

INTERNATIONAL HYDROGRAPHIC
ORGANIZATION



ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE

CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

[A Working Group of the Committee on Hydrographic Requirements for Information Systems – CHRIS]

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To CSPCWG Members

Date 10 May 2007

Dear Colleagues,

Subject: Report of INT 1 subWG meeting

The INT 1 subWG, comprising the WG members from France, Germany and Spain with myself as secretary, met in Brest 18-20 May. Our main objective was to compare the three official language versions of INT 1, with the aim of improving consistency between them. We also discussed some general principles.

A report of the meeting is attached at Annex A. I believe you will find it of interest, and perhaps of assistance when preparing national versions of INT 1. There are a few items for which the subWG would welcome your advice; these are highlighted in red sloping text in the report, and a response form is provided at Annex B.

I would be grateful for your responses by 30 May 2007. The short timescale is because both the German and Spanish members are currently preparing new editions of INT 1, and need your responses to resolve some issues before publication.

Yours sincerely,

Andrew Heath-Coleman,
Secretary

Annex A: Report of CSPCWG INT 1 SubWG Meeting, Brest 18-20 April 2007

Annex B: Response form (to be returned by 30 May 2007)

REPORT OF CSPCWG INT1 SubWG MEETING
BREST 18-20 APRIL 2007

1. Present:

Yves Le Franc (France - host), Sylvia Spohn (Germany), Angel Chans (Spain), Andrew Heath-Coleman (UK – secretary).

2. Aim:

The main aim of the meeting was to improve consistency between the three official language versions of INT 1.

3. Method:

In order to achieve the aim, the members of the subWG worked through the available versions item by item to agree changes where there were differences found between the versions. In general, the French version (Edition 2006), as the latest, was used as a model. The Spanish version, as the oldest, was not examined in detail, as it is currently being revised based on the French version and decisions of this meeting.

The results are listed at Annex A.

4. Other references considered:

- a. M4 Edition 3.003 (August 2006).
- b. UK publication 5011 (INT 1) Edition 3 was also examined for English terms.
- c. An email from Chris Roberts (AU) dated 7/12/06, in which he had noted various inconsistencies in sections A-K.
- d. Minor changes agreed at CSPCWG 3 (Report paragraph 11.4).
- e. Draft revision of M4 section B430-439.

5. General principles for reviewing INT 1:

- a. It was agreed at the outset that complete consistency between the versions was unlikely to be achievable and not necessary. Therefore, given the size of the task, differences that could not be quickly reconciled were left for future consultations, or if necessary for reference to the full WG. However, no differences would be accepted that have the potential to confuse users.
- b. It was agreed that the French and Spanish versions should have French and Spanish legends and abbreviations (where non-INT) in column 2, but that the German version, as the official English language version, should have English legends and abbreviations in column 2 (the German equivalents being shown in column 4, with any national or obsolescent versions).
- c. It was agreed that, for consistency, the order of graphics in column 2 should be (from left to right): i. true-scale, ii. symbol, iii. legend or abbreviation, as shown in the 'Schematic Layout' after the Introduction.
- d. Vertical clearances. Although the stated IHO convention is now for vertical clearances to be given above HAT (except where there is minimal tide), it will be a long time before all (or even most) charts follow the changed convention. INT 1 (as a user document) should reflect this situation, using a wording appropriate to the publishing nation, with the actual datum used for clearances being defined on individual charts.
- e. The INT1 subWG should not pre-empt M4 revisions in correcting INT 1.

- f. 'Large-scale' is an adjective and hyphenated, 'smaller scale' (adjective + noun) are two separate words. The use of hyphens to conjoin English words is generally in accordance with the Oxford English Dictionary.

6. Other items:

It was suggested that a 'tinted' version of new editions, available only to IHO Member States on the website, would be helpful to show changes, assisting the other language publishers for their next edition. Spain explained that this would be difficult for their edition currently in preparation.

7. Maintenance of INT 1:

- a. The decision to publish a new edition may be based on many factors, eg weight of outstanding correction, available resources, commercial needs balanced against user expectations. Therefore, the publishing of a new edition must remain at the discretion of the publishing office. Although near simultaneous publication may be desirable, it is not paramount; there is an argument that a cycle of new editions, where one language version reflects the latest decisions, is beneficial.
- b. It was agreed that any nation preparing a new edition would consult within the subWG, to gain, as far as possible, agreement on changes to be incorporated. (This should usually be by correspondence; it is not assumed that a meeting will invariably be necessary).
- c. Navigationally significant changes (or corrections) should be made by NM (or NM Block). Such cases should be rare, and would be the subject to subWG consultation and be announced by IHO CL and displayed on the IHO website.
- d. Changes (including new symbols) that are so intuitive that there is no chance of misinterpretation should usually be left until the next new edition.
- e. Minor corrections including spellings, improvements (but not changes) to existing symbols, clarification of terms (when not navigationally significant), changes to M4 references, addition of obsolescent marks (†), may be included in reprints.

8. Future developments:

Although an IHB tri-lingual version of INT 1, with an IHO approved symbol library, remains an ambition, it is accepted that there is currently no possibility of pursuing this. As a compromise suggestion, the subWG considered that an Annex to M4, with each symbol shown in INT 1 order, with agreed English, French and Spanish terms alongside, would be useful for hydrographic offices. As no international symbol library is available, the symbols used would be those in M4 (mostly currently derived from UK symbols). The WG would be asked to endorse and prioritize this as a future work item. (Noted for CSPCWG4).

Section	Number	Details
Introduction		Make reference to paper and electronic charts (as in FR 'Foreword' paragraph 2). 'Information concerning charts': Some improvements to the English version in FR were suggested. 'Soundings': addition of 'rounded down' (as in FR). 'Vertical clearances': spelling correction 'higher' (in DE).
Schematic layout	6	FR and ES will use example from F, DE may stay with K.
	7	add 'supplementary' before 'national'.
	9	FR to delete 'harbour' before 'charts' in first sentence.
	10	change 'not shown' to 'different from' (in FR) change to read 'Not navigationally significant. Cross reference to 'Chart Specifications of the IHO' (IHO publication M-4 Part B, unless a different reference letter is given)'.
A	Graphic	No bar code to be shown. DE to delete brackets around 'SOURCES'. No requirement for DE and ES to add English legends
	17	DE to delete M4 reference 241.9
B	7, 8	Graphic: FR to delete brackets versions
	9-12	DE to add M4 ref 131.1
	13-16	Term: English convention is North-east, South-east, North-west, South-west
	22	Graphic: DE to add larger version of fixed point position circle (for conspicuous)
	25.1	New entry. Graphic: Magenta symbol, text magenta sloping, to be located in a waterway. (For context, waterway to be a double line, filled with blue tint, land tint alongside). Term: 'Distance along waterway, no visible marker.' M4 ref 307.
	25.2	New entry. Graphic: Black symbol, text black upright, to be located alongside a waterway. (Context as above). Term: 'Distance along waterway with visible marker.' M4 ref 307.
	33	Graphic: FR to delete brackets
	45	Term: International Nautical Mile(s) (1852m), Sea mile(s).
	46	Term: Add '(0.1M)', (using preferred decimal separator).
	53	Term: Tonne(s), Ton(s), tonnage (weight). M4 ref 328.3. Comment: CSPCWG members to advise whether GT, NT, GRT, DWT should be added to Section W (they are sometimes used in chart notes).
	60/68.2	Agreed that no ref to B70/71 is needed
	68.1&2	Graphic: Change the example to 4°30'W (as always rounded to nearest 5')
	71	Term: 'Magnetic variation lines, Isogonals'
	82.1&2	FR insert line between .1 and .2 through columns 2-4
C	3	Term: Cliffs, steep coast. (omit 'Steep coast with rock cliffs'). DE to split graphic, cliffs (joined hachures) to left.
	4	Term: 'Hillocks' – await M4 review. DE to delete 'Coastal'.
	7	Graphic: add version with single line of stones behind coast.
	10	Term: 'Contour lines with values and spot height'.
	12	Term: 'Approximate contour lines with values and approximate spot height'.
	14	Unchanged. Single tree not appropriate as symbol is intended to be used when actual summit is not visible.
	25	Await M4 review
	26	No change, symbols sufficiently similar not to confuse user. Need for common symbol set a problem not solvable by subWG.
	33	Graphic: DE to amend symbol to include intertidal tint (as FR). Term: FR to add 'Swamp' to English.
	34	New symbol for conspicuous tree not required (use convention, see E2).
D	5	Different tint practice – await M4 review
	12	Await M4 review (currently single and double can mean track or path)
	13	Await M4 review of 3 symbols.
	16	FR to thicken line of top symbol for railway.
	17	Await M4 review for helicopter landing

Section	Number	Details
	20	No change (see General Principles 5d)
	23.2,3,6	Graphics: FR to improve decimal separator
	24	Unchanged. The term describes accurately that the clearance relates to the fixed part of the bridge, not below the moving 'car'.
	25	Term: FR to amend English to 'Aerial cableway', delete 'Telepheric'. Minimum not needed, as it is evident in all cases that the quoted clearance is the minimum value of concern to the mariner.
	26	Add note (as FR), although 'High Water' may be amended as appropriate.
E	2	Term: add explanatory note: 'Capitals indicate that it is conspicuous'
	4	Term: FR change 'plane of ref...' to 'height datum'.
	10	Graphic: Reverse order of symbols (General principle 5c)
	15	Term: Joss house (two words)
	16	Term: Buddhist temple or shrine. FR delete 'Buddhist mausoleum'
	10-18	Religious buildings. Await M4 review.
	26.1	Retain obsolescent symbol indefinitely
	26.2	'In water' versions are in section L. No change needed.
	29	Term: FR delete 'Pylon' from English.
	30.4	Term: replace 'Radar dome' by 'Radome' in English (now accepted word).
	35.1	Graphic: DE to check example.
F		Change heading of first sub-section to 'Protection structures'.
	1	Term: FR to add 'Berm' (a frequently used English word for embankments by rivers or canals – from French 'berme').
	2.1	Graphic: DE to change symbol (as FR).
	4	Graphic: DE to change sides of breakwaters to Intertidal (as FR). Await M4 review to consider other changes
	6	Graphic: DE to complete coastline and dashed line across groyne (ie close off tint areas) (as FR).
	13	Term: FR to add 'Wharf'.
	16	Graphic: Include legend 'Pontoon' (or equivalent) in left graphic, delete right graphic.
	18	Delete right graphic (legend)
	20	No tint in dolphin symbols (see M4 327.1)
	24-25	Delete right graphics (legends)
	26	Graphic: Show two separate boxes, true-scale version to left, symbol with sloping legend to right.
	27	Graphic: Include example depth in symbol, but omit 'see Note'. Locks, gates, caisson covered at F41-42
	33	Await M4 review for consideration of dashed lines for ruined jetties.
	34	Graphic: include true scale version of hulk (as wrecks in K20). Upright type (some hulks float, others are beached, cartographers select type style accordingly.)
	40	Remove distance markers from graphics and term (now at B25). Delete M4 ref 307.
	41.1	Graphic: 'Lock' to be sloping type (as a water feature, as with basin, etc)
	42	Term: add 'Gate'.
	43	The meaning of the dashed lines is considered to be obvious – no change.
	50	Graphic: add context (coastline and tints). Term: 'Roll-on Roll-off (RoRo) Terminal'.
	53.1, .2	Term: add brackets around '(with lifting capacity)' to match graphic.
	60-63	No cross reference to Section U considered necessary.
G		Comment: CSPCWG to consider what is the value of this section. Is it to assist translation – if so would an alphabetical arrangement be better? Is there a need for the abbreviations (which are given in section V & W)? Currently DE shows DE abbreviations, FR shows INT and FR in separate columns. Should some terms be removed, others added?
	28	Add abbreviation Bo (if abbreviations are to be retained).
H	1-17	DE should have English abbreviations in left column, FR and ES should have national abbreviations, as tidal abbreviations are non-INT (see W).

Section	Number	Details
	20	Graphic: Magenta arrow and dashed line for safe clearance (as FR). DE to amend Sea surface to dashed line without blue band, and move 'Sounding' below 'Charted depth' (singular).
	30-31	Graphics: add some examples (as FR).
	40-41	Terms: FR to amend spelling 'Spring'. The note is a national addition and may be added if appropriate.
	47	New entry. Graphic: boxed letter in magenta. Term: 'Offshore position for which tidal levels are tabulated'. M4 ref 406.5.
I	1-3	There was no consensus whether an example sounding (as FR at 2) should be added to all these, or just to 2, or to none.
	11	Graphic: DE to add 'alongside depth' (as FR).
	14	Term: FR add reference to smaller scale (as DE)
	15	Graphic: remove dot on FR (although it implies 'sounding out-of-position', it could be confused for an islet). Term: 'Drying heights and contours above Chart Datum'.
	16	New entry (as FR).
	21	Comment: It is not altogether clear what the purpose of this entry is. However, some port authorities insist on 'designed dredged depths' being shown, even though they are not fully maintained. Change term: 'Dredged channel or area with designed depth of dredging in metres and decimetres'. To be discussed by WG. No change to INT 1 until resolved.
	24	Change term: 'Area swept by wire drag. The depth is shown at Chart Datum. (The latest date of sweeping is shown in parentheses)'. A black example of a single swept sounding is not considered necessary, being adequately explained by I10 + K2.
	25	Graphic: DE to add 'Depths (see Note)' version, and if possible change 'unsurveyed' graphic similar to FR. Add M4 ref 418.
	30	Graphic: DE to add drying contour. Replace Note by: 'Blue tint, in one or more shades, or tint ribbons are shown to different limits according to the scale and purpose of the chart and the nature of the bathymetry. On some charts, contours and values are printed in blue'. As blue is now approved in M4, if required to show examples in INT 1 (as DE), it should be in the right hand column.
	31	Term: 'Approximate depth contours' (ie plural, as two are shown).
J	9	Split into '9.1 R Rock, Rocky' and '9.2 Bo Boulder(s)'. 12.2
	12.2	Graphics: include examples with and without full stops (as allowed in M4). Term: change to 'The main constituent is given first for mixtures, eg fine sand with mud and shells'.
	21	Graphic: FR to remove rock ledge symbol. DE to add example of seabed character, drying heights including for pinnacle rock (as FR).
	22	DE to add example of seabed character, drying height for rock pinnacle and detached rock (as FR).
K	1	Graphic: DE as FR. Term: DE to add explanatory note (as FR). FR to remove right hand column version.
	2	Graphic: add depth (to be consistent with K3). Term: add explanatory note: '(This symbol may be combined with other symbols, eg wrecks, obstructions, wells)'
	3	New entry (as FR).
	13	Term: (as FR).
	14	The example at 14.1 is a rock 'not considered dangerous' (no danger line). M4 requires amendment. INT1 Terms should be: 14.1 'Underwater rock of known depth inside the corresponding depth area'. 14.2 'Underwater rock of known depth outside the corresponding depth area, dangerous to surface navigation'. In the style of a sounding with seabed character, the 'R' should be placed under the sounding.
	15	Increase example to '35' sounding. Term: 'Underwater rock of known depth, not dangerous to surface navigation'.
	17	Graphic: add blue tint.
	20-21	Graphic: FR to delete Mast. Background to be white (as will vary). Term: for consistency with 21, amend 20 to 'Wreck, hull never covers, on large-scale charts (height above Height Datum)'.
	22	Graphic: add version without blue (as DE).

Section	Number	Details
	25	Term: (as FR).
	26	Term: as DE (FR to delete 'obtained').
	28	Caution: 'Not all wrecks which are potentially dangerous have this symbol, see Caution at K29'.
	29	Caution: as FR (but use abbreviations 'm' for metres).
	31	Graphic: FR reverse symbols (General principle 5c). Term: change 'non-dangerous to navigation' to 'no longer dangerous to surface navigation'
	40-48	Heading: amend cross ref to 'Underwater installation - L
	40	Graphic: FR reverse symbols (General principle 5c)
	41	Term: 'Obstruction, least depth known by sounding only'.
	43.1	Graphic: FR reverse symbols.
	46	Graphic: FR reverse symbols (General principle 5c)
	47	Graphic: DE delete 'see Note'. Term: as FR
	48.1	Graphic: DE delete 'see Note'.
	48.2	Term: FR change to '(on smaller scale charts)' (as DE)
L	16	Graphic: FR to delete <i>SBM</i> (implied by ring on buoy). Term: as FR
	20	Graphic: FR to delete full stop after <i>Prod.</i>
	21.2	Graphic: DE add version with blue tint.
	21.3	Term: change 'bottom' to 'sea floor'.
	23	Term: (as FR).
	24	Graphic: keep basic symbol and include lit version (consistent with L23). Other combination symbols and areas not required in INT 1.
	40.1&2	Graphics: Unspecified version at top. Terms: (as DE).
	41.1&2	Graphics: Unspecified version at top. Terms: 'Outfall and intake (area): unspecified, water, sewer, outfall, intake'
M		<i>Note: some of the following decisions for this section depend on approval of the draft B430-439 revision.</i>
	1	Graphic: DE to delete 2 Bns \neq from top symbol (as FR). Also M4. Change 30' to .5°. Term: Add ' \neq means 'in line'' after 'followed'. <i>Comment: use of double or single quote marks is national preference, but should consider applying M4 rules (see B120.2)</i>
	2	Graphic: Delete 2 Bns \neq from top symbol. Also M4. DE to add example as FR. Term: add '(other than leading line)' after 'Transit'
	5.1&2	Graphic: Change as revised M4. Change M4 ref to 434.1.
	6	Term: delete 'Track' at the beginning.
	14	Term: 'Limit of restricted area, eg Inshore Traffic Zone (ITZ), Area to be Avoided (ATBA)'.
	16	Graphic: Add limit symbol (layout as N20). Versions with and without legend required.
	17	Term: DE add (ASL), as FR.
	Examples graphic	Graphic: Use new version in M4 as guide. Add Fairway (18) and one-way version of recommended route (28.1). M4: inconsistencies in use of capitals and lower case. (eg Area to be Avoided – caps in text, lower case in graphic. Should a convention be developed (for M4 and/or charts), such as: <ul style="list-style-type: none"> If an accepted abbreviation has capitals, the full term should also have capitals (eg Area To Be Avoided)? Use of capitals or lower case is for cartographic judgement?
	18 or 28.3	Term: 'Fairway designated by regulatory authority'. M4 ref 434.5. CSPCWG – please consider what INT 1 number to allocate?
	20.1-29.1	FR to add English abbreviation to terms (as DE)
	20.1	Term: as DE
	20.2	Term: as DE
	20.3	Term: DE to add comma (as FR)
	21	Term: as DE
	23	Term: as DE (ie plural schemes)
	25.1&2	Term: 'end limits' (no hyphen)
	28.1	Term: 'Recommended route, one-way and two-way (often marked by centre-line buoys)'
	30	Term: 'Radar surveillance station' (DE to delete 'traffic').
	32.2	Graphic: reverse bearings (090°-270°, as INT 1 M4)
N	1.1	Term: 'Maritime limit in general, usually implying permanent physical obstructions'.

Section	Number	Details
		Graphic: Add separate version with grey tint band, with term 'for emphasis' in column 3, M4 ref 439.6.
	1.2	Term: 'Maritime limit in general, usually implying no permanent physical obstructions'. Graphic: Add separate version with magenta tint band, with term 'for emphasis' in column 3, M4 ref 439.6.
	2.1	Term: 'Limit of restricted area'.
	10	Term: 'Reported anchorage (no defined limits)'.
	11	Graphic: amend rectangular versions to ovals. (Rectangular versions should be moved to column 4). Term: FR delete 'shown'.
	12.6	Term: DE add 'area' after 'anchorage'.
	12.9	Term: DE add 'area' after 'anchorage'.
	13	Term: 'seaplane' is one word.
	20	Term: add 'IMO-adopted No Anchoring Area' (and include in index). CSPCWG: No consensus on whether to add term 'IMO-adopted No Anchoring Area' here, WG to advise. See B435.11d-e.
	22	Term: DE to add '(MR)' after Marine Reserves. Adjust PSSA term left and up, so it is not indented, to distinguish it from various nature reserve symbols. Move M4 ref 437.6 to be alongside the PSSA symbol and term.
	24	Term: DE amend 'wastes' to 'waste'.
	30	Term: 'Firing practice area'.
	31	Graphic: add version with symbol inside limits (as N2.2). Term: 'Military restricted area, entry prohibited' (as DE).
	32	Term: 'Mine-laying (and counter-measures) practice areas'.
	46	Await discussions on B450 for new symbol and whether to include (CS) as common abbreviation for English term.
	60.1&2	Graphic: add date (as FR). Term: add '(with date)' (as FR).
	63	Graphic: DE to delete '(see Note)'.
O		Questions for decision by WG, as with section G.
	6	Term: 'Sea Loch, Lough, Arm of Sea'.
P	Heading	FR to add ref to supplementary national symbols (and correct lettering, currently 2 'a's). DE to add reference to minor light floats (as FR).
	3	Graphic: De to amend 'Bn Tr' to 'BnTr'. DE to add M4 refs 457.1, 457.2
	5	Term: add 'Lighted' at the beginning (consistent with P2-4).
	6	Term: expand 'LANBY' to 'Large Automatic Navigational BuoY (LANBY)'.
	10.11	Graphic: FR to amend order to start with W (as DE).
	11	Heading: 'Colours of Lights and Marks'.
	11.1	Term: delete '-'.
	12	Graphic: DE to add 2,5s example. Term: DE add 'and tenths of a second'. (As FR).
	16	Term: FR & ES prefer simply 'Elevation of light: 21metres'. DE prefers 'Elevation of light: Elevation of focal plane above height datum'. CSPCWG to advise.
	20.1	Term: as FR ie '(firm line is the track to be followed)'
	20.2	Graphic: amend 18' to ,3°. Term: as DE, ie '(≠ means 'in line')'. <i>Comment: use of double or single quote marks is national preference, but should consider applying M4 rules (see B120.2)</i>
	30.3	Term: DE to amend last word to 'characters' (plural).
	30.4	Graphic: FR to remove flare and add character abbreviations to sectors. DE to add colour version.
	31	Graphic: DE to add centre dot to position. Term: English spelling of 'Moiré' has accent. 'Arrows show when course alteration needed' (as FR). Working example checked on Internet. In FR note, delete reference to degrees and minutes.
	40.1- 46	Graphics: FR to improve depiction of sector abbreviations.
	40.1- 41.2	Graphics: FR to amend ranges to eg 18-12, as there are three colours.
	43	Graphic: FR to delete dashes across channel (where light is not obscured).
	46	Graphic: FR to amend abbreviation to 'Intens' (no e at end).
	64	Graphic: FR to delete light description.
Q	2-6	Heading: amend cross reference to 'Abbreviations for colours - P11'. (Not W as CSPCWG3 suggested, as all colour abbreviations are together at P11, but scattered in Section W).

Section	Number	Details
	3	Term: DE to amend to 'colour', as FR, to differentiate from the buoys at 4 & 5 which show multi-colours.
	9-11	Heading: 'For application of topmarks within the IALA system – Q130'. Remove reference for 'other topmarks'.
	20	Graphic: DE add filled version. Term: FR add 'ogival buoy'.
	21	Graphic: DE add filled version.
	22	Graphic: DE add striped version.
	23	Graphic: FR to add filled version, DE to add striped and filled versions.
	25	Graphic: DE to add filled version. Term: FR to add 'tun buoy'.
	31	Term: FR to delete 'unmanned light vessel'.
	59	Term: DE to add at beginning 'Buoy marking' (as FR).
	71	Term: FR to change to 'Seasonal buoy (example)' (as DE).
	110	Term: FR to add '(BnTr)' and remove brackets from 'without and with topmarks' (as DE).
	130	Graphic: FR to add plan limits and reference. DE to amend to 'See Plan'. Abbreviation: IALA International Association of Marine Aids to Navigation and Lighthouse Authorities. (<i>Comment: see IALA's website</i>).
R	1 & 22	Graphic: FR point flares down (from base of symbol)
	21	Graphic: DE to add R1 symbol to buoy (and include asterisk).
S		Graphics: amend example letters to 'Z' throughout.
	3.5	Term: DE to add, FR to amend to '(≠ means 'in line')'.
	3.6	Graphic: DE to delete '(T)'.
	10-12, 16	Graphics: DE to add obsolescent symbol.
T	1.2	Term: DE use capitals for 'District, Port' (as FR)
	1.3	Term: DE delete 'for' before 'Tanker, Disembarkation' (as FR)
	2	Term: FR to amend to 'lookout' (one word).
	4	Term: FR to add '(boarding place not shown)'.
	13	Graphic: DE to add blue background
	32.1	Term: DE to delete 'or gauge'.
U	10	Term: DE to change to 'Public house, Inn'.
	20	Term: FR to change to Bottled gas'.
	32	Graphic: DE to change to Bottled gas'.
V		Not examined
W		The subWG examined all the abbreviations that had been added to section W in the 2005 DE edition of INT 1. Agreed that the list should in future be alphabetical (as DE). The subWG agreed the following additions and deletions, with the result comprising a definitive list of INT abbreviations. M4 should be subsequently amended from this list:
	Additions	AIS (Automatic Identification System), Bo (Boulder(s)), DGPS (Differential Global Positioning System), UTC (Universal Time Co-ordinated), UTM (Universal Transverse Mercator). Note: UTC and UTM have no INT 1 references, but do appear in chart notes. (Further possible additions to be considered during the revision of the appropriate section of M4.)
	Deletions (from DE)	AISM, ATBA, CD, Chem, Cup, Day, EEZ, ESSA, HAT, HW, IALA, IHO, IMO, ITZ, LAT, LtHo, LW, MHHW, MHLW, MHW, MHWN, MHWS, MLHW, MLLW, MLW, MLWN, MLWS, MSL, Np, Radar Sc, Radar Tr, Sp (for spring tide), TSS, U.
X		Not examined

RESPONSE FORM

(Please return to CSPCWG Secretary by 30 May 2007)

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Please use the table below to record your response

INT 1 Section & Number	Question	Yes	No
B 53	Should GT, NT, GRT, DWT be added to Section W? <i>(Note: they are sometimes used in chart notes).</i>		
G and O	Should sections G and O be retained in INT 1? <i>Please provide your reasons for retaining or deleting below.</i> ----- <i>If you believe they should be retained, would an alphabetical list be better?</i> ----- <i>Please also state whether it is useful to have abbreviations listed here (as well as in sections V and W, as appropriate).</i> ----- <i>If you recommend retaining the sections, please note below whether any terms should be deleted or added.</i>		
I 21	Should the term be amended to: 'Dredged channel or area with designed depth of dredging in metres and decimetres'? <i>The purpose of I 21 is not altogether clear. However, some port authorities insist on 'designed dredged depths' being shown, even though they are not fully maintained. An amendment to M4 may be required.</i>		
M: graphic of examples	<i>There are currently inconsistencies in the use of capitals and lower case in M4 (eg Area to be Avoided – caps in M4 text, lower case in M4/INT 1 graphic).</i> Should a convention be developed (for M4 and/or charts)? <i>If a convention is required, further work will be necessary. The following might be examples of conventions; you are not asked to vote on these at this time:</i> <ul style="list-style-type: none"> • <i>If an accepted abbreviation has capitals, the full term should also have capitals (eg Area To Be Avoided)?</i> • <i>Use of capitals or lower case is for cartographic judgement?</i> 		
M 18 or 28.3	What INT 1 number should be allocated for 'Fairway designated by regulatory authority'? <i>The subWG suggests either M18 or M28.3. Please insert preferred number in 'Yes' column.</i>		
N 20	Should the term 'IMO-adopted No Anchoring Area' be added here?		
P 16	Should the term be: A 'Elevation of light: 21metres' or ----- B 'Elevation of light, Elevation of focal plane above height datum: 21 metres'?		
W	Do you agree with the subWG's assessment of which abbreviations should be added or removed from the list currently given in the German INT 1? <i>Note: each abbreviation was carefully assessed from an English, French and Spanish perspective before deciding which are suitable for using as INT abbreviations. M4 will be corrected from this list, when agreed. Further INT abbreviations may be suggested as we continue with the revision of M4, eg for oil and gas structures.</i>		

Additional comments (including explanation of your views about section G and O in INT 1):

Name:

Hydrographic Office: