifton Lock Cut	4.06	(13'4")
Clifton Hampden	4.09	(13'5")
Day's Footbridge	4.64	(15'3")
Shillingford	5.26	(17'3")
Wallingford	5.00	(16'5")
Wallingford By-pass	5.10	(16'9")
Moulsford Railway	6.60	(21'8")
Goring	5.15	(16'11")
Gatehampton Railway	6.96	(22'10")
Whitchurch	4.14	(13'7")
Caversham	4.57	(15'0")
Reading	5.38	(17'8")
Sonning, Under Tie Plates	4.41	(14'2")
Shiplake Railway	5.43	(17'10")
Henley	4.34	(14'3")
Hurley Upper Towpath	3.98	(13'1")
Hurley Lower Towpath	4.39	(14'5")
Temple Footbridge	6.51	(21'3")
Marlow	3.86	(12'8")
Marlow-Bisham-By-Pass	6.02	(19'9")
Bourne End Railway	4.72	(15'6")
Cookham	4.62	(15'2")
Cookham Lock Cut	3.81	(12'6")
Boulter's Lock	5.26	(17'3")

Maidenhead	5.66	(18'7")
Maidenhead Railway	9.80	(32'2")
M4	7.77	(25'6")
Windsor & Eton By-Pass	6.25	(20'6")
Windsor Railway	5.41	(17'9")
Windsor	4.01	(13'2")
Black Pott's Railway	5.94	(19'6")
Victoria	6.17	(20'3")
Albert	5.69	(18'8")
Old Windsor Lock Cut	4.34	(14'3")
Runnymede	7.01	(23'0")
Staines	6.02	(19'9")
Staines, Under Key Stone	5.94	(19'6")
Staines Railway	6.40	(21'0")
M3	6.50	(21'4")
Chertsey	5.82	(19'1")
Desborough Channel, Upper	5.18	(17'0")
Desborough Channel, Lower	5.18	(17'0")
Walton Temporary	5.56	(18'3")
Sunbury Lock Cut	5.94	(19'6")
Hampton Court	5.92	(19'5")
Kingston	7.29	(23'11")
Kingston Railway	6.81	(22'4")
Teddington Lock Cut	5.58	(18'4")

RIVER KENNET

River Thames Navigation Kennet branch

- This short waterway leading from the Thames to the Kennet and Avon Navigation in the centre of Reading is also within the Agency's navigation jurisdiction so any registered craft may use it without additional charge or formality. The recommended maximum draft of vessels is 1 metre (3 feet 3 inches), and headways of bridges over the navigation channel are given in the distance table below. Beware of lesser headways if you depart from this channel.
- When entering from the Thames reduce speed and keep a sharp lookout for other craft. The towpath side of this river is frequently not as deep as it looks, so steer well clear of the towpath bank and allow oncoming craft room to do the same.
- Dimensions of Blake's Lock are given on page 28. Boat crew may operate the lock when it is unattended by lockstaff. Please leave the lock emptying or empty with the gates closed.

TABLE OF DISTANCES AND HEADWAYS

	Kilometres above Teddington (miles)	Kilometres Between Places (miles)	Headway Metres (feet)
Upstream limit of Environment Agency, Thames Region's Navigation Jurisdiction	88.93 (55.26)	0.01 (0.01)	
Queens Road Footbridge	88.92 (55.25)	0.36 (0.22)	3.00 (9'11")
Watlington Bridge	88.56 (55.03)	0.11 (0.07)	2.95 (9'8")
Kings Road Bridge	88.45 (54.96)	0.47 (0.29)	2.90 (9'6")
Blake's Lock	87.98 (54.67)	0.39 (0.24)	
Railway Bridge	87.60 (54.43)	0.05 (0.03)	6.20 (20'4")
Gas Mains	87.55 (54.40)	0.05 (0.03)	4.77 (15'8")
Railway Bridge	87.50 (54.37)	0.06 (0.04)	6.70 (22'0")
Kennet Mouth & River Thames	87.44 (54.33)	0.00	

USEFUL ADDRESSES

Environment Agency Thames Region

Kings Meadow House
Kings Meadow Road
Reading RG1 8DQ
Telephone: Reading (0118) 9535000
Fax: (0118) 9500388

Environment Agency Pollution Hotline
freephone 0800 807060 to report
pollution, fish deaths or other
environment interest.

The following can be contacted at the
above address:

Fisheries & Conservation Manager
Telephone: (0118) 9535504

Public Relations
Telephone: (0118) 9535555

Navigation & Recreation Manager
Telephone: (0118) 9535525

Local Navigation Offices

**Cricklade Bridge to head of Days Lock
Island**
Osney Lock
Bridge Street
Oxford OX2 0AX
Telephone: (01865) 721271

**Head of Days Lock Island to tail of
Hurley Lower Lock Cut**
Caversham Lock Island
Kings Meadow Road
Reading RG1 8BP
Telephone: (0118) 9535533

**Hurley Weir Stream to
Penton Hook Lock**
Boulter's Lock
Raymead Road
Maidenhead SL6 8PE
Telephone: (0118) 9535577

**Penton Hook Lower Lock Cut to
Teddington**
Riverside Works
Fordbridge Road
Sunbury on Thames TW16 6AP
Telephone: (01932) 781946

**Craft Registration (& Weir Permits)
for the Thames**
P.O.Box 214
Reading RG1 8HQ
Telephone: (0118) 9535650

General Emergency
(Out of Office Hours)
Telephone: (0118) 9535000

Boat Safety Scheme
Willow Grange
Church Road
Watford WD1 3QA
Telephone: (01923) 201408
Fax: (01923) 226081

**The River Wey Navigation
National Trust**
Daphne Wharf
Wharf Road
Guildford
Surrey GU1 4RR
Telephone: (01483) 561389

Port of London Authority
Devon House
58 - 60 St Katharine's Way
London E1 9LB
Telephone: (0171) 265 2656
Fax: (0171) 265 2699

British Waterways
Willow Grange
Church Road
Watford
Herts WD1 3QA
Telephone: (01923) 226422
Fax: (01923) 226081

Department of Trade & Industry
Marine Licensing Section
Waterloo Bridge House
Waterloo Road
London SE1 8UA
Telephone: (0171) 215 2047

Marine Safety Agency
London District Marine Office
Central Court
1b Knoll Rise
Orpington, Kent BR6 0JA
Telephone: (01689) 890400

Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

Royal Life Saving Society
River House
High Street
Broom
Warwickshire
Telephone: (01789) 773994
Fax: (01789) 773995

The Resuscitation Council (UK)
9 Fitzroy Square
London W1P 5AH
Telephone: (0171) 388 4678
Fax: (0171) 383 0773

Metropolitan Police
Wapping Control
Telephone: (0171) 275 4421

Thames Valley Police
Underwater Search Unit
Police Training Centre
Sulhamstead
RG7 4DU
Telephone: (0118) 9325580

Sports Council
16 Upper Woburn Place
London WC1H 0QP
Telephone: (0171) 388 1277
Fax: (0171) 383 5740

**Royal Society for the
Prevention of Accidents**
Cannon House
The Priory
Queensway
Birmingham B46 8S

Radio Communication Agency
Ship Radio Licensing Unit
New Kings Beam House
22, Upper Ground
SE1 9SA
Telephone: (0171) 2110211
Fax: (0171) 2110507

Royal Yachting Association
RYA House
Romsey Road
Eastleigh
Hants SO5 4YA
Telephone: (01703) 627400

British Canoe Union
John Dudderidge House
Adbolton Lane
West Bridgford
Nottingham NG2 5AS
Telephone: (0115) 9821100
Fax: (0115) 9821797

The St John Ambulance
1 Grosvenor Crescent
London SW1X 7EF
Telephone: (0171) 235 5231
Fax: (0171) 235 0796

The British Red Cross
9 Grosvenor Crescent
London SW1X 7EJ
Telephone: (0171) 235 5454
Fax: (0171) 235 7447

Countryside Commission
71 Kingsway
London WC2 B6ST
Telephone: (0171) 831 3510
Fax: (0171) 831 1439

**Central Council for
Physical Recreation**
Francis House
Francis Street
London SW1P 1DE
Telephone: (0171) 828 3163

British Sub-Aqua Club
Telfords Quay
Ellesmere Port
South Wirral
Cheshire L65 4FY
Telephone: (0151) 3506200
Fax: (0151) 3506215

Whilst every care has been taken to ensure the accuracy of this information, the Agency cannot accept any responsibility for any errors or omissions.

TABLE OF DISTANCES CRICKLADE TO TEDDINGTON

Distance above Teddington Boundary Obelisk			To next place downstream	
Statute Miles	kms		kms	miles
135.18	217.55	Cricklade Bridge	6.81	4.23
130.95	210.74	Castle Eaton Bridge	4.34	2.70
128.25	206.40	Hannington Bridge	5.55	3.45
124.80	200.85	Round House	1.13	0.70
		(Thames & Severn Canal - Closed)		
124.10	199.72	Halfpenny Bridge Lechlade	1.05	0.65
123.45	198.67	ST JOHN'S LOCK	1.85	1.15
122.30	196.82	BUSCOT LOCK	2.15	1.34
120.96	194.67	Eaton Footbridge	3.22	2.00
118.96	191.45	GRAFTON LOCK	1.93	1.20
117.76	189.52	Radcot Bridge	1.05	0.65
117.11	188.47	RADCOT LOCK	0.35	0.22
116.89	188.12	Old Man's Footbridge	3.88	2.41
114.48	184.24	RUSHEY LOCK	1.16	0.72
113.76	183.08	Tadpole Bridge	2.93	1.82
111.94	180.15	Tenfoot Footbridge	2.83	1.76
110.18	177.32	SHIFFORD LOCK	4.14	2.57
107.61	173.18	Newbridge	1.87	1.16
106.45	171.31	Hart's Footbridge	1.62	1.01
105.44	169.69	NORTHMOOR LOCK	2.48	1.54
103.90	167.21	Bablockhythe Ferry	3.73	2.32
101.58	163.48	PINKHILL LOCK	2.22	1.38
100.20	161.26	Swinford Bridge	0.16	0.10
100.10	161.10	EYNHAM LOCK	4.37	2.71
97.39	156.73	KING'S LOCK	1.51	0.94
		(Dukes Cut junction with Oxford Canal)		
96.45	155.22	Godstow Bridge	0.30	0.19
96.26	154.92	GODSTOW LOCK	2.89	1.79
94.47	152.03	Medley Footbridge	0.28	0.18
94.29	151.75	Sheepwash Channel	0.34	0.21
		(junction with Oxford Canal)		
94.08	151.41	Osney Bridge	0.36	0.22
93.86	151.05	OSNEY LOCK	1.40	0.87
92.99	149.65	Folly Bridge	1.20	0.75
92.24	148.45	Donnington Bridge	1.13	0.70
91.54	147.32	IFFLEY LOCK	0.93	0.58
90.96	146.39	Kennington Railway Bridge	1.77	1.10
89.86	144.62	SANDFORD LOCK	5.17	3.21
86.65	139.45	Nuneham Railway Bridge	2.21	1.37
85.28	137.24	ABINGDON LOCK	0.77	0.48
84.80	136.47	Abingdon Bridge	3.38	2.10
82.70	133.09	CULHAM LOCK	2.07	1.29
81.41	131.02	Appleford Railway Bridge	2.45	1.52
79.89	128.57	CLIFTON LOCK	0.72	0.45
79.44	127.85	Clifton Hampden Bridge	4.08	2.53
76.91	123.77	DAY'S LOCK	4.36	2.71
74.20	119.41	Shillingford Bridge	2.01	1.25
72.95	117.40	BENSON LOCK	1.99	1.24
71.71	115.41	Wallingford Bridge	5.31	3.30
68.41	110.10	Moulsoford Railway Bridge	3.16	1.96
66.45	106.94	CLEEVE LOCK	1.00	0.62
65.83	105.94	GORING LOCK	2.07	1.29
64.54	103.87	Gatehampton Ferry	4.48	2.78
61.76	99.39	WHITCHURCH LOCK	0.19	0.12
61.64	99.20	Whitchurch Bridge	3.48	2.16
59.48	95.72	MAPLEDURHAM LOCK	1.36	0.85
58.63	94.36	Roebuck Ferry	4.62	2.87
55.76	89.74	Caversham Bridge	0.82	0.51
55.25	88.92	Reading Bridge	0.28	0.17
55.08	88.64	CAVERSHAM LOCK	1.20	0.75
54.33	87.44	River Kennet	3.03	1.88
		(Blake's Lock Kennet & Avon Canal)		

To next place downstream		Time to lock downstream at 8 kilometres per hour
kms	miles	
0.47	0.29	36 mins
4.21	2.62	
0.34	0.21	36 mins
4.46	2.77	
1.21	0.75	35 mins
3.38	2.10	
3.34	2.08	45 mins
2.55	1.58	
1.03	0.64	8 mins
2.43	1.51	24 mins
0.70	0.44	
0.25	0.15	49 mins
3.71	2.31	
1.69	1.05	
0.79	0.49	
3.35	2.08	26 mins
1.08	0.67	26 mins
0.32	0.20	
2.03	1.26	
0.40	0.25	39 mins
4.70	2.92	
1.90	1.18	29 mins
0.48	0.30	
0.68	0.42	
0.69	0.43	
0.58	0.36	37 mins
0.63	0.39	
2.39	1.49	
1.23	0.76	
2.17	1.35	36 mins
2.53	1.57	
0.24	0.15	35 mins
1.36	0.85	
0.52	0.32	
2.45	1.52	
2.78	1.73	24 mins
0.35	0.22	
0.26	0.16	25 mins
3.06	1.90	
0.88	0.55	36 mins
0.81	0.50	
0.53	0.33	
2.53	1.57	
2.38	1.48	36 mins
1.29	0.80	
1.12	0.70	
0.31	0.19	59 mins
3.15	1.96	
0.97	0.60	
0.71	0.44	
2.60	1.62	
0.39	0.24	
0.00	0.00	

Inevitably, journey times between locks will take longer if you are using a small or unpowered craft.

lock DOWNSTREAM. When travelling upstream please read

Time to lock
downstream at
8 kilometres per hour

Distance above Teddington Boundary Obelisk

Statute

Miles

Kms

	52.45	84.41	SONNING LOCK
	52.16	83.94	Sonning Bridge
	49.54	79.73	SHIPLAKE LOCK
	49.33	79.39	Shiplake Railway Bridge
	46.56	74.93	MARSH LOCK
	45.81	73.72	Henley Bridge
15 mins	43.71	70.34	HAMBLEDEN LOCK
41 mins	41.63	67.00	Medmenham Abbey and Ferry
	40.05	64.45	HURLEY LOCK
23 mins	39.41	63.42	TEMPLE LOCK
	37.90	60.99	Marlow Bridge
32 mins	37.46	60.29	MARLOW LOCK
	37.31	60.04	Marlow Bypass Bridge
52 mins	35.00	56.33	Bourne End Railway Bridge
	33.95	54.64	Cookham Bridge
	33.46	53.85	COOKHAM LOCK
58 mins	31.38	50.50	BOULTER'S LOCK
	30.71	49.42	Maidenhead Bridge
	30.51	49.10	Maidenhead Railway Bridge
47 mins	29.25	47.07	BRAY LOCK
	29.00	46.67	M4 Bridge
18 mins	26.08	41.97	BOVENEY LOCK
	24.90	40.07	Windsor Bypass Bridge
33 mins	24.60	39.59	Windsor Railway Bridge
14 mins	24.18	38.91	Windsor Bridge
	23.75	38.22	ROMNEY LOCK
	23.39	37.64	Black Pott's Railway Bridge
30 mins	23.00	37.01	Victoria Bridge
	21.51	34.62	Albert Bridge
	20.75	33.39	OLD WINDSOR LOCK
	19.40	31.22	Pats Croft Island
	17.83	28.69	BELL WEIR LOCK
28 mins	17.68	28.45	Runnymede (M25) Bridge
	16.83	27.09	Staines Bridge
	16.51	26.57	Staines Railway Bridge
21 mins	14.99	24.12	PENTON HOOK LOCK
	13.26	21.34	M3 Bridge
56 mins	13.04	20.99	CHERTSEY LOCK
	12.88	20.73	Chertsey Bridge
32 mins	10.98	17.67	SHEPPERTON LOCK
	10.43	16.79	Desborough Channel Upper Bridge
34 mins	9.93	15.98	Desborough Channel Lower Bridge
	9.60	15.45	Walton Bridge
36 mins	8.03	12.92	SUNBURY LOCK
	6.55	10.54	Platts Eyot
48 mins	5.75	9.25	Garricks Eyot
	5.05	8.13	MOLESEY LOCK
1 hr 19 mins	4.86	7.82	Hampton Court Bridge
	2.90	4.67	Ravens Ait
	2.30	3.70	Kingston Bridge
8 mins	1.86	2.99	Kingston Railway Bridge
50 mins	0.24	0.39	TEDDINGTON LOCK
28 mins	0.00	0.00	Teddington Boundary Obelisk
54 mins			

The journey times shown above are for guidance only because of the need to slow down when passing moorings.

The times given are between the lock indicated and the time from the lock you are travelling towards.

32 mins

RESPECT THE RIVER

Respect For Safety

- Always obey warning signs.
- Children and non-swimmers should always wear a life-jacket.
- Swimming in rivers is dangerous and should be avoided.
- Wear non-slip footwear and use grab-rails when moving around deck.
- Always carry a fire extinguisher and bilge pump.
- In emergencies call 999. Craft should carry sufficient life-jackets for everyone on board.

Respect For Others

- Keep a sharp lookout for anglers and their lines.
- Always steer on the right hand side when safe and practical.
- Observe the speed limit and take care when passing others.
- Give way to vessels coming downstream near bridges and sharp bends.
- Avoid turning round near bridges, bends or locks.
- Always leave lock gates shut when the lock is empty.

Respect The Environment

- Avoid making wash. It can cause erosion to river banks.
- Avoid water pollution.
- Dispose of oil at a used oil bank. Take care not to overfill the fuel tank.
- Please take all rubbish home with you.
- Avoid trampling around river banks during the breeding seasons.