

Canal details as on Liaison Deule – Escaut sheet provided by Metropole Europeenne de Lille (MEL) 2019

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Travelling the Canal Roubaix – l’Espierres – Spierkanaal network:

Book at least 24 hours in advance

Roubaix Canal

Canal Dimensions	Length 20km		Draft 1.6m	Air Draft 3.4m
Lock Dimensions	Length 39.4m	Beam 5.18m		
		Beam 5.10m		
VHF	10			

Canal de L’Espierres/Kanaal Van Spiere - Helkijn

Canal Dimensions	Length 8.4km		Draft 1.6m	Air Draft 3.4m
Lock Dimensions	Length 39.4m	Beam 5.18m		
		Beam 5.10m		
VHF	79			

Km	Structure	Name	Notes
Canal Roubaix			
0.0	Footbridge		Km to Lock 1 = 2.5m min depth
0.3	Bridge (D108)	Epinette	
0.4	Lock 1	Marquette	Locks 1 – 2 = 1.8m min depth
2.0	Mooring		
2.1	Bridge		
2.6	Bridge (D617)	Marcq – en - Baroeul	
3.3	Fertiliser works		
3.7	Lock 2/Footbridge	Marcq – en - Baroeul	
	Landing stage		
4.1	Footbridge	Risban	
4.3	Bridge	Risban	
4.6	Mooring	Marcq – en - Baroeul	H2O avail on request
6.0	Bridge	College	
6.2	Bridge (A22)		
6.3	Overhead powerlines		
6.5	Bridge (Tram)	Chateau Rouge	
7.4	Bridge (D656)		Note Below: weed after bridge
7.6	Junction	Embranchment de Croix	Note Below
7.8	Lock 3	Trieste	Note Below: Locks 2 – 3 = min depth 1.3m - weed
7.8	Bridge	Marie - Curie	
8.2	Lock 4	Plomeux	Locks 3 - 4 = 2.1m min depth - weed.
8.2	Bridge	Molinel	
8.5	Lock 5	Noir Bonnet	Locks 4 – 6 = 2.0m min depth – no weed
8.9	Lock 6	Cottigny	
8.9	Bridge		
9.2	Lock 7	Mazure	Lock 7 – 8 = 1.8m min depth
9.5	Bridge	Mazure	
9.8	Bridge (D656)	Skew Road	
10.1	Bridge		Access to expressway
10.2	Bridge	Footbridge	
10.7	Pipeline crossing		
10.7	Lift bridge	Blanc - Sceau	
11.1	Footbridge		
11.5	Bridge	Fresnoy	
11.7	Junction	Embranchment de Tourcoing	Closed
12.1	Bridge	Pont de la Republique	
12.4	Rail bridge	SCNF Roubaix - Tourcoing	
12.5	Swing bridge	Fontenoy	Go through on Tourcoing side.
12.8	Moorings	Electricity	In lock area. See notes below
12.9	Lock 8	Union	Lock 8 – 9 = 1.7m min depth
12.9	bridge		
13.6	Lift bridges	Conteaux	Headroom 1.5m when closed
13.8	Footbridge	Hutin	Keep close to Tourcoing side canal. See notes
14.2	Lift bridge	Daubenton	Limited headroom when closed
14.3	Lift bridge	Vigne	Electricity (second choice for mooring)
14.7	Lock 9	Nouveau Monde	Lock 9 -10 = 1.9m min depth
14.7	Bridge		
15.0	Lock 10	Calvaire	Lock 10 – 11= 1.9m min depth
15.1	Lift bridge	Wattrelos	
15.25	Lock	Gallon d'Eau	Lock 11 – 12 = 1.9m min depth - waterlilies
16.5	Lock 12	Sartel	Lock 12 – Belgian border = 1.4m min depth

17.2	Railway bridge	Disused	
17.6	Footbridge	Sainte - Marguerite	
18.0	Bridge (D700)		
18.7	Lift bridge	Grimonpont	
18.7	Public quay	Grimonpont	
19.5	Channel markers		Red/green markers detailing channel
20.0	Border with Belgium	Leers	
20.0	Junction	Canal l'Espierres (8.4km length)	Leads to the Haute – Escout
Canal l'Espierres + Spierekanaal			
0.0	Fr/Belgian border		
0.20	Mooring		
0.22	Lock 1	Leers – Nord	Lock 1 – 2 = 1.6m min depth
0.22	Restaurant		Worth a visit. Food great.
0.77	Bridge	Leers - Nord	opening
1.25	Bridge	train	opening
2.06	Lock 2	Estampuis	Lock 2 – 3 = 1.3m min depth
2.06	Bridge	Estampuis	opening
3.2	Bridge	A17	
3.6	Bridge	Petit Preux	opening
4.3	Bridge	Centre	opening
5.0	Mooring		
5.1	Bridge	Mauroy	opening
6.35	Lock 3	Warcoing	Note below: 1.3m min depth
6.45	Bridge	N50 Warcoing	opening
8.0	Bridge	N535	opening
8.3	Lock	Old lock	Open all times
8.4	Junction	Haute Escout	

Notes

Shallow Depths:

Gratis has a draft of 1.45m and although the depth was dredged 1.9m for a 1.6m draft, there are many instances where we touched bottom for a short moment (admittedly, we travelled the waterway in mid - August, but the canal had been filled to the brim prior to the person who controlled the water level of the canal going on holidays). There were two instances where full throttle on the 85hp engine was required to push her forward.

Of particular note

(Our depth sounder has been set with approximately 100mm safety margin. The depths below are as the depth sounder recorded.)

- *Roubaix Canal* Kilometre 7.6: Embranchment de Croix Former access to Port du Dragon in Wasquehal. This is quite shallow. On our depth sounder we recorded depths of 1.4m from the bridge to the intersection, 1.3m through the basin during the turn and 1.4m on the run into the lock.
- *L'Espierres Canal* Kilometre 6.35 Lock Warcoing on eastern side: a depth of 1.3/1.4 that extended out from the lock for a good 500m was recorded.
- *Depth issues took place at lock entrances/exits and bridges*

Objects to Avoid:

Km 12.5: Fontenoy swing bridge: object hidden beneath water on southern side bank. Go through on Tourcoing side.

Km 13.8 – 14.2: a car was driven into canal and is situated between these two bridges. It appears that it moves position as a result of currents created by the locks.

Electrical Cords: An electricity bank is situated at Union Lock, so if boats are moored little further back you will require a significant length of power cord. From where we were situated, our 50 metre cord was just long enough. Anyone behind that point will require serious length.

Mooring Lines for Locks: The deepest lock has a rise/fall of 3.55m. With no ladders or bollards on which to tie, your mooring lines must be long enough to cater for this (as an aside, having encountered some larger locks that have few bollards, we actually make use of a centre line and hook for ladders, plus have most stern and bow lines at a length of 25+ metres, which makes for greater ease when it comes to connecting with bollards - on the downward journey at least).

Rubbish is taken by the lock keepers and they will dispose of it.

A ***questionnaire*** is provided by the French group and we highly recommend that you complete the forms with your recommendations and return it to them at the conclusion of your journey.

For example, we recommended dredging in the basin leading to the Triest (Trieste) lock and will also be writing to the Wallonians with regards to the 1.3m depth at Ecluse de Warcoing. Another recommendation was to do with the mooring area at Ecluse de l'Union, which is pretty basic. This

area could easily cater to both caravaners and boaties. With that in mind, Bob and I suggested installing power/water that are coin or credit card activated – this small fee would help towards recouping the installation costs, and a shower/toilet/laundry facility which are locked – on arrival, the lock crew could provide the key to unlock them and this would assist in prevention of vandalism.

Logs and plastic are quite prevalent in the water, so one must be aware of these, particularly on entering/exiting the locks.