

**Paper for Consideration by NCWG  
Clarification to S-4 clause B-455.9 unlighted**

<b>Submitted by:</b>	Australian Hydrographic Office
<b>Executive Summary:</b>	Amendment to S-4 Daymark B-455.9
<b>Related Documents:</b>	DCEG 20.14.1
<b>Related Projects:</b>	

**Introduction / Background**

An update to the wording of the Daymark entry in the DCEG (20.14.1) has meant it is out of sync with the corresponding S-4 entry (B-455.9).

**20.14.1 Daymarks (see S-4 – B-455.9)**

If it is required to encode a daymark, it must be done using the feature **Daymark**.

The term "daymark" may also simply refer to any **unlit** aid to navigation, particularly for leading marks. In North America, the term "daybeacon" is used for an unlit beacon.

In the following Table, a blank indicates that the encoder may choose a relevant value for the attribute. The Table contains the most common examples of coding; other coding combinations are possible.

Feature	INT1	Feature	category of special purpose mark	Other attributes
Coloured or white mark	Q101	Daymark		nature of construction = 9
Coloured topmark with function of beacon	Q102.1	Daymark		nature of construction = 9
Painted board with function of leading beacon	Q102.2	Daymark	16	topmark shape = 6

Table 20-3 – Daymarks – Examples

**Analysis / Discussion**

S-4 contains one instance of the term 'unlighted' in clause B-455.9, which is inconsistent with the seven (7) other uses of the term 'unlit'. It is recommended to clarify B-455.9 so it is consistent with DCEG 20.14.1.

The term '**daymark**' may also simply refer to any **unlighted unlit** aid to navigation.

There are seven (7) instances where unlit occurs in S-4. These are:

B-445.1g



- g. Above-water wellheads. In shallow water, wells may sometimes project above the sea surface at some or all states of the tide. The structure of valves and pipes (known as a 'Christmas Tree') may then be visible as a 'dry tree'. When **unlit**, this feature must be charted by a small position circle and the legend 'Pipe' and, when lit, by a light star, light flare and light description. If it covers at some states of the tide, it should be enclosed in a danger line. A height, or drying height, should be added to the legend, in brackets, if known.



© Pipe



**L23**

**B-455.9** Daymark refers to the identifying characteristics of an aid to navigation which are visible in daylight. On structures that are indistinct at the required distance, the aid is made more visible by affixing a daymark to the structure. It will have a distinctive colour and shape depending upon the purpose of the aid and must be portrayed by the appropriate colour abbreviation and symbol (for example: topmark; leading mark; painted mark). If no specific symbol is appropriate, the 'beacon in general' symbol  or  Q80 should be used. The term 'daymark' may also simply refer to any unlighted aid to navigation. In North America, the term 'daybeacon' is used for an unlit beacon. For charting daymarks outside chart limits, see B-470.8.

**B-460.7** **Retroreflectors.** Retroreflective material may be secured to unlit marks to aid their identification at night. The material is coloured according to one of two recognized IALA codes ('Standard' and 'Comprehensive'). In any specified area only one of the codes will be used and this may be given in Sailing Directions. To avoid clutter, retroreflectors must not be depicted on paper charts. The Mariner will know what colour to expect from the charted buoy symbol (colour and shape).

**B-465.1** **Areas where radar reflectors are fitted to most buoys.** In many areas of the world, radar reflectors are fitted to nearly all major buoys and to many minor ones. In such areas, the symbol for a radar reflector should not be shown on buoy symbols in order to reduce the complexity of buoy symbols and associated legends.

In these areas, nations wishing to show the radar reflector symbol on unlit buoys may, exceptionally, do so but should include a chart note explaining why they are not shown on light buoys.

**B-466.1** **The symbol for a light buoy** must be the same as that for an unlit buoy but with the addition of the light description and light flare symbol.

- Light descriptions** on floating marks, including the order of the various elements, should be the same as those used for fixed marks (see B-471). Height and range are not generally charted for buoys, but should be for light vessels and superbuoys (see B-474). The text should be sloping.
- The flare** should be in magenta, or in the appropriate colour on multicoloured charts. It should be positioned about 1 millimetre from the point indicating the exact position of the buoy, orientated to avoid other charted detail, for example:



**B-633.6** A (T) NM should not be issued if it is unlikely that the hydrographic office will be informed when the temporary situation has reverted to the charted state. Without such information, the (T) NM cannot be cancelled at the appropriate time. If possible, an alternative method of promulgation should be used, such as a general chart note, for example:

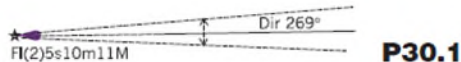
Aids to Navigation

The aids to navigation on this chart are reported to be unreliable. They may be missing, unlit or out of position.

**B-475.7** **Direction (or directional) lights** of several types are in use. All have in common a very narrow sector intended to mark a direction to be followed. They are generally used where leading lights cannot be established but serve the same purpose as leading lights. The narrow sector may be flanked by:

- **unlit** sectors
- unintensified sectors
- coloured sectors
- sectors of a different character (usually caused by the light oscillating from side to side).

If charted, the centre line of the sector must be depicted in a manner similar to a leading line (see B-433) but with the **international abbreviation** 'Dir', and the course to be followed, against the line, for example:



**B-455.9** **Daymark** refers to the identifying characteristics of an aid to navigation which are visible in daylight. On structures that are indistinct at the required distance, the aid is made more visible by affixing a daymark to the structure. It will have a distinctive colour and shape depending upon the purpose of the aid and must be portrayed by the appropriate colour abbreviation and symbol (for example: topmark; leading mark; painted mark). If no specific symbol is appropriate, the 'beacon in general' symbol  $\blacktriangle$  or  $\circ_{Bn}$  Q80 should be used. The term '**daymark**' may also simply refer to any **unlighted** aid to navigation. In North America, the term '**daybeacon**' is used for an unlit beacon. For charting daymarks outside chart limits, see B-470.8.

### Recommendations

It is recommended that S-4 clause B-455.9 use the term unlit.

The term '**daymark**' may also simply refer to any **unlit** aid to navigation.

### Justification and Impacts

This will update the S-4 to agree with all other clauses and DCEG.

### Action required of NCWG

The NCWG is invited to note and agree to this paper: