



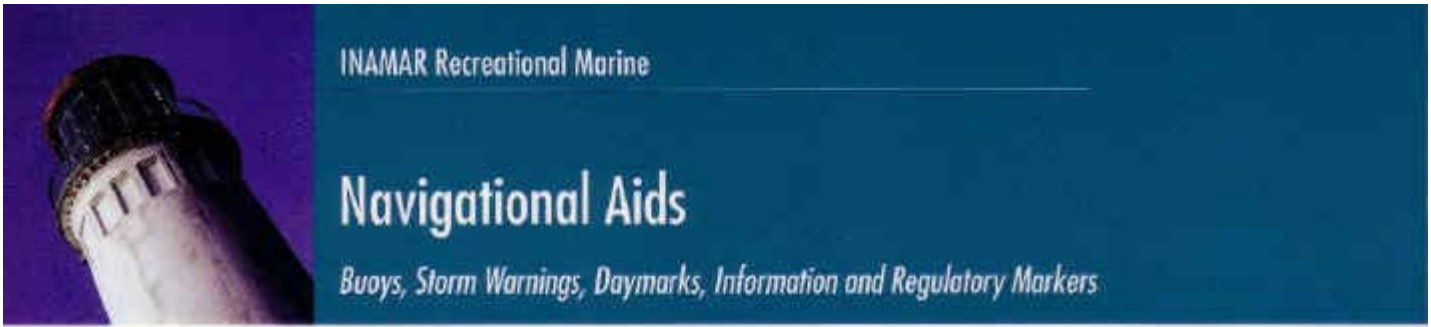
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To be successful at sea, we must keep things simple.

- R. D. (Pete) Culler

Navigational Aids

Buoys, storm warnings, daymarks, information and regulatory markers published by INAMAR Recreational Marine Insurance.



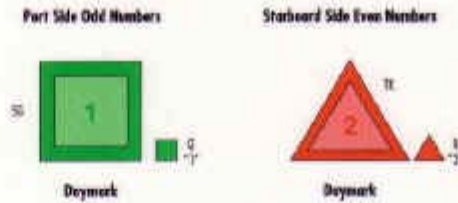
Aids to Navigation on Navigable Waters Except Western Rivers and Intracoastal Waterway

Lateral Aids Marking the Sides of Channels as Seen When Entering from Seaward



Port hand aids are green with green lights. Starboard hand aids are red with red lights.
Notes: White lights are no longer used on port and starboard hand aids in waters used by international navigation. However, in the western rivers including the Mississippi River system above Baton Rouge, white lights may still be used on crossing aids.

Lateral Aids Marking the Sides of Channels as Seen When Entering from Seaward



Preferred Channel Aids (Mark Buoys)

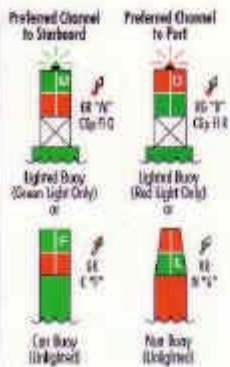
(No Numbers - May be Lettered Light Rhythm)

Composite Group Flashing (2+1)



Red and white buoys are spherical or have a red spherical topmark.

Notes: Lighted red and/or white water buoys have a red spherical topmark.



Information and Regulatory Markers



Special Aids

Aids used to mark these areas or systems will be all yellow:

- Ocean Data Acquisition Systems (ODAS)
- Traffic Separation Schemes where conventional channel marking would be confusing
- Dredging Buoys when conventional channel markings would be confusing
- Fish Net areas
- Spoil Grounds
- Military exercise zones
- Anchorage areas

Light Aids will show yellow lights. Orange and white regulatory markers and information markers will not be changed.

Chart Your Course

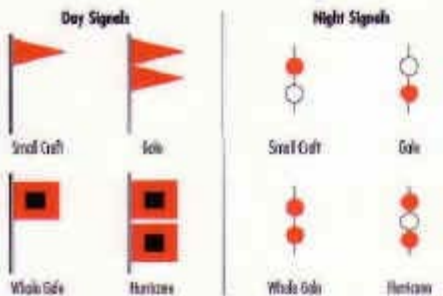
The wise skipper charts his course before casting off. And one of his most important duties is making certain his insurance coverage is complete and up-to-date.

INAMAR Recreational Marine has the most comprehensive portfolio of policies ever designed for conscientious Boatowners: Yachtsman for the power yacht owner; Windjammer for the sailboat and auxiliary owner and Boatman for the owner of the smaller powerboat.

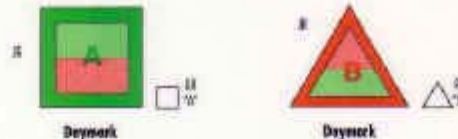
For quality Boatowners protection, call your INAMAR agent.

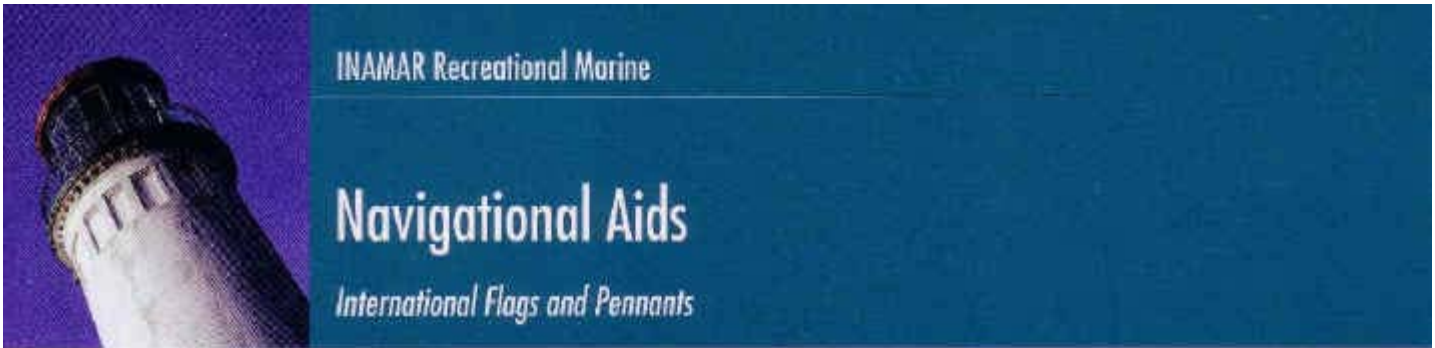
Information obtained from U.S. Coast Guard

Small Craft, Gale, Whole Gale and Hurricane Warnings



Preferred Channel Aids





Alphabet Flags

	A — alpha		N — november
	B — bravo		O — oscar
	C — charlie		P — papa
	D — delta		Q — quebec
	E — echo		R — romeo
	F — foxtrot		S — sierra
	G — golf		T — tango
	H — hotel		U — uniform
	I — india		V — victor
	J — juliett		W — whiskey
	K — kilo		X — xray
	L — lima		Y — yankee
	M — mike		Z — zulu

Numeral Pennants

	1
	2
	3
	4
	5
	6
	7
	8
	9
	0

- A** I have a diver down; keep well clear at slow speed.
- B*** I am taking in, discharging, or carrying dangerous goods.
- C** Yes (affirmative or the significance of the previous group should be read in the affirmative).
- D*** Keep clear of me; I am manoeuvring with difficulty.
- E*** I am altering my course to starboard.
- F** I am disabled; communicate with me.
- G** I require a pilot. When made by fishing vessels operating in close proximity on the fishing grounds it means: I am hauling nets.
- H*** I have a pilot on board.
- I*** I am altering my course to port.
- J** I am on fire and have dangerous cargo on board; keep well clear of me.
- K** I wish to communicate with you.
- L** You should stop your vessel instantly.
- M** My vessel is stopped and making no way through the water.
- N** No (negative or the significance of the previous group should be read in the negative). This signal may be given only visually or by sound. For voice or radio transmission the signal should be NO.
- O** Man overboard.
- P** In harbor. — All persons should report on board as the vessel is about to proceed to sea. At sea. — It may be used by fishing vessels to mean: My nets have come fast upon an obstruction.
- Q** My vessel is healthy and I request free pratique.
- S*** My engines are going astern.
- T*** Keep clear of me; I am engaged in pair trawling.
- U** You are running into danger.
- V** I require assistance.
- W** I require medical assistance.
- X** Stop carrying out your intentions and watch for my signals.
- Y** I am dragging my anchor.
- Z** I require a tug. When made by fishing vessels operating in close proximity on the fishing grounds it means: I am shooting ows.

Notes:

1. Signals of letters marked by an asterisk (*) when made by sound may only be made in compliance with the requirements of the International Regulations for Preventing Collisions at Sea, Rules 15 and 28.
2. Signals X and S have special meanings as landing signals for small boats and rafts or persons in distress. (International Convention for the Safety of Life at Sea, 1980, Chapter X, Regulation 16.)

Substitutes

— enables the same flag to be repeated one or more times in the same group of flags.

	1st substitute
	2nd substitute
	3rd substitute



International Marine Equipment

Memory Aids

DEMOS - Marker numbers DEcrease MOving Down Stream.

As you enter a tributary from the main body of water and start downstream toward a marina, the marker numbers will decrease.

When returning to a harbor remember to keep the red markers ("nuns") to your starboard side (i.e. right side).

Remember the expression: "Red, Right, Returning."

When leaving a harbor remember to keep the red markers ("nuns") to your port side (i.e. left side).

Remember the expression: "Red, Left, Leaving."

"Nuns" are red and are assigned even numbers.



Remember the expressions: "Even nuns see red when they are mad" and "You'll never see a nun 69."

"Cans" are green and are assigned odd numbers.



Think of a can of green beans to remember the color.

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628