



THIS CIRCULAR LETTER REQUIRES YOU TO VOTE

IHB File No. S3/8151/HSSC

CIRCULAR LETTER 43/2009  
25 June 2009

REVIEW OF IHO TECHNICAL RESOLUTIONS BY THE COMMITTEE ON HYDROGRAPHIC  
REQUIREMENTS FOR INFORMATION SYSTEMS (CHRIS)<sup>1</sup>  
(GROUP 4 OF 4)

References: a) CL 93/2008 dated 17 November  
b) CL 12/2009 dated 17 February  
c) CL 30/2009 dated 29 April

Dear Hydrographer,

1 In accordance with the References this CL invites Member States to consider the fourth group of resolutions recommended by the CHRIS for deletion or amendment.

2 As reported at Reference A the CHRIS directed the Data Quality Working Group (DQWG) to review TR B1.2. At its meeting on 10 May 2009 the DQWG reviewed TR B1.2 and concluded that this matter was now fully covered by IHO Standards for Hydrographic Surveys (S-44) and that TR B1.2 should therefore be deleted.

3 The deleted / amended resolutions in the fourth group are at Annex A. Deleted text is shown in ~~strike through~~ and new text in *italics*. In the electronic version all amended text is in red. Member States are requested to review the proposals and complete and return the attached voting form to the IHB **by Monday 10 August**.

On behalf of the Directing Committee  
Yours sincerely,

Captain Robert WARD  
Director

Annex A. Deleted / amended resolutions  
Annex B. Voting form

<sup>1</sup> Under the new IHO Technical structure, as from 1 January 2009, CHRIS replaced by HSSC - Hydrographic Services and Standards Committee.

**CHRIS Proposal: Delete B1.2; F1.2; F1.4; F3.9; F3.11; F3.12; F3.13; F4.2; H3.1; and H4.1**

~~**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:~~

<del>Shallow depths</del>	<del>0-30 metres</del>
<del>Medium depths</del>	<del>30-200 metres</del>
<del>Deep depths</del>	<del>Greater than 200 metres</del>

~~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.~~

~~**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.~~

~~**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.~~

### ~~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.~~

### ~~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.~~

### ~~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.~~

### ~~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.~~

### ~~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.~~

### ~~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.*

#### **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.~~

## CHRIS Proposal: Amend resolutions F1.6; F3.4; F3.14; F4.1; H1.1; and H2.1

### F1.6 EXPRESSING GEOGRAPHICAL POSITIONS

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

### 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.

### 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.*

### 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.~~

## 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.*

## 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>Holtenua.</del> Kiel (Holtenua)	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	34. <del>Kapala Tanah (Timor).</del> Torres Strait (Goods Island (10° 34'S 142° 09'E))

	(51° 00'N 001° 30'E)	35.	<del>Torres Strait</del> . Cape Leeuwin (Australia)
7.	<del>Dunkerque</del> . Pentland Skerries	36.	<del>Cape Leeuwin</del> . Pedra Branca (Tasmania)
8.	<del>Dover</del> . Cape Wrath	37.	<del>Eddystone (Tas.)</del> . Wilson Promontory, (Rodondo Island (39°14'S 146°23'E))
9.	<del>10°W of Ushant</del> . Barra Head	38.	<del>Wilson Promontory</del> . Southwest Cape (NZ)
10.	<del>Bishop Rock</del> . Inishtrahull	39.	<del>South Cape (N.Z.)</del> . Adele Island
11.	<del>Longships</del> . Inishtearaght Light	40.	<del>Rossel Spit</del> . Bougainville Strait
12.	<del>Cape Wrath</del> . Off Fastnet Rock TSS (5 NM S of Fastnet Rock)	41.	<del>Bougainville Strait</del> . Honolulu, Hawaii
13.	<del>Barra Head</del> . Off Tuskar Rock TSS (6 NM SE of Tuskar Rock)	42.	<del>Honolulu, Hawaii</del> . Unimak Pass, Alaska (5 NM N of Ugamak Island)
14.	<del>Inishtrahull</del> . Bishop Rock	43.	<del>Arena Point (San Francisco)</del> . In the Strait of Juan de Fuca and its Approaches TSS (J Light Buoy)
15.	<del>Tuskara Rock</del> . Off Ouessant TSS (30 NM NW of Île d'Ouessant)	44.	<del>Panama</del> . San Francisco (SF Light Buoy)
16.	<del>Fastnet</del> . Finisterre (30 NM W)	45.	<del>Cape Horn</del> . Panama
17.	<del>Inishtearaght Lighthouse</del> . Gibraltar (6 NM S of Europa Point)	46.	<del>Cape Pillar (Magellan Strait)</del> . Cabo de Hornos
18.	<del>10°W of Finisterre</del> . Bonifacio Strait	47.	<del>Dungeness (Magellan Strait)</del> . Cabo Pilar (Magellan Strait)
19.	<del>Gibraltar</del> . Stretto di Messina	48.	<del>Colon</del> . Punta Dungeness (Magellan Strait)
20.	<del>Bonifacio</del> . Dioryga Korinthou	49.	<del>Off Sand Key light</del> . 30 NM NE of Cabo Calcanhar
21.	<del>Messina</del> . Istanbul	50.	<del>Diamond Shoal light vessel</del> . Colon
22.	<del>Corinth E.W.</del> . Port Said	51.	<del>Chesapeake Bay Entrance</del> . 80 NM E of Cabo Catoche, Yucatan Channel
23.	<del>Chalkis Pass</del> . Las Palmas (Canary)	52.	<del>Delaware Bay Entrance</del> — (Overfalls light vessel) Key West
24.	<del>Istanbul</del> . Cape of Good Hope (30 NM SW)	53.	<del>Ambrose Channel light vessel</del> . Cape Hatteras (Diamond Shoal Light Buoy)
25.	<del>Port Said</del> . Bab el Mandeb (3 NM SW of Balfe Point)	54.	<del>Nantucket Shoal light vessel</del> . Nantucket Shoals, Great South Channel (N Light Buoy)
26.	<del>Las Palmas (Canary)</del> . Strait of Hormuz (6.5 NM N of Didamar)	55.	St. Lawrence River (Reporting Point 5, Les Escoumins)
27.	<del>Cape of Good Hope</del> . Sri Lanka (Dondra Head)		
28.	<del>Perim</del> . Singapore (Raffles Lighthouse)		

~~Note: Names shown in italics are connecting points which appear in Distance Tables other than British Admiralty Tables~~

**VOTING FORM**

*(to be returned to the IHB by Monday 10 August 2009*

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

**Adoption of new / amended Technical Resolutions**

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

Do you agree to the deletion of TRs B1.2; F1.2; F1.4; F3.9; F3.11; F3.12; F3.13; F4.2; H3.1; and H4.1

Yes or No? .....

If the answer for any resolution is NO, please identify the resolution and indicate the reason.

Do you agree to the amended resolution F1.6?      Yes or No .....  
Comments if any:

Do you agree to the amended resolution F3.4?      Yes or No .....  
Comments if any:

Do you agree to the amended resolution F3.14?      Yes or No .....  
Comments if any:

Do you agree to the amended resolution F4.1?      Yes or No .....  
Comments if any:

Do you agree to the amended resolution H1.1?      Yes or No .....  
Comments if any:

Do you agree to the amended resolution H2.1?      Yes or No .....  
Comments if any:

Name / Signature .....      Date: .....