PUB. 113

LIST OF LIGHTS

RADIO AIDS AND FOG SIGNALS

2015

THE WEST COASTS OF EUROPE AND AFRICA, THE MEDITERRANEAN SEA, BLACK SEA AND AZOVSKOYE MORE (SEA OF AZOV)

IMPORTANT

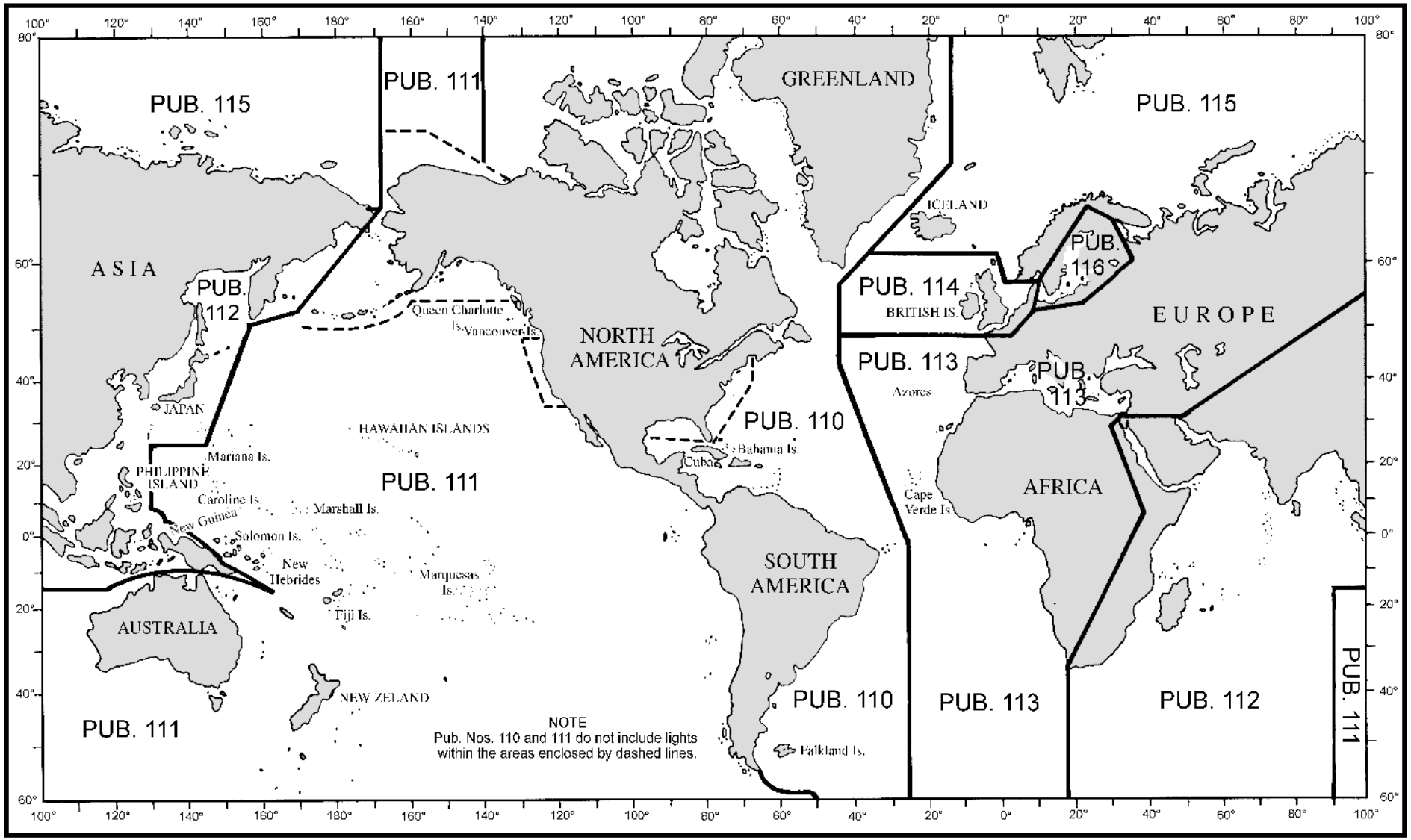
THIS PUBLICATION SHOULD BE CORRECTED EACH WEEK FROM THE NOTICE TO MARINERS

Prepared and published by the
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY
Springfield, VA

© COPYRIGHT 2015 BY THE UNITED STATES GOVERNMENT.
NO COPYRIGHT CLAIMED UNDER TITLE 17 U.S.C.

NSN 7642014007535
NGA REF. NO. LLPUB113

LIST OF LIGHTS LIMITS
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY



113 LIGHTS WEST COAST OF EUROPE 2015

WARNING ON USE OF FLOATING AIDS TO NAVIGATION TO FIX A NAVIGATIONAL POSITION

The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

The buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice or other natural causes, collisions, or other accidents.

For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.