

**7th CSPCWG Meeting  
23-26 November 2010, Simon's Town, South Africa**

**Paper for Consideration by CSPCWG**

**Historic Wreck at INT1 – N26**

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| <b>Submitted by:</b>      | Australia   |
| <b>Executive Summary:</b> | There has been some confusion within the Australian Hydrographic Office when depicting historic wrecks on paper charts, caused by the description for INT1 – N26 (historic wreck) and lack of guidance in S-4 for historic wrecks having no associated restricted area. |
| <b>Related Documents:</b> | Official IHO INT1s (German(English), French, Spanish) – N26<br>IHO S-4, clauses B-422 and B-449.5   |
| <b>Related Projects:</b>  | INT1 Sub-Working Group  |

### Introduction / Background

IHO S-4 – Regulations of the IHO for International (INT) Charts and Chart Specifications of the IHO – provides an internationally agreed product specification for both international and national nautical charting products. This includes guidance for the depiction of historic wreck information (B-449.5). INT1 provides guidance for chart users on the symbols, abbreviations and terms used on charts, including symbology for “Historic wreck and restricted area” (N26).

### Analysis / Discussion

In Australian waters, any wreck of 75 years or more is automatically designated a historic wreck. Such wrecks do not have any designated restricted area associated with them, but it is required that they be depicted as historic wrecks on nautical charting products as the wreck itself is protected by legislation. Wrecks of significant historic significance may additionally have a declared protected zone designated, in which activities such as anchoring, salvage, fishing, trawling or diving are prohibited or restricted. For cases where a historic wreck has no associated restricted area, it is considered by Australia that the annotation of “Historic Wk” should be in black text, as it is associated only with the physical wreck feature.

The current S-4 guidance for the depiction of historic wrecks on paper charts relates only to wrecks of historical or cultural significance having areas designated with certain restrictions, and is as follows (S-4 – B-449.5):

**B-449.5 Historic wrecks.** Many nations have designated areas around certain wrecks of historical or cultural (eg sea graves) importance to protect the wrecks from unauthorised interference (eg by diving, salvage or anchoring). The limits of such areas may be shown on the largest scale charts by the symbol for a restricted area (N1.2) with a magenta legend ‘*Historic Wk*’, or equivalent. Any wreck detail and associated buoyage must be shown in black.



**N26**

The guidance in regard to this paper of particular note is that “Any wreck detail and associated buoyage must be shown in black.”. In B-422(i) there is no instruction on the depiction of the actual historic wreck, only a reference to B-449.5 relating to the associated restricted area.

In all three Official IHO INT1s, the only reference to historic wreck is at N26, and relates only to the designated area around a wreck considered to be historic. Additionally, the annotation for entry N26 is “Historic wreck and restricted area”. This annotation implies (through the use of “and”) that the symbol at N26 incorporates the wreck symbol, which is in conflict with S-4 – B-449.5.

## Conclusions

From the above investigation, there is an inconsistency and perhaps lack in the guidance supplied to cartographers on how to depict historic wrecks on paper charts and the corresponding symbology presented to mariners in INT1. This may particularly be considered for wrecks designated as historic for which no restricted area has been designated.

## Recommendations

Any confusion resulting from the interpretation of symbology for historic wrecks on paper charts needs to be removed. To achieve this, the following recommendations are proposed:

1. INT1 – Amend according to one of the following options:

- Remove the “and” from the annotation for INT1 – N26, so that it reads “Historic wreck restricted area”.
- Insert an example wreck symbol in the centre of the restricted area circle at INT1 – N26, i.e. a symbol from K20-31. This would also require amendment of the symbol shown at S-4 – B-449.5.

AU supports the first option, as inserting a wreck symbol at N26 would mean that the symbol would be an example only.

2. INT1 – Consider inserting a new entry in INT1 Section K for historic wreck without an associated restricted area (i.e. “Historic Wk” in black), perhaps at K32.

3. S-4 – Amend B-422(i) similar to the following (new text in red):

- i. **Historic wrecks must be shown, where required, as specified in B-422.1 to B-422.8 below, and may be identified using the legend ‘Historic Wk’, or equivalent. For restricted areas associated with historic wrecks, see B-449.5.**

4. S-4 – Amend B-449.5 similar to the following (new text in red):

**B-449.5 Historic wrecks.** Many nations have designated areas around certain wrecks of historical or cultural (eg sea graves) importance to protect the wrecks from unauthorised interference (eg by diving, salvage or anchoring). The limits of such areas may be shown on the largest scale charts by the symbol for a restricted area (N1.2) with a magenta legend ‘Historic Wk’, or equivalent. Any wreck detail (see B-422) and associated buoyage must be shown in black. **Note that where an area is shown, the magenta text legend associated with the area takes precedence over annotation of the wreck itself.**



**N26**

## Justification and Impacts

- Guidance for compilers depicting historic wrecks on paper charts where there is no associated restricted area is required.
- Inconsistency between S-4 guidance on the depiction of historic wrecks and the content of INT1 for chart users requires rectification.
- There is no impact on other nautical product specifications (S-57) or display specifications (S-52).

- Australia would be willing to assist in any further work required resulting from CSPCWG decisions.

**Action required of CSPCWG**

The CSPCWG is invited to:

- a. consider this paper
- b. determine, on the merit of the Recommendations above, appropriate action