

# AtoN Maintenance, Daymarks

*It should not be forgotten that most traffic occurs during the day, which means that the daymarks should be readily identified by mariners at a distance without possibility of confusion*

## Detection

The observer is aware of an object. The navigator sees an object, but will usually not be able to deduce its shape or colour and will not know that it is an AtoN

## Recognition

The observer is aware that the object is an AtoN

## Identification

The observer is aware which AtoN the object is. At this distance, the navigator can perfectly discern the type of mark it is

**For AtoN Daymarks the following constructions are in use:**

Flat daymark  
Solid daymark  
Crossed plates  
Lattice construction



**For fixed Aids there is more freedom in the design of daymarks. For Example:**

A fixed daymark may be much larger and higher providing a long daymark range;  
A specific colour scheme may be used to identify a particular fixed aid;  
It may be flat;  
It may be designed for a specific background;  
It may have a background panel to show more contrast;  
The design of the daymark should take into consideration environmental conditions such as wave action;  
The supporting structure of a daymark may become part of the daymark or be used to enhance the conspicuity

CARDINAL MARKS	<p>Cardinal topmarks N / E / S / W</p>
LATERAL	<p>Lateral topmarks (Region A)</p>
SPECIAL AND NEW DANGER MARKS	
SAFE WATER AND ISOLATED DANGER MARKS	