

**Paper for Consideration by CHRIS**

**Review of IHO Publication M-3**  
*Technical and Administrative Resolutions of the IHO*

<b>Submitted by:</b>	CHRIS Secretary
<b>Executive Summary:</b>	This paper reports on the current status of the review of those TRs allocated to CHRIS.
<b>Related Documents:</b>	M-3; CHRIS19-11.2A
<b>Related Projects:</b>	None

**Introduction / Background**

The XVII<sup>th</sup> IHC approved the IHO Work Programme for the period 2008 – 2012 which included an item under Task 4.1.3 to prepare, with the support of IHO bodies, a new edition of M-3, the “IHO Technical and Administrative Resolutions”.

The IHB reviewed M-3 in 2007 and identified those relevant Committees for the review of specific resolutions. In the case of CHRIS, the IHB also identified the subsidiary bodies that could carry out the detailed review. Other resolutions of a more general nature would be reviewed by the IHB.

On the occasion of CHRIS-19 (2007, Rotterdam, Netherlands), the CHRIS Chair Group conducted an initial review of the relevant TRs and took decisions on a number of cases. CHRIS WG chairs were invited to review the remaining TRs as appropriate.

Extensive comments were subsequently received in 2008 from the CSPCWG Chair. The SNPWG Chair further commented on a particular TR (H2.1).

Annex A provides a comprehensive list of all TRs assigned to CHRIS for review and a summary of all comments expressed to date for each of them.

**Action Required of CHRIS**

The CHRIS (or CHRIS Chair Group) is invited to:

- a. review the attached list of TRs with comments, and agree on a final recommendation in each case, with a view to submitting CHRIS conclusions to IHO member States for approval.
- b. task WG Chairs to complete the review of the remaining TRs as appropriate.

Post Meeting Note by Secretary : A comprehensive review of all relevant TRs (136 in total) was undertaken by the CHRIS Chair Group during CHRIS-20. Chair Group’s final decision has been marked in **green colour** for each TR.

## **REVIEW OF M-3 / TRs BY CHRIS CHAIR GROUP**

### **CHAPTER A - SUBJECTS OF GENERAL APPLICATION**

#### **Section 1    General**

##### **~~A1.1 — UNOFFICIAL PUBLICATIONS~~**

~~1. — It is recommended that Hydrographic Offices warn seamen against the use of unofficial publications for navigational purposes and endeavour to bring about the use of official publications, which are the only ones corrected and up to date at the time of sale and kept up to date thereafter by means of Notices to Mariners.~~

~~2. — It is recommended that Hydrographic Offices endeavour to bring before their national marine boards the question of taking action within their jurisdiction against ships' captains who get into difficulty through using unauthorized publications for navigating.~~

~~See also A1.18.~~

##### Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

##### **~~A1.2 — HYDROGRAPHIC, OCEANOGRAPHIC AND SCIENTIFIC EXPEDITIONS AND MISSIONS~~**

~~In addition to the periodic reports made in accordance with T.R. A 1.4, it is recommended that Member States should forward to the IHB a short report on any new or unusual difficulty encountered during the execution of any of the missions or expeditions sent out by them, giving details of the manner in which it was overcome in order that such reports may be considered for publication for the benefit of other Hydrographic Offices.~~

##### Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

##### **A1.3    OCEANOGRAPHIC OBSERVATIONS**

1.- It is recommended that Member States should make every effort to collect and coordinate the collection of all types of oceanographic data, by their hydrographic services and other of their national institutions. The results of all such observations should be communicated to appropriate national and international Oceanographic Data Centres for maximum utilization by all marine scientific and hydrographic users.

##### Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Recommend retain
- CHRIS Chair Group (2008 - Final): Retain

##### **A1.5    VELOCITY OF SOUND IN SEA WATER**

1.- It is resolved that a standard velocity for the propagation of sound through sea water for echo sounding be adopted, the value to be 1 500 metres (820 fathoms) per second.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

#### A1.6 COLLECTION AND EXCHANGE OF MAGNETIC DATA

1.- It is recommended that cooperation between countries mutually interested in the collection and exchange of magnetic data be further developed.

2.- It is resolved that Member States take every opportunity to collect magnetic data in the course of the hydrographic and oceanographic work of their surveying vessels, and encourage other agencies in their respective countries also to collect such data. Particular efforts should be made to obtain data in parts of the world where observations are most sparse.

3.- It is recommended that magnetic data be forwarded to the appropriate national agency for onward transmission to one of the World Data Centres which exist under the auspices of the International Association of Geomagnetism and Aeronomy.

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Recommend retain
- CHRIS Chair Group (2008 - Final): Retain

#### ~~A1.7 INTERNATIONAL COOPERATION IN THE USE OF PRECISE POSITIONING SYSTEMS~~

~~1. It is recommended that Member States co-operate internationally in the use and calibration of precise positioning systems needed for hydrographic surveying.~~

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

#### ~~A1.8 STANDARDIZATION OF THE TIME TERM USED IN NAUTICAL PUBLICATIONS~~

~~1. It is recommended that:~~

- ~~a) Universal Time, represented by the term "UT", replace the term "GMT" in all nautical publications where the meaning of the time is within the Universal Time concept.~~
- ~~b) An explanatory note appear in each nautical publication where UT is used specifying whether UT means UTC, or UT1 and GMT, and describing the relationship between UT, UTC, UT1 and GMT as deemed appropriate.~~

~~2. The term "GMT" may optionally be used with the term "UT" in such publications for a transition period not to exceed 5 years. Where the term "GMT" is used, it should be used as a secondary entry normally following, or below, the term "UT", such as "UT (GMT)" or "UT GMT".~~

~~Note: The transition period in 2. above expired in 1992 and the text has been retained for reference purposes only.~~

Comments:

- IHB (2007): Recommend delete para. 2 and Note
- CHRIS Chair Group (2007): Recommend delete TR
- CHRIS Chair Group (2008 - Final): Delete

~~A1.10 — **LISTS OF TIME SIGNALS; TIME ZONES; STORM SIGNALS; TIDE SIGNALS; PORT SIGNALS; LIFESAVING STATIONS; SUBMARINE BELLS; etc.**~~

~~1. — It is resolved that time signals, time zones, storm signals, etc., shall be included in Lists of Lights and Sailing Directions or on charts, rather than published in a special volume.~~

~~2. — It is recommended that the British procedure with regard to the insertion of such information be adopted.~~

~~See also K1.3.~~

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

**A1.11 DELETION FROM CHARTS OF DOUBTFUL HYDROGRAPHIC DATA**

1.- It is strongly recommended that, whenever possible, Member States devote part of their annual hydrographic activities to systematic investigations undertaken for the purpose of eliminating from nautical charts the reports now appearing thereon as PA, PD and ED.

~~2. — It is resolved that the IHB shall examine the present situation with regard to the charting of islands and dangers in the various oceans, notably the Pacific and Indian Oceans, and then undertake the following action in order to promote international co-operation in the accurate survey of those marked PA, PD and ED:~~

- ~~a) — Ascertain which Member States are equipped and willing to co-operate in the necessary investigations, and in what areas;~~
- ~~b) — Propose the distribution of the various explorations among these States, indicating also an approximate order of urgency.~~

~~3. — It is resolved to accept the offers of those States which have undertaken to assist in the project to make particular efforts to carry out investigations of doubtful hydrographic data within the areas indicated on the index charts. It is clearly understood that these States shall not have exclusive survey rights for the areas in which they intend to undertake investigations. It is also understood that these investigations will be carried out provided this is not in conflict with the sovereign rights of the States bordering on the zones of investigations.~~

~~4. — It is recommended that all States undertaking investigations in any area whatsoever take an interest in hydrographic data considered doubtful not only by themselves but also by other countries.~~

~~5. — It is resolved that it is the responsibility of those States which undertake investigations to decide upon their order of urgency, according to the general or local information they will endeavour to obtain.~~

~~6. — It is recommended that all Member States do their utmost to encourage the organizations in charge of oceanographic expeditions to introduce in their programs the examination of doubtful hydrographic data, in particular that of data concerning regions not covered by the investigation areas accepted by Member States.~~

~~7. — It is recommended that Member States acquaint the IHB, whenever possible, with the schedule of the investigations contemplated by them.~~

~~8. — It is recommended that Hydrographic Offices:~~

- ~~a) — Urge mariners to take soundings whenever discoloured water is noticed;~~
- ~~b) — Review the applicable legends appearing on their charts and remove all those that do not seem to refer to actual or possible dangers to navigation.~~

Comments:

- IHB (2007): Recommend amend or possibly delete
- CHRIS Chair Group (2007): Recommend keep paragraph 1 only
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

~~A1.14 CONFUSION BETWEEN BRIGHT SHORE LIGHTS AND NAVIGATIONAL LIGHTS~~

~~It is recommended:~~

~~1. That Member States take steps to ensure that, in their respective countries, confusion between bright shore lights and navigational lights will be eliminated as far as possible, and that, where appropriate, the International Association of Lighthouse Authorities will be consulted.~~

~~2. That Member States request their mariners to report any cases of such confusion to the proper authorities through the appropriate channels.~~

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

**A1.15 DANGERS DISCOVERED IN FOREIGN WATERS**

1.- It is recommended that printed forms to be used by mariners (and instructions on how to use them) should be provided by Hydrographic Offices in their regular editions of Notices to Mariners and other appropriate nautical publications, so that mariners may be encouraged to report any observed corrections needed to any charts and publications which they have used, by the quickest possible method.

2.- It is further recommended that Hydrographic Offices receiving information relating to waters for which another Hydrographic Office has the primary responsibility, should forward a copy to that office by the quickest possible method. In cases of immediate action being required, a Radio Navigational Warning should be issued by the original Hydrographic Office.

3.- It is resolved that the following recommendations shall be inserted in all volumes of Sailing Directions and in the first edition of Notices to Mariners of each year:

- a) *It is strongly recommended that when navigators obtain echo soundings which appear abnormal and indicate the possible presence of a danger to surface navigation, they make every effort to confirm its position by as accurate as possible astronomical observations or electronic-aid fixes. A check, when the depth permits it, by means of a lead line is also recommended.*
- b) *It is recommended that when reporting such abnormal depths to the Hydrographic Office concerned, the following information be transmitted:*
  - i) *Make and type of echo sounder used; details of the speed of sound for which the machine was calibrated.*
  - ii) *Depth measured; date and time of day; echo sounder recording (fully annotated) if any; result of checking by lead line, if any.*
  - iii) *Position: indication of method used for its determination; approximation of that determination.*

*See also A1.20*

Comments:

- IHB (2007): Recommend rewrite
- CHRIS Chair Group (2007): Tasked SNPWG Chair to rewrite

- CSPCWG (2008): Recommend a cross reference to A1.20 is added and incorporate F4.1 para 2 (but will be included in M-4 B-635.2 in due course)
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

## A1.17 SHIPS' ROUTEING

- 1.- It is resolved that in principle the objectives, definitions, procedures and methods stated in the IMO publication "Ships' Routeing" be adopted, where applicable, for hydrographic publications.
- 2.- It is resolved that the IHB shall endeavour to ensure that IMO:
  - i) advises its members to seek expert advice of the relevant Hydrographic Offices when planning new routes;
  - ii) consults the IHO in formulating definitions of routeing terms and for the adoption of symbols for showing routeing measures on charts.
- 3.- It is resolved that Hydrographic Offices, when consulted about the establishment of, or alteration to, particular routeing measures, shall refer to the full text of IMO's "General Provisions on Ships' Routeing" published in "Ships' Routeing".

Hydrographic Offices should refer to IMO publication Ships' Routeing for guidance on general provisions on routeing. Chart compilers should refer to M-4 B-430 or S-52 for symbols, features and specifications, as appropriate.

~~For convenience in drafting Sailing Directions and Notices to Mariners and in compiling charts, the following summary of the IMO General Provisions on Ships' Routeing is included, together with IHO notes:~~

### ~~Summary of IMO "General Provisions on Ships' Routeing"~~

~~Note: Paragraph numbering has been retained from the original IMO document and those parts which are quotations from the IMO text are printed in italics.~~

#### ~~1. Objectives~~

~~The "General Provisions" state that "ships' routeing" includes traffic separation schemes, deep water routes and other measures facilitating the organization of traffic flow through or past areas of converging traffic, offshore exploration and exploitation areas, fishing grounds and other areas where navigation may be dangerous or undesirable.~~

#### ~~2. Definitions~~

~~Note: The IMO definitions are reprinted in full below:~~

##### ~~1. Routeing system~~

~~Any system of one or more routes or routeing measures aimed at reducing the risk of casualties; it includes traffic separation schemes, two way routes, recommended tracks, areas to be avoided, inshore traffic zones, roundabouts, precautionary areas and deep water routes.~~

~~Note: IHO does not necessarily accept that all recommended tracks and areas to be avoided fall within IMO's definition of a routeing system.~~

##### ~~2. Traffic separation scheme~~

~~A routeing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.~~

##### ~~3. Separation zone or line~~

~~A zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ship proceeding in the same direction.~~

~~.4 Traffic lane~~

~~An area within defined limits in which one way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.~~

~~.5 Roundabout~~

~~A routing measure comprising a separation point or circular separation zone and a circular traffic lane within defined limits. Traffic within the roundabout is separated by moving in a counter clockwise direction around the separation point or zone.~~

~~.6 Inshore traffic zone~~

~~A routing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, to be used in accordance with the provisions of rule 10(d), as amended, of the International Regulations for Preventing Collisions at Sea (Collision Regulations), 1972.~~

~~.7 Two way route~~

~~A route within defined limits inside which two way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.~~

~~.8 Recommended route~~

~~A route of undefined width, for the convenience of ships in transit, which is often marked by centreline buoys.~~

~~.9 Recommended track~~

~~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.~~

~~Note: Recommended tracks are laid down in accordance with purely hydrographic considerations, not with the object of avoiding collisions and therefore regardless of any rules which may govern their use.~~

~~.10 Deep water route~~

~~A route within defined limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles as indicated on the chart.~~

~~.11 Precautionary area~~

~~A routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.~~

~~Note: Precautionary areas are normally designated at route junctions where traffic converges or where routes cross one another.~~

~~.12 Area to be avoided~~

~~A routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or certain classes of ships.~~

~~.13 Established direction of traffic flow~~

~~A traffic flow pattern indicating the directional movement of traffic as established within a traffic separation scheme.~~

~~.14 Recommended direction of traffic flow~~

~~A traffic flow pattern indicating a recommended directional movement of traffic where it is impractical or unnecessary to adopt an established direction of traffic flow.~~

### ~~3. Procedures and Responsibilities~~

~~The first paragraph states that IMO is:~~

~~the only international body responsible for establishing and recommending measures on an international level concerning ships' routing.~~

~~The following paragraphs give the considerations which IMO will take into account in making decisions:~~

~~Later paragraphs define the responsibilities of national governments and the practices recommended. Hydrographic Offices will be particularly concerned with the following:~~

~~3.2 In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether:~~

~~.1 the aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate in the scheme in accordance with rule 10 of the 1972 Collision Regulations, as amended;~~

~~.2 the state of hydrographic surveys in the area is adequate;~~

~~.3 the scheme takes account of the accepted planning considerations and complies with the design criteria for traffic separation schemes and with established methods of routing.~~

~~3.3 In deciding whether or not to adopt or amend a routing system other than a traffic separation scheme, IMO will consider whether the aids to navigation and the state of hydrographic surveys are adequate for the purpose of the system.~~

~~3.5 A new or amended routing system adopted by IMO shall not come into force as an IMO adopted system before an effective date promulgated by the Government that proposed the system, which shall be communicated to IMO by the responsible Government. That date shall not be earlier than six months after the date of adoption of a routing system by IMO but, when new chart editions necessitate a substantially longer period between adoption and implementation, IMO shall set a later date as required by the circumstances of the case. If the Government that proposed the system is unable at the time of adoption by IMO to declare a definite date of implementation, this information should be communicated to IMO as soon as possible thereafter and the implementation date then declared should not be earlier than four months after the date on which the declaration is made; in the case of a traffic separation scheme the exact time of implementation should also be stated. If there is a protracted delay in making such a declaration, the Government concerned should periodically inform IMO of the situation and forecast when implementation is likely to be possible. Either Notices to Mariners to amend charts, or revised charts to depict the system shall be made available in ample time before the system comes into force.~~

~~3.6 The responsible Government implementing a new or amended routing system should ensure that full and final details of planned changes to aids to navigation, anchorage areas or pilot boarding areas which are closely associated with the system and important to its effective utilization by the mariner are provided to the appropriate hydrographic authority at least six months prior to the date of implementation.~~

~~3.8 A Government proposing a new routing system or an amendment to an adopted routing system, any part of which lies beyond its territorial sea, should consult IMO so that such system may be adopted or amended by IMO for international use. Such Government should~~



~~furnish all relevant information, in particular with regard to the number, edition and where possible the geodetic datum of the reference chart used for the delineation of the routeing system. If appropriate, it should also provide the following additional information:~~

- ~~.1 the reasons for excluding certain ships or classes of ship from using a routeing system or any part thereof; and~~
- ~~.2 any alternative routeing measures, if necessary, for ships or certain classes of ship which may be excluded from using a routeing system or parts thereof.~~

~~Such a system, when adopted, shall not be amended or suspended before consultation with and agreement by IMO, unless local conditions and the urgency of the case require that earlier action be taken. In considering the proposal, IMO shall take account of the objectives, procedures, responsibilities, methods and criteria for routeing systems as set out in these general provisions.~~

~~3.9 In an emergency such as might result from the unexpected blocking or obstruction of a traffic lane by a wreck or other hazard, immediate temporary changes in the use of the affected traffic separation scheme may be made by the responsible and sponsoring Government or Governments, with the object of directing traffic flow clear of the new hazard. In such cases, every possible measure shall be taken by the Government or Governments concerned immediately to inform shipping of the hazard and of the temporary changes which have been made.~~

~~3.12 Governments establishing traffic separation schemes, no parts of which lie beyond their territorial seas, are requested to design them in accordance with IMO criteria for such schemes and submit them to IMO for adoption.~~

~~3.13 Where, for whatever reason, a Government decides not to submit a traffic separation scheme to IMO, it should, in promulgating the scheme to mariners, ensure that there are clear indications on charts and in nautical publications as to what rules apply to the scheme.~~

~~3.14 Governments establishing routeing systems, other than traffic separation schemes, no parts of which lie beyond their territorial seas, are recommended to follow the same procedure as that set out in paragraphs 3.12 and 3.13 above.~~

~~3.15 By rules 10(k) and 10(l) respectively of the 1972 Collision Regulations a vessel restricted in her ability to manoeuvre when engaged in an operation for either the maintenance of safety of navigation or the laying, servicing or picking up of a submarine cable in a traffic separation scheme is exempted from complying with rule 10 to the extent necessary to carry out the operation. The Government or authority responsible for safety of navigation in a traffic separation scheme should ensure that:~~

- ~~.1 the intention of undertaking such an operation is first notified to each Government or appropriate authority concerned;~~
- ~~.2 information about such ships working in a traffic separation scheme is, as far as practicable, promulgated in advance by Notice to Mariners, and subsequently by radio navigation warnings broadcast before and at regular intervals during the operations;~~
- ~~.3 such operations are, as far as possible, avoided in conditions of restricted visibility.~~

#### ~~4. Methods~~

~~The "General Provisions" give annotated diagrams of the various devices used in traffic separation. Selected diagrams and boundary guidance are reproduced in "Chart Specifications of the IHO" Section 400 (432 to 436 inclusive).~~

#### ~~5. Planning~~

~~The "General Provisions" list the considerations to be taken into account when planning new systems or reviewing existing ones. Among the many factors to be considered are:~~

~~adequacy of existing aids to navigation, hydrographic surveys, and nautical charts of the area.~~

~~Furthermore:~~

~~5.4 Routing systems should be reviewed, re-surveyed and adjusted as necessary, so as to maintain their effectiveness and compatibility with trade patterns, offshore exploration and resource exploitation, changes in depths of water and other developments.~~

~~5.5 Routing systems should not be established in areas where instability of the sea bed is such that frequent changes in the alignment and positions of the main channels, and thus of the routing system itself, are likely.~~

## ~~6. Design Criteria~~

~~The "General Provisions" list the detailed standards to be applied in designing routing measures. The following points are particularly important for hydrographers (especially where the charted representation is concerned):~~

~~6.16 Whichever of the several available routing methods is chosen for use at a route junction or in a converging area, it must be a cardinal principle that any ambiguity or possible source of confusion in the application of the 1972 Collision Regulations must be avoided. This principle should be particularly borne in mind when establishing or recommending the direction of traffic flow in such areas. If recommended directions of traffic flow are adopted, these should take full account of the existing pattern of traffic flow in the area concerned, and also of all other applicable provisions of ships' routing.~~

~~6.18 In designing deep water routes, consideration should be given to marking critical turning points. Any wrecks or seabed obstructions which lie within the limits of a deep water route and which have less depth of water over them than the minimum depth of water for the route as indicated on the charts, should be marked.~~

## ~~7. Temporary Adjustments to Traffic Separation Schemes~~

~~The "General Provisions" show, with diagrams, the possible ways in which schemes may be adjusted, moved or suspended when exploration drilling rigs are unavoidably placed in or near them. The question of promulgation is also covered.~~

~~7.4 Details of these temporary adjustments should be forwarded to IMO and to the appropriate hydrographic offices at least four months before the rig is positioned within an adopted traffic separation scheme so as to allow ample time to inform shipping. When the duration of such temporary adjustments is expected to be six months or more, this should be made known to the relevant hydrographic authorities in order to allow appropriate action to be taken in notifying mariners.~~

## ~~8. The Use of Routing Systems~~

~~This part of the "General Provisions" concerns the directions to shipping on how to use the systems. It is reprinted in full to allow reproduction where necessary in Sailing Directions and other publications.~~

~~8.1 Routing systems are intended for use by day and by night in all weathers, in ice-free waters or under light-ice conditions where no extraordinary manoeuvres or ice-breaker assistance are required.~~

~~8.2 Routing systems are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate under-keel clearance, a decision to use a routing system must take into account the charted depth, the possibility of changes in the sea bed since the time of the last survey, and the effects of meteorological and tidal conditions on water depths.~~

~~8.3 A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with rule 10 of the 1972 Collision Regulations to minimize the development of risk of collision with another ship. The other rules of the 1972 Collision Regulations apply in all~~

~~respects, and particularly the rules of Part B, sections II and III, if risk of collision with another ship is deemed to exist.~~

~~8.4 At junction points where traffic from various directions meets, a true separation of traffic is not really possible, as ships may need to cross routes or change to another route. Ships should therefore navigate with great caution in such areas and be aware that the mere fact that a ship is proceeding along a through going route gives that ship no special privilege or right of way.~~

~~8.5 A deep water route is primarily intended for use by ships which, because of their draught in relation to the available depth of water in the area concerned, require the use of such a route. Through traffic to which the above consideration does not apply should, as far as practicable, avoid using deep water routes.~~

~~8.6 Precautionary areas should be avoided, if practicable, by passing ships not making use of the associated traffic separation schemes or deep water routes, or entering or leaving adjacent ports.~~

~~8.7 In two-way routes, including two-way deep water routes, ships should as far as practicable keep to the starboard side.~~

~~8.8 Arrows printed on charts in connection with routing systems merely indicate the general direction of established or recommended traffic flow; ships need not set their courses strictly along the arrows.~~

~~8.9 The signal YG meaning "You appear not to be complying with the traffic separation scheme" is provided in the International Code of Signals for appropriate use.~~

## ~~9. Representation on Charts~~

~~The "General Provisions" give an annotated table of the symbols generally found on charts. These symbols are reproduced at appropriate locations in "Charts Specifications of the IHO", Section 400.~~

### Comments:

- CSPCWG (2008): **Recommend retain paragraphs 1- 3.** The lengthy summary of IMO's General Provisions on Ships' Routing is significantly out of date. To avoid excessive maintenance, it is better to **remove it from M-3** and refer users only to IHO publications and IMO Ships' Routing. Thus the paragraph after paragraph 3, commencing 'For convenience in drafting...' and all the following text should be replaced by: 'Hydrographic Offices should refer to IMO publication Ships' Routing for guidance on general provisions on routing. Chart compilers should refer to M-4 B-430 or S-57 for symbols, features and specifications, as appropriate.'
- CHRIS Secretary (2008): Note that CHRIS was not asked to review TR A1.17.
- CHRIS Chair Group (2008 - Final): **Retain, with changes as above**

## A1.18 PUBLICATION OF NAUTICAL DOCUMENTS BY PRIVATE PUBLISHERS

1.- It is resolved that the reproduction of charts and nautical publications by private publishers should generally occur in accordance with the following principles. It is recognized that Member States may wish to enter into other arrangements between themselves:

- a) No hydrographic service may grant permission for the reproduction, either complete or in part, of charts or nautical publications published by it, if the area or part in question includes data collected by other hydrographic services.
- b) The copyright on the data belongs to the hydrographic service which is the originator of the data included in a chart or nautical publication.
- c) Requests from private publishers should be passed to the originating hydrographic service.
- d) A caveat referring to the publisher's copyright laws should be exhibited on charts and publications. If national laws do not enable the publishing Hydrographic Office to

withhold consent from private publishers, then the caveat should specify the requirement to obtain the permission of other Hydrographic Offices as in (b) above.

e) Suggested wording for the caveat:

"This chart contains original data of the (name of the originating hydrographic service). Reproduction of any kind, even in the form of extracts, is authorized only with the permission of the (name of the originating hydrographic service)".

See also A1.1, A3.4.

Comments:

- IHB (2007): Recommend rewrite
- CHRIS Chair Group (2007): Recommend it be rewritten by IHB
- CHRIS Chair Group (2008 - Final): Retain (however, IHB may possibly suggest changes in wording)

#### A1.19 USE OF ISO CODES FOR THE CODIFICATION OF COUNTRY NAMES

1.- With the purpose of obtaining uniformity in the coding of country names, the IHO has agreed to use the two-letter (alpha-2) codes of the International Organization for Standardization (ISO 3166) as published in IHO S-62. ~~their International Standard ISO 3166.~~

Comments:

- IHB (2007): The ISO two-letter country codes are used in ENC file names and described in S-62. Suggest to amend the existing text to read (proposed addition underlined):  
"1.- With the purpose of obtaining uniformity in the coding of country names, the IHO has agreed to use the two-letter (alpha-2) and three-letter (alpha-3) codes of the International Organization for Standardization (ISO) as published in their International Standard ISO 3166."
- CHRIS Chair Group (2007): Agree above proposed wording
- CSPCWG (2008): It is not understood why this TR should be extended to reduce uniformity in allowing the use of two and three letter ISO codes. This change will have implications for M-4 (and S-62?), which has based B-254.4 on the existing TR.
- IHB (2008): Agree with CSPCWG. Changes suggested as above.
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### A1.20 REPORTING AND PUBLICATION OF DANGERS TO NAVIGATION

The following is a list of the actions that should be considered by the relevant authorities. Not every action will be appropriate in every case. Whilst the actions below are set out in a logical sequence it is likely that some of these steps will take place simultaneously or in a different order.

1. Local / National Authority (e.g. harbourmaster, lighthouse authority, hydrographic office etc.) receives message indicating the presence of a new danger to navigation.
2. Receiving authority ensures local and/or coastal warnings are issued to all ships in the vicinity, if appropriate.
3. Authority informs National co-ordinator (see S-53 for definition) and national charting authority. NB. The national charting authority may be the national HO or a foreign HO to which chart production for the area has been delegated.
4. National co-ordinator informs: Navarea co-ordinator or Sub-area co-ordinator, if one exists, (see S-53 for definitions); national charting authority (if not already informed at 3 above); and authority responsible for marking dangers to navigation.
5. Co-ordinators at 4 above issue navigational warnings via national and international services.
6. The Charting HO issues NtM / ER for affected chart(s). This also serves to inform other interested authorities e.g. HOs producing world-wide chart coverage. (See also TR F1.5).

After suitable time has elapsed for effective NtM / ER distribution, authorities may cancel relevant navigational warnings.

7. HO / MSA / Port Authority, if it **is** considered necessary, organises hydrographic survey or includes the requirement for survey in its prioritised future survey schedule.
8. HO issues updated NtM / ER based on results of survey (or cancels NtM if danger was temporary and has now been removed).
9. HO considers need for new edition / new chart.

Comments:

- IHB (2007): **Recommend retain**. This has only just been added.
- CHRIS Chair Group (2007): **Agree retain**. Consider combining with A1.15 (CSPCWG)
- CSPCWG (2008): The reference to TR F1.5 may need changing to M-4 B-600 in due course. There is a typo to correct in para 7 ('.., if it **is** considered..').
- CHRIS Chair Group (2008 - Final): **Retain**

## Section 2      Nautical Documents

### A2.1      UNIT OF MEASUREMENT

- 1.- It is strongly recommended that all countries, as soon as convenient, adopt the metric system for their nautical publications.
- ~~2. — It is agreed that, until such system is adopted by all countries, each country continue to use its present unit of measurement. Each country not yet using the metric system shall report to the I.H. Conferences on the progress made towards the implementation of paragraph 1 until adoption is completed.~~
- ~~3. — It is resolved that, when the unit is the foot, measurements shall be expressed in feet and tenths.~~
- 2.- 4.- It is resolved that, on charts of countries which do not use the metric system, a table or scale shall be inserted for converting into metres the depths given.
- 3.- 5.- It is recommended that when non-metric units are used in Sailing Directions, Lists of Lights and Notices to Mariners, the equivalent measurement in the metric system be also given in brackets.
- ~~6. — It is recommended that, until the system of paragraph 5 above is adopted, a table of equivalents be inserted in each book of Sailing Directions.~~

Comments:

- IHB (2007): Is this still needed, if so does it happen?
- CHRIS Chair Group (2007): **Recommend retain paragraphs 1 and 5 only**
- CSPCWG (2008): **Recommend retain paragraph 4.**
- CHRIS Chair Group (2008 - Final): **Retain, with changes as above**

### A2.2      INTERNATIONAL NAUTICAL MILE

- 1.- It is resolved that the length represented by 1852 metres shall be the international nautical mile.

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): **Agree retain**
- CHRIS Chair Group (2008 - Final): **Retain**

### A2.3 SYMBOLS FOR UNITS

1.- It is resolved that the following international **abbreviations and** symbols shall be used for the most common units:

Hour	h		
Minute of time	min	or	m
(m may be used when there is no possibility of confusion with metre)			
Second of time	sec	or	s
Metre	m		
Decimetre	dm		
Centimetre	cm		
Millimetre	mm		
Square metre	m <sup>2</sup>		
Cubic metre	m <sup>3</sup>		
Kilometre	km		
Inch	in		
Foot	ft	or	f <sup>t</sup>
Yard	yd	or	y <sup>d</sup>
Fathom	fm	or	f <sup>m</sup>
Nautical mile	M		
Knot	kn		
Ton, <b>Tonne, tonnage</b>	t		
<b>(use for measurement of vessel volume or weight; the context should make clear which is intended)</b>			
Candela (new candle)	cd		
Degree	x <sup>o</sup>		
Minute of arc	y'		
Second of arc	z''		

2.- It is recommended that the above international symbols be used on charts instead of the entire words, as these symbols can be understood by navigators of any nationality.

#### Comments:

- IHB (2007): Ton - Should we include tonne, which is more commonly used today?
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): **Recommend amend para 1** to 'It is resolved that the following international **abbreviations and** symbols shall be used for the most common units:  
Ton, **Tonne, tonnage** t  
**(use for measurement of vessel volume or weight; the context should make clear which is intended).** (This agrees with INT1 B53).
- CHRIS Chair Group (2008 - Final): **Retain, with changes as above**

### ~~A2.4 ABBREVIATIONS FOR "HEIGHT" AND FOR "NUMBER"~~

~~1.- It is resolved that the following abbreviations shall be used on nautical documents:~~

~~Height; Elevation — H.  
Number — No.~~

#### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): **Recommend delete** (for charts) but **should be referred to SNPWG to confirm**. If required for nautical publications, transfer 'ownership' to SNPWG. The abbreviation 'H' is no longer used on charts for height. 'No' (with no full stop) is used for number, and listed as an INT abbreviation in section W of INT1 (which may be transferred to M-4).
- CHRIS Chair Group (2008 - Final): **Delete**

## **A2.7 — CARDINAL POINTS**

~~1.- It is resolved that the following symbols shall always be used, both on charts and in nautical books, to denote the four cardinal points whenever their names are not inserted in full:~~

~~North = N      South = S  
East = E      West = W~~

### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): **Recommend delete** (for charts) but **should be referred to SNPWG to confirm**. If required for nautical publications, transfer 'ownership' to SNPWG. (There may be a case for extending to include NE, SE, SW, NW?). This is covered in M-4 B-131.1 and INT1 for charts.
- CHRIS Chair Group (2008 - Final): **Delete**

## **A2.10 OVERLAPPING**

1.- It is resolved that, when it is necessary to overlap or duplicate material in nautical publications of the same kind, evidence of this shall be clearly indicated in each of the publications concerned, in order to ensure that such overlap shall be taken into account when making corrections.

### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): **Agree retain**
- CHRIS Chair Group (2008 - Final): **Retain**

## **A2.11 UPDATING OF NAUTICAL PUBLICATIONS**

1.- It is recommended that in each basic nautical publication the rules concerning its updating should be inserted.

2.- It is recommended that Hydrographic Offices apply such a system for keeping up to date nautical publications so as to simplify and speed up the task of navigators in charge of carrying out updating, as well as to ensure the full accuracy and clearness of all updates.

3.- It is also recommended that the system of writing and erasing updates by hand be avoided as much as possible.

### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): **Agree retain**
- CHRIS Chair Group (2008 - Final): **Retain**

## **A2.12 NOTIFICATION OF PERIODICITY OF CERTAIN NAUTICAL PUBLICATIONS**

1.- It is recommended that whenever the periodicity of any nautical publication: Catalogues, Lists of Lights, Magnetic Charts, etc., is definitely fixed, this periodicity be inscribed in the publication concerned or mentioned in any other publication placed in the hands of mariners.

### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): **Agree retain**
- CHRIS Chair Group (2008 - Final): **Retain**

## A2.13 LIST OF NAUTICAL PUBLICATIONS

1. It is resolved that nautical publications shall include, but not necessarily be limited to the following publications:

Distance Tables  
List of Buoys and Beacons  
List of Lights  
List of Radio Signals  
List of Symbols, Abbreviations and Terms used on Charts  
Mariners' Handbooks  
Notices to Mariners  
Routeing Guides  
Sailing Directions  
Tidal Stream Atlases  
Tide Tables

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

## A2.14 PRINTED AND DIGITAL NAUTICAL PUBLICATIONS

1. It is resolved that the information provided in nautical publications may be published both as a printed publication and in digital form. ~~When nautical publications are published in digital form, it is recommended that a printed publication shall also be produced.~~ Digital nautical publications need not be facsimiles or replicas of the printed versions or vice versa; nevertheless, both the printed and digital publications shall provide consistent and non- conflicting information.

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain, except the 2<sup>nd</sup> sentence to delete
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

## A2.15 NAUTICAL PUBLICATIONS AND THE SOLAS CONVENTION

1. It is resolved that nautical publications produced in compliance with these Technical Resolutions and Recommendations shall be deemed to satisfy the relevant carriage requirements for nautical charts and nautical publications in accordance with the UN Safety of Life at Sea (SOLAS) Convention Chapter V, particularly Regulation 9.

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain, but to be expanded to take SOLAS V Reg. 9 into account
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

## Section 3 Exchange, Distribution, Reproduction

### A3.1 NOTIFICATION OF ISSUE OF NAUTICAL PRODUCTS

Note: "Products" within the context of this TR includes nautical charts and documents in analogue or digital format.



1. It is resolved that, when any Hydrographic Office decides on the issue of a new product or a new edition of an existing product, it shall:
  - a) publish advance notification in its Notices to Mariners, indicating the approximate date of availability (when possible), title and any information which can be of interest to users.
  - b) communicate to the International Hydrographic Bureau (IHB) any other information concerning the product which may be of interest to other Hydrographic Offices, especially information concerning any new original data which may be included in the product.

~~2. It is resolved that the IHB shall publish in the International Hydrographic Bulletin the information referred to in paragraph 1(a) and 1(b) above.~~

Comments:

- IHB (2007): Recommend delete para. 2
- CHRIS Chair Group (2007): Agree delete para. 2
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

~~A3.3 SUMMARY IN ENGLISH OR FRENCH~~

~~1. It is recommended that Hydrographic Offices give English or French summaries in any of their publications to which they desire to draw attention.~~

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

**A3.4 HYDROGRAPHIC OFFICE ARRANGEMENTS FOR THE EXCHANGE AND REPRODUCTION OF NAUTICAL PRODUCTS**

Note: "Products" within the context of this TR includes nautical charts and documents in analogue or digital format.

1. Noting that:
  - 1.1 Hydrographic Offices have a need to exchange products in the interest of safety and efficiency of navigation,
  - 1.2 Member States have rights to the products of their Hydrographic Offices under national and international law,
  - 1.3 Hydrographic Offices should cooperate to meet the needs of their customers by ensuring appropriate availability of adequate and up-to-date products,
  - 1.4 Hydrographic Offices should avoid creating products where another Hydrographic Office has charting responsibility for the waters concerned and already offers up-to-date products adequate for customers' requirements,
  - 1.5 Originating and reproducing Hydrographic Offices should seek to maintain good liaison, including the use of bilateral arrangements where appropriate,

the following procedures are recommended:

2. Hydrographic Offices should make use of internationally standardized products such as International (INT) Charts and Electronic Navigational Charts (ENC) of other Hydrographic Offices where these products meet their customers' needs and are kept up-to-date. INT charts should be adopted in accordance with the 'Regulations of the IHO International (INT) Charts'. The use of ENC should be governed by the principles of the Worldwide Electronic Navigational Chart Data Base (WEND).
3. If no internationally standardized product is available, and national products are agreed to be adequate for national and international navigation, these should be used.
4. Where internationally standardized products are not available, and where national products do not meet the requirements of its customers, any Hydrographic Office may compile new products to satisfy those needs, provided that it obtains the agreement and cooperation of all Hydrographic Offices whose agreement is required.
5. Hydrographic Offices may establish bilateral arrangements covering the exchange and reproduction of products, and other issues of mutual interest. These bilateral arrangements should meet the legal requirements regarding the reproduction of works and may include technical, financial or other terms and conditions including acknowledgement, in the published products, of all Hydrographic Offices whose material has been utilized in those products.
6. Until bilateral arrangements are in place, or where it is mutually agreed that the procedures above are not appropriate or economical, Hydrographic Offices may operate according to other procedures mutually agreed between them.
7. In order to facilitate the negotiation of bilateral arrangements, the parties may agree to seek the assistance of the International Hydrographic Bureau.
8. In circumstances where differences arise between Member States concerning bilateral arrangements, it is recommended that they consider agreeing to the use of alternative dispute resolution procedures in order to attempt to resolve those differences.

*See also A1.18.*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

~~A3.5 — EXCHANGE AND AVAILABILITY OF COMPUTER PROGRAMMES~~

~~1. — Member States that have developed new software for specific hydrographic, cartographic or other related activities are encouraged to provide a description to be published in the Bulletin. Basic details of the hardware type and size as well as any details of proprietary restrictions should be included, recognizing that much software today is commercially developed.~~

~~2. — Member States wishing to obtain information on computer programmes used in any aspect of hydrography or related activities should contact the Bureau, which will endeavour to put them in touch with other Member States that have the software available.~~

~~3. — Should the Bureau become aware of any computer programmes that it considers particularly relevant to the work of its Member States, it will advise them of the details by Circular Letter.~~

Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

### A3.7 IHO TRANSFER STANDARD FOR DIGITAL HYDROGRAPHIC DATA

1.- It is resolved that the IHO Transfer Standard described in S-57 shall be adopted by the IHO for the exchange of digital hydrographic and cartographic data.

2.- It is further resolved that the IHB, through the CHRIS (Committee on Hydrographic requirements for Information Systems), keep the contents of the Standard under review in response to changing requirements and practical experience. Changes to the Standard are coordinated on behalf of the CHRIS by a Transfer Standard Maintenance and Application Development (TSMAD) Working Group. National Hydrographic Offices which wish to propose changes to the Standard should address their comments to the IHB. Other users of the Standard, for example equipment manufacturers, should be advised to address their comments to their national Hydrographic Office.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

### ~~A3.8 MAINTENANCE OF THE IHO EXCHANGE OF DIGITAL DATA FORMAT~~

~~Recognizing that, in the long term, there is a need to maintain the IHO exchange of digital data format to ensure that it continues in the future to support the basic IHO digital data exchange needs, and~~

~~Further recognizing that there is also a short term maintenance need so that the format can be used immediately,~~

~~It is resolved:~~

~~That the CHRIS be responsible for the maintenance of the IHO exchange of digital data format and the feature attribute coding system.~~

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Recommend delete
- CHRIS Chair Group (2008 - Final): Delete

### ~~A3.9 TRANSFER OF MAGNETIC TAPES~~

~~The XIIIth Conference,~~

~~Recognising the problems which are known to exist in the transfer of magnetic tapes between Member States' representatives,~~

~~Resolves:~~

~~That, in the event of problems being experienced by Member States in the direct transfer of magnetic tapes, the I.H. Bureau may act as a forwarding agent for the transfer of tapes.~~

#### Comments:

- IHB (2007): Recommend delete
- CHRIS Chair Group (2007): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

### A3.11 ENC/SENC DISTRIBUTION OPTION

It is resolved that SENC distribution can be accepted as an option, in addition to direct ENC distribution, providing that the following principles be adhered to:

1. The HO should ensure that the IHO data (ENC) is always available to any user in the S-57 ENC format.
2. As an option Hydrographic Offices may allow the distribution of their HO data (ENC) in a SENC format.
3. Distributors who are to supply the SENC service must operate under the regulations of the issuing authority. The onshore ENC to SENC conversion must be performed using type approved software.
4. The SENC update mechanism should not be inferior to the ENC - ECDIS update mechanism.
5. The distributor of SENC data should maintain a registry of its users.
6. The copyright of the ENC data should be maintained.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

## **Section 4 Geographical Names**

### **A4.1 UNIFORM POLICY FOR HANDLING GEOGRAPHICAL NAMES**

1.- With the purpose of obtaining approximate uniformity in the geographical names appearing on the nautical documents of maritime countries, it is recommended that each national Hydrographic Office:

- a) On its charts and other nautical documents of its own coasts, show names that are in exact agreement with the forms prescribed by the most authoritative source. Each country will thus provide complete and authoritative name coverage in its own official script, whether Roman or non-Roman, for the use of all other national Hydrographic Offices that issue charts on various scales, and other nautical documents, for the same area.
- b) On its charts and other nautical documents of foreign coasts where the Roman alphabet is officially used by the sovereign country, show names that are in exact agreement with the most authoritative usage of the country having sovereignty. These names should be obtained directly from new and revised editions of the nautical charts and other documents of the country having sovereignty or confirmed by correspondence with that country. Where such names as officially written use accents or diacritical signs, these should be retained, even, and indeed particularly, when names are printed in capital letters.
- c) On its charts and other nautical documents of foreign coasts where the script of the sovereign country is other than the Roman alphabet, show names that are obtained by applying the various international systems for romanization approved by the United Nations to the names appearing on the most authoritative sources of the country having sovereignty or confirmed by correspondence with that country.

Note: *Among countries where the Roman alphabet is official, international uniformity in transcription systems would be advantageous to the various national governments. It is accordingly recommended that national Hydrographic Offices place before their governments the desirability of obtaining uniformity and urge the continuation of efforts for effective agreements through the United Nations. (see also C1.2).*

- d) On its charts and other nautical documents of all foreign coasts, use for the generic part of complex geographical names the word (in its Roman-alphabet form) used by the country having sovereignty, e.g. Falsterborev. By following this practice, the geographical generic term will not be translated but will appear, in its Roman-alphabet form, on the charts of all nations.
- e) On all its charts and other nautical documents, apply its conventional national usage to names of countries, major territorial divisions and boundary features, and to the oceans and international subdivisions thereof. The names used internationally may also be shown but in a subordinate manner. This system will be applied until an international convention by the United Nations on standardization of internationally recognized names has been adopted.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

#### A4.2 INTERNATIONAL STANDARDIZATION OF GEOGRAPHICAL NAMES

1.- It is resolved that the IHB should maintain continuous contact with the United Nations Organization and specifically with the United Nations Group of Experts on Geographical Names, for all studies or actions relating to geographical names involving or affecting hydrographic publications. The Bureau should insure that actions previously taken on hydrographic matters, with respect to names, within the IHO are brought to the attention of appropriate United Nations Conferences or working groups. The Bureau should also promulgate to Member States information on all significant developments on this subject as they occur.

2.- It is recommended that, since national standardization of geographical names is an essential preliminary to international standardization, Hydrographic Offices encourage and support the establishment of national names authorities, following the principles and procedures recommended by the resolutions on this subject adopted by the United Nations Conferences on Geographical Names.

3.- It is recommended that the IHB co-operate with the United Nations Group of Experts on Geographical Names with the object of achieving international standardization of names of maritime and undersea features.

4.- It is further recommended that co-operation should, in particular, be extended in the under-mentioned activities of the United Nations Group of Experts:

- a) Study of existing national and international practices concerning the delineation and naming of oceans and seas, including their integral subdivisions, beyond the limits of national jurisdiction, with a view to recommending improvements in current nomenclatural practices and procedures.
- b) Drawing up a system for naming undersea features beyond a single sovereignty and proposing it as a basis for preparing an international convention on the subject.
- c) Standardizing the definitions of undersea feature "terms and definitions" in order to promote their acceptance and use by names authorities.
- d) Developing procedures for international standardization of naming new undersea features as they are discovered, defined and identified in the future.

5.- It is recommended that when Hydrographic Offices produce gazetteers or geographical dictionaries, these publications be standardized as far as possible in accordance with resolutions on the subject adopted by the United Nations.

6.- It is recommended that where two or more countries share a given geographical feature (such as, for example, a bay, strait, channel or archipelago) under a different name form, they should endeavour to reach agreement on fixing a single name for the feature concerned. If they have different

official languages and cannot agree on a common name form, it is recommended that the name forms of each of the languages in question should be accepted for charts and publications unless technical reasons prevent this practice on small scale charts. e.g. English Channel/La Manche.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

## Section 5 Oceanic Soundings

### ~~A5.4 DOUBTFUL AND CONFIRMED DANGERS AND ANOMALOUS DEPTHS IN THE OCEAN~~

~~1. It is resolved that the world ocean chart cover on 1:3 500 000 or 1:10 000 000, supplemented by the records of the data in question held by each producer nation, to which enquiries for information can be made, shall constitute the IHO record of doubtful and confirmed dangers and anomalous depths in the oceans.~~

- ~~a) Insertions, deletions and amendments of reported and confirmed dangers and anomalous depths of less than 750 metres in ocean areas should be promulgated by Notices to Mariners by all producer and printer nations of the two small-scale series of INT and national charts.~~
- ~~b) All Hydrographic Offices should pass copies of relevant new information in these categories to the producer nation responsible for the sheet which the new information affects.~~

~~Note: United Kingdom is requested to conform to this procedure in respect of the supplementary 1:3 500 000 mid-ocean charts or 1:10 000 000 Southern Ocean charts produced in its national series.~~

~~2. It is further resolved that the following items of new information, for ocean areas outside the continental shelf, should always be promulgated by Notices to Mariners.~~

- ~~a) All newly-reported dangers and anomalous depths of less than 750 metres (400 fathoms approximately) with brief details of the source, e.g. survey ship, research vessel, merchant ship.~~
- ~~b) Deletion of such items, and the reasons for the deletion, in cases where the existence of a charted danger or anomalous depth, whether shown as doubtful or confirmed, has been disproved as a result of a search by a survey ship, or by other reliable means.~~
- ~~c) Amendments to depths and/or other details, and the reason for such amendments, in cases where a search has confirmed the existence of a charted danger or anomalous depth, and established with certainty its position, depth and extent.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Recommend delete. Covered by M-4 B-429.2 (revised 2006). It may be appropriate to transfer the advice about promulgation in NMs from B-429.2 into B-600, in due course.
- CHRIS Chair Group (2008 - Final): Delete

## Section 7 Digital Nautical Publications

### A7.1 CONTENT AND GENERAL ARRANGEMENT

1. Digital Nautical Publications may be produced in two arrangements, firstly as a stand-alone product based on existing paper publications, and secondly in the form of a compiled database intended primarily to work within an ECDIS.
2. For the sake of clarity, Nautical Publications shall be defined by the following:
  - a) NP1 – Printed paper publications
  - b) NP2 – Digital publications based upon existing paper publications
  - c) NP3 – Digital dataset(s) fully compatible with ECDIS that serve the purpose otherwise provided by NP1 or NP2.

Note: Data Specifications for NP3 have yet to be finalised and therefore are not specifically referred to in this document
--

3. It is resolved that Digital Nautical Publications (NP2 and NP3) shall at least fulfil the functions of corresponding printed nautical publications (NP1).
4. Digital Nautical Publications (NP2 and NP3) need not slavishly follow the requirements of presentation and organisation laid down for printed publications (NP1). However, the relevant resolutions and recommendations for printed publications (NP1) shall serve as guidance regarding content and purpose.

*See also A2.14, A7.2, A7.3, A7.4, Chapters C, D, E, F, G, H.*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

## A7.2 DATA FORMATS

1. It is strongly recommended that NP2 digital nautical publications that are based directly on existing printed nautical publications (in other words, digital facsimiles, re-compilations, or others) utilise open-systems or widely accessible digital publishing techniques and formats. This provides HO's with maximum flexibility in how they undertake digital publication but at the same time ensures compatibility and ease of integration with the widest range of computer based applications likely to be used to access the information.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

## A7.3 PRESENTATION OF INFORMATION

1. For digital nautical publications, it is not recommended or required that the presentation of information is standardised as to order or geographical sequence other than to be in agreement with any indexes devised to direct the user to the relevant parts of a digital publication. It is however, recommended that information presented in a digital nautical publication conforms to the relevant IHO textual presentation and symbology standards.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

#### A7.4 CROSS-REFERENCING OF INFORMATION

1. It is recommended that insofar as is possible an auto cross-referencing system shall be incorporated to connect all related / relevant material in a digital nautical publication.
2. It is recommended that digital nautical publications make the fullest use of such things as search engines, web-based browsers, hypertext links and keywords.
3. It is recommended that the cross-referencing system be suitable to provide links to associate information in a digital nautical publication with information in ENCs (and RNCs where possible) and with visual index diagrams.
4. It is recommended that insofar as is possible:
  - a) links shall be available to associate sketch plans, aerial oblique photographs or other illustrations and photographs with the relevant digital nautical publications text and with the relevant parts of ENCs (and RNCs where possible).
  - b) digital nautical publications providing, for example, meteorological or oceanographic information shall contain a linked ~~meteorological~~-database capable of supporting modelling solutions.
  - ~~c) digital nautical publications providing oceanographic information should contain a linked oceanographic database capable of supporting modelling solutions.~~
  - ~~d) digital nautical publications providing density and salinity of water information should contain a linked seawater profile database providing modelling solutions.~~

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): The following wording, to replace 4 (b), (c) and (d), is tentatively proposed:  
"b) digital nautical publications providing, for example, meteorological or oceanographic information should contain a linked database capable of supporting modelling solutions."  
Chairs of HGMIO and SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### A7.5 UPDATING

1. It is recommended that a regular system of updating for digital nautical publications be maintained using an appropriate combination of:
  - a) Digital Notices to Mariners
  - b) Cumulative updating files
  - c) Replacement files

See also A2.11, A2.12.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CHRIS Chair Group (2008 - Final): Retain

#### A7.6 DATA SECURITY



It is recommended that digital nautical publications incorporate data authentication processes to ensure that information contained in digital nautical publications can be verified by consumers before use.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): DPSWG to review
- CHRIS Chair Group (2008 - Final): Retain

## CHAPTER B - CHARTS

### Section 1 General

#### B1.2 CORRECTION OF ECHO-SOUNDINGS FOR THEIR INSERTION ON CHARTS AND BATHYMETRIC PLOTTING SHEETS

1.- It is resolved that measured depths shall be corrected to equate as accurately as possible to true depths for insertion on charts.

2.- It is resolved that, for the purpose of applying corrections, depths shall be classified as follows:

Shallow depths	0-30 metres
Medium depths	30-200 metres
Deep depths	Greater than 200 metres

3.- It is resolved that the various corrections applicable to echo soundings shall be classified as follows:

- Group 1 - Instrumental corrections
- Group 2 - Corrections to compensate for the position of the transducer:
  - a) Depth of immersion
  - b) "Separation effect" due to the separation of the transmitter and receiver oscillators.
- Group 3 - Corrections to compensate for local conditions:
  - a) Tide height
  - b) Variations in velocity of sound in sea water

4.- It is recommended that the various corrections in paragraph 3 above be applied as follows:

- In shallow depths - all corrections included in Groups 1, 2 and 3
- In medium depths - corrections in Groups 1, 2(a) and 3
- In deep depths - corrections in Groups 1, 2(a) and 3b).

5.- It is resolved that the corrections for Group 3(b) shall be obtained by one of the following methods as appropriate:

- a) bar check observations
- b) determination of sound velocity by velocimeter or calculations using observed temperatures and salinity
- c) by reference to "Echo-Sounding Correction Tables", 3rd edition, NP 139 (UK)

*See also A 1.5.*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): DQWG to review
- CHRIS Chair Group (2008): DQWG to review

## B1.10 CHARTS FOR SMALL CRAFT

1.- It is recommended that those Member States which publish charts especially designed for small craft use follow as far as possible the standards recommended by the IHB for the compilation of charts. There shall be no requirement for the issuing authority to incorporate, on charts sold, the corrections as reported in the Notices to Mariners between printings of these charts, but a warning should be inserted on them clearly stating that they have not been corrected from Notices to Mariners.

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): (TR dated 1962). M-4 does not currently cover charts for small craft, although this TR is referred to briefly at B-103.5. M-3 is the only place for this advice, which should be retained.
- CHRIS Chair Group (2008 - Final): Retain

## ~~B1.14 USE OF NON-SHRINKING MATERIAL IN THE EXCHANGE OF SURVEY DATA~~

~~1. It is recommended that the IHB encourage the interchange, on a reimbursable basis, among the Hydrographic Offices of Member States, of reproductions on a non-shrinking base of all charts that include new work.~~

### Comments:

- IHB (2007): Recommend review / delete
- CHRIS Chair Group (2007): Recommend delete
- CSPCWG (2008): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

## ~~B1.15 EXCHANGE OF BLACK PULLS OF COLOURED CHART PLATES~~

~~1. It is recommended that, when countries employ colour printing, arrangements be made for supplying, on request, black pulls on stout chart paper suitable for photographing.~~

~~a) It is, however, recommended that, when possible, such requests be submitted before reprinting takes place.~~

### Comments:

- IHB (2007): Recommend review / delete
- CHRIS Chair Group (2007): Recommend delete
- CSPCWG (2008): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

## ~~B1.16 METHOD OF REFERRING TO CHARTS~~

~~1. It is resolved that, whenever a chart is referred to in correspondence which necessitates a knowledge of the date to which it has been corrected, the latest information of this nature which is given on the chart shall be included in the correspondence.~~

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Recommend delete
- CSPCWG (2008): Agree delete
- CHRIS Chair Group (2008 - Final): Delete

## ~~B1.17 MAGNETIC CHARTS~~

~~1.—— It is recommended that the epoch to which values are referred (Example: 1935.0 or 1935.5) be indicated clearly on magnetic charts.~~

~~2.—— It is resolved that all countries producing magnetic charts of the world shall adopt for magnetic declination the epoch 1950.0, 1955.0, 1960.0, etc., and for horizontal intensity, dip, vertical intensity and total intensity the epochs 1955.0, 1965.0, 1975.0, etc.~~

Comments:

- IHB (2007): Recommend review / delete
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1937 and 1952). The presentation of magnetic data in nautical charts is contained in M-4 (B-270) and has recently been reviewed and updated. M-4 does not cover Magnetic Charts. Magnetic data is sourced from geophysical institutes and is no longer the province of IHO. Very few HO's produce Magnetic charts. Recommend delete.
- CHRIS Chair Group (2008 - Final): Delete

## Section 2 Content

### B2.18 CANALS FOR INLAND NAVIGATION

1.- It is resolved that a brief note shall be inserted in a suitable position on the appropriate charts, or in the Sailing Directions, calling attention to the official publications in which the necessary nautical information concerning canals for inland navigation is to be found.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): (TR dates from 1929). Recommend retain until absorbed into M-4 when B-300 is reviewed.
- CHRIS Chair Group (2008 - Final): Retain

### ~~B2.23 DESCRIPTIVE INFORMATION REGARDING RADIOBEACONS~~

~~1.—— It is recommended that, if it is desired to give descriptive information regarding radiobeacons on nautical charts, ICAO practices be followed as closely as possible.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): (TR dates from 1952). ICAO = International Civil Aviation Organization. Assumed to relate to Aero Bns. Recommend delete, cartographers should follow M-4 (B-482).
- CHRIS Chair Group (2008 - Final): Delete

### ~~B2.27 LIMITS OF MONSOONS~~

~~1.—— It is recommended that, when it is desired to indicate on charts the limit of monsoons, this be done by an appropriate legend.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Recommend delete
- CSPCWG (2008): (TR dates from 1937). No knowledge of any nautical charts which show limits of monsoons, no symbol exists or guidance in M-4. Recommend delete.
- CHRIS Chair Group (2008 - Final): Delete

### B2.28 SOUNDINGS TAKEN FROM FOREIGN CHARTS

1.- It is resolved that, when soundings taken from original foreign charts are accepted unchanged, a note shall be given in the title of the chart stating the datum for sounding reduction used for each constituent area; alternatively, the information may be conveyed in the table of tidal information on the chart.

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): Tidal Committee to review
- CSPCWG (2008): (TR dates from 1947). Partly covered by M-4 B-405.1. Could add explanation of action for where there are different CDs within one chart. Chairman Tidal Committee (J Page) **recommends retain**.
- CHRIS Chair Group (2008 - Final): **Retain**

### ~~B2.32 POSITION OF DEPTH CONTOURS~~

~~1.— It is resolved that depth contours shall be drawn on charts in such a way that no sounding figure having exactly the same value as the contour line will appear on the deep-water side of the depth contour, except where the figures represent isolated shoals. In this case, they shall be encircled by a depth contour of the same value or by the danger line. Soundings of equal value may, however, be positioned on the contour line itself (see IHO publication M-4, Section 411).~~

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): This is included in M-4 B-411.1 and should have already been cancelled. **Delete**.
- CHRIS Chair Group (2008 - Final): **Delete**

### ~~B2.35 DRAWING OF THE TERRITORIAL SEA LIMITS ON NAUTICAL CHARTS~~

~~— It is recommended that the IHO Member States show, on selected series of their charts, their own baseline when available and when appropriate, and their own maritime delimitations in accordance with the International Law of the Sea.~~

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): CSPCWG to review. If already included in M-4, delete.
- CSPCWG (2008): **To be deleted** on publication of revised M-4 B-440.
- CHRIS Secretary (2008): M-4 B-440 has now been published. TR B2.35 **can therefore be deleted**.
- CHRIS Chair Group (2008 - Final): **Delete**

## **Section 5 International Charts**

### **B5.4 REGIONAL SCHEMING OF INT CHARTS**

1.- It is resolved that the IHB continue to encourage the formation of regional commissions or geographical groups with a primary objective of developing integrated schemes of INT Charts for the areas concerned.

2.- It is resolved that the CHRIS Chart Standardization and Paper Chart Working Group (CSPCWG) continue to:

- a) advise the IHB, as appropriate, in the setting up of regional hydrographic commissions or working groups in order to accelerate the production of large and medium-scale international charts with priority being given to large scales.

- b) offer advice on chart schemes and cartographic work of such commissions or groups, in order to ensure homogeneity and so that these commissions might take advantage of its experience.

Note: The role of the CSPCWG vis-à-vis the regional commissions or groups is purely of a consultative nature.

See also *K2.39 T1.2*.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): Agree retain. However, the cross reference to T1.2 seems inappropriate and should be deleted as the CSPCWG does not generally have direct relations with external organizations. A better cross reference would be to K2.39 (as at TR B5.6).
- CHRIS Chair Group (2008 - Final): Retain, with change as above

## B5.5 MONITORING OF INT CHARTS

"1.- It is resolved that the IHB will endeavour to examine all newly printed or adopted INT Charts, and to provide the concerned Member States with comments on any points of non-compliance with the Chart Specifications of the IHO for INT Charts, in order that a close conformity be achieved in future products.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): IHB should comment: is it done? By whom? Would a Regional INT Charting Group Coordinator be better placed to fulfil this role?
- IHB (2008): Yes, examination of INT charts received at the IHB is conducted from time to time, although constraints on resource and time limit this exercise. No problem for this examination to be done by INT chart coordinators. However, they are generally involved in chart scheming only. Not sure they would be prepared to check compliance with M-4 of INT charts produced in their region; not sure they even see them. Recommend retain.
- CHRIS Chair Group (2008 - Final): Retain

## B5.6 REGULATIONS OF THE IHO FOR INTERNATIONAL (INT) CHARTS AND CHART SPECIFICATIONS OF THE IHO

1.- Regulations of the IHO for International (INT) Charts, Chart Specifications of the IHO for Medium- and Large-scale National and International (INT) Charts (Scales larger than 1:2 000 000), and Chart Specifications of the IHO for Small-scale International (INT) Charts (Scales 1:2 000 000 and smaller) are adopted and published as Part A, Part B and Part C, respectively, of publication M-4 "Regulations of the IHO for International (INT) Charts and Chart Specifications of the IHO".

2.- It is resolved that Member States adhere to the "Regulations of the IHO for International (INT) Charts", when acting either as producers or printers of INT Charts. Particular attention should be given to the establishment of bilateral arrangements between producers and printers, which should define both the technical and the financial terms to be applied.

3.- It is resolved that the IHB, through the Chart Standardization and Paper Chart Working Group (CSPCWG), keep publication M-4 under review in order to advise the IHO on their updating. Member States having proposals to update M-4 should forward them to the CSPCWG through the I.H. Bureau.

See also *K2.39*.

Comments:

- IHB (2007): Recommend retain

- CHRIS Chair Group (2007): Agree retain
- CSPCWG (2008): Para 1 is a statement of fact, not a resolution. Para 2 is useful. Para 3 covered by CSPCWG TOR (but could be useful to retain if CSPCWG is disbanded). Agree retain.
- CHRIS Chair Group (2008 - Final): Retain

## CHAPTER C - SAILING DIRECTIONS

### Section 1 General

#### ~~C1.1 TYPE TO BE USED FOR GEOGRAPHICAL NAMES~~

~~1. It is resolved that geographical names shall, as far as possible, be distinguished in Sailing Directions by the type and size of the print. The country which issues the original Directions will thus itself indicate what should and what should not be translated.~~

~~See also A4.1.~~

#### Comments:

- IHB (2007): Recommend review text with A4.1
- SNPWG (2007): Recommend delete; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Delete

#### C1.2 TRANSLITERATION IN ROMAN CHARACTERS OF GEOGRAPHICAL NAMES

1.- It is recommended, with a view to facilitating as far as possible the transcription of geographical names, that those countries which do not use Roman characters insert, in the alphabetical indexes of their Sailing Directions, a transliteration in Roman characters of those geographical names which refer to their own coasts.

- a) The transliteration should be made in accordance with the official system of the country concerned. A brief description of the system used should be given.

See also B2.15, C1.3.

#### Comments:

- IHB (2007): Recommend review
- SNPWG (2007): Recommend retain; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Retain

#### C1.3 ALPHABETICAL INDEXES OF GEOGRAPHICAL NAMES

1.- It is recommended that all countries include alphabetical indexes of geographical names in their Sailing Directions.

- a) These names should be written according to the official orthography.

Note: For those countries which use a non-Roman alphabet see C1.2.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### C1.4 USE OF INFORMATION PUBLISHED BY OTHER COUNTRIES

1.- It is recommended that, when compiling Sailing Directions which include information concerning foreign coasts, Hydrographic Offices use the Sailing Directions of the country which is being described or those of its administrating authority, if such are available.

2.- It is recommended that, in the case of information taken from foreign publications, the title and date of issue of such publications should be clearly stated in the preface.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### ~~C1.6~~ — TRANSLATION OF SAILING DIRECTIONS WRITTEN IN NON-ROMAN CHARACTERS

~~1. — It is recommended that the translation of a volume be undertaken when two or more Member States contract in advance for a copy, the cost of each copy being determined by dividing the cost of translation by the number of copies sold.~~

Comments:

- IHB (2007): Recommend delete
- SNPWG (2007): Recommend delete; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Delete

#### C1.8 ADVANCE NOTIFICATION OF THE PUBLICATION OF SAILING DIRECTIONS

1.- It is resolved that, when any Hydrographic Office decides on the issue of a new volume of Sailing Directions or a supplement, it shall:

a) Publish advance notification in its Notices to Mariners.

~~b) — Communicate essential details concerning the future publication to the IHB which will — insert such information in the I.H. Bulletin.~~

Comments:

- IHB (2007): Recommend delete paragraph 1b
- SNPWG (2007): Agree delete 1b; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### C1.9 CORRECTION OF SAILING DIRECTIONS

1.- It is strongly recommended that a regular system of correction be maintained using only one of the following three systems:

a.i) The issue periodically of supplementary statements containing information and corrections necessary for the amendment of the Directions, such supplements to be arranged in the same geographical sequence as the volumes affected, the latest supplement in all cases cancelling all earlier ones.

a.ii) In any supplement issued, new or altered material should be clearly indicated by some form of readily perceived identification, preferably side-lining.

b) Revised editions up-dated by automated means.

c) Change pages for loose-leaf books.

2.- It is recommended that the interval between successive supplements/revised editions/change pages should not exceed two years and need not be more frequent than 12 months.

3.- It is recommended that Notices to Mariners be used for urgent corrections, but these should be incorporated into the next supplement/ revised edition/ change pages and should be regarded as a separate system of correction for important matters only between supplements/ revised editions/ issues of change pages.

See also A2.11, A2.12.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## Section 2 Arrangement

### C2.1 GEOGRAPHICAL ARRANGEMENT AND DIVISION INTO VOLUMES

1.- It is resolved that nations publishing non-original Sailing Directions shall indicate in the preface of every volume the title and the geographical limits of the source Sailing Directions referred to in the volume or in some of its chapters.

See also C1.4.

2.- It is recommended that, insofar as possible, the divisions of the volumes and of the chapters be in agreement with the index showing the arrangement in the source Sailing Directions.

3.- It is recommended that the order adopted for the description of coasts be that of the source Sailing Directions, and that in intricate waters a sketch index shows, by means of arrows, with numbers of paragraph or pages as far as is necessary, the sequence followed in the description.

4.- It is resolved that the limits of oceans and seas described in IHO Special Publication S-23 shall be adopted, as far as possible, for the titles of volumes, chapters and paragraphs of Sailing Directions and Lists of Lights.

See also K3.2.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C2.2 GENERAL ARRANGEMENT AND DIVISION OF SAILING DIRECTIONS INFORMATION

1.- It is recommended that the following paragraphs be used as a general guide for the arrangement of the contents of Sailing Directions.

a) The general arrangement of a volume should be as follows:

- i) Preliminary pages. See paragraph c below.
- ii) General navigation and regulations. See paragraph d below.
- iii) Environmental conditions. See paragraph e below.
- iv) Offshore and through-routeing information. See paragraph f below.
- v) Coastal routes and geographical areas. See paragraph g below.
- vi) Appendices for detailed regulations etc. See paragraph h below.
- vii) Illustrations. See paragraph i below.



viii) Alphabetical index. *See paragraph j below.*

b) Separate volume for general information:

When several volumes of Sailing Directions cover a major sea area, or a landlocked sea, it may be more expedient for some of the general information (*see a(ii) above*), the environmental information (*see a(iii) above*) and the through-routeing to form a separate volume covering the whole of the major sea area.

c) Preliminary pages comprising:

- i) Title page showing date of issue, latest Notice to Mariners used, short statement on method of correction. Preface with bibliography of source material (*see C1.4 and C2.1*).
- ii) List of contents and diagrams, etc.
- iii) Explanatory Notes on terms and conventions used.
- iv) List of abbreviations used.
- v) Glossary of foreign and special words found on charts and in the text. A transliteration alphabet and/or notes on the system used when this is necessary.
- vi) Index chartlet (*see C2.4*).

d) First chapter or section should contain the following information:

Charts and charting. Remarks on the general quality of the charts (paper and digital) available for the area, use of charts other than those of own nationality; remarks on important differences of geographical or tidal datum between charts.

Buoys and beacons. Descriptions of systems in use if differing from IALA Regions A or B.

Navigation. General remarks on navigation in coral waters; notes on the existence of large amounts of kelp; ice navigation and ice-breaker service available where these are applicable to the area; any other notes applicable to navigation throughout the area covered by the book, such as fishing and other maritime activities.

Regulations. Extracts of national regulations concerning navigation, pollution, quarantine, cables, pipelines and any other special regulations that should be known to mariners before arrival in national waters. The territorial sea and economic zones claimed should be given in general terms.

Radio services. General remarks on the availability and reliability of radio position fixing systems, radio beacons, navigational warnings, and weather forecasts. This section should not duplicate the details of times of operation and the frequencies if these are given in separate radio publications.

Pilotage. General remarks on pilotage services in the areas, national regulations regarding pilotage. Where there are standard regulations for pilots applicable to all parts of the area, these can be given to avoid repetition elsewhere in the book. Special regulations applicable only to individual ports are best given at the port concerned rather than in the first chapter.

Visual signals. Systems of signals in use in the area for storm, weather, dredging, traffic and other special maritime activities should be described. These should not include well-known international signals; special signals only applicable to an individual port are best given with the main description of the port.

Distress and rescue. Brief description of the sea/air rescue organisations that may be in operation for the area covered by the book.

Countries. Brief information about the countries in the area of interest to the mariner.

Principal ports and anchorages. A list of ports and anchorages in the area giving position, principal purpose, brief statement on limiting conditions such as depth of water, or size of vessel that can use the port, whether it is a port of entry, cross-reference to other parts of the book or other publications where further information can be obtained.

Port services. A list of places should be given where fuel, fresh water, repairs, docking, fumigation, and diplomatic representatives are available.

e) Second chapter or section should contain:

Environmental conditions. General information concerning bottom topography, if relevant, seismic activity, currents, tidal streams, oceanography, ice conditions with diagrams, sea and swell, surface meteorological information with seasonal diagrams and climatic tables for selected places on the coast.

*See also C3.12, C3.13.*

f) Third chapter or section should deal with the following:

Through routes and traffic separation

Landfall aids and landmarks

Offshore activities and hazards affecting navigation offshore and for passing through the area.

In complex geographical areas it may be necessary to have other local through-routeing chapters or sections.

*See also C2.7.*

g) Subsequent chapters or sections.

After the main through-route chapter, the book should be subdivided into chapters or sections as necessary using the "waterway" principle (*see below*).

The contents of chapters or sections should be determined by the needs of navigation to form logical geographical units.

*See also C2.8(a).*

The "waterway" principle means that it is the channel or coastal route that is being described and not the coast. For example:

Strait of Gibraltar - Through route

Strait of Gibraltar - North side

Strait of Gibraltar - South side

rather than

Spain - South coast

Morocco - North coast

A large island having a passage either side of it should not be described as a whole, but in the form of a passage along one side and then a passage along the other side.

h) Appendices.

These may be inserted after the main text and should be used to contain lengthy regulations, or extensive lists of restricted areas, coastal distance tables and other matter that might be inconvenient with the main text.

- i) Illustrations should whenever possible be included within the text.

*See also C3.20.*

- j) Index.

A comprehensive index (primarily of place names) should be included. (*See also C1.3*). The index may also contain latitudes and longitudes as well as paragraph or page references for the text.

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

### C2.3 STANDARDIZATION OF SAILING DIRECTIONS

1.- It is recommended to standardize as far as is reasonable, the general structure and arrangement of books of Sailing Directions published by Member States, but not to the extent of constraining all thought and innovation for improvement.

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

### C2.4 INDEX CHARTS IN SAILING DIRECTIONS

1.- It is strongly recommended that each country publish an index chart showing that portion of the world covered by its volumes of Sailing Directions.

2.- It is strongly recommended that each volume contain an index chart or charts showing the following:

- Coastal outline and border with latitude and longitude graduation.
- Limits of area covered by the volume.
- Title and number of the adjacent volumes.
- Limits and numbers of the charts for the area.
- Names of principal ports, bays, channels sea areas, headlands, islands and countries, as far as this is consistent with clarity.
- Limits of chapters or sections to show the area covered and the direction in which the text proceeds.

*See also C2.1, C2.2(c).*

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

### ~~C2.5 HEADINGS OF PAGES~~

~~1. It is resolved that the name of areas under consideration shall be clearly shown on the top of each page of Sailing Directions (e.g. Nova Scotia – Bay of Fundy).~~

Comments:

- IHB (2007): **Recommend retain**

- SNPWG (2007): Recommend delete
- CHRIS Chair Group (2008 - Final): Delete

## C2.6 INDICATION OF GEOGRAPHICAL POSITIONS

1.- It is resolved that geographical positions (latitude and longitude) should be quoted as precisely as possible to enhance the utility of positional information when used in electronic systems.

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## C2.7 INSTRUCTIONS FOR THROUGH TRAFFIC IN DIFFICULT WATERS

1.- It is recommended that general information on through routes, reporting points, traffic separation schemes, the general track followed by shipping, should be described if known. In some areas there may be very little to describe, in others the recommended through-routes may be complex and it may be necessary to have a separate chapter.

*See also C2.2(b).*

2.- It is recommended that when a channel is referred to in several parts of the same volume, the complete instructions for this channel be given in a separate chapter, or that such instructions be linked by adequate page references.

3.- It is recommended that general information on the following subjects that affect ships passing through the area should be given; for example, exercise areas, fishing, exploration and exploitation of the seabed, and ice-breaking services.

*See also C2.2, C3.16.*

### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## C2.8 ARRANGEMENT OF INFORMATION

1.- It is recommended that in printed publications the information in chapters or sections be arranged as follows. The style may be in the form of a notebook with bullet point side headings containing single sentence statements. Information that properly rests in another publication shall be omitted or reference only made to that publication.

### a) Waterways and coast

Chapters or sections should begin with introductory paragraphs dealing with general information applicable to the whole area of the chapter or section, *see below*:

General aspect and remarks about the waterway and shores.  
 Water level peculiarities and irregularities (C3.11).  
 Currents and tidal streams.  
 Local meteorological conditions.  
 Local ice conditions.  
 Fishing activity.

Offshore or coastal activities dangerous to shipping such as drilling platforms, military exercises, dumping grounds.  
Magnetic anomalies.  
Regulations.  
Pilotage.  
Submarine cables and pipelines of a general nature (C3.10).

After the introductory paragraphs, each significant portion of the waterway or coastal route should contain the following information of a more local nature:

Route - general description.  
Controlling depth or least charted depth in the fairway.  
Regulations for traffic separation, movement reporting, prohibited areas (C3.16).  
Local pilotage.  
Currents, tidal streams, overfalls.  
Local winds and fogs, etc.  
Principal marks and navigation aids (C3.17).  
Directions for the waterway or coastal passage.  
Directions for approaches to harbours and anchorages.  
Anchorages and harbours.  
Minor side channels for small craft (less than 2m draught, or 12m in length).  
Small craft anchorages, harbours and marinas not falling within larger harbours.

b) Port information

Name and position of port or harbour.  
Limits of port.  
General remarks on type of port, main function, and amount of traffic handled.  
Port authority.  
Limiting conditions due to draught, size of vessel (C3.3, C3.4).  
Water level and mean tidal range.  
Density or salinity of water if differing from normal seawater (C3.14).  
Ice.  
Local meteorological conditions.  
Arrival information required and notice for ETA.  
Port information service, signal stations.  
Pilotage and tugs.  
Regulations.  
Outer anchorages and sea berths  
Tidal streams.  
Entrance channel or fairway.  
Traffic signals.  
Directions for entering.  
Berths, basins and depths of water. } (see C3.4).  
Port facilities in brief for cargo handling, ro-ro, containers, lighters, cranes, etc.  
Repair facilities, dry docking, and slipways.  
Supplies of fuel, water, etc.  
Transport facilities from the port by sea, road, rail, canal and nearest main airport.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## Section 3 Content

### C3.3 DIMENSIONS OF SHIPS ADMITTED INTO HARBOURS

1.- It is strongly recommended that the maximum dimensions of ships normally admitted into harbours, as fixed by the harbour authorities, be given in Sailing Directions.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### **C3.4 DATE OF CERTAIN ESSENTIAL INFORMATION**

1.- It is recommended that critical types of information contained in Sailing Directions, such as instructions for entering harbours, depths of water, channels, etc., be followed by the date, in brackets, when the data were last checked.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### **C3.5 UNCONFIRMED INFORMATION**

1.- It is recommended that unconfirmed items of information should not appear in the Sailing Directions unless there is a potential hazard.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### **C3.6 DREDGED CHANNELS OR AREAS**

1.- It is resolved that the following information concerning dredged channels or areas shall be inserted in Sailing Directions only when it is not shown on the chart:

- i) Depth to which the channel or area has been dredged.
- ii) Year of the last dredging.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### **C3.7 SWEEPED AREAS**

1.- It is recommended that for areas where the nature of the bottom is such that depths tend to vary and the changes have practical significance to surface navigation, the latest date on which they were swept be indicated in Sailing Directions, but only when it is not shown on the chart.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### **C3.8 CLEARANCES UNDER BRIDGES AND AERIAL CABLES**

1.- It is resolved that minimum vertical clearance shall always be given in Sailing Directions in respect of bridges, viaducts, overhead transporters, aerial cable-ways, power transmission cables and telegraphic and telephonic cables crossing navigable waters; even when this information is shown on the chart.

2.- It is recommended that, in the case of overhead transporters and aerial cable-ways, the clearance of the bridge or the cable itself, as well as that of the cars when in motion, be indicated; even when this information is shown on the chart.

3.- It is resolved that the navigable width shall always be given for bridges and viaducts crossing navigable waters.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.9 POPULATION OF TOWNS

1.- It is recommended that when the population of a town is stated, the year date of the census be also given, if known. If the figures mentioned are derived only from an estimate, it shall be so stated.

Note: The purpose of this information is only to provide a convenient way of indicating the size and importance of the place.

Comments:

- IHB (2007): Recommend retain
- SNPWG (2007): Recommend retain; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Retain

### C3.10 SUBMARINE CABLES

1.- It is recommended that general information supplied to mariners by Hydrographic Offices either in Sailing Directions or in other documents include a note which specifies:

- i) that very high voltages are carried in modern multi-channel telegraphic and telephone cables;
- ii) that consequently it is most dangerous to attempt to free an anchor or trawl by hauling in the cable; the anchor or trawl should be buoyed and cast off.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.11 TIDAL INFORMATION TO BE GIVEN IN SAILING DIRECTIONS

1.- It is recommended that in Sailing Directions information regarding tides already given on charts and in Tide Tables should not be included. However, peculiarities and irregularities should be fully described.

2.- It is recommended that information be given showing, for the year, seasons or months at a certain place or area, adequate data concerning the deviations of water level, in relation to chart datum, resulting from meteorological and other random or seasonal influences.

a) This information may have to be mentioned in three ways, namely:

- i) General information for the area in the first chapter (see C2.2).
- ii) Coastal information where it occurs geographically in the text (see C2.8).
- iii) For a specific port (see C2.8).

3.- It is recommended that when the above information appears in Sailing Directions a reference to this effect be inserted on the charts concerned.

*See also A2.9.*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.12 METEOROLOGICAL INFORMATION

1.- It is recommended that a chapter at the beginning of each volume of Sailing Directions give all general meteorological and ice information concerning the region covered by the volume.

a) Local meteorological and ice information (e.g. prevailing winds in a port) could also be added in the chapters or sections.

*See also C2.2(5).*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.13 OCEANOGRAPHIC INFORMATION

1.- It is recommended that the introductory part of Sailing Directions includes oceanographic information concerning general currents and a brief account of the main characteristics (temperature, salinity, density) of surface water.

2.- It is recommended that a reference be made to the relevant oceanographic and tidal atlases, whenever possible.

*See also C2.2(e).*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.14 DENSITY AND SALINITY OF WATER

1.- It is recommended that, when available, the density and/or the salinity of the water at ports of the world be inserted in Sailing Directions.

*See also C2.8(b).*

Comments:

- IHB (2007): Recommend retain



- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.16 RECOMMENDED TRAFFIC SEPARATION SCHEMES IN CONGESTED AREAS

1.- It is strongly recommended that details of traffic separation schemes should always be given in Sailing Directions.

*See also C2.7, C2.8, A1.17.*

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.17 LANDFALL DESCRIPTIONS

1.- It is recommended that landfalls be described before giving a detailed description of the coast for the use of a navigator sailing along it.

2.- It is recommended that, for a landfall from offshore, the description be given in the order in which features become visible to the navigator approaching from the most usual direction. The description will give, first, offshore islands, then mountains, then visible landmarks, etc. Then at the end of the section will be given all information known about ports and anchorages, unless this appears as part of the usual description of the coast, in which case an appropriate reference will be inserted.

3.- It is recommended that, in the case of arrival at an estuary, a description (lateral marks, beaconage, alignments, etc.) of the entire length of the various channels, one after the other, in decreasing order of importance, be given, followed possibly by a description of the banks and dangers situated between these entrance channels, as well as of landmarks of secondary importance.

*See also C2.8.*

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### ~~C3.18 RADAR INFORMATION IN SAILING DIRECTIONS~~

~~1.—— It is recommended that Sailing Directions include all available information concerning single structures (tower, church steeple, etc.) and geographical and coastal features (mountains, cliffs, built-up areas, etc.) which permit the fixing of a ship's position by means of radar.~~

~~2.—— It is further recommended that any structures and features giving radar returns liable to be misinterpreted be specifically indicated in Sailing Directions.~~

#### Comments:

- IHB (2007): Recommend retain
- SNPWG (2007): Recommend delete; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): Delete

### C3.19 EXTENT OF INFORMATION

1.- It is strongly recommended that:

- a) Nautical publications should only contain such information as is useful for mariners.
- b) Information should be presented clearly and distinctly so as to facilitate scanning of the publication and to avoid time-consuming reading of extensive text.
- c) Information given in other nautical documents should not be repeated except as necessary to give a clear description.
- d) It is not the function of the Sailing Directions to give a written description of the chart.

Information should be selected on the following basis:

The general layout of the passage or channel routeing and regulations, pilotage, environmental conditions, etc.

Features that are useful navigationally as landmarks or seamarks.

Features that are applicable to navigation that may be used as leads, or have to be avoided, or passed or otherwise are relevant to vessels likely to use the waterway.

Features relevant to anchorages and berths.

- e) Those features that are selected for mention in Sailing Directions should be described as follows:

If full details can be seen on the charts, then the feature need not be mentioned unless visual identification is problematic.

If there is more information than is shown on the charts and the absence of such additional information is potentially dangerous navigationally, then this should be given in the text of the Sailing Directions.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.20 ILLUSTRATIONS AND SKETCHES IN SAILING DIRECTIONS

1.- It is recommended that sketch plans, aerial oblique photographs or other illustrations and photographs be used where possible to improve the descriptions given in the text. Sketch plans should not duplicate that which can be clearly appreciated from the charts.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

### C3.21 LAWS AND REGULATIONS

1.- It is recommended that Sailing Directions include the important portions of laws and regulations appertaining to navigation which should be known by mariners before arrival at an anchorage or port.

- a) In many cases it will suffice to paraphrase the important portions, but if the regulations are complex then the full (translated) text may need to be given in addition as an Appendix.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## CHAPTER E - LISTS OF RADIO SIGNALS

### Section 1 General

#### ~~E1.1 DEFINITIONS OF "RADIOBEACONS" AND "RADIO DIRECTION FINDING STATIONS"~~

~~1. Circular Radiobeacon Station: A radio station which need not necessarily be manned, the emissions of which, radiated round the horizon, enable its bearing to be determined by means of the radio direction finder of a ship.~~

~~2. Directional (or Directed) Radiobeacon Station: A special type of radio beacon station the emissions of which are intended to provide a definite track for guidance.~~

~~3. Rotating Radiobeacon Station: A special type of radiobeacon station emitting a beam of waves to which a uniform turning movement is given, the bearing of the station being determined by means of an ordinary listening receiver and a stop watch.~~

~~4. Radio Direction Finding Station: A radio station manned to determine and communicate, on request, the radio bearing of a ship transmitting signals~~

#### Comments:

- IHB (2007): Recommend delete
- SNPWG (2007): Recommend delete; supported by CSMWG
- CHRIS Chair Group (2008 - Final): Delete

### Section 2 Arrangement

#### E2.1 ARRANGEMENT OF STATIONS

1.- It is resolved that each category of radio stations shall form the subject of a special chapter, the stations in each chapter to be listed by country in the recognized standard geographical sequence, as laid down in T.R. E2.2.

2.- Nations which publish lists for the whole world shall enumerate, in each of the chapters, first the stations of their own country and then those of other countries in the recognized standard geographical sequence.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

#### E2.2 GEOGRAPHICAL SEQUENCE OF STATIONS

1.- It is recommended that the geographical sequence shown below be followed for the enumeration of the stations in the Lists of Radio Signals. The sequence has been drawn up in such a way that the list may begin with either the American or the European stations.

Greenland (E coast), Iceland, Jan Mayen I., Bear I., Spitsbergen, Franz-Joseph Land.

Norway (W and N coasts, from Bergen), Russia (N coast, as far as Novaya Zemlya).

Norway (W coast, from Bergen, and S coast), Sweden.

Belgium, Netherlands, Germany, Denmark, Poland, Russia (Baltic Sea coast), Finland.

Faroe Is., Ireland and Great Britain (coasts in order of British Sailing Directions), France (N and W coasts), Spain (N and W coasts), Portugal, Spain (S-W and S-E coasts), Balearic Is.,

France (S coast and Corsica), Italy (W coast), Sardinia, Sicily, Malta, Italy (S and E coasts), Yugoslavia, Albania, Greece, Greek Archipelago, Dodecanese, Turkey (Anatolia), Cyprus, Syria, Lebanon, Israel.

Morocco (N coast), Algeria, Tunisia, Libya, Egypt (N coast).

Turkey (Marmara and Black Sea coasts), Bulgaria, Romania, Russia (Black Sea, Azov Sea and Caspian Sea coasts).

Azores Is., Madeira I., Canary Is., Cape Verde Is., Morocco (W coast), Rio de Oro, Mauritania, Senegal, Gambia, Guinea-Bissau, Guinea, Sierra Leone, Liberia, Ivory Coast, Ghana, Togo, Dahomey, Nigeria, Cameroon, Equatorial Guinea, Fernando Po I., St. Thomas I., Gabon, Congo-Brazzaville, Zaire, Angola, South Africa, Ascension I., St. Helena I., Tristan da Cunha I., Bouvet I.

Mozambique, Madagascar, Comoro Is., Kerguelen I., Crozet I., St. Paul I., Amsterdam I., Réunion I., Mauritius I., Amirante Is., Seychelles Is., Tanzania, Kenya, Somalia, Socotra, Ethiopia, Sudan, Egypt (Red Sea coasts), Arabia, Iraq, Iran, India (W coast), Laccadive Is., Maldives Is., Chagos Is., Sri Lanka, India (E coast), Burma, Andaman Is., Nicobar Is., Cocos Is., Malaysia, Indonesia, Timor, Borneo, Philippine Is., Thailand, Cambodia, Viet-Nam, China, Korea, Russian Littoral Province, Siberia (E and N coasts as far as Novaya Zemlya).

Japan, Formosa I., Mariana Is., Caroline Is., Marshall Is.

Australia (N, W and S coasts), Tasmania, Australia (E coast), New Zealand, Kermadec Is., Chatham Is., Auckland I.

New Guinea, Admiralty Is., New Ireland, New Britain, Solomon Is., New Caledonia, Loyalty Is., New Hebrides, Banks Is., Santa Cruz I., Fiji Is., Tonga Is., Samoa Is., Ellice Is., Gilbert Is., Phoenix Is., Tokelau (Union) Is., Cook Is., Tubai Is., Society Is., Tuamotu Is., Marquesas Is., Pitcairn Is., Malden I., Christmas I., Fanning I., Washington I., Palmyra I.

Greenland (W coast), Arctic Archipelago, Baffin Land, Hudson Bay, Labrador, Newfoundland, Canada (E coast), U.S.A. (E and S coasts), Mexico (E coast).

Bermuda Is., Bahama Is., Cuba, Jamaica, Hispaniola, Puerto Rico, Lesser Antilles, Trinidad, Tobago.

Honduras, Central America (E coast), Colombia (N coast), Venezuela, the Guianas, Brazil, Uruguay, Argentina, Falkland Is., South Georgia I., Sandwich Is., South Orkney Is., South Shetland Is., Chile, Juan Fernandez I., S. Ambrosio I., Easter Is., Peru, Ecuador, Galapagos Is., Colombia (W coast), Central America (W coast), Mexico (W coast), U.S.A. (W coast), British Columbia, Alaska, Hawaii Is.

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

**E2.3 NUMBERING OF TYPES OF STATIONS**

1.- It is recommended that for purposes of quick reference each station be assigned an index number corresponding to the nature of the services it carries out and ensuring connection between the various chapters in which the same station appears.

a) The following system is recommended:

Coastal W/T Station.....	Index
Direction finding station .....	0 (optional)

Radiobeacon	1
Wireless time signals.....	2
Meteorological bulletins; Storm warning signals .....	3
Navigational warnings; Ice reports .....	4
Distress notices .....	5
Medical and quarantine advice.....	6
Coastal wireless telephone station.....	7
	8 (optional)

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

## E2.4 UNIFORM SEQUENCE OF INFORMATION

1.- It is resolved that the various particulars for each category of station shall be listed in the following uniform sequence:

- Serial (or index) number.
- Name of the station (call signal).
- Geographical position: latitude and longitude (taken from the largest-scale original coastal chart). If necessary, the positions of the transmitter and the receiver shall be given.
- Wave (or waves: call, bearing, transmission), type, power.
- Hours (G.M.T.)
- Nature of service.
- Sectors of utilization and, possibly, range.
- Call station (if necessary).
- Characteristics of signal or of message (sources of data, codes utilized, areas concerned, clear weather transmission, etc.).
- Procedure: preparatory signal, form of message, repetitions, errors.
- Auxiliary or supplementary signals.
- Control stations, combined stations, relay stations, synchronization.
- Remarks, changes, etc...

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): **Retain**

## Section 3 Content

### ~~E3.1 — INSERTION OF RADIOBEACONS FOR AIR NAVIGATION~~

~~1.— It is resolved that radiobeacons for air navigation which are located within range of ships' radio direction finders, and which therefore may be of benefit to mariners, shall be listed, with all their characteristics, in Lists of Radio Signals.~~

Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): SNPWG to review
- SNPWG (2008): **Recommend delete**
- CHRIS Chair Group (2008 - Final): **Delete**

### ~~E3.2 — APPROXIMATE OR DOUBTFUL BEARINGS~~

~~1. — It is recommended that the exact expression used by each station to indicate whether a bearing is approximate or doubtful be given in the list of direction finding stations for the advantage of seamen unfamiliar with foreign languages.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- SNPWG (2008): Recommend delete
- CHRIS Chair Group (2008 - Final): Delete

## CHAPTER F - NOTICES TO MARINERS

### Section 1 General

#### F1.1 GENERAL NOTICES

1.- It is resolved that the term "General Notices" shall apply to all information and instructions that Hydrographic Offices may wish to bring to the attention of mariners but the nature of which is such that they may not properly refer to any specific nautical document. Such Notices might cover, for instance, various types of nautical information, sale and upkeep of nautical documents, safety of navigation and protection of human life at sea, provision for assistance to vessels in distress and for communications, etc. Notices of this type are repeated periodically, often unchanged, and most of them are included in the first periodical issue of Notices to Mariners of each year.

2.- It is recommended that any new, altered, or deleted material in such General Notices be indicated by means of sidelines of appropriate length in the margin of the page.

3.- It is strongly recommended that English or French translations of General Notices of interest to foreign mariners be issued by Hydrographic Offices simultaneously with those in their national language.

Comments:

- IHB (2007): Recommend review
- SNPWG (2007): Agree review; supported by CSMWG
- CSPCWG (2008): Recommend retain until M-4 B-600 published. [Draft B-636]
- CHRIS Chair Group (2008 - Final): Retain

#### ~~F1.2 CLARITY OF NOTICES TO MARINERS~~

~~1. — It is strongly recommended that every effort be made to produce Notices to Mariners which are free from ambiguity and properly printed.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): (TR dates from 1932) Recommend delete. ['free from ambiguity' covered at draft B-631.4. 'Properly printed' not covered – what exactly is meant?]
- CHRIS Chair Group (2008 - Final): Delete

#### F1.3 TRANSLATION INTO ENGLISH OR FRENCH

1.- It is strongly recommended that non-English-speaking Hydrographic Offices issue a compact English summary of Notices affecting safety to navigation on their own coasts as an appended chapter to the Notices to Mariners published in their own national language.

Comments:

- IHB (2007): Recommend retain

- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): **Agree retain** until M-4 B-600 published. [Part covered at draft B-631.4.]
- CHRIS Chair Group (2008 - Final): **Retain**

#### ~~F1.4 UNIT OF MEASUREMENT FOR PLOTTING DISTANCES~~

~~1. It is resolved that distances which are intended to be plotted on plans shall, as soon as considered possible, be given in kilometres and metres.~~

~~2. It is resolved that, in the meantime, countries which do not use the metre shall insert the distances in their own measure, adding the metric distance in brackets.~~

~~3. It is resolved that great distances, which should only be plotted on charts with graduated borders, shall be given in nautical miles and decimals.~~

~~See also A2.1.~~

#### Comments:

- IHB (2007): **Recommend delete**
- SNPWG (2007): **Agree delete**; supported by CSMWG
- CSPCWG (2008): **Agree delete**. Covered by M-4 B-130
- CHRIS Chair Group (2008 - Final): **Delete**

#### F1.5 NOTICES TO MARINERS CORRECTING FOREIGN NAUTICAL DOCUMENTS

1.- It is resolved that instructions for the permanent correction of foreign nautical documents shall not be issued by any country without the agreement of the originating State.

2.- It is recommended that when a Hydrographic Office receives nautical information regarding an area which it does not itself cover, and for which its nationals use the publications of another country, it shall:

- Provisionally issue a Notice to Mariners giving full details of this information, including a reference to the foreign nautical documents affected, but without issuing instructions for their permanent correction.
- Pass on such information as quickly as possible to the authority issuing the publications concerned.

#### Comments:

- IHB (2007): **Recommend review**
- SNPWG (2007): **Agree review**; supported by CSMWG
- CSPCWG (2008): **Recommend retain** until M-4 B-600 published. [Reworded in draft B-611.6]
- CHRIS Chair Group (2008 - Final): **Retain**

#### F1.6 EXPRESSING GEOGRAPHICAL POSITIONS

1.- It is resolved that positions shall be defined by one of the following methods:

- ~~Accurate latitude and longitude (referred to the first-mentioned largest scale chart affected or to the chart affected the number of which is shown in brackets). The exact position by latitude and longitude should always be given in such a way as to conform with the system of graduation appearing on the chart mentioned above; Bearing and distance from a well-defined and permanent charted object, with approximate latitude and longitude whenever possible;~~

- b) Bearing and distance from a well-defined and permanent charted object, with approximate latitude and longitude whenever possible; ~~Difference of latitude and longitude from a well-defined and permanent charted object;~~
- c) ~~Difference of latitude and longitude from a well-defined and permanent charted object. Accurate latitude and longitude (referred to the first-mentioned largest scale chart affected or to the chart affected the number of which is shown in brackets). The exact position by latitude and longitude should always be given in such a way as to conform with the system of graduation appearing on the chart mentioned above.~~

2.- It is resolved that when the position is not given by accurate latitude and longitude, a position by approximate latitude and longitude shall be added, whenever possible, and given to the nearest minute. In this case the word "approximate" should always be inserted.

Comments:

- IHB (2007): Is this still necessary and valid?
- SNPWG (2007): Agree review and suggest altering the order of ideas: "1c, 1a, 1b."
- CSPCWG (2008): Recommend retain until M-4 B-600 published. [Covered by draft B-631.5 (although wording and order amended).]
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

## F1.7 PERIODICITY OF PUBLICATION

1.- It is recommended that Notices to Mariners be issued regularly, for instance, weekly, fortnightly, or monthly.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-630.3]
- CHRIS Chair Group (2008 - Final): Retain

## Section 2 Arrangement

### F2.1 GEOGRAPHICAL ARRANGEMENT

1.- It is resolved that the limits of oceans and seas described in IHO special publication S-23 shall be adopted as a basis for the geographical arrangement of Notices to Mariners, in accordance with that of Sailing Directions and Lists of Lights.

*See also C2.1, K3.2.*

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-630.4]
- CHRIS Chair Group (2008 - Final): Retain

### F2.2 GEOGRAPHICAL INDEX

1.- It is recommended that each edition of Notices to Mariners be preceded by a geographical index.

Comments:

- IHB (2007): Recommend retain
- SNPWG (2007): Recommend delete; sufficiently promulgated; supported by CSMWG
- CSPCWG (2008): Recommend retain until M-4 B-600 published. [Draft B-630.4]



- CHRIS Chair Group (2008 - Final): Retain

### F2.3 RECAPITULATIVE LISTS OF CHART CORRECTIONS

1.- It is recommended that each edition of Notices to Mariners contain an index list giving, in numerical order, the numbers of all the charts affected by the Notices of the edition in question, followed by the numbers of these Notices.

2.- It is recommended that Hydrographic Offices periodically publish recapitulative lists containing the index lists of all editions of Notices to Mariners issued in that particular period, combined in the numerical order of the charts; the Notices which are no longer effective (that is, those replaced by other Notices, or those referring to charts of which new editions have been issued, or temporary Notices no longer in force, etc.) should not be included.

3.- It is recommended that these recapitulative lists be published at periods of three to six months.

4.- It is recommended that these recapitulative lists, particularly in the case of countries publishing them frequently (every three or four months) be combined at the end of each year in an annual list drawn up in the numerical order of the charts, Notices that have become out of date not being included.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Para 1: Draft B-630.4; Para 2-4: draft B-630.7]
- CHRIS Chair Group (2008 - Final): Retain

### F2.4 GENERAL METHOD OF COMPILATION. STANDARD FORM OF NOTICES TO MARINERS

1.- It is resolved that the sequence in which the information is arranged shall always be the same. Subtitles may be omitted to reduce the length of the Notice.

Sequence recommended:

1. No. of Notice. Date and year of publication. T or P, as necessary.
2. Ocean or sea. Country. Coast, gulf, island or river.
3. Place. Subject.
4. Reference to former or cancelled Notices (as necessary).
5. Date of establishment, alteration, etc. (as necessary).
6. Name and position.
7. Abridged description (if necessary).
8. Detailed description. (In the case of lights, to be given in the following sequence: character, height, visibility, structure, sectors. In the case of depths, etc., to combine 6 and 8 as necessary).
9. Remarks.
10. Charts and publications affected, if applicable.
11. Authority. Original source upon which the Notice is based.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-630.4]
- CHRIS Chair Group (2008 - Final): Retain

### F2.5 STANDARD SYSTEM OF NUMBERING OF NOTICES TO MARINERS

1.- It is recommended that a standard method be adopted for the numbering of Notices to Mariners, the arrangement to be given to the numbering being as follows:

1. Number of the Notice.
2. Year of publication.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-630.5]
- CHRIS Chair Group (2008 - Final): Retain

## F2.6 CHARTLETS

1.- It is recommended that, when corrections are too detailed to be inserted by hand, they be given in the form of a chartlet to be pasted on the chart

Comments:

- IHB (2007): Recommend retain
- SNPWG (2007): Recommend delete; sufficiently promulgated; supported by CSMWG
- CSPCWG (2008): Recommend retain until M-4 B-600 published. [Draft B-632.1]
- CHRIS Chair Group (2008 - Final): Retain

## Section 3 Content

### F3.1 MENTION OF ORIGINAL SOURCES

1.- It is resolved that Notices shall indicate briefly the original sources on which they are based.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-631.6]
- CHRIS Chair Group (2008 - Final): Retain

### F3.2 MARKING OF ORIGINAL NOTICES TO MARINERS

1.- It is resolved that original Notices to Mariners published by each country shall be marked by an asterisk or any other suitable typographic sign, in order that they may be distinguished quickly from those which are reproduced from foreign Notices.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-631.6]
- CHRIS Chair Group (2008 - Final): Retain

### F3.3 REFERENCES TO NAUTICAL PUBLICATIONS AFFECTED BY THE NOTICE

1.- It is resolved that Notices shall quote:

- a) For charts: number, and, if desired, title, date of edition, and date of small corrections;
- b) For Sailing Directions: number or title, and page;
- c) For Lists of Lights: part, and number of light.

2.- With regard to charts, it is resolved that the first number shall be that of the largest scale chart affected, the subsequent numbers following in order as the scale decreases, until the correction can no longer be clearly plotted.

3.- It is resolved that those countries which issue separate Notices to Mariners for Sailing Directions and for charts shall indicate in the former whether charts are also to be corrected.

4.- It is resolved that the international numbers of lights shall be quoted in all Notices to Mariners and radio messages. If no international number exists, the national number shall be quoted.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until M-4 B-600 published. [Draft B-631.7] (Some aspects of this TR apply to publications, therefore also refer to SNPWG)
- CHRIS Chair Group (2008 - Final): Retain

#### F3.4 REASONS FOR DESCRIBED CHANGES

~~1. — It is resolved that Notices to Mariners describing changes to navigational aids shall give the reasons for such changes whenever possible.~~

1.- ~~2.-~~ Definite information shall be furnished as to the conditions prevailing at obstructions from which aids have been removed.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Recommend delete Para 1: not appropriate and often not known. Retain Para 2 until M-4 B-600 published. [Para 2: draft B-620.5]
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### F3.5 PRELIMINARY NOTICES TO MARINERS

1.- It is resolved that, whenever possible, at least two months' notice shall be given of the installation of important new aids to navigation or of important alterations to those which already exist.

2.- It is resolved that the possible date of entrance into operation of new aids to navigation or of modifications to existing aids shall be indicated in preliminary Notices.

3.- It is resolved that a Notice of a preliminary nature shall be clearly indicated as such by the addition of the letter (P) after the number of the Notice.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. [Draft B-634.1/634.6]
- CHRIS Chair Group (2008 - Final): Retain

#### F3.6 TEMPORARY NOTICES TO MARINERS

1.- It is resolved that the probable duration of any temporary modifications in aids to navigation shall be indicated in temporary Notices.

2.- It is resolved that a Notice of a temporary nature shall be clearly indicated as such by the addition of the letter (T) after the number of the Notice.

3.- It is recommended that when buoys or other navigational aids are changed or removed at the close of the navigational season, a Notice to Mariners stating that these changes are seasonal be published by the nation concerned.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. [Draft B-633.1/633.5]
- CHRIS Chair Group (2008 - Final): Retain

### F3.7 TEMPORARY AND PRELIMINARY NOTICES IN FORCE

1.- It is resolved that each country shall issue periodically a list of temporary and preliminary Notices still in force.

- a) Countries which publish a weekly edition of Notices to Mariners shall issue such a list each month.
- b) Countries which publish a monthly edition of Notices to Mariners shall issue such a list at the beginning of every year or more frequently, if desired.

2.- It is resolved that in basic nautical publications such as Sailing Directions, Lists of Lights, etc., a note shall be inserted stating whether or not temporary Notices to Mariners are embodied in the publication concerned.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. [Draft B-633.5/634.6] Para 2 – refer to SNPWG
- CHRIS Chair Group (2008 - Final): Retain

### F3.8 MENTION OF A POSSIBLE ADDITIONAL NOTICE

1.- It is resolved that, should it be intended to issue a further Notice on any subject, this fact shall be mentioned in the first or preliminary Notice.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. [Draft B-630.6]
- CHRIS Chair Group (2008 - Final): Retain

### ~~F3.9 VISIBILITY OF LIGHTS~~

~~1. It is resolved that when Notices to Mariners concern new or altered lights, the range of visibility shall be indicated.~~

~~See also IHO Publication M-12.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1932). NM will include all relevant light characteristics, including range. Recommend delete
- CHRIS Chair Group (2008 - Final): Delete

### F3.10 DISCONTINUANCE OF A LIGHT

1.- It is recommended that Notices to Mariners reporting the discontinuance of a light also state whether the structure from which the light was shown has been removed or left in position.

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. [Draft B-620.5]
- CHRIS Chair Group (2008 - Final): Retain

### ~~F3.11 WRECKS~~

~~1. It is strongly recommended that, in all Notices regarding wrecks, a definite statement be made on the symbol, if any, which is to be inserted on charts.~~

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1932). B-422 applies. Recommend delete
- CHRIS Chair Group (2008 - Final): Delete

### ~~F3.12 REPORTED DANGERS~~

~~1. It is resolved that the year date of the report of any obstruction, rock, shoal, etc., shall always be given, as well as the name and nationality of the vessel from which the report emanated.~~

~~a) The date is no longer required once the position of the danger has been accurately determined.~~

~~2. It is resolved that when an aid to navigation is placed to mark a newly discovered obstruction, a description of the obstruction shall be given if the necessary information is available.~~

~~3. It is recommended that when an exhaustive search has either disproved the existence of a charted shoal or danger, previously considered to be doubtful data, or else has established with certainty its position, depth, and extent, the Hydrographic Office responsible for the conduct of the search should report the results in its Notices to Mariners.~~

#### Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1937, 1957, 1962). Para 1 covered by B-424.5, and draft B-631.6. Para 2: the NM should insert both the obstruction and the aid to navigation (assuming space and information allows). Para 3 covered by B-429.2. Recommend delete.
- CHRIS Chair Group (2008 - Final): Delete

### ~~F3.13 ANNOUNCEMENT OF NUCLEAR TESTS~~

~~1. It is recommended that efforts be pursued with a view to announcing more accurately the date (and if possible the time) of nuclear tests.~~

#### Comments:

- IHB (2007): Is this still necessary?
- SNPWG (2007): Recommend delete; supported by CSMWG
- CSPCWG 2008): Agree delete

- CHRIS Chair Group (2008 - Final): **Delete**

### F3.14 DAYLIGHT SAVING TIME

1.- It is resolved that each Hydrographic Office shall publish annually, as early as possible, ~~a Notice to Mariners giving~~ the dates of application of daylight saving time, for ~~at least~~ its own country, ~~its colonies, protectorates and dependencies, as well as for other countries about which it has been informed~~ and areas for which it has charting responsibility.

~~2.—— It is resolved that, as far as possible, Notices of this type shall be grouped together and appear at the beginning of one of the periodical issues of Notices to Mariners.~~

~~See also K1.3.~~

#### Comments:

- IHB (2007):
- SNPWG (2007): **Recommend changing** “colonies, protectorates and dependencies” to something like “areas for which it has charting responsibility” ; supported by CSMWG
- CSPCWG (2008): **Recommend Para 1 is rewritten** as follows to allow different means of publication, not just by NM and modernize the wording for different areas of application: ~~It is resolved that each hydrographic office shall publish annually, as early as possible, the dates of application of daylight saving time, for at least its own country and areas for which it has charting responsibility.~~ **Para 2** is generic – covered by draft B-636. **Recommend delete.** **Cross reference to K1.3 – recommend delete.** It is assumed that IHB no longer collate and publish this information.
- CHRIS Chair Group (2008 - Final): **Retain, with changes as above**

### F3.15 NOTIFICATION OF PUBLICATION OR CANCELLATION OF CHARTS AND OTHER NAUTICAL DOCUMENTS

1.- It is resolved that notification of the publication of every new or revised chart or other nautical document, and of the cancellation of charts and other nautical documents, shall be inserted in Notices to Mariners.

#### Comments:

- IHB (2007): **Recommend retain**
- CHRIS Chair Group (2007): CSMWG to review
- CSMWG (2008): **Agree retain** until B-600 published. [Draft B-635.1]
- CHRIS Chair Group (2008 - Final): **Retain**

## Section 4 Collection, Publication, Dissemination

### F4.1 COLLECTION OF NAUTICAL INFORMATION

1.- It is recommended that each Hydrographic Office seek to obtain prompt information as to changes in aids to navigation, not only from those governmental branches which are charged with their maintenance, but also from pilots, masters of vessels and others, who should be encouraged in every way to report immediately any divergence which they have observed between aids to navigation and the description of them given in nautical documents.

~~2.—— It is resolved that the following recommendations shall be inserted in all volumes of Sailing Directions and in the first edition of Notices to Mariners of each year:~~

~~a)—— It is strongly recommended that when navigators obtain echo soundings which appear abnormal and indicate the possible presence of a danger to surface navigation, they make every effort to confirm its position by as accurate as possible astronomical observations or electronic aid fixes. A check, when the depth permits it, by means of a lead line is also recommended.~~

~~b) It is recommended that when reporting such abnormal depths to the Hydrographic Office concerned, the following information be transmitted:~~

- ~~i) Make and type of echo-sounder used; details of the speed of sound for which the machine was calibrated.~~
- ~~ii) Depth measured; date and time of day; echo-sounder recording (fully annotated) if any; result of checking by lead line, if any.~~
- ~~iii) Position; indication of method used for its determination; approximation of that determination.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1929, 1937, 1962). See recommendation at A1.15. Para 1 is similar to A1.15 (review allocated to SNPWG). Recommend retain para 1 until B-600 published. [Draft B-635.2]
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### ~~F4.2 URGENT NOTICES TO MARINERS TO BE SENT BY AIR MAIL~~

~~1. It is strongly recommended that those Notices which are not sufficiently urgent to be given by radio or telegraph, but which are nevertheless too important to be held back until the next issue of Notices to Mariners, be printed separately and sent by air mail to those addresses which are considered to be the most appropriate for their communication to interested navigators.~~

~~2. It is also recommended that the same procedure be applied to the urgent Notices after their initial dissemination by radio or telegraph.~~

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): (TR dates from 1957, 1967). Obsolete. Recommend delete.
- CHRIS Chair Group (2008 - Final): Delete

#### F4.3 PROMULGATION OF URGENT NAVIGATIONAL INFORMATION BY RADIO

1.- It is strongly recommended that urgent navigational information should be promulgated as soon as possible by radio. The texts should be as concise as possible.

2.- It is resolved that positions shall always be indicated by latitude and longitude.

3.- It is recommended that this information be given after the weather report, as is done at present by some countries.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Outside CHRIS/CSPCWG remit. Refer to CPRNW.
- CHRIS Chair Group (2008): Refer to CPRNW

#### F4.4 CERTAIN RADIO DISPATCHES TO BE PRINTED AS NOTICES TO MARINERS

1.- It is resolved that radio dispatches in the nature of Notices to Mariners, covering permanent changes in aids to navigation, or permanent data concerning navigational dangers, shall be followed up by printed Notices published either by the nation originally issuing the radio dispatch or by another nation with which it has established appropriate co-operative relations.

2.- This arrangement shall also apply to the publication of messages concerning non-permanent but important modifications.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Agree retain until B-600 published. CSPCWG to consider adding to draft B-601.9 (but improve wording to be less ambiguous).
- CHRIS Chair Group (2008 - Final): Retain

#### F4.5 EARLY EXCHANGE OF NOTICES TO MARINERS

1.- It is recommended that each Member State, immediately upon publication of its Notices to Mariners, air mail a copy to those Hydrographic Offices requiring world coverage and to any other offices requesting copies.

Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): CSPCWG to review
- CSPCWG (2008): Out-dated in present form, but agree retain until B-600 published. CSPCWG to consider adding to draft B-630.8 replacing air mail by email/internet.
- CHRIS Chair Group (2008 - Final): Retain

## CHAPTER H - OTHER PUBLICATIONS

### Section 1 General

#### H1.1 STANDARD GEOGRAPHICAL SEQUENCE

1.- Although a standard geographical sequence does not appear to be indispensable in editing miscellaneous nautical documents, it is nevertheless recommended that those which are of general interest and cover a vast area of the world, or are subject to frequent revisions by Hydrographic Offices, be drawn up as far as possible according to a predetermined geographical arrangement.

- a) It is recommended that this geographical sequence be that adopted for Sailing Directions, as these are the most voluminous of hydrographic documents, and that it also be extended to several publications of a general character such as lists of tidal data (establishments, tidal differences, harmonic constants), buoyage lists, lists of lifesaving stations, signal stations, ~~coaling stations~~, etc.

2.- It is recommended that the same geographical sequence be adopted in the classification of Notices to Mariners.

*See also C2.1.*

Comments:

- IHB (2007): Recommend delete reference to "Coaling Stations"
- SNPWG (2007): Agree delete reference to coaling stations; supported by CSMWG
- CHRIS Chair Group (2008 - Final): Retain, with changes as above

#### H1.2 HISTORICAL ACCOUNTS OF HYDROGRAPHIC OFFICES

1.- In order that the Bureau may hold a record of the historical background of its Member States, it is recommended that each country should forward to the IHB library, whenever they are published or become otherwise available, a copy of any historical account of its hydrographic activities.



Comments:

- IHB (2007): Recommend retain
- CHRIS Chair Group (2007): SNPWG to review
- CHRIS Chair Group (2008 - Final): Retain

## Section 2 Distance Tables

### H2.1 DISTANCE TABLES

1.- It is recommended that those countries which do not already publish Distance Tables for their own coast do so and include therein the connecting points listed below, which are already used by several countries.

~~a) This will enable the new Tables to be used in combination with those already established.~~

1. <del>North Cape.</del> Nordkapp (30 NM N)	29. <del>Singapore.</del> Hong Kong
2. <del>The Naze.</del> North Foreland	30. <del>Hongkong.</del> Tsugaru Kaikyo, Japan
3. <del>The Skaw.</del> Skagen	31. <del>Shimonseki.</del> Kanmon Kaikyo, Japan
4. <del>Holtenau.</del> Kiel (Holtenau)	32. <del>Sunda Strait.</del> Selat Sunda
5. <del>Elbe 1 (light vessel).</del> German Bight (GB Light Buoy)	33. <del>Lombok Strait.</del> Selat Lombok
6. <del>Pentland Skerries.</del> Dover Strait (51° 00'N 001° 30'E)	34. <del>Kapala Tanah (Timor).</del> Torres Strait (Goods Island (10° 34'S 142° 09'E))
7. <del>Dunkerque.</del> Pentland Skerries	35. <del>Torres Strait.</del> Cape Leeuwin (Australia)
8. <del>Dover.</del> Cape Wrath	36. <del>Cape Leeuwin.</del> Pedra Branca (Tasmania)
9. <del>10°W of Ushant.</del> Barra Head	37. <del>Eddystone (Tas.).</del> Wilson Promontory, (Rodondo Island (39° 14'S 146° 23'E))
10. <del>Bishop Rock.</del> Inishtrahull	38. <del>Wilson Promontory.</del> Southwest Cape (NZ)
11. <del>Longships.</del> Inishtearaght Light	39. <del>South Cape (N.Z.).</del> Adele Island
12. <del>Cape Wrath.</del> Off Fastnet Rock TSS (5 NM S of Fastnet Rock)	40. <del>Rossel Spit.</del> Bougainville Strait
13. <del>Barra Head.</del> Off Tuskar Rock TSS (6 NM SE of Tuskar Rock)	41. <del>Bougainville Strait.</del> Honolulu, Hawaii
14. <del>Inishtrahull.</del> Bishop Rock	42. <del>Honolulu, Hawaii.</del> Unimak Pass, Alaska (5 NM N of Ugamak Island)
15. <del>Tuskara Rock.</del> Off Ouessant TSS (30 NM NW of Île d'Ouessant)	43. <del>Arena Point (San Francisco).</del> In the Strait of Juan de Fuca and its Approaches TSS (J Light Buoy)
16. <del>Fastnet.</del> Finisterre (30 NM W)	44. <del>Panama.</del> San Francisco (SF Light Buoy)
17. <del>Inishtearaght Lighthouse.</del> Gibraltar (6 NM S of Europa Point)	45. <del>Cape Horn.</del> Panama
18. <del>10°W of Finisterre.</del> Bonifacio Strait	46. <del>Cape Pillar (Magellan Strait).</del> Cabo de Hornos
19. <del>Gibraltar.</del> Stretto di Messina	47. <del>Dungeness (Magellan Strait).</del> Cabo Pilar (Magellan Strait)
20. <del>Bonifacio.</del> Dioryga Korinthou	48. <del>Colon.</del> Punta Dungeness (Magellan Strait)
21. <del>Messina.</del> Istanbul	49. <del>Off Sand Key light.</del> 30 NM NE of Cabo Calcanhar
22. <del>Corinth E.W.</del> Port Said	50. <del>Diamond Shoal light vessel.</del> Colon
23. <del>Chalkis Pass.</del> Las Palmas (Canary)	51. <del>Chesapeake Bay Entrance.</del> 80 NM E of Cabo Catoche, Yucatan Channel
24. <del>Istanbul.</del> Cape of Good Hope (30 NM SW)	52. <del>Delaware Bay Entrance (Overfalls light vessel)</del> Key West
25. <del>Port Said.</del> Bab el Mandeb (3 NM SW of Balfe Point)	53. <del>Ambrose Channel light vessel.</del> Cape
26. <del>Las Palmas (Canary).</del> Strait of Hormuz (6.5 NM N of Didamar)	
27. <del>Cape of Good Hope.</del> Sri Lanka (Dondra Head)	
28. <del>Perim.</del> Singapore (Raffles Lighthouse)	

	<p>54. <i>Hatteras (Diamond Shoal Light Buoy)</i> <i>Nantucket Shoal light vessel</i> Nantucket Shoals, Great South Channel (N Light Buoy)</p> <p>55. St. Lawrence River (Reporting Point 5, Les Escoumins)</p>
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~~Note: Names shown in italics are connecting points which appear in Distance Tables other than British Admiralty Tables~~

Comments:

- IHB (2007): **Recommend add** “either in the form of a separate publication or by inclusion in its sailing directions” after “...their own coast...”, and then delete Section H 4.1
- SNPWG (2007): Has a **suspicion that “Distance Tables” and “Measured Distances” are being confused**. However as there are now several methods of precision fixing, Measured Distances are less important than they were in the past for the calibration of ships’ logs and speed trials. The need for their continued inclusion is not strong and they would probably not be missed from publications. Supported by CSMWG.
- SNPWG (2008): **Changes suggested as above**. Some entries have been reordered. Some new entries have been inserted and some former entries have been deleted. Do **not believe the Note is needed** any more and the SNPWG has not differentiated any of the entries in the table with italic font.
- CHRIS Chair Group (2008 - Final): **Retain, with changes as above**

### Section 3 Lists of Buoys and Beacons

#### ~~H3.1 — LISTS OF BUOYS AND BEACONS~~

~~1. — It is recommended that each country publish a list of buoys and beacons for its own coast, either:~~

~~a) — In the form of a separate publication.~~

~~or~~

~~b) — As an appendix to its List of Lights or Sailing Directions.~~

~~See also H1.1.~~

Comments:

- IHB (2007): **Recommend retain**
- SNPWG (2007): **Recommend delete**; supported by CSMWG.
- CHRIS Chair Group (2008 - Final): **Delete**

### Section 4 Measured Distances

#### ~~H4.1 — MEASURED DISTANCES~~

~~1. — It is recommended that each country publish a description of the measured distances on its own coasts, either:~~

~~a) — In the form of a separate publication.~~

~~or~~

~~b) — By inclusion in its Sailing Directions.~~

Comments:

- IHB (2007): **Recommend delete** – see H2.1 above
- SNPWG (2007): Has a **suspicion that “Distance Tables” and “Measured Distances” are being confused**. However as there are now several methods of precision fixing, Measured Distances are less important than they were in the

past for the calibration of ships' logs and speed trials. The need for their continued inclusion is not strong and they would probably not be missed from publications. Agree delete. Supported by CSMWG.

- CHRIS Chair Group (2008 - Final): Delete