

MANCHESTER SHIP CANAL ELLESMERE PORT TO MANCHESTER NOTES FOR SMALL CRAFT

IWA North West Region

- 1 These notes were originally compiled and updated in March 2004. Whilst further updates have been made, it is possible that some information may be out of date. Please check your plans with the Peel Ports, the navigation authority and operator of the Manchester Ship Canal – tel: 0151 949 6254/6216 - <https://www.peelports.com/marine/our-ports/manchester-ship-canal>
- 2 A completed application to use the Manchester Ship Canal (obtainable from above website) must be submitted to Peel Ports' harbourmaster at least 48 hours in advance. You will need evidence of seaworthiness from a marine surveyor – a local surveyor is Mike Carter , marinesurveysltd@googlemail.com – tel: 07831 184495. Boats will need an anchor, two long warps, lifejackets for crew, Boat Safety Scheme certificate, evidence of boat insurance and a mobile phone.
- 3 Moorings are available in the Canal Basin at Ellesmere Port with permission from the National Waterways Museum – tel: 0151 356 6612 - <https://canalrivertrust.org.uk/places-to-visit/national-waterways-museum>. You will be expected to purchase a Museum ticket for each adult on the Boat but this will entitle you to stay on the mooring for seven days. A mooring ticket will be issued when payment is made. Mooring is on a first come basis and no reservations can be made. After-hours access to the site can be gained using a standard Canal & River Trust key to unlock a gate at the side of the main entrance. If you unlock this gate, lock it after you. If it is open, leave it, as it may be open for a late night meeting on site. There is a Security person employed by the Museum on site for part of the night. Diesel may be purchased at the top of the locks (days and times may vary; ask at Reception). Water, Elsan disposal and rubbish disposal are also available. The locks are not a staircase but the paddle between the pounds only passes water slowly. Please empty locks slowly to avoid flooding the intermediate pound and surrounding grassed areas. If, for any reason, you are required to tie up more than very briefly down at Ship Canal level, use *very* loose ropes and as much fendering as possible. You are likely to feel the effects of passing shipping and many inland craft have had their ropes snapped in these circumstances.
- 4 It is essential that craft in a convoy follow the instructions of the convoy leader who will be in contact with Eastham VTS Centre. The company are unhappy at the prospect of pleasure craft owners who are unfamiliar with the circumstances of the Manchester Ship Canal using the canal and have asked us to strongly recommend that such boaters should not attempt this without the first experience of transit of this inland port in an organised convoy.
- 5 The Waterways Museum will arrange to swing the bridge over the lock to the Ship Canal – please give at least 24 hours' notice. Boats will have to start locking down to Ship Canal level through the lock (which only takes two narrow boats at a time) in time to commence a Ship Canal convoy proper at the agreed time, but the convoy timing may be varied during the course of a convoy to accommodate large vessels with dangerous cargoes. After the last boat has passed through the lock you

are requested to re-fill the lock.

- 6 While travelling on the Ship Canal craft must be "in the charge of a person over twenty- one years of age who has such experience of navigation as will enable him to navigate the Harbour with reasonable competence."
- 7 All craft in a convoy must keep together. They must travel at the speed of the slowest. Convoys must not "string out".
- 8 If you become aware of another craft in distress, breast up with it.
- 9 Highly inflammable cargoes are carried and discharged on the Ship Canal. There is one location, identified on the route notes, where you must not smoke, and must not have any naked lights on board - not even fridge or other pilot lights. Mobile phones should also be switched off at this location.
- 10 There is a General Warning Signal in the Stanlow Area. A continuous high and low pitched note with about a 3 second cycle will be sounded from sirens 950 metres upstream of Ince Oil Berth, and between Stanlow layby and Chemical Berth. Should this signal sound craft must not enter the area Stanlow Chemical Berth to Ince High Cutting.
- 11 To contain potential spillage you will notice bubble barriers rising to the surface encircling vessels berthed at Shell Chemicals Berth, across the entrances to Stanlow Oil Docks and encircling Ince Coaster Berth. They are nothing to be concerned about.
- 12 Passenger carrying must be kept within reasonable limits, limited to immediate family and friends, and they must be in the cockpit or bow, or inside the craft. They must not sit on the craft roof. Under no circumstances must the number of persons on any craft exceed 12 unless the craft has a in-date certification issued by Maritime & Coastguard Agency and for which the skipper has valid Boat Masters certification.
- 13 Narrow boats lack stability and reserve buoyancy and great care must be exercised in meeting or passing large craft. You may be required to breast up. If so, boats may have their breasting ropes loosened slightly and temporarily to facilitate the passage of debris between hulls. When passing large vessels, unless there are overwhelming reasons, you should keep right and aim for a point half way between the large vessel and the bank. (Too near the bank at a location where the banks shelve and you could be left aground in the wake of the large vessel) A number of craft have got into expensive difficulties in the past through being unaware of, or ignoring this advice. 1982 Bye-Law 15 "*Wherever the slopes of the canal will permit, barges and other small craft shall be kept entirely out of the track of sea-going vessels.*" Remember that Pilots or Masters on the bridge of large vessels will have their view of you obscured by the bows of their vessel for some considerable time as they approach.
- 14 There is a special schedule of sound signals on the Manchester Ship Canal, which large vessels may use to signal to tugs or to other vessels, such as a convoy of small craft. Most important that you should be aware of are:

One prolonged Vessel travelling towards Manchester to call attention generally or approaching another vessel.

One prolonged and one short Vessels travelling towards Eastham to call attention generally or approaching another vessel.

One prolonged, one short, one prolonged. Signal to stern tug that vessel is about to pass another vessel.

Four short and one prolonged Vessel temporarily out of control.

At places where sea-going big craft can turn:

One prolonged, two short, one prolonged. Vessel about to swing.

One very long (at least 8 seconds) Swing complete.

15 Vessels with R/T Communications should keep a listening watch on Channel 14 (156.70 M/Hz) at all times while on the Ship Canal. Normally, after contact, speech will continue on Channel 20 (157.00/161.60 M/Hz) in the section above Old Quay.

16 Permission to enter the Ship Canal must be sought for the whole convoy and notification that all craft have left the Ship Canal must also be given. The Ship Canal Company prefer the use of VHF radio when this is available, because there is always a recording of such transmissions. Mobile phones are an acceptable alternative but must be switched off in the restricted areas. Vessels are controlled as far as Old Quay Bridge (Runcorn) by Eastham VTS Centre 0151 327 1242/1243. Beyond Old Quay control is by the Lockmaster at Latchford Locks - 01925 635249. All emergencies have to be notified to the Harbour Master's Office. This will normally be done by the convoy leader, but the telephone number is 0151 327 1242/1243.

17 If you visit the Weaver Navigation, Northwich Marina, <https://www.northwichquay.com/> (tel 01606 47299) would be pleased to welcome you and provide for all your needs. They can provide water, fuel and will deal with repairs. There is an additional water point (not shown on most guides) at Acton Swing Bridge and at this point Calor gas and pump out are available by contacting the nearby (400 yards) Black Prince Boatyard on the Trent & Mersey Canal (01606 852945)

The VHF Channel for the River Weaver is Channel 74. Call signs are "Sutton Bridge" - Marsh Lock; "Dutton Lock"; "Saltersford Lock". "Weaver Base" may be used throughout. Phone number is 01606 872 819. Entry to the River Weaver from the Ship Canal requires notice to be given (0303 0404040 - 24 hours notice requested) and Weston Marsh Lock is not normally open at weekends. Weston Point Docks are only used to access the river by large convoys of small craft and for sea-going vessels. Normal narrow canal craft will not need to have the River Weaver swing bridges swung. Principal dimensions, facilities and opening hours are available on request from Canal & River Trust.

18 You may not moor on the Manchester Ship Canal but must continue either to the Weaver Navigation, into Salford Quays, into Pomona Dock 3 to climb Pomona Lock, or travel off the Ship Canal and on to the River Irwell (beyond Woden Street (Mark Addy) footbridge.) You should moor on the River Irwell between Princes Bridge and the Mark Addy Pub on the left hand side going upstream. After Woden Street you should pass under Regent Road Bridge, the Railway Bridges, and Princes Bridge. You may pass under Irwell Street Bridge and approach Albert Bridge. There are no suitable moorings above Albert Bridge. There are shallow sections. Bridges and distances are listed below.

19 When mooring on the River Irwell you must moor with your bows pointing upstream. The craft must not be left unattended, but one person may supervise a number of craft. River levels can rise very quickly during and following heavy rain.

20 The whole of the Manchester Ship Canal is the "Port of Manchester". Manchester Docks were comprised of Salford Docks (North of canal downstream of Trafford Road Bridge) and Pomona Docks (South of canal upstream of Trafford Road Bridge).

- 21 High level bridges give more than 70 feet of headroom. Swing bridges give unlimited headroom when open and vary when closed. Moore Lane is the lowest. Locks are paired, the larger being 600ft x 65ft and the smaller 350ft x 50ft. There are numbered markers at regular intervals along each side of the Ship Canal. It can be very windy beside the estuary until approaching Warrington. The junction with the River Weaver and the turning basin at the entrance to Salford Quays are particularly large areas of water which can become especially windswept.
- 22 A certificate of seaworthiness is required to transit the Ship Canal and forms can be obtained from the Harbourmaster. A boat safety certificate is adequate to visit the River Irwell and Salford Quays including down the Ship Canal as far as the Lowry footbridge.
- 23 To obtain a Certificate of Seaworthiness you are required to have warps (ropes) 50 feet long, adequate life-saving apparatus, and an anchor with an appropriate chain and rope. Pleasure craft will only be permitted to transit the canal in daylight hours and therefore the requirement for full navigation lights will not be enforced. Pleasure craft will not be permitted to transit the Ship Canal in other poor visibility circumstances.
- 24 Longer ropes are recommended by the Region so that there is sufficient length to reach from the boat, to a bollard which may be well set back from the lock side, and return to the boat. 80-100 feet are ideal. They are essential if arriving or leaving Eastham Lock (Mersey Estuary) at low tide.
- 25 When travelling upstream (i.e. entering the lock at the lower level) it is virtually impossible to throw a 12mm or larger rope vertically up perhaps 20 feet to a lock- keeper. *Peter Bolt* in "The Chester Packet" - magazine of the Chester Branch of IWA suggested: *"Carry a hard rubber 6" dog ring onto which a light line is attached. The other end of the line is tied to the mooring rope. The rubber ring is easily thrown upwards and can be caught by the lock keeping staff, who can pull up the line, followed by the rope, place it round the bollard, and return it to you on the boat."* The same writer also quite rightly points out that a vertical bollard as fitted to most narrow boats, whilst fine for securing ropes to the bank, is not suitable for securing a vertical rope and other provisions should be made.
- 26 A request from a hirer to make a passage on the canal from Manchester to the River Weaver was declined by the harbourmaster and they have indicated that they will not accept passage requests from hire boaters or for boats that are in multiple or shared ownership. No additional conditions seem to be placed on hire boats for the Upper Reach.
- 27 Charges for passage on the Ship Canal are published at <https://www.peelports.com/marine/our-ports/manchester-ship-canal>. Discounts may be offered for convoys.

THE ROUTE

(Ellesmere Port to Manchester)

MANCHESTER SHIP CANAL

(Distances from Ellesmere Port)

From the Shropshire Union Channel turn right on the Manchester Ship Canal when clearance has been obtained. (On the return journey the entrance is marked by an old lighthouse which (pre-Ship Canal) used to mark the tidal entrance to the Shropshire Union Canal from the Mersey Estuary.



Lighthouse at the Shropshire Union Canal entrance from Manchester Ship Canal, 1985.



Ellesmere Port Quay seen from a boat which has just left the Shropshire Union Canal, 1985.

Extinguish all naked lights and turn off mobile phones until marker 107 (right) and 108 (left)

1/2mile

Marker 52 marks the beginning of the chemical wharves. First on the right **Associated Ocel Co Wharf**. Then the **Stanlow Chemical Berth**.



Stanlow Chemical Berth 1998.

On the left there follows **Stanlow Oil Docks 1 & 2**.



Stanlow Oil Dock seen from the east 1998

On the right follows **Stanlow Lay-by**, **Ince Coaster Berth**, and **Ince Oil Berth**.



Ince Oil Berth 1998

3½miles

Marker 107 (right) and **marker 108** (left)

For 2½ miles marshes to right and estuary to left.



Frodsham Marshes from the air 1983.

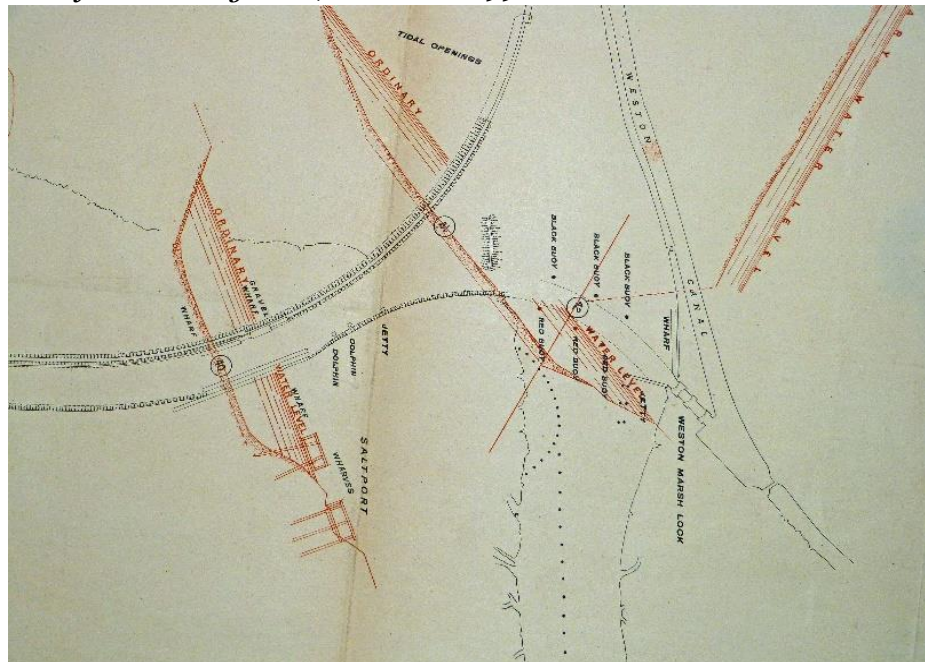
6 miles

Entrance of river Weaver (right) and Weaver Sluices on left.

It is difficult to discern the channel from low down on a narrow boat. Keep at least 60' from the sluices to avoid the pull of the sluices but not excessively the other way as there are sand banks in the Weaver Estuary. The Ship Canal Channel bends markedly to the left. If going into the river Weaver turn right just before a marker made of many pieces of wood lashed together and then straight towards Weston Marsh Lock on the left bank of the river.



Junction of Ship Canal with Weaver Navigation (off picture to right) seen from Mersey View, Frodsham 1998.



1894 Pilot Map of the junction between the Weaver Navigation, Weston Marsh Lock, and the Manchester Ship Canal.



Weaver Sluices 1994.



Weston Marsh Lock from the air 1983.

Heading for Weston Marsh Lock and the river Weaver, if you need to moor, tie to the staging to the right below the lock - there is more depth than below the left-hand staging. When leaving the river Weaver head straight out just to the Ellesmere Port side of the multi-piece marker and only after passing it turn into the main Ship Canal channel.

7 miles

Entrance to Weston Point Docks on right.



Entrance to Weston Point Docks 1998.

9¼miles

Site of Runcorn Docks on right followed by “Bridgewater House” and site of entrance of old Runcorn Locks (Bridgewater Canal) - all on right.



Bridgewater House and the old line of Runcorn Locks, Bridgewater Canal, seen from the Ship Canal. 1983.

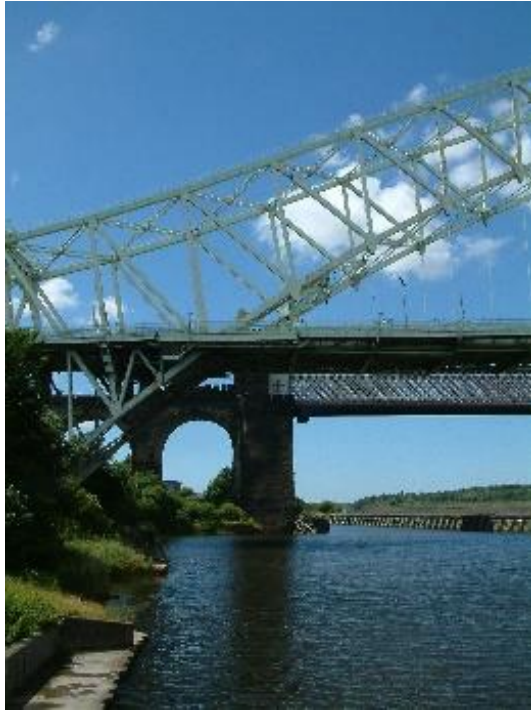
9½miles

After a sharp bend (for the Ship Canal) to the right there is

Runcorn Railway Viaduct

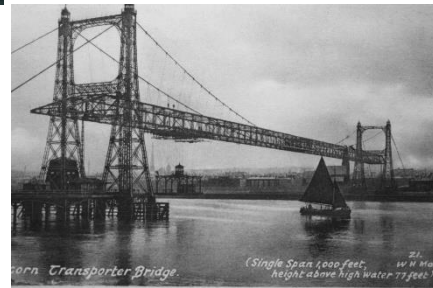
Runcorn/Widnes High Level Road Bridge - Silver Jubilee Bridge.





From the east, the end of the Silver Jubilee Bridge and the Railway Viaduct over the Manchester Ship Canal 2004 seen from the footings of the former Transporter Bridge.

1907 postcard of the Transporter Bridge.



10³/₄miles

Old Quay Swing Bridge.



Old Quay Swing Bridge 1983.

12 miles

The Mersey Gateway Bridge opened in 2014 is a three tower cable stay bridge over the Mersey Estuary and the Ship Canal passes beneath the southern approaches (*to the right off the picture*).



From Silver Jubilee Bridge can be seen the end of Old Quay Swing Bridge and The approach to the Mersey Gateway Bridge crossing the Ship Canal 2018.

14½miles

Moore Lane Swing Bridge (10ft 3ins - 3.14m clearance when closed - the lowest).



Manchester-bound Mersey Ferry "Overchurch" at Moore Lane 1978.

15 miles

Acton Grange Viaduct (West Coast Main Line).



Acton Grange viaduct in 1994.

15½miles

Chester Road Swing Bridge.



Chester Road Swing Bridge seen from the Warrington side 1984.

16 miles

Entrance channel to Walton Lock (on left) used to lead to tidal River Mersey.

16½miles

Northwich Road Swing Bridge.



Northwich Road Swing Bridge from a Mersey Ferry Liverpool bound in 1977.



Northwich Road Swing Bridge from a canal boat heading for Manchester 1994.

7 miles

Latchford High Level Road Bridge.
known locally as “The Cantilever Bridge”.



Aboard “Overchurch” in 1977.

17 $\frac{1}{2}$ miles

Knutsford Road Swing Bridge.



Knutsford Road Swing Bridge and beyond Latchford Railway Bridge seen from the Cantilever Bridge in 1984.

17 $\frac{3}{4}$ miles

Latchford Railway Viaduct.



Latchford Railway Viaduct taken from a boat about to enter Latchford Locks. Knutsford Road Swing Bridge and the Cantilever Bridge can be seen beyond 1994.

18 miles

LATCHFORD LOCKS (rise 12ft 6ins - 3.8m).



Latchford Big Lock with a Manchester Liner in 1974. To the extreme right is one of the two tugs ascending in the small lock.



Latchford small lock with a convoy organized by IWA 1994.



Latchford big lock with a convoy of small craft organized by IWA 1998.

19½miles

Thelwall Ferry.



Ron Bishop, then ferryman, at Thelwall Ferry. M6 in distance 1991.

followed by **Woolston Pumping Station** (left).



Westminster Dredging vessel near Woolston Pumping Station 1990.

19³/₄miles

**M6 original High Level Viaduct.
M6 Southbound Viaduct (1996).**



Thelwall High Level original M6 crossing of the Ship Canal photographed from the south bank of the Ship Canal 1990.



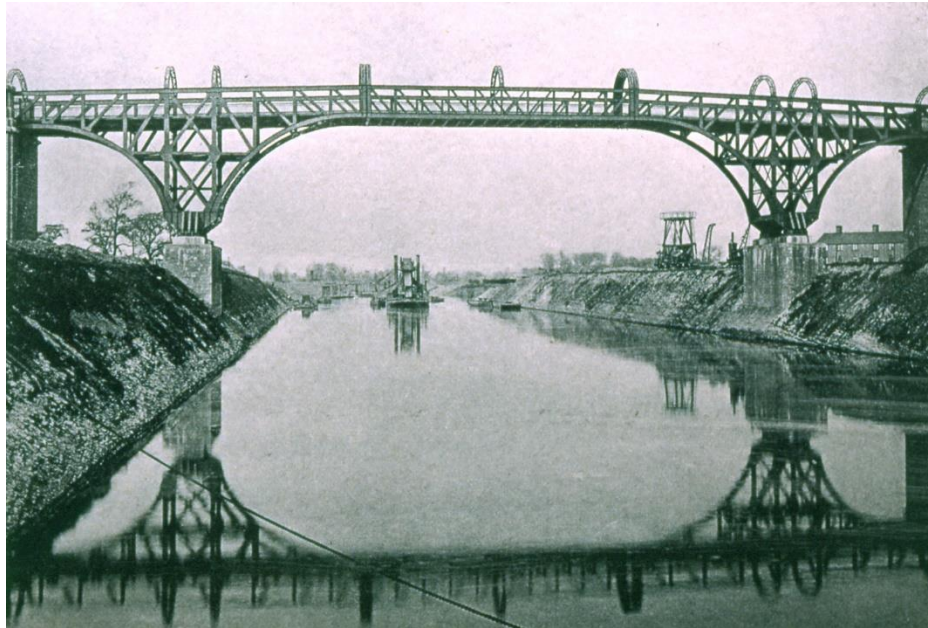
Second Thelwall High Level (M6) crossing under construction in 1994.

20 miles

River Bollin enters right. River Mersey leaves left.

22³/₄miles

Warburton High Level Road Bridge.



Warburton High Level Bridge while the Ship Canal was still being constructed 1890 (From "Engineering").



Breasted-up boats approaching and seen from Warburton Bridge 1998.

23¼ miles

Cadishhead Railway Viaduct (High level).



Cadishhead Viaduct from the west 1977.

24 miles

Partington Basin (both sides).



Partington Coaling Basin while it was still active 1977.

Followed by **Irlam Wharf** (left).

25 miles

River Mersey enters (right).

River Mersey entering on the South side and Partington Power Station (now replaced) 1977.



25¼ miles

Irlam Railway Viaduct (High level).



Irlam Viaduct seen from Irlam Locks 1984.

25³/₄ miles

IRLAM LOCKS (rise 16ft - 4.9m). Electrically operated swing footbridge over when no vessels in the locks.



Irlam Locks seen from above the lock weir and looking west 2016.



Irlam big lock 1994.

27½miles

BARTON LOCKS (rise 15ft - 4.6m).



Barton big lock seen from below in 1985.

27¾miles

Barton High Level Bridge (M60 formerly M63).



1994 before Barton High Level was widened and before Salford Western Gateway was constructed (not without accident and delay).

Immediately to the east of Barton High Level Bridge is **Salford Lift Bridge**, part of Salford Western Gateway completed in 2018.





Manchester Evening News photograph of Salford Gateway Bridge after replacement of the fallen deck.

28½miles

Barton Swing Road Bridge and Barton Swing Aqueduct
(Bridgewater Canal).



Barton Swing Road Bridge and the unique Barton Swing Aqueduct 2007.

*Coaster passing Barton
Aqueduct – seen from the
control tower 1985.*





An aerial view of Barton Swing Road Bridge and Swing Aqueduct from Ship Canal Company Archives.

30 miles

Centenary Lift Bridge (1994).

(As with swing bridges when closed, plenty of headroom for most inland craft).



The deck of Centenary Bridge in the raised position 1994.

30³/₄miles

MODE WHEEL LOCKS (rise 13ft - 4.0m).



In Mode Wheel Lock 1994.



Coaster in Mode Wheel Lock seen from the Dry Docks 2007.

31 miles

On the right is **Manchester Dry Docks and Imperial War Museum North**.



Manchester Dry Docks 2008.

Media City Swing Bridge is an asymmetric cable stay footbridge opened 2011.



From Peel Ports Web Site – Media City, Manchester Dry Docks, Media City Swing Bridge, and the stub of what used to be Salford Dock 9.



Media City swing footbridge swung to allow a Mersey Ferry to leave Mode Wheel Locks and pass “Media City”.

On left the short entrance portion - **the beginning of Dock 9**, the main portion of which is now sealed off from the main channel.

31½miles

Millennium lift footbridge floated into place 29 January 1999.



Millennium Lift Footbridge 2007. Behind it is the Lowry Centre.

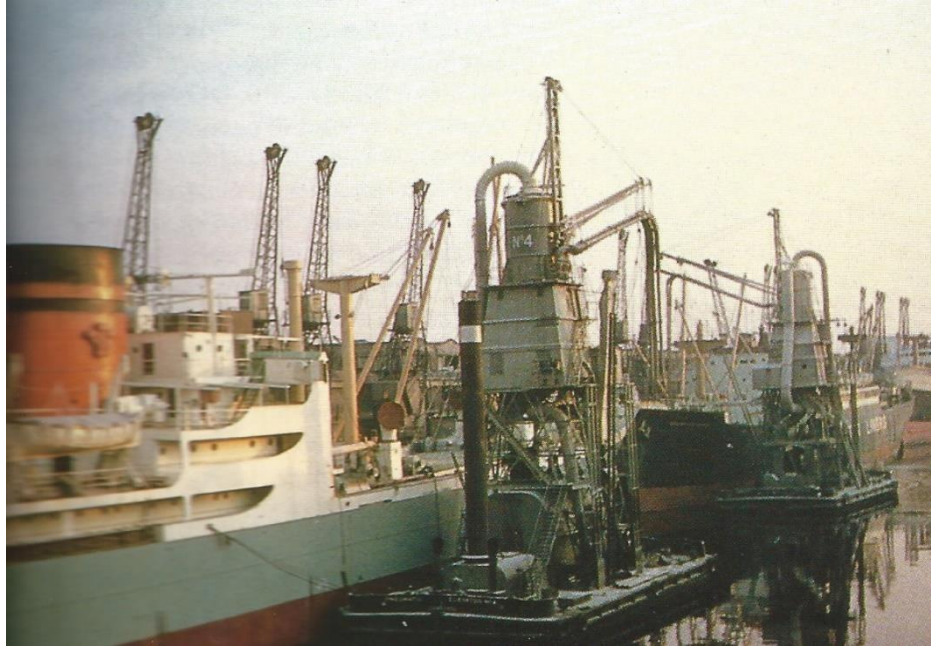
On the right the “brown glass” building is Quay West, the offices of the Ship Canal Company in the late 1990’s. On left, after the Lowry Centre, former Salford Docks, Shipping turning basin, entrance to **SALFORD QUAYS** (Welland Lock) **Keep near right bank of canal if continuing up river, otherwise turn and keep to the left wall towards Welland Lock.**



An early 1990s aerial view of what was becoming Salford Quays. The photograph is by Paul Tomlin Bottom left are the dry docks. The long former Dock 9 with the former railway bridge used as a foot bridge; the turning basin for shipping with the new lock (Welland) into the former Dock 8; the remains of docks 7 and 6; and then round the bend to what was the Pomona Docks.

In 1998, before Salford Quays were fully developed, the Inland Waterways Association held its Annual National Festival in and around the former Dock 9 with floating pontoons to which the visiting craft were moored.





Dock 9 full of shipping in 1962.

31^{7/8} miles

Site of former Trafford swing railway bridge.

32 miles

Trafford Road Swing Bridge (now fixed).
Trafford Road fixed bridge (1997).



Trafford Road Swing Bridge in 1992 before it was fixed in position, looking towards the bend to Pomona Docks.



Trafford Road Fixed Bridge, with the swing bridge encapsulated behind 1997.

32¼ miles

Metrolink Bridge (constructed April 1998, active at end of 1999).



Metrolink Bridge seen from Pomona station in 2000.

32½miles

Opening on right is **former Pomona Dock 3 and entrance to Pomona Lock and Bridgewater Canal**. (Notice has to be given to use this lock in either direction) **You must either move up to the Bridgewater Canal or travel upstream to the River Irwell.** You may not moor on the Manchester Ship Canal, except in Dock 3 awaiting use of the lock.



*Boats leaving Pomona Lock and travelling down Dock 3 to reach the Ship Canal
25th May 1995.*



33 miles

Woden Street Footbridge (Also known as Mark Addy Bridge - but nearly a mile from "Mark Addy" Pub! - Named after the same Mark Addy).



Woden Street footbridge. The boat is coming downstream off the river Irwell and on to the Manchester Ship Canal 1990.

End of Manchester Ship Canal.

RIVER IRWELL

(distances from Woden Street Footbridge).

(right) Former entrance from Bridgewater Canal (Hulme Lock) and entrance of River Medlock.



1983.

250 yards
300 yards

(right) Harry Ramsden's Landing Stage (**PRIVATE**).
Regent Road Bridge.



Regent Road Bridge seen from downstream 1990.

400 yards

(left) Re-excavated **Salford City Wilburn Street Manure Wharf.**



1986.

C700 yards
(2001).

Trinity Way Bridge (Manchester Inner Relief Road) across the river at this point

Railway Bridges (former Liverpool and Manchester Railway).



2008.

Princes Bridge is now a footbridge, and sweeping over the top of that is the **Ordsall Chord Railway Bridge** completed in 2019. It is the first asymmetric network bridge in the world.



950 yards

In the northern angle of the Ordsall Chord Bridge and the river, is the entrance to the partly restored Manchester Bolton and Bury Canal, which is entered through the Margaret Fletcher Tunnel under the Inner Relief Road and is partly formed from the original entrance staircase locks.



2009.

Moor on left bank between here and "Mark Addy" Pub

Then (right) former Granada Studio Tours Landing Stage (**PRIVATE**) followed by reconstructed entrance Lock to **Manchester and Salford Junction Canal** and Victoria and Albert Hotel in former Navigation Warehouses.



1998.

1200 yards

Irwell Street Bridge.



1998.

1450 yards

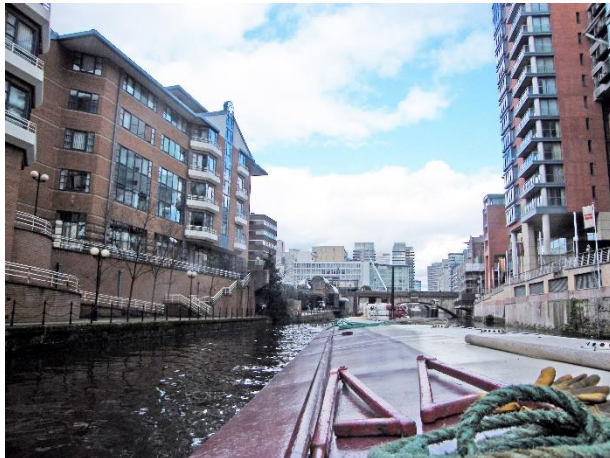
(left) Mark Addy Pub.



Seen from Albert Bridge 1990.

1500 yards

Albert Bridge.



Seen from downstream 2009.

1650 yards

Trinity Footbridge (constructed 1995).



1998.

1 mile 100 yards

Blackfriars Bridge (*Seen from Trinity footbridge*) Narrow Arches.



2005.

Water speed increases at time of flood.

Above here, on the inside of the bend, the river is shallow on the left-hand bank, about one third of the way across. At normal level there is 30-60 cm (1-2 feet) depth for that third of the river and considerably less if the river level drops in drought. The rest of the river is 3-4 m (9-13 feet) deep.

1 mile 250 yards

Victoria Bridge.



1990.

1 mile 350 yards

Cathedral Approach (bridge).

Over this stretch there is an increasing width of **hard** debris on the right bank which, by the entrance of the River Irk, spreads a quarter of the way across the river.



1998 *Salford Bridge in the distance.*

1 mile 400 yards

Salford Bridge and River Irk enters (right). Depth decreases dramatically. Only adequate depths for inland craft in times of flood beyond this point - and then the river runs very fast!

Immediately

Victoria Station (bridge or tunnel).



1998.

There are no signs to indicate that the river is becoming shallower or that navigation is not usually possible.

ROUTE LIST

(for description refer to opposite direction)

(Manchester to Eastham)

MANCHESTER SHIP CANAL

(Distances from Woden Street Footbridge)

	Woden Street Footbridge.
1/2mile	Pomona Dock 3 and Pomona Lock to Bridgewater Canal (left).
3/4mile	Metrolink Bridge.
1 mile	Trafford Road Fixed Bridge Trafford Road Swing Bridge (now fixed).
1 1/2miles	Turning basin.
	Entrance to Salford Quays (Welland Lock) right.
1 3/4 miles	Millennium Lift Footbridge.
2 miles	Media City Swing Footbridge.
2 1/4 miles	MODE WHEEL LOCKS
3 miles	Centenary Lift Bridge.
4 1/2miles	Barton Swing Aqueduct and Barton Swing Road Bridge.
5 1/4 miles	Salford City Gateway Lift Bridge.
	M60 (formerly M63) High level viaduct.
5 1/2miles	BARTON LOCKS
7 1/4 miles	IRLAM LOCKS (Swing footbridge over).
7 3/4miles	Irlam High Level Railway Viaduct.
8 miles	River Mersey enters (left).
9 miles	Partington Wharf and Coaling Basins.
9 3/4miles	Cadishead High Level Railway Viaduct.
10 1/4 miles	Warburton High Level Road Bridge.
13 miles	River Bollin enters left. River Mersey leaves right.
13 1/4 miles	M6 southbound viaduct. M6 northbound viaduct.
13 1/2miles	Thelwall Ferry.
15 miles	LATCHFORD LOCKS.
15 1/4 miles	Latchford High Level Railway Viaduct.
15 1/2miles	Knutsford Road Swing Bridge.
16 miles	Latchford High Level Road Bridge.
16 1/2miles	Northwich Road Swing Bridge.
17 miles	Entrance channel to Walton Lock (right).
17 1/2miles	Chester Road Swing Bridge.
18 miles	Acton Grange High Level Railway Viaduct.
18 1/2miles	Moore Lane Swing Bridge.
21 miles	Mersey Gateway Bridge approach.
22 1/4 miles	Old Quay Swing Bridge.
23 1/2miles	Runcorn/Widnes High Level Road Bridge (Silver Jubilee Bridge).
	High Level Rail Bridge.
23 3/4miles	Former entrance to Bridgewater Canal Locks then "Bridgewater House" and site of Runcorn Docks (all left).
26 miles	Entrance to Weston Point Docks (left).
27 miles	Weaver Sluices (right) Weaver Estuary (left) and entrance to Weston Marsh Lock (Weaver Navigation) to left of estuary. Remember if turning up the river Weaver to keep just to the Ellesmere Port side of the multi-piece marker and then head straight for Weston Marsh Lock. Moor, if necessary, to the right-hand staging.

29½miles

Marker 107 (left) and marker 108 (right).
Extinguish all naked lights and turn off mobile phones until Ellesmere Port.

33 miles

**Ellesmere Port. ENTRANCE TO SHROPSHIRE UNION CANAL
on left. (Distinguishable by old lighthouse to right of entrance.)**

36 miles

EASTHAM TIDAL LOCKS TO RIVER MERSEY



Eastham Ship Canal big lock 2005.

Four articles which appeared in **Waterways World** may be of interest:

Waterways World March 1998 pages 46-49 “Uncharted Waters?” [MSC] - *John Fletcher*

Waterways World April 1998 pages 26 & 44-47 “Uncharted Waters?” [MSC] - *John Fletcher*

Waterways World September 1998 pages 48-51 “Salford Quays” - *John Fletcher*

Waterways World October 1998 pages 54-57 “Dutch Courage” [River Weaver via MSC] - *Conny Padding.*

Both authors are members of IWA North West Region.

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