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CIRCULAR LETTER 71/2008  
22 September 2008

REVISED SECTION OF THE CHART SPECIFICATIONS OF THE IHO (M-4)  
AND OTHER CSPCWG PROPOSALS

Reference: 1. Publication M-4 Part B: Chart Specifications of the IHO.

Dear Hydrographer

1. The Chart Standardization and Paper Chart Working Group (CSPCWG) is continuing with the review and revision of Part B of M-4 (Reference 1). CSPCWG has now prepared a draft revision of the section B-450 to B-479. A copy of the draft is now available at [www.iho.int](http://www.iho.int) > Committees &WG > CSPCWG > IHO Publication M-4, for Member States to examine. An alternative copy, with new text in colour, is also available in the same area of the website. This track change version has been made to assist translators, but can be used to recognize areas of change; however, as the format and graphics in this version have not been updated it should be used with caution. This latest revision includes many improvements to the text, to make it more consistent with other parts of M-4, and numerous amendments, amplifications and updates. A list of noteworthy changes and additions to the existing specifications is provided in Annex A.

2. The CSPCWG is proposing revised specifications for charting 'mangroves', to replace existing specification B-312.4 and INT1 symbol C32. This is because with the extended use of charts for non-navigational uses, it is now considered better to depict the 'real-world' situation, (ie that it is an intertidal area), to provide a clearer edge to facilitate defining maritime boundaries that are measured from the drying line, and to provide a symbol that is easier to generate digitally. The revised specifications are at Annex B.

3. The CSPCWG also proposes to add a new paragraph to B-434, to clarify the use of the term 'Recommended', which may be misunderstood to be a recommendation by the chart-producer. The proposed new paragraph is at Annex C. Member States may consider whether they wish to include a short note to the same effect in national versions of INT1, to ensure that the chart user is aware.

4. Member States are requested to review the CSPCWG's draft revisions and proposals. According to Specification B-160, Member States should inform the IHB ([info@ihb.mc](mailto:info@ihb.mc)) if they have any major objections to the adoption of the revised and additional specifications, or any other comments, within three months. Accordingly, Member States' comments should reach the IHB no later than 22 December 2008. If no objections are received, the IHB will announce in a follow-up Circular Letter that the revised specifications and proposals have come into force. Please respond using Annex D.

5. The next section of M-4 to be revised will be B-480 to B-499. Member States are invited to continue contributing to this work through their representatives on CSPCWG.

On behalf of the Directing Committee

Yours sincerely,

Captain Robert WARD  
Director

Annex A: Noteworthy changes to Chart Specifications of the IHO (M-4) B-440 to B-449

Annex B: Revised specification M-4 B-312.4 (charting of mangroves)

Annex C: Proposed new paragraph to add to M-4 B-434 (recommended)

Annex D: Response Form

## NOTEWORTHY CHANGES TO CHART SPECIFICATIONS OF THE IHO (M-4) B-450 TO B-479

More explicit guidance has been given throughout the section for charting aids to navigation on multicoloured charts. Also:

- B-450.3:** New guidance has been given for the arrangement of legends associated with aids to navigation.
- B-450.5** New guidance is given on determining where aids to navigation should be charted.
- B-452/454** The situations where the fog signal symbol R1 should or should not be used have been clarified.
- B-455.4** Guidance is given on charting the colour of beacons, where the structure and topmark differ.
- B-455.9:** An explanation of the term 'Daymark' is given.
- B-456** The whole subject of types of beacons has been simplified and clarified. Symbols Q92 (Withy), Q102.1 (Topmark with function of beacon) and Q102.2 (Painted boards) have been removed (and should be marked as obsolescent in future editions of INT1. The term 'stake' has also been removed, to avoid confusion when used with both Q90 and Q91.
- B-460.7:** A new paragraph has been included on retroreflectors.
- B-461.3:** The IALA buoyage system is explained in more detail.
- B-461.5:** New guidance is given on how to chart direction of buoyage where two opposing directions meet.
- B-467:** A new summary table of IALA marks has been included.
- B-470.5:** The specification allows for adding light flares to landmarks to denote a navigational light, with a new entry for INT1 as P7.
- B-470.8:** The method of showing bearings for a light that is off chart limit has been covered, with a new entry for INT1 as P8.
- B-471.8:** The method of charting more than one light at the same structure has been clarified, and the possibility of indicating lights arranged other than vertically or horizontally is now covered.
- B-472.1:** A definition of a 'major' light has been added.
- B-473.1:** The abbreviation '(U)' for unwatched lights has been made obsolete.
- B-473.5-6:** Specifications for temporary (temp) and extinguished (exting) lights have been added.
- B-474.5:** Watch buoys have been removed.
- B-475.5:** The paragraphs about legends on sector arcs have been moved to B-475.2.
- B-475.6-7:** Some additional clarification on charting leading and direction lights has been added.
- B-476.2:** the distinction between high intensity and low intensity air obstruction lights has been removed. The difference was undefined, and caused confusion between high intensity air obstruction lights and aeronautical lights. Symbol P61.1 is obsolete.
- B-478.1:** The paragraph about bearing lights has been removed.
- B-478.3:** Synchronized lights are becoming increasingly common, so the specification has been rewritten to allow for indicating their presence on charts.

**REVISED SPECIFICATION M-4 B-312.4 (CHARTING OF MANGROVES)**

**B-312.4 Mangroves.** The seaward limit of the mangroves must be a fine dashed line, backed by small mangrove symbols at intervals of about 10mm. The area of mangroves should normally be covered by intertidal tint. The landward limit of the mangrove area (where it is the high water line) must be shown as coastline, using C1 or C2 as appropriate. On smaller scale charts or if detailed information on the extent of the intertidal area is not available it may be sufficient to show the seaward limit only, with land tint on the landward side.

If the area is extensive, mangrove symbols may be spread across it spaced in a diagonal pattern about 10mm apart. Alternatively, a legend ‘Mangroves’ may be inserted within the area, repeated as necessary. The legend should be in upright type, as the actual mangroves are an above water feature.

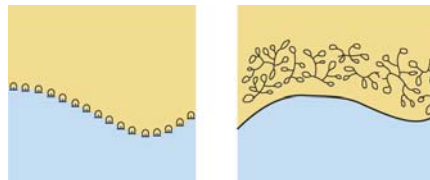


on small scales charts

Note that the seaward limit of the mangrove area may not coincide with the low water line (eg if mudflats extend further seaward), nor the landward limit coincide with the high water line. In such cases, the limits of the mangrove area must be depicted by a fine dashed line backed by mangrove symbols, as an isolated area within a larger intertidal area.

If it is required to show an individual mangrove tree, the symbol C31.2 should be used. If it is conspicuous, the legend ‘TREE’ should be inserted alongside the symbol.

A **mangrove shore** was formerly represented by one of the following symbols, with land tint extended to the seaward limit of the mangrove area as this represents the apparent coastline and the limit of navigation.



With the increasing use of charts for non-navigational purposes, it is now considered better to show the ‘real-world’ situation, ie areas of mangroves should be shown over intertidal tint, as mangroves only exist in intertidal areas. Therefore, the above symbols are now obsolescent.

**PROPOSED NEW PARAGRAPH TO ADD TO M-4 B-434 (RECOMMENDED)**

'It is important to recognise that it is not the role of cartographers to create 'recommended' tracks and other 'recommended' routing measures; such recommendations are made by other authorities. The word 'Recommended', used in connection with recommended tracks and other recommended routing measures (see B-432, B-435.4, B-435.5) usually implies that it has been recommended by a competent authority (such as a port authority within its port limits or a national maritime safety authority) and may be adopted by IMO. Occasionally, the recommendation may be based on advice directly from a competent surveyor or established by precedent'.

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AND OTHER CSPCWG PROPOSALS

**Response Form**

*(to be returned to the IHB by 22 December 2008*

*E-mail: [info@ihb.mc](mailto:info@ihb.mc) - Fax: +377 93 10 81 40)*

**Member State:** .....

**1. M-4 section B-450 to B-479 revision (Aids to navigation, audible and visual).**

Do you have any comments on the draft revised section?

Comments : .....

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**2. M-4 section B-312.4 revision (Mangroves).**

Do you have any comments on the draft revised section?

Comments : .....

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**3. M-4 section B-434 addition (Recommended).**

Do you have any comments on the draft new paragraph?

Comments : .....

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Name: ..... E-mail : .....

Signature : ..... Date: .....