

INTERNATIONAL HYDROGRAPHIC
ORGANIZATION



ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE

CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

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

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To CSPCWG Members

Date 16 May 2012

Dear Colleagues,

Subject: Actions arising from 8th CSPCWG meeting

Many of the actions listed at CSPCWG8 require the Secretary (sometimes in consultation with others) to draft various papers. Work has started on most of these but it seems best to present them for consideration by Working Group members in small groups.

This letter covers miscellaneous actions 7, 10, 11, 17 and 21. Annex A lists each action item highlighted between < >, followed by notes from the CSPCWG8 report and any further discussion if required, before the proposed draft (new words in red).

Each action is separated by *****

Please study each carefully and let me have your comments by 11 July 2012, using the response Form at Annex B. Responses are invited from all WG members, not just those who attended CSPCWG8.

Yours sincerely,

Andrew Heath-Coleman,
Secretary

Annex A CSPCWG8 Secretary drafting actions – Group 1
Annex B Response Form

CSPCWG8 Secretary drafting actions – Group 1

Action 7: <WG to propose update to S-32 Nautical Chart definition 1: Sec to draft for circulation to WG Members>

Existing definition (to be numbered as definition 1):

A [chart](#) specifically designed to meet the requirements of [marine navigation](#), showing [depths](#) of water, [nature of bottom](#), [elevations](#), configuration and characteristics of [coast](#), dangers and [aids to navigation](#). Also called marine chart, hydrographic chart, or simply [chart](#).

However, this definition would seem to be out-of-date compared with a modern nautical chart. It also implies that chart content is limited to the items listed. It is proposed that the definition should mention the more important charted features, ie:

A chart specifically designed to meet the requirements of marine navigation showing, **for example**, depths of water, [nature of bottom](#), [elevations](#), configuration and characteristics of the coast, **dangers to navigation**, **port infrastructure and services**, **maritime limits**, **routeing measures** and aids to navigation. Also called marine chart, hydrographic chart, or simply chart.

Commentaire [c1]: Some of these are defined in S-32 and therefore should be hyperlinked.

Action 10: <Sec to draft amendment to S-4 for limit of marine farms (based on AU proposal), with additional sentence>

The 3rd paragraph of S-4 – B-447.6 to be amended as follows (in red):

On large-scale charts or where there are extensive areas of marine farms, the actual limits within which obstructions may be found should be shown by a dashed line (N1.1) **with the smaller K48.2 symbol at intervals of approximately 40mm or closer and not exceeding 50mm. If only part of the limit can be shown on the chart, then the larger K48.2 symbol should additionally be inserted in the area, and may be repeated if required. For small areas, the larger K48.2 symbol should be inserted within the area defined by the dashed line N1.1.**

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Insert symbols as new K48.1, layout similar to N2.2, etc

Other paragraphs can be left unchanged.

Action 11: <Sec to draft amendment to S-4 B-445.5 for FPSO safety zones. FPSO, FSO and FSU to be added to list of INT abbreviations>

During drafting this amendment, it became evident that B-445.6 would be a better place to include it, with a simple cross reference from B-445.5.

S-4 – B-445.5c, add: **'For safety zones around FPSO, see B-445.6.'**

S-4 – B-445.6 to be amended as follows (in red):

B-445.6 Safety Zones.

Under UNCLOS, a coastal state may establish safety zones around artificial islands, installations and structures in their EEZ and on their continental shelf. These installations include drilling rigs,

production platforms, wellheads, moorings and other associated structures. Safety zones normally extend 500m from the outermost points of the installations. Within these zones, appropriate measures can be taken to ensure the safety of navigation and of the installations. On the largest scale charts (if space permits), these safety zones must be shown by magenta general maritime limit for restricted areas (N2.1).

L3

A cautionary note explaining the meaning of the safety zone should be inserted, if installations which have safety zones are charted. If the safety zones are not charted, eg because of scale, the note should explain which installations have safety zones. See example at B-445.2b.

FPSO are a special case (see IMO SN.1/Circ.295) in that the associated 500m safety zone also applies to attached tankers and tugs, and swings with them. The international abbreviation 'FPSO' should always be added to indicate the function, with a chart note added explaining the extent and variability of the associated safety zone, eg:

FPSO - SAFETY ZONE

The safety zone around a Floating Production, Storage and Offtake (FPSO) vessel includes all attached vessels and moves with them as they swing around the fixed mooring. Unauthorized navigation within 500m of all the structures is prohibited.

ACTION 17: <Sec to draft a proposal for S-4 (but not INT1) for dotted magenta line for 'after disaster' use.>

JP proposed that a magenta dotted line should be adopted for international use to indicate clearly on charts which areas have been surveyed since a disaster (in case described, a recent earthquake and tsunami, which meant that all previous surveys in the affected area were no longer reliable). Various other possibilities were considered by the meeting, such as highlighting the area as a fairway with grey tint, or changing all old soundings to upright (to indicate areas of unreliability). However, the meeting concluded that none of these served and agreed that the proposed magenta line could be used, always with an explanatory note on the charts, in 'after disaster' circumstances. Although this usage should be explained in S-4 (possible locations B-417, B-439, B-600), it was agreed that it should not be included in INT1, as that might encourage wider use of the line style by compilers (eg to highlight better surveys on the face of the chart generally) and thereby undermine its specific value.

It was considered that there was no need for any changes for ENC, as the CATZOC 'stars' should be sufficient guidance for the mariner.

The meeting agreed that blue tint was inappropriate for highlighting the area on the Source/ZOC diagram, as blue is generally associated with shallow water. Grey tint may be better, if considered necessary. It was also noted that 'D' meaning large depth anomalies may be expected, would be a more appropriate ZOC category than 'U' for unassessed.

Suggested location B-417.8. Other possible locations considered include B-439.7 and B-449.7, but these seem less appropriate as not specifically dealing with bathymetry. B-620.3 lists information that can be considered navigationally significant to justify immediate chart action: any 'after disaster' survey would be assessed for such action as a matter of course; it seems unnecessary to add any particular reference to the existing guidance. Proposed paragraph:

B-417.8 After disaster surveys. As a result of some disasters, eg earthquakes, tsunamis, hurricanes, it is possible that large areas of seafloor have moved and/or become cluttered with dangerous obstructions. Emergency surveys may be conducted over essential shipping routes and inside harbours. Outside these surveys, all existing detail is now suspect, however good the previous surveys may have been. In such cases, the limits of the emergency surveys may usefully be indicated on charts by a magenta dotted line. As this is not an INT1 symbol, an explanation should always be added to the chart, eg:



Limit of survey
after 2011 earthquake

If the limits are depicted on the chart alone, it may be difficult to identify which side of the limit the newly surveyed area is. It is therefore useful to highlight the area on the **Source or ZOC diagram**, with a grey or coloured tint and explanatory note. Green, blue and magenta tint should be avoided, as they are already used to highlight other features, see B-293.8. On ZOC diagrams, the surveys outside the re-surveyed area must be reclassified; usually category 'D' will be appropriate, as large depth anomalies and new obstructions may now be expected.

ACTION 21: <Sec to add advice about recording stations to S-4, as a clarification. AU to supply Sec with some draft words for clarifying the nature of obstructions at B-422.9.>

The recording stations which DK wished to chart are really too small a feature to be charted by an obstruction symbol, with legend ODAS (in accordance with S-4 B-448.4). Other nations have similar recording stations, but not all charted them. Some HOs simply list them in (T)NMs, which can be easily updated when the features are moved or removed. Another possibility considered was a foul symbol (#); however, while this is appropriate to the feature, it would not be inserted by NM and may be too transient a feature to include at new edition. The (T)NM option seemed more appropriate, but it was recognized that while drawing attention to the existence of recording stations may give some protection against the possibility of damage due to anchoring or trawling, conversely it may increase the risk of theft. On balance, it was considered that there is no need to take NM action or to include in nautical charts.

Add to B-448.4:

Small data-recording stations on the sea floor which do not form any significant obstruction to shipping should not usually be charted, unless their position makes them particularly vulnerable to anchoring. Although they may be listed in temporary NMs, it may be that this action actually makes them more vulnerable to theft.

AU suggests that B-422.9 1st paragraph be amended to read as follows:

Submerged obstructions too small to be shown to scale must be charted similarly to wrecks (see B-422.3, 422.4, 422.7) but with the international abbreviation 'Obstn' in place of 'Wk'. Further information may be provided by replacement of the legend 'Obstn' with appropriate legends to indicate the characteristics of the submerged obstruction, where known, e.g. 'ODAS', 'Diffuser'. Larger obstructions must be charted with a danger line and legend. Blue tint must be added over obstruction symbols in accordance with the charted depth, and in all cases where a depth numeral is not charted and the general depth of water is less than 100m.

Commentaire [c2]: Changed from 'recording station' as that is not a good example, because of the decision B-448.4 above.

Annex B to CSPCWG Letter 06/2012

CSPCWG8 ACTIONS 7, 10, 11, 17 and 21

Response Form
(please return to CSPCWG Secretary by 11 July 2012)
andrew.coleman@ukho.gov.uk

CSPCWG8 Action No	Question	Yes	No
7	Do you agree with the proposed revised definition '1' for a nautical chart?		
10	Do you agree with the proposed changes to the 3rd paragraph of B-447.6?		
11	Do you agree with the proposed changes to B-445.5c and B-445.6?		
17	a. Do you agree with the proposed new section B-417.8?		
	b. Do you agree that B-417.8 is the best location in S-4?		
21	a. Do you agree with the proposed new paragraph to be added to B-448.4?		
	b. Do you agree with the proposed change to B-422.9?		

If you do not agree with any of the changes, please comment below or submit a marked up version of Annex A.

Name:

Member State: