

REGION “B” ONLY

10.6.1 Preferred Channel marks

As in Region “A”, Preferred channel marks indicate the bifurcation or junction of channels. In Region “B” they can also mark any obstruction (e.g. wrecks). Although they may in principle be passed on either side, they nevertheless indicate a preferred side.

In the case of a bifurcation or junction, the preferred channel is the main channel. In the case of a wreck or obstruction, which may be passed on either side (see Isolated Danger marks in the IALA System ‘A’ and “B”), the preferred side is the side where the safest navigable water is to be found (Figures 10.93, 10.94 and 10.103).

Most remarks made in Chapter 10.4.1 General also apply to Region “B”.

10.6.2 MODIFIED LATERAL MARKS

10.6.2.1 Preferred channel to the right (or to starboard)

Modified Port hand marks

Shape: pillar buoy (Figures 10.85 and 86), can lighted buoy (Figures 10.87 and 10.88) or not lighted (Figures 10.89, 10.90 and 10.91), spar buoy (Figure 10.92).

Colour: green with one broad red horizontal band.

Topmark: none or one green can.

Light (when fitted): green, composite group flashing (2 + 1).

Numbering: usually only letters (no numbers) are used.



Figure 10.85 Figure 10.86 Figure 10.87 Figure 10.88 Figure 10.89

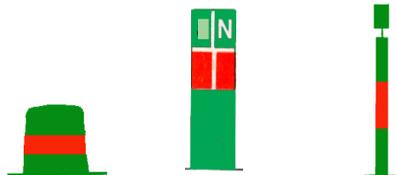


Figure 10.90 Figure 10.91 Figure 10.92

Figures 10.93 and 10.94 show clearly how the Preferred port channel mark must be used. The Preferred channel being to starboard (or to the right) the mark must be kept to port. When sailing from the land (or the port), one is navigating against the general sense of buoyage and the Modified lateral port mark must be left to starboard in order to engage into the preferred channel. Consequently, the same mark may be used at the bifurcation and junction point of the middle ground.

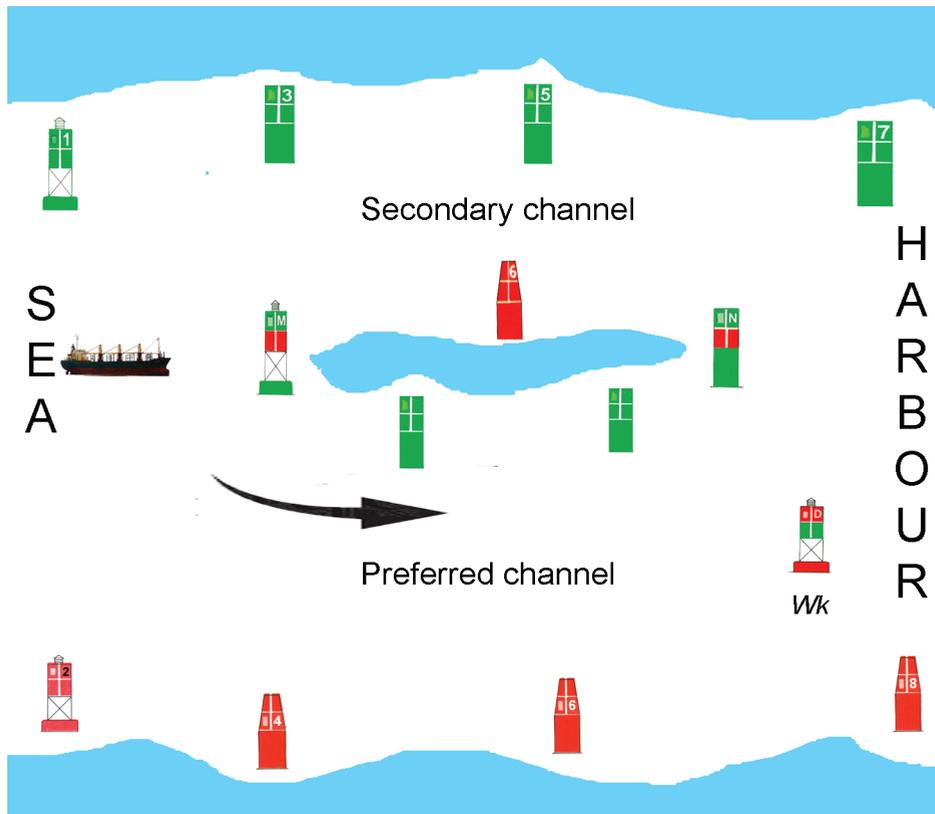


Figure 10.93

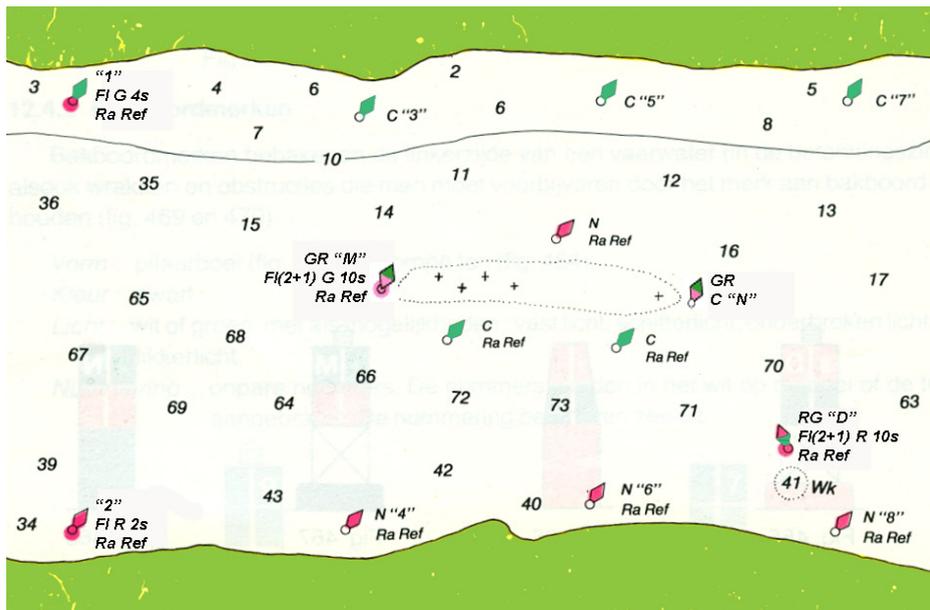


Figure 10.94

10.6.2.2 Preferred channel to the left (or to port)

Modified Starboard hand marks

Shape: pillar buoy (Figures 10.95 and 10.96), conical lighted buoy (Figures 10.97 and 10.98), or not lighted (Figures 10.99, 10.100 and 10.101), spar buoy (Figure 10.102),

Colour: green.

Topmark: none or one red cone point up.

Light (when fitted): red composite flashing (2 + 1)

Numbering: usually only letters (no numbers) are used.



Figure 10.95 Figure 10.96 Figure 10.97 Figure 10.98 Figure 10.99

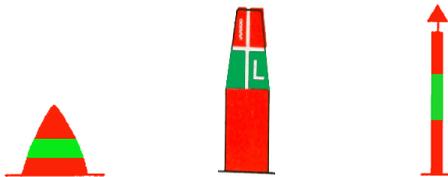


Figure 10.100

Figure 10.101

Figure 10.102

Contrary to the Preferred port channel mark, the Preferred starboard channel mark must be left on the starboard side of the vessel. When coming from a harbour or the land, she must be kept to port (Figure 10.103).

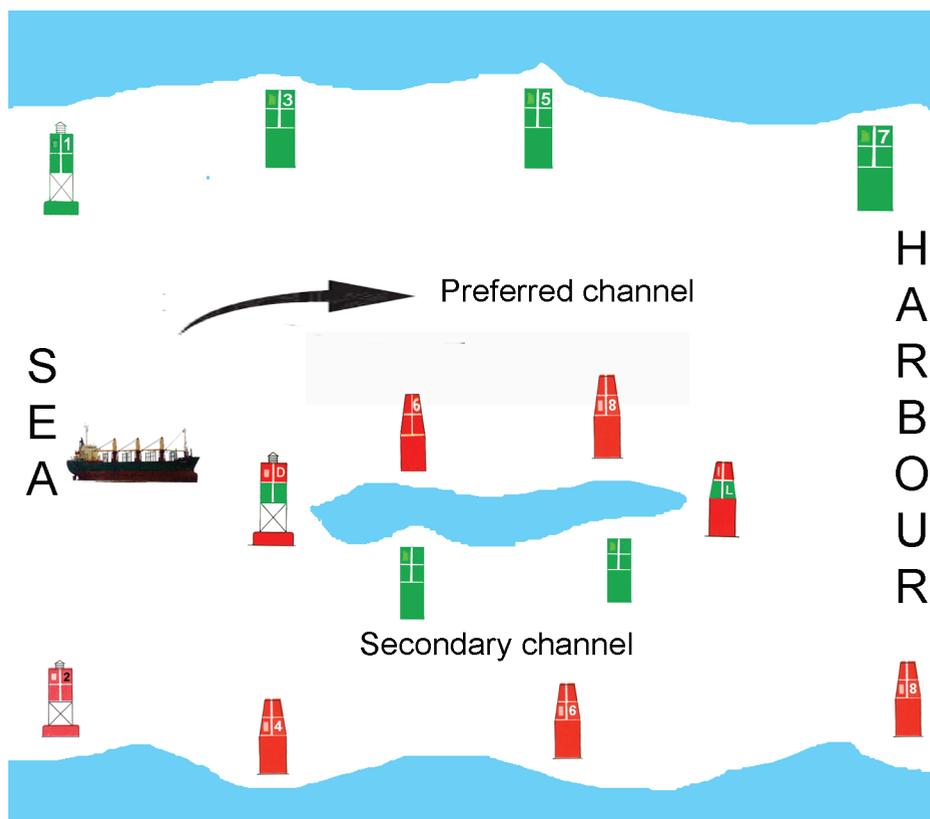


Figure 10.103

IMPORTANT REMARKS

1. We remind you that in Region “A”, the modified lateral marks will be rarely used. To indicate a preferred channel, Cardinal marks will be used instead. (See further chapter 10.7.3 Bifurcation and junction of channels or Preferred channels.)
2. In order to avoid any misinterpretation when confronted with Preferred channel marks, the best thing to do, when you want to access the preferred channel (not the secondary channel), is to ignore the coloured horizontal band of the mark and only consider the colour above or below this band.

Hence, In Figure 10-93 the Preferred channel marks to starboard (or to the right) may be **considered** as being completely green and must consequently be left to port , exactly like an ordinary Port hand mark. The same may be said about the Preferred channel marks to port (or to the left) as in Figure 10.103.