



Pleasure Craft
& Locks

viadonau



The following information is intended for recreational and pleasure craft users who pass through the locks located on the Austrian Danube. Its purpose is to ensure smooth and safe lockage.

The detailed rules of conduct at locks are included in the current version of the Austrian “Waterways Traffic Regulations” (WVO, § 6.28, § 6.28a and § 6.29) and are available for download at www.doris.bmvit.gv.at.

Current information about restrictions, closures and other events of significance for inland navigation are published in the Notices to Skippers, which can be found at nts.doris.bmvit.gv.at.



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Lock Glossary

Headwater	area upstream from the lock
Tailwater	area downstream from the lock
Lockage downstream	downstream from headwater to tailwater
Lockage upstream	upstream from tailwater to headwater
Right/left lock chamber	right and left lock chambers are determined by the direction of the flow of the river; when viewed from downstream the left lock chamber is on the left and when viewed from upstream it is located on the right.
Mooring post	post used to secure vessels to a mooring place. As part of the sheet pile wall , inset bollards are fixed and integrated into the lock wall, whereas a floating bollard automatically raises or lowers itself according to the water level.
Demarcation lines	vertical lines on the lock wall. All vessels must stay within the area marked by these demarcation lines until lockage has been completed.
Lock gates	gates which seal off the lock chamber from the upper and lower pounds.

Upper head	gate structure at the upstream end of a lock
Lower head	gate structure at the downstream end of a lock
Upper edge	upper third of the lock chamber towards the headwater
Lower edge	lower third of the lock chamber towards the tailwater
Vessel impact guard	a taut, steel rope with signal buoys stretched across the lock chamber to protect the gates from damage by vessels
Bastion	grouping area for commercial shipping
Outside wall	wall on the outer side of the lock chamber
Intermediate wall	wall separating the two lock chambers
Control tower (“B-Stelle”)	the lockkeeper’s workplace
Lay-by berths	waiting berths for ships. So-called “recreational craft waiting berths” are marked with additional signs (“For small craft waiting for lockage / für Kleinfahrzeuge, die auf Schleusung warten”)
Bypass Facility (“Umsetzanlage”)	Facility for portable small craft (e.g. rowing boats) which allows the boat to be removed from the water and bypass the lock facility using a transport trolley

Relevant Waterway Signs

IN ACCORDANCE WITH THE
WATERWAYS TRAFFIC REGULATIONS

A – Prohibitory Signs



A.1 No Entry



A.7 Mooring on the bank prohibited



A.12 Motorised craft prohibited



A.14 Water-skiing prohibited



A.16 All craft other than motorised vessels
or sailing craft prohibited

B – Mandatory Signs



B.1 Proceed in the direction
shown by the arrow



B.2b Move to the side of the fairway
on the starboard side of the vessel



B.5 Stop as prescribed in the regulations



B.6 Do not exceed the speed indicated
(in km/h)



B.7 Sound horn



B.11b Make contact using a radiotelephone
link via the VHF channel indicated on
the board

C – Restrictive Signs



C.4 Restrictions on Navigation;
seek information



C.5 The distance of the fairway from the
right (left) bank
the number on the sign indicates the
distance in metres that should be
kept between the craft and the notice
marks



E – Informative Signs



E.2 High-voltage power line crossing the waterway



E.4a Ferry-boat not travelling under its own steam



E.5 Berthing permitted (anchoring or making fast to the riverbank)



E.8 Turning area



E.13 Drinking water supply



E.14 Telephone



E.19 Craft other than motorised vessels or sailing craft permitted

General Rules

Each vessel user is obliged to behave in such a way that **traffic safety** is ensured and no other party is harmed or endangered.

Consideration for other vessels is of the utmost importance!

Follow the lockkeeper's **instructions at all times!**

Before lockage, each craft must **notify the lock** by VHF radio, intercom system or phone.

The **lock area** is defined by the Waterway Traffic Regulations. It is generally marked for each respective lock by the mandatory sign "use VHF channel".

As a general rule, small craft are not locked through individually but **together with other small craft**.

In the case that your craft is locked together with larger vessels (e. g. passenger vessels), **the larger vessels must enter the lock first**.

At the **locks Ottensheim, Abwinden, Wallsee, Melk, Altenwörth, Greifenstein and Freudenu,** pleasure craft with a length of less than 20 metres should only be **moored while waiting for upstream lockage within the two-thirds of the upstream half of the lock chamber.**

It is permitted to moor next to other vessels as soon as they have been moored for lockage providing that no more than two-thirds of the width of the lock is occupied. In such cases, pleasure craft must exit the lock prior to the other vessels.

During lockage **life vests must be worn at all times** by all persons on deck! Without life vests, your craft will not be locked!

Always use **fenders** to prevent damage from collision.

Leaving the craft when it is in the lock chamber is **strictly forbidden**, unless you need to contact the lockkeeper (e.g. to announce that you are ready for lockage via the lock phone).

Swimming and bathing in the lock area and in the lock chambers **is strictly forbidden.**

Navigation is forbidden for pleasure craft during periods when water levels exceed the highest navigable level.

Rowing boats, canoes and similar craft which can be carried over land by the crew, must use the **Bypass Facility.** Should this facility be closed, these craft may then use the lock. **You are required to wear a life vest at all times.**

THE 1ST STEP: Notification of Arrival

When approaching a lock, speed must be reduced and contact with the lockkeeper made. Usually, you can make contact with the lockkeeper via VHF radio over the respective lock radio channel (see table page 22) or over the intercom system (orange posts) available at the waiting pontoon for pleasure craft.

For pleasure crafts there are merely reference times for locking (see table on page 22).

In the case of heavy commercial traffic, pleasure craft are obliged to give way to these vessels and the lockkeeper will decide when and how each vessel will be locked through.

Such decisions are subject to extensive legal provisions. These include regulations relating to safe distances to be observed and restrictions on locking vessels together. These regulations are binding for the lockkeeper and we therefore ask for your understanding and patience when the reason for waiting times seems unclear.

Intercom System:

- Loudspeaker
- call lever
- Microphone



Should you not receive permission to enter, moor your vessel at the waiting berth for pleasure craft and wait for the lockkeeper's instructions or follow the traffic signals.

How to use the intercom system:

- Push the call lever and then release it: connection is made with the control tower
- When the lockkeeper answers you can speak freely
- Once the conversation has ended, the lockkeeper will terminate the connection

Deviation from the Waterway Traffic Regulation Directive, allows for the notification of arrival via **mobile phone**, provided that the call comes directly from a vessel that does not obstruct commercial traffic, waits at the pleasure craft waiting berth and remains within the field of vision of the control tower.

THE 2ND STEP: Entering the Lock

Overtaking before entering and when in the lock is prohibited.

Vessels must enter the lock in order of arrival. Overtaking other vessels is only permitted by instruction of the lockkeeper. If you are locked together with commercial vessels (e.g. passenger vessels), the larger vessels should be allowed to enter the lock first. The mandatory requirement to wear life vests for all persons on deck during lockage applies to all vessels shorter than 20 metres (Waterway Traffic Regulation Directive § 6.28 Paragraph 7 lit. g). **Without life vests your craft will not be locked!**

Entering the lock is regulated by **traffic signals** with the following meaning:

One or two red lights when entering: Entry prohibited, wait until the traffic signals change to green.

Two green lights when entering: Entry allowed.

Please watch out for any additional instructions from the lockkeeper.





Yellow line



White line

Enter the lock at reduced speed in order to be able to **come safely to a halt even without engine power** and avoid collision with parts of the lock or other vessels (e.g. ship collision protection equipment). Failure to observe this order may result in falling overboard and drowning! Standing between the vessel and lock wall can result in serious injury!

When navigating into the lock, **enter as far as possible to the front of** the lock chamber and moor in a way that does **not obstruct other vessels**.

When **locking upstream** at the **locks of Ottensheim, Abwinden, Wallsee, Melk, Altenwörth, Greifenstein and Freudenau**, pleasure craft shorter than 20 metres should only be moored in the two-thirds of the up-stream half of the lock chamber; otherwise they run the risk of being affected by waves from inflowing water.

This area is marked with **yellow or white** demarcation lines on the lock wall. It is permitted to **moor next to other craft** as soon as they have been attached for lockage and no more than two thirds of the width of the lock is occupied. In such a case, pleasure craft should exit the lock prior to other vessels.



Bollard



Floating bollard

Whenever possible, moor at the edge of the lock chamber where the **floating bollards** are located, or at the **outer wall**.

Keep a safe **distance** between your vessel and other vessels.

Fasten your boat to a **bollard**. Always tie the ropes to the bollard in such a way that repositioning is always possible during lockage, otherwise there is a danger of capsizing and drowning!

After mooring, turn off the motor.

Notify the lockkeeper by **VHF radio telephone** or **lock telephone, bell ringing, voice** or **hand signals** that you are ready for lockage.

THE 3RD STEP: Lockage

During the lockage procedure, tie the ropes in such a way that collision with parts of the lock or other craft is avoided.

Tie the rope with a tension that is suitable to the current water level. Loosen or tighten the ropes according to the situation.

Always choose a bollard according to the water level. If the water level changes so drastically that using another bollard becomes necessary, keep your craft steady with a boat hook, remove the loop from the bollard and moor the vessel at a more suitable bollard.

Remain calm at all times and work methodically and without stress.

Always keep a knife within reach in order to be able **to cut the ropes in case of emergency!** In the case of interruption of the lockage, a difference in level of between 90 and 140 cm can be expected before the locking process stops.

Failure to observe these instructions can result in the risk of falling overboard and drowning!

Leaving the craft when in the lock chamber during lockage is **strictly forbidden**, unless you need to contact the lockkeeper (e.g. to announce that you are ready for lockage via the lock phone).



Adjust the tension



In case of emergency cut the ropes!

Lockage Upstream

If your craft is being locked upstream, you should be aware of the current caused by the inflow of the water into the lock chamber. Depending on its design, **a lock chamber can be filled with water** in various different ways:

In all locks except for Aschach and Persenbeug, the inflow comes from the openings in the lower head area resulting in **a strong flow upstream**. Due to the nature of the flow, the craft needs to be firmly secured.

In the **lock at Aschach**, the inflow is provided by slots in the floor of the lock chamber, resulting in a **weak flow**.

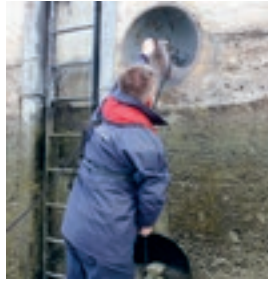
Nevertheless, the craft still needs to be firmly secured!

In the **lock at Persenbeug**, the inflow is provided by the lifting of the upper head. Be aware that when mooring your craft that the lock of Persenbeug **does not have floating bollards!**

When locking upstream, the craft should be secured in such a manner that the bow is padded with fenders that cushion the craft from the wall of the lock chamber. If there is no possibility to use fenders, one of the crew members should ensure that the critical area of the craft is protected.



Floating bollard



Inset bollard

In order to attach the craft to a **floating bollard**, the line from the fairlead located in the middle or rear of the craft should be attached to the bollard. The rope should be tied using a slipknot at an appropriate tension that ensures that the rope can be removed at anytime.

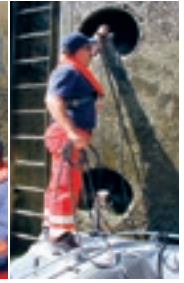
In order to secure a vessel to an **inset bollard**, two lines should be attached. The vessel should be secured in a fashion that ensures that the fenders cushion the bow of the craft from the wall of the lock chamber. While one of the lines is under tension, the other line should be attached to the next highest inset bollard. In addition, a boat hook can be used to help secure the vessel to the ladder situated in the wall of the lock chamber. **A boat hook on its own, however, is not enough** to secure the vessel during lockage.



Floating bollard



Inset bollard



Lockage Downstream

Easier than lockage upstream, it still requires full concentration and close attention to detail.

The craft is attached to the bollard in the direction of travel.

The stern must be fixed to a **floating bollard** using a rope with a slipknot. In order to avoid the danger of becoming stuck, the rope should only be firmly attached when the floating bollard starts to move. Remember that, under certain circumstances, the weight of smaller craft may not be sufficient to ensure that the bollard slides smoothly. If it becomes jammed there is a danger of becoming trapped or capsizing.

When tying the boat to **inset bollards**, only a line from the stern needs to be attached; working together with another crew member will make the switch from one bollard to another much easier.

THE 4TH STEP: Exiting

As soon as the water level has equalized, the lockkeeper will open the gates.

Wait for the signal from the **traffic signal system** to leave the lock.

A red light at the exit indicates: no exit. Wait until the signal has changed to green.

A green light at the exit indicates: exit allowed. You can slowly leave the lock.

When leaving the lock, navigate in a timely manner but try to avoid causing a wash.

Should you be locked together with large vessels (e.g. passenger vessels), **let them leave the lock first**. Please follow the instructions of the lockkeeper.

Should you be **just behind** a larger vessel, signal your presence (**warning horn, friendly hand gesture**), so that the captain will not create a wash.



Traffic lights at exit

As described on page 14, in the second phase of entering the lock, pleasure craft shorter than 20 metres may – when being locked upstream in the locks of Ottensheim, Abwinden, Wallsee, Melk, Altenwörth, Greifenstein and Freudenau – **leave the lock prior to other vessels** if they are moored next to other vessels.

Accessibility and Lockage Times on the Austrian Stretch of the Danube



lock	phone number	river-km	VHF	lockage upstream			lockage downstream		
Lock Aschach	+43 (0) 504 321 6610	2162,670	18	11:00	13:00	18:00	09:00	13:30	17:00
Lock Ottensheim	+43 (0) 504 321 6620	2146,800	20	10:00	12:00	17:00	10:30	14:30	18:00
Lock Abwinden	+43 (0) 504 321 6630	2119,600	22	10:30	15:00	18:30	09:00	13:00	17:00
Lock Wallsee	+43 (0) 504 321 6640	2095,100	18	09:00	13:30	17:00	10:30	14:30	18:30
Lock Persenbeug	+43 (0) 504 321 6650	2060,420	20	10:45	14:45	18:45	09:00	12:00	17:30
Lock Melk	+43 (0) 504 321 6660	2038,100	22	09:30	13:30	17:30	10:00	13:00	18:30
Lock Altenwörth	+43 (0) 504 321 6670	1980,100	20	10:30	13:15	16:00 * 19:00	09:00	11:00 * 14:30	16:45 19:00 *
Lock Greifenstein	+43 (0) 504 321 6680	1949,200	22	08:45	11:00	14:30 * 17:30	10:30	12:30 * 16:00	19:30 20:30 *
Lock Nussdorf	+43 (0) 504 321 2505		19	see page 25					
Lock Freudenu	+43 (0) 504 321 6690	1921,050	18	no fixed lockage times!					

* on Sundays and public holidays

These are merely reference times for lockage. The right to have these respected does not apply during heavy traffic situations involving large vessels. When and how lockage is to be carried out is decided solely at the discretion of the lockkeeper.



Lock Nussdorf on the Danube Canal

Powered pleasure craft enjoy only **limited rights to navigate on the Danube Canal**. Navigation is **only** open to these craft during the months between April and September between 9:00 AM and 10:00 PM for upstream voyages. These craft may not overtake commercial vessels; the speed limit is 20 km/h.

In the months between April and October, **lockage is carried out on weekdays between 8:00 AM and 3:30 PM except for Saturdays**.

Pleasure craft are only locked through **together with** commercial vessels on liner service voyages, or after these have been locked. There is no entitlement to separate lockage.

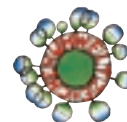
You are strongly advised to contact the lock at Nussdorf by phone before entering the Danube Canal at River-km 1919,4.

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viadonau is a company established by the Federal Ministry for Transport, Innovation and Technology. At six locations and ten locks along 378 river kilometres (Danube, Danube Canal and mouth of Traun, Enns and March), more than 250 employees care for the natural landscape and waterway. Our common goal is the careful and sustainable development of the Danube as both a habitat and an economic region. Every measure we take and every service we offer is designed to enhance crucial environmental, safety and economical aspects. Our commitment is to a well-balanced, long-term strategy for the natural environment, the people living and working along the river and for Austria itself. The employees at the locks work around the clock for our customers and oversee the lockage of more than 100.000 vessels per year.

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