

INTERNATIONAL HYDROGRAPHIC
ORGANIZATION



ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE

CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

[A Working Group of the Hydrographic Services and Standards Committee (HSSC)]

Chairman: Peter JONES
Secretary: Andrew HEATH-COLEMAN

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

CSPCWG Letter: 17/2010

UKHO ref: HA317/010/031-07

Telephone:
(Chairman) +44 (0) 1823 337900 ext 3503
(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 1 November 2010

Dear Colleagues,

Subject: CSPCWG6 Actions 10-13 – use of ‘Foul’ (further to Letter 15/2010)

It seems that my letter 15/2010 was premature in seeking to draw a line under the long-running debate about the use of the word ‘Foul’, and associated symbols, on nautical charts. In trying to finalise the wording of the specification, I included two changes which I wrongly supposed would not be controversial. Australia has indicated opposition to these changes. I must therefore ask for your patience in returning to the subject and ask you to vote on the two remaining issues in question.

For reference, I have included a clean copy of the draft specification circulated with Letter 15/2010 at Annex A. I have assembled the arguments at Annex B. I ask you to consider these carefully before completing the voting paper at Annex C, which will help to determine the final specification.

Please respond by **6 December 2010**.

Yours sincerely,

Peter G.B. Jones,
Chairman

Annex A: Draft specification (from Letter 15/2010)

Annex B: Arguments

Annex C: Response form

Draft Specification: S-4 Part B
(from Letter 15/2010)

B-422.8 A **Foul Area** is an area of numerous uncharted dangers to navigation. The area charted serves as a warning to the mariner that all dangers to navigation are not charted individually and that navigation through the area may be hazardous. The term ‘foul area’ should not be applied to a soft continuum with indefinite boundaries such as mud or sand; to areas congested with marine vegetation such as kelp or grass in water (unless attached to rocks or obstructions); or to materials not likely to cause damage to a vessel (S-32 No.1915).

Foul Ground is an area over which it is safe to navigate but which should be avoided for anchoring, taking the ground or ground fishing (eg remains of wreck, cleared platform).

It is important to distinguish between these two uses of the description ‘Foul’ on charts. Therefore, the word ‘Foul’ should be avoided on charts, because of the potential for confusion by the chart user.

A **Foul Area** must be delimited by a danger line, **K1** (see B-420.1), filled with blue tint. Further information should be provided by appropriate legends, eg ‘numerous rocks’, ‘numerous obstructions’, ‘coral heads’ to indicate the characteristics of the uncharted dangers to navigation, where known. No symbols should be inserted in the area and the legends ‘*Foul*’ or ‘*Foul Area*’ should not be used.

The **foul ground** symbol **# K31.1/L22** should be used as a point symbol to indicate small areas of sea floor debris, eg: the distributed remains of a wreck, a dropped anchor, the site of a cleared production platform (provided the platform has been removed to the sea floor). Note: Platforms which have been cut-off **above** the sea floor must be charted as obstructions, see B-422.9.

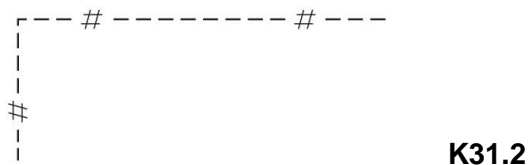
If the position of the # symbol coincides with a selected sounding, the # symbol should be placed under the sounding, in the manner of a seabed characteristic, eg:

18
#

Larger areas of **foul ground** must be shown by symbol **# K31/L22** centred in a circle and placed within dashed limits where the extent is known and the area is large enough to be charted true to scale:



For extensive areas, the # symbol may be included in the limit, at intervals of approximately 40mm or closer and not exceeding 50mm:



The background colour should be in accordance with the depth. The legends ‘*Foul*’ or ‘*Foul Ground*’ should not be used.

Use of the symbols associated with 'Foul' - Arguments

1. **AU** In the first paragraph [of the draft specification], there is a reference to S-32 and the "printable" version reference number for foul area. There have been discussions recently within HDWG in regard to these reference numbers, and the future of the "printable" version of S-32, given that there have/will be new definitions to be inserted in the dictionary, which is not supportive to dedicated reference numbers for terms in the document. This may be discussed at the upcoming HSSC meeting, and at some stage the "printable" version of S-32 may be cancelled. The on-line version of the dictionary (in which all the maintenance is being incorporated) does not have reference numbers. I therefore suggest that the text "(S-32 No. 1915)" be amended to "(IHO Hydrographic Dictionary S-32 - entry for Foul Area)" or similar; or the reference be removed.

Chairman: Of course, we can take out the S-32 reference, as agreed at HSSC2.

2. **AU.** In the 4th paragraph new text has been inserted "No symbols should be inserted in the area and the". Given that "should", though not mandatory, is the accepted practice to be followed, I have a problem with this statement. In Australian waters, we have many circumstances, particularly in coral reef areas, where individual prominent features such as intertidal rocks and boulders are surveyed in their actual positions and we have shown them in position within foul areas on our charts (in addition to representative symbols such as submerged rocks to indicate the nature of the foul area). According to the new wording in the 4th paragraph, this should not be done. Another problem I have with this paragraph is the moving away from the philosophy that we try to use symbology wherever possible in lieu of text legends. There has been much discussion over the fact that representative symbols should not be used as they are not in their actual positions. As a mariner using the chart, does this really make a difference? I cannot see a situation where a mariner will try to navigate their vessel between the individual symbols shown in the foul area, and feedback that we have had from chart users on this is that they consider the symbols inside the danger line to be merely a part of the overall foul area symbol. As an example, see INT1 - K16.

Chairman: Originally, we included the option to show a 'representative selection', which has been our own practice. Having taken on board not only US but others (eg SE) comments about that practice, we concluded the arguments against the practice are very persuasive and so removed the option. If the area is enclosed by danger line (and possibly containing a legend explaining the nature of the danger) it is perhaps unnecessary and potentially dangerous to show some, but not all, the actual dangers. The question of maintaining the detail must also be considered.

Extracts from responses to CSPCWG Letter 11/2010:

SE opposes the usage of symbols (eg rocks, wrecks, stumps) within a Foul Area since it is not obvious for the user that the symbols are not in position. These types of symbols are always in position elsewhere.

US(NOAA) The proposed Section B-422.8 still includes the phrase, "Further information should be provided by insertion of a representative selection of the appropriate symbols within the area." The insertion of actual or a representative selection of symbols within the area may lead the mariner to mistakenly believe that all dangers have been charted within the area, while by definition, the area contains numerous "uncharted" dangers. That is the purpose of showing a foul area, rather than individual symbols.

NZ specifically endorsed the use of a representative selection.

Latvia “OBSTRUCTION AREA” (as mentioned in AU comment) with legends, like “numerous rocks” or depicted representative adjacent symbols (they are point symbols with exact positions, but those depicted are from exact positions in this area and others are not shown, but in the dotted line limits) could be good idea instead of “FOUL AREA” as it clearly says what it is.

3. **AU.** The proposed new convention for depicting a foul ground point of known depth: This has not been put forward to the entire CSPCWG for discussion. The majority of responses on this in CSPCWG Letter 11/2010 were yes to showing a bracketed sounding next to the foul symbol in position, so why has something totally different been added in the draft B-422.8? I have discussed this with senior cartographers in our office and all agree that equating this depiction to the depiction of seabed characteristics is erroneous, as seabed characteristics are abbreviations - there is no other instance that I am aware where a point symbol has been offset at the expense of a sounding. There is no example of this in INT1 (are we going to put a sounding with the foul symbol underneath in INT1?), while there is a dedicated entry (I11) for sounding out of position, and numerous examples throughout INT1 (e.g. K11, K14, K46.2). We should stick with the recognised international convention where it suits the purpose, and I cannot see how introducing a new convention in this case aids the mariner.

Chairman: We agree that most respondents voted in favour of foul symbol plus brackets for the sounding, but we had not previously thought of Japan’s solution (see below), which immediately struck us as a better option. As we thought nobody else actually had the problem, we also thought nobody would mind the change; obviously we were wrong! We would see the seabed characters denoted by letters not really any different from a seabed character denoted by a symbol. In all cases, including also kelp and sandwaves, the seabed character is put underneath the sounding, which is in its correct position. The chart user understands in such cases that the seabed character is associated with the sounding. Ideally, I think the foul symbol would be better placed in INT1 J, but we have agreed not to move symbols.

JP extract from responses to CSPCWG Letter 11/2010: In Japanese charts, symbol of ‘Foul Ground’ is put under the depth like quality of bottom where the depth is known. As whether it is navigable or not depends on the draught of the vessel, we propose the above way of description i.e.

18
#

in addition to the way of inserting a depth in brackets adjacent to the # symbol.

Response Form

(please return to CSPCWG Secretary by 6 December 2010)

andrew.coleman@ukho.gov.uk

	Question	Yes	No
1	Should the specification include the line (immediately after 'coral heads', in the draft specification at Annex A): 'or may be provided by insertion of a representative selection of the appropriate symbol(s) within the area (eg rocks, wrecks, stumps)'		
2	If the position of a # coincides with a selected sounding, should the specification state that:		
	Please only vote yes to one option. a. the # symbol should be placed under the sounding, in the manner of a seabed characteristic,		
	b. The depth over the area, if known, may be shown in brackets adjacent to the symbol, if required, eg #(22)		
	c. Both options should be allowed.		

Comments:

Name:

Member State: