



## CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

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

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### CSPCWG Letter: 11/2008

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To CSPCWG Members

Date 28 July 2008

Dear Colleagues,

### **Subject: Status of CSPCWG4 actions and B-450 revision (follow-up to Letters 07/ and 08/2008)**

Responses to Letter 07/2008. Thank you to all who responded to CSPCWG Letter 07/2008. We received 18 responses, which is really excellent. We have attached another updated version of the Actions list at Annex A (with comments in red to explain what has happened so far) and a Summary of the responses to the specific questions asked in the letter, at Annex B.

Action 8: CSPCWG Procedures. The draft paragraphs for the CSPCWG procedures were approved unanimously. Accordingly, I will ask Michel to replace the existing procedures on the IHO website.

Action 10: Mangroves. The draft revised specification for charting mangroves generally received approval, but with some useful suggestions for improvements. We have therefore included a revised specification at Annex C which will be used to draw up a pdf version with the actual graphics included for circulation to IHO Member States as opportunity arises. There is no need to comment on Annex C unless you have some specific objection or remaining query.

Action 20: Recommended tracks, etc. The proposed new paragraph on 'recommended' for B-434 was accepted by all except France, and the suggested précis wording for INT1 by all except France and US. We accept that US's proposal improves the English, but does lengthen the comment, which we tried to keep as short as possible while being clear. Our inclination, therefore, is to retain the original wording for INT1 with a small editorial to insert 'used'. However, any HO is welcome to use whatever equivalent wording is appropriate in their national version.

France questions the wording in respect of HOs who combine being the charting authority with being the national regulatory body for maritime and hydrographic matters. We therefore propose to add to the new paragraph in B-434 the wording in red:

It is important to recognise that the word 'Recommended', used in connection with recommended tracks and other recommended routeing measures (see B-432, B-435.4, B-435.5) does not imply that it has been recommended by the charting authority (unless it also acts as the national maritime regulatory authority).

Usually it is recommended by a competent regulatory authority (such as a port authority within its port limits or a national maritime safety authority) and may be adopted by IMO. Occasionally, the recommendation may be based on advice from a competent surveyor or established by precedent.

We will include an explanation about this in the next suitable IHO CL.

Action 38: Review of S-49 (Recommendations concerning Mariners' Routing Guides). We are very grateful to Germany, who responded as follows:

BSH can offer to lead on the task of reviewing S-49. We have a well prepared specialist dealing with routing guides in North and Baltic Sea. It should be a little team consisting of specialists (nautical staff) from some more countries.

I hope we will therefore be able to establish a small subWG led by Germany to progress this task. **If you are willing to be involved, please advise Sylvia Spohn** (sylvia.spohn@bsh.de with a copy to andrew.coleman@ukho.gov.uk). I plan to include an agenda item for CSPCWG5 to review progress.

Responses to Letter 08/2008. This letter did not call for responses, but further comments were received from AU and US. AU provided some suggestions for minor improvements, which we have reviewed and included as appropriate. US commented further on B-455.4 (colours of beacons) and AU responded to US comments. This correspondence is included at Annex D, together with my conclusions, which will be included in the version of B450-479 which we will now prepare for MS approval.

There is no need to respond to this letter, unless you have further comments. If you do, I would be grateful to receive them not later than 22 August.

Yours sincerely,



Peter G.B. Jones,  
Chairman

Annex A: Status of Actions at 28 July 2008

Annex B: Summary of responses to CSPCWG Letter 07/2008

Annex C: Draft revised Mangroves specification

Annex D: Colours of Beacon Structures

**STATUS OF CSPCWG4 ACTIONS**

(updated to 28/07/2008)

No	Action	Delegate	Status
1	Draft record of meeting by end December for participants to examine <i>Draft circulated 22/11/07, final record distributed 12/12/07</i>	Sec	Completed
2	Include minor changes to M-4 as editorial corrections in the next edition of M-4. <i>Waiting for edition 3.005 (when revised B440 is approved by M/S)</i>	Sec	
3	Include the proposed minor changes in the next edition of P-4.	M Huet	Completed
4	Check whether hyperlinks from 'download' page to INT1 updates were in place on IHO website.	M Huet	Completed
5	Consider whether the descriptions of scale bands in M-4 and M-11 need amending following changes to ENC bands (after issue of IHO CL) <i>No IHO CL yet published. Chairman TSMAD advised that TSMAD intend to disconnect 'navigation purpose/usage scale bands' from scales in ENC. As defined, they are too restrictive, eg when applying scale minimum. Navigational purpose will only be used in cataloguing. TSMAD also intends to redefine 'compilation scale', which derives from paper charts and should not be applied to ENC. The aim is remove all linkage with the paper chart, so these changes should have no implications for M-4 or M-11. There was some discussion at TSMAD16, which will be included in the report of that meeting presented by J Wootton at CSPCWG5</i>	Sec	No further action required by CSPCWG
6	Consider option to include proposed CSPCWG definitions in S-100 hydrographic register. <i>Chairman TSMAD prefers to wait and catch 'all at once' when the time is appropriate, and the M-4 revision is further advanced, rather than incorporate CSPCWG changes and new features piecemeal. For urgent items, for which immediate action for ENC is required (as it was for ASLs), he will expect to be informed via Vice-chairman Jeff Wootton.</i>	Chair	No further action required by CSPCWG
7	Proposed revision of TOR to be advised to CHRIS Chair <i>Letter to CHRIS Chairman sent 21/02/08</i>	Chair	Completed
8	Include new paragraph in CSPCWG procedures, based on recommendations from CSPCWG4-7B <i>Included in CSPCWG Letter 07/08 (Annex B)</i>	Sec	Completed
9	Conduct scoping review of the extent to which official INT1s do not comply with the recommendations <i>Examined terms and definitions in DE version INT1, for section I-K which are in the parts of M-4 which have been revised. Generally good correlation, a few minor differences, unlikely to confuse user, but could be improved at next edition INT1.</i>	Sec	Completed
10	Draft revised specification for mangroves for consideration by WG <i>Included in CSPCWG Letter 07/08 (Annex C), revised in Annex C to Letter 11/07.</i>	Sec	Completed
11	Ask SNPWG whether it is planned to include glossaries in digital publications. <i>Chairman SNPWG advised that glossaries are 'reference material', not 'real-world'. As such, if useful, they may be included in the 'Help' section of a digital publication.</i>	Sec	Completed
12	Study regulations concerning use of maritime boundary symbols and consequently consider whether specifications require clarification. <i>Outcome included in revised B-440 circulated with CSPCWG Letter 01/2008</i>	Chair/Sec	Completed

No	Action	Delegate	Status
13	Draft amended wording for magnetic anomalies to specify magenta and include in next CSPCWG inspired IHO CL. <i>Included in IHO CL 27/2008</i>	Sec	Completed
14	Amend specification for Racons to exclude showing wavebands, at revision of B-480. <i>Noted for removal</i>	Sec	Completed
15	Draft paragraph on renewable energy installations for B-440 revision, and include in WG letter re maritime boundaries (action 11) <i>Outcome included in revised B-440 circulated with CSPCWG Letter 01/2008</i>	Sec	Completed
16	Note for agenda item to review depiction of off-shore renewable energy installations at next meeting <i>Noted</i>	Sec	Completed
17	Draft WG letter asking for views on a way forward on proposal for symbol library <i>CSPCWG Letter 09/2008 sent 11/06/08</i>	Sec	Completed
18	Include section on dealing with new and revised routeing measures in B-600 <i>Added to draft B-600 in preparation with officers</i>	Sec/Chair	
19	Speak to local ENC specialists about how new and revised routeing measures should be notified in ENC, and advise Sec of outcomes by end Jan 2008 <i>TSMAD are preparing test datasets for OEMs to test UKHO's plans for including changes TSS/Routeing measures in ENC (ie the use of Start &amp; End dates). TSMAD will discuss in their May meeting. No further action for CSPCWG for ENC. See also draft encoding bulletin compiled by TSMAD subWG, details in Annex B to Letter 11/07.</i>	All participants	None received. No further action for CSPCWG
20	Draft paragraph for M-4 on the meaning of 'recommended' when used with track for consideration by WG <i>Included in CSPCWG Letter 07/08 (Annex D), revised in Letter 11/07.</i>	Sec	Completed
21	Progress new section B-600 on Chart Maintenance to WG review stage, retaining draft style and contents	Sec/Chair	Work in progress
22	Comment on DK submission (INF 2) on 'redundant' colour abbreviations in response to WG letter 12/07 (due 13 December 2007) <i>Raised again in CSPCWG Letter 03/08. Responses indicated majority in favour, details provided in Letter 06/08.</i>	All participants	Completed
23	Provide Secretary with revised diagram of IHO International Charting Regions, when available. <i>Copy supplied, for inclusion in next edition of M-4</i>	M Huet	Completed
24	WG members to request copies of official INT1s directly from the producer HOs (after announcement by IHO CL) <i>ES version announced by IHO CL 03/2008, DE version announced by IHO CL 37/2008</i>	All participants that require personal copies	Action closed
25	Research guidance on use of numbers and letters in INT1 versions and draft a reminder to avoid using numbers for national symbols, for inclusion in next suitable IHO CL <i>Guidance is M-4 B151.1. The opportunity to include this in CL37/2008 was missed; will be considered for next appropriate IHO CL. See also CSPCWG Letter 10/2008</i>	Sec	
26	Review content of INT1 sections G and O, and then consult ES and DE to contribute further suggested additions/deletions before referring the draft revised list to the WG.	FR	In progress 2/7/08

No	Action	Delegate	Status
27	Amend graphic I21 in M-4: remove 'dredged to' (and improve depth figure) <i>Noted for next edition of M-4</i>	Sec	
28	Amend term for K31 to 'Foul ground, not dangerous to surface navigation, but to be avoided by vessels anchoring, trawling, etc (eg remains of wreck, cleared platform)'. Also, amend heading of subsection beginning K20 to 'Wrecks and Fouls' (all at next opportunity). <i>The heading of the sub-section has been amended to 'Wrecks and Fouls' in the recently published ES and DE INT1 versions. The definition is not exactly as agreed in the CSPCWG4 record, particularly in missing the example of a cleared platform, which was suggested to make more explicit that the foul may apply to something other than a dispersed wreck.</i>	INT 1 producers	Part completed.  <b>INT1 producers please note to complete at next editions of INT1. CSPCWG action closed.</b>
29	Raise the issue of the definitions of a foul in S-57 and S-32 with appropriate WGs	Sec/Chair	
30	Include heading 'Environmentally Sensitive Sea Areas' at N22 <i>Included in recent ES and DE versions</i>	INT1 producers	Completed
31	Advise MS in next appropriate CL of intention to transfer list of International abbreviations from INT1 to M-4 Section B-100. <i>Included in IHO CL 27/2008</i>	Sec/IHB	Completed
32	Produce brief for INT1 scoping study for potential IHB secondee, to include: <ul style="list-style-type: none"> <li>• advice about not using INT1 numbers for national symbols;</li> <li>• possible removal of redundant numbers;</li> <li>• ensure consistency of terms and descriptions with M-4.</li> </ul> <i>For last bullet, see Action 9. See CSPCWG Letter 10/2008</i>	Chair/Sec	Awaiting responses to Ltr 10/08
33	Discuss way to implement DK suggestion on moving part of K to L in INT1	INT1 subWG	
34	Add year date and edition number to front cover of INT1	DE	Completed
35	Report to CSPCWG on progress with INT1/S52 symbol combined document	US	
36	Advise CHRIS Chairman of revisions to TOR, and preferred name of future WG <i>Letter to CHRIS Chairman sent 21/02/08</i>	Chair	Completed
37	Ask CBC Chairman whether report is of use (and if yes, construct new report). <i>New report sent to CBC Chairman 3/01/08 (after earlier consultation with him)</i>	Chair	Completed
38	Inform WG of new work item 'review of S-49', and invite volunteers <i>DE has agreed to lead the review, see CSPCWG Letter 11/07.</i>	Chair	Completed
39	Confirm availability of AU to host CSPCWG 5, and determine dates in late 2008 <i>Confirmed</i>	AU/Chair	Completed
40	Make early bids for travel budget; advise Chair if any difficulties <i>Currently, 16 WG members have indicated intention to attend CSPCWG5 (in some cases, with supporting personnel)</i>	All WG members	Completed
41	Note agenda items for CSPCWG 5 throughout the year (and forward to Secretary).	All WG members	ongoing
42	Review and note any changes to M-4 and INT1 that may be relevant for S-100 and report to TSMAD15.	AU	ongoing

## SUMMARY OF RESPONSES TO CSPCWG LETTER 07/2008

CSPCWG4 Action	Subject	Question	Yes	No
8	CSPCWG Procedures	Do you approve the draft revisions to CSPCWG procedures at Annex B?	AU, BR, CA, CL, DE, DK, ES, FI, IN, IT, JP, NL, NO, PK, US, ZA	
10	Mangroves	Do you approve the revised specifications for the charting of mangroves, at Annex C?	AU, BR, CA, CL, DE*, DK, ES, FI, IN, IT, JP, NL, NO, PK, ZA	FR, US*
20	'Recommended'	a. Do you approve the proposal for an explanation on the meaning of 'recommended' in the context of routeing measures in M-4?	AU, BR, CA, CL, DE, DK, ES, FI, IN, IT, JP, NL, NO, PK, US, ZA	FR
		b. Do you approve the draft précis of the above for use as a note in INT1?	AU, BR, CA, CL, DE, DK, ES, FI, IN, IT, JP, NL, NO, PK, ZA	FR, US**
38	S-49	Are you prepared to lead on the task of reviewing and updating S-49 (Recommendations concerning Mariners' Routeing Guides)?	DE*	AU, BR, CA, CL, DK, ES, FI, FR, IN, IT, JP, NL, NO, PK, US, ZA

Comments**AU:**

In regard to **CSPCWG4 Action 5**, there was some discussion of ENC scale bands at TSMAD16 in May 2008. I will incorporate this information in a report from this meeting.

In regard to **CSPCWG4 Action 19**, a draft ENC Encoding Bulletin has been compiled by the ENC Encoding Bulletin sub-working group which has had its first pass for approval. The latest draft text of this Encoding Bulletin is included below for information:

**S-57 Encoding Bulletin****XX. UOC Clause 10.2.1 Traffic separation schemes**

Clause 10.2.1 of Edition 2.1 (April 2002) of the Use of the Object Catalogue for ENC (S-57 Appendix B.1, Annex A) provides guidance for the encoding of traffic separation schemes (TSS) and each component within a TSS. It is important that mariners be provided with advance notification of changes to TSS, which may include modification to an existing TSS, addition of a new TSS or removal of a TSS. UOC Clause 2.6.1 provides guidance on issuing ENC updates in advance, including the use of the attributes DATEND and DATSTA for objects within an ER data set to indicate when changes to a routeing measure come into force.

Encoders are advised that, in order to provide a consistent approach to mariners regarding advance notification of changes to a traffic separation scheme, the following procedure should be adopted:

1) At least one month before the changes to the TSS come into force, issue an ER data set (as an update or a new edition) which:

- Adds new or amended TSS component objects. These objects must have DATSTA populated with the date that the changes to the TSS come into force.
- Adds DATEND (populated with the date of the day before the changes to the TSS come into force) to any component objects of the existing TSS that are to be changed or deleted.
- Creates a CTNARE area object covering the geographic extent of both the current and the future TSS. The attribute INFORM or TXTDSC must be used to explain the change to the TSS, e.g. "*The traffic separation scheme off Cape Bon is to be modified at 0000 UTC on 1 July 2007. This ENC includes all the information before and after the change, indicated by the attributes DATEND (before the change) and DATSTA (after the change) on the components of the scheme*". The attribute DATEND for the CTNARE should be populated with the date at which the change comes into force or, if encoders wish to provide extended information to the mariner that a change has been made, with a date up to a

month after the change comes into force. If the current and the future TSS are not in the same geographic area, it may be required to encode two distinct CNTARE area objects. A picture file may be attached to the CTNARE using the attribute PICREP if it is considered useful, e.g. the equivalent paper chart representation of the amended or new TSS.

Note: The attributes DATSTA or DATEND are not allowed for TOPMAR objects.

2) No later than one week after the modified/new/deleted TSS comes into force, issue an ER data set (as an update) which:

- Deletes the changed or redundant component objects of the former TSS.
- Removes the attribute DATSTA from the component objects of the new TSS.

3) The CTNARE must also be removed by update, either as part of the update to remove the redundant component objects of the former TSS, or as a separate update at a later date, corresponding to the date populated in the attribute DATEND for the CTNARE.

Encoders who are members of RENCs should also provide advance notification of changes to TSS to their RENC in accordance with RENC procedures, in order for the RENC to provide additional notification to mariners of impending TSS changes.

**DE:**

**Action 10:**

I was mainly confused by the titles of the graphics, but I understand these titles are only temporary for working purposes. It would be helpful to have graphics earlier to understand the regulations for the use of the symbol better. [See also email exchange DE/UK/AU dated 30/06 to 4/07/08].

**Action 38:**

BSH can offer to lead on the task of reviewing S-49. We have a well prepared specialist dealing with routeing guides in North and Baltic Sea. It should be a little team consisting of specialists (nautical staff) from some more countries.

**FR:**

**Action 26:** Work in progress!

Mangrove: Recommends adding ‘On smaller scale charts or when detailed information on the extend of the intertidal area is not available it may be sufficient...’

I presume it will be a reality for some HOs (It will be for SHOM at least). Furthermore, the charts in accordance with the current version of the standard should remain in accordance in spite of the evolution of the standard.

B-432.1 states :

“**B-432.1 The term ‘Recommended tracks’, in its widest sense, includes all channels and fairways recommended for hydrographic reasons to lead safely between shoaler depths, obstructions, islands, etc. They are defined in IMO’s *Ships’ Routeing* as:**

**A route which has been specially examined to ensure so far as possible that it is free of dangers and along which ships are advised to navigate.**

The use of such tracks is generally unregulated and will depend on the vessel’s draught, the state of the tide, adequacy of navigational aids and so on. Apart from channels defined only by the depth contours, such tracks include:...”

Then, in the new paragraph, the sentence “...does not imply that it has been recommended by the charting authority” may be a contradiction for HOs in charge of the national hydrography and which are the charting authority.

Furthermore, HOs normally (have to) assume what they show on charts (even if the information isn’t an original information from HO). That apply to recommended tracks and routes shown on charts.

But it is difficult to assume for recommended tracks established by precedent. Then, it’s possible to assume if we explain to the mariners that some recommended tracks are established by precedent and which is the meaning of it.

I think that the new paragraph should be reviewed in this way.

**US (NOAA):**

**\* MANGROVE**

I would prefer that the text “high water line” in the second sentence be changed to “the landward limit of the mangrove area” to make it absolutely clear that the line being referenced is not the apparent coastline (COALNE) that forms the seaward limit of the mangrove. Using the term “coastline” for the symbolization of the landward limit of the mangrove area is confusing since we already have a fine dashed coastline symbol (C2) used for the seaward limit of the mangrove area.

The S-57 Use of the Object Catalog for ENC, Part 4.7.11 states that “the seaward edge of an encoded mangrove area should be encoded using a COALNE (coastline) object, with the attribute CATCOA=7 (mangrove)....” This appears to be in agreement with the first sentence of the new draft specification.

S-57 does not appear to allow for the seaward limit of a mangrove to be encoded as a low water line (DEPCNT, VALDCO=0). Paragraph 3 of the new draft spec for mangroves establishes the use of a low water line as the seaward limit of the mangrove area, contrary to S-57 and the first sentence of the new draft spec.

The draft specification for mangrove includes the instruction to insert 3 new graphics; however, none of the three proposed new graphics includes a fine dashed line (C2) for the seaward edge of the mangrove, which the first line of the draft specification claims must be used.

**\*\* USE OF THE TERM, “RECOMMENDED”**

NOAA supports the addition of the text to Section M of INT 1, but recommends the additional text shown in red:

The term ‘Recommended’ **used** in connection with tracks and routing measures does not imply recommendation by the [country] hydrographic office. **They are recommended** by a regulatory authority or **pilot association**, but may be established by precedent.



**Draft revised specification for charting of Mangroves  
CSPCWG5 Action 10**

**B-312.4 Mangroves.** The seaward limit of the mangroves must be a fine dashed line, backed by small mangrove symbols at intervals of about 10mm. The area of mangroves should normally be covered by intertidal tint and the high water line (where it is the landward limit of the mangrove area) shown as coastline, using C1 or C2 as appropriate. On smaller scale charts or if detailed information on the extent of the intertidal area is not available it may be sufficient to show the seaward limit only, with land tint on the landward side.

If the area is extensive, mangrove symbols may be spread across it spaced in a diagonal pattern about 10mm apart. Alternatively, a legend 'Mangroves' may be inserted within the area, repeated as necessary. The legend should be in upright type, as the actual mangroves are an above water feature.

Insert 3 new graphics:

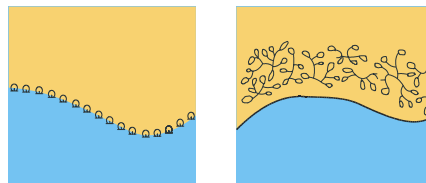
1. mangrove backed LW line with mangroves spread across intertidal area
2. mangrove backed LW line, with legend in intertidal area
3. mangrove backed coastline (for small scale charts)

Note that the seaward limit of the mangrove area may not coincide with the low water line (eg if mudflats extend further seaward), nor the landward limit coincide with the high water line. In such cases, the limits of the mangrove area must be depicted by a fine dashed line backed by mangrove symbols, as an isolated area within a larger intertidal area.

If it is required to show an individual mangrove tree, the symbol C31.2 should be used. If it is conspicuous, the legend 'TREE' should be inserted alongside the symbol.

**A mangrove shore** was formerly represented by one of the following symbols, with land tint extended to the seaward limit of the mangrove area as this represents the apparent coastline and the limit of navigation.

With the increasing use of charts for non-navigational purposes, it is now considered better to show the 'real-world' situation, ie areas of mangroves should be shown over intertidal tint, as mangroves only exist in intertidal areas. The following symbols are now obsolescent.



Extract from CSPCWG4 record:

The meeting considered that the existing practice of showing mangrove areas as land reflected the fact that (unlike other intertidal areas) they are generally not navigable. However, with increasing use of charts for non-navigation information, it is better to show the real-world situation. It therefore agreed that as mangroves only grow in intertidal areas, it would be appropriate to use intertidal tint. The appropriate limits should be used, ie on the landward side, either a surveyed or unsurveyed coastline (C1, C2); on the seaward side, either a low water line or a fine dashed line (similar to the marsh edge (C33), backed by a line of mangrove symbols, or mangrove symbols spread over an area if required. The complex mangrove symbol is to be obsolescent. For a single conspicuous mangrove tree, C31.2 should be used.

## COLOURS OF BEACON STRUCTURES

Extract from draft revision of B-450 (round 4):

**Colours of beacons**, which are standardized in the IALA Maritime Buoyage System, must be indicated by the appropriate **international abbreviations** (see B-450.2 and for placement see B-450.3). For use of colours in the IALA System, see B-464. The colour(s) of a beacon is/are to be shown by symbol Q82. **Where the structure and topmark are coloured differently, the colour that best assists the user in identifying the beacon should be charted. If it is useful to give the colour of both topmark and structure, then the topmark colour should be given first, divided from the structure colour by a slash, eg for a red lateral topmark on a white painted beacon tower: R/W.**

**On multicoloured charts, the symbol (or just the topmark) may be shown in the actual colour, but the abbreviations will still be useful, as the colour may not be readily distinguishable under certain vessels' bridge lighting conditions.**

By Rob Heeley (US NOAA)

Regarding Andrew's very patient attempts to satisfy Australia and me with yet another revision to Publication M4, Section B 455.4:

I'm sorry, I still don't understand the value in charting the color of a supporting structure of a lateral aid to navigation. When a lateral aid to navigation has a red light or red daymark or red topmark, the only thing that should matter to the mariner is that the red color is telling him to pass to one side of this aid. The white paint on the structure does not tell the mariner which way to go. The white paint on the structure tells the mariner, "Hey, look at me, I'm visually standing out against a backdrop of trees or rocks or the sea so that you'll take a look at the color of the aid with lateral significance attached to me."

I'm having trouble visualizing a series of red lateral aids, green lateral aids, red over green lateral aids, all with different colored structures like white, black, purple and yellow to help identify location. Yes, American lighthouses have characteristic patterns painted on the structure to help identify which lighthouse you are looking at, but the colors are pretty much limited to combinations of black and white. How do I chart "black candy cane spiral on a white background"? That's Cape Hattaras, by the way. The pattern is in the Coast Pilot (sailing directions).

The proposed charting of the slash between the color of the daymark (or topmark) and the supporting structure (as proposed in this latest re-write) does help the members of this working group differentiate between the colors of the lateral aid and supporting structure, but if adopted, consideration must be given about to how to inform mariners about what this slash means. Will a mariner, seeing R/W on a chart for the first time, know intuitively that the R refers to the lateral aid and the W refers to the structure? If I weren't on this working group, I wouldn't know.

By Jeff Wootton (Australia)

I echo Robert's sentiments in Andrew's perseverance with this clause.

I also agree with Robert's comments. I think this is just adding a level of complication to the portrayal of colours of navigational aids that adds little value to the paper chart user. The important thing to identify for the mariner on the chart is the purpose of the aid - a structure colour that does not conform with the purpose of the aid does not assist in identifying the purpose to the mariner, so why does it need to be charted?

By Chairman

I have some sympathy with the remarks above, particularly when applied in areas where all aids to navigation conform to IALA. However, this is not invariably the case (some beacons may not even be definable as lateral or cardinal) and other members have made a strong case for having the facility to chart the colour of the beacon structure. An example already exists in INT1 at Q81. This however, does not cover the case of a beacon which does have a topmark, but where knowing the colour of the structure is also useful to the mariner.

The proposed paragraph has been carefully honed through the various rounds of this revision, and includes the statement ‘If it is useful to give the colour of both topmark and structure.... If, as implied by Rob, it is not useful there is no requirement to chart the colour of the structure. Lighthouses are generally so conspicuous that the identifying paintwork does not need to be charted (eg, although BW could be used for Cape Hattaras, it is probably not useful, as most lighthouses in US are black and white).

Rob asks the very valid question ‘how to inform mariners about what this slash means’? Although it is reasonably intuitive, for Nature of the Seabed, this is explained by example at J12.1. We propose therefore, that a similar insertion could be included in INT1 at the next revision, thus: redesignate Q82 as Q82.1 and add new Q82.2: example with can topmark and R/W underneath; description ‘Colour of topmark red/colour of supporting structure white’.