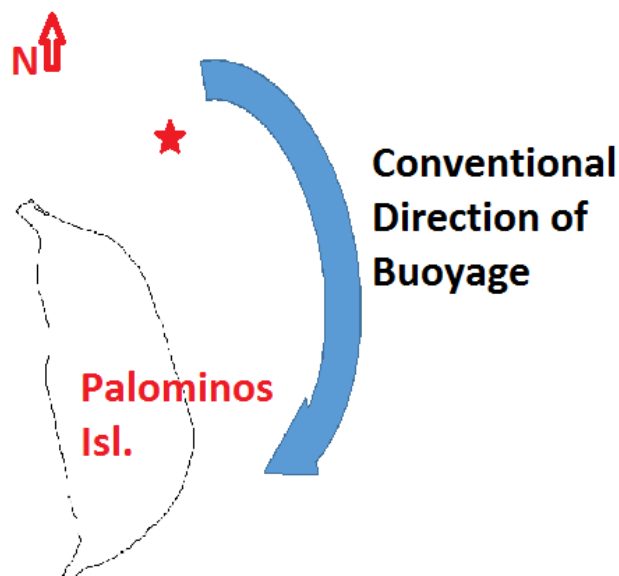


Aids to Navigation; Not your normal highway signs.

The aids to navigation (ATON) system established in the U.S. is part of a worldwide agreement dating back to the end of the 19<sup>th</sup> century. It involve audible, visual and electronic signaling devices. In the U.S. the US Coast Guard manage the ATON system and also includes state and private aids. According to federal regulations..." aids to navigation system is not intended to identify every shoal or obstruction..." The main set up of ATON on a given area is to help the mariner navigate through a channel and to identify obstructions near a waterway. Also provides for the marking of obstacles near areas of general navigation. The ATON system consist of long range ATON, like lighthouses. Short range aids are called minor aids to navigation and the main components are buoys and structures, or beacons, fasten to the bottom of the ocean. Buoys on the other hand are anchored and subject to current movement and displacement of their established position, the same way a boat could drag anchor.

Minor aids could be lighted or unlit, are color coded and their light also is color coded. The aid is color coded according to which side of the waterway it lies. Is important to know that channels are identified as you travel from sea to shore. This means that green colored aids are pass on your port (left) side and red on your starboard side. This is handy to remember from and old adage; Red-Right-Returning, meaning Red buoys on your Right hand side when Returning from sea. But what about when you are not entering port anywhere and a buoy appears to be sitting in the middle of the sea? In this case the route mark by aids or "Conventional Direction of Buoyage" is according to a pre-existing scheme following a clockwise direction around landmass. This mean that when traveling from San Juan, PR toward the east, any green buoy will be pass on the port side. Other example is Mona Passage buoys, the red buoys are marking the shoal areas, vs. Cayo Largo buoys on the eastern side of PR, which are green. The below example illustrates the Conventional Direction of Buoyage for Palomino Island;



Navigating a vessel solely using aids to navigation is not advisable, the navigator should **maintain** and **consult** appropriate nautical chart(s) and instruments of navigation to navigate safely through any area. In addition operating the vessel under safe speed and maintaining a proper lookout are also required under federal regulations.

On a final note, private aids to navigation are established to assist the needs of a specific use. Although required to correspond with federal aids, the location and marking purpose is subject to the aid owner interpretation. Marina Puerto del Rey will follow all federal guidelines to ensure all our private aids to navigation are providing the boater with safe passage from, to and within our facilities.