

No PWCs



















PROHIBITORY SIGNS

No motorised craft



No creating

wash

No launching



craft

# Go in direction of

No berthing within









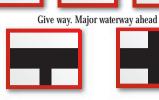












Move to the right

of channel

18m channel

Move to the left

of channel

Keep to left of channel

from bank

Keep to the right Cross channel of channel

MANDATORY SIGNS

Cross channel to stbd



Stop in some circumstances





SUBSIDIARY INFORMATION PANELS

No anchoring for next 500 m



No berthing within 10m width of sign



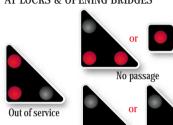




Stop if required

## LIGHT SIGNALS

AT LOCKS & OPENING BRIDGES



Prepare for passage

### **VESSEL SIGNALS** BY BASINS &



TRIBUTARIES

No entry in

direction of

arrow

BOARDS & FLAGS ON BOATS INDICATING WHERE TO PASS

**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.



Do not pass where red Do not pass where & white is displayed red ball is displayed

You are on a major waterway



red/white side

Pass slowly on red only side, either side pass slowly on

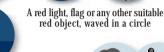
You are approaching a major waterway

DISTRESS SIGNALS



**VESSEL SIGNALS** 

Depth limit (190cm) Height limit (6m)



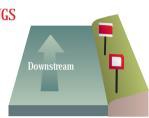


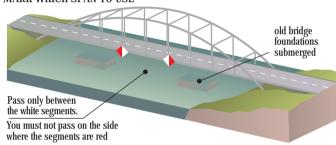


CHANNEL MARKS & BRIDGE MARKINGS CHANNEL MARKINGS Red & white markings indicate that the channel is THE RIGHT BANK IS ON YOU RIGHT WHEN YOU

RED & WHITE DIAMONDS ON BRIDGES MARK WHICH SPAN TO USE

ARE TRAVELLING DOWNSTREAM





## **BLUE SIGNALS**



Follow arrow









Non motorised

ferry ahead





Non motorised

craft



**INFORMATIVE SIGNS** 





Lock or bridge

channel







Sail



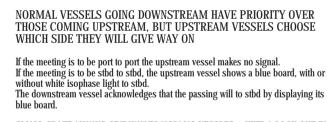








VESSEL DISPLAYING BLUE CONES BY DAY OR BLUE LIGHTS BY NIGHT IS CARRYING DANGEROUS GOODS DO NOT BERTH CLOSER THAN 1 Cone- 10m, 2 Cones- 50m, 3 Cones- 100m DO NOT ATTEMPT TO ENTER A LOCK WITH A VESSEL DISPLAYING 2 OR 3 BLUE CONES



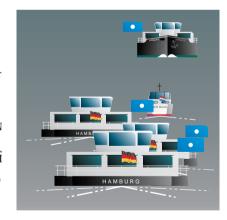
NORMAL VESSELS GOING DOWNSTREAM HAVE PRIORITY OVER THOSE COMING UPSTREAM, BUT UPSTREAM VESSELS CHOOSE

The downstream vessel acknowledges that the passing will to stbd by displaying its

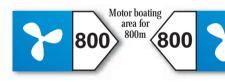
SMALL CRAFT ALWAYS GIVE WAY TO NORMAL VESSLES & KEEP A LOOK OUT IN ALL DIRECTIONS- INCLUDING BEHIND!

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.



### SUBSIDIARY INFORMATION PANELS





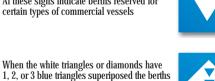
moorings 1500m ahead

## SPECIAL BERTHING SIGNS

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

are reserved for vessels carrying dangerous

cargoes. KEEP WELL AWAY

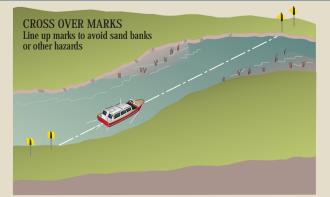






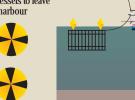


to navigation mark them with yellow floats



## LIGHT SIGNALS

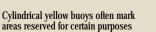
**FLASHING** YELLOW LIGHTS Boats on the mair waterway must, if neccessary, alter course or speed to allow vessels to leave harhour



# YELLOW FLOATS Vessles whose anchors or nets may be a hazard

FLOATS & BRIDGE MARKINGS







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

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

