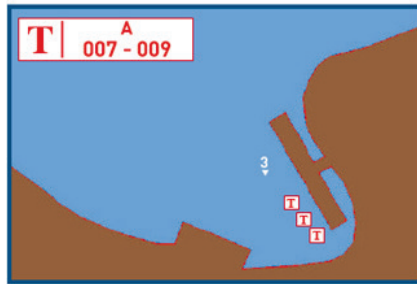


TEMPORARY MOORING

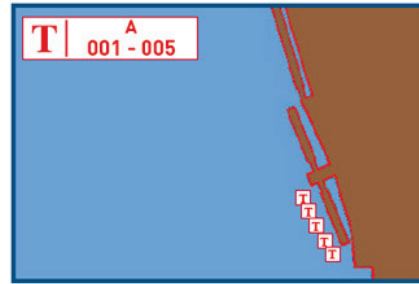
Designed areas marked with the letter **T** are for temporary mooring.
 Arrival time must be clearly displayed in a legible format, without boarding the boat.
 Maximun mooring time: **2 hours**



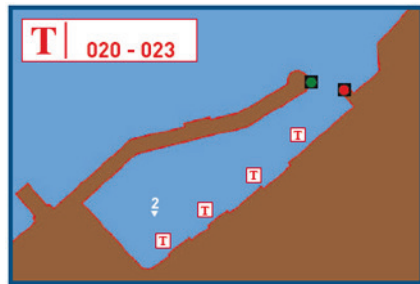
MARONE **Vello**
 N 45.754978 E 10.080103



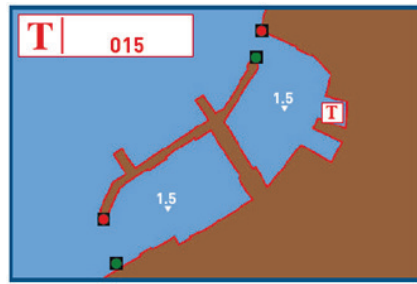
MARONE **Bagnadore**
 N 45.741399 E 10.091116



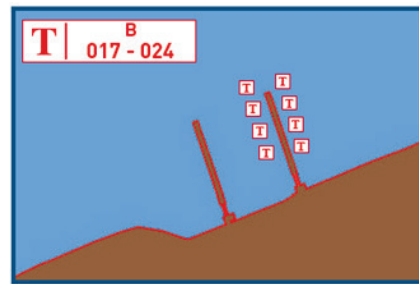
MARONE **Centrale**
 N 45.739188 E 10.091097



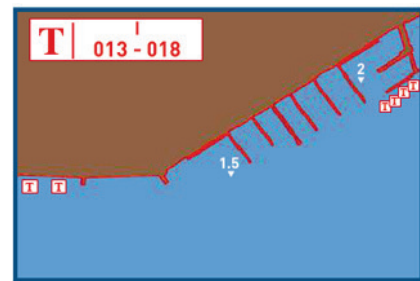
SULZANO **Nuovo**
 N 45.691215 E 10.100124



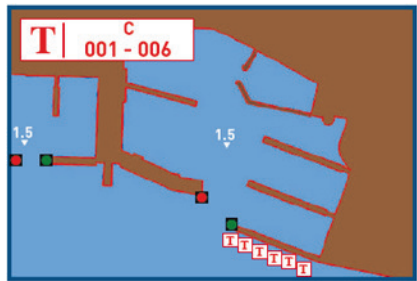
ISEO **Gabriele Rosa**
 N 45.659674 E 10.046992



PARATICO **Tengattini**
 N 45.804785 E 10.105378



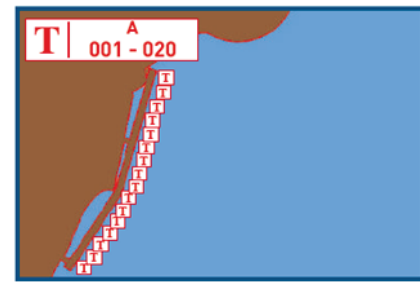
SARNICO **Lungolago**
 N 45.666006 E 9.962643



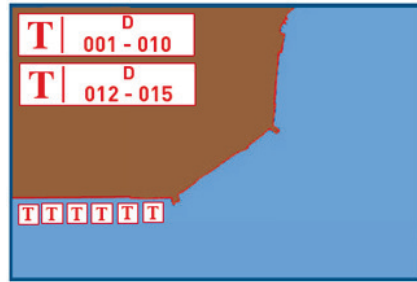
PREDORE **Ponecla**
 N 45.679822 E 10.014981



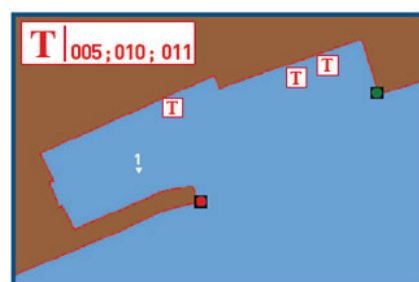
TAVERNOLA B.SCA **Centrale**
 N 45.709259 E 10.047553



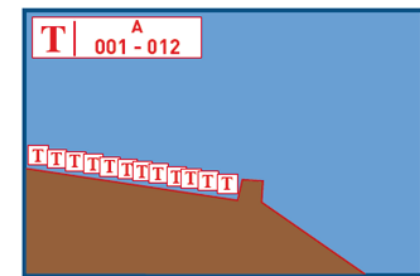
LOVERE **Lungolago Tadini**
 N 45.814300 E 10.073052



MONTE ISOLA **Peschiera M.**
 N 45.693651 E 10.092677



MONTE ISOLA **Sensole**
 N 45.698731 E 10.074365



MONTE ISOLA **Carzano**
 N 45.715769 E 10.096518



LAKE ISEO

NAVIGATION CHART AND RULES




Speed limits:

- 0-50 meters from the shoreline: maximum 5 knots
navigation must be perpendicular to the shoreline
- 50-150 meters from the shoreline: maximum 10 knots
- Beyond 150 meters:
Daytime: maximum 27 knots
Nighttime: maximum 10 knots
- Monte Isola area: maximum 10 knots
- Use only with gear engaged
(maintaining minimum manoeuvring speed)



Watercraft sailing instructions

in accordance with art. 4, Annex 2 of Ministerial Decree dated 11/09/2021

 **SKIPPER:** is responsible for piloting the watercraft, along with the use of its equipment, the safety of occupants and other thirds parties, and is not permitted to sub-lease the watercraft or use it to tow other watercraft.


BEFORE LEAVING THE MOORING:


- ⚓ check for any specific requirements of the component authority regulating the navigation activities in the area of interest;
- ⚓ check the availability and correct use of the safety equipment on board;
- ⚓ check the fuel level;
- ⚓ read the weather forecast for the day;
- ⚓ enquire regarding any sailing restrictions in case you intend to sail in protected areas

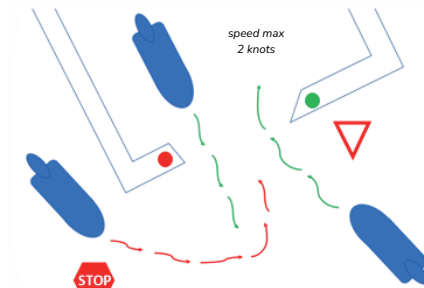
BEFORE SWITCHING THE ENGINE ON:

- ⚓ check that all parties involved are on board;
- ⚓ check there are no lines or ropes in the water;
- ⚓ check the outboard engine safety kill switch is fastened



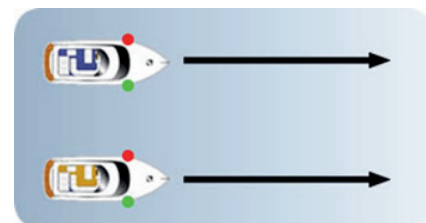
 **SAFETY KILL SWITCH:** the emergency device that immediately shuts off the engine in case of danger (e.g. accidental fall in water). During sailing, the skipper should keep it fastened to his wrist as shown in the diagram.

 **ENTRY AND EXIT FROM HARBOURS:** as illustrated, it is mandatory to keep to your right during entry and exit from harbours, and to give way to any watercraft entering or exiting the harbour when you are sailing at a distance of at least 500 meters from the entrance.

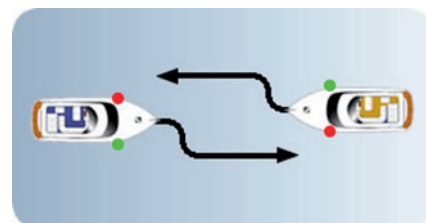


GIVING WAY AND RIGHT OF WAY:

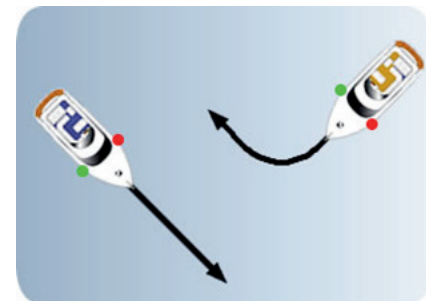
- ⚓ first aid, public order or security units;
- ⚓ public transport service units;
- ⚓ professional fishing units;
- ⚓ sailing boats with no on-board motor



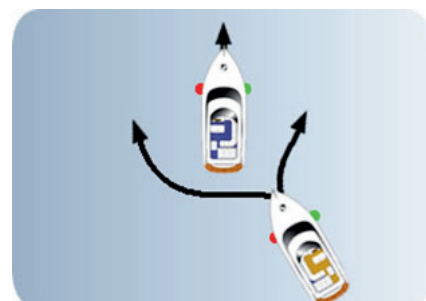
PARALLEL DIRECTION



OPPOSITE DIRECTION



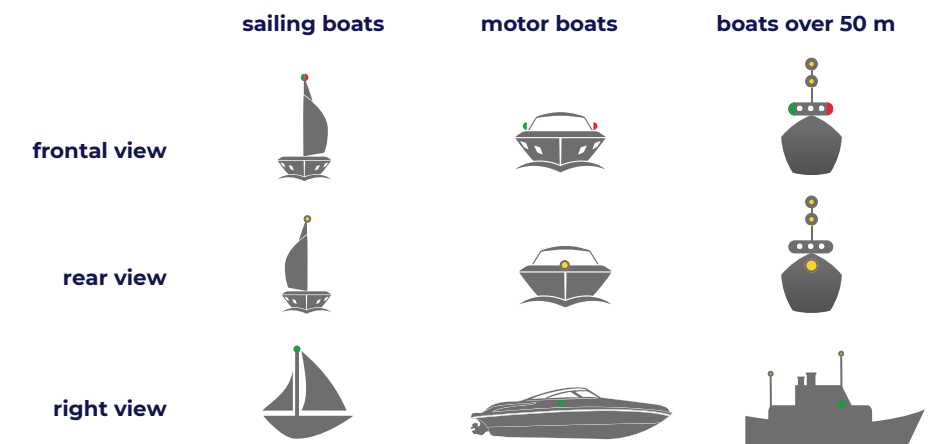
CROSSING DIRECTION



APPROACHING DIRECTION



MAIN WATERCRAFT LIGHTS



SAILING IN WAVES:

- ⚓ do not face the crest of the wave head on, but luff the bow a little;
- ⚓ scale down the accelerator on the crest of the wave and accelerate again down the back side

ANCHORING:

- ⚓ check the type of lakebed and depth;
- ⚓ assess weather conditions: waves, wind, current;
- ⚓ drop the anchor and then slowly reverse a little;
- ⚓ to weigh the anchor, move the bow directly above the anchor, secure the rope and briefly engage reverse gear to retrieve the anchor

MOORING:

- ⚓ approach the mooring with engine running at minimum speed, carefully evaluating the water conditions (waves, wind, current) using the boat hook and hang the relative fenders;
- ⚓ it is not permitted to moor in unsuitable places, without mooring spots, close to walls with protrusions that could damage the hull, or in shallow waters;
- ⚓ use the designated cleats to fasten the lines, NEVER fasten lines to pulpits because they are not suitable for this purpose;
- ⚓ before leaving the moored watercraft, make sure that it doesn't collide any point, especially in the presence of waves and/or wind;
- ⚓ the images below illustrate, for guidance only, the recommended mooring methods, according to the different types of mooring. It is however always the responsibility of the skipper to ensure that the boat is correctly moored:

