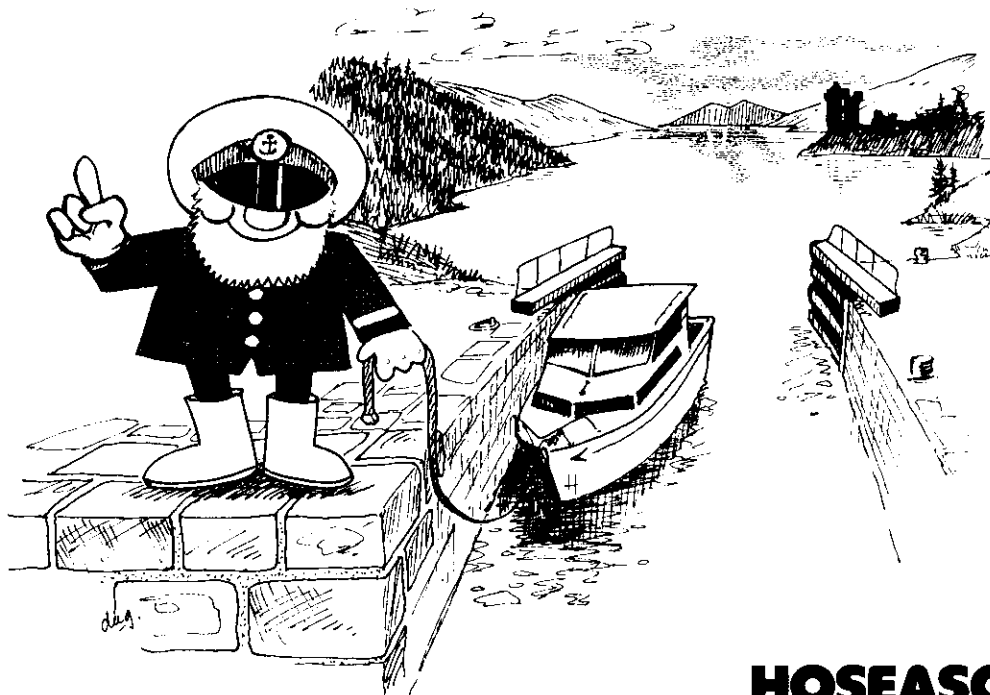


HOLIDAY HINTS FROM CALEY CRUISERS

and your Guide to your Hoseasons Holiday on the Caledonian Canal



£2.50

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**HOSEASONS
HOLIDAYS** 

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Whilst every care is taken to ensure that the information contained in this booklet is correct, Hoseasons cannot accept responsibility for errors contained therein or the results thereof.

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HOSEASONS HOLIDAYS

Sunway House, Lowestoft, NR32 2LW
Telephone: 01 502 50 10 10

Dear Holidaymaker

Thank you for booking with us. A very warm welcome awaits you.

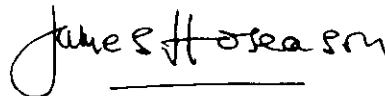
This Handbook has been specially put together to be of help to you before and during your holiday. You should read it carefully before starting your holiday and explain the content to your holiday friends. It will help save you explanation time at your boatyard start-point which means that you start your holiday cruise sooner! *Take it with you on your boating holiday. You will find it to be a helpful guide and a good companion.*

There are a number of simple 'rules' to remember. They are not to limit your pleasure, they are to ensure that your holiday isn't marred by breakdown or failure that might easily have been avoided. They are also to ensure your safety. It is always possible too, that after a long journey, and the natural excitement of taking over your cruiser – that you may have forgotten something that was pointed out to you during your Trial Run. This is quite understandable. It happens to many crews. That's why we have prepared this Instruction Booklet, and why when you arrive you'll find a Boat Manual with further notes and guidance aboard your boat.

We hope you will enjoy your holiday with us. Please don't forget to vacate your boat by 9.30am at the end of your holiday. Another holiday-making party takes over from you. You are welcome to return to Caley Cruisers during the day or evening prior to your departure.

Have a great trip!

Yours most sincerely,



James Hoseason, OBE, *Chairman*

The Caledonian Canal and Loch Ness

In a boat-loving Britain, no inland waterway offers you more spectacular scenery, unique cruising and unspoilt peace than the 60 miles of the Caledonian Canal. The Caledonian Canal is mostly a system of natural lakes and only 22 miles are actually man-made.

You'll have so much to see on the Caledonian. All along you'll find friendly towns and villages including Fort Augustus, Invergarry and Gairloch. You'll have castles to visit – at Urquhart and Invergarry.

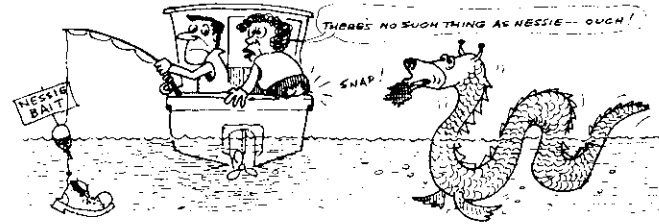
The lochs are spectacular with, in parts, steeply rising and wooded slopes. The most famous of the lochs is, of course, Loch Ness (23 miles in length). In parts, the depth of Loch Ness is well over 700ft and it is fed by eight rivers and about forty streams from the surrounding mountains. You'll also pass through Loch Lochy (10 miles long) and Loch Oich (4 miles long).

You have a choice of the finest fleet of cruisers on the Caledonian Canal, operated from Caley Cruisers base at Muirtown. You'll find this delightful start point easily accessible by road, rail and air via nearby Inverness, the centre of trade and tourism for the north of Scotland. It has an excellent shopping centre. Nearby is the site of the bloody battle of Culloden now preserved by the National Trust for Scotland.

Aboard your boat you're free to cruise from Inverness to Banavie near Fort William on the west coast. Along its length you'll find several locks and bridges. These are mechanically operated and you'll find a friendly lock-keeper ready to help should you need it.

From Banavie you can catch a bus or train into Fort William which is about 3 miles away. You'll find the train trip to Mallaig very rewarding with beautiful scenery. And if you feel energetic there's the footpath to towering Ben Nevis.

Please remember, in order to keep a good relationship with the local people, when you see fishermen trawling for salmon, give them as wide a berth as possible. They trawl lines up to 200 yards behind them, and cruising too close can also spoil their chances of landing a good catch, even if you do not foul their lines.



Nessie? Of course!

There's one fact that can safely be attributable to the Loch Ness Monster. The world would be a little greyer without it!

Is there a Nessie lurking somewhere down there in those 700 feet-plus deeps? There is greater and greater urge to pin down the truth by some scientific means or other. But even the major scientific armada in 1987 didn't arrive at a categorical view that there is no Loch Ness Monster.

That brings to mind an editorial in an English Sunday newspaper a few years ago. It said, in part, "OF COURSE there is a Loch Ness Monster... How refreshing to slip off the mantle of responsibility now and again and revel in the Loch Ness Monsters of the world... Who knows, you could even plan a trip over the border and be the one to prove that the Monster is in Loch Ness..." It's a nice thought, providing the Monster's friendly.

Jim and Elizabeth Hogan and Staff
Caley Cruisers

Planning your cruise

To ensure a happy ending to your holiday, you need a planned beginning. That beginning includes doing the requisite paperwork beforehand, making arrangements for your home, packing the right clothes and so on. A check list and other helpful advice follows this introduction.

Going back to that happy ending, the essence of a successful cruise is to have more time to return than you allow to reach wherever is your Shangri-la. There is nothing more calculated to take the edge off a happy holiday than to spend the last day worrying about whether you will get back to the boatyard on time. So allow for that unexpected holdup. Many experienced crews make a point of going as far as they can in the first four or five days of a 14-day holiday and then take a leisurely homeward course with no worries.

May we advise you to arrange that all on board read these notes at the first opportunity. Then decide amongst yourselves which tasks each of you is going to undertake during your holiday. In this way there is never any uncertainty. If your skipper gets difficult – remind him that he's useless without his crew! Don't forget to elect one of your crew in charge of your safety arrangements at all times. After that his word should be LAW on all safety matters and you must ensure that only capable persons of 18 and over are in charge of navigation.

Remember also that your boat must be handed back promptly by the stated time in a clean and tidy state. Other visitors will be picking it up. If you are late without good reason you may be charged up to £5 per hour – and more on larger boats.

You'll find your boatyard name, address and telephone number, together with travelling instructions, on your hire invoice. These instructions give you the information you need to reach your holiday destination. If you need any further assistance, when you write or phone, please don't forget to mention your Reference Number or the name of your boat and your holiday dates.

Car Recovery and Breakdown Insurance

If you have to make a claim under this scheme please send your claim direct to: **Equity Red Star Motor Policies at Lloyd's, Library House, New Road, Brentwood, Essex CM14 4GD. Tel: 01277 200670.** Your claim should not be sent to Hoseasons as this will only cause you a delay.

Check before you leave home

Tick the boxes now as you complete your tasks

TURN OFF

- Electricity – *not if you have a FREEZER*
- Gas
- Water

STOP

- Newspapers
- Milk
- Other door deliveries

BRING YOUR

- Hire Invoice
- Route map or rail tickets
- Cruise map and publications
- Personal towels and soap

ARRANGE FOR

- A friend or relative to have details of how to get in touch
- A friend or relative to keep an eye on your home, daily if possible, to cope with free newspapers and unexpected mail

ARE YOU INSURED?

- Details of special low-cost cover against loss of your luggage, your money, personal accident and even car breakdown & accident recovery are in the enclosed leaflet

Dinghy outboard

If you want to hire an outboard motor for your dinghy, book this with your boatyard. The charge is from £25 a week.

Car Parking

Parking is available at your boatyard. The charge is about £1 per car per day. Again, use your Arrival Advice sheet to notify the boatyard of your requirements.

Damage Waiver

Your boatyard operates a Damage Waiver Scheme. This is a single payment and is payable with your balance of hire. You will also be asked to pay a fuel deposit from which only the cost of the fuel you have used will be deducted, the balance of fuel deposit will then be refunded to you at the end of your holiday. For further details see under 'In Case of an Accident' on page 17 and in your Condition of Hire.

What to pack

An important point

As experienced boaters know, it's better to bring the minimum of clothing and other possessions. Unnecessary items will only get in the way. Pack everything into soft containers – it may be difficult to stow large or rigid suitcases aboard. The ideal containers are polythene bags! They are easily stored when empty and waterproof.

Clothing

Mainly informal, plus one outfit for, perhaps, dining out or another more formal occasion. Some MUSTS: rope-soled or non-slip rubber shoes, a set of really good waterproofs, just in case, and a sweater, the latter because the temperature drops quickly by the water at night. High-heeled shoes and leather soles are NOT suitable for boating.

A stout pair of gloves are also recommended for locking. Heavy, wet ropes are much easier for you to handle with gloves on.

Don't forget list

Matches	Jigsaws and board games
Torch and spare battery	Pens and pencils
Small first-aid kit	Pack of cards
Maps, books and camera	Writing pad
Corkscrew	Tissues and toilet rolls
Sewing kit	Towels and tea towels

Blankets and bed linen – sometimes continental quilts and covers or sleeping bags and liners – are usually provided. Check details given for your boat. Dish cloths, dusters and pot scourers are not normally supplied. You may like to bring – and don't forget to take home with you – your favourite kitchen knife.

Please Note: The insurance of your boat does not cover loss of or damage to your personal effects or belongings. You can cover these risks for a very modest premium under Hoseasons Holidays Personal Insurance.

All-aboard list

Although inventories may vary from boat to boat, this is typical of what you may expect to find on a boat to sleep 4:

General: Door key, Dustpan and Brush, Washing Bowl, Ashtrays, Lavatory Brush, Fire Extinguisher.

Galley: Saucepans, Frying Pan, Kettle, Meat Dish, Pie Dish, Colander, Pudding Basin, Tin Opener, Fish Slice.

Saloon: Glasses, Teapot, Large Plates, Small Plates, Saucers, Cups, Sugar Basin, Egg Cups, Salt and Pepper Pots, Bread Knife, Teaspoons, Dessert Spoons, Forks, Carving Knife, Knives.

Deck: Mop, Lifebelt, Boat Hook, Ropes, Mooring Spikes, Fend-offs.

Fresh water supplies

Your water tanks will be full when you take over your boat. Your boatyard will show you where top-up supplies may be obtained on your chart. Check your supply every morning at least. But in your own interest do not be over-extravagant with the use of water.

It is a good idea to keep a portable water carrier topped up as a stand-by for emergencies. There is water available at Urquhart Bay Harbour, Foyers Bay, Fort Augustus where there's a water point at both top and bottom of the locks (it's also a convenient place to take a shower), Great Glen Water Park and Banavie. All lochs are, of course, freshwater which is quite safe to use if boiled first. Bathing facilities may often be arranged at local hotels.

Provisions and shopping

It is useful for you to buy your provisions en-route to the boatyard. The nearest shops are 1½ miles from the base. As well as the main shopping centre of Inverness there are shops at the following points – Dochgarroch, Fort Augustus, Well of the Seven Heads and Banavie.

Know your Waterway Code

Cruising

- ★ **You should keep to the right-hand side** of the fairway. Boats proceeding in opposite directions should pass portside to portside (left to left). Keep just right of centre.
- ★ **Powered craft** should keep out of the way of sailing boats. You should always **give way to sailing craft**. Never pass ahead of a sailing boat – *always astern*.
- ★ **Working boats** and those engaged in towing operations always have the right of way. They may need to use the wrong side of the waterway. Please follow their directions when passing.
- ★ **Give plenty of room** to commercial craft – they need deep water in the centre of the channel and on the outside of bends. Please allow them to pass and do not hold them back.
- ★ **When a vessel is being towed** from the bank, pass on the outside and thus avoid the topline. Never pass between vessel and bank!
- ★ **Should it be necessary** to use the horn as a warning give one *long* blast *not* two short blasts, the latter might suggest you are going to port and cause an oncoming craft also to go to port and hence possibly cause an accident.
- ★ **Signal on a horn:** These blasts should be of 1 second duration
One short blast: "I'm going to turn to starboard (right)."
Two short blasts: "I'm going to turn to port (left)."
Three short blasts: "My engine is going astern."

Keep the waterways clean

It is an offence to allow oil to be pumped into the water and your responsibility as the hirer to avoid this. When using the bilge pump, check the outlet. If oil appears, stop the pump and check to find the cause. Always get your crew to check the outlet while your pump is in use. **If you are not sure what to do, seek advice from a boatyard.**

Litter. Please do not litter the waterways with rubbish. Keep it instead (a refuse container will be found aboard your boat) until you can place it in the disposal points at various lock-gates en route ensuring it is disposed of carefully into the bins. Please don't throw bottles, beer cans or plastic bags into the water. The latter may block your cooling water intake or become entangled with your propeller and cause a breakdown.

Speed Limit

There is a speed limit of 6mph (2000rpm) on the Canal sections which **must** be observed at all times. You can be prosecuted for violation.

SLOW DOWN WHEN PASSING SMALL CRAFT, MOORED BOATS, UNDER BRIDGES AND WHEN PASSING FISHERMEN or when your view ahead is restricted.

You should also be aware that rowing clubs use the canal so you will need to exercise great care as space is restricted and a racing boat is easily swamped!

Angling

The main points to note are:

1. The angler visiting Scotland does not require a rod licence but if it is intended to fish anywhere for salmon, sea-trout, or in fresh water for other species, written permission must be obtained from your boatyard.
2. Sunday fishing is not permitted by local regulations.
3. Migratory fish, salmon and sea-trout, have an entirely separate status from other freshwater fish. They may not be fished on a Sunday nor without written permission from the proprietor, and the killing of kelts, smolts and parr is prohibited. District Salmon Fishery Boards enforce the rules and offences may incur heavy fines or imprisonment.

Fishing Seasons

Brown Trout: 15 March–6 October.

Salmon and Sea-Trout: 15 January–15 October.

Rainbow Trout: no statutory close season.

Coarse Fishing: no close season.

Caution!

Fixed engine fishing is illegal.

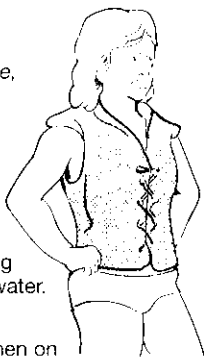
Reminders

The use, and possession of, firearms, including airguns, is strictly forbidden on the waterways.

Radios or musical instruments should not be played on deck loudly enough to cause annoyance to other people. P.S. Do not use the showers or toilets at Dochgarroch Caravan Site!

Your Safety Code

Here's a list of do's and don'ts. It looks formidable, but you should read it before your holiday. It's sound sense and could save an accident.



DO collect a buoyancy jacket for each member of your crew – they're free – from your boatyard. Make sure your jackets fit properly.

DO wear them – all of you – all the time you are on deck when locking, on the bank when mooring and any other time when you might fall into the water.

DON'T use your buoyancy jackets for bathing.

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

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

DON'T stand up in a dinghy.

DON'T step on a dinghy's gunwhale (edge) when climbing in and out.

DON'T tow your dinghy.

DO remember that boatowners issue special instructions about use of inflatable dinghies on Loch Ness.

DON'T jump off a moving boat – if you fall it may crush you.

DO insist that non-swimmers stay in the cockpit while the boat is moving – especially when mooring and locking.

DO give help quickly if anyone falls in, either by hooking their clothes with a boathook or by throwing the lifebelt.

DO make sure everyone aboard knows the location of the lifebelt and that it is ready for instant use.

DON'T approach anyone in the water stern first – that's where the propeller is.

DO study the artificial respiration chart in your Boat Manual.

DO remember the lochs are often cold. Anyone who falls in should be dried off quickly and put into blankets or a sleeping bag in a warm atmosphere to restore normal body temperature and to reduce shock – see page 17.

DO make sure you know how to operate the boat's fire extinguisher.

DO contact your boatyard IMMEDIATELY if you suspect a fuel or gas leak, having first turned off the gas! They will gladly help.

DON'T attempt to stop your craft by pushing with your foot or hand. Boats are far too heavy and you risk injury.

AND REMEMBER...

DON'T allow any rope, line or debris (watch out particularly in shallow water) to get round your propeller. It is your responsibility to arrange and pay for its removal, if that becomes necessary.

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

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

DO wash down, each night and morning, the deck, hull and cabin top of your boat. This is to keep the boat cool and clean.

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

DON'T throw your anchor aboard from the shore.

DO bear in mind your boat is not insured for towing boats other than in an emergency.

DON'T run aground. It is your responsibility to arrange and pay for a tow-off.

DO remember never to sail, or be away from the shore, with more on board than the maximum number of berths as given in the brochure.

DO keep your mooring lines neatly coiled on deck when not in use – it makes life much safer.

DO make sure a responsible crew member handles the ropes controlling your boat when locking.

DO make sure, when moored, that the hull of your boat is protected by fend-offs. At other times you are recommended to leave them down, hanging at the same length, about halfway between deck and waterline. They can be a valuable safety aid if anyone falls overboard and needs something to grasp. Do not let them trail in the water. The wave motion will wear through the lanyard and replacements are expensive. They also look slovenly dangling in the water.

Mooring

Please regard the hull of your boat as being as fragile as an egg shell, when you are in close proximity to any other object. You must not moor on the banks of the lochs and canals. You will almost certainly damage your hull and propeller on rocks. Only moor at designated harbours, jetties and buoys.

Steering: Your boat handles the same as a car on ice! If going forward, steering to the left moves front of boat to left, rear to the right. If going backwards (astern) steering to the left moves rear of boat to the left, right hand moves rear to the right. Please do not slam through the gears – take plenty of time. When steering the boat, select your mid-ship position for turning the wheel, maintain this central position in your boat by using only one hand.

When approaching a mooring, always have a responsible crew member ready to step ashore with your mooring rope. Use your engine to bring the boat smoothly to a stop and be sure to position fenders to protect your boat's hull. Your boatyard will tell you, during your trial run, if any special mooring procedures are to be used.

Whenever possible moor to the windward bank. This way you get protection from any wind, and hence provide a steady boat for sleeping and cooking.

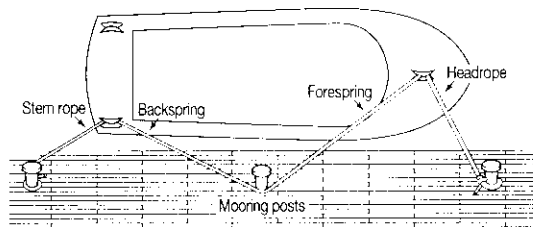
When you leave any mooring – always check there are no loose ropes over your stern, as once a rope becomes tangled around your shaft or propeller it may damage the boat. Ropes are difficult to remove, sometimes needing the use of a diver and you must pay for this service. When steering your boat remember that a cruiser does not react exactly like a car. Your cruiser swings on its axis with the bows going in one direction and the stern in the opposite direction – a particularly important point for you to remember when leaving moorings. If you put your bows out into the stream at too big an angle your stern will scrape along the quayside and may damage both hull and moorings. Therefore please take the boat out at a gentle angle.

REMEMBER – a stout pair of pliers and a screwdriver are invaluable for undoing a jammed knot.

Spring Lines

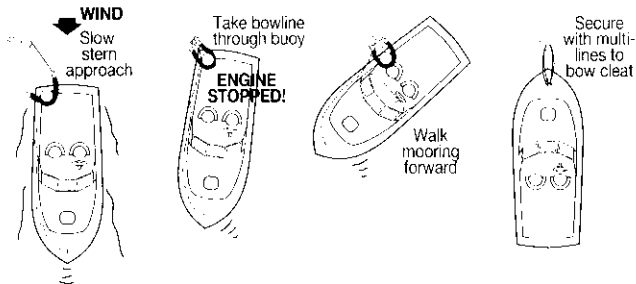
Use a spring line when mooring – if you can. You'll find that by doing so your boat will be less affected by water and wind movement.

Here's how to do it:



Taking up a buoy – all classes

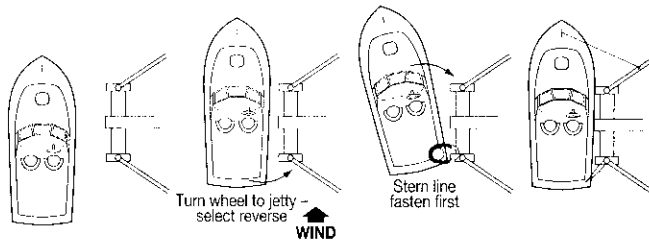
Approach the mooring up wind astern, dead slow, i.e. with the stern of the boat bearing into the wind. A strong crew member should have the boat hook available to pick up the mooring buoy (and look out for stray ropes which will foul your propeller), while another member of the crew should be there to assist. When close to the mooring buoy put the engine in neutral. It is a common fault to approach the moorings too fast, put the engine into reverse and open the throttle for a moment to reduce speed. When leaving a mooring, please ensure that you do not ride over the top of the mooring.



Mooring – Iona, Brodie and Lismore classes

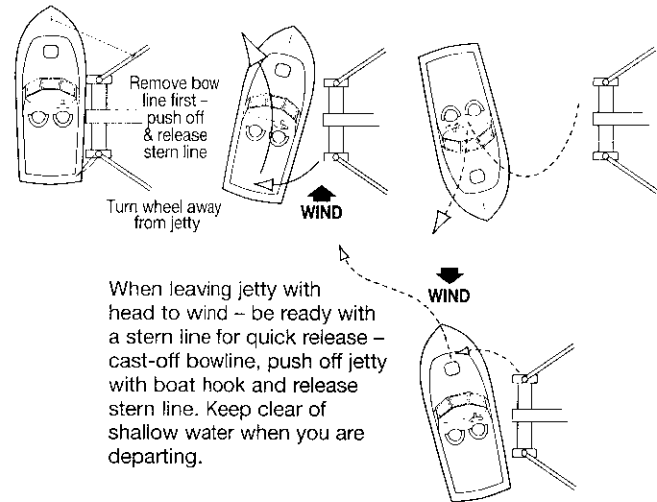
APPROACHING

Always approach slowly, downwind, at least 2m wide of the jetty. Organise your crew to be ready with ropes and to fend off if necessary, remembering that the stern rope is secured first. When your wheelhouse is in line with the first part of the jetty, engage neutral, turn wheel towards jetty and then select reverse, with a small burst of throttle. Secure sternline first then pass bowline under bowrail to secure to jetty. If you overshoot the jetty, reverse back until you are once again in line with the jetty. Do not put bowline ashore first as this will cause the boat to do a 180° turn. The two main points to remember are the downwind approach and the sternline first.



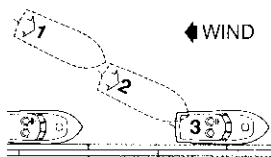
LEAVING

When wind is blowing from behind always reverse out into mid-stream to avoid damaging your propeller gear on the bank. If your propeller is going to touch the bottom in shallow water – stop your engine immediately!



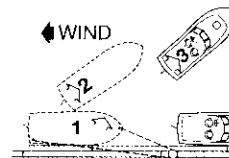
Mooring – Classic, Tantallon and Admiral classes

Come alongside against the wind.



Head in diagonally to wind. Then go astern and ease up to the side gently. Take a line from forward ashore and the wind will swing your stern in. Make fast astern but keep your bow line in fairly short to begin with. Avoid bumping other moored boats.

Leave against the wind.

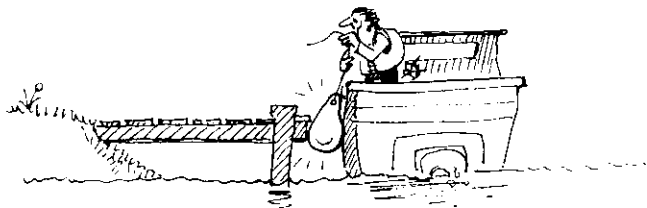


Take a line from aft round a bollard on shore and back on board. Place fender on your after quarter and push out your bow. Haul in until bow is swung out diagonally by stream then go ahead on engine. Haul in line. Always try to make use of the wind.

Fenders and Towing

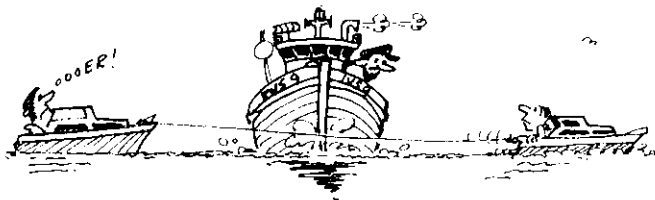
FENDERS

These should only be used when the jetty height is not suitable for the fender belt or when lying alongside another vessel. They are not generally needed for locking and should be swung on-board when travelling – ready for use when you need them.



BOAT TOWING

To tow another boat to safety, pass a line on board – by tying a fender to the end of the tow line, this will act as a weight for throwing and also stops the necessity of coming along close. Approach downwind as slowly as you can. While the boat is being towed, one of your crew members should be watching the tow line for entanglement of the rope round your prop. Always tow with as long a line as possible but shorten it as you approach narrower channel and danger points. All your crew members must wear buoyancy aids during this procedure.

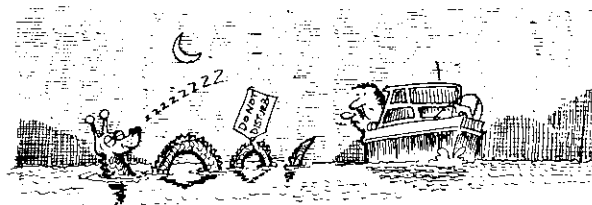


Navigation

Please follow the dotted line course marked on your chart and your instructional guide. You should stay in marked channels or 300m clear of Loch shores. This will prevent any problems such as you running aground. We regard running aground as careless and a danger to both life and the boat. If this happens, your boat would have to return to the boatyard for examination and this could be the end of your holiday. This can easily be avoided by studying your chart and never be closer to the shore than 300 yards/metres when on the Lochs, except where your chart indicates that this is in order. Do not tend to follow the boat in front of you. The chances are that he probably has no more knowledge of the course than yourselves. If you feel that he is wrong, please sound your horn and draw his attention to the fact. The shallow areas are not easily seen because of the blackness of the water and can be deceiving as regards the correct depth. If you do run aground and damage your boat, it spoils your holiday atmosphere.

Channel Buoys: Where you see red and green buoys in certain parts of the Lochs, guide yourself on the correct course with reference to your chart, take particular care on your passage through Loch Oich. Please consult your chart on the approach to Loch Oich as the colour of the marker buoys can be misleading in strong sunlight. It is advisable to wear sunglasses as this helps to judge the true colour of the buoys.

Urquhart Bay Harbour mooring: To moor in the Urquhart Bay Harbour you must approach the berths keeping between the red and green buoys. Any other approach will take you into shallow water. Your boat manual shows this in detail.



NO CRUISING IS ALLOWED AFTER DARK.

Locks

Locks are not the hazard some boating newcomers imagine. You will find they provide a welcome variation to the cruise. The locks on these waterways are operated by friendly lock-keepers. At all times be guided by their instructions and signals.

Don't forget the lock-keepers know the length and width of your boat by heart, and know how to arrange your positioning to enable you to get through their locks speedily and with no damage.

About 100 yards before entering a lock, check your reverse gear. Then proceed slowly in forward gear. Remember you can't steer so easily in reverse.

During various meetings with lock-keepers on the Canal, we have come to the conclusion that if the guide lines are adhered to, they will help you to maintain the relationship between the lock-keepers and yourselves, thus helping you to enjoy your holiday to the fullest extent.

Many problems arise from a junior, e.g. a five year old, being left to try to handle the bow lines. The correct procedure is for the helmsman to attend the stern line and another responsible crewman to attend to the bow line. The helmsman should not just sit and at the wheel but should try to assist his crew whenever possible.

Please try to remember that the lock-keeper/bridgekeeper's house is their own home and private dwelling. So please do **not** intrude after hours. Most excuses, such as having to pass through to meet a doctor, have been played out. And please do not try to bribe the lock-keeper to let you pass after hours as this is not an acceptable practice and will only upset them.

Always try to get to a lock at least thirty minutes before it closes. The only exception to this being Fort Augustus locks, please check your manual for more information.

The candid advice given here is only a guideline. The lock-keepers and bridge-keepers are very genuine and helpful people. So to assist them please try to avoid creating extra problems for them. If, however, you do feel that you have been unfairly treated in any way, please phone the boatyard (01463) 236328 in order to confirm facts.

Locking Procedure

All your crew members and you should have buoyancy aids on. On approaching a lock, keeping close to the wall, one crew member should be positioned on the bow with ropes neatly coiled and be ready to fend off. Similarly, another crew member should be on the stern ready to throw the rope. Do not attempt to throw the rope unless it is neatly coiled. Do not throw the rope too soon and once the lock-keeper has lopped the rope over the bollard and passed back the rope, your crew member should hold on firmly. Do not pull the bow rope too tightly as the stern will drift out from the wall. When leaving the lock, instruct one member of your crew to gently push the bow away from the wall. Do not release your boat too early. At Fort Augustus, after the first locking, pull the boat through by hand. (See notes on Fort Augustus locking procedure.) Never come closer than 100m to a closed lock gate as there is water turbulence. If there is no lock-keeper about, tie up at a jetty and go to the nearest cottage – don't jump any queue going into the lock.

When proceeding downstream, the disturbance of the water in the lock is very much less. **Slacken out your lines as the lock empties.** Pass through lock cuts in single file. Keep your boat away from weirs. Be on your guard against your hull lodging on lock gates as the water level lowers.

Assisting the lock-keepers: To assist the lock-keepers, move with other vessels going in the same direction as yourselves whenever possible in order to save locks having to be opened twice e.g. when proceeding through the ladder at Fort Augustus. Also accept, without question, any advice the lock-keepers offer e.g. concerning rope work, as it is only for a good reason.

Canal hours of operation: The locks operate between the hours of 8am and 6pm from from early May to early October seven days a week. Outside this period (during Spring and Autumn) the locks operate from 8am to 4.45pm, Monday to Saturday only. Lunch hour is from 12noon to 1pm Please allow for locking time (15 minutes per lock, longer if a boat is coming the other way). The latest time to arrive at Fort Augustus is 3.30p.m. to allow clearance through locks. Due to the number of boats using these locks on a Monday morning, the locking times are approx. 8.15 and 10.15a.m.

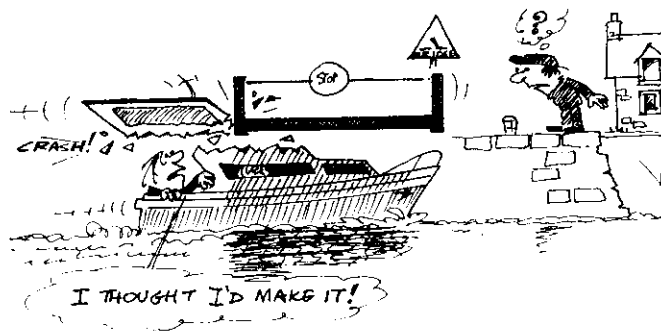
Bridges

When you approach a bridge, keep an observing eye open for the bridgekeeper. As soon as the bridge starts in motion, be ready to move quickly through to help avoid any traffic build-up which might include an ambulance or fire engine. Too many people tend to dawdle through, thus hindering everyone concerned – remember you may be the motorist in a hurry to make an appointment or start a holiday! (Please check your chart on approaching bridges on Loch Oich.)

To remove your dinghy from the roof will sometimes allow passage through a bridge without opening – observe caution and never take for granted.

You must not pass under any bridge without the bridge-keeper's instruction and guidance.

N.B. All dinghies must be removed for all bridges passages between Fort Augustus Top Lock and Banavie Top Lock.



About Knots

There are really only four basic knots which should be learnt and they will suffice for nearly every purpose on a boat.

The round turn and two half hitches. The most useful basic knot. Take one, two or three turns as circumstances permit, but never more than two half hitches are required.

The bowline. Used for making a loop (or "eye") in the end of a rope. Two ropes can be joined together by using bowlines at the end.

The Thames barge knot. Recommended for overnight mooring.

Clove hitch. Commonly used but our view is that it can slip and we recommend the knots above when you are tying up your craft. The clove hitch is suitable for something as light as a dinghy.

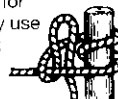
ROUND TURN



Round Turn and Two Half-Hitches

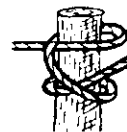
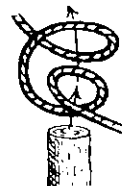
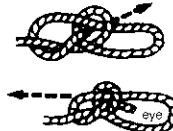


A round turn and 'slipped' half-hitch for temporary use and quick release



BOW LINE

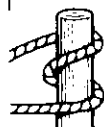
to undo pull back here



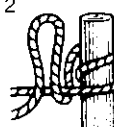
CLOVE HITCH

Thames Barge Knot: 1. Make a Round Turn. 2. Form a loop and pass it under the fixed rope and; 3. up and over the post. Pass the loose end behind the post and pull tight. 4. For additional security form another loop, pass it in front of the post under and behind the fixed rope and over the post. Pull loose end tight.

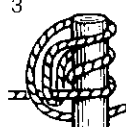
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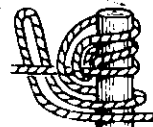
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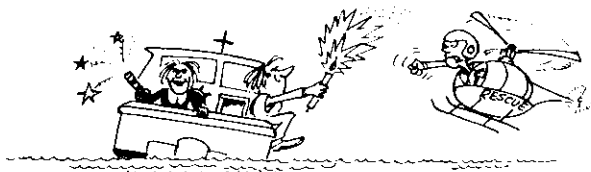


Your Safety Equipment

The compartment in the wheelhouse/cockpit contains all the safety apparatus required.

Flares, (hand held): The Coastguard Service is responsible for the co-ordination of search and rescue measures on the Lochs, but it is not a breakdown service. You should first make every effort to cope with the emergency yourself or with the aid of another vessel, and only use your distress signals IN AN EMERGENCY. The misuse of flares could bring on a full helicopter rescue service!

Only use flares in an emergency.



Your Buoyancy Aids: Before leaving the boatyard please check that your buoyancy aids fit your crew correctly. Always keep your buoyancy aid in a convenient place, wearing it when involved in any deck work or when in a dinghy and always when locking. Bear in mind that even the strongest swimmer has difficulty swimming or floating when fully clothed, so when in heavy clothes or oilskins it is advisable to wear a buoyancy aid.

NOTE: The Lochs are very cold and within minutes you will be unable to move without a buoyancy aid.

Wellington boots are not recommended for wearing on deck.

Spot Lamp: In an emergency, plug your spot lamp into the cigarette lighter socket on your control panel. The lamp will illuminate straight away – there is no switch. Wave from side to side, this will draw the attention of other vessels for miles around, even in daylight. Waving with your arms might not be as effective and could be misunderstood.



Too Big!



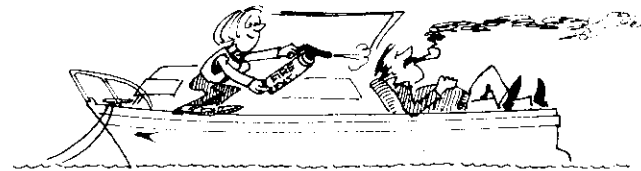
Too Small!

No Wellie Boots!

Your Drift Anchor: To be used if you lose your propulsion in rough weather. This acts in the same way as a parachute, keeping your boat in a controlled drift. You attach it securely to your bow headline (ensuring headline is attached to the deck) and throw **under** the bow rail. You can also use your anchor to stop you drifting around.



Your Fire Extinguishers: Make your crew familiar with the location of the fire extinguishers on board and their operation but please do not break the seal. In the event of a fire, turn off gas bottles and apply your fire extinguisher. Have one crew member standing by with dinghy and buoyancy aids. Remember to use buckets of water as a supplement in an emergency. Extinguishers are for your safety and not to be played with!



Dinghy: When underway your dinghy must be carried on roof, tied very securely. Ensure that your paddles are stowed onboard (in the cockpit), not on the cabin roof! Your dinghy can be inflated by the air pump that is stored in the locker or by mouth in an emergency. Carrying your dinghy onboard ensures it stays dry for your use when required and also avoids losing it when crossing Loch Ness and Loch Lochy – people who tow their dinghy, regularly lose them (and a replacement Avon dinghy costs **over** £700!).

Using Your Gas Safely

There should be quite enough butane gas (bottled gas) for all normal purposes, unless your holiday is a lengthy one, in which case replacement cylinders may be obtained through your boatyard.

This gas is very similar to ordinary household gas. It is heavier than air, so a large escape of gas would fill the craft's bilges. Bottled gas is supplied at a low pressure. It is perfectly safe if the following simple precautions are taken:

Turn off the gas at the cylinder at night, or when not in use for some hours (unless craft is fitted with a refrigerator fitted to the main bottle supply).

Light the gas immediately it is turned on.

Always see there is plenty of ventilation in Galley or Saloon before using the cooker or any space heater.

Never allow the flame to be blown out and the gas left on.

NEVER sleep with a gas heater on.

Heaters and Gas burners consume a large amount of oxygen. For your safety it is vital that windows and ventilators are kept open so as to admit fresh air into the compartment.

NEVER LEAVE THE GAS BURNING UNATTENDED!

No Calor gas appliance should be operated in a draught; the flame may well blow out, allowing unused gas to collect.

It is unwise to leave a Calor gas cooker unattended, particularly when the boat is under way, as a draught or a saucepan of liquid boiling over may well put out the flame.

Cookers, Hot plates, Gas rings should burn with a blue flame without any trace of yellow. This is controlled by the amount of air drawn into the burners.

Ovens. Avoid putting plates into a hot oven. Shut the oven door gently so as not to blow out the flame. If you suspect the burners in the oven have gone out, turn off the gas rings above before opening the oven door.

Security of Your Boat

Every year the police deal with occurrences of theft of articles from Yachts and Motor Boats.

Boats are difficult to secure totally. Most break-ins are by opportunist thieves and they can be deterred by a little thought. Here is what the Police advise.

- A.** Lock your doors and windows every time you leave your boat.
- B.** Do not leave your valuables, cameras, watches or binoculars on view on the tables or in the cockpit.
- C.** Take what valuable items you can with you and leave as little as possible on board your boat. You shouldn't take expensive jewellery!
- D.** Make sure you can identify your property and please contact the police or lock-keeper if you see anything suspicious.
- E.** If you make friends with another boat's crew, arrange to keep a watch on each other's craft.

IMPORTANT SAFETY NOTICE

Barbecues. Gas-fired barbecues are not allowed on any boats. This is because there are very strict regulations about the stowage of gas cylinders on boats and portable cylinders are not allowed. You are reminded that under no circumstances may barbecues be lit aboard boats. If barbecues are used ashore, please make sure that they are used with care and that there is no fire risk to the surrounding area. **NEVER BRING HOT EMBERS ABOARD YOUR BOAT.**

NEVER START ANY OPEN FIRES ASHORE.

Your Engine and domestic equipment

DIESEL ENGINE INSTRUCTIONS

Before you start your holiday you will be given detailed instruction on starting and stopping your engine. Procedures do vary from boat to boat but you will find operation quite straightforward after your personal 'pre-holiday' instruction session before you set sail.



CABIN HEATERS: For the safe operation of your cabin heater, please follow the instructions carefully. Turn on your gas control tap, press your flame failure control button for 15 seconds then put a lighted match in the hole provided on the heater front, keeping the button depressed for a further 1 minute. To turn off the heater, turn off the gas control knob.

WARNING – DO NOT, IN ANY CIRCUMSTANCES, LEAVE YOUR HEATER ON OVERNIGHT AS THIS CAN LEAD TO CARBON DIOXIDE POISONING. DO NOT TOUCH HEATER PANEL, THIS WILL DESTROY HEATER.

HOW MUCH FUEL WILL THE BOAT USE?

Fuel consumption varies according to the size of the boat and, for inland waterways, will normally be somewhere between 1 and 2 hour's cruising per gallon. Most boats carry enough fuel to last through a week without having to refill. More powerful boats will have a heavier fuel consumption and this will vary depending on wind and speed. Because a boat is constantly pushing a considerable volume of water out of its way, any increase in speed causes a disproportionately heavy increase in fuel consumption. This may be up to 1½ times the amount used in normal cruising, and remember, a wide open throttle does not guarantee you will go much faster. Every boat has its own economical speed which can only be learned from experience. You will quickly be able to feel when the engine is enjoying itself and not labouring. Extended use of the starting equipment beyond the times mentioned should be avoided, as otherwise damage may be caused and you will run the risk of having a flat battery.

Do not race the engine in neutral.

Stop the engine and telephone your boatyard if the cooling water boils or if the engine alarm buzzer sounds.

WATER SYSTEM. Your water pump switch is located at your wash basin or on the control panel. Please ensure your water pump is switched off after use.

SHOWER. Attach your hoses to taps. Turn on your water. Press horn type button beside sink regularly to drain your water tray.

SHAVE-AID. There's a plug fitting for your 230-volt electric razor. It's there only for your electric razor. It's not suitable for a rechargeable razor, and you mustn't use it for other domestic gear such as hair driers, or curlers. If you do attempt this you'll burn out the razor point and you'll be liable to pay for its replacement.

TOILET. Treat with care and follow the instructions. You will have to pay for clearing a toilet which becomes blocked through misuse.

HINTS. To stop windscreens from misting – wipe with neat washing-up liquid. To minimise condensation ensure you have good ventilation all the time.

Engine Checklist

First, do not forget to read the Boat Manual you will find on board. It is full of practical – and important – information the purpose of which is to ensure you enjoy a trouble-free, safe and happy holiday.

Motor cruisers are simple to run and handle. They vary considerably in construction and engine type but, in general, you should follow this routine each day.

1. **Fuel.** Your boat's fuel tanks will be full for the start of your cruise. You may check the level before you start your cruise, as the tank will be filled to this level on your return, to calculate how much fuel you used. Even on a two-week cruise you do not need to worry about running out.
2. **Lubrication.** To check the oil level, remove the dipstick, wipe, re-insert and withdraw for inspection. Check that the oil is up to the top mark. If required to top up, use the oil bottle supplied.
3. **Greasers.** Your boatyard will give you detailed instructions. These are usually fitted on the stern bearing. They should be screwed down daily.
4. **Cooling System.** Some engines are water-cooled by a pump which draws water from the river, circulates it through the engine and discharges the water through the exhaust. When leaving moorings, and periodically when cruising, take a look to see that this water is spitting out. You will receive full instruction from your boatyard before you set sail on what to do should this circulation stop. You should stop the engine immediately and follow these instructions which will also be detailed in your boat manual.

5. **Oil Pressure.** Check the oil pressure of the engine on the gauge. If this should indicate 'Zero' or the engine buzzer alarm sound, at the normal cruising speed, stop engine immediately and check the oil level (Note 2 above). Should the level be sufficient and there is still a 'Zero' reading, do not restart the engine, obtain advice and assistance.

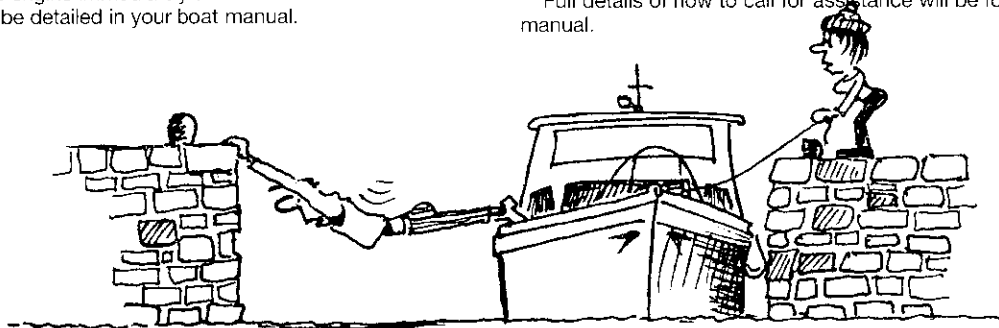
6. **Electric Power.** The power available is more than ample for normal needs, but please remember to switch off lights when not required.

You have a dual battery system so that even if your domestic batteries are flat you'll still be able to start your engine. Your domestic batteries operate lights, pumps, central heating, electric fridges, etc so you must cruise for at least four hours every day to keep your batteries charged up. Lights should be used sparingly, particularly in the early spring and late autumn.

NEVER ALLOW ANYONE TO ENTER THE WATER, OR TO WORK NEAR THE PROPELLER UNTIL THE ENGINE HAS STOPPED.

In the event of a service call being required, please phone immediately as we may have an engineer in the area. Do not wait until the following morning. Helmsman please do not send your crew to make the call – do so yourself as you can give us a better description of what the trouble may be and save us and yourself time.

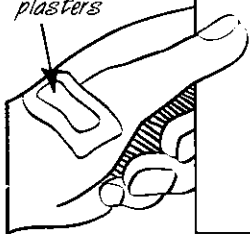
Full details of how to call for assistance will be found in your boat manual.



Health Caution

How to avoid risks

*waterproof
plasters*



- **NEVER** put wet fishing line or objects e.g. mooring ropes in your mouth
- Clean hands thoroughly before eating or smoking
- Cuts and grazes should be covered with waterproof dressings
- Wash or shower thoroughly after water-related activities

Weil's Disease (*Leptospirosis*)

Although the chances of catching Weil's Disease are small, the consequences can be serious.

This rare infection is occasionally caught by people involved in angling and other water sports. It is caused by bacteria, which can enter the body via cuts, grazes and the mucous membranes of the mouth and eyes.

Symptoms are headaches, temperature and influenza-like illness with joint and muscle pain, particularly in the calf area.

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

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

Monster Bites!

After the Spring Equinox (sun in the Northern Hemisphere), the warm surface water attracts Nessie to the surface to bask. She will never approach on sight, only if disturbed or annoyed (say by boat engines, orange peel thrown and loud insults from people who do not believe in her).

She has been known to bump hulls with her powerful tail but she does not have large teeth and cannot give dangerous bites. However, a bite from Nessie means almost certain infection with some unknown bacteria, this results in an uncomfortable illness, only treatable by placing 6 week old kippers on the wound, twice daily, for 4 days!

*The importance to you of
ensuring you've always got
good ventilation*

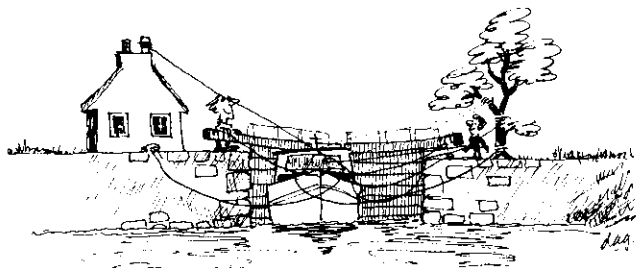
Whenever you are staying in, or you've invited friends aboard for an evening together, make sure that you've got sufficient windows open in order to give adequate ventilation. Fixed ventilators should never be blocked!

Your boat has windows that are virtually draught-proof. This means that if you close all your windows you have little or insufficient opportunity for fresh air to circulate.

So at any time, and particularly when it comes to the Social Occasions, make sure that someone has the responsibility for ensuring that you have adequate ventilation aboard!

Avoid these!

- 1 Travelling too close to shore of Lochs and grounding!
- 2 Towing dinghy while on Loch Ness and Loch Lochy and it breaking loose!
- 3 Passing through bridge with dinghy on roof of your boat (insufficient headroom)!
- 4 Your engine going when close to mooring buoy, resulting in chain fouling propeller!
- 5 Your engine going when close to canal bank, resulting in propeller fouling rocks!
- 6 Going to landward side of mooring buoy and your boat going aground!
- 7 Putting bow line ashore first with wind astern when coming alongside jetty or into lock, as wind will turn vessel around!
- 8 Berthing your boat into wind, it's easier with wind astern!
- 9 Carrying your canopy on the roof – it will blow away!
- 10 Passing under a bridge without the bridge-keeper's instruction!
- 11 Failing to study your chart and plan your course – and running aground!



If you do go aground

If you are unfortunate enough to go aground, what you do is determined in some degree by what the “ground” is.

Take first **soft bottom waterways...**

If you are sure only the forepart of your boat is aground – then use your engine in astern. Don't use this drill unless you are certain that only the forepart is touching. If your steering becomes stiff, don't force the wheel or tiller – that way you could damage the rudder.

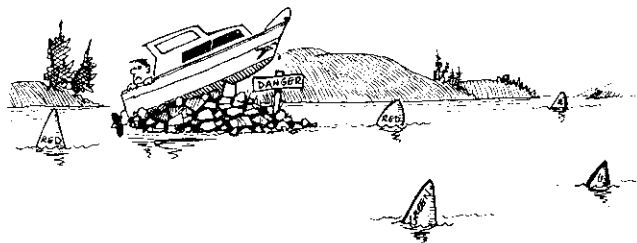
Remember the stern is usually the deepest part of your boat.

If you hear the propeller striking the bottom, put your gear lever into neutral and switch off the engine. Next get your crew ashore if possible – this will lighten the boat and they should have little difficulty in towing your boat off, or pushing her off with a boathook, if your crew cannot get ashore – rocking your boat and transferring all of them away from the end aground will often do the trick.

If you are not able to get off, get advice from your home boatyard – don't ask another hired boat to tow you off.

The other possibility is **grounding in a hard bottom loch...**

First, make a most thorough examination. It's only safe to try moving your boat by lightening its load and getting your crew ashore. Do not try to “power off” as you may damage the hull and cause the boat to sink. If your boat is holed, seek help immediately, but do **not** try to move it. Use your dinghy to get your crew to safety if need be.



In case of an accident

You have in your care a valuable boat. Please do look after it.

It should be appreciated that it is not always possible to stick to your rights without causing an accident. Always show your intention in plenty of time. When in doubt, slow down or stop.

Should you be unfortunate enough to be involved in an accident during your cruise, please do everything possible to safeguard your boat and its equipment. You are in charge. Remember to act without prejudice in dealing with any third party who may be involved. Any action you take to safeguard your boat and its equipment and to mitigate the loss or damage is helping to keep down the overall cost of operating your holiday craft.

If you are under way – stop immediately and inspect any damage done to your craft or to any other craft or property. Get details of any craft involved, name of owner/boatyard etc. DO NOT admit liability. Try to reach an agreement with any other party involved regarding the extent of the damage and obtain the name and address of a witness if possible. Immediately upon your return to your boatyard, apply to the owner for a Claim Form. Fill this in as completely as possible and pass the form promptly back to the owner.

Remember you must complete a claim form whether your craft is damaged or not. Compensation from insurance will only apply provided that the accident or incident is reported to the Owners of the craft involved. A claim form must be completed on return to the boatyard, otherwise you may be charged personally for any damage to your or other craft or property.

The boat insurance cover applies only to the hull, superstructure and the underwater gear. Your security deposit (where applicable – see page 2) is held against the excess on the boat insurance policy against any claim.

Losses of, for example, deck equipment, fenders or other uninsured inventory items, or ropes, lines or debris round the propeller is your responsibility.

If damage or loss occurs then the owner will make an on-the-spot assessment of cost and you will be charged accordingly, with the amount deducted from your security deposit (if applicable).

Doctor required

If you require a doctor to call at your boat, the doctor may find it difficult to identify your boat from the shore. Please tie a buoyancy aid to your boathook or oar, and fasten it upright to side of wheelhouse.

If you need a doctor, ring 999 or you can find a list of local doctors at a Post Office. If anyone on board is liable to a recurrent illness which needs medical treatment, never moor for the night in an inaccessible place.

Personal Insurance Claims

To claim under this scheme you apply direct to Guardian Insurance Limited, **not to Hoseasons**, as this might delay processing your claim. Address your claims in writing to:

**Hoseasons Claims Department, Guardian Insurance Limited,
PO Box 145, City Square House, Wellington Street, Leeds LS1 4DF.
Tel: 0113 283 2747 or Fax: 0113 242 5513.**

Man overboard procedure

There is always the possibility, despite good preventative measures, that someone will fall overboard so it is important to know how best to effect a rescue and save the person in the water. On waterways where locks are encountered extra care should be taken whilst these are being negotiated.

Should the unthinkable occur, there are full instructions on how to proceed in your boat manual. Without preparation a simple rescue can turn into a tragedy, it is therefore VERY IMPORTANT that you read the instructions before an accident and you should also practise using your best friend(!) or a cardboard box as a victim on your first day in the lochs! Your boat manual also tells you how to deal with exposure – if a person falls in the water and stays there for any time longer than 5 minutes he is quite liable to suffer from exposure, this involves a general lowering of the body temperature and can be fatal.

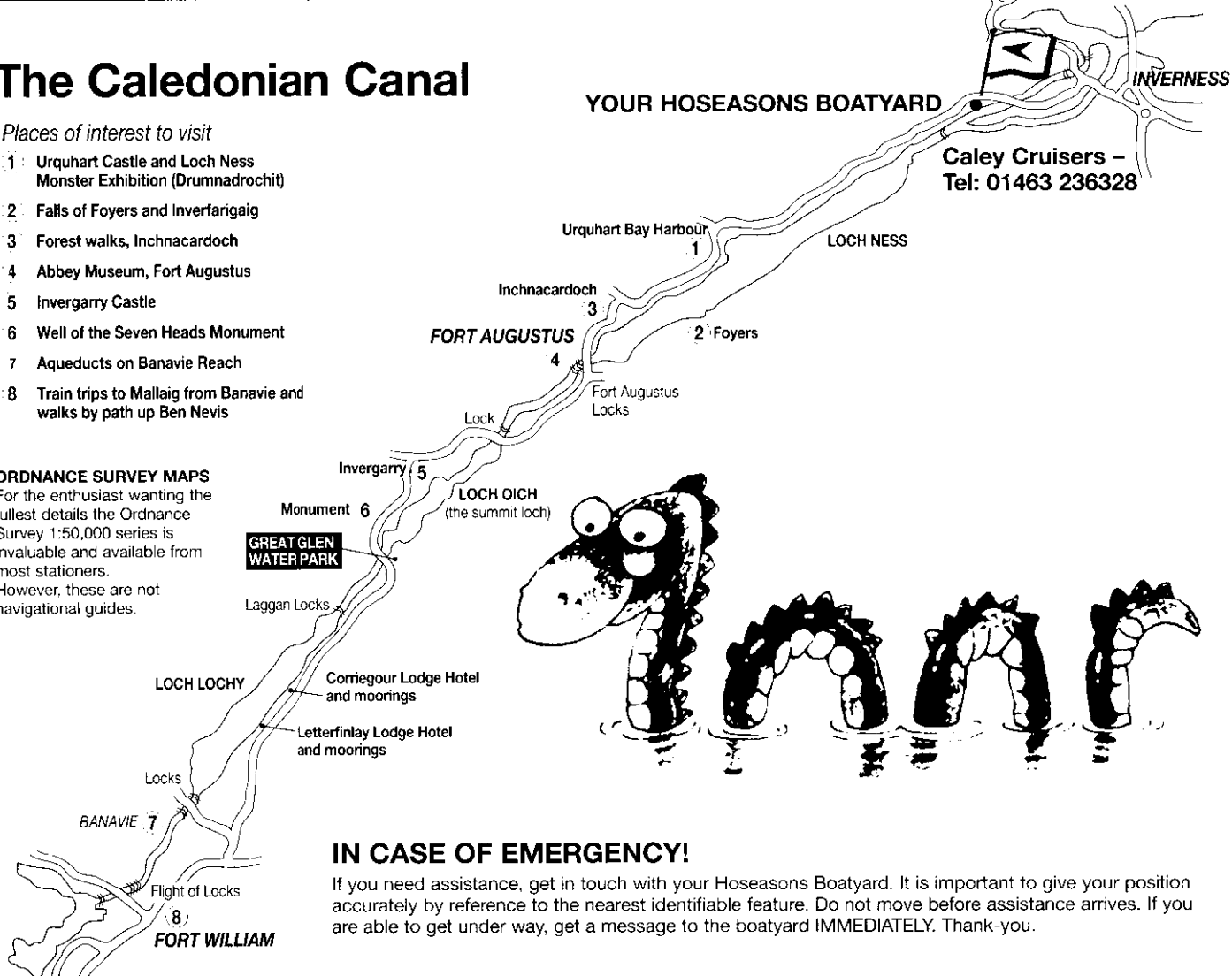
The Caledonian Canal

Places of interest to visit

- 1 Urquhart Castle and Loch Ness Monster Exhibition (Drumnadrochit)
- 2 Falls of Foyers and Inverfarigaig
- 3 Forest walks, Inchnacardoch
- 4 Abbey Museum, Fort Augustus
- 5 Invergarry Castle
- 6 Well of the Seven Heads Monument
- 7 Aqueducts on Banavie Reach
- 8 Train trips to Mallaig from Banavie and walks by path up Ben Nevis

ORDNANCE SURVEY MAPS

For the enthusiast wanting the fullest details the Ordnance Survey 1:50,000 series is invaluable and available from most stations. However, these are not navigational guides.



YOUR HOSEASONS BOATYARD

Caley Cruisers –
Tel: 01463 236328

IN CASE OF EMERGENCY!

If you need assistance, get in touch with your Hoseasons Boatyard. It is important to give your position accurately by reference to the nearest identifiable feature. Do not move before assistance arrives. If you are able to get under way, get a message to the boatyard IMMEDIATELY. Thank-you.