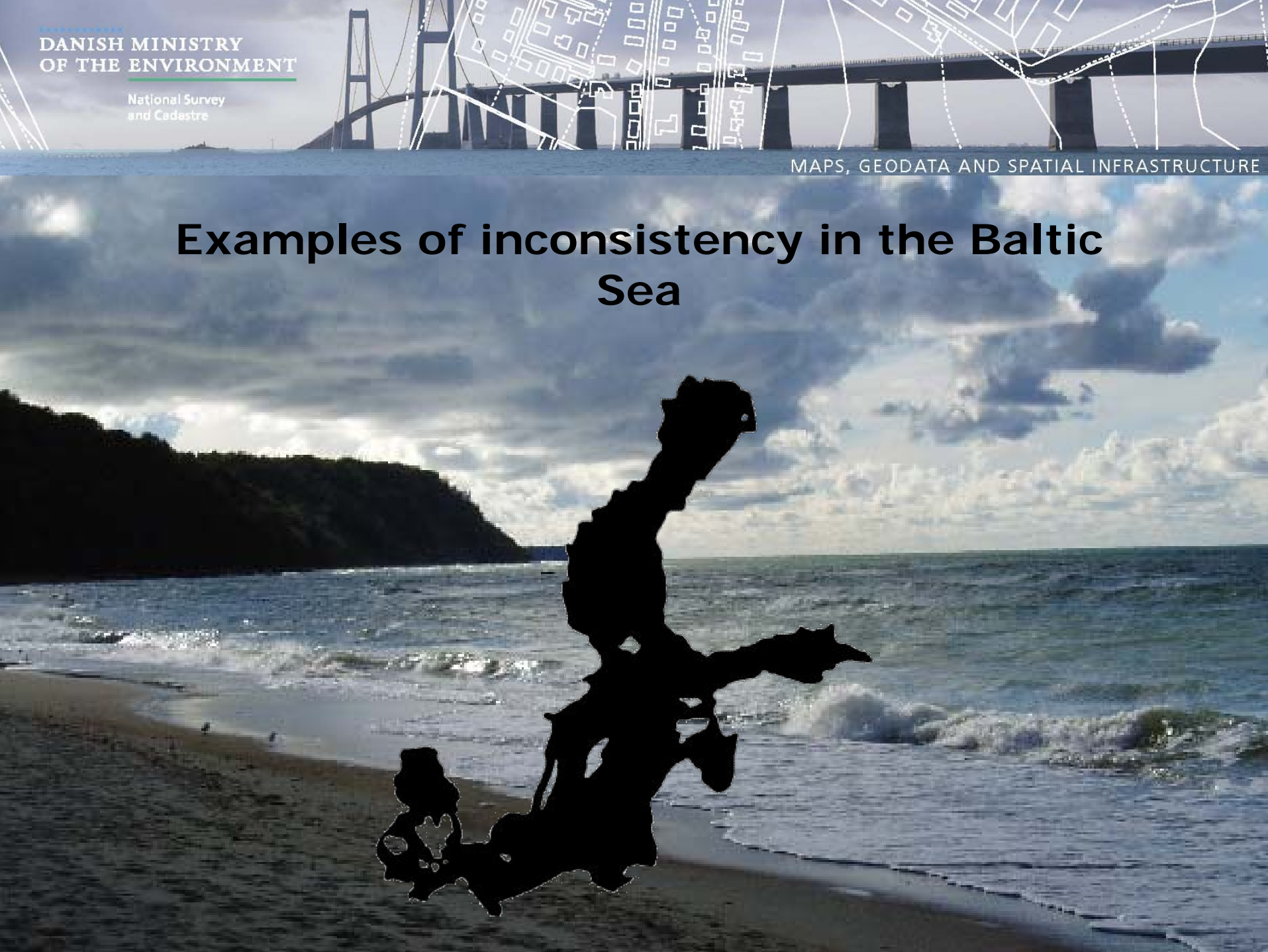
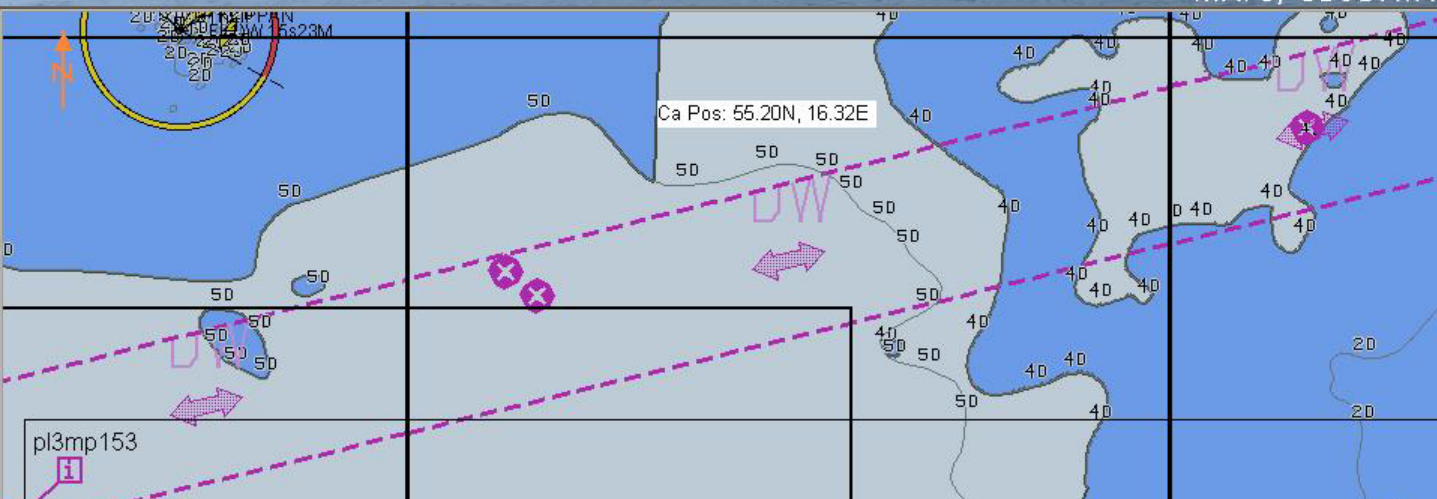
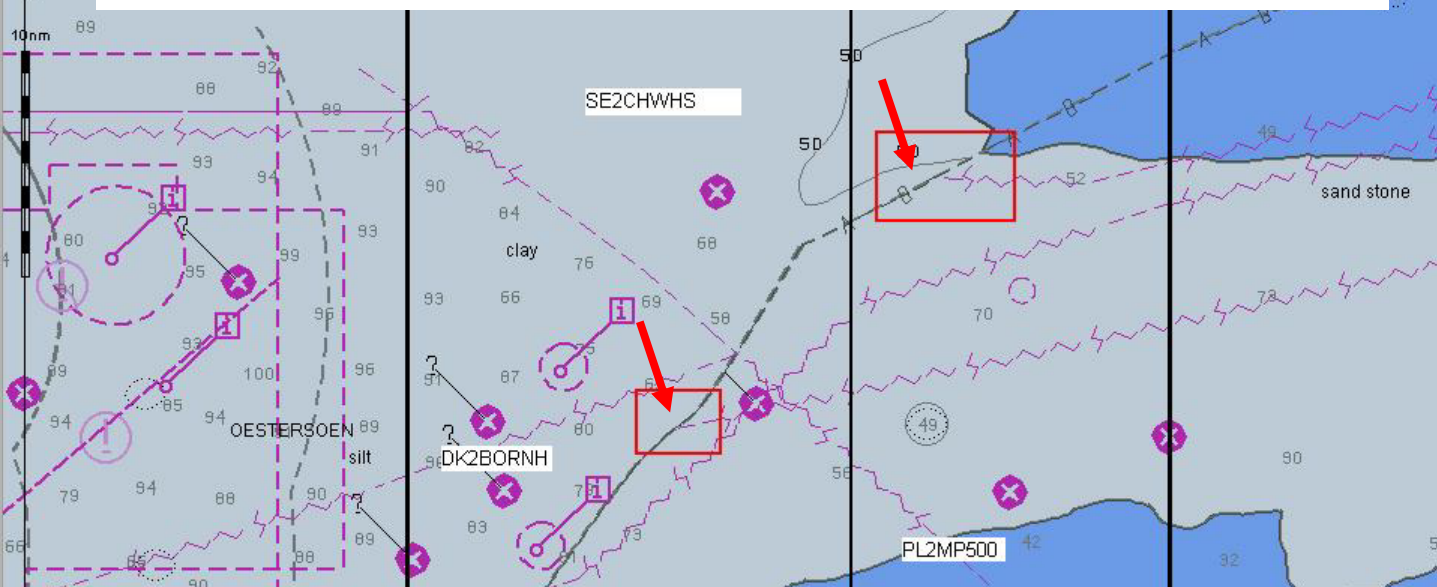


# Examples of inconsistency in the Baltic Sea





2 CBLSUB that seems to be cut on the national borders. That is the case for the one furthest down, between PL2MP500 and DK2BORNH.



MAPS, GEODATA AND SPATIAL INFRASTRUCTURE

ALARM No new alarms

Position Dropped

Ship 13 - 12 - 07  
00:00 13 : 48 : 10

Primary 58° 30.644 N  
DR 005° 00.987 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

dk2bornh Autoload ON  
1 : 400,000 Man. Corr.


A Primar  
B Load chart

System Information

Drift	No data
Current	157.0° - 0.2 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data



The upper one is not cut, it is displayed both in PL2MP500 and SE2CHWHS, but they have different SCAMIN-values. (2 999 999 for PL2MP500 and 349 999 for SE2CHWHS).



N  
UP

H  
UP




G  
UP

RM

TM


1:1

**ALARM**

No new alarms

Position Dropped

	Ship	13 - 12 - 07
	00:00	13 : 48 : 10
	Primary	58° 30.644 N
	DR	005° 00.987 E
	Sec:None	
	HDG-m	000.0°
	LOG-m	0.0 kt
	dk2bornh	Autoload ON
	1 : 400,000	Man. Corr.

A

Primar

B

Load chart

System Information

Drift	No data
Current	157.0° - 0.2 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data

**ALARM**

No official chart

**Position Dropped**

Ship

07 -01 -08

00:00

10 : 16 : 17

Primary

59° 53.272 N

DR

026° 21.985 E

Sec:None

HDG-m

000.0°

LOG-m

0.0 kt

dk2bornh

Autoload

ON

1 : 300,000

Man. Corr.

A

Primar

B

Load chart

System Information

Drift

No data

Current

No data

Sf. contour

40 m - 200 m

True wind

No data

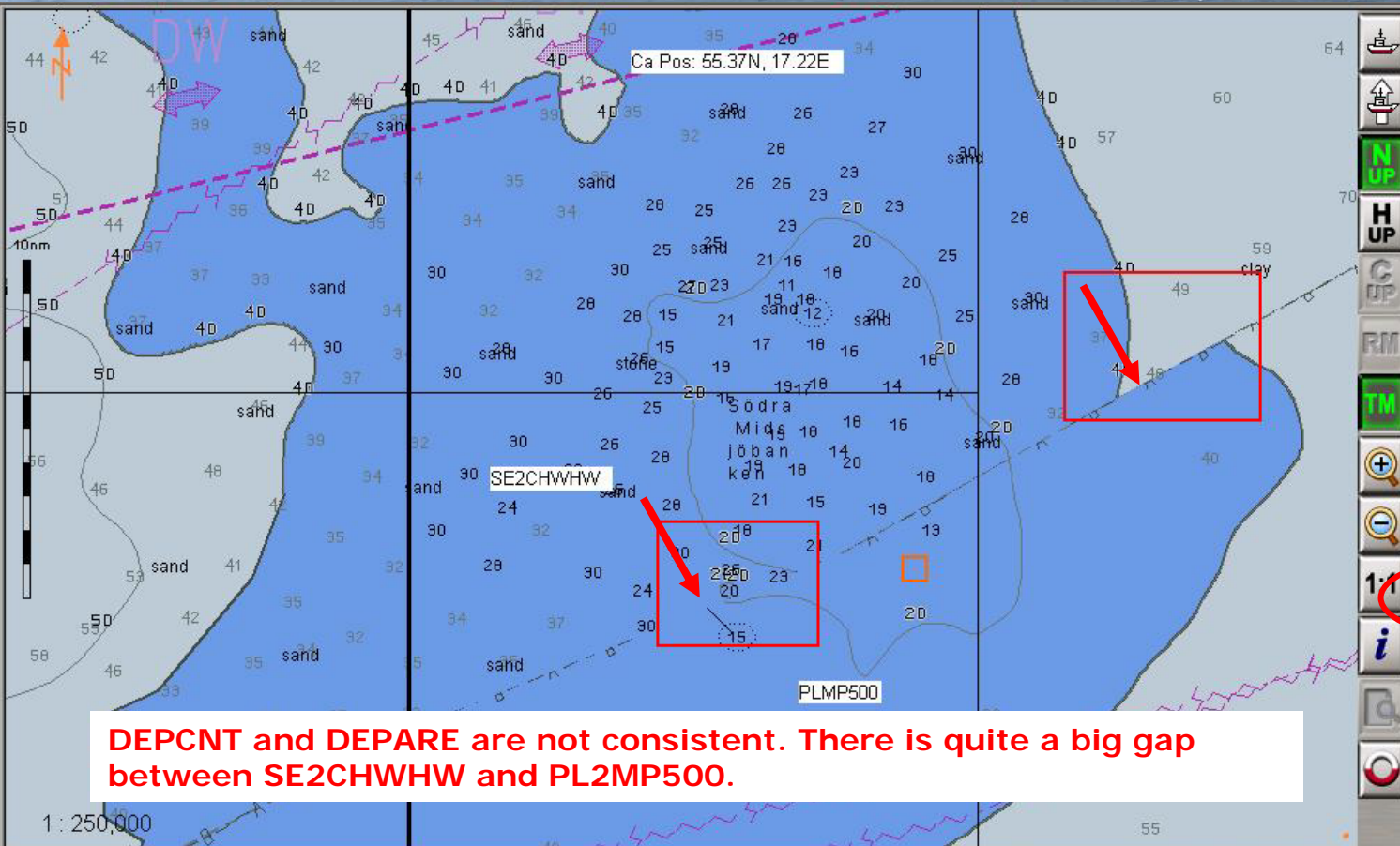
Rel. wind

No data

Water t °

No data





DEPCNT and DEPARE are not consistent. There is quite a big gap between SE2CHWHW and PL2MP500.

ALARM Check Pos-HDG-LOG

Position Dropped

Ship 17 - 12 - 07  
00:00 12 : 28 : 26

Primary 58° 30.644 N  
DR 005° 00.987 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

se2chwhw Autoload ON  
1 : 250,000 Man. Corr.

A Primar  
B Load chart

System Information

Drift	No data
Current	348.0° - 0.1 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data

Close

Unmark

se2chwhw : S-57 ed 3.1 Chart  
pl2mp500 : S-57 ed 3.1 Chart

se2chwhw : S-57 ed 3.1 Chart

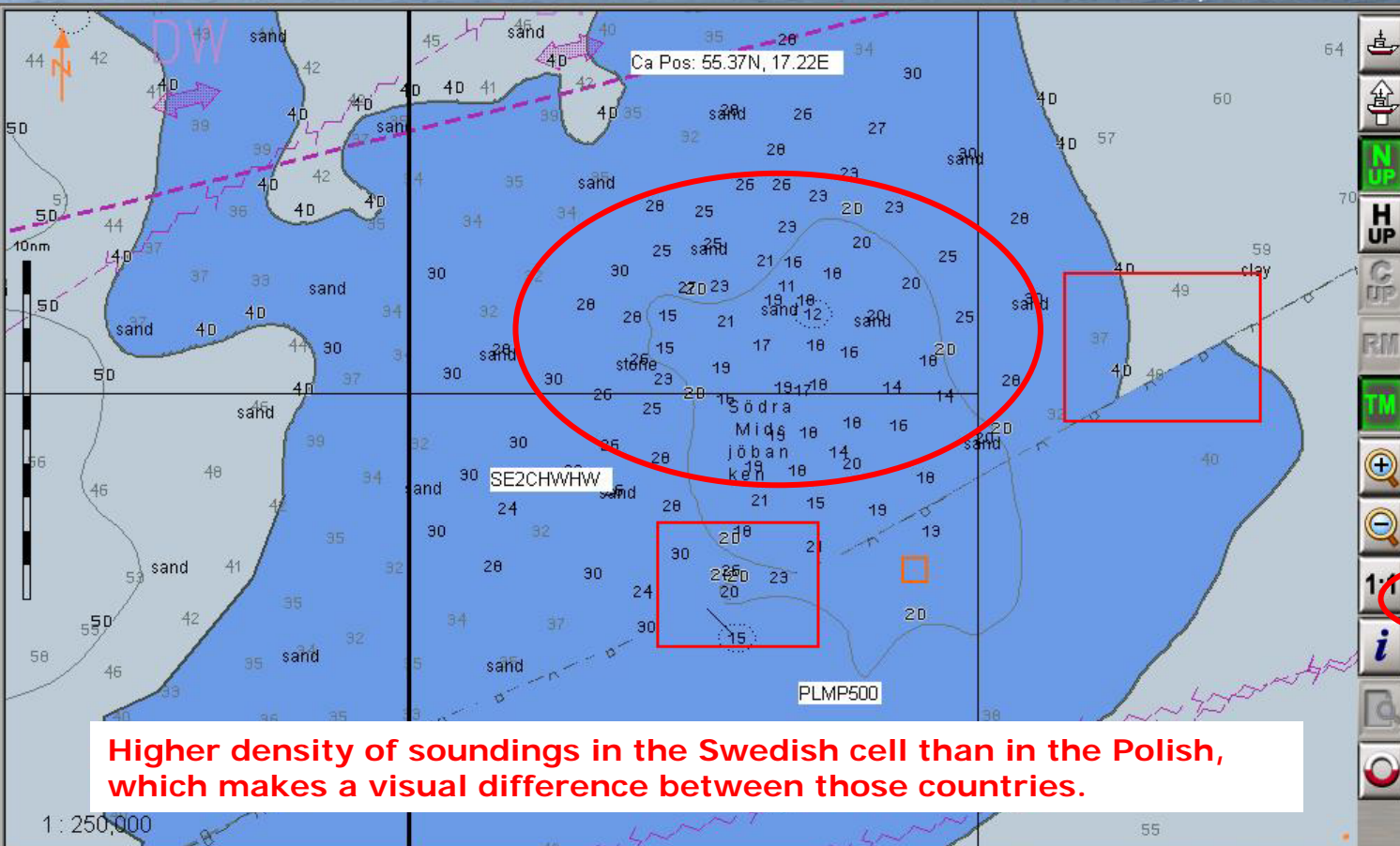
to top

General info

Coverage (M. COVR), area

General info

to top



Higher density of soundings in the Swedish cell than in the Polish, which makes a visual difference between those countries.

ALARM Check Pos-HDG-LOG

Position Dropped

Ship 17 - 12 - 07  
00:00 12 : 28 : 26

Primary 58° 30.644 N  
DR 005° 00.987 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

se2chwhw Autoload ON  
1 : 250,000 Man. Corr.

A Primar  
B Load chart

System Information

Drift	No data
Current	348.0° - 0.1 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data

Close

Unmark

se2chwhw : S-57 ed 3.1 Chart  
pl2mp500 : S-57 ed 3.1 Chart

se2chwhw : S-57 ed 3.1 Chart

to top

General info  
Coverage (M. COVR), area

General info

to top



**DEPARE and DEPCNT  
seem to be cut at the  
national border between  
SE2CI9U8 and EE203067.**

SE2C19U8

EF203067

Position Dropped

00:00 12:37:04

DR 005° 00.987 E

Sec:None

LOG-m	0.0 kt
-------	--------

1 : 300,000 ▾ Man. Corr.

B Load chart

## System Information

Drift	No data
-------	---------

Current	352.0° - 0.0 kt
---------	-----------------

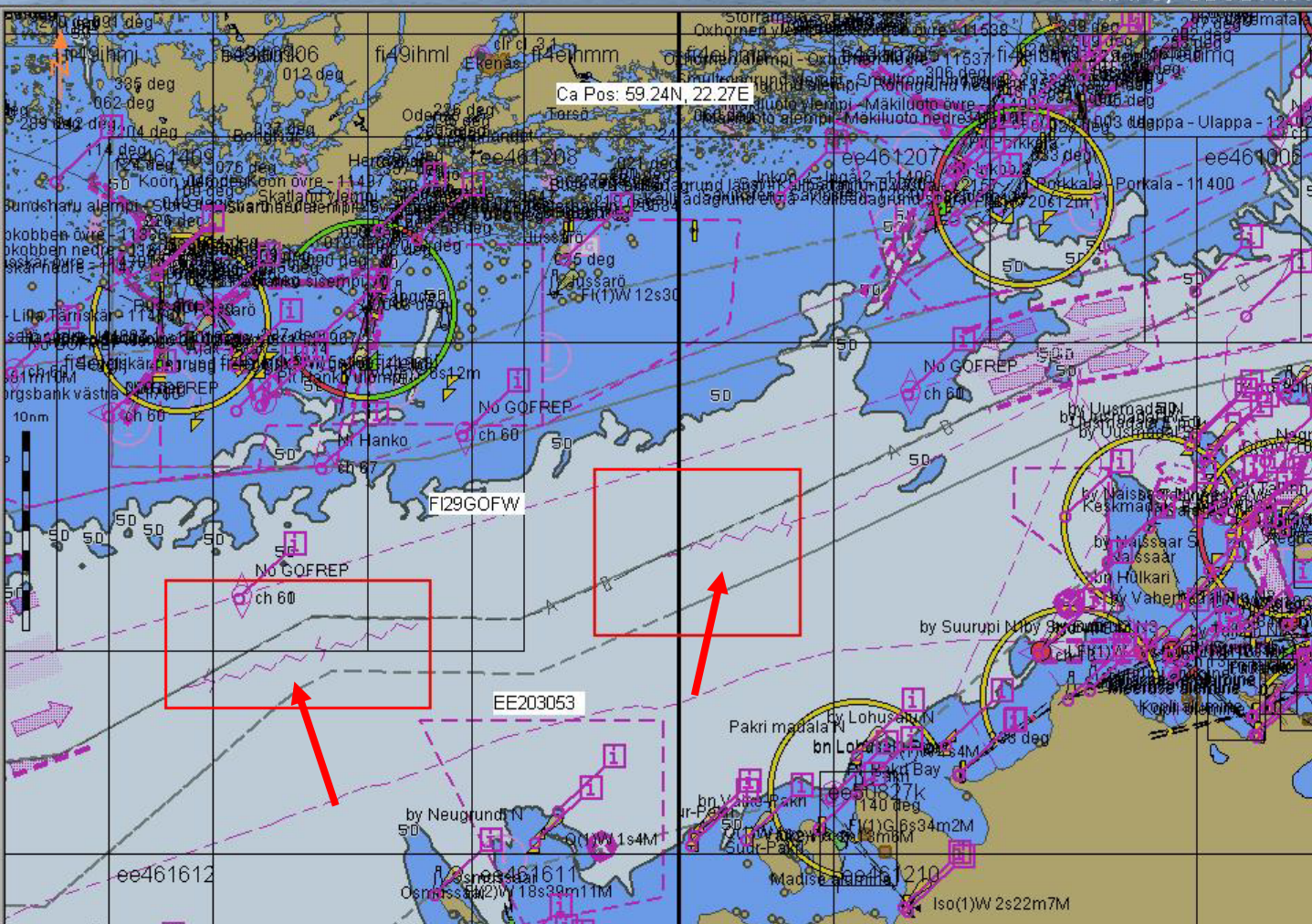
Sf. contour	50 m - 200 m
-------------	--------------

True wind	No data
-----------	---------

Rel. wind	No data
-----------	---------

Water t °	No data
-----------	---------





**CBLSUB seems to be cut at national border between EE203053 and FI29GOFW. That is not the case, but the use of different SCAMIN values gives this impression. (699 999 for EE203053 and 349 999 for FI29GOFW)**

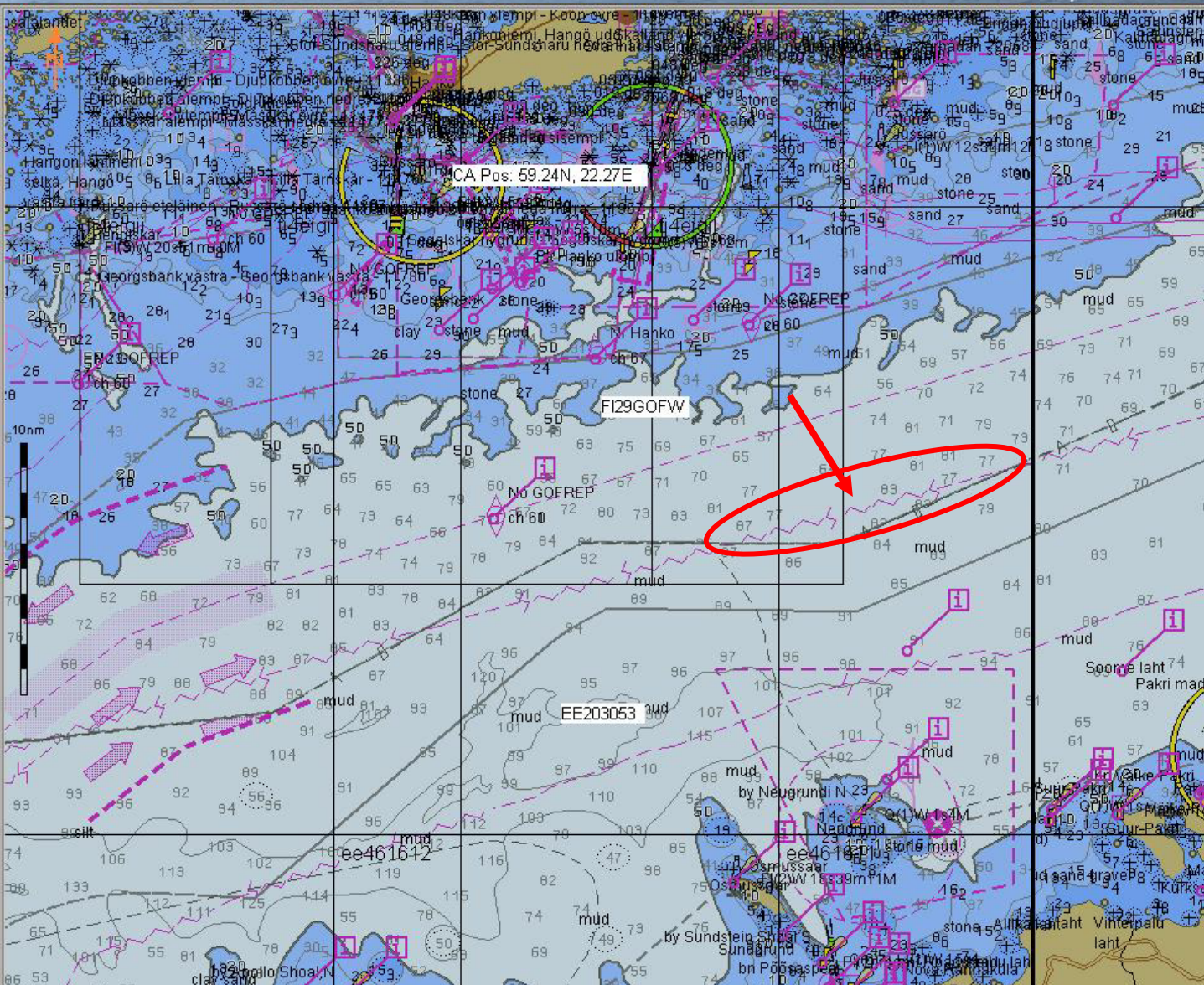
**Position Dropped**

Ship	17 - 12 - 07
00:00	12 : 41 : 42
Primary	58° 30.644 N
DR	005° 00.987 E
Sec:None	
HDG-m	000.0°
LOG-m	0.0 kt
ee203053	Autoload ON
1 : 400,000	Man. Corr.
A Primar	
B Load chart	

**System Information**

Drift	No data
Current	354.0° - 0.0 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data





Check Pos-HDG-LOG

Position Dropped

	Ship	07 - 01 - 08
	00:00	10 : 12 : 31
	Primary	59° 53.272 N
	DR	026° 21.985 E
	Sec: None	
	HDG-m	000.0°
	LOG-m	0.0 kt
	ee203053	Autoload ON
	1 : 300,000	Man. Corr.

A Primar

B Load chart

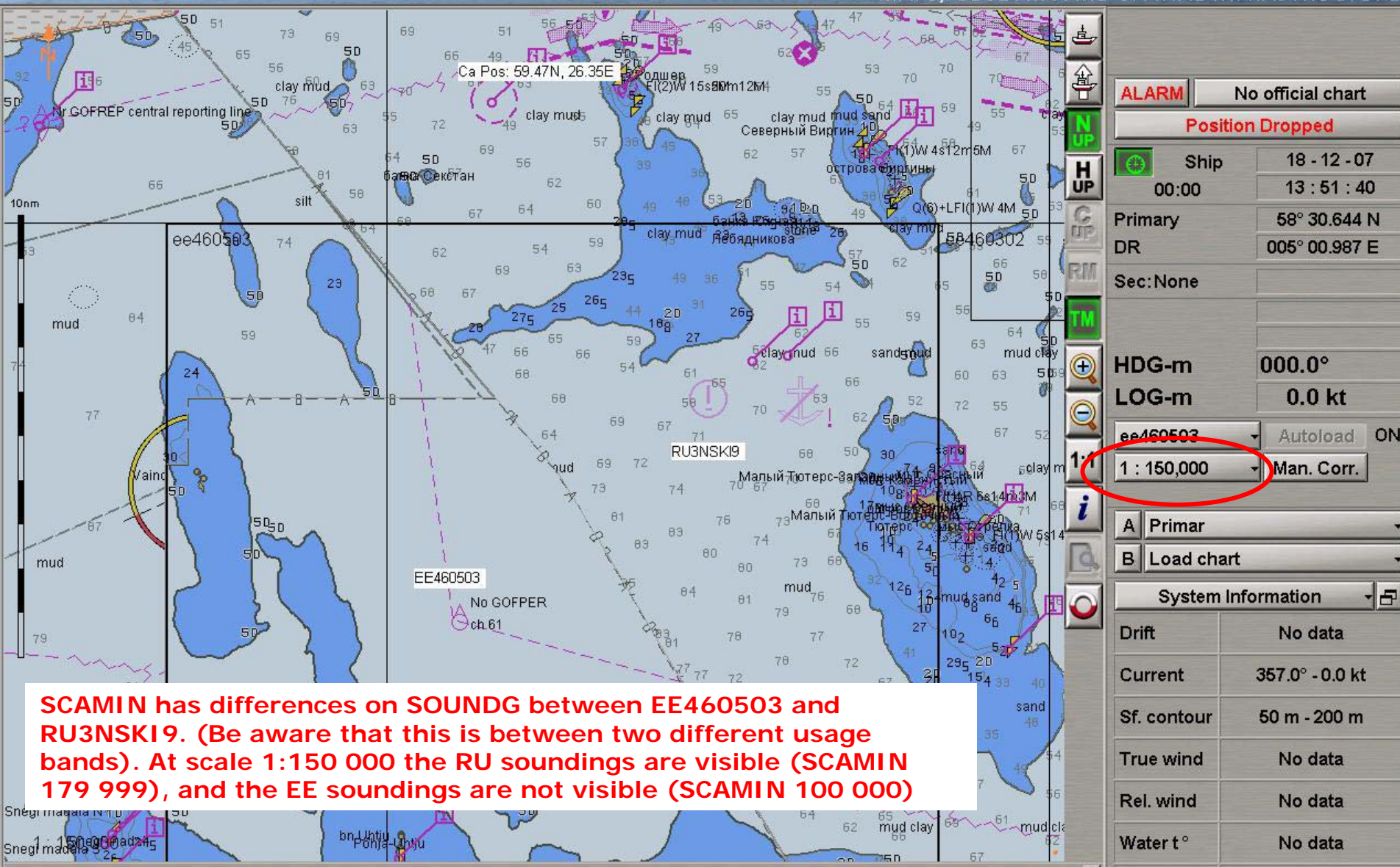
System Information

Drift	No data
Current	No data
Sf. contour	40 m - 200 m
True wind	No data
Rel. wind	No data
Water t °	No data



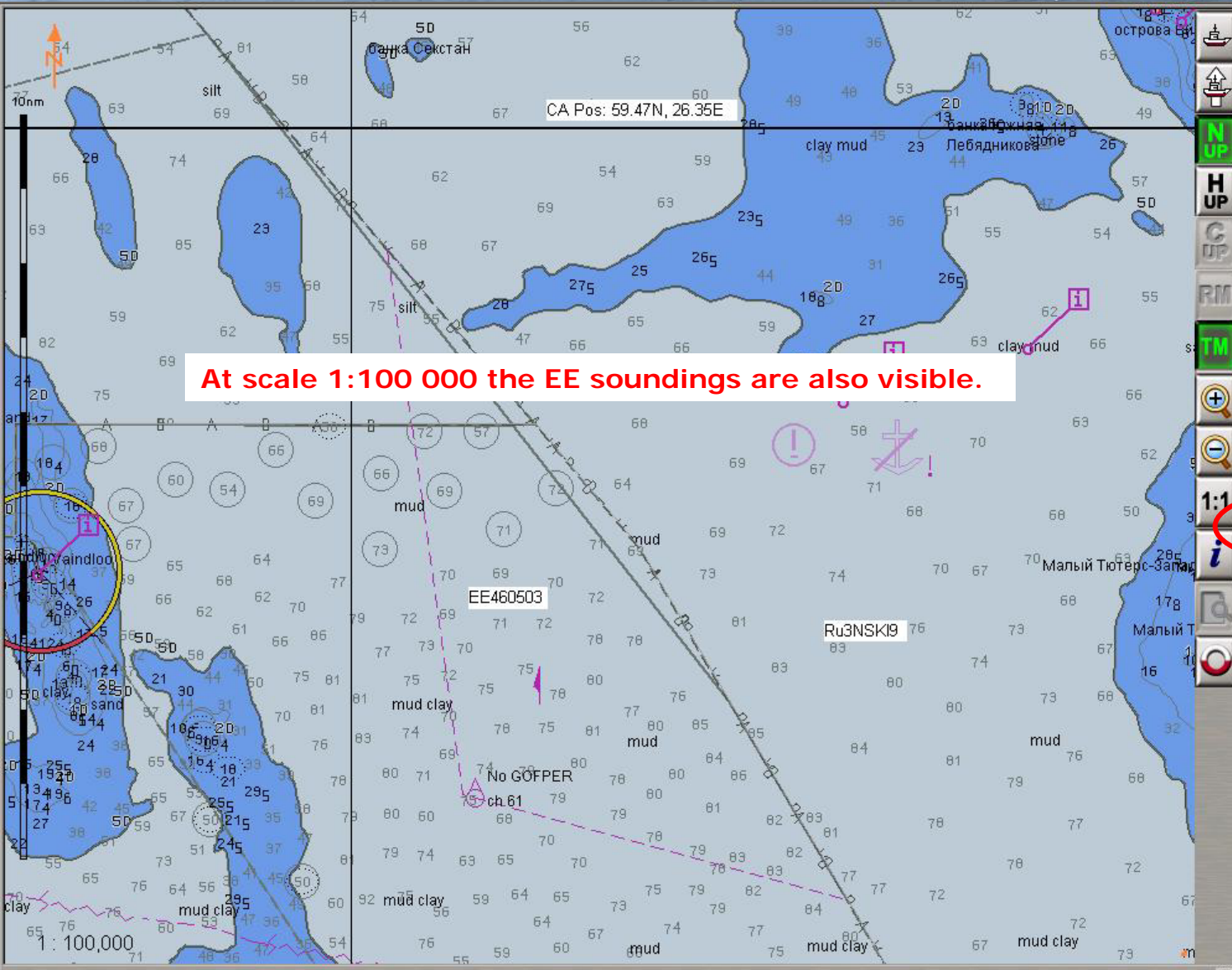
**A 20 m DEPCNT (SE4CJ4YO) and a 15 m DEPCNT (FI4DJ760) are cut at the national border. The two adjoining DEPAREs (15 m – 20 m and 20 m – 30 m) are also cut at the border.**





**SCAMIN has differences on SOUNDG between EE460503 and RU3NSKI9. (Be aware that this is between two different usage bands). At scale 1:150 000 the RU soundings are visible (SCAMIN 179 999), and the EE soundings are not visible (SCAMIN 100 000)**





ALARM Check Pos-HDG-LOG

Position Dropped

Ship 18 - 12 - 07  
00:00 13 : 52 : 49

Primary 58° 30.644 N  
DR 005° 00.987 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

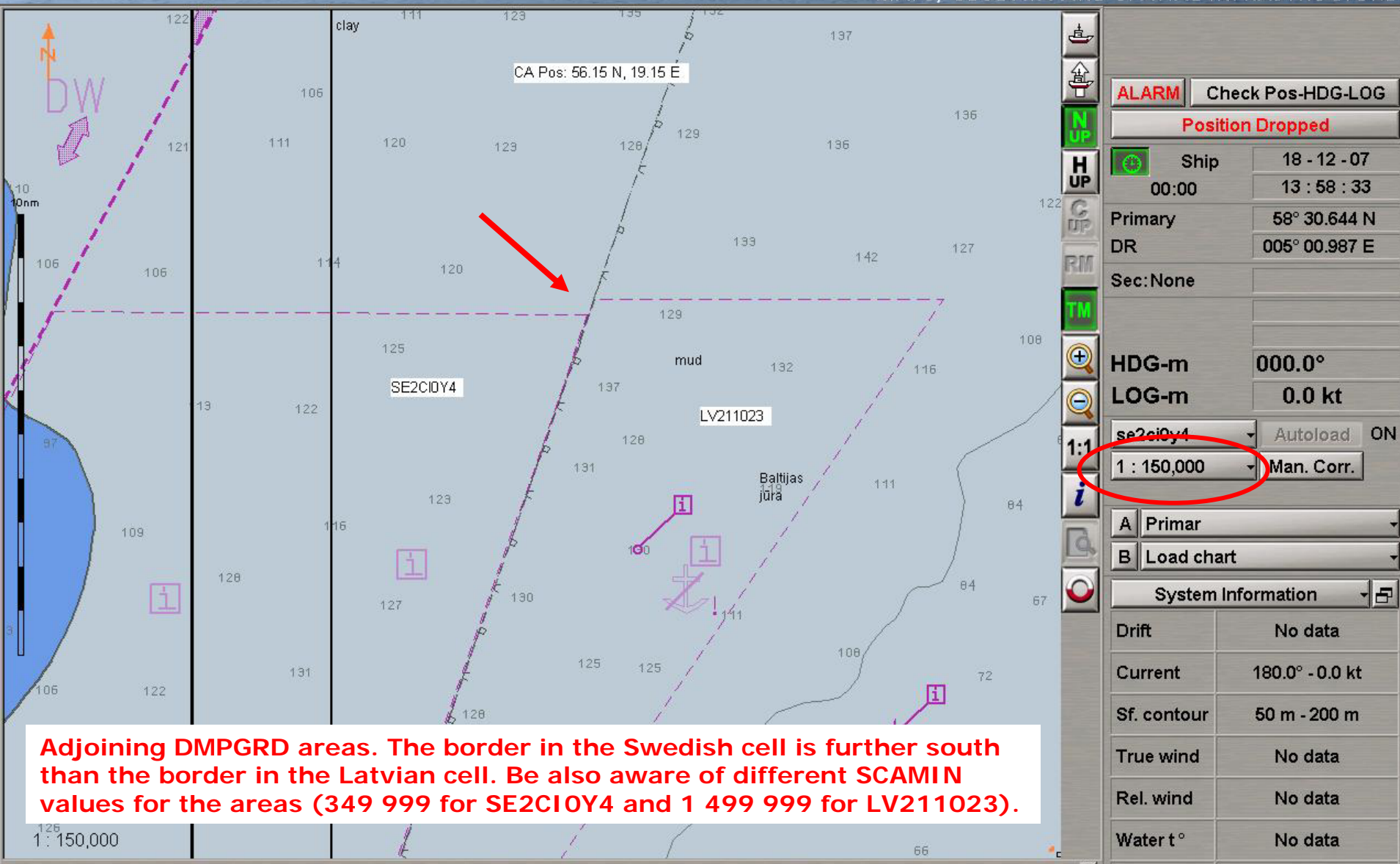
ee460503 Autoload ON  
1 : 100,000 Man. Corr.

A Primar  
B Load chart

System Information

Drift	No data
Current	357.0° - 0.0 kt
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data

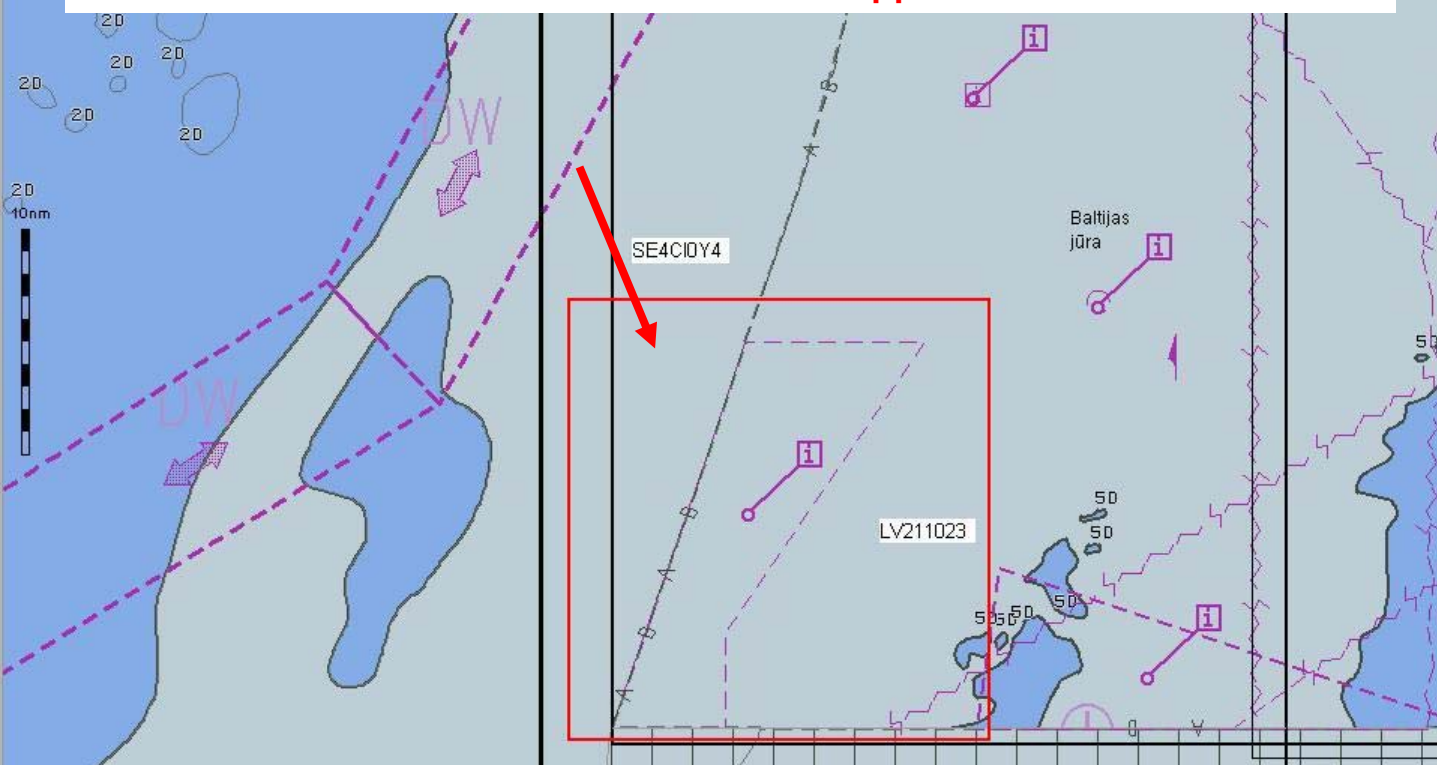




**Adjoining DMPGRD areas. The border in the Swedish cell is further south than the border in the Latvian cell. Be also aware of different SCAMIN values for the areas (349 999 for SE2CI0Y4 and 1 499 999 for LV211023).**



At scale 1: 400 000 the DPMGRD visual disappears in the Swedish cell

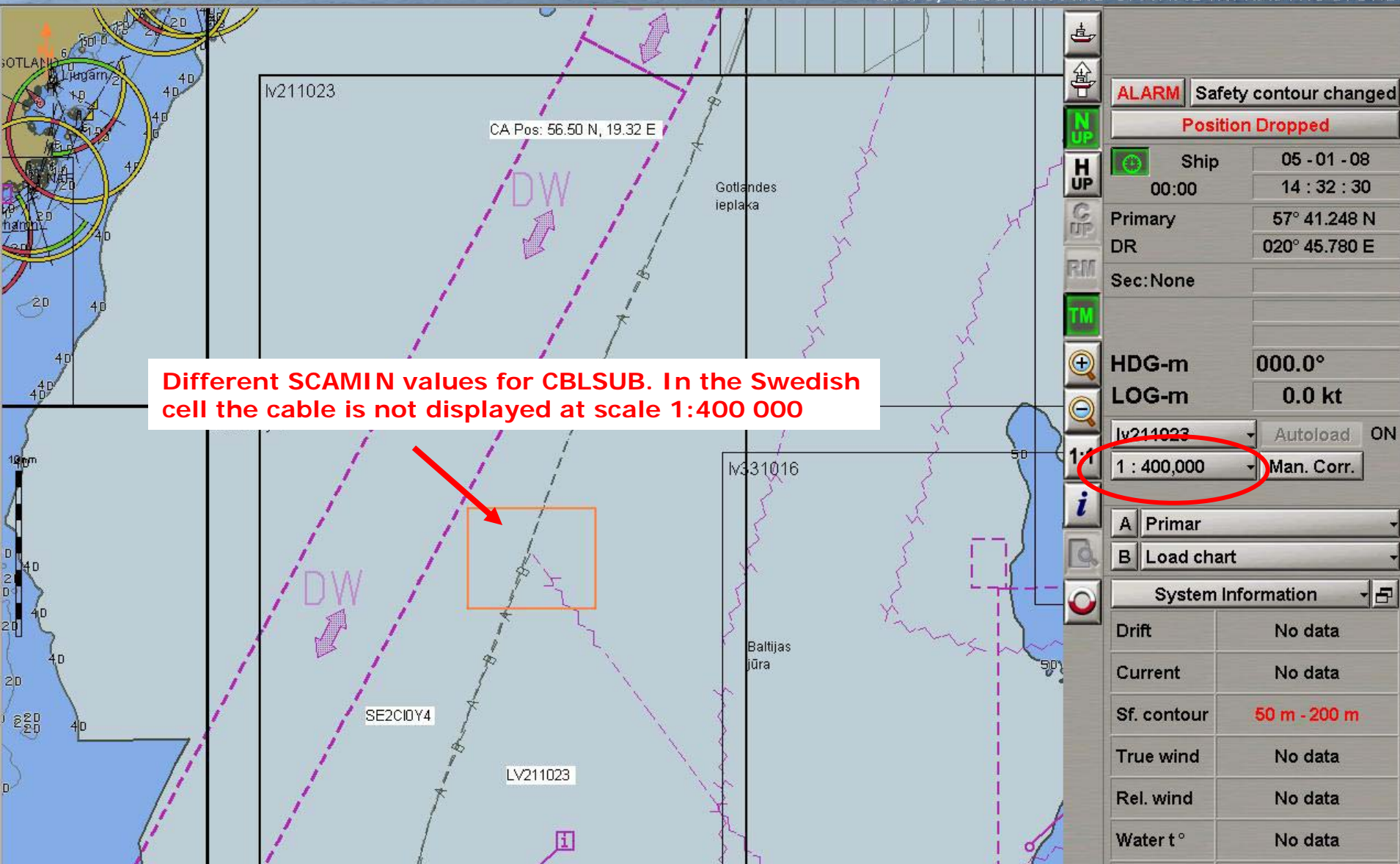


**ALARM** Safety contour changed

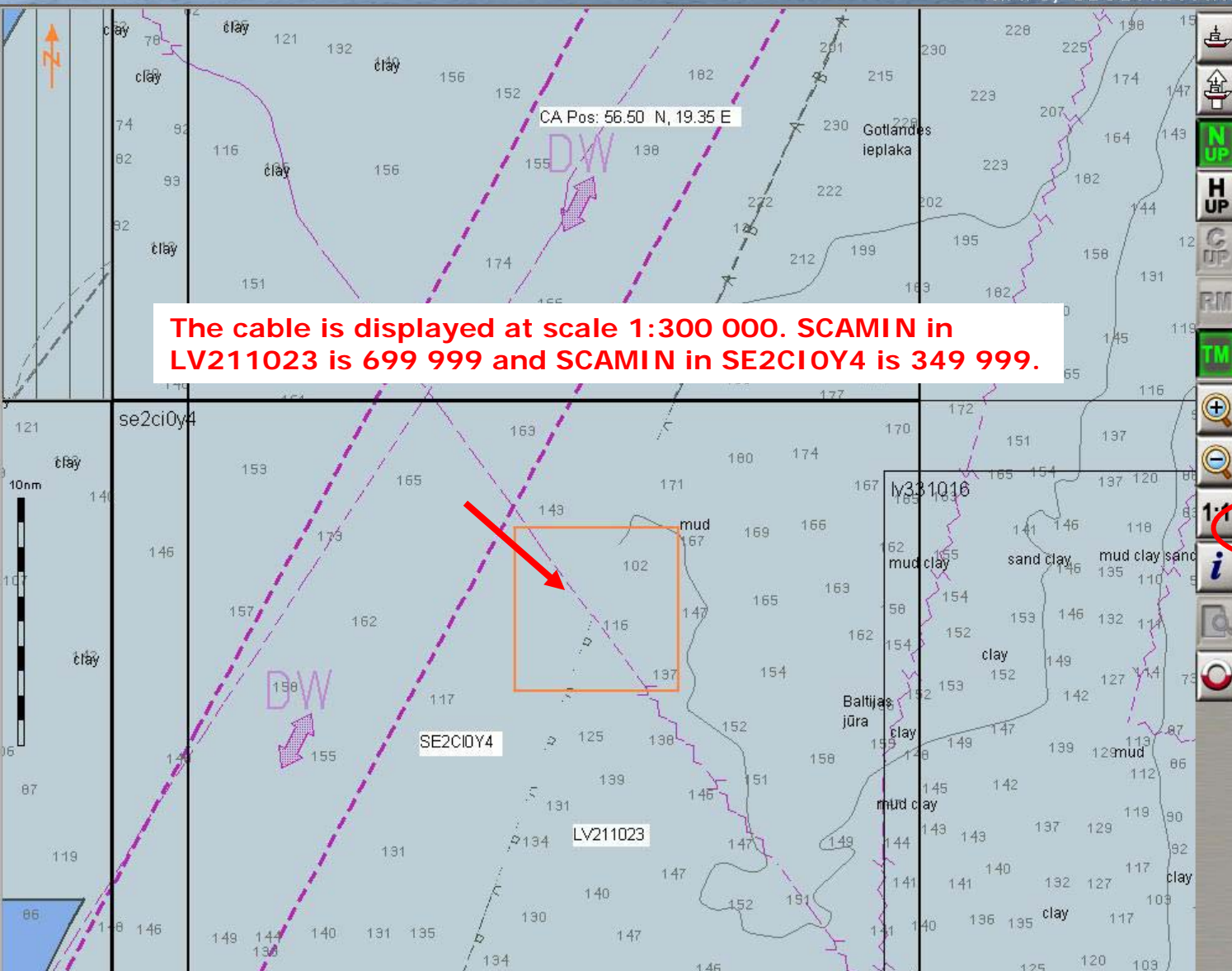
Position Dropped

Ship	05 - 01 - 08
00:00	12 : 45 : 41
Primary	57° 41.248 N
DR	020° 45.780 E
Sec: None	
HDG-m	000.0°
LOG-m	0.0 kt
lv211023	Autoload ON
1 : 400,000	Man. Corr.
A Primar	
B Load chart	
System Information	
Drift	No data
Current	No data
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data









The cable is displayed at scale 1:300 000. SCAMIN in LV211023 is 699 999 and SCAMIN in SE2C10Y4 is 349 999.

ALARM Safety contour changed

Position Dropped

Ship 05 - 01 - 08  
00:00 14 : 32 : 16

Primary 57° 41.248 N  
DR 020° 45.780 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

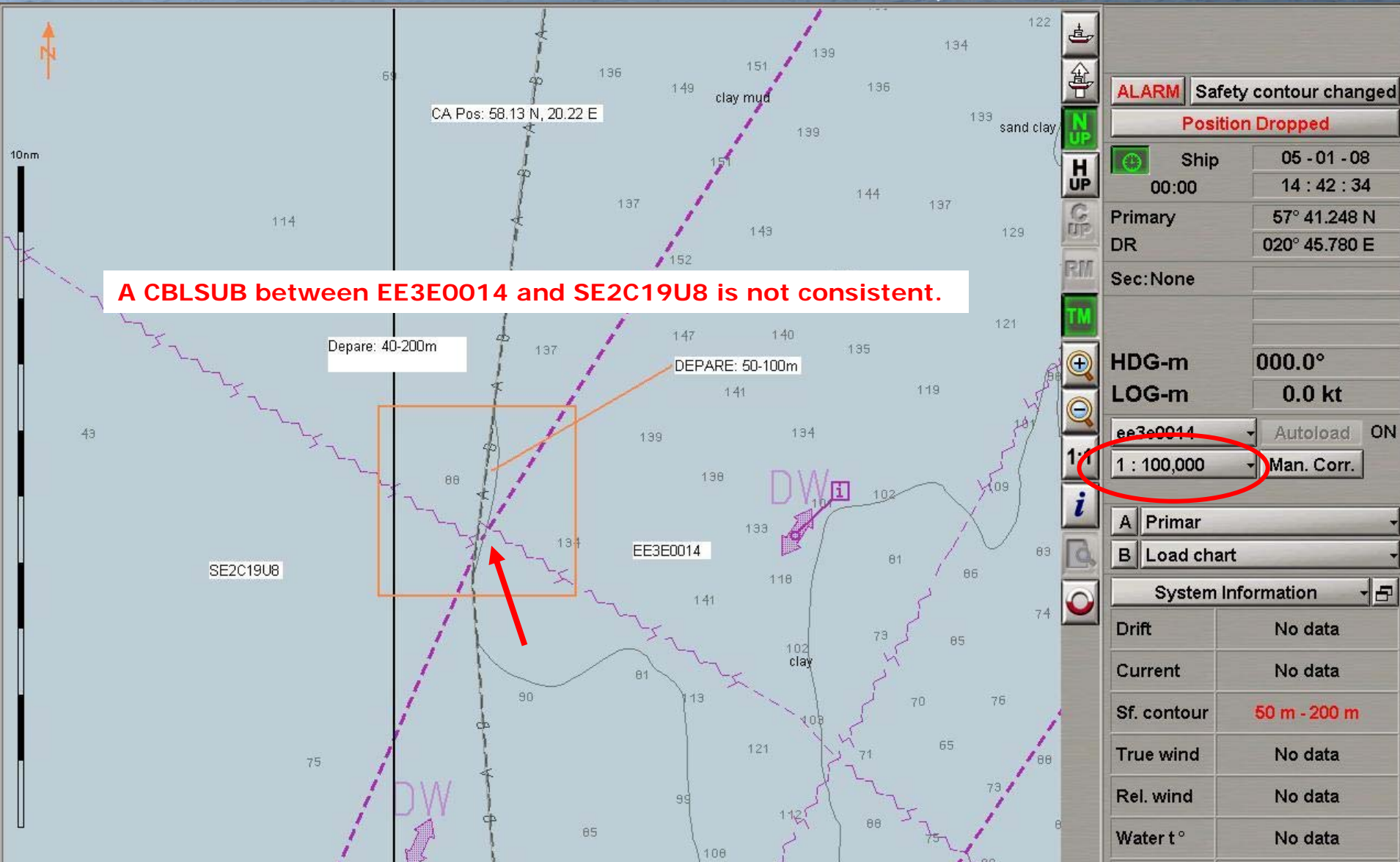
se2ci0y4 Autoload ON  
1 : 300,000 Man. Corr.

A Primar  
B Load chart

System Information

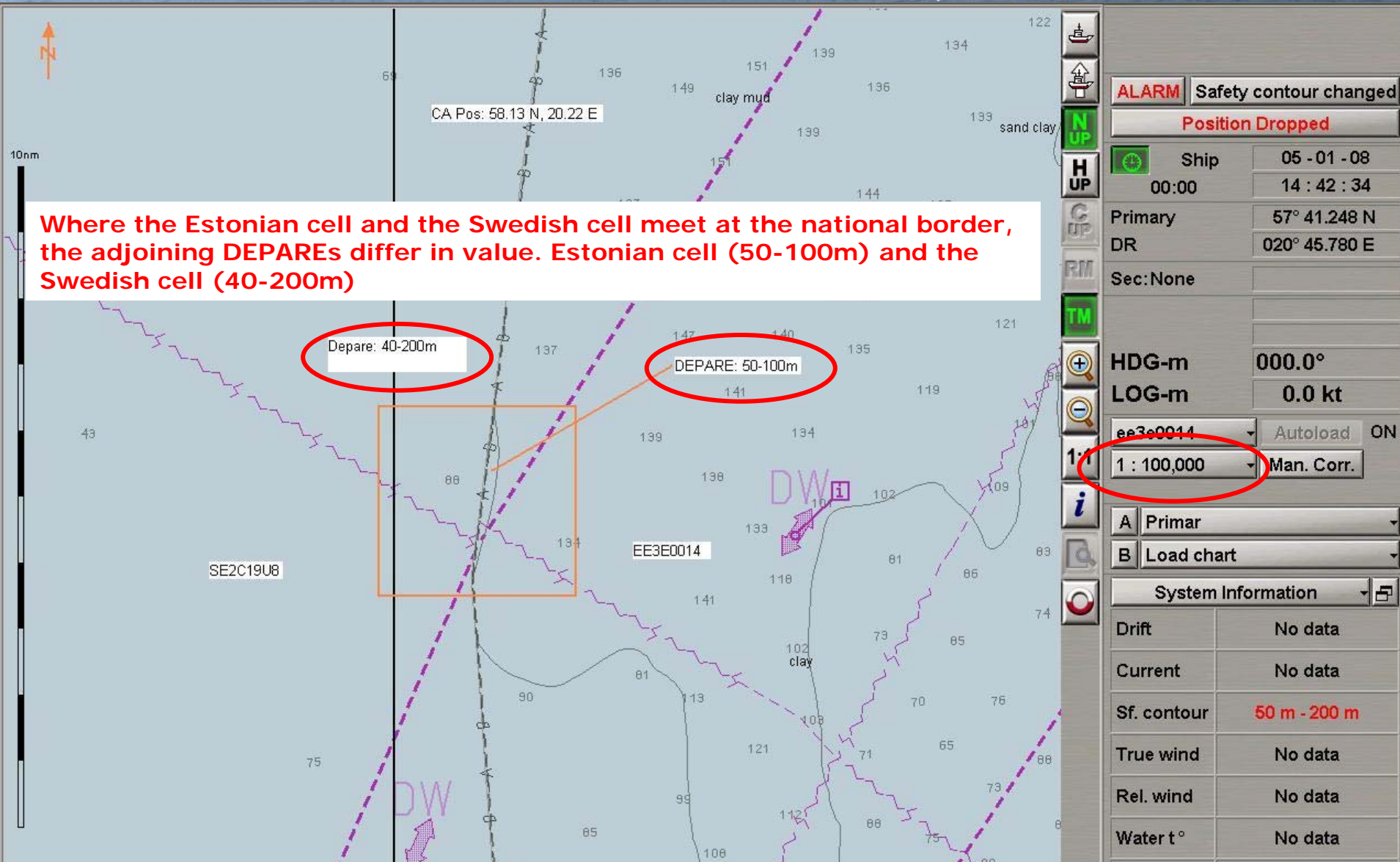
Drift	No data
Current	No data
Sf. contour	50 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data



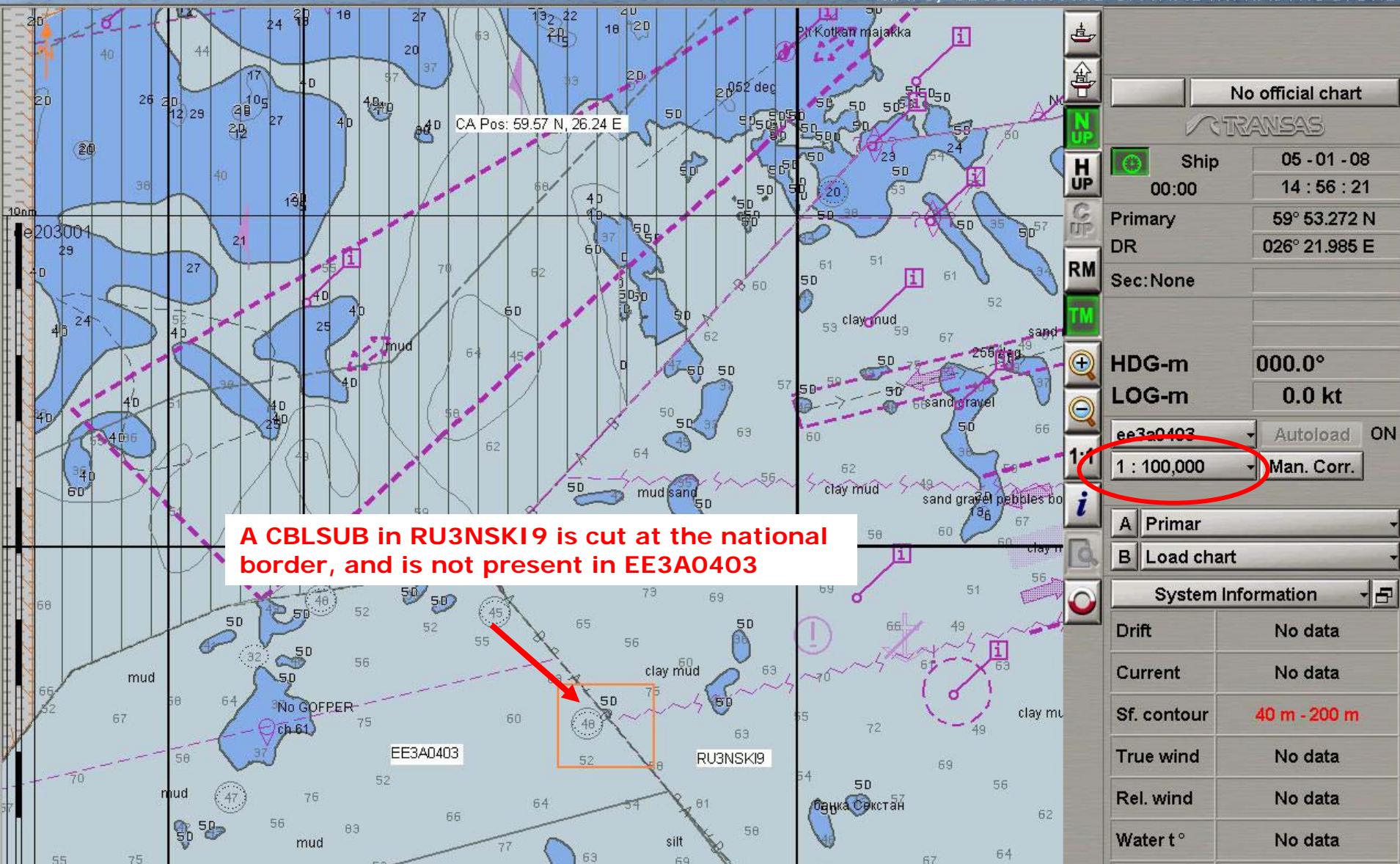




Where the Estonian cell and the Swedish cell meet at the national border, the adjoining DEPAREs differ in value. Estonian cell (50-100m) and the Swedish cell (40-200m)







A CBLSUB in RU3NSKI9 is cut at the national border, and is not present in EE3A0403

No official chart

TRANSAS

Ship 05-01-08  
00:00 14:56:21

Primary 59° 53.272 N  
DR 026° 21.985 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

ee3a0403 Autoload ON  
1 : 100,000 Man. Corr.

A Primar  
B Load chart

System Information

Drift	No data
Current	No data
Sf. contour	40 m - 200 m
True wind	No data
Rel. wind	No data
Water t°	No data



CA Pos: 65.50N, 24.09E

Although this image is over-scaled, and does not have any significance due to navigation, it still proves inconsistency on land based features.

SE4CJ4Y0

FI4DJ760

ALARM

Nav.danger

Position Dropped



Ship

07 - 01 - 08

00:00

10 : 40 : 28

Primary

65° 48.513 N

DR

024° 08.847 E

Sec: None

HDG-m

000.0°

LOG-m

0.0 kt

fi4dj760

Autoload ON

1 : 6,000

Man. Corr.

DANGEROUS SCALE

A Primar

B Load chart

System Information

Drift

No data

Current

No data

Sf. contour

50 m - 200 m

True wind

No data

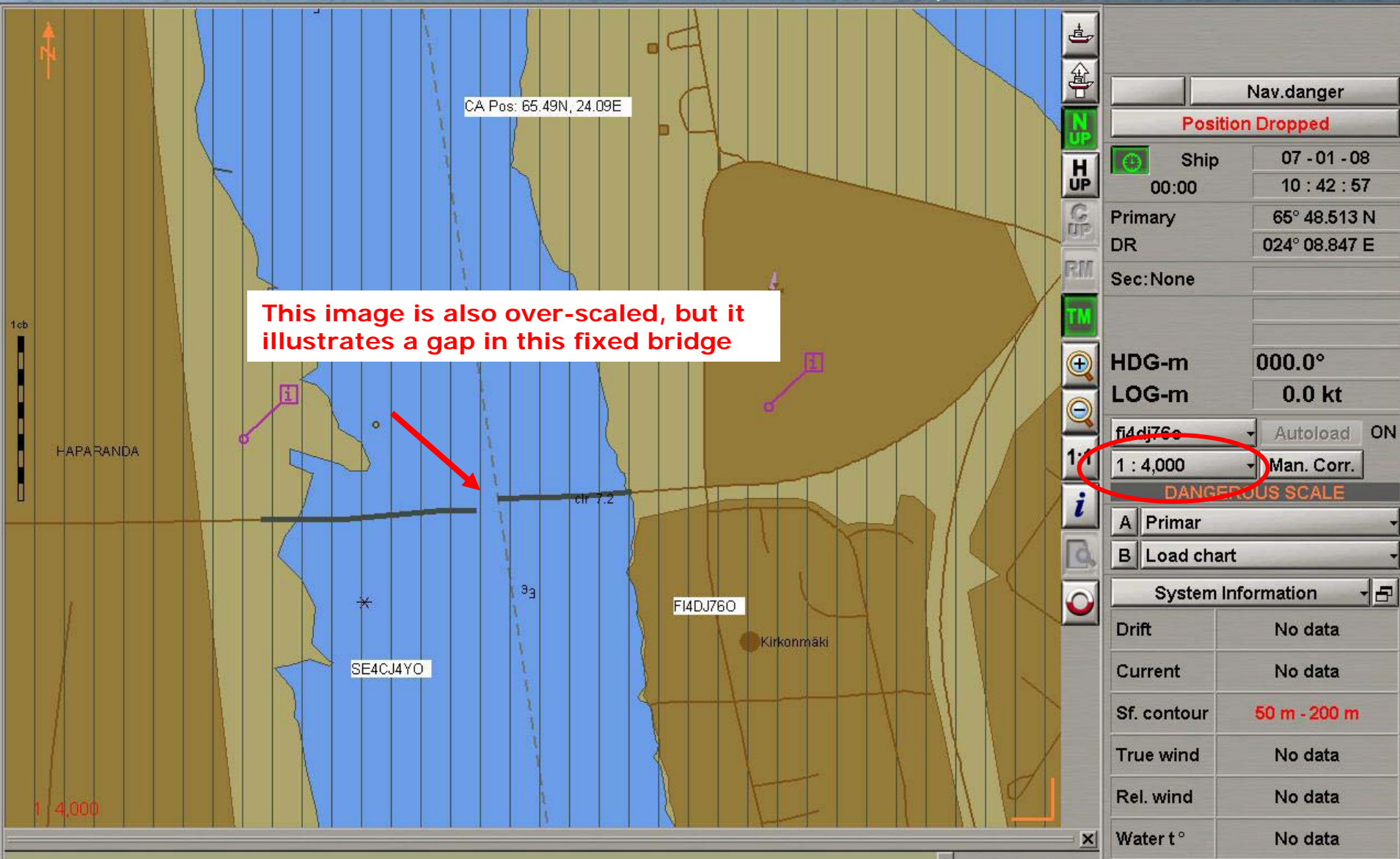
Rel. wind

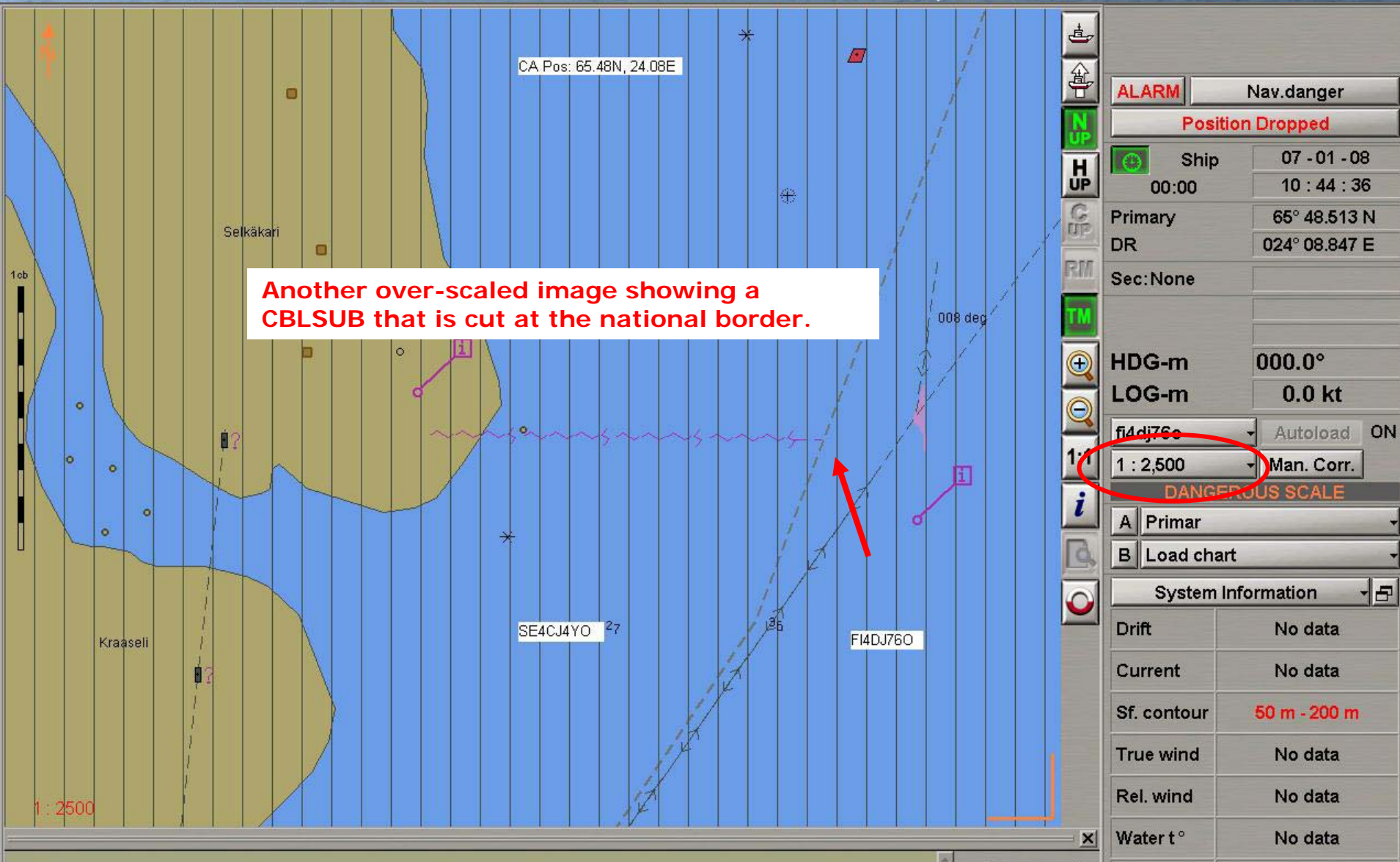
No data

Water t°

No data

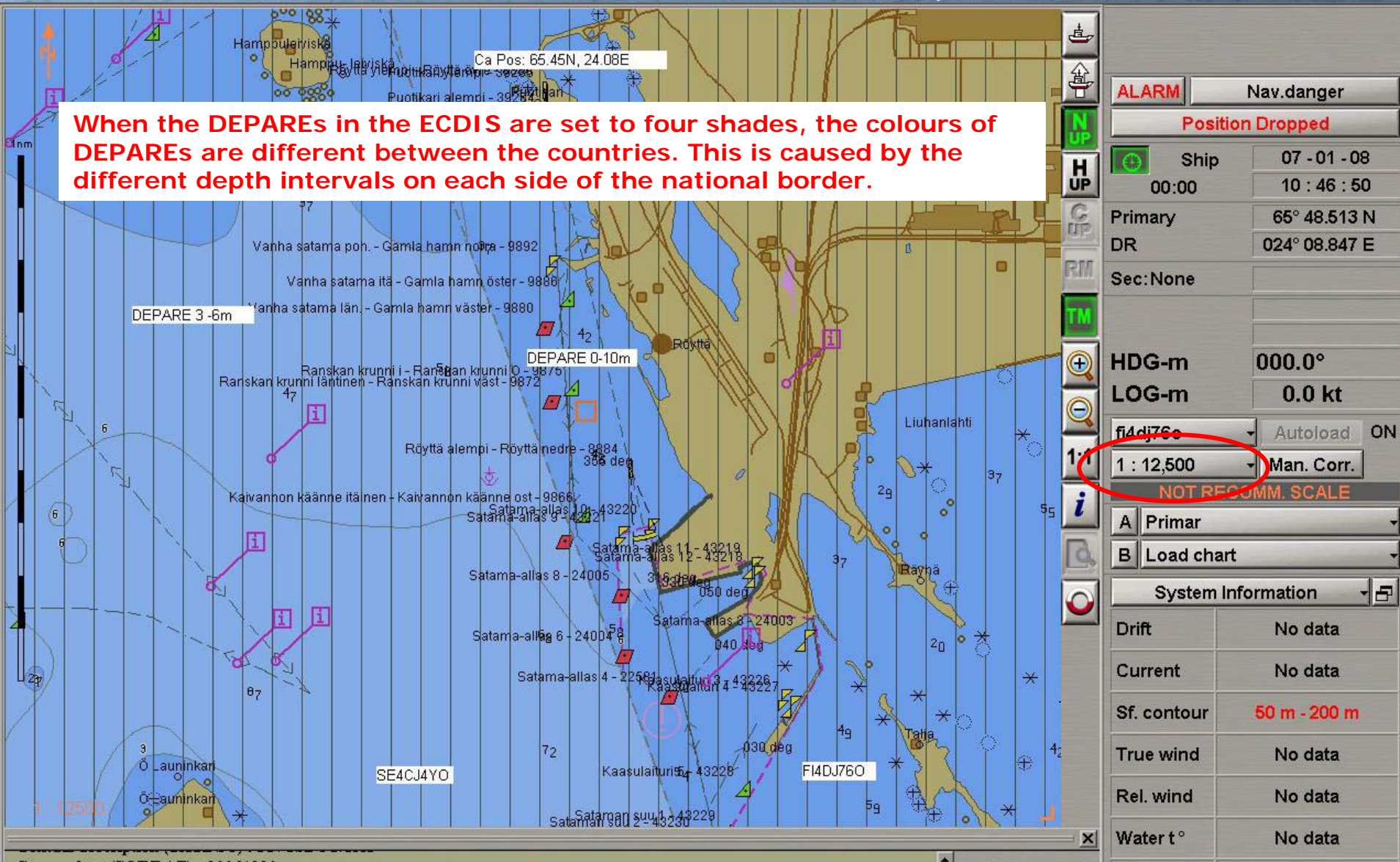






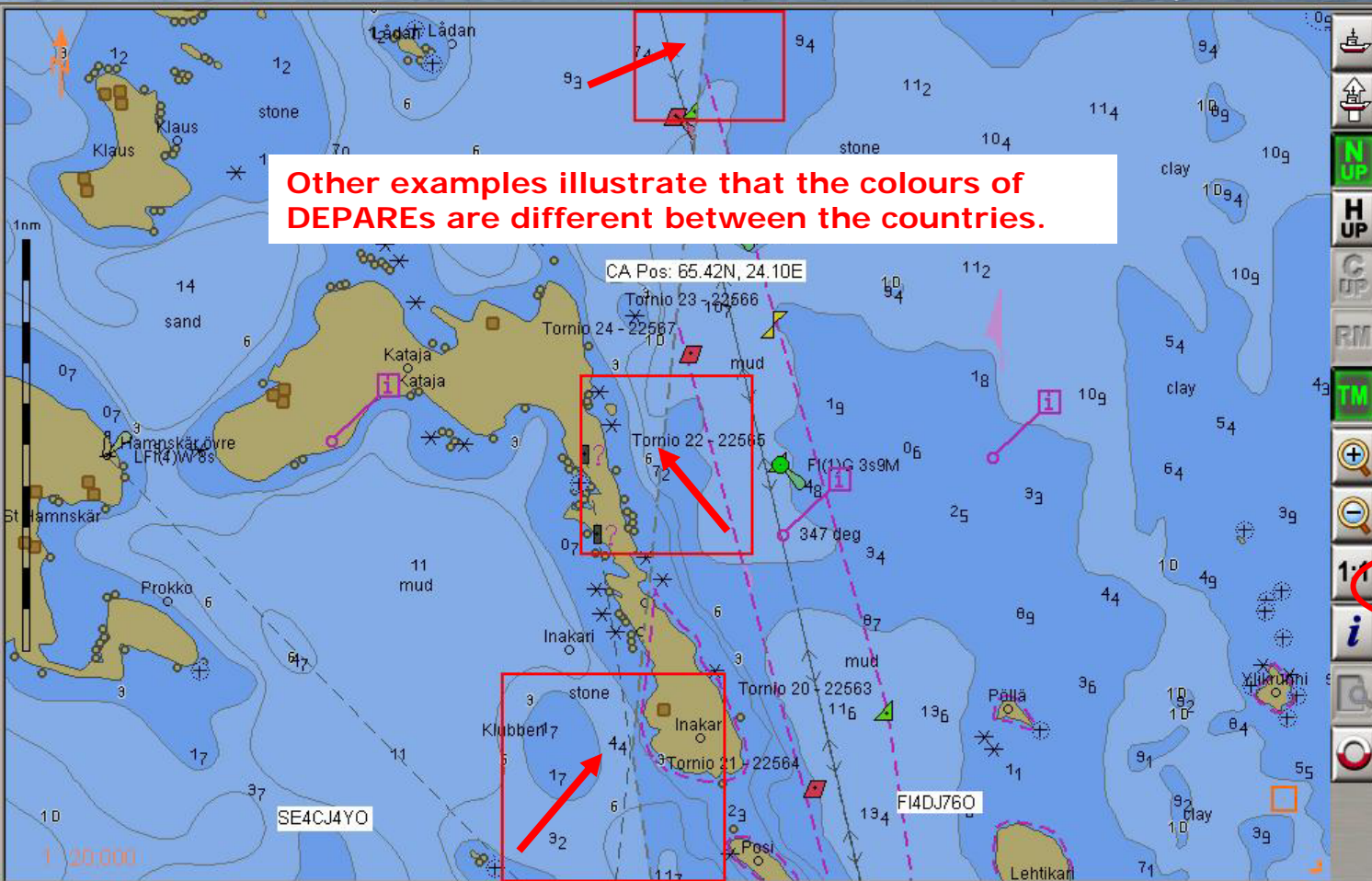


When the DEPAReS in the ECDIS are set to four shades, the colours of DEPAReS are different between the countries. This is caused by the different depth intervals on each side of the national border.





Other examples illustrate that the colours of  
DEPAREs are different between the countries.



Nav.danger

Position Dropped

Ship 07 - 01 - 08  
00:00 10 : 50 : 44

Primary 65° 48.513 N  
DR 024° 08.847 E

Sec: None

HDG-m 000.0°  
LOG-m 0.0 kt

f14dj760 Autoload ON

1 : 20,000 Man. Corr.

NOT RECOMM. SCALE

A Primar

B Load chart

System Information

Drift No data

Current No data

Sf. contour 50 m - 200 m

True wind No data

Rel. wind No data

Info

Latitude 65°41.613' N

Close

Unmark