

RED SIGNALS

PROHIBITORY SIGNS

No overtaking, No passing/overtaking, No berthing, No anchoring, No mooring, No turning, No creating wash, No non motorised craft, No berthing within 30m of bank, No PWCs, No windsurfing, No sailing, No canoeing, No waterskiing, No motorised craft, No swimming, No launching, No sports boats, No high speed craft, No smoking, No boarding, RED OVER WHITE FLAGS (Do not create a wash), RED BALLS BOARDS & FLAGS (No entry or passing), DO NOT ENTER OR PASS (In any circumstances, In a motor boat)

LIGHT SIGNALS

AT LOCKS & OPENING BRIDGES

BY BASINS & TRIBUTARIES

No entry in direction of arrow

Out of service

Prepare for passage

VESSEL SIGNALS

Red Pennant vessels flying a red pennant at the bow have priority at locks (even they are small craft) They include official boats and those giving a regular passenger service.

BOARDS & FLAGS ON BOATS INDICATING WHERE TO PASS

Do not pass where red & white is displayed

Do not pass where red ball is displayed

Do not pass on red only side, pass slowly on red/white side

Pass slowly on either side

BLUE SIGNALS

INFORMATIVE SIGNS

Anchoring, Moorings, PWCs, Non motorised ferry ahead, Non motorised craft, Lock or bridge channel, You are on a major waterway, You are approaching a major waterway

Follow arrow, End of restriction, Launch point, Swimming, Water, Wind surfing, Turning area, Sail, Water skiing, Weir

SUBSIDIARY INFORMATION PANELS

Motor boating area for 800m

800

800

1500

SPORT

Pleasure craft moorings 1500m ahead

SPECIAL BERTHING SIGNS

All these signs indicate berths reserved for certain types of commercial vessels

When the white triangles or diamonds have 1, 2, or 3 blue triangles superimposed the berths are reserved for vessels carrying dangerous cargoes. KEEP WELL AWAY

YELLOW SIGNALS

CROSS OVER MARKS

Line up marks to avoid sand banks or other hazards

FLASHING YELLOW LIGHTS

Boats on the main waterway must, if necessary, alter course or speed to allow vessels to leave harbour

YELLOW FLOATS

Vessels whose anchors or nets may be a hazard to navigation mark them with yellow floats

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MANDATORY SIGNS

Go in direction of arrow, Move to the left of channel, Move to the right of channel, Keep to left of channel, Keep to the right of channel, Cross channel to port, Cross channel to stbd, Stop in some circumstances, Pay attention, Sound horn

Depth limit (190cm), Height limit (6m), 18m channel, Channel 10m from bank, 8kph speed limit, Give way. Major waterway ahead

SUBSIDIARY INFORMATION PANELS

No anchoring for next 500 m, No berthing within 10m width of sign, 6kph speed limit 500 ahead, Attention Ferry, Stop if required by customs

DISTRESS SIGNALS

A red light, flag or any other suitable red object, waved in a circle

Red Flag or Light Waved in a Semi Circle means I cannot manoeuvre. Small craft may use a white light at night

Red parachute flare or rocket, throwing out red stars. Flares and smoke burning oily waste. Red flag with a ball, or something resembling a ball

VESSEL SIGNALS

VESSEL DISPLAYING BLUE CONES BY DAY OR BLUE LIGHTS BY NIGHT IS CARRYING DANGEROUS GOODS

DO NOT BERTH CLOSER THAN 1 Cone- 10m, 2 Cones- 50m, 3 Cones- 100m

DO NOT ATTEMPT TO ENTER A LOCK WITH A VESSEL DISPLAYING 2 OR 3 BLUE CONES

NORMAL VESSELS GOING DOWNSTREAM HAVE PRIORITY OVER THOSE COMING UPSTREAM, BUT UPSTREAM VESSELS CHOOSE WHICH SIDE THEY WILL GIVE WAY ON

If the meeting is to be port to port the upstream vessel makes no signal. If the meeting is to be stbd to stbd, the upstream vessel shows a blue board, with or without white isophase light to stbd. The downstream vessel acknowledges that the passing will to stbd by displaying its blue board.

SMALL CRAFT ALWAYS GIVE WAY TO NORMAL VESSELS & KEEP A LOOK OUT IN ALL DIRECTIONS- INCLUDING BEHIND!

WHEN BLUE BOARDS ARE IN USE, ESPECIALLY ON BUSY FAST FLOWING RIVERS, THE GREATEST CARE, VIGILANCE & COMMONSENSE IS NEEDED. DOWNSTREAM VESSELS MAY BE AT THE MERCY OF THE CURRENT. LADEN UPSTREAM VESSELS MAY NEED TO FIND SLACK WATER EITHER COULD BE HAMPERED BY THEIR DRAFT.

CHANNEL MARKS & BRIDGE MARKINGS

CHANNEL MARKINGS

Red & white markings indicate that the channel is close to right bank THE RIGHT BANK IS ON YOU RIGHT WHEN YOU ARE TRAVELLING DOWNSTREAM

RED & WHITE DIAMONDS ON BRIDGES MARK WHICH SPAN TO USE

Pass only between the white segments. You must not pass on the side where the segments are red

FLOATS & BRIDGE MARKINGS

Cylindrical yellow buoys often mark areas reserved for certain purposes

YELLOW DIAMONDS ON BRIDGES MARK WHICH SPAN TO USE

YELLOW BUOYS may be used to mark bridge foundations. They may carry a radar reflector.

When moveable bridges are closed yellow lights indicate that vessels of reduced height may pass, at their own risk. Yellow & black clearance marks help in assessing that risk

This is the recommended route for traffic travelling in the same direction as you. The span is closed to traffic coming from the other direction.

This is the recommended route for all traffic. The span is open to shipping in both directions

When bridge passages are recommended by signs, spans not bearing such signs may only be used at the vessels risk