
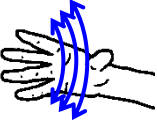












**Sign language for
Sailing, Mooring and Anchoring
SailSign - English**

J. Ruppert, R. Stam, H. Reher, A. Mutschler

Sign language for Sailing, Mooring and Anchoring	
SailSign	Communication, Attention EN
	Get ready! Stand by! Ready? Is ready! Ok! Everything fine (ola kalá)! Well understood, all ready and prepared for command!
	Uncertain, unclear situation. Not ready! Not prepared for action! There is a problem!
	Not understood, please repeat, I listen, pay attention
	slow, slower, keep calm/quite for good communication, please keep seated for free sight of the helmsman to the fore deck and over the bow
	Hold on! Wait! Attention! Wait for command! Stop! Discontinue! Stop way of ship!
	T = terminate manoeuvre, stop current action, time out, change of plan, potentially followed by a command for a new alternative manoeuvre
	Don't do this! I cannot do this. It is not possible to do it.
	Keep lookout! observe traffic and surroundings, control course, sails and wind direction
	Please tell me, call out your information, briefing
	Please come here, join here for clarifying together (...when nothing else works with the SailSigns 😊)








Sign language for Sailing, Mooring and Anchoring














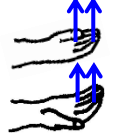

SailSign for communication on board


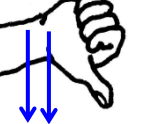
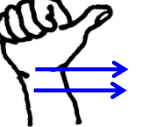
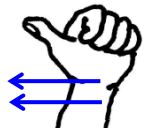



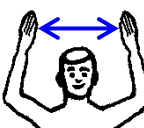



EN







The sign language for sailing shall facilitate a clear communication between skipper, helmsman and bowman at larger distance, in strong wind and machine noise. Many signs are based on common hand signs. Most of the signs can be displayed with one hand during steering, at head level and visible at long distance. They were used successfully on ships with more than 20 m distance between helmsman and foredeck for a soundless agreement and realisation of manoeuvres. Many commands and pieces of information can be displayed precisely and distinctly by combination of two signs.


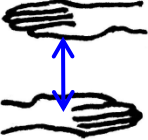









Have fun and just practise your sign language...




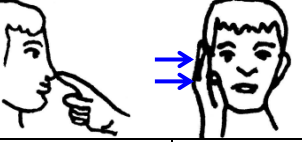




SailSign	Position at the ship, Lines	EN
	bow, fore deck, fore ...	
	amidships, middle ...	
	aft, after ..., stern line	
	at this side indicated by hand normally starboard side when indicated by helmsman	
	at this side indicated by hand normally port side when indicated by helmsman	
	fender	
	balloon fender, buoy	

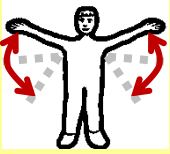



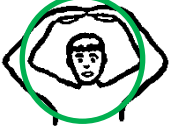








SailSign	Mooring, Lines		EN
	Make fast! Fasten/secure line! Is fastened! Belayed, finally fixed and secured with knot		
	Head/fore line and spring line fastened and belayed		
	Cast off! Unfasten lines and completely take off from the bitt/cleat! Let go!		
		slack away, ease line/sheet in a controlled way (second sign: serving the line by hand)	
		haul (in), pull in line/sheet, heave on	
	head line, fore line		
	spring line, without further specification normally bow spring line, headspring line (lay the right fist on your heart)		
	midships spring line, fisherman spring line		aft spring line, backspring line
	Cast off fore line/head line!		
	Cast off spring line!		
	Cast off fore line/head line and spring line!		
	Oh my... I forgot the "black land line" (=power cable ☺)!		

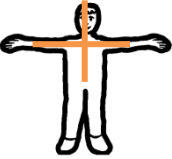


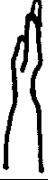


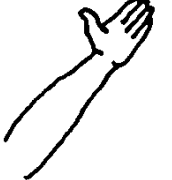

SailSign	Directions, Side, Size	EN
	up, lift, hoist, set sail, upward, raise, increase motor throttle/velocity	
	down, lower, haul down, downward, let down, reduce motor throttle/velocity	
	steer/turn in this direction, put rudder on this side, change of course with number in points (each +11,25°)	
	steer/turn in this direction, put rudder on this side, change of course with number in points (each -11,25°)	
	keep rudder midships, steer straight, stay on this course, steady as you go	
	continue move ahead, forward	
	fasten ship 2 bollards further ahead, or continue to move 2 m ahead	
	a lot, big, more, bigger	
	some more, somewhat bigger, half	
	little, small	
	a little bit more, until I stop or show the stop sign (clatter with index finger on thumb)	



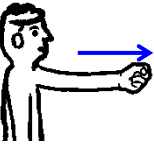




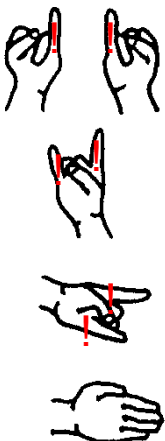

SailSign	Sails	EN
	main sail	
	head sail, fore sail, genoa	
	jib	
	spinnaker, square sail	
	fisherman (sail), staysail	
	water sail	


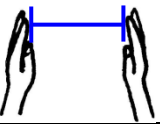










SailSign	Anchoring	EN
	anchor	
	What is the depth of water? water depth followed by numerical figure in meters (m)	
	light and clear ground, likely good for anchoring, as information or question, also in combination with pointing to a position nearby or certain direction towards better ground for anchoring	
	seaweed, stones, rock, obstacle, foul ground, not good for anchoring	
	anchor down! Let go!	
	anchor chain, cable or line, anchor chain length in markers at 10 m distance	
	anchor at bottom/ground, if possible followed by water depth in m	
	anchor set, anchor is holding	
	anchor is not holding on the ground, anchor is dragging	
	anchor up! heave up anchor	
	anchor detached from ground	











SailSign	Manoeuvres		EN
	going about, tacking, Lee-oh! About ship! (one time circle = wheel over as command to the helmsman)		
	jibe/gybe, shift sail to side indicated at shoulder, here in case of indication by helmsman from starboard to port side		
	keep aback at the side indicated, here in case of indication by helmsman at starboard		
	keep the fore sail aback		let the fore sail sheet go
	topping lift		
	preventer		
	backstay, here at starboard when indicated by helmsman		

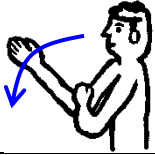
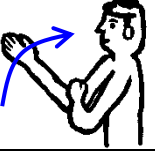


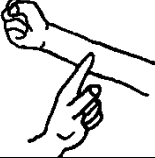


SailSign	Communication with other ships, helicopters* EN	
	distress, MAYDAY, SOS , emergency with imminent danger to life and request for immediate assistance <i>(indicate distress signal by slow and repeated raising and lowering of both arms outstretched to each side)</i>	
	A = Request boat assistance, urgency signal	
	Y = "Yes" or "I need help", pick us up (land here) <i>(additionally you can hold a cloth in the right hand to attract attention and for indicating the wind direction)</i>	
	N = "No" or "I do not need help", all is ok, do not wait!, do not land	
		O = Ok!, Is ready, well-understood, all fine and prepared for next action
		T, X = Operation finished, interrupt manoeuvre, stop ongoing action, do not land <i>(arms repeatedly crossed above the head)</i>
		R = Request for contact via radio , followed by suggested channel number in two consecutive digits (or without specification on VHF channel 16), our receiver is operating
	M = Request for telephone call or exchange of text messages in case that the mobile telephone number or MMSI is known	
	upward , or positive answer, Yes, confirmation, good so, message understood	
	downward , or negative answer, No	




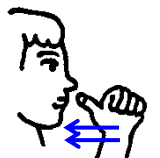








SailSign	Communication with other ships, helicopters*	EN
	<p>+ = need technical help (<i>keep outstretched arms steady, in order to avoid confusion with the distress signal</i>)</p>	
	<p>_ = need medical help (<i>lie at ground with outstretched arm</i>)</p>	
	<p>8 = fire (<i>hand and arm movement in an inclined figure eight from shoulder to knee, if possible, the second hand points towards the fire</i>)</p>	
<p>* The indicated body signals for communication with other ships and aircrafts can be recognized from longer distance. They correspond to body signals used internationally for communication in search and rescue (SAR) operations, in aviation and for communication with rescue swimmers. Thus, they can normally be understood by professional rescue teams and pilots.</p>		
SailSign	Relative position of a target, Bearing	EN
	dead ahead	
	starboard ahead (here indicated at the bow)	
	for directly pointing to a target (or danger) or starboard athwart (here indicated at the bow),	
	starboard abaft (here indicated at the bow),	
	astern	

SailSign	Danger, Emergency		EN
	<p>observe situation closely, look far ahead, look at a target with spyglasses,</p> <p>in addition point to target or dangerous spot with index finger, indicate bearing</p>		
		<p>! = danger sign, imminent danger, point with the little finger or a closed fist to the source of danger and/or indicate type of danger with a sign</p>	
	<p>! & T = all clear, observed danger/emergency has ended</p>		
	<p>X = regard danger or prohibition</p>		
	<p>Λ = collision course, pay attention and act cautiously according to collision prevention rules</p>		
	<p>!! = immediate danger of collision, turn away and stop</p>		
	<p>! ! = person in the water: Keep sharp lookout! Stop way of ship!</p> <p>! ! = person over board (POB): Keep sharp lookout! Quick-Stop!</p> <p>point to the person, continue to keep sharp look out and maintain eye contact, continue to direct the way to the spotted person (indicate distance in m when coming close)</p>		
	<p>helmsman and skipper to confirm POB alert and commands: 1. Keep sharp lookout, 2. Quick stop, 3. POB manoeuvre</p>		

SailSign	Length, Distance, Water Depth in m	Length of anchor chain EN in markers at 10 m distance
	0, zero	
	0... 1 m	
	1 m, positive answer, Yes	1 st mark = 10 m
	2 m	2 nd mark = 20 m
	3 m	3 rd mark = 30 m
	4 m	4 th mark = 40 m
	5 m	5 th mark = 50 m
	6 m	1 mark = 60 m
	7 m	2 marks = 70 m
	8 m	3 marks = 80 m
	9 m	4 marks = 90 m
	10 m	5 marks = 100 m

SailSign	More numbers	EN
	11	
	10	
	20	
	30	
	100	
SailSign	Questions and Answers with numbers	EN
	V = velocity in knots (kn = sm/h)	
	M = mileage, distance in sea miles (sm)	
	time in minutes (min), e.g. expected time until next manoeuvre	
	O = wind (Aíolos), wind force in beaufort (bft)	
	waves, wave height (m)	

SailSign	Additional Equipment	EN
	jib boom down or extending	
	jib boom up or inside	
	breast line	
	boat hook	
	mooring line	
	use safety line, lanyard, tether, clip onto jackstay	
	wear life vest, life jacket	

SailSign	Additional Signs					EN
	S = Let's use SailSign! Do you understand? Use this SailSign symbol to start a ship-to-ship communication					
	S & ok = I understand SailSign! And I watch you. Reply with SailSign and ok, if you are ready to understand some SailSigns.					
	eat					
	drink					
	Please!					
	with love, cordially					
	Thank you!					
<i>be creative...</i>						

New ideas and remarks are welcome: josail@gmx.de.

Hand signs partly according to eSign Editor, diver and SAR manuals. The method of recording SailSign symbols has some similarity to writing hieroglyphs or indicating pictograms.