

TRENT FALLS

A SKIPPERS GUIDE TO THE PASSAGE PLANNING AND TRANSIT OF TRENT FALLS

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**INLAND
WATERWAYS
ASSOCIATION**



Version 1 (April 2026)

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Contents

	page
Introduction.	2
Contact details for Accompanied Assistancess'	3
Safety.	4 - 6
Initial Planning - Tides and timings.	7 - 11
Initial Planning - Water levels.	12 - 16
Weather.	17 - 18
Locks.	19 - 20
On day of transit.	21 - 24
Anchorage	25 - 26
Passage Plan Template and Check List	27 - 30
Appendices	
1 Worked example	31 – 33
2 Key Links to documents, telephone number & web pages.	34

Introduction.

The recurring closures of the Vazon Sliding Rail Bridge have increasingly compromised dependable access to and from the Trent. These interruptions, arising from mechanical malfunctions or prolonged periods of elevated summer temperatures, have rendered passage for boaters unpredictable.

As a result, individuals traveling north or south have experienced significant limitations regarding viable routes. In 2025, all three alternative crossings over the Pennines (the Rochdale, Huddersfield Narrow, and Leeds Liverpool canals) were closed due to water shortages, leaving navigation via Trent Falls as the only remaining alternative. This route assumes particular importance when the Stainforth & Keadby Canal is unavailable or for vessels exceeding 62 feet in length that are unable to pass through Thorne Lock.

It is crucial to underscore that those lacking experience with tidal waters should not undertake this transit without accompanied assistances or other Skippers very familiar with the route.

This guide specifically addresses procedures for navigating around Apex Light at Trent Falls without the need for anchoring, although an additional chapter is dedicated to anchorage protocols if circumstances require.

It covers calculating arrival times at Apex Light to align with the first flood tide, thus facilitating a seamless transition between rivers during ebb and flow. Timing typically necessitates travel at low water, this guide also provides guidance on verifying adequate depth based on vessel draft. Furthermore, it examines meteorological considerations, including the implications of wind-over-tide scenarios and offers recommendations regarding dangerous wind conditions.

Wind, and its effect on wave height should be your number one concern.

Schedules for accessing Goole and Keadby locks will be evaluated to determine their suitability for coordination with the first flood at Apex Light. The guide concludes with an overview of the transit itself, emphasizing critical navigational waypoints along the route.

With the information shared here a skipper should be able to construct the Passage Plan necessary to safely perform this voyage

If this is of an interest to you then please read on.

IMPORTANT NOTE

This document should be read in conjunction with The Boating Association Charts for The Ouse to Trent Falls and Cromwell Lock to Trent Falls. References to 'the red line' and 'transit lines' refer to the course a boat should take to follow the deepest channel of the river and are shown in these documents.

Latest version published 2026

Contact details for Accompanied Assistancess.

Below is a list of individuals known to offer Accompanied Assistance for passage around Trent Falls. As skipper, you will remain fully responsible for the safety of your boat and crew throughout. If Accompanied Assistancess is obtained for the passage remuneration in way of expenses etc. will be discussed with the person carrying out the service.

Alphabetical List of known Accompanied Assistancess for Trent Falls transits

Karl Acaster: 07970 984773

John Dean: 07989 226280

Email: deansmarines@hotmail.com

Kevin Hornshaw: 07850 752387

Safety.

As the Skipper of your vessel, you bear the ultimate responsibility for ensuring the safety of yourself, your crew, and your craft.

Inexperienced skippers, or those unfamiliar with tidal waters or Trent Falls, should use an accompanied assistance. Traveling with another boat is always advised.

It is recommended that the following equipment be carried at a minimum and used appropriately as required.



The Ouse, Humber, and Trent rivers can be deep, wide, and fast-flowing. Everyone on board, including pets, should wear a lifejacket. Wearing a high-visibility vest is recommended for easier locating in the water.

- **Charts:**

- Obtain "River Trent (Tidal) Cromwell Lock to Trent Falls" and Trent Falls to Naburn, These two documents are considered to be essential. (Buy Here – [Shop – The Boating Association](#)) or might be obtained from the CRT Lock Keepers.

- **ABP Hydrographic Surveys** (Download for information)

- [River Ouse Hydrographic Survey](#)
- [River Trent - Burton Stather to Keadby - Hydrographic Survey](#)
- [River Trent - Trent Falls to Burton Stather - Hydrographic Survey](#)

- Ensure your anchor, chain, and rope are ready to use and securely fastened. Plan how and when to rig and deploy them. Further information on requirements can be found here

<https://waterways.org.uk/trent-anchors>

- **VHF** It is a ABP Bylaw that VHF watch is to be maintained at all times between the ports of Goole and Gainsborough. Whilst on the river Ouse a listening watch should be maintained on Chanel 14 and on Chanel 15 whilst on the Trent.
 - Port of Goole VHF Ch.14
 - Keadby Lock VHF Ch.74
 - Barges use VHF Ch.17 (Listening watch)
 - Ask Advice VHF Ch.8 (call Trent Ships for moving vessels).

And carry a mobile phone with Lock Keepers numbers programmed in - ensure both are to hand where you can hear an incoming call!

ABP Bylaws:

VHF watch to be maintained

9. (1) In this Bylaw references to Areas (i), (ii), and (iii) are references to the areas respectively described in sub-paragraphs (i), (ii), and (iii) of the definition of “the Humber” in Bylaw 4(1) hereof.

(2) ~~3~~ Subject to the provisions of paragraph (c) of this Bylaw, the master of a power-driven vessel underway shall maintain a continuous listening watch on the appropriate VHF channel for the area in which he is navigating as specified below:-

Area (i) -Channel 14

Area (ii) (downstream of Keadby Bridge) -Channel 8

Area (ii) (upstream of Keadby Bridge) -Channel 6

Area (iii) -Channel 12

(3) The master of a power-driven vessel who is using an operational radio channel for berthing purposes need not comply with the provisions of paragraph (b) of this Bylaw but shall maintain a dual listening watch on VHF Channel 16 (International Distress Frequency).

(The following note does not form part of the Bylaws.)

~~3~~ Bylaw 9(2): The VHF channels referred to in this paragraph have changed. The channels are now as follows:

follows:

Area (i) Channel 15

Area (ii) (Upstream and downstream of Keadby Bridge) Channel 15

Area (iii) (Upstream of Humber Bridge) Channel 15

Area (iii) (Downstream of Humber Bridge to the meridian of Channel 12

longitude which passes through the No. 4A

(Clee Ness) Light Float in the Lower Humber)

Area (iii) (Downstream of the meridian of longitude which Channel 14

passes through the No. 4A (Clee Ness) Light Float

in the Lower Humber)

(These paragraphs are taken from ABP Bylaws as written!)

- When sailing or anchoring in darkness or limited visibility, follow International Regulations for Preventing Collisions at Sea for lights and shapes.

Note: Trent Locks are not staffed at night.

- Keep your engine well-maintained, as failure is the main cause of vessel immobilisation. In tidal waters, fuel contamination—often from water or debris stirred up by movement—is a common problem, unlike in slow moving canals. If your engine fails on tidal waters, you may lose control due to currents. To prevent this, regularly inspect or polish fuel tanks to avoid sludge buildup.

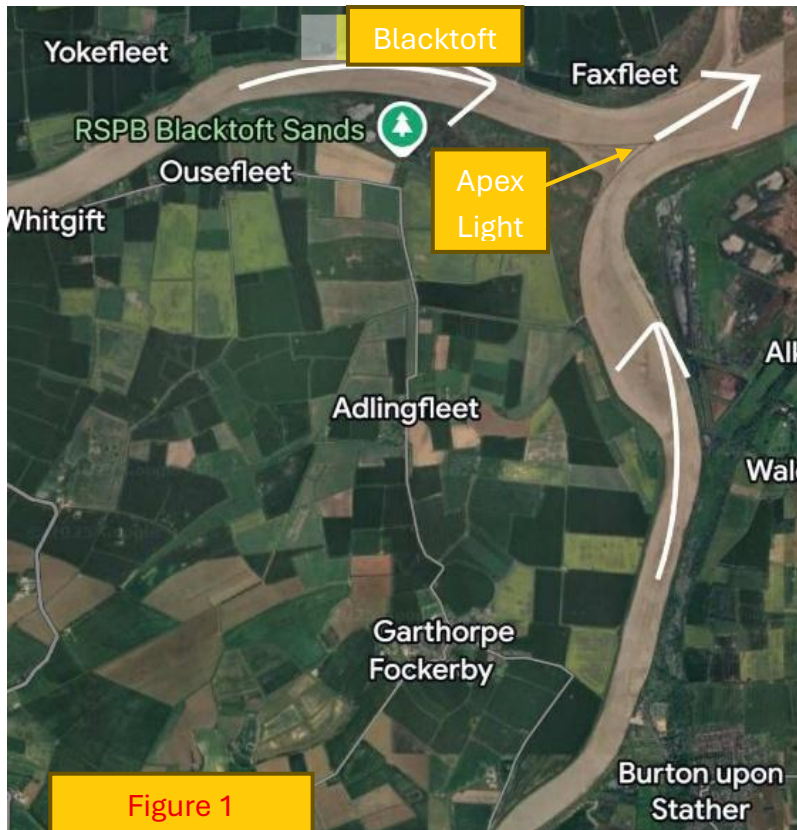


- Reliable engine operation and clean fuel filters are crucial. On calm canals, sludge settles harmlessly, but waves can mix contaminants into fuel, risking blockages. Filling fuel tanks before departure helps limit disturbances.
- Always carry spare fuel filters and tools. If your engine fails mid-crossing, secure your boat to a buddy vessel for towing and steering, then change filters when safe. Ensure no air remains in the system and the engine runs smoothly before disconnecting.
- Since passage may be choppy for inland boats, Engine room ventilators or air intakes near the waterline should be made watertight and suitable alternative ventilation arranged. Inland waterway craft with forward cockpits should have cratch covers in place and/or close forward-facing doors.
- Make sure the bilge pump is functioning properly and has been tested before the journey begins.
- Confirm with your insurer that you have comprehensive coverage that includes this section of the Humber as prior notification of passage outside Inland Waters may be necessary. Contact your insurance company before your journey to clarify the scope of coverage and determine if any additional measures are required (such as engaging a licensed Guide if stipulated by your policy). Cover will differ across providers.³

Initial Planning - Tides and timings.

This guide seeks to offer comprehensive guidance to assist skippers in planning a passage around Trent Falls without the necessity of anchoring. Given these constraints, the available window for safe passage may be significantly limited. For alternative timings of routes, it is advisable to obtain accompanied assistance

The reasons for planning a transit without anchoring are primarily safety.



Consider this image (figure 1), the Ouse and the Trent both flowing towards Apex light, at which point they converge to form the Humber. If you arrive at Apex point before low water or start of first flood and start to travel up the other river then you will be pushing against the flow. That might not be a problem for a river cruiser but a low powered boat in strong flows it could be difficult. It could even result in the combined flow of both rivers pushing you down the

Humber.

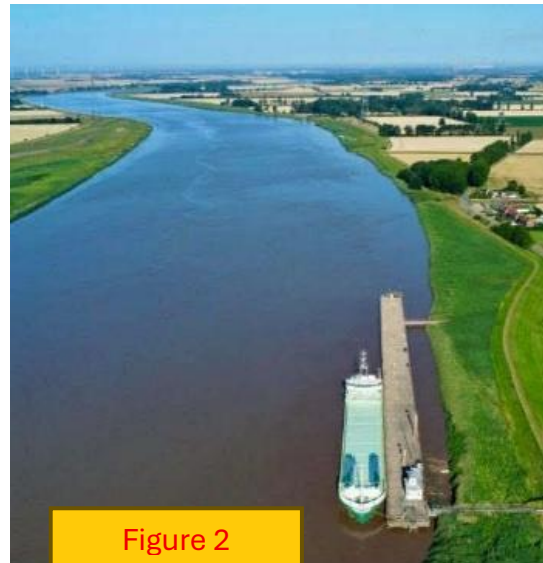
Therefore, timing is paramount. You need to time your arrive at Apex Light around 20 minutes before first flood commences, in which case you will have come down one river on the outgoing tide to then be helped back up the other on the incoming tide.

You will note the figure 1 satellite image has Blacktoft marked (top centre) and Apex light.

Blacktoft (figure 2) has daily tide tables and tidal curves, detailing the times and heights of both high and low water

For the start of our calculations regarding when to depart to get to Apex light at the point the tide turns, there are two times to consider.

- Low water at Trentfalls
- Time of first flood at Trentfalls.



Blacktoft Jetty looking upstream.

How to obtain the times for Low Water at Trent Falls (Blacktoft).

The distance from Blacktoft to Apex light is about 2.5 km (1.6 miles), taking 10–15 minutes at 6 knots. Given their proximity, you can use the published Low Water times

Right now, the water height at Blacktoft is approximately 3.97m.

for Blacktoft, available for free for seven days at [Blacktoft Tide Times | Tide Times](#) (extended forecasts require a small fee).

Tide Times		BST: <input checked="" type="checkbox"/>
Hi/Lo	Time	Height
Low	01:47	0.25m
High	06:11	5.06m
Low	14:25	-0.42m
High	18:46	5.14m

Figure 3 shows an example of the information provided in the Blacktoft Tide

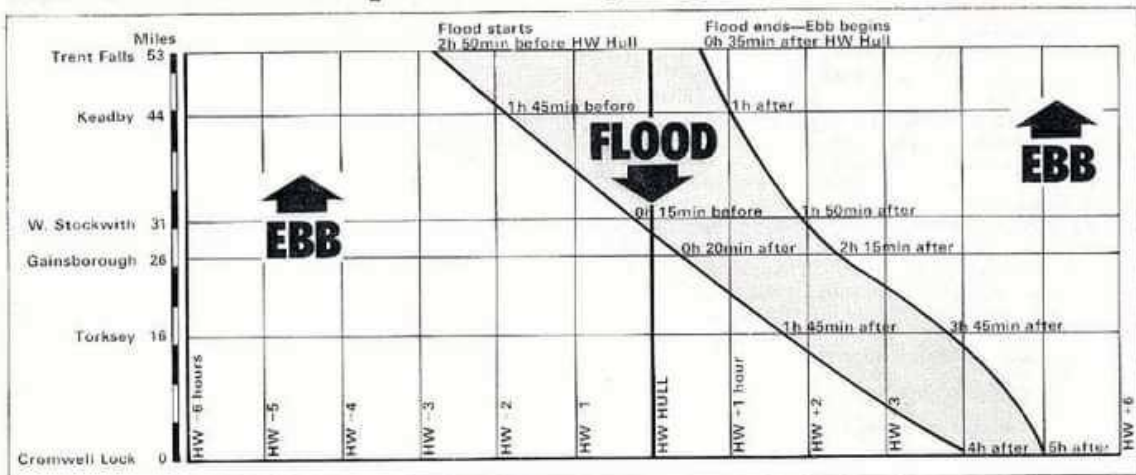
Note: 'First Flood' at Apex always occurs **AFTER** low water here.

Figure 3

Calculating Times of First Flood at the Apex Light.

Figuring out the time of first flood at Apex Light requires understanding the differences between **Spring** and **Neap** tides, their tidal **Range**, and adjusting timings accordingly. While LW Blacktoft's timing can be taken directly from standard tide tables, all other reference points along the Trent or Ouse use predicted high water (HW) times at [Hull \(Albert Dock\) Tide Times | Tide Times](#). These tables offer up to seven days of free data. First flood timing at Trent Falls is based on HW at Hull, but adjustments for Spring and Neap tides are necessary, as the time difference varies.

The Trent's tidal pattern – Spring Tides



.... and at Neap Tides

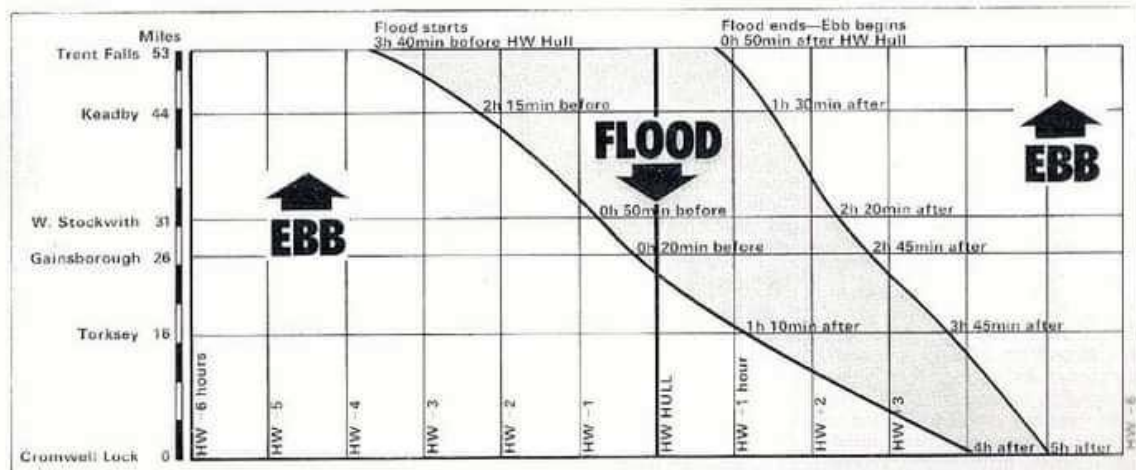


Figure 4

The figure 4 chart shows that flood onset at Trent Falls ranges from 2 hours 50 minutes before HW Hull on Spring Tides to 3 hours 40 minutes before on Neap Tides—a 50 minute difference depending on the tidal cycle. However, simple extrapolation between Spring and Neap tides does not accurately predict flood timing.

The adjustment needed depends on the **Range** between HW and LW at Hull for your chosen tides (HW minus LW = Range), so more precise calculation is required.

To calculate Time difference between Spring and Neap tides.

Hi/Lo	Time	Height
High	05:31	7.10m
Low	12:14	0.93m
High	18:11	7.03m

This (Figure 5) is taken from the [Hull \(Albert Dock\) Tide Times | Tide Times](#) website for 19 October 2025.

HW at 18:11 has a height of 7.03m; LW at 12:14 is 0.93m.

Range: 7.03 – 0.93 = 6.10m.

According to the table 1 below, a 6.10m range (near enough to 6.0) means the flood starts 3 hours and 4 minutes before HW, so the flood at Trent Falls begins (HW Hull) 18:11 less 3:04 = 15:07.

Subtract from Hull High Tide to get “First Flood” (Waterways World). Predictions can vary due to fresh water, wind, and atmospheric pressure.

Tide “Range” at Hull (Albert Dock)	7.0m Springs	6.5m	6.0m	5.5m	5.0m	4.5m	4.0m	3.5m Neaps.
Predicted First Fresh at Apex Lt BEFORE Hull (A.Dock) HW	2hr 50m	2:57	3:04	3:11	3:18	3:25	3:32	3hr 40m

Table 1

Table 1 has been colour coded bases on the Range. Springs having the highest flow with the highest highs and the lowest of low tides. These are shown as Red and transits in these conditions would not be advised. Between 5.5m and 5.0m theses are amber and transit with caution below that are green.

This example shows a Low Water time at Blacktoft (from figure 3) of 14:25 and flood calculated as starting at Apex Light at 15:07. Use these calculations to plan your departure, but remember that tidal rivers are unpredictable. In this example if first flood is predicated at 15:07 you need to plan arrival at Apex Light around 20 minuets beforehand so I would be planning to arrive at Apex Light around 14:47.

For actual slack water and flood start times from the past five days, check [River Ouse level at Blacktoft - GOV.UK](#), the closest EA station to Trent Falls (about 10–15 minutes away).

River Ouse level at Blacktoft

[Map](#) [Upstream](#) [Nearby levels](#)

Latest at 5:30pm on 19 October ⓘ

Height 2.73m ⓘ Trend Rising ⓘ

Height in metres over the last 5 days

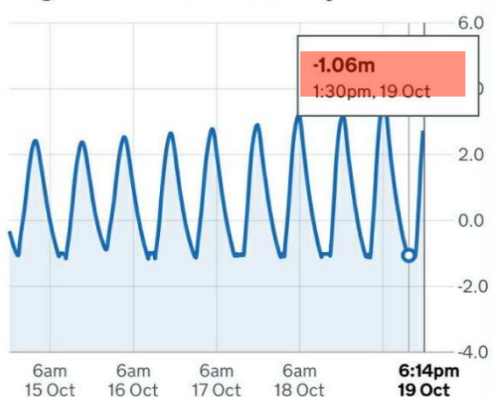


Figure 6

River Ouse level at Blacktoft

[Map](#) [Upstream](#) [Nearby levels](#)

Latest at 10:30pm on 19 October ⓘ

Height 0.56m ⓘ Trend Falling ⓘ

Height in metres over the last 5 days

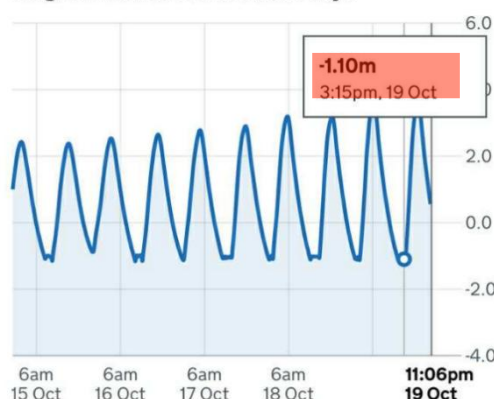


Figure 7

On 19 October 2025, Low Water at Blacktoft occurred earlier than expected (shown in figure 6) at 13:30 (published time was 14:25), then remained at this low level until 15:15 (shown in figure 7) when a rapid rise indicates “First Flood” had passed. Start of Flood at Apex Light therefore matched forecasts more closely, versus the calculated time of 15:07.

Initial Planning - Water Levels.

To understand how much depth of water you have at a given time on tidal rivers such as the Ouse and Trent you need to refer to the ABP Hydrographic Survey Charts.

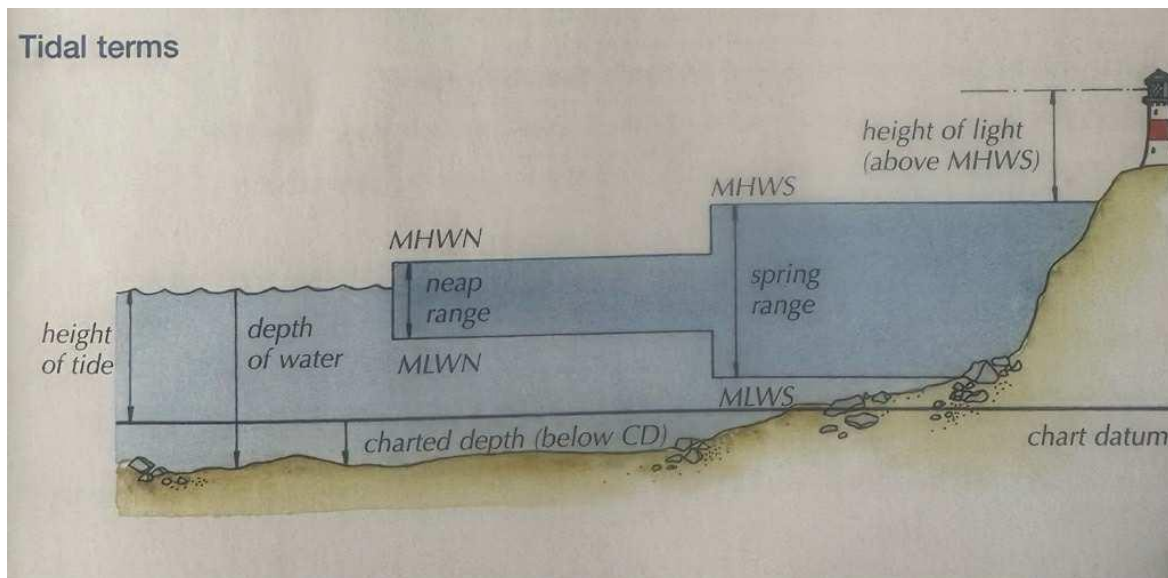
[River Ouse Hydrographic Survey](#)

[River Trent - Burton Stather to Keadby - Hydrographic Survey](#)

[Rivert Trent - Trent Falls to Burton Stather - Hydrographic Survey](#)

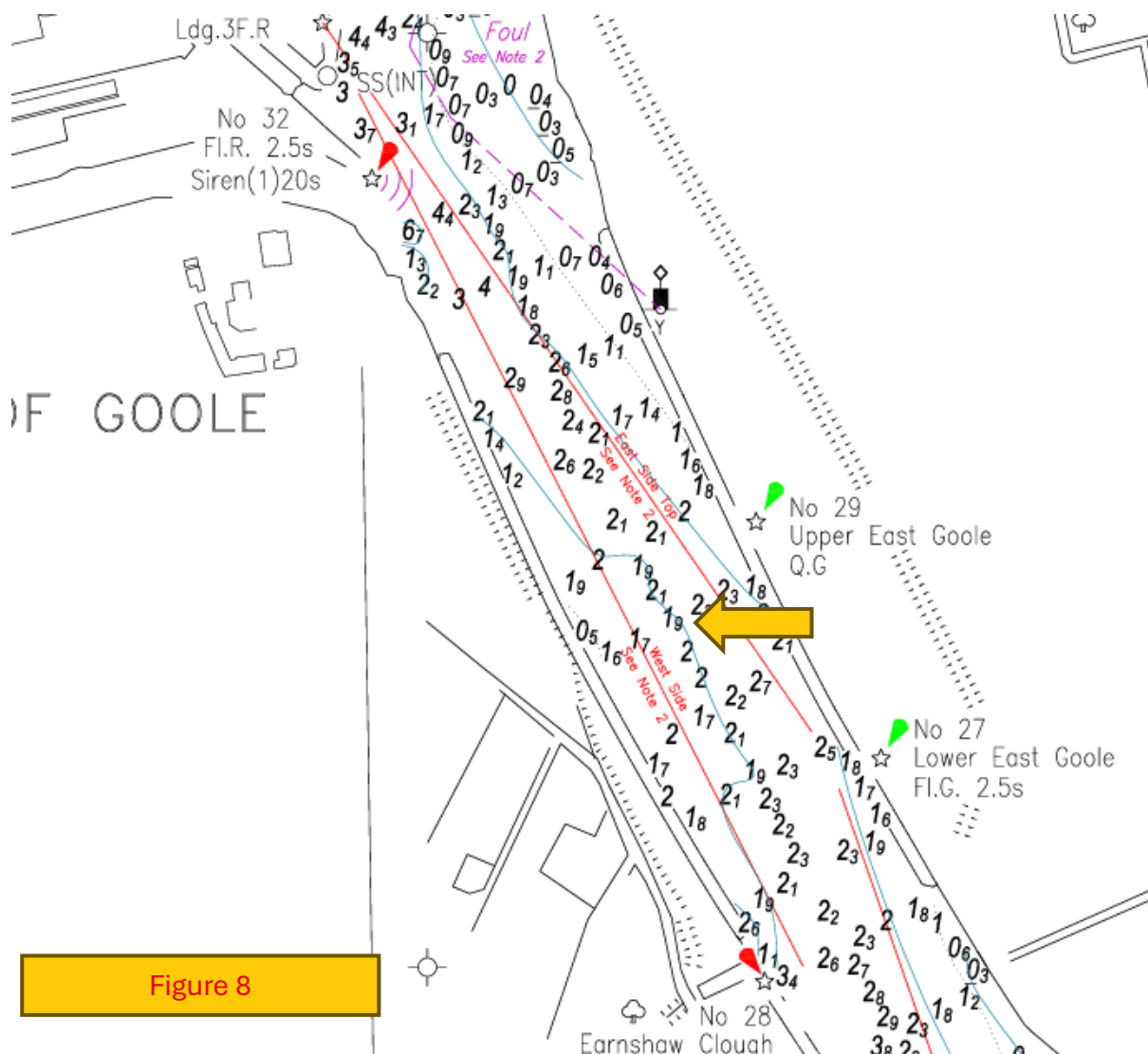
These charts give the depth below Chart Datum' (CD)

Charted depth uses a reference point known as the chart datum—usually set at the lowest tide level that can be predicted (like the Lowest Astronomical Tide). Mariners use these depths added together with the “height above Chart Datum” given by tide tables to navigate safely, thus the real water depth will usually be higher than what’s shown on the chart depending on the tide at the time.



However, confusingly, the time of the river flow changing direction at “First Flood” will occur sometime after “Low tide” and this must be allowed for during transits of Trentfalls

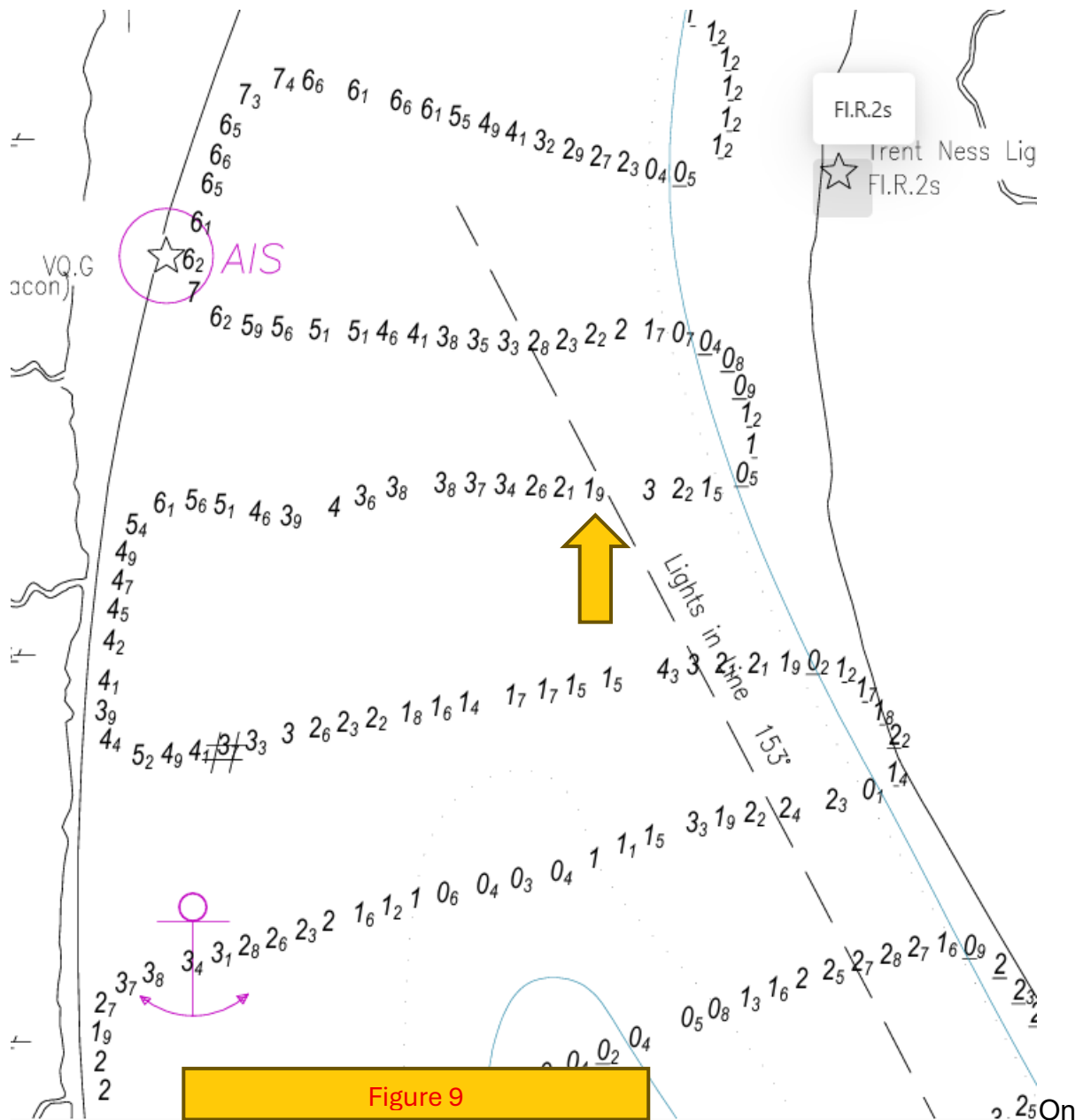
The Boating Association Charts “Red Line” does not give an actual depth only where the deepest water is to be found. Nor does it give an indication of channel width (which may be anything from a few metres to the full extent of the river – so in preparation for this voyage boaters are recommended to consult and study the most recent Hydrographic Survey to better understand the need for accurate following of the “Red Line on the Boating Association Charts.



Right now, the water height at Blacktoft is approximately 3.97m.

From the ABP [River Ouse Hydrographic Survey](#) (the lowest channel depth is 1.9m below Chart Datum, located as shown in figure 8 just downstream of No. 29 Upper East Goole Q.G. For Blacktoft on 19 October at low tide (14:25, -0.42m), the expected water depth at this point would be is 1.48 metres (1.9 + (-0.42)).

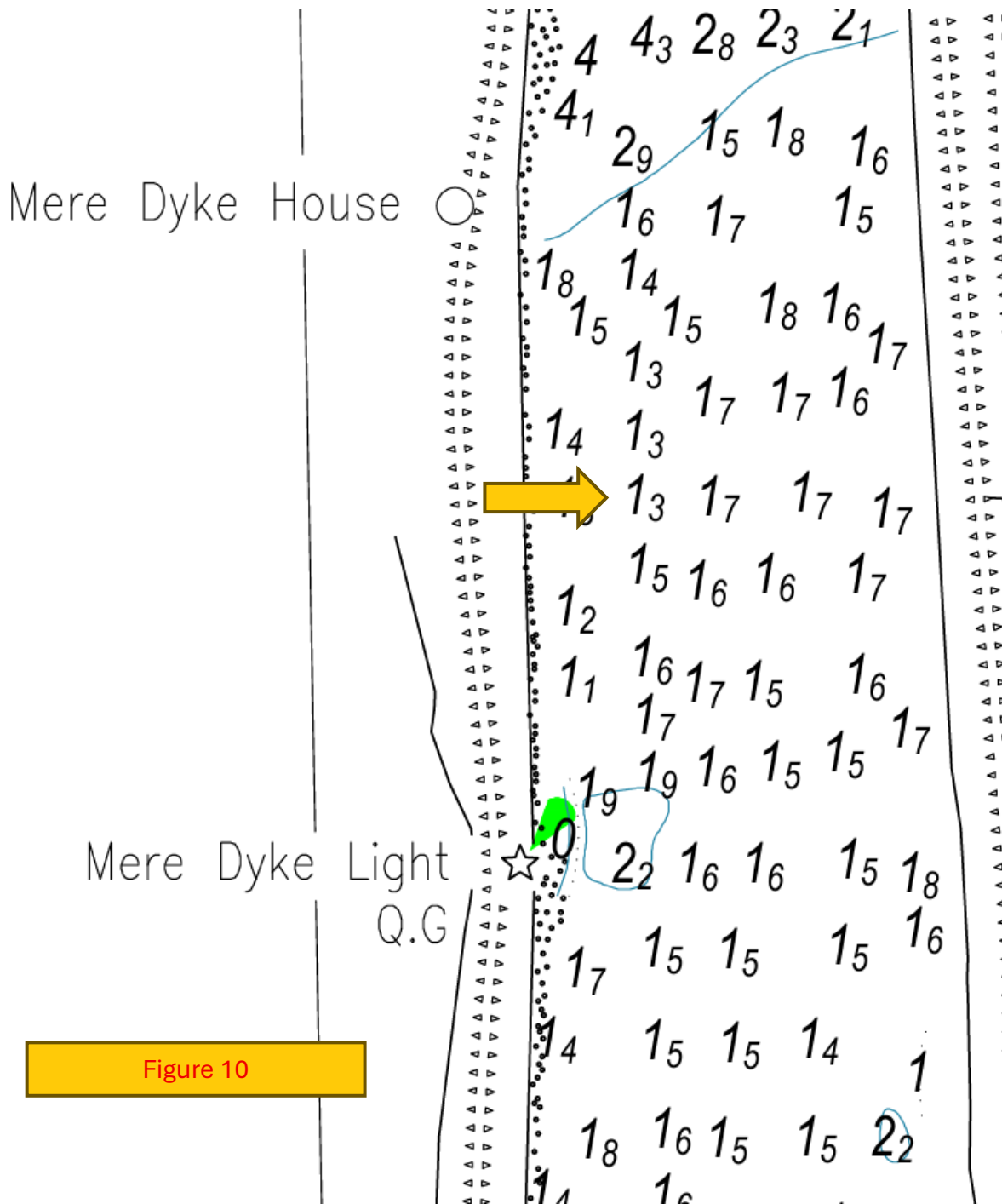
Tide Times		BST: <input checked="" type="checkbox"/>
Hi/Lo	Time	Height
Low	01:47	0.25m
High	06:11	5.06m
Low	14:25	-0.42m
High	18:46	5.14m



The [Rivert Trent - Trent Falls to Burton Stather - Hydrographic Survey](#) the lowest depth below Chart Datum, when following the channel along the 'Lights in Line 153°' line, is 1.9 metres as shown above in figure 9

Therefore, the calculated minimum expected water depth along this transit line would be:

$$1.9 + (-0.42) = 1.48 \text{ metres.}$$



Finally, according to the [River Trent - Burton Stather to Keadby - Hydrographic Survey](#), the shallowest point below Chart Datum within the channel is located just upstream of Mere Dyke House, where a measurement of 1.3 metres below Chart Datum was recorded as shown above in figure 10

Accordingly, the anticipated depth of water at Mere Dyke House is calculated as follows:

$$1.3 + (-0.42) = 0.88 \text{ metres.}$$

It is important to note that at Goole and Blacktoft, the volume of freshwater flowing down the river has minimal impact on the height of **high water**. The levels indicated for **low water** correspond to periods of low river flow; however, elevated river flows may increase water levels by up to 0.3m at Blacktoft and 0.6m at Goole.

For accurate navigation, it is recommended to consult river level information for both the Trent and Ouse. Daily updates for the Trent are available each morning via the 'Flood Gauge Indicator.' No equivalent indicator exists for the Ouse. Additionally, be aware that the lock keeper at Naburn Lock will prohibit passage if the river level exceeds 1m, as referenced here: <https://check-for-flooding.service.gov.uk/station/8145>.

Any level above 1m on the Ouse at Naburn should be treated as a critical warning.

We have now established that the minimum depth of water for this example trip on the 19 October 2025 is going to be no less than 0.88 metres we can now carry this over to the checklist and compare it against the draft for your own boat.

Weather.

There are two key weather factors to consider: visibility and wind. If forecasts indicate poor visibility due to fog or similar conditions, avoid going onto the river and wait for a better day. Wind strength and direction also require careful assessment, especially regarding their interaction with tidal flow.

Onshore winds: When wind blows from the water towards the land, it pushes water up the river, causing higher high tides and potentially eliminating low tide exposures.

Offshore winds: Winds blowing away from the land can push water out of the river, resulting in lower high tides and more extensive low tide exposures.

Stronger winds: The effect is more pronounced with stronger winds, as they have a greater ability to move large volumes of water. How does this effect the wave and current conditions?

Wind-against-tide: This occurs when the wind and the tidal current are in opposite directions. The clash between the two opposing forces creates steep, choppy, and rough conditions, **which can be dangerous for boats.**

Wind-with-tide: When wind and tide are moving in the same direction, it can result in smoother water, as the wind reinforces the tidal current.

Wind-induced currents: Winds can also generate their own currents, which can sometimes be stronger than the tidal currents and can reverse the direction of flow within an estuary.

The Gloucester Pilots who provide a Pilot service between Sharpness and Bristol on the River Seven have this to say in respect of weather.

'This is the greatest factor to take into account when planning a passage, especially in vessels not primarily designed for open water (e.g. narrowboats and widebeams) Gloucester Pilots will take no risks regarding the weather. It is better to miss a couple of opportunities than to take a risk and come to grief! A rule of thumb for us is to use force 3 as a maximum but then the direction of travel and the direction of the wind has to be taken into account. Wind and tide in the same direction can help make for a smooth sea, whereas in opposite directions conditions can become unpleasant or even unsafe, especially for narrow boats. Despite much improved forecasting the pilot may opt to postpone at the last minute if he thinks it unsafe.'

If you are planning a transit around Trent Falls then I would recommend that you use the same 'rule of thumb' as the Gloucester Pilots.

Force 3 on the Beaufort scale corresponds to a gentle breeze with wind speeds ranging from 7 to 10 knots (8 to 12 mph or 12 to 19 km/h). This wind speed causes leaves and small twigs to be in constant motion, and it extends light flags. It is therefore not much of a wind.

The weather is not something you can plan for, you need to check the weather conditions on the day, do not be tempted to take risks, as the Gloucester Pilots say 'It is better to miss a couple of opportunities than to take a risk and come to grief!'

Weather Forecast – No limit set on Humber, Guide: Inland Craft subject to Force 3 limit on River Severn

[Goole \(East Riding of Yorkshire\) weather - Met Office](#) Wind in Beaufort Scale

12:00	13:00	14:00	15:00	16:00	17:00
Weather symbols <i>i</i>					
Chance of precipitation <i>i</i>					
40%	40%	70%	70%	60%	60%
Temperature °C <i>i</i>					
13°	14°	14°	13°	13°	13°
Feels like temperature (°C) <i>i</i>					
11°	12°	12°	12°	12°	12°
Wind direction and speed mph <i>i</i>					
SE	SE	SE	SE	SE	ESE
10	10	10	9	8	7
Wind gust (mph) <i>i</i>					
18	18	17	17	14	11
Visibility <i>i</i>					
G Figure 11 B					

From the examples shown in figure 11, the visibility is good. The wind is from the South East at 7 to 10 mph gusting between 11 and 18 mph.

Whilst the wind speed is within force 3 the gusting of up to 18 mph would lead me to consider another day if I was planning a transit in these weather conditions.

Using accurate forecasting tools can help identify suitable windows for transit. Apps such as Met Office and XC weather, both are free and will provide a comparator, which is always useful.

Locks.

The cruising time between Apex Light and both Goole and Keadby are roughly 2 hours at a speed of 6 knots. To manage your timing, plan to reach Apex Light around the expected time of Low Water; but no later than 20 minutes before first flood. This gives you a buffer period between Low Water and the start of the flood tide.

You will need to contact both lock keepers to arrange your penning in and out. If you provide them with your expected arrival time at Apex Light (which coincides with Low Water at Blacktoft) and let them know your cruise will take about 2 hours, the lock keeper can then tell you when to arrive for penning out onto the river.

The following information you may find useful for each of the two Locks.

Ocean Lock, Goole – Tel 01405 721128

Ocean Lock, operates 24 hours a day. However, it is only free to use from 2:30 hours before High Water to 1:30 hours after high water.



Exiting Ocean Lock, Goole.

Goole has its own tide tables, so the times of tides can be looked up here. [Goole Tide Times | Tide Times](#) (19th October HW was at 17:13hrs).

Low water time Blacktoft (our target) – 14:25 plus cruise time of 2 hour would give penning out time from Goole at 12:25

Free passage out of Ocean Lock would therefore end 2:30 hours before High Water at 17:03.

On this basis any transit around Apex Light with a target of arrival just before first flood will be outside of Ocean Locks free window. There will therefore be a charge.

GOOLE PLEASURE CRAFT

Location	Charge
Goole Dock Rent	Price on application
Use of Goole Locks outside of the free tidal period*	£75 per pen
The operation of any bridge within the port	£50 per operation

*Free tidal period: 2 ½ hours before predicted high water to 1 ½ hours after predicted high water.

Note: Payment is required at the time the service is performed. Cheques to be payable to Associated British Ports and crossed 'A/C payee only'.

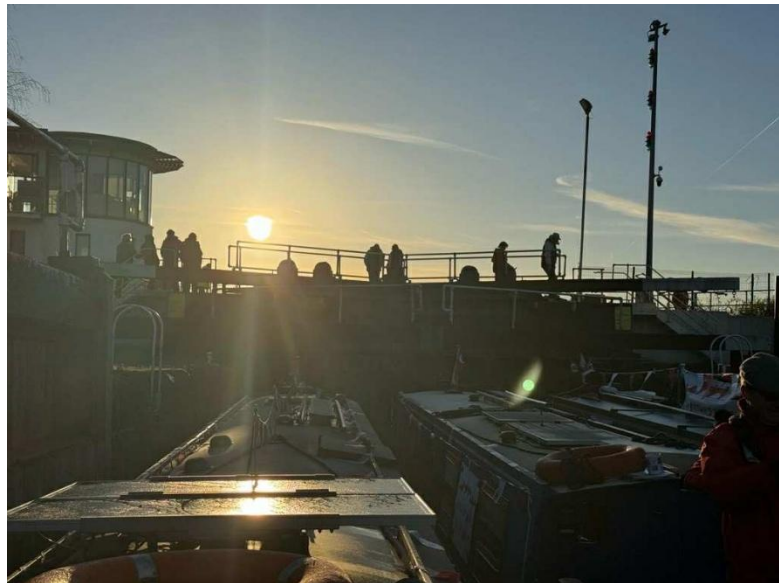
Note this charge is per boat regardless of number of boats being penned out.

Keadby Lock – Tel 01724 782205 mob 07733 124611

- Keadby Lock
- Winter opening (1 Oct to 31 Mar) 08:00 to 16:00 Penning in or out will only be allowed during these core hours.
 - Summer opening Penning in and out will be allowed anytime to suit daylight, tide times and water levels over cill.

Given that the cruising time is about the same from Keadby to Apex light of 2 hours. We can use the same worked example time for penning out of Keadby

Low water time Blacktoft (our target) – 14:25 plus cruise time of 2 hour would give penning out time from Keadby at 12:25



Waiting to be let out at Keadby

Keadby's lock mouth changes regularly due to silt, but generally you can be penned out up to 3–4 hours before Low Water. Book the lock in advance and let the Lock keeper know your preferred time. If locked out early, adjust your speed and follow the tide to avoid reaching the Apex light ahead of schedule.

On the day of transit.

Passage plan done, Goole and Keadby Lock keepers informed of your schedule, weather conditions suitable, crew briefed and checklist complete?

Transit Goole to Keadby.

Aim to reach Apex Light around 20 minutes before start of the flood tide. Before this, you'll be in Low Water with minimal current. The distance from Ocean Lock to Apex Light is about 10 miles, so keep your speed under 5 mph, even with tidal flow. Tick-over speed may suffice.

You may find it useful to mark each mile on your TBA Chart so that an accurate ETA can be continually worked out – and use an “App” on your phone for accurate speed maintenance through out. Typically 5mph with tide behind you will require low engine speed – but be prepared to lose that flow and need to increase engine speed as you approach Apex.

At 5 mph, use the following as a guide to check if you are on schedule.

0:30 hour after departure from Ocean Lock you should be around halfway across the yellow transit line (The Boating Association chart 'Naburn Lock to Trent Falls') between the White Diamonds at Swinefleet. As shown in figure 12.

If you are past this point, slow down, if you have not arrived here speed up.

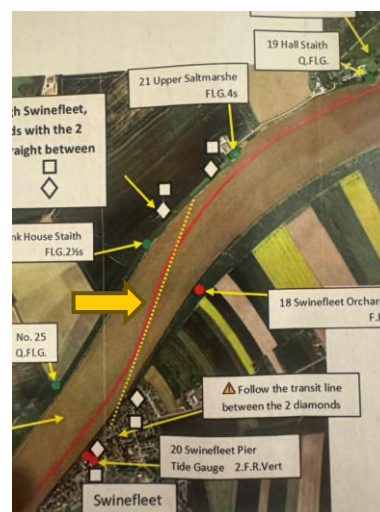


Figure 12

1 hour after departure from Ocean Lock you should be around the '13 Loxton Clough/16 Redness' markers.

Shown in figure 13

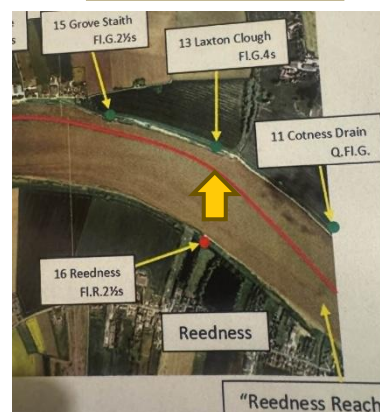


Figure 13

Figure 14



1:15 hours after departure from Ocean Lock around this point. Whitgift Lighthouse
Figure 14

1:30 hours after departure from Ocean Lock by this time you should be at the end of the Yokefleet transit line and Blacktoft jetty should about to come into view. Figure 15

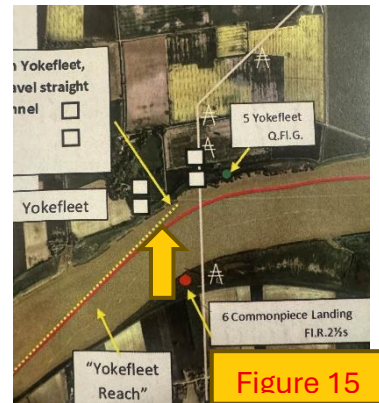


Figure 15

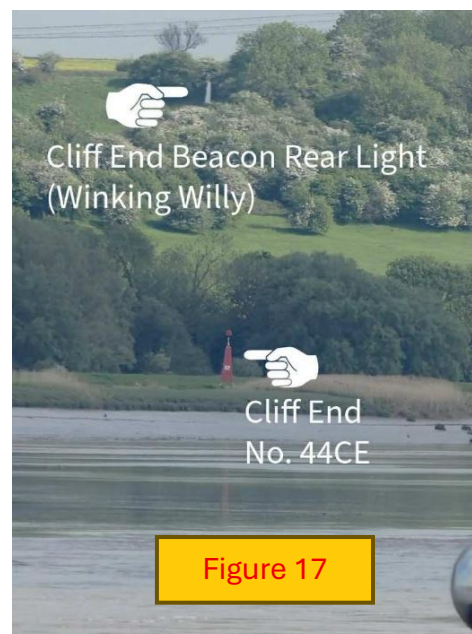
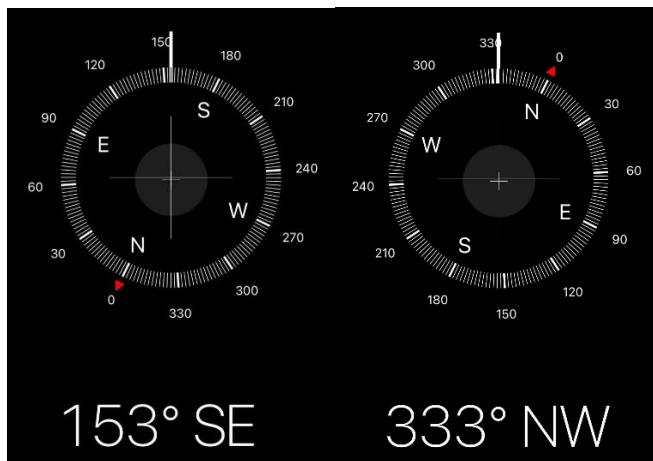
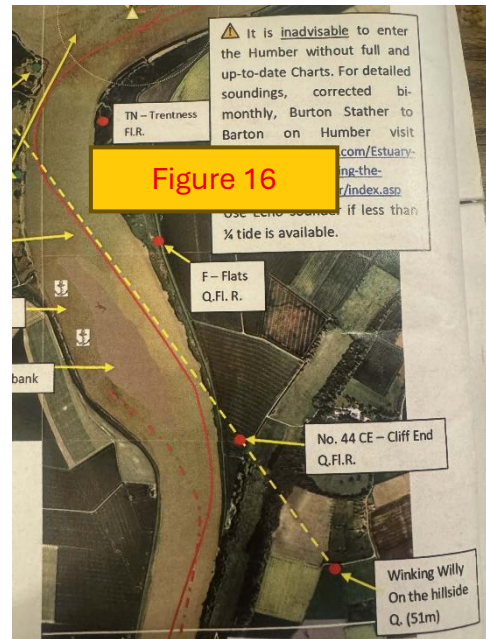
Ideally by the time you have reached Blacktoft jetty it should be low water, proceed to Apex Light to arrive 20 minutes before start of first flood as you go around.

From here you will be on the home straight. However, do not be tempted to up the revs unless your plan is to go somewhere further along the Trent than Keadby. (if you are going further than Keadby, what are you waiting for, get going) Keadby is around another two hours cruising time away.

If you go any faster than tickover you will arrive at Keadby before the tide and may have to stem the tide until the water has lifted to allow you over any silting that may be there.

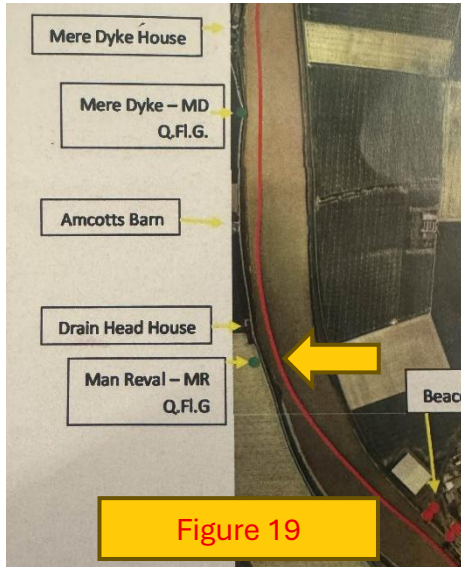
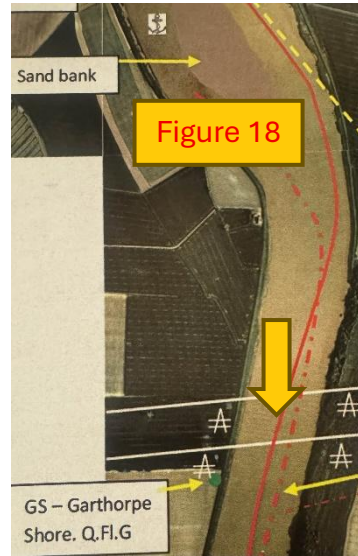
Start a conversation with the Keadby lock keeper after you have navigated the shallow channel beyond Apex Light shown in figure 16. This transit line is referred to as 'transit 153° lights in line'

Note the transit line lines up marker No.44CE – Cliff End with Cliff End Beacon Rear Light otherwise known as Winking Willy shown in figure 17. Then follow compass bearing 153° when going upstream or 333° when going down stream.



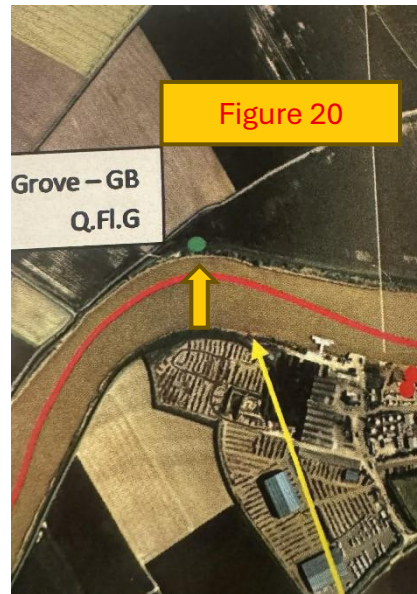
As with your journey from Goole to Apex Light the following may help in timing your journey from Apex Light to Keadby.

0:40 hour after departure from Apex light you will see on the chart two sets of pylons just before the Garthorpe Shore beacon. You should just be passing beneath the power lines. Shown in figure 18



1:10 hour after departure from Apex Light you should be around the Man Reval beacon. Shown in figure 19.

1:45 hours after departure from Apex Light you should be around the Grove beacon. Shown in figure 20



2:00 hours after departure from Apex light entry into Keadby Lock.

Transit Keadby to Goole.

Entry into Goole is 24 hours no restrictions for leisure boats regarding draft.

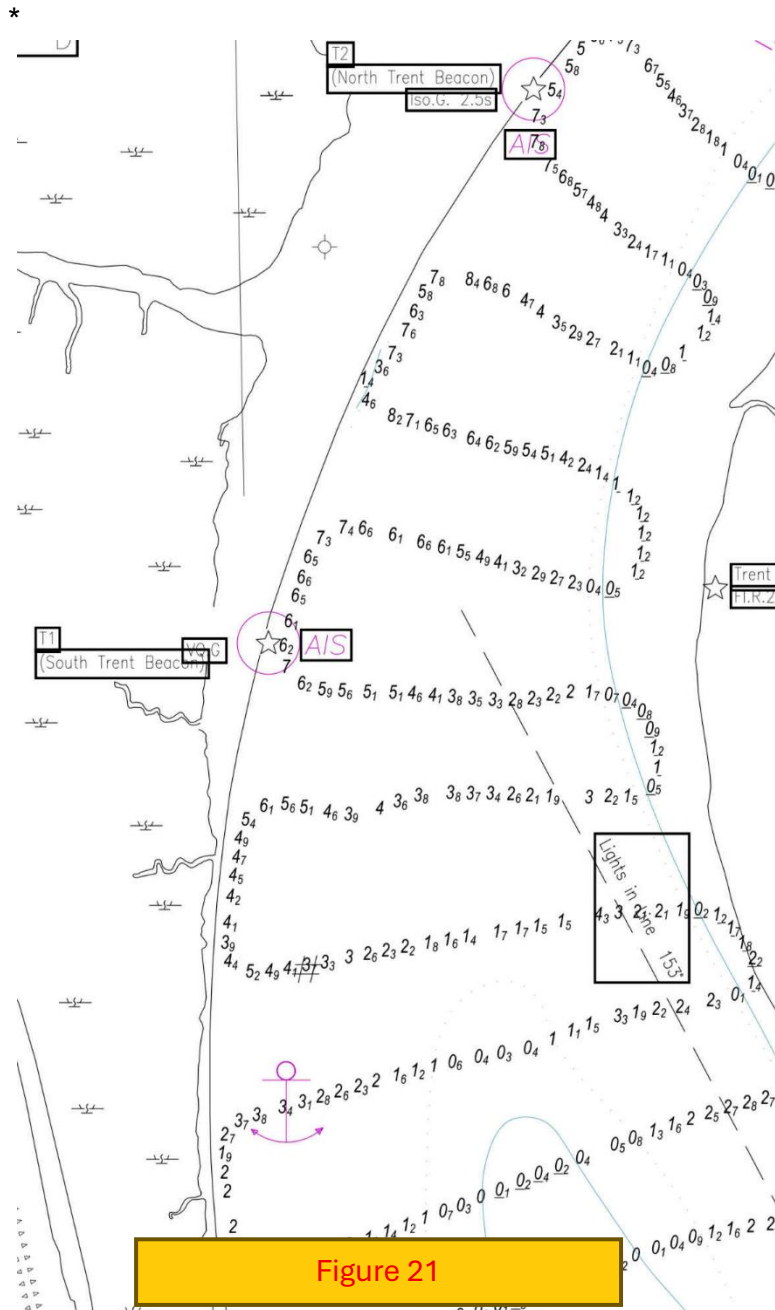
Therefore, no restrictions regarding time of entry in to Ocean Lock, other than to note it will be outside of the free locking window so a charge will be made. A possibility to consider, but is outside the scope of this guide, is to continue to Selby and leave the river there.

Timings can simply be reversed.

You should now have all the information needed to make an informed decision on Go/No-Go. Remember that decision is yours as the skipper to make. It is your responsibility.

Anchorage.

This document aims to help with transiting Trent Falls without anchoring, though anchoring may sometimes be necessary. While some narrowboats have used Blacktoft, ABP Ports advises it is only for commercial craft. If you arrive at Apex Light before low water or wish to delay your departure, anchoring is an option to consider.



The anchor position indicated on the ABP charts lies off the main transit line on the West bank, creating an area of deeper water between the 'Lights in line 153°' * transit line and the West Bank. Here, the water depth exceeds 3 metres below chart datum, so once you have dropped and secured your anchor, you can remain until the tide turns in your favour.



* Lights in line 153° - this refers to the line shown on the ABP chart (figure 21) and it is the course to set when Cliff End No. 44CE light and Cliff End Beacon Rear light are in line (both lights shown in figure 22).

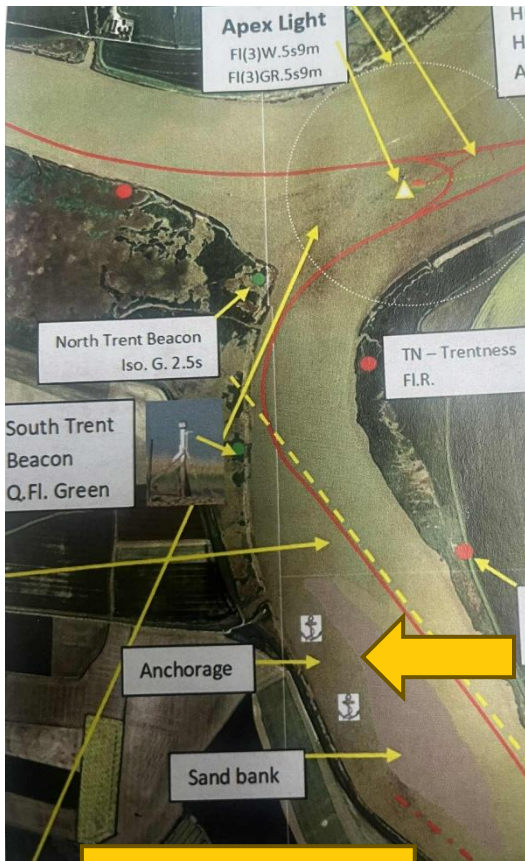


Figure 23

Upon arrival at the anchorage point, vessels approaching from Keadby Lock should proceed along the 'Lights in Line 153' transit line until aligned with the South Trent Beacon Q.Fl.Green (shown in Figure 23) At this juncture, turnabout and follow the bank closely until reaching the designated anchorage point.

If you are approaching from Goole, proceed around Apex Light and follow the red transit line as indicated on the Boating Association charts (Figure 23) until it transitions to the yellow dotted transit line. At this juncture, continue along the bank past the South Trent Beacon to reach the designated anchorage point.

When you come to depart and pull your anchor up, if it is well buried in the mud you may need to pass over it so that your boat pulls it free.

After leaving the anchorage, head back towards Apex light until you reach the dotted yellow 'Lights in line 153' transit line. Avoid cutting directly from your anchor point to the transit line, as there is a sand bar to navigate around.

Passage Plan Template.

Passage Plan From		to					
Date:-							
	1 st HW (time)	Height (metres)	LW (time)	Height (metres)	2 nd HW (time)	Height (metres)	Range (metres)
Hull (Albert Dock) Tides (Standard Port) Hull (Albert Dock) Tide Times Tide Times							
Goole Tides (Secondary Port) Goole Tide Times Tide Times							
Blacktoft Tides (Standard Port) Blacktoft Tide Times Tide Times							

First Flood Apex Light			
Range HW Hull	Time adjustment before HW Hull	HW Hull	First Flood HW Hull – Time adjustment.

Departure time:- First flood Apex Light + 2 Hours cruise time.	Penning Out time Goole/Keadby

Check list Template.

Final check list for Transit around Apex Light without anchoring.	
Description	<input checked="" type="checkbox"/> <input type="checkbox"/>
Range - >6.0m then Red	
Depth of water in channel less your draft. Calculated depth of water Draft of your boat plus 10% Underkeel Clearance (UKC) Do you have sufficient water to proceed	
<u>Weather Forcast</u> Goole (East Riding of Yorkshire) weather - Met Office Wind speed < 12 mph? Wind direction (wind-against-tide)? visibility	
Both Outward and inward Locks booked Ocean Lock, Goole – tel 01405 721128 Keadby Lock - Tel 01724 782205 mob 07733 124611	
Buoyancy aids for all on board including pets	
<u>The Boating Association Charts:</u> Cromwell to Trent Falls Trent Falls to Naburn	
Anchor, chain and rope	
VHF Radio	
Navigation lights (if any part of the journey is during hours of darkness)	
First aid kit	

All loose items are secured	
Fuel tanks are clean of sludge either by inspection or by fuel polishing	
Fuel tanks are full	
Spare fuel filters and tool kit	
Engine room ventilators or air intakes near the waterline should be made watertight	
Bilge pump in good working order and tested	
Check with your insurance company, ensure that you are fully covered	

Cruising time guidance for 2-hour transit. Goole to Apex Light			
From Goole Lock to -	Target time	Achieved time	±
Around halfway across the yellow transit line (The Boating Association chart 'Naburn Lock to Trent Falls') between the White Diamonds at Swinefleet	30 minutes		
Around the '13 Loxton Clough/16 Redness' markers	60 minutes		
Whitgift Lighthouse	75 minutes		
By now you should be at the end of the Yokefleet transit line and Blacktoft jetty should come in to view	90 minutes		

Cruising time guidance for 2-hour transit. Keadby to Apex Light			
From Keadby Lock to -	Target time	Achieved time	±
Around the Grove beacon	15 minutes		
Around the Man Reval beacon.	50 minutes		
chart two sets of pylons just before the Garthorpe Shore beacon. You should just be passing beneath the power lines.	80 minutes		

Worked example

Right now, the water height at Blacktoft is approximately 3.97m.

Tide Times BST:

Hi/Lo	Time	Height
Low	01:47	0.25m
High	06:11	5.06m
Low	14:25	-0.42m
High	18:46	5.14m

Figure 24

From this point forward, worked examples for all calculations are based on the randomly selected date of 19 October 2025. At present, it is uncertain whether the tides, wind conditions, and water levels will be suitable for a transit on that day; these factors remain to be determined. All worked examples will be highlighted in yellow for clarity.

This figure 24 is the tide table that relates to the 19 October 2025. As you can see it provides both sets of estimated Low and High water times for that day. It also provides the anticipated height of high and low water above chart datum.

Use caution with 'live' water height details at Blacktoft using the "live" ABP tide gauge for Blacktoft. [Tides and Weather - ABP Humber Live Data](#) including wind speed and tide height at Blacktoft. Use of BOTH on the day will at least indicate if the tide is making prediction.

You can now transfer these details to your **Passage Plan** (page 33), making sure to record both the low water time and the river's height at that moment, along with the high water times and heights on either side of your selected low water time. In the example given, unless you're up late at night, you would use the 14:25 low water level with a height of -0.42 metres below **Chart Datum (CD)**.

Check the forecast on the day of travel and carry it forward to your final check list.

On 19 October 2025, the day used for the example the weather was.

12:00	13:00	14:00	15:00	16:00	17:00
Weather symbols i					
Chance of precipitation i					
40%	40%	70%	70%	60%	60%
Temperature °C i					
13°	14°	14°	13°	13°	13°
Feels like temperature (°C) i					
11°	12°	12°	12°	12°	12°
Wind direction and speed mph i					
↘SE 10	↘SE 10	↘SE 10	↘SE 9	↘SE 8	↘ESE 7
Wind gust (mph) i					
18	18	17	17	14	11
Visibility description i					
G	G	G	VG	VG	VG

Visibility, Good

Wind speed around 10 mph gusting up to 18 mph. In a South Easterly direction which would be a wind over tide journey.

Given the direction and that the wind would be gusting around 18 mph.

The tidal range is within 'springs' at 6.2.

These things taken as a whole, I would defer the transit for another day.

Passage Plan - Worked example based on a planned passage 19 October 2025.

Passage Plan From		Keadby Lock		to		Ocean Lock Goole	
Date:- 19 October 2025							
	1 st HW (time)	Height (metres)	LW (time)	Height (metres)	2 nd HW (time)	Height (metres)	Range (metres)
Hull (Albert Dock) Tides (Standard Port) Hull (Albert Dock) Tide Times Tide Times	05:31	7.10	12:14	0.93	18:11	7.03	7.03-0.93= 6.10
Goole Tides (Secondary Port) Goole Tide Times Tide Times	06:37	4.88	15:07	-0.28	19:13	4.92	
Blacktoft Tides (Standard Port) Blacktoft Tide Times Tide Times	06:11	5.06	14:25	-0.42	18:46	5.14	

First Flood Apex Light			
Range HW Hull	Time adjustment before HW Hull	HW Hull	First Flood at Apex Light HW Hull – Time adjustment.
6.10	3 hours and 04 minuets	18.11	15.07
Departure time:- First flood Apex Light - 2 Hours cruise time.		Penning Out time Goole/Keadby	
15.07 - 2 hours		13.07	

Range falls in the high flow category and therefore is a red marker.

Note time of LW Blacktoft 14:25 time of first flood 15.07 = Approx 42 minuets slack water.

Key Links to documents, telephone number & web pages.

Charts:

The Boating Association Charts: (Hard Copies required) – [Shop – The Boating Association](#)

- Cromwell to Trentfalls & Trentfalls to Naburn

ABP Hydrographic Surveys (Download for information)

[River Ouse Hydrographic Survey](#)

[River Trent - Burton Stather to Keadby - Hydrographic Survey](#)

[Rivert Trent - Trent Falls to Burton Stather - Hydrographic Survey](#)

Tides Tables/Times + Sunset /Sunrise Times

[Blacktoft Tide Times | Tide Times](#) (First Fresh at Apex is AFTER LW here)

[Hull \(Albert Dock\) Tide Times | Tide Times](#) (Use times as basis for tides on Trent and “Range” (height diff between HW & LW) for “Neap” / “Spring” interpolation)

[Goole Tide Times | Tide Times](#)

Correction to SUBTRACT to Hull High Tide to give “First Flood” (Taken from Waterways World) (Predictions subject to significant change by Fresh, Wind, and Atmospheric Pressure)

Tide “Range” at Hull (Albert Dock)	7.0m Springs	6.5m	6.0m	5.5m	5.0m	4.5m	4.0m	3.5m Neaps.
Predicted First Fresh at Apex Lt BEFORE Hull (A.Dock) HW	2hr 50m	2:57	3:04	3:11	3:18	3:25	3:32	3hr 40m

[River Ouse level at Blacktoft - GOV.UK](#) (Tides for last 5 days at Blacktoft – Add 1.5m to heights given to obtain Chart Datum)

[Tides and Weather - ABP Humber Live Data](#) including wind speed and tide height at Blacktoft

Weather Forecast – No limit set on Humber, Guide: Inland Craft subject to Force 3 limit on River Severn

[Goole \(East Riding of Yorkshire\) weather - Met Office](#) Wind in Beaufort Scale

Distances

Keadby to Apex = 10 miles

Goole to Apex = 9 miles

Apex to Blacktoft Jetty = 2 miles

Apex to Trent Anchorage = 1 mile

ABP Pleasure Craft Guidance – including VHF and guidance for Lower Trent

[Pleasure Craft Navigation - ABP Humber](#)

Telephone No: Goole Ocean Lock Tel: 01405 721128

Keadby Lock Tel: 07733 124611