

2nd NCWG MEETING
IHB, Monaco 26-28 April 2016

Paper for Consideration by NCWG
Wrecks almost not visible at level of Chart Datum

Submitted by:	DE
Executive Summary:	Looking for a solution for charting of wrecks mostly not visible
Related Documents:	S-4 B-422.2-4 / INT 1 K24-27, S-57 UOC
Related Projects:	None

Introduction / Background:

1. There are visible wrecks at Chart Datum LAT in intertidal waters (WATLEV= covers and uncovers), e.g. in the German Wadden Sea, but these wrecks are not conspicuous at low tide. Example: the drying height of the wreck is 1,3m and the Wadden Sea drying height nearby is 1m. At high tide it is possible to pass over with caution.




Wreck in the German Wadden Sea at low tide


Analysis / Discussion:


2. S-4 states:

B-422.2 A stranded wreck with any portion of the hull or superstructure emerging above Chart Datum, which cannot be drawn to scale (plan view), must be shown by the symbol:

 **K24**

Heights above height datum, or drying heights above Chart Datum, may be shown in brackets, if known. This helps to distinguish wrecks which are always visible from wrecks which are only visible at low tide.

A wreck with masts (and/or funnel) only visible above Chart Datum must be shown by the symbol  with the legend 'Mast(s)', 'Funnel' or equivalent. The height or drying height of the masts (or funnel) may also be shown in brackets, for example:

 Masts (1) **K25**

B-422.3 A wreck which has been wire swept, or has had its least depth determined by a diver, must be shown by sounding numerals showing the depth to which it has been swept, surrounded by a danger line, with the abbreviation 'Wk'; the swept depths symbol \square K2 must be inserted under the danger line, for example:



B-422.4 A wreck over which the least depth that is known has been found by sounding only, must be shown as in B-422.3 but without the swept \square symbol, for example:



- Although it is possible to use K24 to symbolize the above case, this symbol seems to us not convenient in the case when almost nothing is visible. Therefore we decided to use K25 with the drying height in brackets in the meantime.

Conclusion:

- The preferred solution would be K26 or K27 with the drying height instead of the sounding value although the UOC of S-57 does not allow to add a "WATLEV=covers and uncovers" for these wrecks. We tested the preferred attribution and no mistakes were shown with validation software dcartinspector und ENCAalyzer.



Recommended depiction

Recommendations:

- The use of K24 should be avoided when the wreck normally is not to be seen at low tide. Therefore K26/K27 should be possible to be used with a drying height instead of the sounding.
- The UOC has to be changed to allow the WATLEV=covers and uncovers for wrecks similar to obstructions where it is already possible.

Justification and Impacts:

See 5 and 6.

- Better guidance is required for charting, clarifications to S-4.

Action required of NCWG:

- The NCWG is invited to:
consider the recommendations above and decide how S-4 should be clarified.