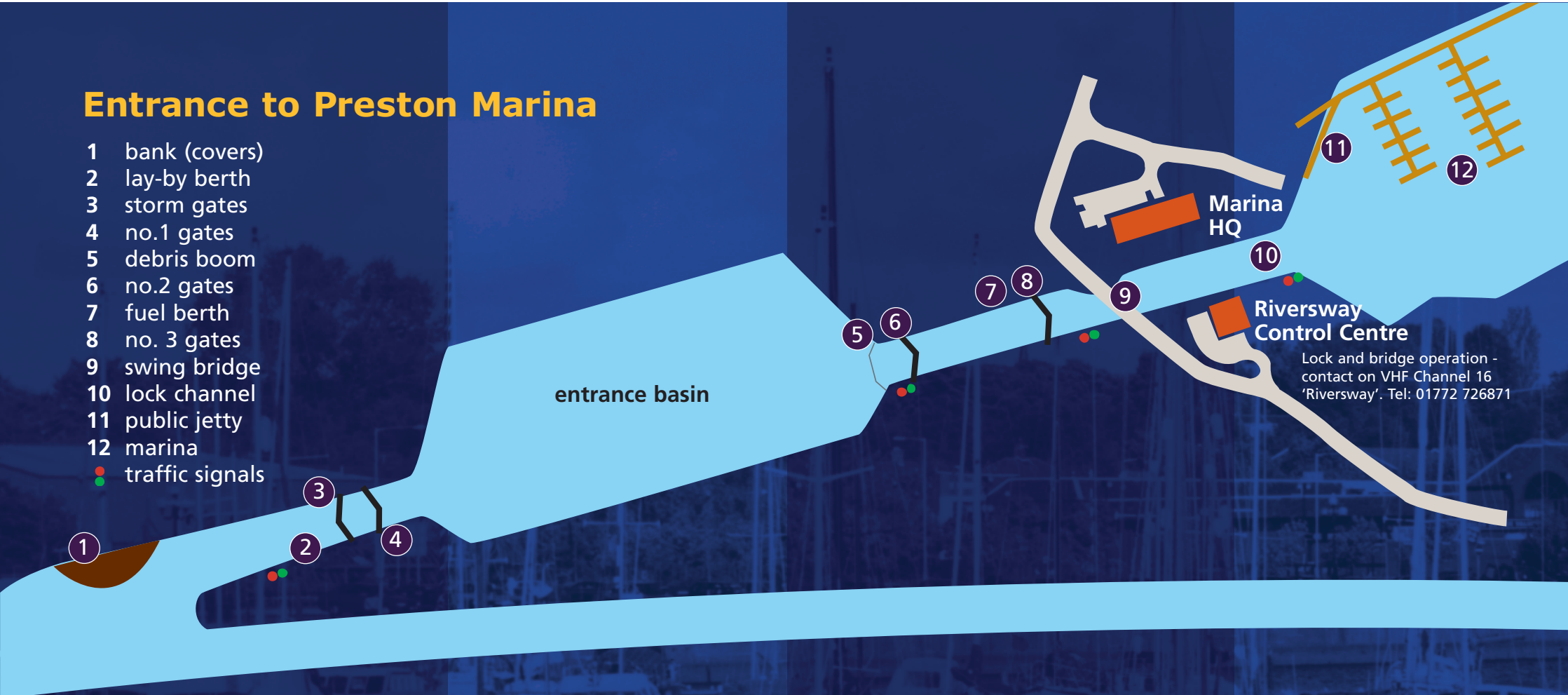


Entrance to Preston Marina

- 1 bank (covers)
- 2 lay-by berth
- 3 storm gates
- 4 no.1 gates
- 5 debris boom
- 6 no.2 gates
- 7 fuel berth
- 8 no. 3 gates
- 9 swing bridge
- 10 lock channel
- 11 public jetty
- 12 marina
- traffic signals



Lock and bridge operation -
contact on VHF Channel 16
'Riversway'. Tel: 01772 726871

Entering the Marina

Masters of vessels intending entering the lock system from the River Ribble should be aware of the strong cross-tide which flows across the entrance channel except for 30 minutes either side of high water.

A lay-by berth is provided on the South side of the entrance channel for boats arriving at the Marina outside normal operating hours. The depth of water alongside the wall varies but is rarely less than 2m and the bottom is soft silt. Turbulence can occur in the channel on some occasions. It is recommended that boats are not left unattended when

moored there and that the craft be moored portside to with the bows facing west.

Control signals for entering the outer basin are situated on the south side of the entrance, exhibiting a green light when the outer basin may be entered and a red light when the entrance is closed to traffic. The entrance channel opens out into a half tide basin the south side of which can be used as a temporary mooring area if the inner lock to the Marina is not ready to receive vessels.

The lock channel is situated at the

eastern end of the outer basin and is protected by a debris boom, which is opened by the lock master to suit traffic movement, and has a maximum safe navigable opening of 8.5mts (28' 10").

Craft awaiting permission to proceed through the lock and lock channel should not impede the passage of vessels exiting from the lock.

Red and green light control signals are situated on the south side at each lock gate. Craft should only proceed beyond the signals when a green light is showing. Even with the

green light, all movements must be carried out with caution and with due regard to other craft in the area. The exhibiting of a red light indicates that either the lock is closed or vessels are approaching from the other direction.

Masters of vessels should be aware that at certain times on the flood tide when the dock and river are level, a run takes place which can attain 2 or 3 knots through the lock channel. At these times an orange flashing light is exhibited at the traffic signals situated at each end of the lock channel.