

**Paper for Consideration by CSPCWG**

**CONSOLIDATED RESPONSES TO CSPCWG LETTER 11/2009  
MISCELLANEOUS CHART SPECIFICATIONS**

<b>Submitted by:</b>	Chairman
<b>Executive Summary:</b>	Consolidated responses of WG members to Letter 11/2009 on new specifications requires a few decisions before final specifications are prepared for MS approval.
<b>Related Documents:</b>	S-4, INT1.
<b>Related Projects:</b>	None

**Introduction / Background**

The consolidated responses of WG members to Letter 11/2009 on new specifications, resulting from Actions arising from CSPCWG5, requires a few decisions before final specifications are prepared for MS approval.

**Analysis/Discussion**

<b>CSPCWG5 Action</b>	<b>Subject</b>	<b>Question</b>	<b>Yes</b>	<b>No</b>
11 (Annex C)	Bridges	Do you agree with the method of showing detail under bridges shown in the US example, ie by removing a bridge span? <b>The response is unanimous that removing the bridge span is not agreed. The options remain to superimpose the depths/obstns, or arrow them in. Should both options be retained, or only one selected? See questions in comment area.</b>		AU, BR, CA, DK, DE, ES, FI, FR, GR, JP, NL, NO, NZ, SE, UA, UK, ZA
14 (Annex E)	Unsurveyed areas	a. Do you agree that the magenta version of the 'unsurveyed areas' symbol should be removed from the INT specifications? <b>US comment below highlights the principle, see B-142. Discussion required. What CATZOC is used for unsurveyed areas?</b>	CA, DK, ES, FI, FR, GR, JP, NZ, SE, UA, UK, US, ZA	AU, BR, DE, NL, NO
		b. Is there any need to change the ratio of blue to white in the banding (to avoid 'vibration' effect). <b>Are the 'yes' responders still of that opinion, after seeing SE explanation below? Can we allow the small change to the ratio as a national option?</b>	CA, ES, FR, GR, JP, US	AU, BR, DE, DK, FI, NL, NO, NZ, SE, UA, UK, ZA
		c. Do you agree that the example from the SE chart would be useful in S-4? <b>We will include in the draft.</b>	CA, DE, DK, FI, GR, NL, JP, NO, NZ, SE, UA, US, UK, ZA	AU, BR, ES, FR
33 (Annex H)	FFI	a. Do you now agree that the light description abbreviation FFI should be retained, following the arguments put forward by AU? <b>Agreed to retain; no action required.</b>	AU, BR, CA, DE, DK, ES, FI, FR, JP, NL, NO, NZ, SE, UA, UK, US, ZA	GR

CSPCWG5 Action	Subject	Question	Yes	No
		b. If YES to (a), do you think the abbreviations Fiso and FQ should also be accepted? <b>To include these requires consultation with IALA and subsequent amendment to S-12. Ask IHB to facilitate this consultation</b>	AU, DE, DK, ES, FI, FR, NL, NO, NZ, SE, UA, UK, US	BR, JP, ZA
		c. If YES to (b), should Fiso and FQ be added to S-4 and INT1? <b>Only after (b) is resolved can we proceed to amend INT1 and S-4 (with MS approval).</b>	AU, DE, DK, ES, FI, FR, NL, NO, NZ, SE, UA, UK, US	ZA

### Comments

#### AUSTRALIA

ACTION 14: AU strongly rejects the removal of the option to depict unsurveyed boundaries in magenta from INT specifications. AU has many areas that are unsurveyed purely because we have not had the opportunity (or the requirement) to survey there yet. These areas do not necessarily contain physical obstructions, hence the AU policy of showing the boundary of these areas and the legend in magenta – we really don't know what is in these areas. Feedback from users since we changed from black to magenta to depict these areas (many years ago now) is that the magenta stands out more from the surrounding bathymetry, which is a preference. In line with the above, AU would like to see the third example for I25 at B-418.1 changed back to magenta.

#### CANADA

ACTION 11: Removing the bridge span might lead some to think there is unlimited overhead clearance, which is not the case.

#### DENMARK

ACTION 11: We favour the Latvian way of portraying depths/obstructions under bridges, preferably in connection with examples G and/or H.

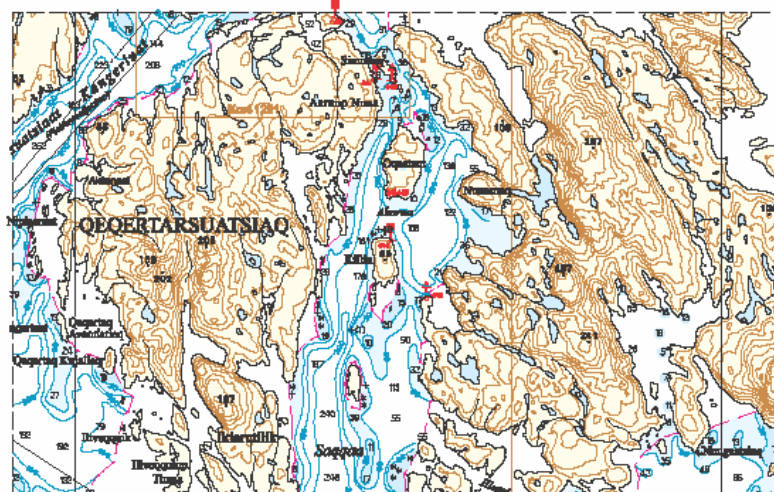
**Ask DK to explain this comment. G & H do not have depths?**

**Ask LV to explain what the tiny tint circles imply – what happens if the shoal is entirely under the bridge?**

Note: Andrew, please change the source of examples F and G from 'Danish Maritime Safety Administration' to 'Danish Hydrographic Office'... **Done.**

#### ACTION 14

We approve of the removal of the magenta version of 'unsurveyed areas' but only if the new blue and white tint is accepted. In Greenland we need either the magenta colour or the blue and white tint to enhance unsurveyed areas because of the predominance of black lines, soundings and symbols along the coastline. See examples below:



Extract chart1212 1:80000; example with magenta lines to show unsurveyed areas



Should this example be used instead of, or in addition to, example C?

#### NEW ZEALAND

ACTION 11: We think Example C is better in that the land tint for the bridge remains with the black outline of the bridge broken only for the detail. This makes it clear that the bridge is there with a restricted clearance height but the soundings and other hydrographic detail intuitively applying to the water.

#### SWEDEN

ACTION 14: The symbology with 5mm blue and 5mm white bands has been used in many Swedish charts as a national symbol more than 40 years. SMA (Swedish Maritime Administration) has never heard any complaints about that the symbology would cause vibration effects. When setting up parameters for digital production of paper charts (15 years ago) the width of 5mm of the bands was carefully selected. Tests were performed with thinner and wider bands. Using thinner bands did actually cause vibration effects. Using wider bands than 5mm made the symbology complicated to use in small areas (in a small area just two white bands and one blue band may fit in which would make the portrayal confusing). Changing the ratio of blue to white in the banding (for example 7mm for the blue bands and 5mm for the white) would give the same problems in small areas as when making the bands wider.

#### US (NGA & NOAA)

ACTION 11. It is extremely doubtful that the U.S. (NOAA) will receive any support for this depiction. Note that INT1 shows a sounding out of position (Symbol I-11), but does not show an obstruction out of position nor does it show a wreck out of position. If CSPCWG recognizes obstruction out of position as a legitimate feature, it might be good to show it in INT1, Section K.

1. Is this another option to the JP depiction (Example C) or preferable to it?
2. Should it have an entry in INT1?

ACTION 14a. A magenta outline for unsurveyed area implies “no physical obstructions” exist. If the area is unsurveyed, the claim of “no physical obstruction” cannot be made since the area has not been surveyed to determine whether or not obstructions exist.

ACTION 14c. The Swedish example would be extremely helpful in understanding any text incorporated into S-4 trying to explain this symbolization. A picture is worth a thousand words, even if the words are Andrew’s.

#### **Action required of CSPCWG**

The CSPCWG is invited to discuss the following questions and the WG members responses and comments above and advise the CSPCWG Secretary how to revise, if necessary, the draft specifications.

Action 11:

- The options remain to superimpose the depths/obstns, or arrow them in. Should:
  - both options be retained
  - arrow in ‘out of position’ depths or obstns only
  - superimpose detail only
- Is there a need for an ‘Obstn out of position’ entry in INT1?

Action 14:

- Should the magenta version of unsurveyed areas be removed as an INT specification?
- Should there be an option to differentiate the blue and white band thickness to avoid

the 'vibration' effect?

Action 33:

- Should IHB be asked to take up the matter of abbreviations FIso and FQ with IALA, and also to subsequently include in S-12?