



CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

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

Chairman: Peter JONES
Secretary: Andrew HEATH-COLEMAN

UK Hydrographic Office
Admiralty Way, Taunton, Somerset
TA1 2DN, United Kingdom

CSPCWG Letter: 08/2007

UKHO ref: HA317/010/031-04 & HA317/004/005-03

Telephone:
(Chairman) +44 (0) 1823 337900 ext 3020
(Secretary) +44 (0) 1823 337900 ext 3656
Facsimile: +44 (0) 1823 325823
E-mail: peter.jones@ukho.gov.uk
andrew.coleman@ukho.gov.uk

To CSPCWG Members

Date 27 June 2007

Dear Colleagues,

Subject: Report of INT 1 subWG meeting, follow up to letter 06/2007

We received 19 responses to letter 06/2007, the report of the INT1 subWG meeting. A summary of the responses (copy at Annex A) has been forwarded to the INT 1 editors, who are grateful for all the helpful advice received.

Some of the issues are clearly resolved, while others may need further discussion at our next meeting.

B53: these abbreviations will be added to section W.

Sections G and O will be retained pending further discussions, although abbreviations may be removed.

I21 will remain unchanged, pending further discussions.

A convention for use of capital/lower case letters should be developed, and may be added to our work programme if approved, at our next meeting.

The Fairway symbol will be included at M18 (and not added to the 'examples' graphic for now). We need to consider whether basic symbols which are only shown on that graphic should have a dedicated INT 1 number.

N20: 'No Anchoring Area' will not be added to the term.

P16: the shorter term will be used.

Section W will be amended as agreed by the subWG for the new edition which are currently being prepared. However, a discussion is required about some of the abbreviations which have been omitted.

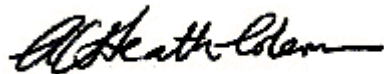
The suggestions by Australia have been discussed with Chris Roberts (during a visit to UKHO). Many of his suggestions are for future consideration (eg when Section B300 is revised, or at CSPCWG4). The following will be included in the new editions of INT 1: The term at M14 will be amended to 'Limit of Restricted Routeing Measure'; the ESSA heading will be included at N22. Also, in the next edition of M4,

the following minor editorial corrections will be made: blue tint added to the breakers symbol in B423.2; the wording at B422.1 will be changed to 'never covers'.

The term at P11 will be changed to '(for lights, only on sector and alternating lights)'

Several items have been noted for discussion at CSPCWG4. This will be held in Monaco 13-15 November 2007, so please plan to attend if you can.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A Heath-Coleman', with a long horizontal flourish extending to the right.

Andrew Heath-Coleman,
Secretary

Annex A: Summary of Responses to CSPCWG Letter 06/2007

Summary of Responses to CSPCWG Letter 06/2007

INT 1 Section & Number	Question	Yes	No
B 53	<p>Should GT, NT, GRT, DWT be added to Section W?</p> <p><i>(Note: they are sometimes used in chart notes)</i></p> <p>DE: We do not use GRT and DWT. Is there an international reference?</p> <p>UK: GRT (usually expressed as grt) is obsolescent, but still widely used within some national legislation and likely to be for a long time to come, It is a different measurement form GT which is intended to replace it.</p>	AU, BR, DE, DK, FI, FR, GR, HR, IN, IT, JP, NO, UA, UK, US, ZA	CA, ES, NL
G and O	<p>Should sections G and O be retained in INT 1?</p> <p><i>Please provide your reasons for retaining or deleting below.</i></p> <p>AU: INT1 is called 'abbreviations' not 'terms'. Publication designed for user and shows what a symbol or abbreviation means and also used for NM updates - what symbol to use on the paper chart. It is suggested a reference be made to S-32 in the Introduction for terms and definitions. Our nomenclature officer has suggested that retaining or removing the terms should be based on some market research on user need and not just on responses from HOs.</p> <p>CA: retain the information as they are used for translation but they could be incorporated into V and W.</p> <p>DE: Retain the sections because of "Terms" in INT1 title. Move abbreviations from these sections to V or W.</p> <p>DK: There is no need for these sections any more. Except maybe from the numbers G 184 - 188.</p> <p>ES: They could be combined in chapter G, which would become the chapter for "Terms". By the way, the title of INT 1 does include the word "terms": "Symbols, abbreviations and terms used on charts".</p> <p>FI: They are used for official translations and terms in our house. In Finnish Chart 1 (INT 1) there are 3 languages (English/Finnish/Swedish).</p> <p>FR: G and O. These sections provide translation into English of some Spanish, German or French terms. When existing, they give also the abbreviations for terms. In their current states O and G seems not very useful because most of terms of the lists seem useless for the charts reader. But note that O and G act as a glossary. Such a glossary, in one section and in alphabetical arrangement would be useful provided that it contains terms shown one charts and difficult to understand without translation. Its contents depends on the national language to translate in English and then, has to be studied for each national version of INT1. Such a glossary is a means to facilitate English translation, in the way of IHC decision n°9 (1997) proposal (the set up of bilingual portfolio will be not immediate!).</p> <p>GR: The terms may be defined in S-32, but sections G and O assist translation.</p> <p>JP: Retaining sections G and O is useful for chart users to know that those terms and abbreviations are in the same categories.</p> <p>IN: It would be better to retain section G and O of INT 1 and suitable abbreviation where not given shall be given.</p> <p>NO: Abbreviations can be moved to section W. Sections G and O are known to be little used in Norway.</p> <p>US(NOAA): What would be used as place holders for G and O? Is it worth the trouble? Do these sections pose a problem other than not being very useful?</p> <p>ZA: These sections really serve no purpose here. Checking on some terms, it seems more appropriate in S-32 with added definitions. If the consensus is that these sections be deleted then reference will have to be made to Special Publication S-32.</p> <hr/> <p><i>If you believe they should be retained, would an alphabetical list be better?</i></p> <p>AU: If consensus is to retain, it must be alphabetical.</p> <p>CA: Alphabetize the section.</p> <p>GR: The subsections should be retained. The terms included in each subsection should be</p>	CA, DE, ES, FI, GR, HR, IN, JP, NL	AU, BR, DK, NO, UA, UK, ZA

	<p>listed in alphabetical order.</p> <p>UK: we need to consider whether the list would be alphabetical in English, or in the publisher language.</p> <p>ZA: If these sections are retained, then an alphabetical list would be preferred.</p>		
	<p><i>Please also state whether it is useful to have abbreviations listed here (as well as in sections V and W, as appropriate).</i></p> <p>AU: one location only (avoids duplication and updating issues). Note that section B relates a term to an abbreviation for charting. Section H and part of J does the same thing.</p> <p>CA: These should all be combined in one section, if retained.</p> <p>DK: These abbreviations could be included in Section W (if retained. See my comments below at W).</p> <p>ZA: Abbreviations should, where appropriate, not be listed here but retained in one section ie Section W.</p>	IN, JP, IT	AU, CA, DE, ES, FI, GR, HR, NL, UA, UK, US,
	<p><i>If you recommend retaining the sections, please note below whether any terms should be deleted or added.</i></p> <p>BR: Section X fits the purpose of both sections</p>	JP	IN
I 21	<p>Should the term be amended to: ‘Dredged channel or area with designed depth of dredging in metres and decimetres’?</p> <p><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></p> <p>AU: there is no need for this example, retain I22 for ‘not maintained’ and add this significant text to the legend; and I23 for maintained. There are no other types of dredged areas. If some HOs want to retain I21, why are the trailing ‘0’ included. There doesn’t appear to be a convention about trailing zeros? Designed depth is a whole separate topic, but if we decide to say something about it in M-4, perhaps we can then use I21, but don’t put the cart before the horse.</p> <p>BR: Brazil uses I22 and I23 only.</p> <p>DK: I 21 should instead be deleted and the following two paragraphs renumbered. The paragraph is superfluous.</p> <p>FR: More coherent with I22 and 23 if “designated” means “expected”, “theoretic”, “nominal”.</p> <p>T: We can consider also the following possibility: “Channel or dredged areas not regularly maintained with designed depth....”</p> <p>NO: I 22 and I 23 are covering I 21 sufficiently.</p>	IN, FR, GR, JP, ZA	AU, BR, CA, DE, DK, ES, FI, HR, NL, NO, UA, UK, US,
M: graphic of examples	<p><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></p> <p>Should a convention be developed (for M4 and/or charts)?</p> <p><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></p> <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)? AU: caps only for the first letter of words abbreviated, others lower case</i> <i>Use of capitals or lower case is for cartographic judgement?</i> <p>ES: I think that the most adequate option would be the first one: “If an accepted abbreviation has capitals, the full term should also have capitals (eg Area To Be Avoided).”</p> <p>ZA: Not necessarily. We just need to be consistent. I agree with the presentation in the graphics in INT 1 and M4 in the content of chart presentation therefore we need to bring the text in M4 in line except when used as keywords/headings of notes. (We are back tracking a bit but we need to get it right).</p>	AU, CA, DE, DK, FI, GR, HR, IN, IT, JP, NL, NO, UA, UK, US	BR, FR, ZA
M 18 or 28.3	<p>What INT 1 number should be allocated for ‘Fairway designated by regulatory authority’?</p> <p><i>The subWG suggests either M18 or M28.3. Please insert preferred number in ‘Yes’ column.</i></p> <p>AU: S-57 has its own object class for fairway and considers it should have its own section in INT1. It can also be added to M diagram if required as others have been, but its primary</p>	M18	M28.3
		AU, BR, DK, FI, FR, GR, HR, IT, NL, NO, UA, UK, US, ZA	CA, DE, ES, IN, JP

	<p>place should be as a separate entry in INT1.</p> <p>DK: M 18 is the preferred number due to the fact that the fairway areas as described are not part of the IMO adopted routeing measures as is the case for all the other routeing measures shown on the chartlet 'Examples of Routeing Measures'.</p> <p>FI: B 434.5 needs own box (M 18) to be clear enough.</p>		
N 20	<p>Should the term 'IMO-adopted No Anchoring Area' be added here?</p> <p>AU: the M-4 ref B-436.11 already in INT1 is for 'no anchoring areas' so we either show it here in N20, or adopt another section number with other routeing measures in section M, because that is what this is – a routeing measure. We think having it included in N20 is less confusing than a new section elsewhere. How would one reference B-436.3 example 17 (B-436.3.17?).</p> <p>DK: The only thing that the user has to know is that it is a "no anchoring area"</p> <p>ES: It is an area where anchoring is prohibited, irrespective of whether it is so by a National or Local Authority or adopted by IMO. In any case, that could be added in a "Note" if necessary.</p> <p>JP: The description for the term in M-4 is sufficient, so there is no need to be added here. It is up to the producer country to use the term.</p>	AU, BR, GR, UK, ZA	CA, DE, DK, ES, FI, HR, IN, IT, JP, NL, NO, US,
P 16	<p>Should the term be:</p> <p>A 'Elevation of light: 21metres' or</p> <p>AU: for INT1 keep common terminology. If we need to get technical, include this in M-4 together with the simplified or commonly used terms.</p> <p>DK: Agree with AU comment</p> <p>FR: The elevation can be measured from another level than the height datum. See B302.2. P13 refers to H where levels are explained.</p>	AU, CA, DK, ES, FR, FI, GR, IT, HR, NO, UA, US,	NL
	<p>B 'Elevation of light, Elevation of focal plane above height datum: 21 metres'?</p> <p>ZA: We need to remain in line with the List of Lights Resolution.</p> <p>[Sec: ZA are possibly referring to M12: Elevation of a Light – vertical distance between the focal point of the light and mean sea level (where there is little appreciable tide at the adjacent shoreline) or (elsewhere) MHWS or another appropriate high water datum.]</p>	BR, DE, IN, JP, UK, ZA	
W	<p>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?</p> <p>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.</p> <p>AU: there needs to be a definitive list of all INT abbreviations in one section and this must be in the specifications themselves (M-4). If we want to include these in various places within INT1 that is good. The question is do we want them repeated in INT1 and I think the answer is NO. As long as the vertical datums continue to be in H, they could be removed from W, provided it is clear in the W heading, that it is no longer the definitive list of all approved INT abbreviations. As both ATBA and ITZ are both already in INT1, for the same reason (duplication), they could be removed from W. The most important issue is the definitive list in M-4.</p> <p>DE: The removed abbreviations you still will find in section V "Index of Abbreviations".</p> <p>DK: My question is: What is the real need of this section? What is the meaning of distinguishing between international abbreviations and national abbreviations? In my opinion the sections V and W could be amalgamated to only one common index of abbreviations. The user only needs one index of all abbreviations shown on charts.</p> <p>FI: We see a separate list of all international abbreviations in one section important. Also existing grouping of abbreviations in W (e.g. light characters) has been found useful by users.</p> <p>NO: The user does not need to know that an abbreviation is international. He wants to know what the abbreviation stands for. As to section V and W, we agree with the DK comments.</p> <p>US(NOAA): Some proposed deletions still in common use in USA.</p> <p>ZA: We should try to keep duplication to the minimum. If there are areas where this is not always possible, like in Section H 1-17, then we should accept it as such.</p>	DE, DK, ES, FR, GR, HR, IN, JP, NL, NO, UK, ZA	AU, BR, CA, FI, IT, UA, NO

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

AU:

Section A chart titles: this is currently being reviewed in CSPCWG Letter 05/2007 and we should wait for this to be resolved before deciding whether English should be included or not.

F 20: No tint in dolphin symbols (see M4 327.1). AU strongly objects to buff being removed from dolphins as they are physical obstructions to vessels, often associated with wharves or other shoreline constructions which are all tinted buff. There appears to be no references in M-4 to bridge pylons, especially those in navigable waterways. Bridge pylons that have not had a bridge platform added yet (waiting for future development which could be years away) exist in some navigable waterways. AU also shows bridge pylons with buff tint and the importance of encoding bridge pylons in ENC's has been discussed at previous TSMAD and CSMWG meetings. An extract from the S-57 Use of the Object catalogue follows. Note that pylons and dolphins of area primitive, must also have a LNDARE encoded in ENC's, which portrays as buff on ECDIS. INT 1 D26 only shows a pylons (or bridge support) on land. What about in navigable channels which is far more dangerous. The M-4 reference is very poor, included with power transmission lines. Even sections B-380 and 381 say nothing about bridge pylons. AU suggests this topic be added as a new work item of the highest priority as safety issues, especially for those HO's producing ENC's from paper charts.

Extract from S-57 Use of the Object catalogue, remark from BRIDGE

- In navigable water, bridge supports must be encoded, where possible, using a **PYLONS** object (see clause 4.8.18), with attribute CATPYL = 4 (*bridge pylon/tower*) or 5 (*bridge pier*).

4.8.18 Pylons and bridge supports (see M4 - §381 and §382)

If it is required to encode a pylon or bridge support, it must be done using the object class **PYLONS**.

Geo object: Pylon / bridge support (**PYLONS**)
Attributes: CATPYL COLOUR COLPAT CONDTN CONRAD CONVIS
 DATEND DATSTA HEIGHT NATCON NOBJNM OBJNAM
 VERACC VERDAT VERLEN WATLEV INFORM NINFOM

Remarks:

- A **PYLONS** object of type area with attribute WATLEV = 1, 2 or 6 must be covered by a **LNDARE** object of type area (see clause 4.8.10).

F 34 Hulks: there is no specific M-4 reference to hulks yet in S-57 it has its own object class (HULKES). It is suggested that CSPCWG considers making a new section for hulk with a cross reference in the wrecks section B-422.1. S-57 Defines a hulk as 'A permanently moored ship'.

H 1-17 Tidal datums: the comment on the table above is not correct. Many of the vertical datums are included in S-57 (attribute VERDAT) and all are abbreviated, which makes them recognised INT abbreviations. As such AU supports them being retained to INT1 W

I 25 Inadequately and unsurveyed areas: AU is not clear what exactly the comments above mean. AU uses a **bold** dashed line for unsurveyed areas (with legend), but a black dashed line for inadequately surveyed areas with a reference to the ZOC diagram on AU paper charts, very similar to M-4 B-417.6 and B-418.1. We like the top example in the SHOM INT1 and think this should also be considered for M-4.

J 9.2 Boulder: consider M-4 B-421.1 as an additional INT1 reference as 'boulder' is included in the title to this section. The diagram in M-4 could be improved by showing the 'Bo' text on one of the intertidal areas.

K 17 Breakers: blue will also be required to the breakers symbol in B-423.2.

K 20 Wrecks: which never cover, new wording will also apply to B422.1 and may affect other sections as well. Will impact on S-100 definition.

K 28 Dangerous wrecks: AU has issues with the current legend in the BSH INT1 (2005) and would like to review the complete new legend before making any further comments.

K 31 Foul areas: Will this wording 'no longer dangerous to surface navigation' now be reflected in B-422.8?

M 14 Restricted areas: Suggest 'Limit of restricted routing measure', to avoid confusion with N2.1. It is a different symbol after all.

N 22 These are all ESSAs and there is no other place to use this term which we have adopted in M-4. Required as S-57 cross reference.

N 32 Mine-laying practice area: The draft wording for B-441.4 has the word 'clearance' also added: 'Mine-laying (and counter-measures/clearance) practice areas'. INT1 should be consistent with M-4, not vice versa.

T 32.1 Tide scale or gauge: AU fully supports this deletion as it then makes INT1 consistent with S-57 which has 2 separate attribute values for CATSIW, one for tide scale and the other for tide gauge, each with quite different definitions. There is now only one INT1 ref to tide gauge, which is T32.3.

W proposed deletion of ITZ: This is inconsistent with the earlier decision added to M14 above. If shown on charts, AU suggests it should be retained in INT1 (at M14), but could be removed from section W to avoid duplication, provided it is clear in section W that that is no longer the definitive list. The definitive list (in M-4) must include ALL the approved INT abbreviations and this includes ITZ. [This issue \(ITZ\) will also be raised at the CSMWG17 meeting as S-52 symbol is text 'IT', not 'ITZ'. Hope to discuss at UKHO 1 June.](#) It is also suggested that the official exhaustive definitive list of IHO abbreviations should be part of S-32. AU has no problems having an extract of this list (chart related abbreviations) as section W in INT1. This matter could be referred to the CHD.

These are some additional comments to my formal reply to CSPCWG letter 06-2007:

It was great that there is now a mechanism to work together in a cooperative manner to 'standardise' the official IHO INT1s.

I was however concerned with the comment in the covering letter: 'As no international symbol library is available, the symbols used would be those in M4 (mostly currently derived from UK symbols)'.

This infers (implies?) that although M-4 is the specification, its symbols are NOT the official IHO symbol library. From my understanding, the discussion at CHRIS18 concluded that M-4 is the specification (not INT1) for paper chart symbols. The CHRIS18 minutes record that:

"The (CHRIS) meeting endorsed the recommendations to include clarifying statements in M-4 and P-4, and provided additional guidance on wording:

- M-4 is the authority for paper chart compilation and therefore represents the "contemporary" or "community" standard for Paper Charts."

As such it must be the official IHO symbol library until such time as something else is produced. AU needs clarification on this issue as we now use M-4 for any new symbol that is developed for our production systems. Other HOs will be in a similar situation.

Some of the issues agreed for INT1 will now require action back on M-4. We must be careful working in reverse as M-4 should drive INT 1 not vice versa. I'm sure Andrew has already picked up on the issues that need to be agreed for M-4, but I have listed some of the more important ones in the comments section to the AU reply sent earlier today.

Looking forward to seeing the next printed copy of any of the official INT1s. Can copies please be made available to CSPCWG members at CSPCWG4 if published.

DK:

When the headline of section P11 is changed from 'Colour of Lights' to 'Colour of Lights and Marks', I suggest that the paragraph 11.1 is divided into two like this:

w		<i>White (colour of light. Only to be used on sector and alternating lights)</i>
w		<i>White (always to be used on coloured marks)</i>