



IHB File No. S3/4405

CIRCULAR LETTER 51/2007
6 June 2007

**REVISED SECTION B-400 OF THE
CHART SPECIFICATIONS OF THE IHO (M-4)**

- References:
- 1) Circular Letter 8/2007 dated 22 January 2007
 - 2) Circular Letter 48/2006 dated 22 June 2006
 - 3) Circular Letter 72/2006 dated 23 October 2006
 - 4) Circular Letter 47/2006 dated 9 June 2006

Dear Hydrographer,

The Circular Letter in reference 1 announced that the IHO Chart Standardization and Paper Chart Working Group (CSPCWG) had completed a revision of Specifications B-430 to B-439 of M-4 and that it was available on the IHO website for Member States to examine. The CL also proposed new Specifications for the reporting line (B-488), and DGPS station (B-481.5) symbols. These symbols were originally approved by the CL in reference 2.

The Bureau thanks the following 10 Member States who responded all expressing their support for the CSPCWG's revision and proposals which are therefore approved: Algeria, Argentina, Australia, Brazil, Denmark, France, Netherlands, Norway, Portugal and UK. Additionally, Australia and Portugal raised a number of minor issues, as reflected in the Annex, which were forwarded to the CSPCWG Chairman for further consideration. Some useful, but minor, editorial changes were made as a consequence and the Chairman has corresponded directly with Australia and Portugal.

Version 3.003 of M-4 was placed on the IHO website (www.iho.shom.fr > Publications > Catalogue > M-4) in October 2006, as reported in the CL in reference 3. A new version 3.004, incorporating the approved revision of Specifications B-430 to B-439, as well as the agreed specifications for reporting line and DGPS station and the points raised by Australia and Portugal, will now be prepared by the CSPCWG. It will then be posted on the IHO website.

Germany, France and Spain, as producers of IHO INT 1 (English, French and Spanish versions), are kindly requested to consider issuing amendments to INT 1 as appropriate taking into consideration new and altered symbols consequential on the revised specifications. These changes to INT 1 will then be described on the IHO website (2nd paragraph of CL in reference 4 refers).

The CSPCWG is currently revising Specifications B-440 to B-449. The other remaining sections of B-400 will follow. Member States are invited to continue contributing to this work through their representatives on CSPCWG.

On behalf of the Directing Committee
Yours sincerely,

A handwritten signature in black ink, appearing to read 'K. Barbor', is written over a horizontal line.

Rear Admiral Kenneth BARBOR
Director

Annex : Comments by Australia and Portugal in response to CL 08/2007.

Responses to CL 08/2007
Comments by Australia and Portugal

AUSTRALIA**IHO CL 8/2007 - Revised Section B-430 to 439 for Chart Specifications of the IHO (M-4)**

A. Australia is a member of the CSPCWG and has actively participated in the previous three rounds of reviewing M-4-B430 to 439 inclusive. Overall I support the adoption of the revised section of the Chart Specifications, but raise the following minor issues for further consideration. When reviewing these proposals, please refer to VPF version of B-430 to 439 sent out with this Circular Letter:

1. B-431.1 extents of **reported anchorages**: this new addition states that "If required, a black dashed line (N1.1) may be used to indicate the extent of the reported anchorage." This appears to contradict the convention in B-141 which states that black is normally used for all physical (solid) features. As this extent is a new addition to M-4, it is suggested that consideration be given to this limit be shown in magenta (N1.2) in accordance with the B-142 and B-439.1 general principle that magenta implies no permanent physical obstructions. This proposal appears to be more consistent with the new specification B-431.9.
2. B-431.4 **anchoring prohibited**: as this section refers to B-439 (which includes restricted and prohibited areas), it is suggested that the bold text for B-431.4 be altered to '**Areas in which anchoring is restricted or prohibited**'. This also corresponds with the S-57 attributes for RESTRN which include separate values for anchoring restricted and anchoring prohibited. (See also B-439.3 below).
3. B-431.5 concerns **mooring buoys**. It is suggested that a cross reference be added to this section pointing to B-445.4 regarding mooring systems. There is no guidance provided in the specifications as to where names and numbers of buoys are indicated on paper charts in relation to the light description. It is suggested that the example Q41 show the most complicated case with the light description above the buoy name.
4. B-431.9 **Waiting (Holding) Areas**: it is suggested that an INT1 reference should be added as this is a new feature for charts. If agreed, T5 or N66 may be a suitable location.
5. New B-432.1c **Fairway**: an example has been added to the diagram B-435 Examples of Routeing Measures, but has not been given a number as per other examples in this diagram. It is suggested that consideration be given to adding a new circled number 'M29.3' for the **fairway** and that this bracketed number be added to B-432.1c similar to other references in B-435.1. This will provide an additional M-4 reference for S-100 in the future.
6. B-433.1 in the last paragraph refers to a '**day mark**'. S-32 and S-57 both use one word 'daymark' to describe this feature. It is suggested that M-4 adopt the S-32 term as one word for consistency between IHO standards.
7. B-434.5 **fairway** graphics do not have INT1 references. It is suggested that a distinct number be considered as this is new symbology that needs to be promulgated to

mariners and INT1 is one such publication that helps to do this. Precautionary area already has an INT1 reference (M16) as well as a diagram number (M24). Suggested INT1 number for a fairway is M18. (See also item 3 above).

8. B-435 main heading was changed from 'Routeing measures' to '**Ships' Routeing Systems'**. For consistency, suggest the B-432.2 cross reference to B-435, be altered to 'routeing systems'.
9. B-435.11d **No anchoring areas**. As these areas identify part of an IMO routeing measure, the symbol N20 is partially suitable, but it is considered the bolder line M14 as used for other routeing measures (such as ATBA) is more applicable. The crossed anchor symbol from N20 could be added to the limit and the centred symbol enlarged to an appropriate size if required. This is also consistent with the new wording in B-439.2, 5th paragraph, which states that M14 'must be used for restricted areas which are regarded as routeing measures'. Forwarded for your consideration. If agreed, the example in B-436.3 number 17 will also need to be amended.
10. B-439.2 **Port security limits** (physical barriers). In S-57, anything that hinders or prevents movement, particularly anything that endangers or prevents passage of a vessel, may be encoded as an obstruction. If sunken blocks comprise part of a security barrier, these would be considered obstructions for an ENC. It is therefore suggested that the INT1 reference to (K11-13 - rocks) for sunken blocks be altered to (K40 - obstruction). The USA have already installed floating security barriers which could be symbolised similar to log ponds (N61). As M-4 no longer has an exhaustive index, it is suggested that the text '**Port security limits**' be made bold to emphasise this feature within the specification.
11. B-439.3 **Anchoring prohibited** (N20): a more detailed cross reference is B-431.4. It is suggested that the description be altered to 'Area where anchoring is restricted or prohibited (see B-431.4 and B-439.4)'.

B. The CSPCWG and its Chairman and Secretary in particular are to be congratulated on their patience and attention to detail in the review of these complex yet fundamental charting specifications and for clarifying issues such as fairways, which has been contentious for a number of years.

C. I also fully support the proposed new specifications for the new reporting line (B-488) and DGPS station (B-481.5) symbols.

Yours sincerely

R. NAIRN
Captain, RAN
Hydrographer of Australia
02 Apr 07

PORTUGAL

Subject: Revised Section B-400 of the Chart Specifications of the IHO (M-4) - CL08/2007
 Date: Mon, 7 May 2007

Dear Sir.

Regarding the above-mentioned Circular Letter and even being unfortunately very late, we would like to inform you that the IHPT generally approve the revised Section B-400 of the M4.

Nevertheless, and if it is still possible, we would like to make the following correction proposal:

On the paragraph B-405 in the Chart Datum Scheme, the charted elevation is referred to the charted HW (coast line).

According to Technical Resolution A2.5 – “DATUMS AND BENCH MARKS

1.- It is resolved that heights on shore, including elevations of lights, should be referred to a HW datum or Mean Sea Level (MSL). The datum used should be clearly stated on all charts.”

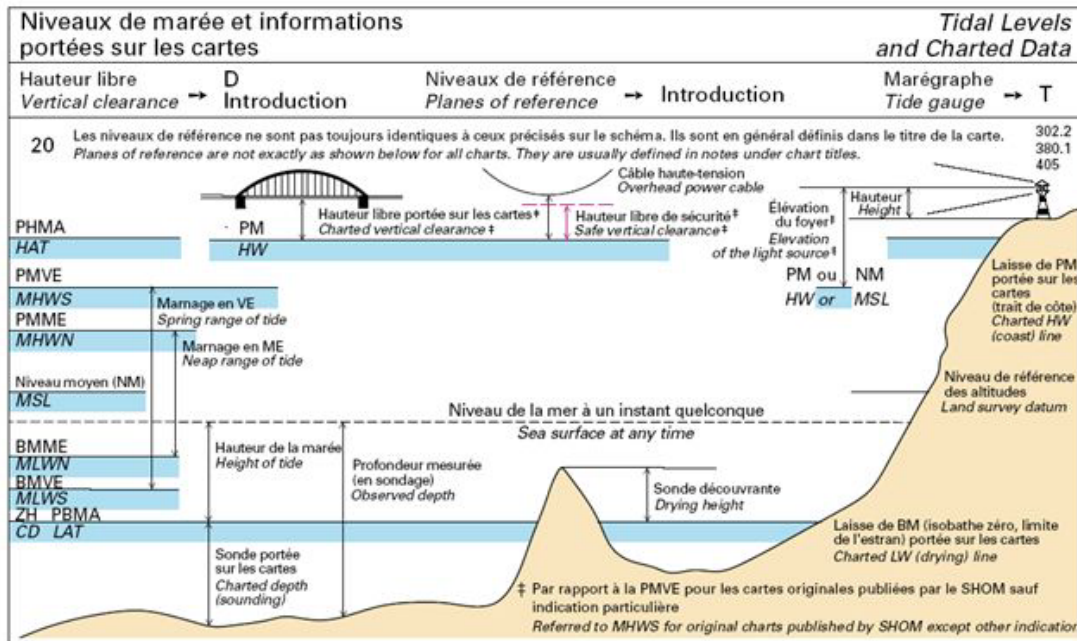
Therefore, in the scheme (B-405) the relation between MSL and Charted Elevation should be represented.

Please find in attachment the SHOM and the IHPT Tide Levels and Charted Data scheme.

Best regards, and again very sorry for the delay,

Pedro Antunes de Almeida
 Lieutenant-commander

INSTITUTO HIDROGRÁFICO – Hydrographic Division



Tidal Levels and Charted Data

Altura disponível
Vertical clearance

→ ID

Marégrafo
Tide gauge

→ IT

Níveis da Maré e Planos de Referência

20 Nas cartas, os planos de referência podem não ser os representados no esquema. Estão, em geral, definidos no título da carta.
Planes of reference are not exactly as shown below, for all charts. They are usually defined in notes under chart titles.

302.2
380.1
405

