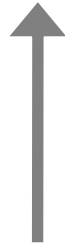
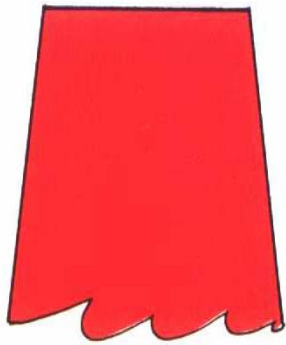
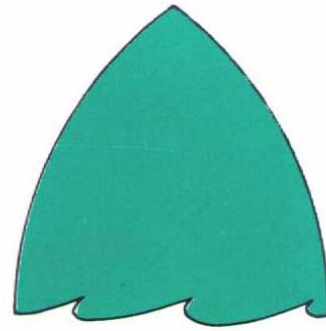


Buoyage

IALA System 'A' - Western Europe



Shipping Lane

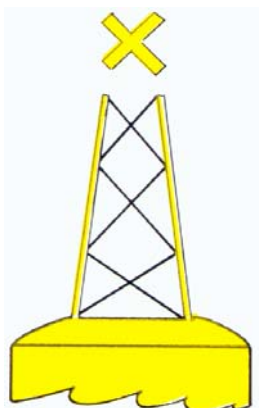


Port Side. Light - Red.
Shape - can. Indicates safe water to it's right.

Starboard Side. Light - green.
Shape - cone. Indicates safe water to it's left.



Safe Water Mark. Marks mid channel in shipping lane or landfall i.e. start of entrance to harbour. Light - white isophase (equal period of light & darkness) or occulting (longer period of light than dark). Shape - spar or buoy.



Special Mark. Used to mark something of note to mariners, e.g. fish farms
Light - yellow. Shape - can, cone, spar or buoy and diagonal cross on top.



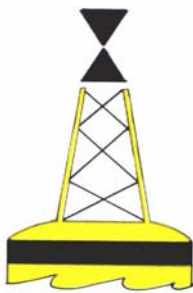
Isolated Danger. Marks a danger underneath it e.g. rock .
Light - group flash (2) white
Shape - spar or buoy. Indicates safe water around danger.

Cardinal Marks

Cardinal marks are used to indicate safe and deep water in relation to a hazard. The lighthouse authority will only place as many cardinal marks as are needed to mark the hazard in relation to the shipping channel, this is often only one. There are various ways of recognising the various buoys, the first method is the cones placed on the top - the North and South cone's point in their respective directions. The west cones, some say looks like a wine glass hence west or a 'W' if it was lying on its side and the leftover one must be East! The other ways of recognising the different buoys are their colour banding (look closely and compare them) and their lighting pattern, which is like a clock.



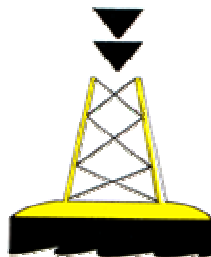
VQ or Q



VQ 9 or Q 9



VQ 3 or Q 3



VQ 6 + L Fl or Q 6 + L Fl

VQ	Very Quick Flash
Q	Quick Flash
L Fl	Long Flash
IALA	International Association of Lighthouse authorities

For more information on Scotland's lighthouses and their heritage, visit the Northern Lighthouse Board's website - www.nlb.org.uk