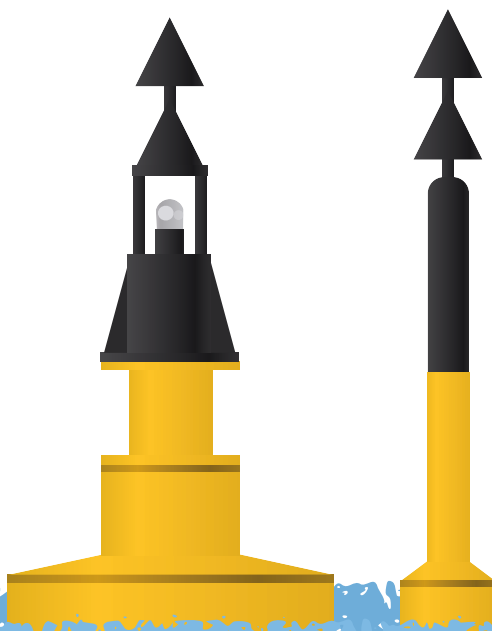




CEVNI

European Code
for Inland Waterways



STUDENT TEXTBOOK

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Edition 2020

ISSA PUBLICATION



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Foreword



The International Sailing Schools Association ("ISSA") was established as a continuation of the French committee for the development of sailing on the initiative of sailing organizations from Austria, Canada, Finland, France, Germany, Holland, Italy, Poland, Spain and the UK in London in 1968. It was registered in Switzerland in 1969.



ISSA is a non-profit international organization that provides a framework of common quality and safety standards for sailing schools around the world.

ISSA promotes the development of sailing, with high standards of instruction and certification throughout the world. In the first years, the organization associated the biggest yachting federations from Europe and other continents. The members included the French Sailing Federation (FFV), the Royal Yachting Association from the UK, the Canadian Yachting Association, the United States Sailing Association and the American Sailing Association just to mention a few examples.

From the very beginning ISSA was busy setting standards in teaching of sailing school students as well as instructor training. The international team developed the master copies of logbooks that can still be found in many organizations in Europe and worldwide. ISSA arranged a general meeting every year providing a platform to exchange expertise and experience with leading edge organizations. Conference subjects always included the hottest topics, thereby attracting experts.

ISSA is implementing the European Commission financed project aimed at standardizing training for skippers of the small commercial vessels in the Mediterranean region. The organization also takes active participation in the working group of the United Nations Economic Commission for Europe dealing with the International Certificate of Competence (ICC).

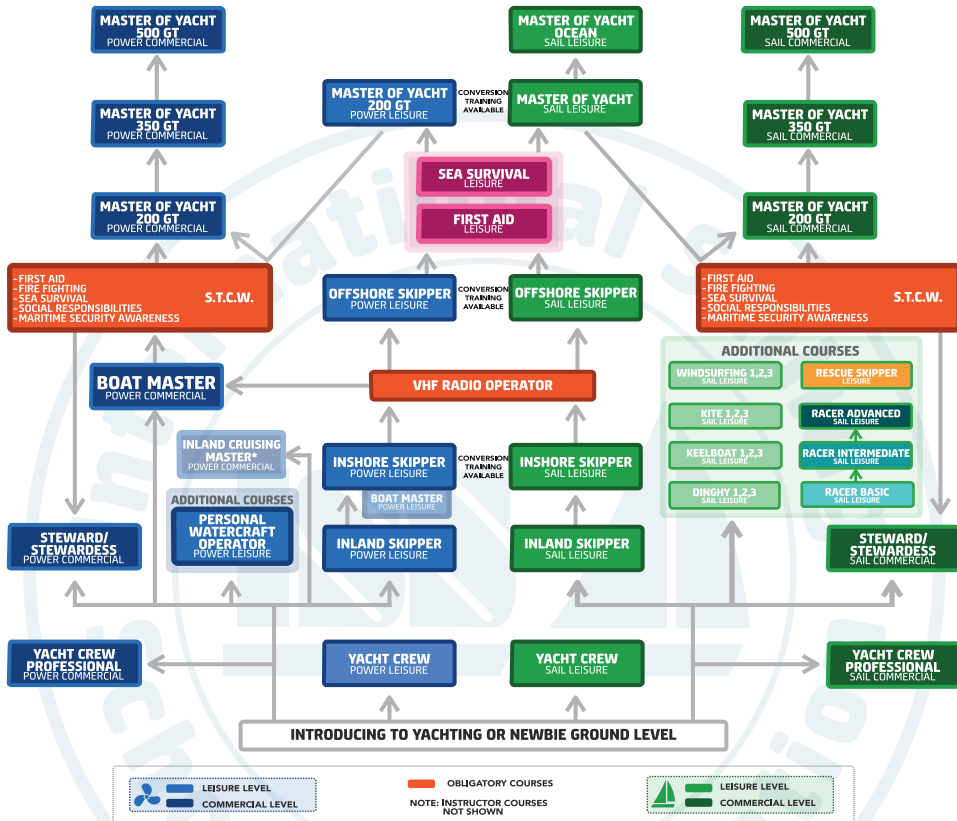
ISSA constantly develops and provides new teaching aids and training materials to the ISSA accredited schools. ISSA trainers have confirmed from their visits to training establishments in various countries that the provision of ISSA teaching standards helps the schools and instructors improve the quality of their existing courses and enhance their training effectiveness as well as the quality of training.

The purpose of this book is to familiarize all leisure sailors with the provisions of the European Code for Inland Waterways in the most compact, imaginative and comprehensive way, to the extent that would allow them to navigate safely during the daytime, dawn, and dusk.

Get Global Training Locally
www.issa.global



ISSA Competence Tree



ISSA LEVEL	MAX LOA	TIME OF NAVIGATION	DISTANCE FROM SHELTER
POWER LEISURE			
YACHT CREW	N/A	N/A	N/A
PWC OPERATOR	N/A	DAYTIME	5 NM offshore
INLAND SKIPPER	15 m	DAYTIME	Inland waters + 3 NM offshore
BOAT MASTER*	12 m	DAYTIME	10 NM offshore
INSHORE SKIPPER	16 m	DAY + NIGHT	20 NM offshore
OFFSHORE SKIPPER	24 m	DAY + NIGHT	60 NM offshore
MASTER OF YACHT	∞	DAY + NIGHT	150 NM offshore

ISSA LEVEL	MAX LOA	TIME OF NAVIGATION	DISTANCE FROM SHELTER
SAIL LEISURE			
YACHT CREW	N/A	N/A	N/A
INLAND SKIPPER	15 m	DAYTIME	Inland waters + 3 NM offshore
INSHORE SKIPPER	24 m	DAY + NIGHT	20 NM offshore
OFFSHORE SKIPPER	24 m	DAY + NIGHT	80 NM offshore
MASTER OF YACHT	24 m	DAY + NIGHT	∞
MASTER - OCEAN	∞	DAY + NIGHT	∞

ISSA LEVEL	MAX LOA	TIME OF NAVIGATION	DISTANCE FROM SHELTER
POWER COMMERCIAL			
YACHT CREW	N/A	N/A	N/A
STEWARD/DESS	N/A	N/A	N/A
INLAND CRUISING MASTER*	∞	DAY + NIGHT	Inland waters + 3 NM offshore
BOAT MASTER	15 m	DAY + NIGHT	20 NM offshore
MASTER 200 GT	∞	DAY + NIGHT	150 NM offshore
MASTER 350 GT	∞	DAY + NIGHT	∞
MASTER 500 GT	∞	DAY + NIGHT	∞

ISSA LEVEL	MAX LOA	TIME OF NAVIGATION	DISTANCE FROM SHELTER
SAIL COMMERCIAL			
YACHT CREW	N/A	N/A	N/A
STEWARD/DESS	N/A	N/A	N/A
MASTER 200 GT	∞	DAY + NIGHT	160 NM offshore
MASTER 350 GT	∞	DAY + NIGHT	∞
MASTER 500 GT	∞	DAY + NIGHT	∞

* NOTE: BOAT MASTER LEISURE & INLAND CRUISING MASTER ARE AVAILABLE ONLY TO CERTAIN REGIONS OF THE WORLD

Code Européen Des Voies De Navigation Intérieure (CEVNI) - The European Code for Inland Waterways was first established in 1962, following approval by the Sub-Committee on Inland Water Transport created by the Inland Transport Committee of the United Nations Economic Commission for Europe (UNECE).

USEFUL SIGNS

PROHIBITED



Entry



Jet ski



Sailing vessels



Use of sailboards



All craft other than motorized vessels or sailing craft



Motorized craft



Sports or pleasure craft



Water skiing



Speed limit
(in km/h)

PERMITTED



Basic Rules

GENERAL SIGNS

When entering sluices or canals look for the red and green light or flag signals. The lights may be arranged vertically or horizontally.

No entry



VS



Entry permitted



Sections closed to use.
No entry except for non-motorized small craft

ENTERING SLUICES AND CANALS

When entering sluices or canals look for the red and green light or flag signals. The lights may be arranged vertically or horizontally.

CLOSED



Permanently closed

OPEN



or



or



or



Opening now. **Get ready** but do not enter yet

RED LIGHT extinguished

BERTHING RULES

As a general rule, you can berth anywhere you like. For the safety reasons however **AVOID** berthing in the following locations:



In the channels



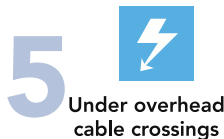
Under the bridges



Turning areas



Reserved spots
(triangles or diamonds on blue background)



Under overhead cable crossings



...and every place where it is not allowed

PASSAGE RECOMMENDATORY SIGNS

The following are the recommendatory signs usually placed on bridges. They inform on the direction of the opening under the bridge.

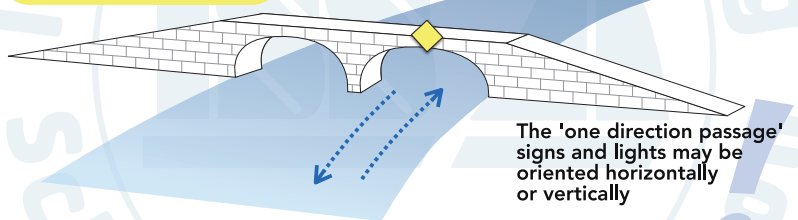


BOTH directions opening is more common. In order to use less material for the signs production, **the more common sign** is composed of **one diamond**, and the less common sign of two diamonds.

Opening in
BOTH
directions

Opening only in
the direction
INDICATED
(passage in the opposite
direction prohibited)

Yellow lights
as an alternative



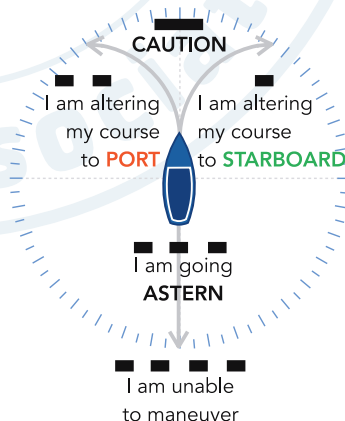
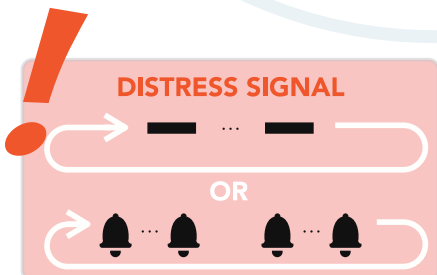
The 'one direction passage' signs and lights may be oriented horizontally or vertically

SOUND SIGNALS

The following are the sound signals used on inland waters:

Short signal - 1 sec

Long signal - 4 sec



LIGHT CHARACTERISTICS

Light characteristics are a graphic and textual description of the sequence of navigation lights shown on nautical charts or pilot books (using **abbreviations**). You will find such descriptions next to the symbols of lighthouses, buoys, marks or land signs equipped with lights. The graphic indicates how to identify real light by observing its sequence and lighting **period**.

FIXED

An uninterrupted light of constant intensity.



F

OCCULTING

Steady light eclipsed at regular intervals



Oc

Single light

Oc(2)

Group of 2 lights

ISOPHASE

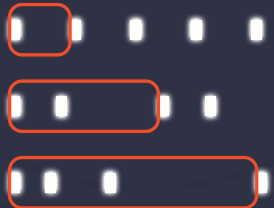
Duration of the light and the eclipse is equal



Iso

FLASHING

Single flashes. The duration of the eclipse is longer than the duration of the light.



Fl

Single light flashing

Fl(2)

Group of 2 lights flashing

Fl(2+1)

Composite of 2 + 1 lights flashing

QUICK or VERY QUICK or ULTRA QUICK...

...depending on the frequency

Flashing light with a large frequency (bursts per minute)



Q or VQ

Single light flashing quickly (or very quickly)

Q(3)

Group of 3 lights flashing quickly

Q(9)

Group of 9 lights flashing quickly

Q(6)+LFI

Group of 6 lights flashing quickly and 1 **Long Flash**

Waterway Signs

SELECTED PROHIBITORY SIGNS

As a general rule, signs with a **red border** and a **red crossing out** are **prohibitory** signs.



Do not create wash likely to cause damage



No making fast to the bank on the side of the waterway on which the sign is placed



No launching or beaching of vessels



No overtaking



No passing or overtaking

SELECTED MANDATORY SIGNS

As a general rule, signs with a **red border** are **mandatory** signs.



Do not exceed the indicated speed (in km/h)



Proceed in the direction shown by the arrow



Keep a particularly sharp lookout



Give a sound signal



Stop



Listen to the VHF radio

SELECTED RESTRICTIVE SIGNS

As a general rule, signs with a **red border** and **black triangle** inside are **restrictive** signs.



Depth of water limited



to 2.20 m



Headroom limited



to 7.50 m

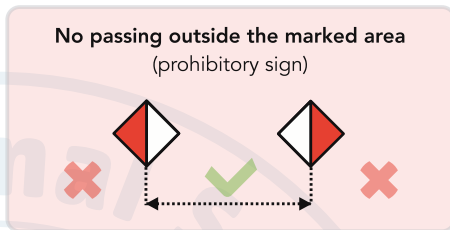
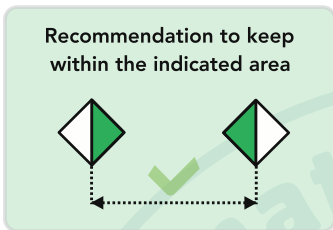


Width of passage or channel limited

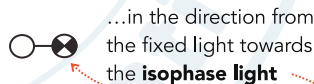
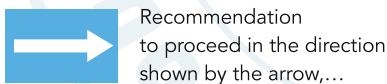
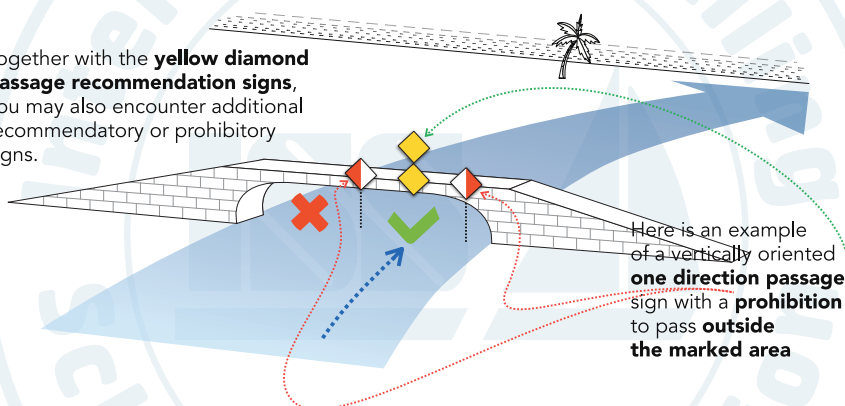


to 45 m

SELECTED RECOMMENDATORY SIGNS



Together with the **yellow diamond passage recommendation signs**, you may also encounter additional recommendatory or prohibitory signs.



SELECTED INFORMATIVE SIGNS



Making fast to the bank permitted



Weir



Overhead cable crossing



Anchoring or trailing of anchors, cables or chains permitted



Ferry-boat **NOT** moving independently



End of a prohibition or obligation applying to traffic in one direction only, or end of a restriction



Berthing permitted



Ferry-boat moving independently

Visual & Sound Signals On Vessels



DISTRESS SIGNALS

There are various methods of sending a visual or a sound distress signal. In the chapter **Basic Rules**, we've already mentioned the **sound distress signal**. Here we will focus on the visual side.

Using the distress signaling equipment is the most common way of attracting attention in case of an emergency on the water. There are different types of pyrotechnics used as distress signals:

Red distress rockets - most effective during the night. They go up to 300m and should be fired pointing downwind.



ALWAYS FIRE DOWNWIND
DO NOT USE ROCKETS NEAR HELICOPTERS

Red hand flares - used mainly when other vessels are in the vicinity. They attract more attention if you wave them. They get extremely hot.



ALWAYS POINT DOWNWIND
DON'T LOOK DIRECTLY ONTO BURNING FLARE

All the pyrotechnics have expiry dates. Make sure your equipment is always up to date.



The person who waves you with both hands does not greet you joyfully but calls for help.

A flag, a light or any other suitable object waved in a circle is also a distress call.

SOUND SIGNALS IN REDUCED VISIBILITY

Vessels use various sound signals to indicate their intentions or draw attention to them. In the chapter **Basic Rules**, we've already mentioned the **basic maneuvering and distress sound signals**. In reduced visibility situations, sound signals are especially important, as they might be the only way of noticing another vessel in your vicinity and avoiding collision.

Vessels navigating by radar

...and proceeding upstream gives:

— Long signal - 4 sec

STREAM



...and proceeding downstream give three-tone signal repeated as often as necessary

Vessels NOT navigating by radar

...and proceeding alone in any direction in relation to the stream gives:



Long signal - 4 sec repeated at least once a minute

Ferry boats NOT navigating by radar

...and proceeding in any direction in relation to the stream give:



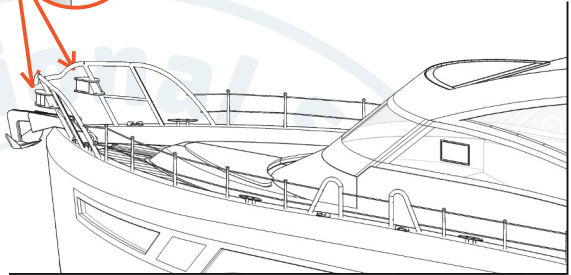
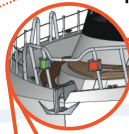
Long signal - 4 sec, followed by four short signals - 1 sec each; repeated at intervals of not more than one minute

Visual & Sound Signals On Vessels

BOAT'S LIGHTS

A big vessel may not always see you, even if you have the right of way - be alert and ready to give way to avoid collision.

Navigation lights / sidelights



NAVIGATION LIGHTS EXPLAINED

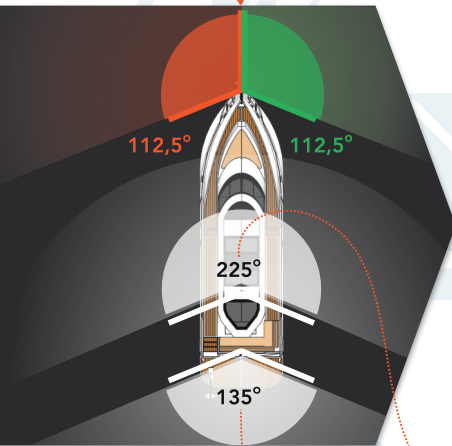
In ancient times central rudder was too difficult to mount.



So, it was mounted on the right side. Why on the right? Because most of us are right handed. Such boats would always moor with their left side to pier in order not to damage the rudder. So:

Left = STOP = Port = RED

Right = GO = Steer = GREEN

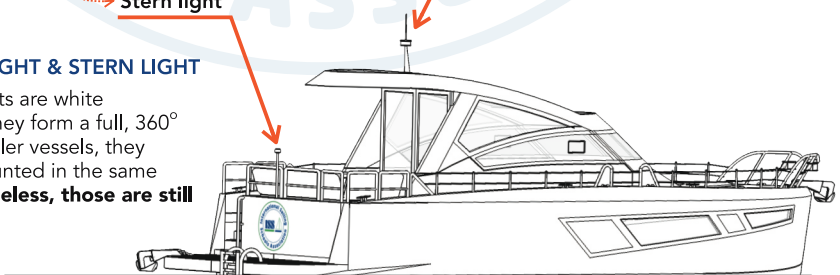


Stern light

Masthead light

MASTHEAD LIGHT & STERN LIGHT

Both these lights are white and together they form a full, 360° circle. On smaller vessels, they are usually mounted in the same place. **Nevertheless, those are still sector lights.**



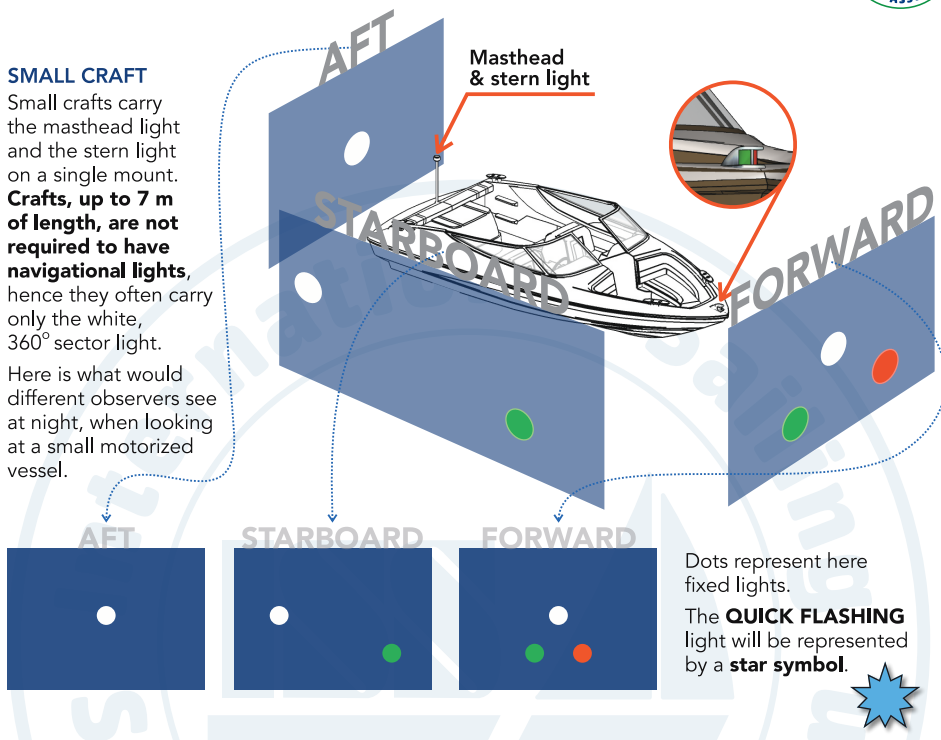
Visual & Sound Signals On Vessels

SMALL CRAFT

Small crafts carry the masthead light and the stern light on a single mount.

Crafts, up to 7 m of length, are not required to have navigational lights, hence they often carry only the white, 360° sector light.

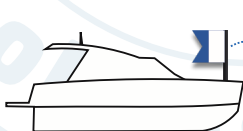
Here is what would different observers see at night, when looking at a small motorized vessel.



VISUAL DAY SIGNALS

During daytime, vessels carry various shapes like cones, balls or cylinders in various colours as well as flags, to indicate their status. **Here are some examples of the vessels you should be keeping well clear of.**

Vessel engaged in diving operation



I have a diver down; keep well clear at low speed.



You may encounter alternative flag indicating diving operation

Vessels carrying out certain transport operations involving dangerous substances

...carry blue cones during daytime and blue fixed 360° lights at night.



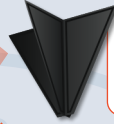
Avoid getting close to such vessels

Visual & Sound Signals On Vessels

...other visual day signals:

VISUAL DAY SIGNAL

Vessels under sail
and at the same time
under power



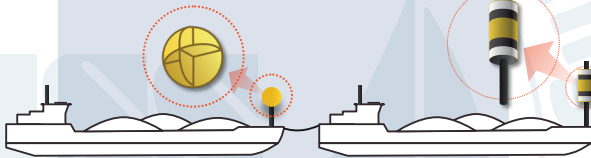
By terms of the vessel's priority rules, such a vessel is treated as a power-driven vessel.

High-speed
vessel



Day signal of a high speed vessel consists of two **QUICK FLASHING** yellow, 360° lights.

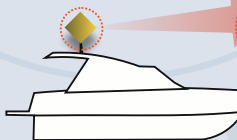
Vessels towing &
being towed



On inland waters, you may encounter various types of convoys. There might be towing vessel ahead, or a pusher behind or an auxiliary on the side. Towed vessels might be motorized or not and might carry dangerous substances (blue cones). Look for the striped cylinders or yellow balls.

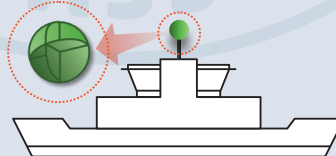
Avoid getting close to such vessels

Small passenger
vessels

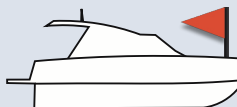


Vessels authorized to carry more than 12 passengers with a hull length of less than 20 m.

Ferry-boats



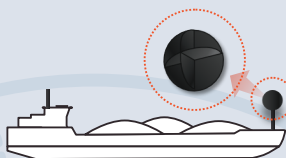
Passage priority



...granted by the competent authority to pass at points where it regulates the order of passage.

VISUAL DAY SIGNAL

Vessels at anchor

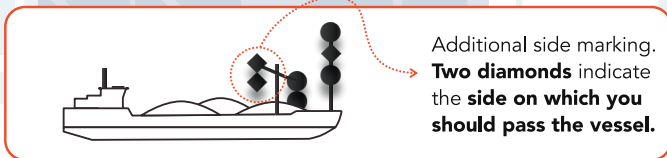
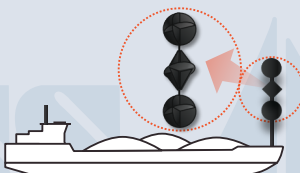


Vessels unable to maneuver

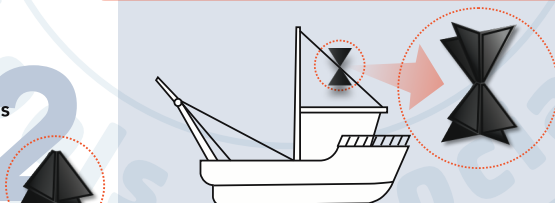


Avoid getting close to such vessels

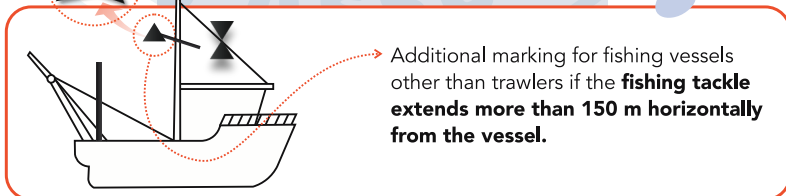
Vessels whose ability to maneuver is limited



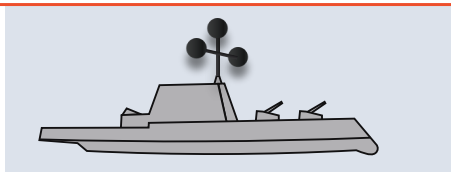
Fishing vessels (trawlers)



Avoid getting close to such vessels



Vessels engaged in minesweeping



Avoid getting close to such vessels

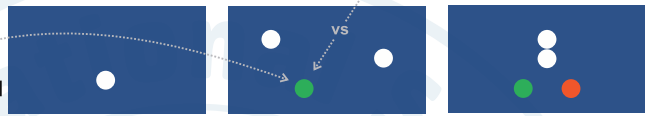
VISUAL NIGHT SIGNALS

Power vessel

+ Sailboat under power



Power vessel > 110m must carry a second masthead light. **Larger vessels might have their navigational lights mounted closer to aft**



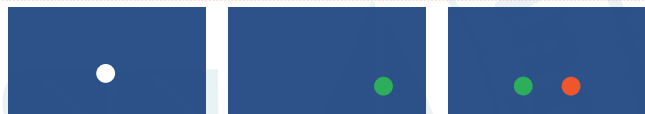
High-speed power vessel



Sailboat

On small crafts a combined all-round sector mast light can be used

+ Towed seagoing vessels coming directly from or leaving for the sea



Towing vessel



Each of several towing vessels leading a convoy or as auxiliaries, when several vessels are proceeding side by side



Vessels at anchor

+ Towed vessel

+ Last section of a towed convoy.

+ Pushed convoys preceded by one or more auxiliary motorized vessels

+ Leading boat or float of a longitudinal-cable ferry-boat



Section of a towed convoy more than 110 m long



Pushed convoys



Pushed convoys preceded by one or more auxiliary motorized vessels



Visual & Sound Signals On Vessels



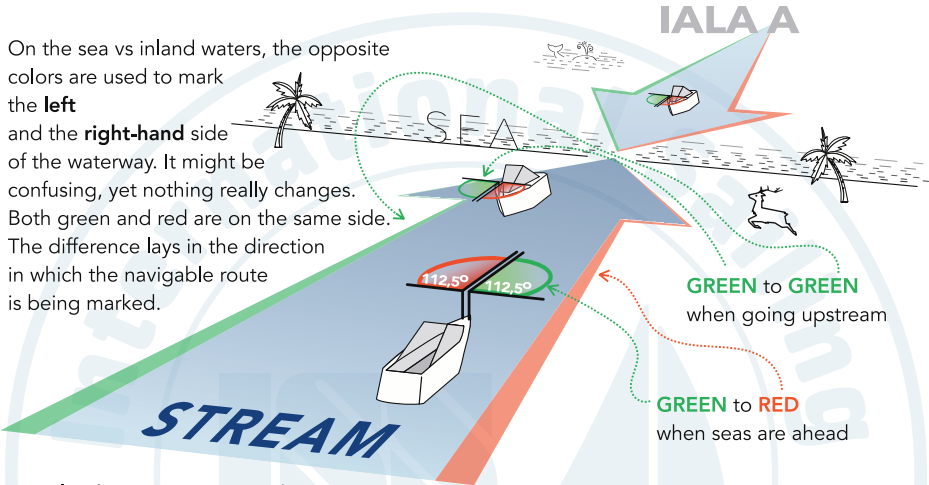
AFT	STARBOARD	FORWARD	
			Ferry-boats NOT moving independently
			Ferry-boats moving independently
			Pilot vessels Memory Aid: White over Red = Pilot Ahead
			Fishing vessels engaged in drawing a trawl or other fishing gear through the water (trawler)
			Fishing vessels other than trawlers if the fishing tackle extends more than 150 m horizontally from the vessel Memory Aid: Red over White = Fishing at Night
			Vessels unable to maneuver
			Vessels of the supervisory authorities and fire-fighting and rescue services (additional marking)
			Vessels under way carrying out work in the waterway (additional marking)
			Vessels with limited ability to maneuver Additional side marking possible. Two green lights indicate the side on which you should pass the vessel.
			Vessels engaged in minesweeping

Waterway Marking

MARKING DIRECTION

Green and red colours are used to mark the boundaries of navigable routes both in inland waters and at sea (IALA A system). Which side is green **on the inland side** and which side is red **depends on the direction of the stream**.

On the sea vs inland waters, the opposite colors are used to mark the **left** and the **right-hand** side of the waterway. It might be confusing, yet nothing really changes. Both green and red are on the same side. The difference lays in the direction in which the navigable route is being marked.

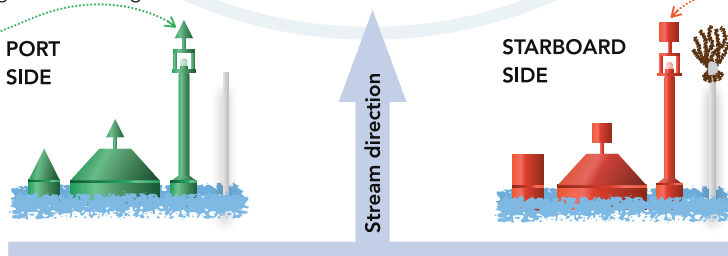


On inland waters, it is towards the sea (and thus **with the river stream**), and **at sea towards the land**.

LIMITS OF WATERWAYS

A system of buoys, poles, and lights is used to assist safe navigation. Each type of mark has a unique combination of color, shape, **top-mark** and light. You must be able to identify these marks and pass them safely on the correct side. Port and Starboard marks are **LATERAL MARKS**. When both port and starboard marks are placed near each other, you should travel between the two. Please note, however, that you might encounter only one type of the lateral mark. To know which side to pass it on the inland waters, you need to know the direction of the stream.

These are the markings used on the inland waterways. **GREEN FOR THE LEFT** and **RED FOR THE RIGHT-HAND** side. Please note that on the sea the left-hand side will be marked red, and the right-hand side green.

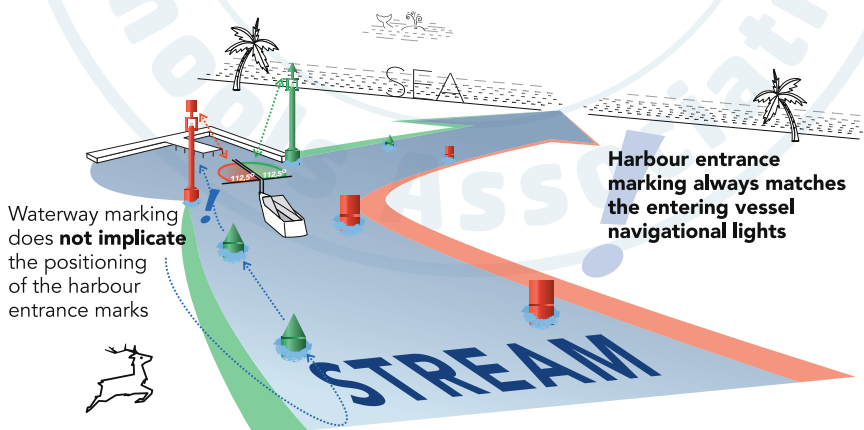


Here is an example of a waterway marked with the **GREEN LEFT-HAND SIDE** and the **RED RIGHT-HAND SIDE LATERAL MARKS**. No matter the direction you're sailing, always **pass between the lateral marks**.



ENTRANCES TO HARBOURS

No matter the direction of the waterway marking, entrances to harbours are **ALWAYS** marked with respect to the **ENTERING VESSEL** and **MATCH** the sides of **ITS NAVIGATIONAL LIGHTS**. To **PORT** of a vessel entering the mark will always be **RED** and to **STARBOARD** it will always be **GREEN**.



Here is an example of a waterway marked only with the **RIGHT-HAND SIDE LATERAL MARKS**. You may, however, encounter a waterway marked only with the left-hand side lateral marks. When sailing, always know the direction of the marking of the waterway and pay close attention to determine the side which you should pass the marks by.

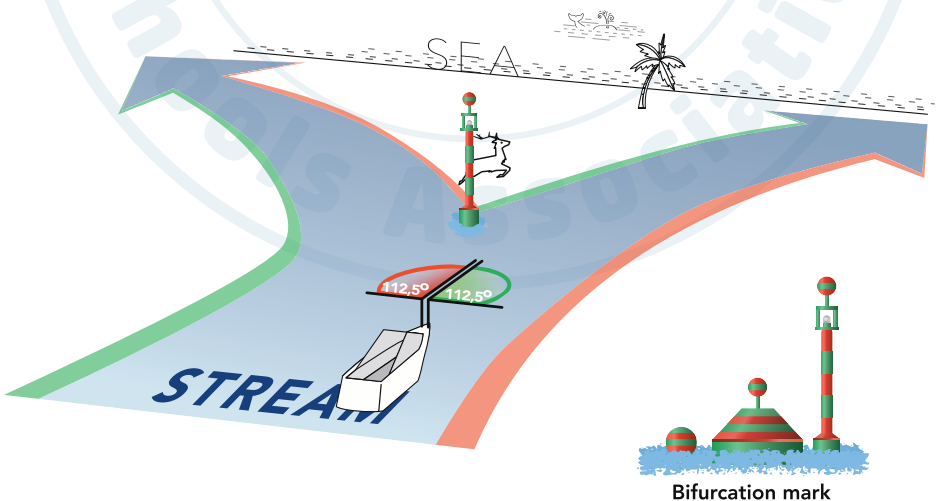
When going **DOWNSTREAM** you should **pass** the **RIGHT-HAND SIDE LATERAL MARKS** with the **STARBOARD** side of your yacht.

When going **UPSTREAM** you should **pass** the **RIGHT-HAND SIDE LATERAL MARKS** with the **PORT** side of your yacht.

For the ease and safety of navigation lateral marks are often **numbered**.

BIFURCATION OF THE FAIRWAY

The bifurcation mark is composed of horizontal red and green bands and has a shape of a spherical buoy or buoy with a spherical topmark. The mark may also be equipped with a light.



Waterway Marking

MAIN FAIRWAY DIRECTION

Where necessary, a **RED CYLINDRICAL TOPMARK** or **GREEN CONICAL TOPMARK** placed above the bifurcation mark indicates on which side it is preferable to pass (main fairway).

Main fairway
to **PORT**

Indicating the main fairway does not mean
that sailing into the other one is prohibited.

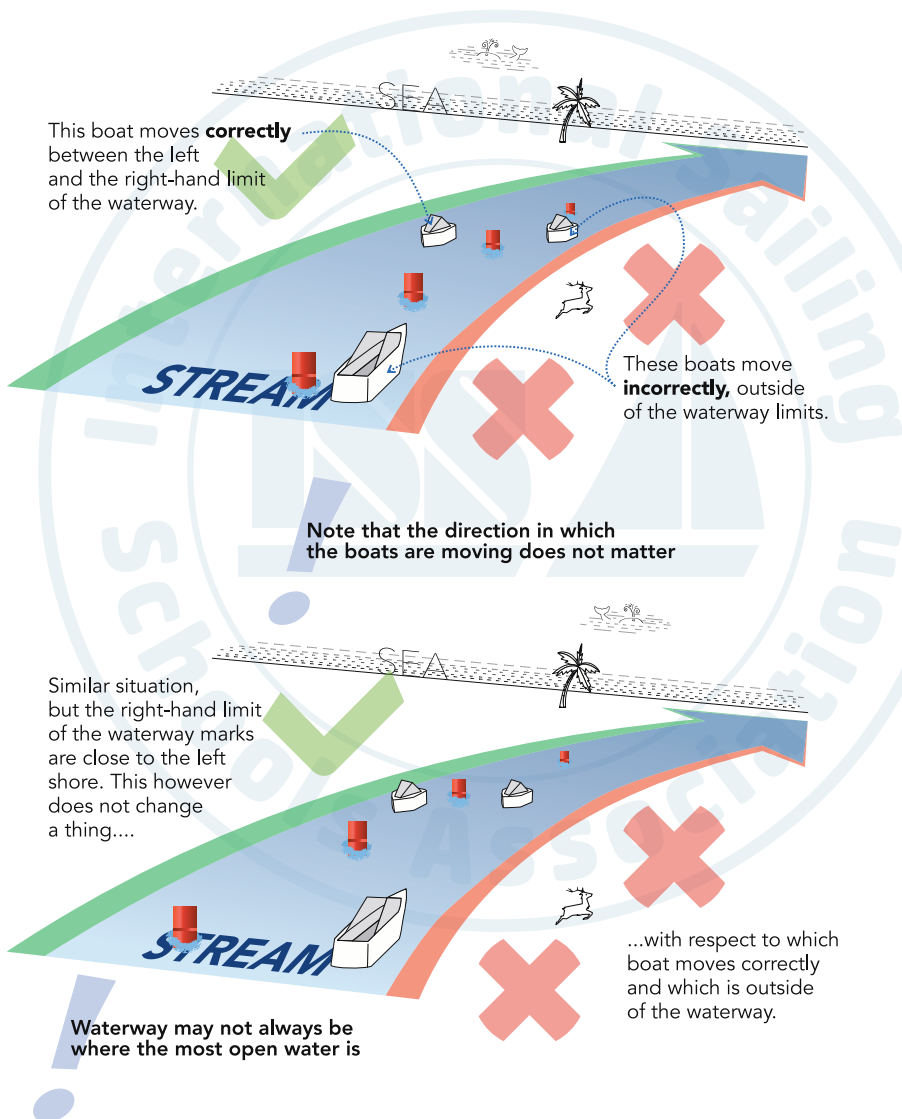
Bifurcation mark with
RED CYLINDRICAL TOPMARK

Main fairway
to **STARBOARD**

Bifurcation mark with
GREEN CONICAL TOPMARK

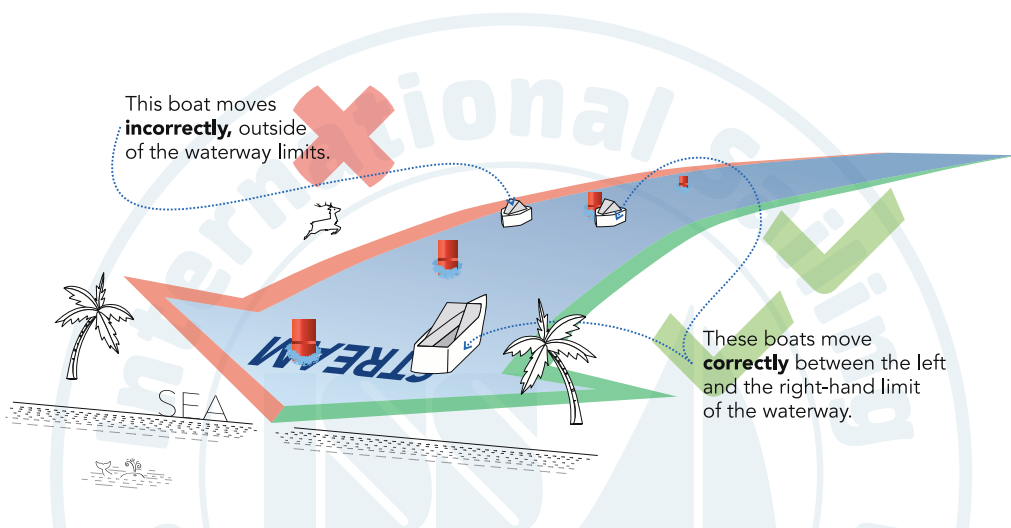
DIFFERENT SCENARIOS

Here are some examples of waterway marking. Note that the **LATERAL MARKS** may **NOT necessarily** be **NEAR THE SHORE** of the waterway side they indicate. Here are some examples of only **RED CYLINDRICAL** marks, indicating the **RIGHT-HAND SIDE** of the waterway.



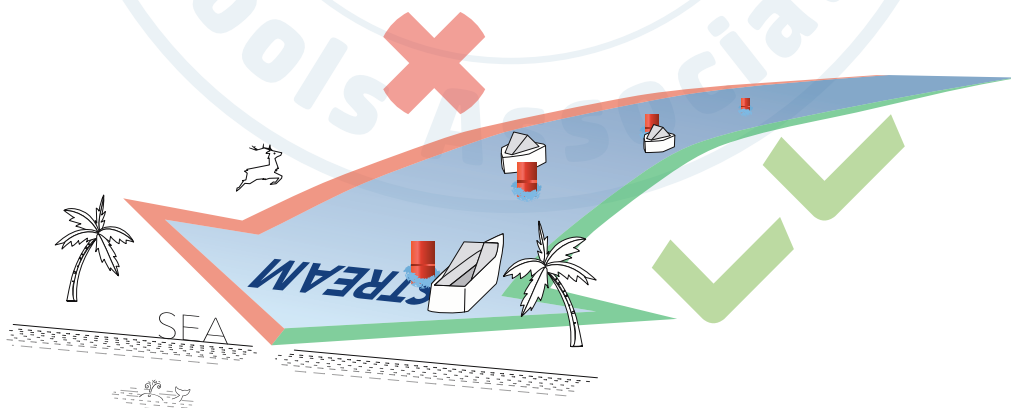
Waterway Marking

The **direction of the stream** determines the sides, **NOT THE DIRECTION YOU'RE GOING**. Here, although your perspective is different, the **RED CYLINDRICAL** marks, still indicate the **RIGHT-HAND LIMIT** of the waterway.



These two scenarios respectively represent the same waterway marking as shown in the previous two. The thing that changes is the position of the observer.

Note that both the direction of the river turn as well as the placement of the boats is different. This, however, does not matter when determining the limits of the waterway.



This boat moves **incorrectly**, outside of the waterway limits.

These boats move **correctly** between the left and the right-hand limit of the waterway.

Note that the direction in which the boats are moving does not matter

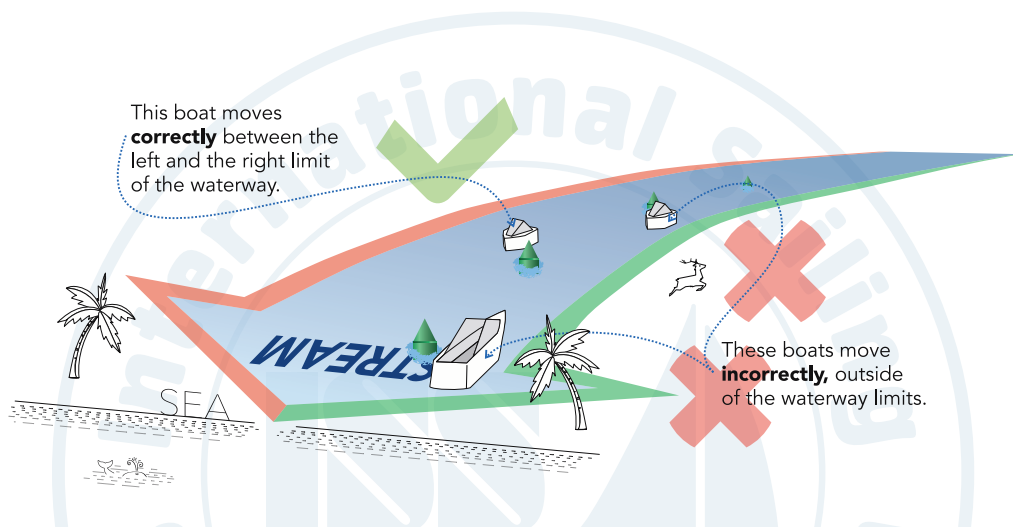
Similar situation, but the left-hand limit of the waterway marks are close to the right shore. This however does not change a thing....

Waterway may not always be where the most open water is

...with respect to which boat moves correctly and which is outside of the waterway.

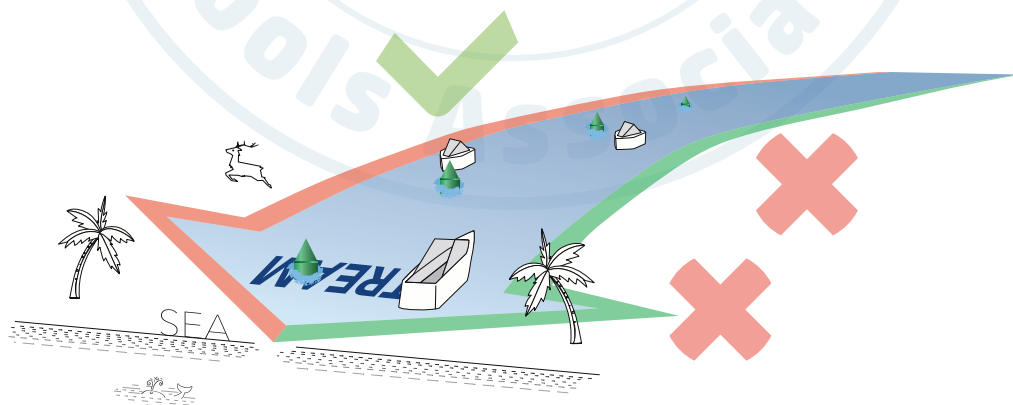
Waterway Marking

The **direction of the stream** determines the sides, **NOT THE DIRECTION YOU'RE GOING**. Here, although your perspective is different, the **GREEN CONICAL** marks, still indicate the **LEFT-HAND LIMIT** of the waterway.



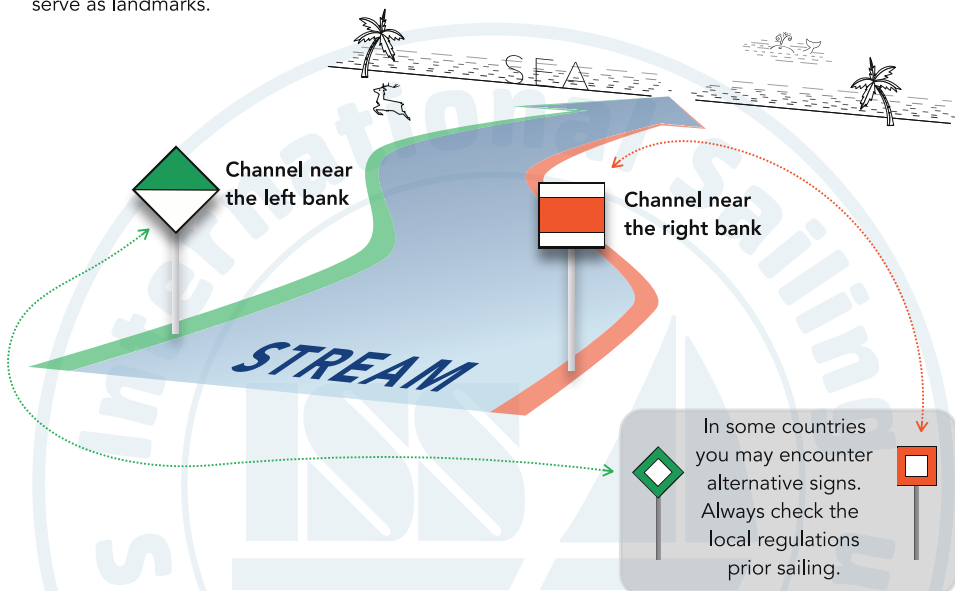
These two scenarios respectively represent the same waterway marking as shown in the previous two. The thing that changes is the position of the observer.

Note that both the direction of the river turn as well as the placement of the boats is different. This, however, does not matter when determining the limits of the waterway.



LAND SIGNS INDICATING THE POSITION OF THE FAIRWAY

These marks indicate the **position of the fairway in relation to the bank** and, together with the buoyage of the waterway, mark the fairway at points where it approaches a bank; they also serve as landmarks.



The land signs indicate that the navigable channel is near the **left...**

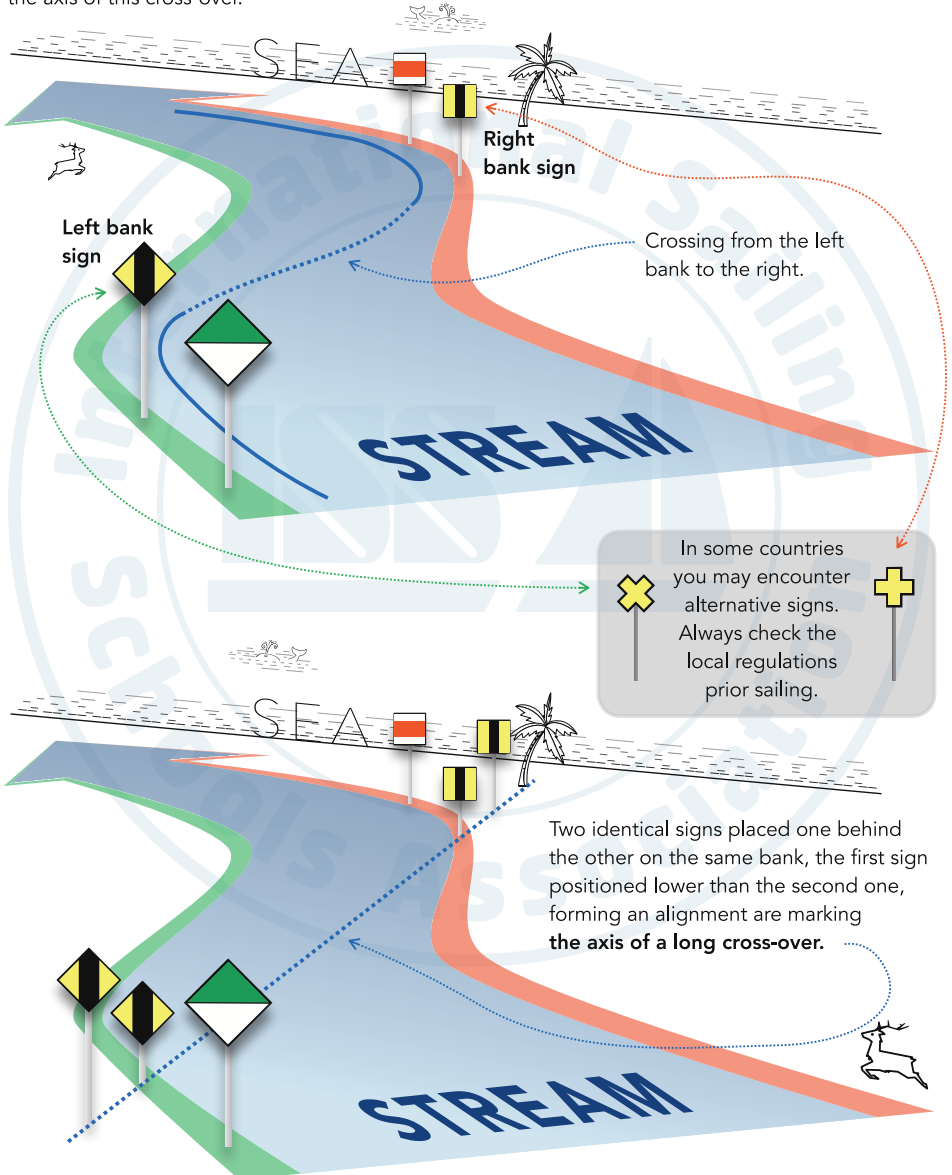
...or the **right bank**

Waterway Marking



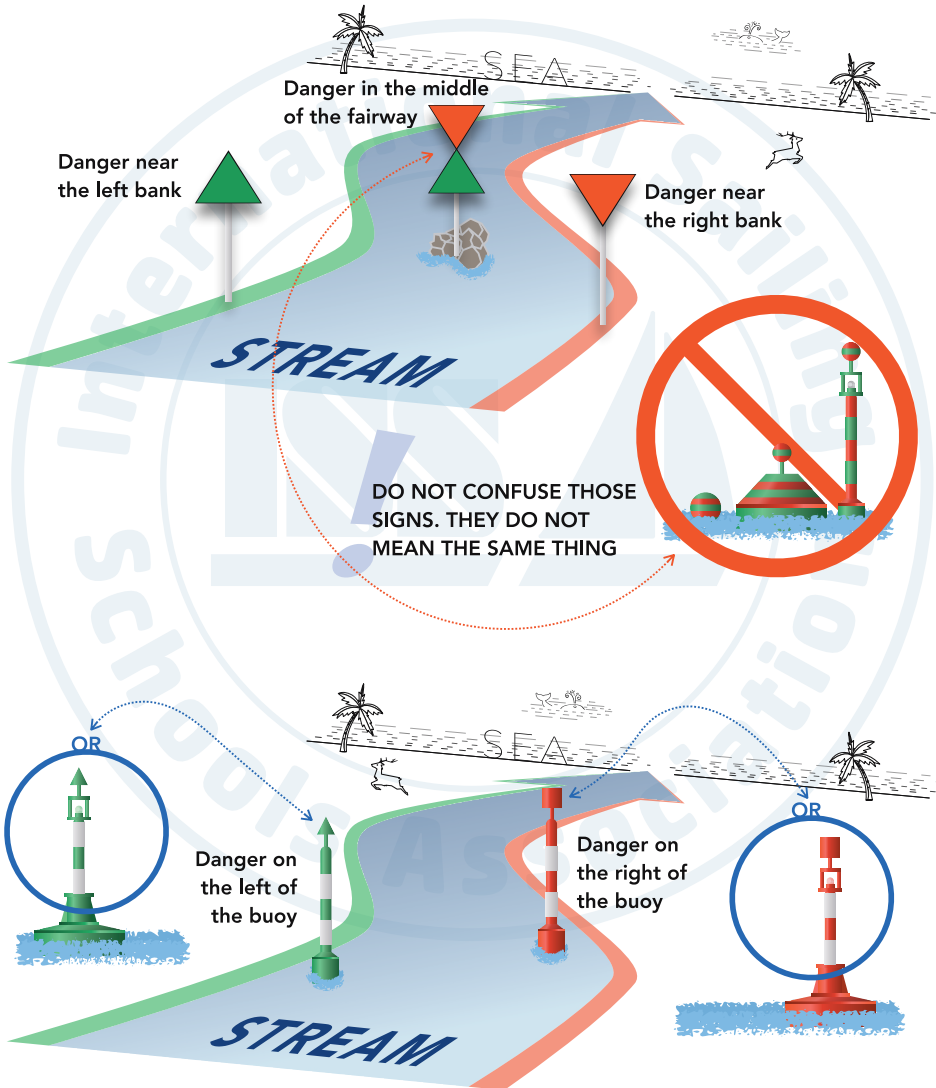
MARKING OF CROSS-OVERS

These marks indicate **at what point the fairway passes from one bank to another** and also give the axis of this cross-over.



MARKING OF DANGER POINTS AND OBSTACLES

Danger points and obstacles may be marked by the following fixed land signs or buoys.



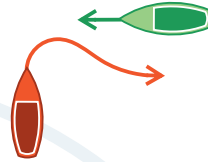
Vessel's Priority



UNDER POWER



Vessels meeting at an angle but not when one is overtaking the other, give way to vessels on your **STARBOARD BOW**.

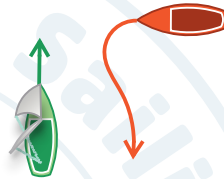


UNDER POWER



Sailing vessel is always **STAND ON** vessel to a motorized one.

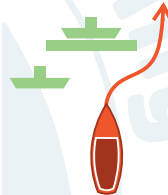
Sailing vessels under power are considered power vessels



UNDER SAIL OR POWER



Ferry moving independently or cable ferry is the **STAND ON** vessel



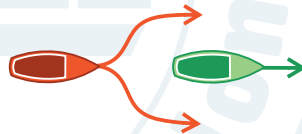
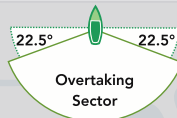
UNDER SAIL OR POWER



Overtaking Rule.

- The vessel **BEING OVERTAKEN** is the **STAND ON** vessel.
- The **OVERTAKING** vessel is the **GIVE WAY** vessel

Overtaking is defined as coming from more than 22.5° abaft the beam (the angle a stern light becomes visible).



Collision on water is much more dangerous than collision on land. Even if you have the right of the way always try and avoid a collision situation.

UNDER POWER



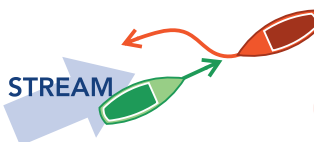
Vessels meeting head on – both turn significantly to **STARBOARD** and pass Port to Port.



UNDER POWER



Vessel going downstream is the **STAND ON** vessel.



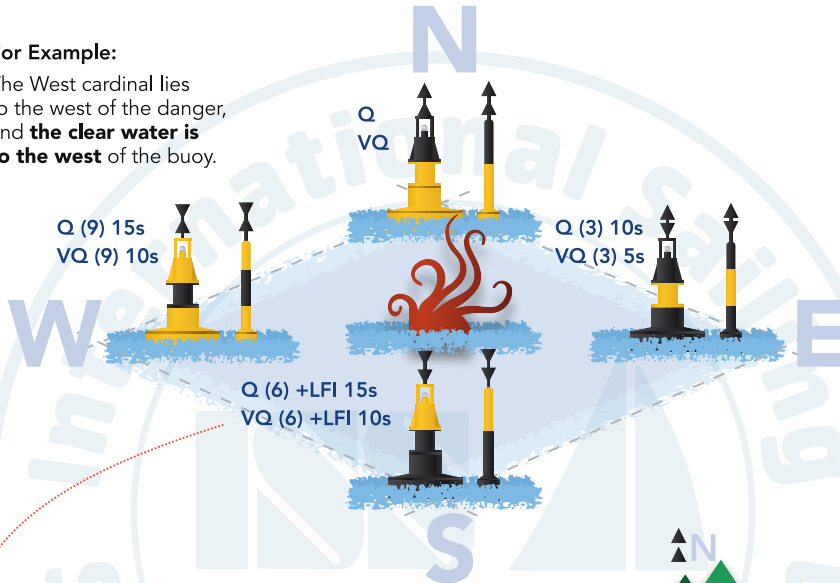
Commercial vessels always have the right of the way before any pleasure craft.

Cardinal Marks

Cardinal marks indicate the direction in which a particular danger lies, and the side on which it is safe to pass.

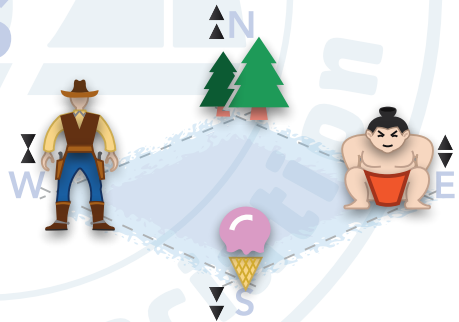
For Example:

The West cardinal lies to the west of the danger, and **the clear water is to the west** of the buoy.



You might use those icons to better memorize the cardinal marks. The icon refers to the arrangement of the cones.

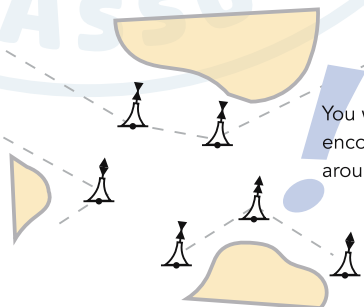
Note that the tips of the cones always indicate the location of the black color on each marker.



Lights description on charts
example:

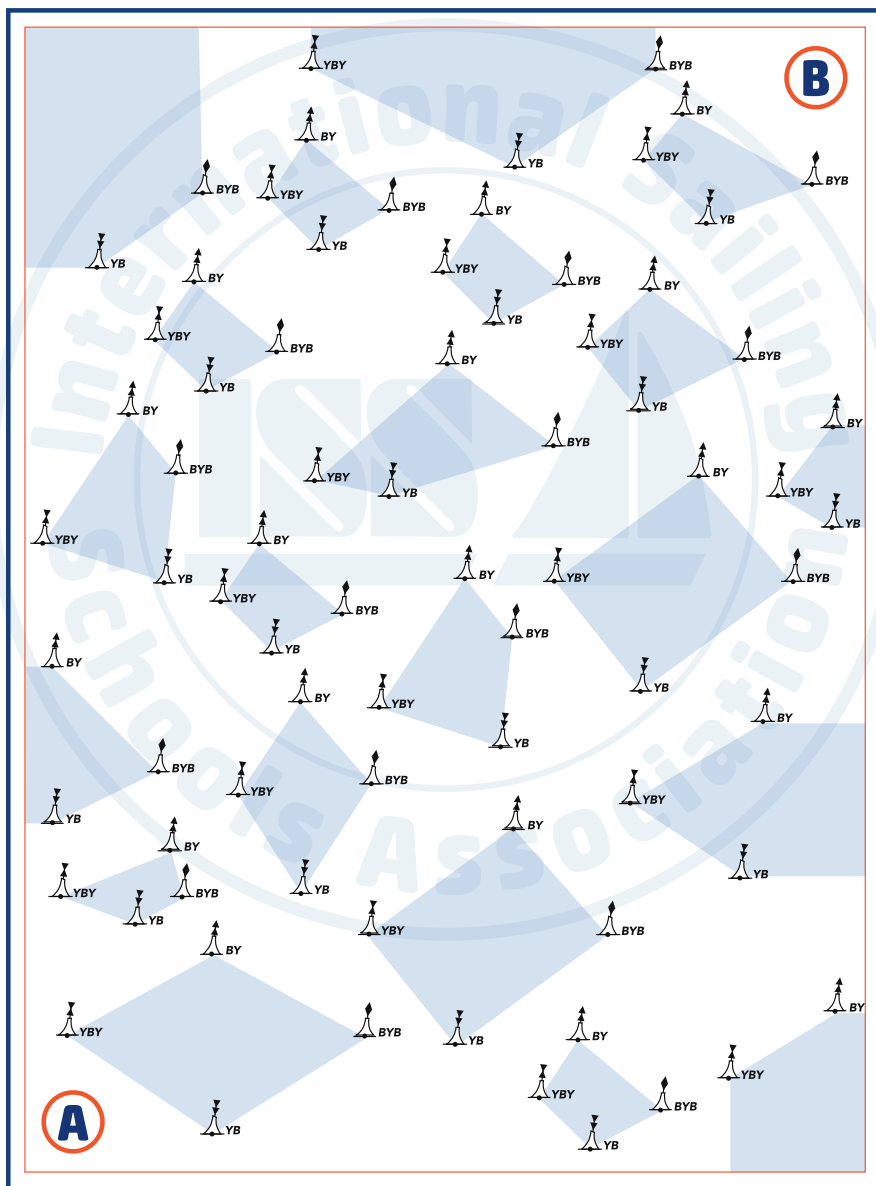
Fl(3)WRG.15s21m15M

- Flashing groups of 3
- White / Red / Green sectored
- 15 second period
- 21 meters high
- 15 mile nominal visibility



You will **NOT ALWAYS** encounter all **FOUR** marks around the danger zone

In order to safely sail from **A** to **B**, you have to avoid the shaded areas marked by the cardinal marks.

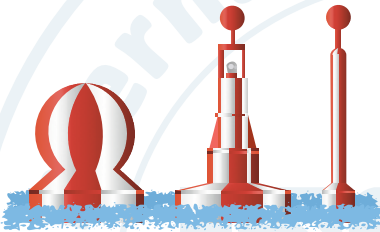


Additional Buoyage & Markings



ISOLATED DANGER

An isolated danger mark indicates a hazard in its vicinity. Avoid getting close to it.

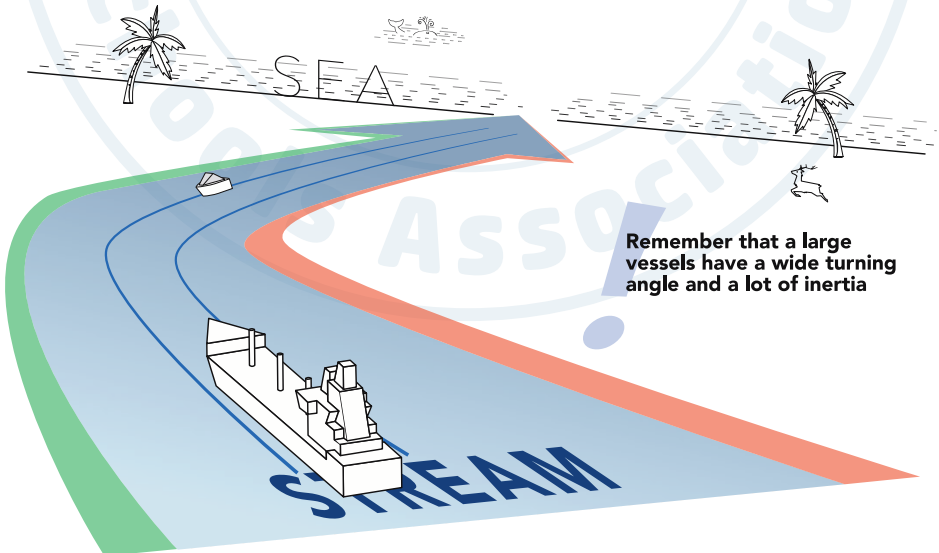


SAFE WATER

Used to indicate the end of a channel. It means that open, deep and safe water lies ahead. Sometimes a line of these marks can be used to mark a safe route through shallow areas.

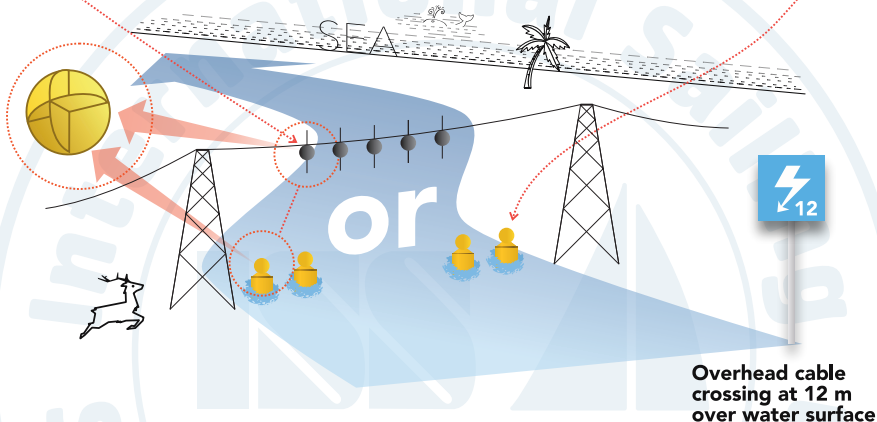
NARROW CHANNEL

When navigating in a narrow channel please watch out for large vessels. They are constrained by their draught and will usually go as close to the middle of the channel as possible, thus expecting all other vessels to keep out of their way. **Proceed through the narrow channel as quickly as possible.**



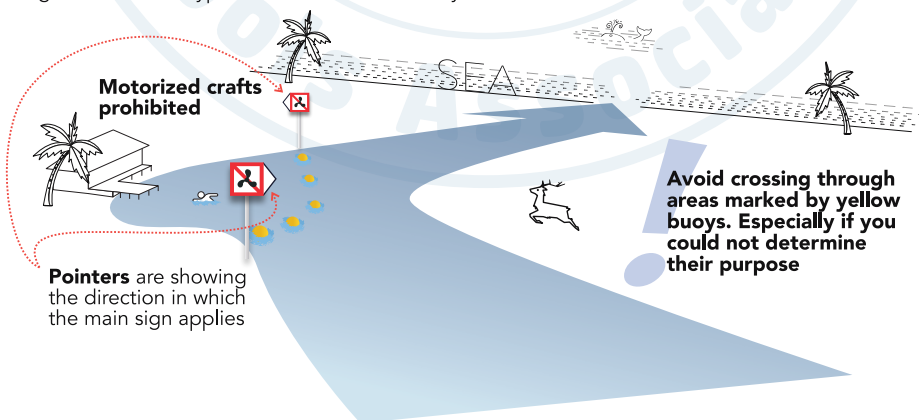
MARKING OF OVERHEAD CABLES

Where applicable, **radar reflectors** secured to the overhead cable **or radar reflectors placed on yellow floats** arranged in pairs near each bank indicate an overhead cable. More often you might encounter an informative land sign that might also contain information about **the height at which the overhead cable crosses over the water surface**.



BUOYS FOR MISCELLANEOUS PURPOSES

According to rules, if buoys are required for other, unspecified purposes, they should be predominantly white and may carry pictograms. Most commonly however you might encounter **yellow buoys** that indicate a **protected/restricted area** for all or selected crafts. Look for land signs to learn the type of craft that has no entry into the area.





Environmentally Responsible Sailing

Holders of the International Sailing Schools Association **certificates** are the **elite** that knows how to sail safely and should also **care about the environment**. Help us promote Environmentally Responsible Sailing and preserve the nature for future sailors generations **by applying these few simple rules**.

Segregate garbage for recycling purposes wherever possible



Recycling is an alternative to "conventional" waste disposal that can save material and help lower greenhouse gas emissions. Recycling prevents the waste of potentially useful materials and reduce the consumption of fresh raw materials, thereby reducing: energy usage, air pollution (from incineration), and water pollution. Search for segregated garbage bins in every marina.

Leave any beach or shore line you visit cleaner than when you arrived.

Leisure sailing can take you to many beautiful, paradise-like places. The community of sailors grows every year and it is constantly harder and harder to visit places untouched by a human hand. Some people do not regard that as a value and leave their trash behind them there. React and help to keep those places safe.



Strictly enforce no waste being thrown overboard.



This is not even a matter of ecology but personal culture. Oceans and seas are huge, but that does not mean that Another piece of paper thrown into the water does not make a difference. It does. It is your attitude that matters.



On inland waters, all of the above also applies to the toilet. You cannot dump the contents of the feces tank or the feces themselves into the water.

Educate sailing guests on the ecology of the sea and shore.

You are the skipper. It is your responsibility to educate your crew on how to properly behave during your leisure yachting experience.



Waterway Signs Index

PROHIBITORY SIGNS



Sections closed to use. No entry except for non-motorized small craft



No overtaking



No overtaking of convoys by convoys



No passing or overtaking



No passing or overtaking of convoys by convoys



No berthing on the side of the waterway on which the sign is placed (i.e. no anchoring or making fast to the bank)



No berthing on the stretch of water whose breadth, measured from the sign, is shown in meters on the sign



No anchoring or trailing of anchors, cables or chains on the side of the waterway on which the sign is placed



No making fast to the bank on the side of the waterway on which the sign is placed



No turning



Do not create wash likely to cause damage



No passing outside the area marked (in openings of bridges or weirs)



Entry prohibited, but prepare to get under way



Motorized craft prohibited



Sports or pleasure craft prohibited



Water skiing prohibited



Sailing vessels prohibited



All craft other than motorized vessels or sailing craft prohibited



End of zone authorized for high speed navigation of small sport and pleasure craft



No launching or beaching of vessels



















Water bikes prohibited











Use of sailboards prohibited

Any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft

MANDATORY SIGNS

	Proceed in the direction shown by the arrow		Move to the side of the fairway on your port side		Move to the side of the fairway on your starboard side
	Keep to the side of the fairway on your port side		Keep to the side of the fairway on your starboard side		Cross fairway to port
	Cross fairway to starboard		Stop as prescribed in the Regulations		Do not exceed the speed indicated (in km/h)
	Give a sound signal		Keep a particularly sharp lookout		Do not enter or cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed
	Yellow isophase lights	Vessels proceeding on the main waterway must, if necessary, change course and speed to allow vessels to leave harbours or tributary waterways			
	Obligation to enter into a radiotelephone link		Obligation to enter into a radiotelephone link		Obligation to enter into a radiotelephone link

RESTRICTIVE SIGNS

	Depth of water limited		...to the depth indicated in meters on the board	 <p>The channel lies at a distance from the right (left) bank; the figure shown on the sign indicates the distance in meters, measured from the sign, to which vessels should keep</p>
	Headroom limited		...to the height over the water surface indicated in meters on the board	
	Width of passage or channel limited		...to the width indicated in meters on the board	
	There are restrictions on navigation: see the information plate below the sign			


Waterway Signs Index


RECOMMENDATORY SIGNS

 or  Recommended opening in both directions





 or  or  or  Recommended opening only in the direction indicated (passage in the opposite direction prohibited)

 or  or  or  You are recommended to keep within the area indicated (in openings of bridges or weirs)

 You are recommended to proceed in the direction shown by the arrow

 ...or in the direction from the fixed light towards the isophase light

INFORMATIVE SIGNS

 Entry permitted (general sign); or  or  or 

 Overhead cable crossing

 Weir

 Ferry-boat not moving independently

 Ferry-boat moving independently

 Drinking-water supply


 Electrical power supply point

 Telephone

 Sports or pleasure craft permitted

 Motorized vessels permitted

 Water skiing permitted

 Craft other than motorized vessels or sailing craft permitted

 Sailing vessels permitted

 Launching or beaching of small craft permitted

 Use of sailboards permitted

 Zone authorized for high speed navigation of small sport and pleasure craft

 Use of spuds permitted

 Possibility of obtaining nautical information by radio-telephone on the channel indicated

 Water bikes permitted

Any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft



Anchoring or trailing of anchors, cables or chains permitted on the side of the waterway on which the sign is placed



Making fast to the bank permitted on the side of the waterway on which the sign is placed



Turning area



Berthing area reserved for loading and unloading vehicles. (Maximum duration of berthing permitted may be added on an information plate below the board)



Berthing (i.e. anchoring or making fast to the bank) permitted on the side of the waterway on which the sign is placed



Berthing permitted on the stretch of water of the breadth measured from, and shown on the board in meters



Berthing permitted on the stretch of water bounded by the two distances measured from, and shown on the board in meters



Maximum number of vessels permitted to berth abreast on the side of the waterway on which the sign is placed



Berthing area reserved for pushing-navigation vessels that are not transporting dangerous substances, on the side of the waterway on which the sign is placed



Berthing area reserved for vessels other than pushing-navigation vessels that are not transporting dangerous substances, on the side of the waterway on which the sign is placed



Berthing area reserved for **all vessels that are not transporting dangerous substances**, on the side of the waterway on which the sign is placed

Vessels carrying out certain transport operations involving dangerous substances

Avoid getting close to such vessels



Berthing area reserved on the side of the waterway on which the sign is placed **for pushing-navigation vessels that are required to carry...**



...one blue light or one blue cone



...two blue lights or two blue cones



...three blue lights or three blue cones



...one blue light or one blue cone



...two blue lights or two blue cones



...three blue lights or three blue cones

Berthing area reserved on the side of the waterway on which the sign is placed **for vessels other than pushing-navigation vessels that are required to carry...**



...one blue light or one blue cone






...two blue lights or two blue cones





...three blue lights or three blue cones




Berthing area reserved on the side of the waterway on which the sign is placed **for all vessels that are required to carry...**

Waterway Signs Index

 &  &  The waterways being approached are considered to be tributaries of this waterway

 &  This waterway is considered to be a tributary of the waterway being approached

 or  End of a prohibition or obligation applying to traffic in one direction only, or end of a restriction

 or  or  Difficulty ahead – stop if the regulations so require


 or  or  You may proceed

White isophase lights

 Winter harbour

 **XV** Maximum number of vessels permitted to berth in winter harbour

 Winter shelter

 **I**
IV Maximum number of vessels permitted to berth in winter shelter


Maximum number of vessels permitted to berth abreast


Maximum number of rows of vessels which are berthed abreast

ADDITIONAL SIGNS

Additional luminous signals

 or  or 

 Permission to enter the basin to which the arrow is pointing

 No entry to the basin to which the arrow is pointing

Pointers

Showing the direction of the section to which the main sign applies

The pointers need not necessarily be white and may be placed beside or below the main sign.

  Berthing permitted

  Berthing prohibited (over a distance of 1,000 m)

Additional panels

Giving explanations or additional information

 **CUSTOMS** Stop for Customs

 Give one long (4 sec) sound signal

TEST QUESTIONS

1 You see a **RED rocket** flashing in the sky. What does that mean?

- A ☐ It's a distress signal
- B ☐ There is a party
- C ☐ It does not mean anything



2 What does this **sign** mean?

- A ☐ Obstacle ahead
- B ☐ Passage in one direction
- C ☐ Passage in both directions



3 What **type of light** is this?

- A ☐ Flashing
- B ☐ Occulting
- C ☐ Isophase



4 What **color** is the light indicated in the drawing with a question mark?

- A ☐ White
- B ☐ Red
- C ☐ Green



5 You see a **vessel with this sign**. What does it **mean**?

- A ☐ Fishing vessel (trawler)
- B ☐ Vessel under sail and at the same time under power
- C ☐ Vessel whose ability to maneuver is limited



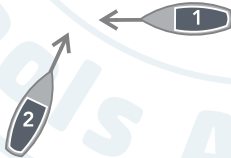
6 What **type of vessel** carries such **lights**?

- A ☐ Pilot vessel
- B ☐ Fishing vessel other than trawler, with gear extended more than 150m
- C ☐ There is no such vessel



7 Which one is a **give way** vessel?

- A ☐ 1
- B ☐ 2
- C ☐ None of them



8 You navigate **up the river** and see this mark. Which **side** will you pass it by?

- A ☐ Port
- B ☐ Starboard
- C ☐ It does not matter



9 What is this **sign**?

- A ☐ No entry
- B ☐ Channel near the right bank
- C ☐ Obstacle near the left bank



10 What does this **mark** mean?

- A ☐ The danger is south of it so I would pass it from the north side
- B ☐ The danger is east of it so I would pass it from the west side
- C ☐ The Danger is west of it so I would pass it from the east side
- D ☐ The Danger is north of it so I would pass it from the south side



ISSA Logbook

The tradition of ISSA logbooks dates to its beginnings

From the very beginning, ISSA was involved in setting standards in teaching sailing school students as well as training instructors. An international team has developed model patterns of seaman books (logbooks) that can still be found in many organizations in Europe and around the world - see photos below.

Also this new logbook in an unprecedented, but extremely convenient to fill in format 'horizontal A5' was created thanks to international cooperation.



www.issa.global



ISSA.global

Wherever You Sail