



MANOR HOUSE MARINE & COTTAGES LTD.

CAPTAIN'S HANDBOOK



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Welcome On Board

**Your Holiday starts here!
You will find all sorts of useful
information in this book, from what to
take with you
to advice on safety and Boat Handling. If
you have any enquiries about your
holiday please contact us on**

**+44 (0)28 68628100 or
info@manormarine.com**





Departure Base

Preparing for your Holiday

What you should bring:

The weather in Ireland can be changeable, so the safest option is to bring a variety of summer clothing, warm jumpers and water-proof gear with you. Non-slip footwear is a must. For evening wear; smart casual is fine. Bring sunglasses, sun cream, a couple of good books and a pack of cards. And don't forget your mobile phone charger!

What you can order in advance:

Dinghy

We offer a 12ft rowing dinghy free of charge with any cruiser. You can upgrade this for an extra charge to a 16ft with a 5hp outboard motor

Groceries

Groceries can be pre-ordered and delivered to your boat, ready for your arrival. See our website (FAQ)

Bicycles

Bicycles are a great extra and allow you to visit sites of interest which are slightly further away from the water. They can be rented for the duration of your holiday and stowed safely on deck.

Television

You can hire a 12v TV as an extra if your boat does not include one.

On Arrival

Welcome:

To avoid unnecessary delays please let us know your estimated time of arrive. Report to the reception building where a member of staff will check you in and explain the procedure for your handover and instruction.

Security deposit

You will have to make a security deposit against the boat whilst on hire. This covers damage, late returns etc. The amount depends on the size and value of the cruiser and can be paid with cash or card. Sorry but cheques are not accepted.

Diesel fuel

You pay for the diesel used during your holiday. We supply the cruiser with a full tank, and you pay for the fuel used on your return.

Hand over

You will receive full instruction at the marine from one of our experienced staff. There will be an on-board session covering safety, charts and the waterways. This is the time to ask all the questions you have!



Our Services

Parking facilities

There is ample free parking at the marina, but not under cover. Vehicles are left at owner's risk.

Technical Assistance

Our experienced marine technicians are on-call and ready to help in the unlikely event of a breakdown. If your cruise develops a fault, please contact us immediately – do not leave it until the end of the day or your trip to contact us.

Emergencies

We always have someone to call on in case of an emergency. However we would remind you that you are not allowed to cruise during the hours of darkness. The most common emergency is running aground, which can be avoided by reading the chart at all times.

At the end of your Cruise

Return to base

Your boat must be handed back at the marine by 10am on the day of departure (you should be in the marina by 09:30 to give yourselves time to unload). On your return you will be directed to a berth and advised on re-fuelling etc. Your boat will most likely be going back out on charter the same day as your return. To aid our cleaning staff prepare the boat for the next customer you will be expected to return your boat in a clean and tidy condition.

Please be aware that if you are late returning your boat, or it requires excessive cleaning, you will be liable for further charges.

Abandonment fees

If you are unable to return the boat to the marina; please contact us as soon as possible, we may need the boat for the next customer. Failure to return to base will result in loss of your security deposit.





Your Boat

What you will find aboard

Inventory

All boats come well equipped for living aboard with a full galley (hob, oven, sink & storage), bathroom (toilet, sink & shower), sleeping cabins and saloon sitting area.

Cooking Utensils

Cooking utensils are supplied and include pots, frying pan, casserole dish, chopping board, colander, kettle, teapot, cafeteria, plates, bowls, cutlery and glassware.

Linen

All bed linen is supplied (sheets, duvets, pillows and blankets. One hand towel and one bath towel per person is also supplied.

Storage

Storage on a boat is limited and you should ensure that you do not bring too much with you. The fridge is much smaller than your standard home fridge and the freezer compartment space is extremely limited.

Water

Water is a precious commodity on board. All your water has to be carried on the boat, we recommend that you refill with water at every available opportunity. You have a hose supplied for doing this and there are lots of water supply points on the waterway and clearly marked on the navigation chart.

Hot Water

The hot water is heated by the engine, so you must run the engine to get hot water, but be careful the water gets very hot! The hot water tank is quite small so you would need to be quick in the shower.

The Shower

The water is pumped by an on-board pressurised water system and the showers are excellent -but note the limited amount of water both hot and cold.

Toilets

The toilets are generally manual operation – you pump the water in then pump the waste out. It is absolutely vital that only toilet waste goes in the toilet to avoid blockages. Baby wipes, sanitary items etc cannot be disposed of in the toilet. A charge will be levied for blocked toilets.



Waste Water

Toilet waste is stored on-board in special holding tanks which may need to be emptied during your stay. There are numerous pump-out stations along the waterway.

The Bilge Pump

All boats have automatic and manual bilge pumps. The automatic pump will keep the boat dry and the manual pump is strictly for use in the unlikely event of an accident.

Electricity

All boats run on a 12v battery system for lighting, water pumps. Fridge etc. It may be possible to rent a 240v inverter to run mobile and laptop chargers and other small devices. High current devices such as hairdryers will probably not work.

Some boats are fitted with 240v shore power and built in inverter – Please check your boat's inventory for details. Note that devices such as hairdryers can be very hard on your battery supply and you may need to run the engine at the same time plus minimise the time that you use the device.

Gas

The cooker is powered by bottle gas. One full bottle is included in your hire charge.

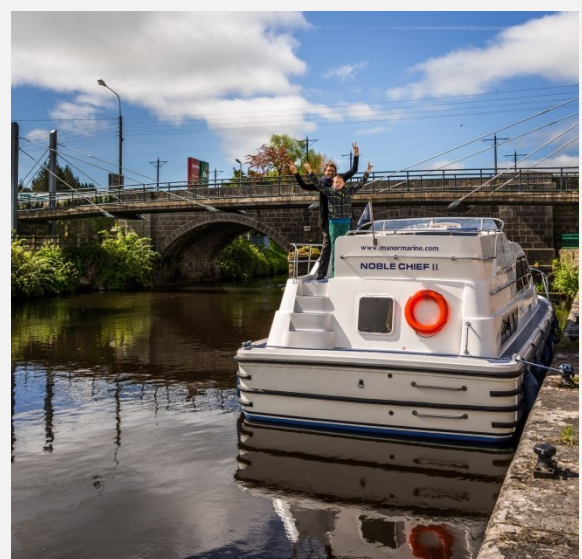
Safety Equipment

Fire Extinguishers

All boats are fitted with the appropriate number of fire extinguishers which can be easily reached in case of an emergency.

Life Jackets

Life Jackets are provided for every member of crew; you must ensure that you have a jacket and that it fits well (particularly children) and that you know where it is. Note that it is a legal requirement to wear life jackets at all times when in the fishing boat and for children to wear a life jacket on the cruiser deck at all times.





Your Boat

What You Will Find Aboard

The Controls

The boat controls are very simple – left & right with the steering wheel, forwards and backwards with the throttle! But remember that there are no brakes – you have to put the engine in reverse to stop the boat.

To Start the Engine

Exactly the same as a car – turn the key to start. You may need to run the engine to heat your water and charge your batteries.

The Propeller

The propeller is under the boat and if you are in the water it is to be avoided at all times. If you feel vibration in the boat it is possible that the propeller has been damaged or has collected something. Contact Manor House Marine.

The Bowthruster

Larger boats are fitted with bowthrusters which allow you to move the front of the boat sideways (makes parking easy). Bowthrusters are an added luxury and should be used as little as possible (max 5 seconds in every 30 seconds). Thrusters are never to be used for turning your boat other than when mooring. Bowthrusters can fail if over used or if they come in contact with floating debris. If this happens don't panic. Take your time and remember that a good skipper will not need a bowthruster; so you should be able to continue on your journey. Please note for bowthruster repairs you will need to return to the marina.

The Heating

You will have hot air diesel heating, this requires a significant amount of battery power to start and then a small amount of power for continued use. If you turn the heating on we advise to leave it on for 20mins and likewise if you turn it off leave it for 10mins (do not turn on and off subsequently). Also during starting up it is advisable to run your engines to boost battery power. Your engines will need to run at least 3 hours per day to re-charge your batteries depending on how long you run your heating.

The Alarm

If you hear the engine alarm, it could be a number of things but most likely the engine is overheating because of lack of cooling water. (Weed blockage etc.). Stop the engine immediately and contact Manor House Marine. We will advise the appropriate action or come and assist. In the unlikely event that you have to stop the engine whilst in open water you can drop your anchor so that you will not drift aground.

Breakdowns and Remedies

Breakdowns are fortunately rare and most can be repaired by our mobile mechanics that can be with you quickly. An emergency telephone number will always be available by calling the Marina +44(0)28 686 28100



Cruising Advice

Boat Handling

In the next few pages we will give you some hints on boat handling and in particular on how to negotiate a lock. Most of these hints will be repeated when you have your instruction at the beginning of your cruise. Do not hesitate to ask questions. A good boater is one who appreciates the limits of their knowledge and is always keen to learn.

If you have never handled a boat before, you will be tempted to compare it with your car. There are some similarities but the differences are very important. Designate a Captain – there must be one person in charge of the boat at all times.

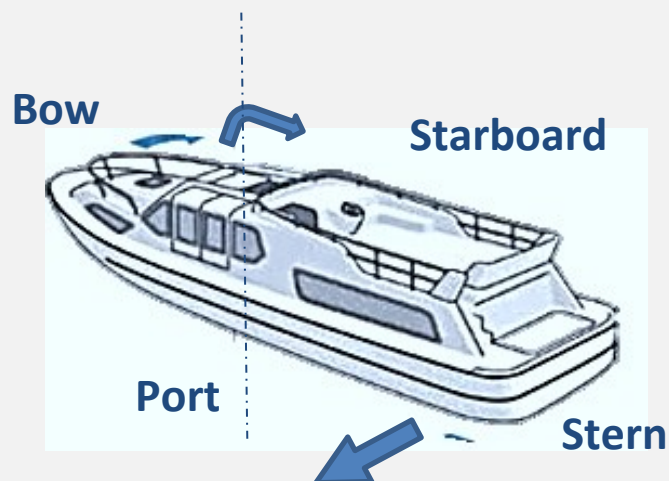
To start with, a boat is poised on a liquid element, pushed by the current and wind. Be aware of the effect they will have on you before setting out.

A boat has no brakes, so to slow down or stop you simply reverse the motor. It will take about four times its length to stop, so prepare manoeuvres well in advance.

A boat is much heavier than a car, (most of our boats weigh at least 7 tons), so it can damage at a much slower speed. Take your time and carry out all manoeuvres slowly and deliberately.

When a car changes direction the back wheels follow the front ones. A boat, on the other hand pivots on a point situated about one third back from the bow. When manoeuvring forward, always think of your stern. A common error is for the skipper to pull out from the mooring forgetting that the stern may move into the opposite direction, resulting in the stern of the boat being damaged against the mooring.

And finally, a car requires one driver who normally needs no help from his passengers. A boat requires a Captain and a crew. Before setting out, the Captain should allocate tasks to everyone on board. Keep in mind that the Captain is in sole charge of his vessel and his word is final!



Before Leaving

Plan your Days Cruising

Use your navigation guide to plan your days cruising. The kilometre points will enable you to calculate the distances and a table will give you cruising times between the main ports.

Ensure that all crew members are aware of your day's plan and emergency contact details. Allow for a maximum of 4-5 hours cruising each day, you will find this quite sufficient.



Starting the Motor

Before leaving your mooring proceed as follows:

- Check that the throttle lever is in neutral and that the propeller is not engaged.
- If your boat has dual steering positions, ensure that the one you want to use is the one selected.
- Start the engine.
- Make sure that all the gauges on the dashboard function normally and that the cooling water is flowing properly from the rear exhaust.
- Allocate a position on the deck to each crew member.
- Ask your crew to cast off; bring the lines back and store them safely on board.
- For boats equipped with a sliding roof, make sure that the roof is latched either in the open or closed position.

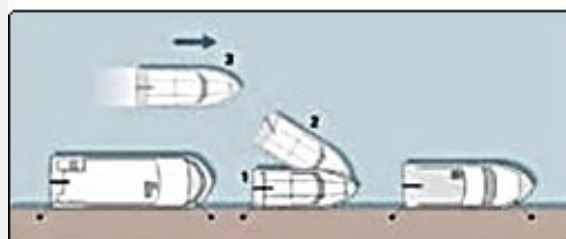
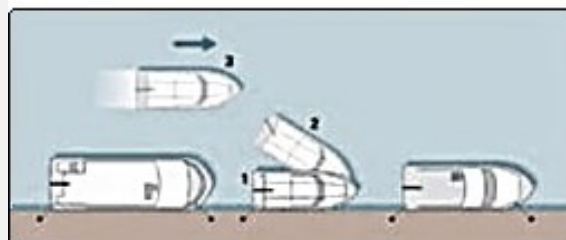
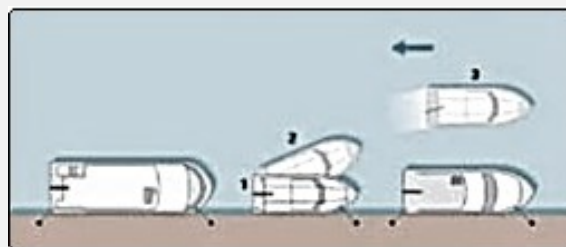


Under Way

Leaving the Quay

Firstly observe the wind and current conditions. See if the stronger of the two comes from the front or the rear of the boat.

- **If the boat is moored facing the wind or the current,** cast off the bow line first, then push the stern towards the middle of the river. Engage forward gear.
- **If the wind or current are pushing against stern of the boat,** the manoeuvre is slightly more delicate. Cast off the bow first then push the stern away from the bank to free it. Move to the middle of the river in reverse gear before changing to forward gear.
- **If the boat is held against the quay because of very strong wind,** let go the stern line and engage forward gear. Whilst manoeuvring, with the bow remains moored but ready to be cast off. The helmsman turns the wheel sharply towards the quay while accelerating a little. When the stern has moved out from the quay, one of the crew members casts off the bow line and the helmsman brings the boat to the middle of the river in reverse gear.

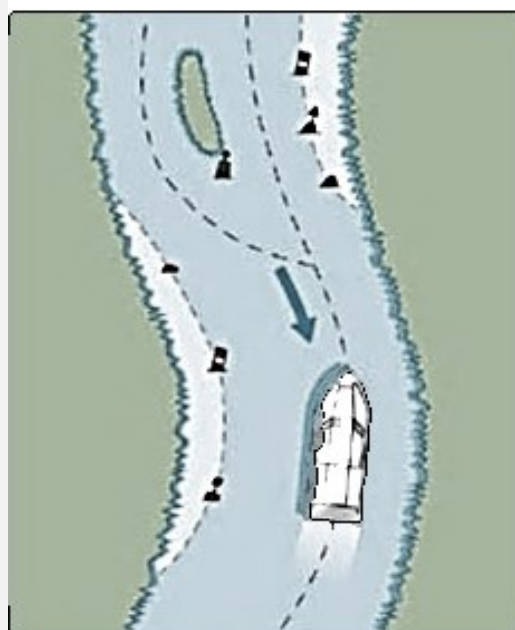


The Navigable Channel

On the River Shannon and sometimes on a canal, the navigable channel is indicated by coloured buoys. The rule is simple:

- A boat going upstream should leave the red buoys on its left and black buoys on its right.
- A Boat going downstream (i.e. going down towards the sea or going down a set of locks), should leave the black buoys on its left and red buoys on its right.

On the Northern halve of the Shannon-Erne Waterway and Erne System, the navigable channel is marked by red and white marker posts. Please keep to the white side of the



markers.

Two Boats Passing

Normally boats must pass port to port but a downstream boat always has priority over an upstream boat at bridges and areas of restricted water. When the waterway is wide enough, boats going downstream stay in the middle and upstream boats move to the left or the right.

Sound Signals

If you intend to alter course to starboard
Sound 1 short blast

If you intend to alter course to port
Sound 2 short blasts

If you intend to go a stern
Sound 3 short blasts

Overtaking

You can overtake a boat in front of you as long as the manoeuvre presents no danger and the channel width is greater than 13m. It is the responsibility of the boat overtaking to keep well clear of the other boat.

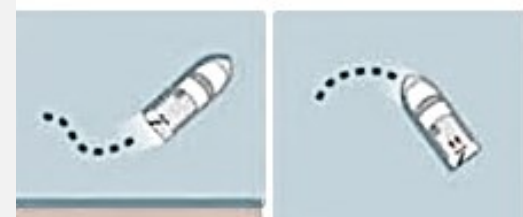
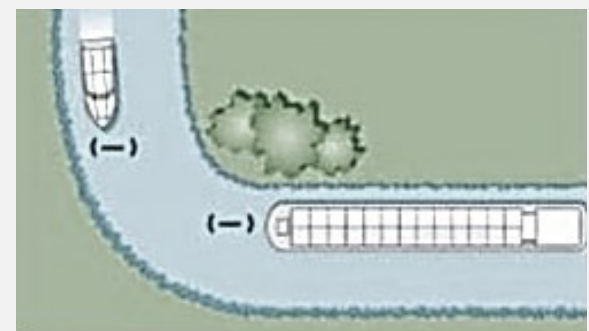
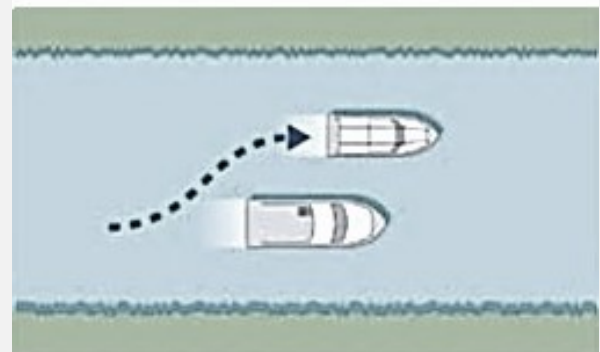
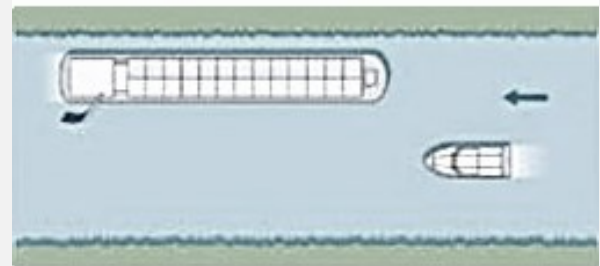
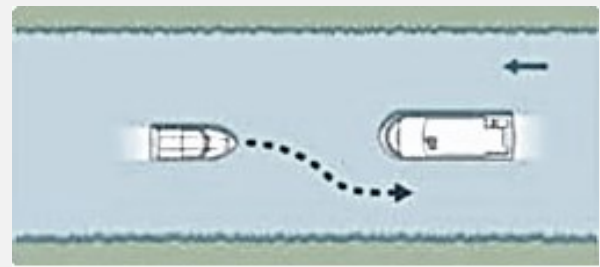
If another boat wants to pass, slow down and let them overtake. Turn your boat into the wake (wash) left behind the overtaking boat. Steer ahead on over the wake to avoid rocking your boat.

Blind Bends

In certain tight bends you should announce your presence with one long blast of your horn.

How To Turn Around

Choose an area sufficiently wide. Slow down whilst keeping in forward gear. Turn the wheel and accelerate sharply to swing the stern around. Before reaching the opposite bank, stop the boat by going into reverse. The boat will continue to pivot with the momentum. When it stops turning, give another forward thrust and so on until the manoeuvre is complete.



In a very narrow section of water, there is another simple method you can use. Slowly approach a clear section of the bank and put a member of the crew ashore with the forward mooring line. Ensure the crew member going ashore wears a life jacket and that the river bank is solid underfoot. With the bow held fast, accelerate gently in forward gear pushing against the bank. The stern will come slowly away from the bank. Turn sufficiently to enable you to move off in the other direction. Take care not to place too much strain on your mooring line.

Mooring Parallel to the Quay

To moor alongside a quay, place one crew member at each mooring line, forward and aft. Approach the quay slowly, keeping the bow into the wind or current; the boat should form an angle of around 45° with the bank. When you are two or three metres away, slow down by going into reverse. As soon as the bow touches, a crew member should jump ashore and make fast. Place the rope around a bollard or cleat and pull the boat into the quay wall. Fasten off and tidy the rope so that it does not form a trip hazard.

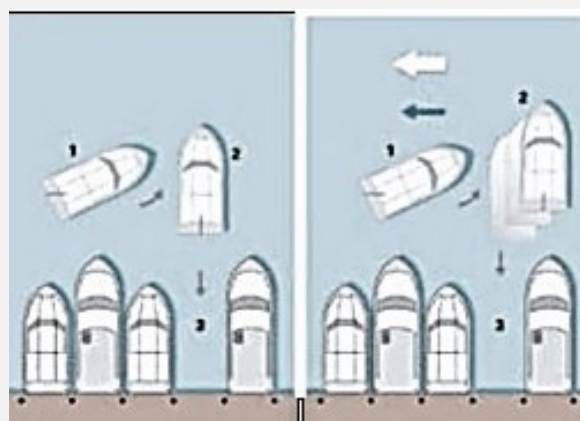
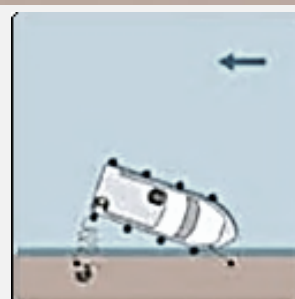
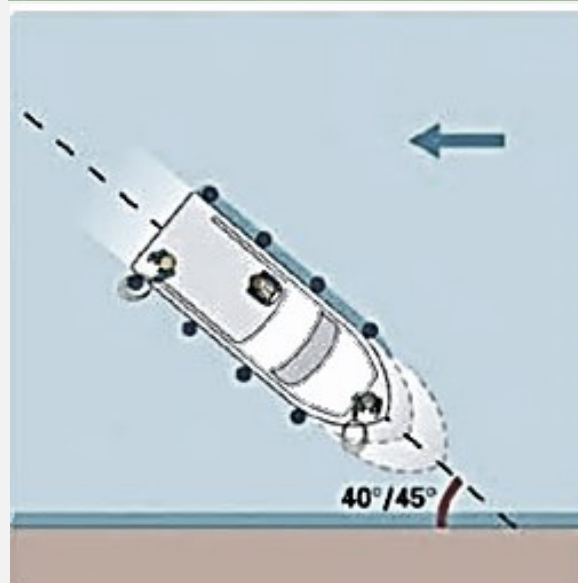
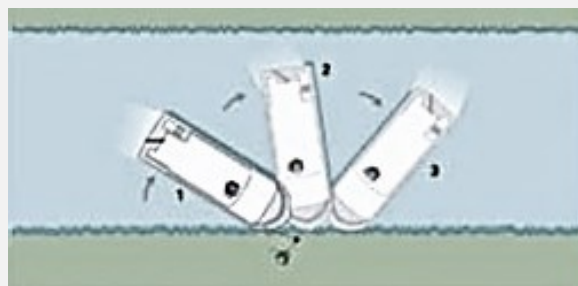
Don't spoil your holiday with a silly accident

Most accidents occur when a boat is being moored or in a lock. Here are some rules to follow:

- *Never let children put their feet or hands out of the boat while approaching a quay*
- *If you make a mistake, do not try to limit the damage by pushing the boat out with your hands or feet.*
- *Check the nature of the ground before stepping ashore*
- *Never moor with your lines across a towpath. Anyone passing could injure themselves badly*

Mooring Stern to the Quay

In many ports, you will be obliged to moor your boat 'stern on'. This manoeuvre can be particularly difficult, especially if there is a strong wind or current. It is important to come bow in as close as possible to the place you wish to moor. Turn around making sure you allow for wind or current and finish in reverse gear. If



necessary, a crew member should get off to help the manoeuvre.

Mooring Lines

On board your boat you will find three mooring lines each about 15 metres long. Take good care of them and they will serve you well, neglect or misuse them and they can be dangerous.

Once used, each rope should be carefully coiled and placed on the deck, ready to be thrown (see opposite). This is important. Tangled ropes can cause accidents.

Never leave lines trailing in the water. Even if they float, they can be drawn into the propeller.

Remove any knots before they become too tight to untie. Knots can prevent lines running freely at an inconvenient moment.

Use Your Mooring Lines to Help Manoeuvre

When the wind or current are very strong, it can be wise to put a crew member ashore and use a mooring line to help in a difficult manoeuvre.

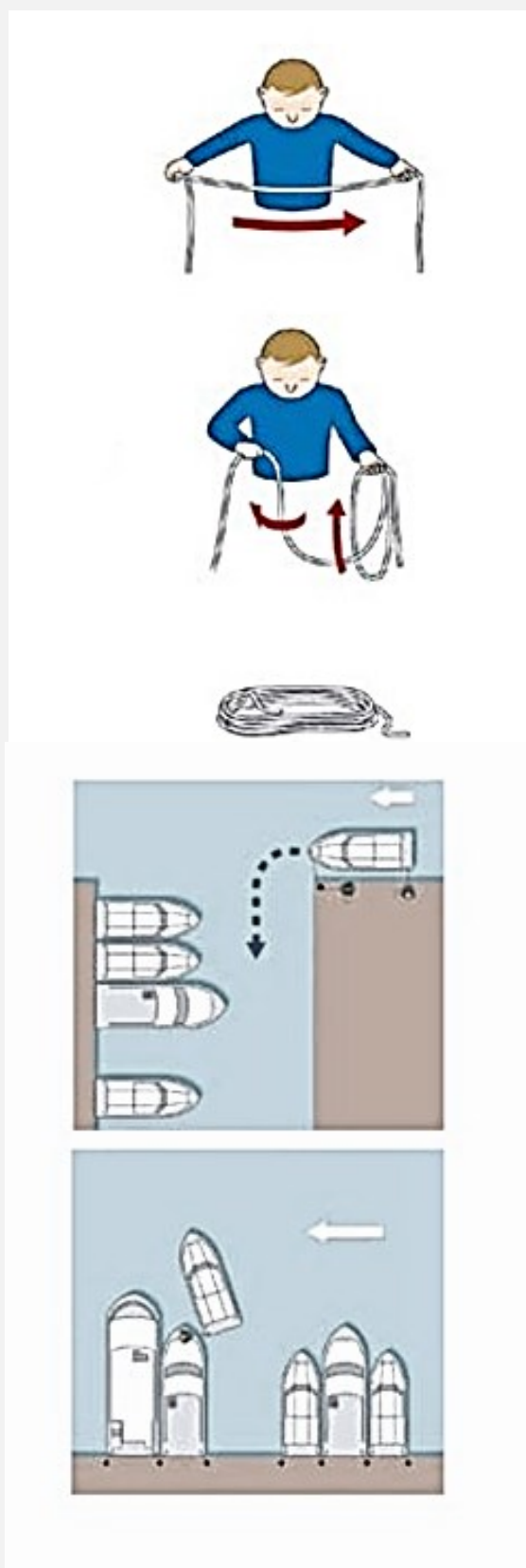
Floods

Navigation on rivers and sometimes even canals can be affected by flooding. In this case the staff at Manor House Marine will do their best to inform you as soon as possible. If, however, you see that the river has suddenly risen, that the current is very strong and that the water is muddy, check your moorings, stay tied up and contact the marina.

Running Aground

In all cases immediately contact our office on +44(0)28 686 28100. In the interest of safety **DO NOT** accept and offer of help from a passing boat. If needed, assistance will be quickly available either Manor House Marine or an associate hire boat company who may be located closer to you. Manor House Marine will alert the necessary authorities to deal with any incident that may arise.

Place the throttle in neutral position at the moment of grounding. Contact us immediately – most damage is caused by people trying to drive off and out of trouble. Use your anchor if



necessary and check your boat's bilges for any sign of water ingress.

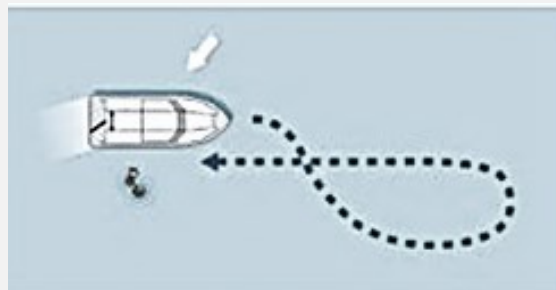
What to do if Someone Falls in the Water

Have a crew member indicate the person's position at all times. Turn towards the person in the water to keep the propeller away from them, then, put the engine into neutral. Throw a line of life buoy. Move away far enough to be able to turn around and come back on the windward side. Put the engine into neutral as you approach; avoid going into reverse. Never engage forward or reverse gear with anyone near the boat's propeller.

All of our boats are equipped with swimming ladders but if the bank is close enough it may be easier for the person to climb out of the bank before getting back on board.

If one of your crew falls into a lock, you should first ensure that they are not crushed by your boat or any other boat in the lock:

- Tighten the lines fore and aft and ask the other boats in the lock to do the same thing.
- Stop the motor.
- Throw a life buoy or a line to the person in the water.
- In a manual lock, warn the lock-keeper and help him close the sluice gates. In an automatic lock stop the locking procedure by pushing the red emergency button or pulling the red bar.
- Help the person out of the water via the ladder in the lock wall or the swimming ladder on the boat.

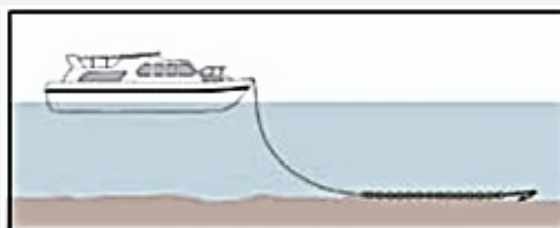


The Boat Hook

Thanks to its plastic hook, the boat hook is used to pull your boat towards the quay or jetty. If you use it to push yourself away from a jetty, a difficult and dangerous exercise, make sure that you do not place it in front of your body or in front of the boat's windows. In both cases the result can be dramatic. Do not use the boat hook while the boat is at cruising speed, it should be virtually at a standstill.

The Anchor

Anchors should only be used in emergencies. Your boat is equipped with an anchor attached to the boat by a rope and ten metres of chain. On a canal it is forbidden to use it but on a river, for example, in the event of a motor breakdown, it can be very useful. Leave a good length of chain on the bottom; it is the weight of the chain that will stop your boat moving.



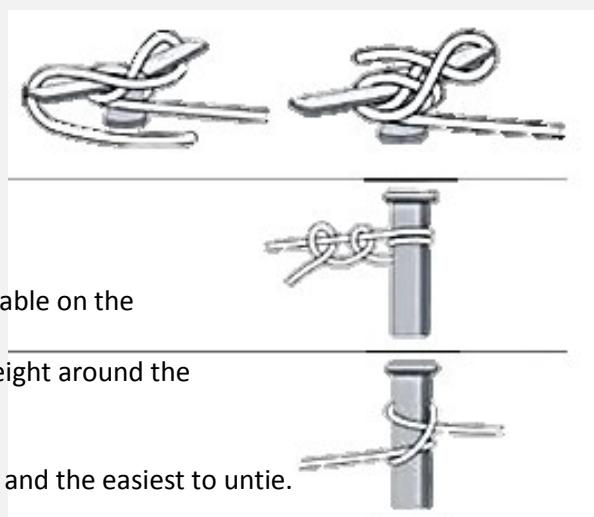
To recover your anchor easily, all you need to do is go ahead slowly towards it while a crew member at the bow hauls in the chain.

Some useful Knots

All marine knots have their uses, but at least three are indispensable on the inland waterways.

The Cleat knot: All you need to do is pass the cord in a figure of eight around the cleat. The last loop can be reversed to block the rope

Round turn & two half hitches: The best knot for mooring a boat and the easiest to untie.





Waterway Structures

Bridges

There are a number of fixed and movable bridges on the system with the navigation channel clearly marked. Be aware that all of the navigable arches can be open to traffic from both directions and approach with caution.

Locks and Weirs

Locks and weirs are located on the waterway where the water level falls or rises to such an extent that it cannot be navigated.

A Lock enables boats to pass upwards or downwards from one level of canal or river to another.

In period of very wet weather the flow of water over a weir can be strong. On approach to the lock from upstream be aware that a substantial flow will fall over the weir and keep your boat to the other side of the navigation. When approaching or leaving a lock going downstream be aware that the flow of water coming from the weir will impact the direction and speed of your boat and be ready to make any adjustments necessary.

Waiting jetties and locks are provided for boats waiting to pass through the locks. These jetties are not intended for overnight mooring.

Erne System

There is only one lock on the system and it is usually open during the season. The lock passage is facilitated if the lock is closed.

Shannon-Erne Waterway

The sixteen locks on this waterway are automated and operated by boaters using Smart Cards which may be purchased from the marina reception on your arrival, local outlets and Waterways Ireland Offices as well as the Shannon-Erne Waterway Patrollers. The Smart Cards are also used to access the service blocks and to use the pump-out stations.



Shannon Navigation

All these locks are manned by a Lock Keeper and are operated hydraulically. The locks are located at the following locations (North to South on the Navigation).

From Lough Allen to Carrick-on-Shannon

Drumshanbo Lock, Drumleague Lock, Battlebridge Lock.

Lough Key to Carrick-on-Shannon

Clarendon Lock

Carrick-on-Shannon to Lough Ree

Albert Lock (near Jamestown), Rooskey Lock, Tarmonbarry Lock, Clondara Lock.

Lough Ree to Lough Derg

Athlone Lock, Victoria Lock (near Meelick) and Pollboy Lock (on the River Suck near Ballinasloe). Approach to Limerick.

Ardnacrusha Lock

You are not permitted to enter Ardnacrusha Lock as this is the end of navigation.

Please Note

Due to height restrictions the following waterways are out of bounds:

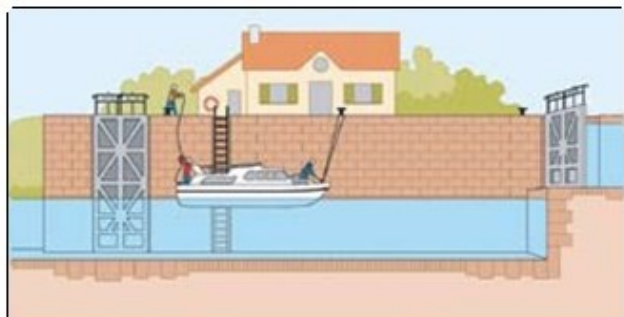
Grand Canal
Barrow Canal
Royal Canal

N.B. Please Note

Access to Lough Allen requires prior permission.

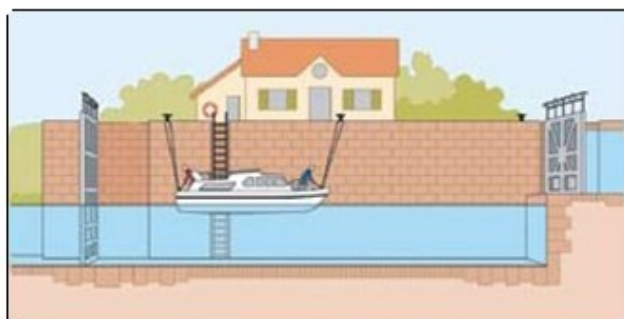
Locks on the Shannon Navigation

All these locks are manned by a Lock Keeper and are operated hydraulically. There is a charge for passing through the lock and the Lock Keeper will collect this from you. The Lock Keeper is in charge of the lock – you are requested to follow all directions given by the Lock Keeper at all times.

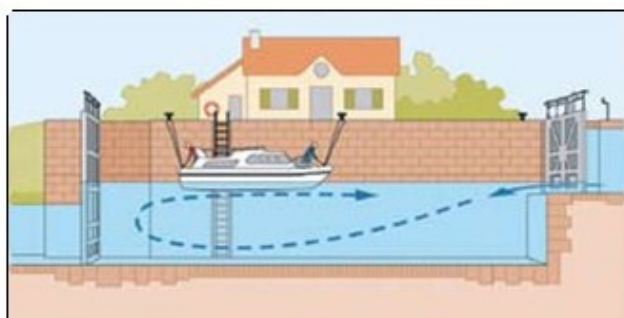


Going Up

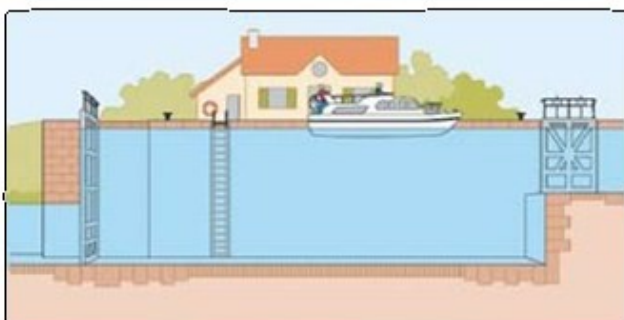
When advised by the Lock Keeper, enter the lock slowly and move to the location within the lock indicated by the Lock Keeper. Pass the bow and stern lines to the Lock Keeper who has a boat hook to take the lines from you. The Lock Keeper will pass the lines around the bollards and back to the boat.



Once the boat or boats in the lock are secured, the Lock Keeper will close the gates.



After closing the lock gates, the Lock Keeper will open the sluice gates and empty the lock of water. To keep the boat steady as the lock empties, the bow and stern lines must be kept tight during this time.



Once the water level in the lock has dropped to the level outside the lock, the Lock Keeper will open the gates. The bow and stern lines should be taken back onto the boat and the boat may then be driven slowly out of the lock.

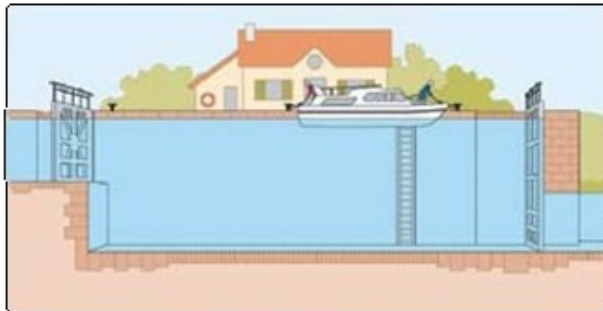
At Any Lock

If you have a tender you must ensure it is kept free from the sluice gates at all times.

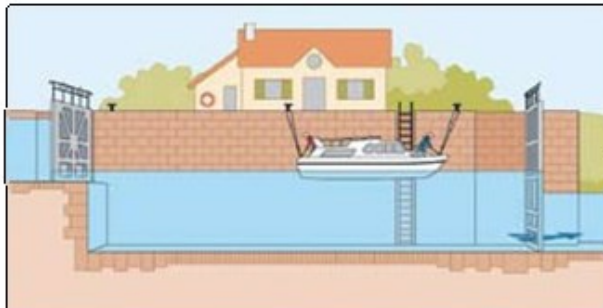


Going Down

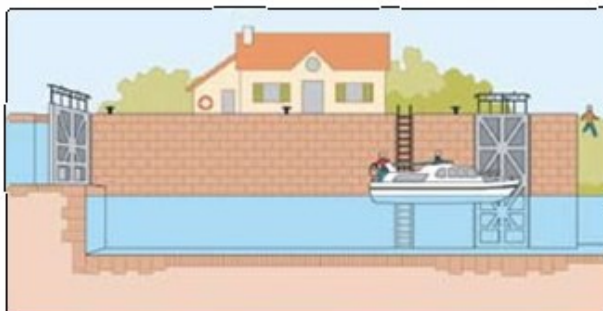
When advised by the Lock Keeper, enter the lock slowly and move to the location indicated by the Lock Keeper. Pass the bow and stern lines to the Lock Keeper who has a boat hook to take the lines from you. The Lock Keeper will pass the lines around the bollards and back to the boat.



Once the boat or boats in the lock are secured, the Lock Keeper will close the gates.



After closing the lock gates, the Lock Keeper will open the sluice gates and empty the lock of water. To keep the boat steady as the lock empties, the bow and stern lines must be kept tight during this time.



Once the water level in the lock has dropped to the level outside the lock, the Lock Keeper will open the gates. The bow and stern lines should be taken back on to the boat and the boat may then be driven slowly out of the lock.



Automated Locks on the

Shannon-Erne Waterway

The skipper should nominate a responsible adult crew member to operate the consoles at each lock. At two locks (Locks 1 & 2) it will be necessary for this crew member to cross an access lane when going from the waiting jetty to the lock console. This access lane is used by livestock and agricultural machinery and the crew member must be advised accordingly and due care taken.

At three other locks (Locks 10, 12 and 14) it will be necessary for the crew member to cross a road when going from the waiting jetty to the lock console. It is important therefore that the skipper warns his crew member of the road traffic hazard and that due care is taken in crossing the road,

Using the Locks Going Up

Tie the boat at the waiting jetty at the approach to the lock. The nominated crew member goes up to the lock control console to open the lock gates by pressing and holding the 'Open Gate' button. It may be necessary to empty the water out of the lock first (by pressing and holding the 'Let Water Out' button).

Once the gates are opened, move the boat slowly into the lock and stop as far as possible from the gates. If you are alone in the lock, stay about two thirds back from the upstream gates. Pass the bow and stern lines around the bollards and bring them back on the boat.

The crewmember at the control console closes the gates by pressing and holding the 'Close Gate' button. Once the gates are closed, the lock must be filled with water by pressing and holding the 'Let Water In' button. To keep the boat steady as the lock fills, the bow and stern lines need to be kept taut during the whole manoeuvre.

When the lock is full, the crew member at the control console opens the upstream gates (by pressing and holding 'Open Gate' button) and the boat may then be driven slowly out of the lock. The boat should then be tied up at the upstream waiting jetty so that the crew member who was operating the control panel may board again.



Using the Locks Going Down

Tie up your boat at the waiting jetty on the approach to the lock. One crew member will go to the lock control console to open the lock gates by pressing the 'Open Gate' button. It may be necessary to fill the lock with water first (by pressing and holding 'Let Water In' button).

The crew member at the control console closes the gates by pressing and holding the 'Close Gate' button. Once the gates are closed, the lock must be emptied by pressing and holding the 'Let Water Out' button. To keep the boat steady as the lock empties, the bow and stern lines need to be kept taut during the whole manoeuvre.

Once the gates are opened, move the boat slowly into the lock and stop as far as possible from the gates. Pass the bow and stern lines around the bollards and bring them back on the boat. **Do not make fast as you run the risk of hanging your boat in the lock when the level drops.**

When the water level in the lock is the same as the downstream level, the crew member at the control console opens the downstream gates (by pressing and holding the 'Open Gate' button) and the boat may then be driven slowly out of the lock. The boat should then be tied up at the waiting jetty so that the crew member who was operating the control panel may board again.





Pump-Out Stations

Pump-out stations are located at a number of locations along the waterways – please refer to your chart for the locations.

A Smart card is required to operate the pump-out stations.

There are two type of pump-outs. The latest models have LCD screens which provide step-by-step directions on the screen.

For the Older Models, see directions below:

To operate the pump-out, connect the hose of the pump-out to the boat holding tank. Ensure that the nozzle is inserted fully into the deck fitting to form an air-tight seal. Turn the valve on the hose to the open position.

Insert the Smart card into the reader (leave for 5 seconds) and then remove.

Press the button beside the card reader to start pumping. Re-press the button every 3 minutes to continue if necessary.

After emptying the holding tank, remove the nozzle and put it in the river or canal for approximately one minute to draw in water to clean the pump hose system.

When complete, turn the valve on the hose to the closed position.

Electric Service Bollards

There are an increasing number of sites where electricity is available to boat users.

Each electric service bollards supplies two customers and both sockets are fitted with a tamper proof safety switch.

Both users may connect their own electric cable into the service bollard.

Using the Electric Service Bollards

Connect lead plug to bollard.

Turn socket safety switch clockwise.
(N.B. to remove lead plug, safety switch MUST be turned back anti-clockwise).

Insert Smart card into the reader and follow the directions on the LCD screen to purchase units of power required.

When the amount of electricity purchased is used up the light on the service bollard will go out for 3 seconds and the power supply will be interrupted for approximately 3 seconds. You will then have approximately 3 minutes to purchase additional units of power.

The waterways are enjoyed by a wide variety of users in boats and other craft powered by oar, sail or engine and inhabited by wildlife nesting, wading or swimming.

Speed Limits

Behind every boat powered by an engine is a wash i.e. a flow of water causing a disturbance in the water. This wash can hit other boats and the shore with surprising force and can have a dramatic effect on the enjoyment of other users.

You must slow down when passing other boats that are on the open water or moored, or when approaching bridges, locks and weirs. By checking behind you when you are moving you will be to see the effect of the wash your boat makes, this will help you adjust your speed so that you are not causing disturbance to other users and wildlife. This is particularly important when passing smaller boats such as rowing boats and small dinghies; even a small change in water level caused by wash can sink them.

Remember, reduce the wash from your boat and give a wide berth to other users, even in open water.

If another craft wishes to overtake, you should slow right down and allow them past, then turn immediately to cross their wash head on. This will cause much less disturbance for you and your crew, as your boat will rock much less.

Mooring Limits

Each waterway has different mooring limits

On the Erne system it is 48 hours.



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