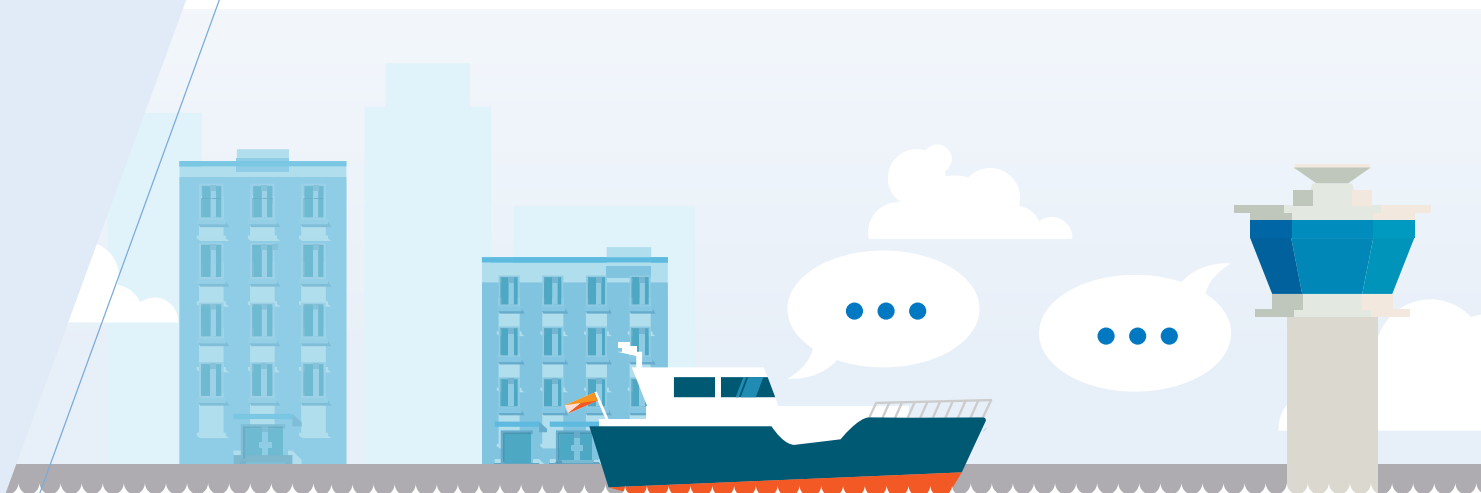


SAFE AND CORRECT LOCKAGE

PLEASURE CRAFT

This leaflet provides a simplified overview of the navigation rules for passing through locks and lockage priority.



A complete overview of navigation rules for passing through locks and lockage priority is available at www.visuris.be/scheepvaartreglementering (APSB art. 6.28, 6.28/1 and 6.29). As a skipper you must also comply with the temporary regulations in shipping notices. These notices can be found at www.visuris.be/scheepvaartberichten.

Lockage priority

General rules

Enter the lock in the order of arrival at the waiting area.
Give priority to large vessels when entering the lock.

Exceptions

These vessels have lockage priority:

- A. Vessels belonging to public authorities or rescue services with an urgent task. These vessels display a normal blue, flashing light or a rapidly flickering light visible from all sides during both the day and night.
- B. Vessels that have been given a right of lockage priority and display a red pennant on the bow at a visible height as an additional daytime signal.

Always cooperate as required to allow these vessels to enter the lock without delay.

For vessels carrying hazardous goods

A cone ship is a ship carrying hazardous goods. It can be identified from the blue cone(s) or the blue light that it displays.



In a lock and in a waiting area, maintain a distance of at least 10 metres from a vessel with a blue cone or a blue light. This does not apply to other vessels that also display a blue cone. A passenger vessel (+12 people) may not pass through a lock with a cone vessel.

A vessel with two or three blue cones must pass through a lock alone.





Maximum permitted dimensions

The maximum permitted dimensions of vessels for each lock (chamber) are listed at www.visuris.be.
Please note: Sailing vessels are not allowed in some locks if the height of the lock is limited.

Safe and correct lockage in 11 steps

- 1 Reduce speed and use your marine telephone to request operation and for any other communication with the operators.
- 2 Mount sufficient fenders on both sides of the vessel.
- 3 Wait in front of the red light.
- 4 When the lights change to green and red, the lock gates are about to open. Ensure that your vessel is ready to sail.
- 5 Enter the lock in the order of arrival at the waiting area, but do not enter until commercial vessels are moored safely in the lock.
- 6 Lock operation will take place safely and smoothly with optimal distribution of vessels in the chamber. To achieve this, follow the instructions given by the lock operators.
- 7 Move into your berth within the specified limits and maintain a distance between your vessel and large vessels.
- 8 Secure the aft and fore of your vessel with mooring lines.
- 9 Disengage the propeller.
- 10 Help other sailors to secure their vessels alongside your vessel.
- 11 Only release your vessel when there is a green light.

Additional points for attention

- Moderate your speed when entering and exiting a lock to prevent danger and damage.
- Do not pass other vessels when approaching a lock or waiting area.
- Lift your anchors completely before entering a lock.
- Let out or haul in your mooring lines to prevent damage to other vessels in the lock.
- In locks, only use fenders or bumpers that cannot sink. Car tyres and rope bundles are not permitted.
- Do not allow water to flow or pour onto other vessels in the lock.
- Once you have moored your vessel in the lock, you may not use any propulsion systems until you are allowed to exit the lock.



Always follow the instructions given by the lock operators.

PRACTICAL NAVIGATION RULES AND SIGNALS WHEN ENTERING AND EXITING LOCKS

Signals (lights or signs) on the starboard side or both sides of the entrance regulate entering and exiting a lock.

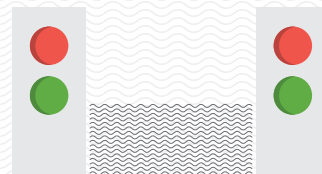
If there are no signals and the operators do not give you permission, you may not enter or exit the lock.

Lock in operation

- Red lights: You may not enter or exit the lock.



- Red lights at the top, green lights at the bottom: Entry prohibited, but will soon be permitted.



- Green lights: You may enter and exit the lock.



Lock not in use

- Red lights: You may not enter the lock.



- Green lights: You may sail through the lock, the lock is open at both ends.



Operation at the end of an operating day

You will be able to use the lock if your vessel arrives at the lock before the closing time and if the following conditions are met:

- 1 Your vessel is less than 500 metres away from the lock.
- 2 Your vessel is located at the end of the lock where lockage is accepted.
- 3 There is still room available for your vessel in the lock chamber.

Reporting damage

All vessels are obliged to immediately report all incidents involving damage (accidents, damage or canal contamination) where the liability of De Vlaamse Waterweg nv may be in question, to the River Information Services (RIS), a service of De Vlaamse Waterweg nv: www.visuris.be/probleemmelden or ris@vlaamsewaterweg.be.

Once reported, if necessary De Vlaamse Waterweg nv will conduct an investigation into the nature, cause and extent of the damage and will decide whether the vessel should be stopped. The skipper must provide all available information about the incident involving damage.

Assistance from the lock quay

The operators only provide assistance, i.e. accepting mooring ropes, at the following locks and if assistance is explicitly requested by the pleasure craft user:

- The Dammepoort lock in Bruges (The Ghent to Ostend canal);
- Wijnegem lock (Albert canal).

Access to a lock for manually propelled small vessels and water scooters

For safety reasons, small manually propelled vessels and water scooters may not access locks on the Flemish waterways. The Vlaamse Waterweg nv may permit access subject to conditions that it lays down in exceptional circumstances.

