



## CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

[A Working Group of the Hydrographic Services and Standards Committee (HSSC)]

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To CSPCWG Members

Date 26 January 2010

Dear Colleagues,

### Subject: CSPCWG6 Actions 10-13 – use of adjective ‘Foul’

Item 8.2 discussed at the 6<sup>th</sup> CPSCWG meeting was about the use of the adjective ‘Foul’, meaning very different things in the contexts of the two terms Foul Area and Foul Ground. Four actions resulted from these discussions, as recorded in the record of the meeting circulated under cover of CSPCWG Letter 01/2010.

Annex A to this letter summarises our proposals for carrying out these actions, as follows:

- Action 10: proposed changes to S-4.
- Action 11 is noted for consideration by the INT1 subWG.
- Action 12 is a draft summary, for circulation to the TSMAD, DIPWG and HDWG, with proposals for actions by TSMAD and HDWG.
- Action 13 simply notes that our AU member will raise the matter at the combined TSMAD/DIPWG meeting in May and may use the summary as a reference for that meeting.

Please use the attached Response Form to let me know, **not later than 23 March 2010**, whether you agree with the proposed changes to S-4 and are content that I can distribute the summary statement.

Yours sincerely,

Peter G.B. Jones,  
Chairman

Annex A: Summary of proposals for action  
Annex B: Response Form

## CSPCWG ACTIONS 10, 11, 12 & 13 – FOUL

### Summary of proposals for action

#### 1. Implications for S-4

**ACTION 10: Secretary** to draft amendments to be considered for S-4 edition 3.008, including:

- Add '(ie Foul Areas)' after 'numerous dangers' in the 2<sup>nd</sup> sentence of B-420.1
- Amend title of B-422 to 'Wrecks, Obstruction and Foul Areas'
- Replace B-422.8 with a cross reference to B-420.1
- Transfer existing B-422.8 into sub-section B-449 (but retain a cross reference for distributed remains of wrecks at B-422.8).
- Identify any other references to fouls in S-4.

##### 1.1 S-4 Current wording:

###### **B-411.6:** ...

Blue tint must be added to all water areas of the chart where the depth is appropriate, including over wrecks, other obstructions and foul areas. Solid blue tint must be shown over obstructions of unspecified depth in waters less than 100m deep. It may also be inserted in lakes and inland waters of no interest to the navigator.

No change required. In the context, the instruction applies to all 'US style' foul areas because they are behind danger line. Areas of Foul Ground will be coloured according to depth.

##### 1.2 S-4 Current wording:

**B-420.1** A **danger line**, consisting of a line of dots backed by solid blue tint, must be used to draw the navigator's attention to a danger which would not stand out clearly enough if it were represented solely by the symbol for the feature. The danger line must also be used to delimit areas containing numerous dangers, through which it is unsafe to navigate at the scale of the chart.

As agreed at CSPCWG6, add parenthesis:

**B-420.1** A **danger line**, consisting of a line of dots backed by solid blue tint, must be used to draw the navigator's attention to a danger which would not stand out clearly enough if it were represented solely by the symbol for the feature. The danger line must also be used to delimit areas containing numerous dangers (ie **Foul Areas**), through which it is unsafe to navigate at the scale of the chart.

##### 1.3 S-4 Current wording of title:

###### **B-422 WRECKS, FOUL GROUND, OBSTRUCTIONS**

As agreed at CSPCWG6, change to:

###### **B-422 WRECKS, OBSTRUCTIONS AND FOUL AREAS**

##### 1.4 S-4 Current wording:

**B-422.8** **Foul ground and sites of cleared platforms.** Large areas of foul ground (ie areas over which it is safe to navigate but which should be avoided for anchoring, taking the ground or ground fishing) must be shown by legend, within dashed limits where the extent is known.

*Foul* **K31**

Areas too small to be shown to scale should be shown by the symbol.

# **K31, L22**

This symbol may also be used for the remains of a wreck or the site of a cleared production platform, provided the platform has been removed to the seabed. Platforms which have been cut-off above the seabed must be charted as obstructions.

As agreed at CSPCWG6, change to:

**B-422.8** A **Foul Area** (US usage) is an area of numerous uncharted dangers to navigation. It must be delimited by a danger line, see B-420.1. For sea floor debris, such as the distributed remains of a wreck, see B-449.7.

And transfer existing B-422.8 to B-449.7, with small amendments (highlighted):

**B-449.7** **Foul ground and sites of cleared platforms.** Large areas of foul ground (ie areas over which it is safe to navigate but which should be avoided for anchoring, taking the ground or ground fishing) must be shown by legend, within dashed limits where the extent is known.

*Foul* **K31**

Areas too small to be shown to scale should be shown by the symbol.

## # K31, L22

This symbol may be used for sea floor debris, such as the distributed remains of a wreck or the site of a cleared production platform, provided the platform has been removed to the seabed. Platforms which have been cut-off above the sea floor must be charted as obstructions, see B-422.9. For Foul Areas dangerous to surface navigation, see B-422.8.

### 2. Implications for INT1

**ACTION 11: INT1 producers** to include a new item for 'Foul Area' at K32.

Exactly how this will be achieved will be decided by the CSPCWG INT1 subWG members, probably at their meeting planned for June 2010.

### 3. Implications for S-32 and other WGs

**ACTION 12: Secretary** to summarize discussion on 'foul' and draft amendment to S-32 definition for 'foul ground', in consultation with TSMAD (for S-101).

#### SUMMARY

CSPCWG is concerned by the possibly confusing differences between the two terms as applied in nautical charts:

- 'Foul Area' as used in US to denote an area through which it is unsafe to navigate;
- 'Foul Ground' as used more widely for an area through which it is safe to navigate, but in which it is unwise to anchor, fish or take the ground, because of sea floor debris of some kind.

CSPCWG is also aware that the same confusion exists within ENCs, as both the attributes for Foul Area and Foul Ground are bound to the object 'Obstruction'. In S-57, the definition for Foul Area is derived from S-32, whereas the definition for Foul Ground is derived from M-4 (now S-4):

**foul area:** an area of numerous unidentified dangers to navigation. The area serves as a warning to the mariner that all dangers are not identified individually and that navigation through the area may be hazardous. Commonly used to encode areas behind danger lines on navigation charts. (adapted from IHO Dictionary, S-32, 5th Edition, Item No.1915).

**foul ground:** areas over which it is safe to navigate but which should be avoided for anchoring, taking the ground or ground fishing. (IHO Chart Specifications, M-4, 442.8).

For a fuller account of the problem, please see AU paper CSPCWG6-08.2A, which can be found in the papers for the 6th CSPCWG meeting, available in the CSPCWG section of the IHO website.

At CSPCWG6, the participants recognised that the very different applications of the adjective 'foul' are unhelpful, but that it is not realistic to change them. In fact, the problem is more for cartographers than charts users, as users will be more influenced by the depiction of a danger line around a Foul Area meaning they should avoid an area, while a # symbol or dashed line around an area of Foul Ground does not carry the same significance. However, the need to have a clear distinction between foul areas, through which it is not considered safe to navigate, and foul ground, through which it is considered safe to navigate, needs to be rectified and requires cooperation amongst various IHO Technical Working Groups, in order to ensure consistency in compiling and portrayal on navigational charts.

This issue has been discussed inconclusively, to date, by CSPCWG, TSMAD and DIPWG, but with a recognition that something needs to be done. It appears from the various minutes that TSMAD and DIPWG are waiting on CSPCWG to lead. This may be best achieved by CSPCWG making appropriate amendments to S-4 and INT1 with input from HDWG, TSMAD and DIPWG, and passing recommendations based on these changes back to HDWG, TSMAD and DIPWG.

CSPCWG has now decided a way ahead for S-4 and INT1, as detailed above. It further recommends that:

- The erroneous binding of Foul Ground to the Obstruction feature should be rectified in S101.
- The potentially misleading S-32 definition 1918 should be replaced by the well-established definition used in S-4 and S-57, i.e:  
**foul ground:** areas over which it is safe to navigate but which should be avoided for anchoring, taking the ground or ground fishing.

### 4. Paper for TSMAD/DIPWG

**ACTION 13:** AU to prepare paper for discussion of fouls in TSMAD and DIPWG for the May 2010 joint meeting.

It is suggested that this paper may serve as a useful reference for completing Action 13.

**CSPCWG6 Actions 10-13 – use of adjective ‘Foul’****Response form**

(please return to CSPCWG Secretary by 23 March 2010)

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CSPCWG6 Action		Yes	No
10	Do you agree with the revisions proposed for S-4? (as noted below)		
	B-411.6: no change		
	B-420.1: additional clarification in parenthesis (or ‘brackets’)		
	B-422 title: amended		
	B-422.8: revised to address Foul Areas, rather than Foul Ground		
	B-499.7: new specification, derived from old B-422.8		
12	Do you agree that the Summary statement can be distributed?		

Comments:

Name:

Member State: