

2nd NCWG MEETING
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Paper for Consideration by NCWG
Deletion of unwanted symbols (INT-1)

Submitted by:	NATIONAL HYDROGRAPHIC OFFICE, INDIA
Executive Summary:	Restrict over-complication of symbolizing unwanted features on charts.
Related Documents:	IHO INT-1 and S4.
Related Projects:	None

Introduction / Background

In simple terms a mariner requires information regarding available depths, navigational aids like lights, buoys, beacons, conspicuous objects, weather information and some cautions like wrecks, obstructions etc., besides other port information for proper entry and exit. The flora and fauna of the region is not of as much concern for the navigation. In the recent years the inflow of proposals for inserting new symbols into the INT1 is becoming very frequent. There is a need to put a check on over-complication of symbolization on charts/ENCs. If this trend continues then the nautical chart will lose its primary objective. It is not considered necessary to overload a chart with unnecessary information of marine environment. Few such proposals which had come into force even after some resistance from the Member States including INHO are discussed below:

Analysis / Discussion

Example. 1: With reference to IHO CL02/2013, it was proposed to insert new specification (S4, B417.8) and symbol for 'After disaster surveys' and assigning a grey tint over the survey area (B293.8 & B297.2). INHO has suggested to add a text "after disaster surveys" against the survey source at the source diagram instead of drawing a magenta limit. Inserting an additional magenta limit into a complex chart with full of navigational details will create a clutter of information (Fig.1). It would be simpler and meet the purpose by annotating the source at source diagram rather than inserting an additional symbol with grey tint and respective attributes to the chart/ENC.

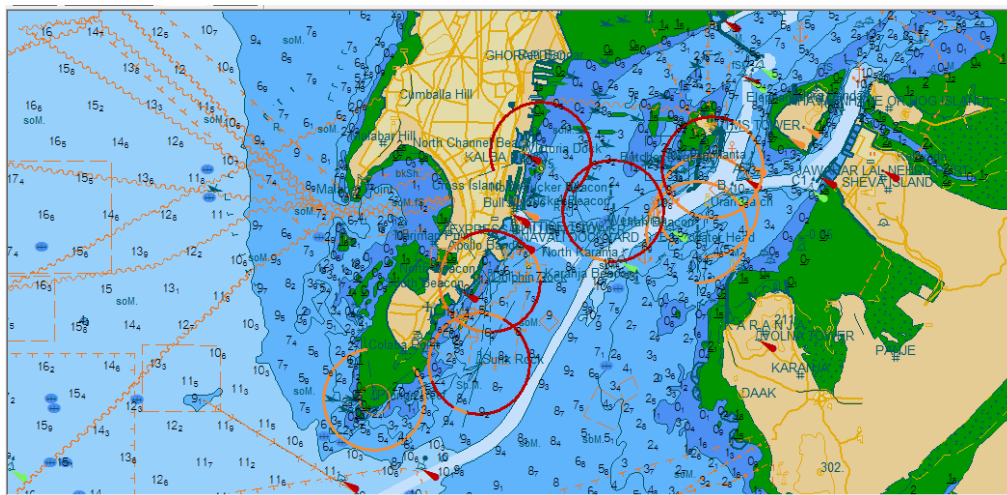


Figure.1

Example. 2: Another proposal was made vide CSPCWG Lt. 07/2012 for inserting a legend for 'discontinuity between surveys gap'. The cartographic practice is to show this feature with a white

band and a cautionary note if required. INHO has reiterated the same and the depiction of the said feature with an existing symbol at I-25 in INT-1 is relevant.

Example. 3: With reference to IHO CL 71/2010 dated 03 Nov 2010, new symbols have been appended to E-37.1 & 37.2 of INT-1 for Caravan and Camping sites. Since the camping is a seasonal affair, a simple informative note on chart or INFO in the ENC can meet the purpose instead of adding two more symbols to the INT-1. These symbols are hardly found in the charts. Moreover if any MS is keen to insert such symbols which are of geographical relevance to their region they the same could be shown in the national series of charts.

These are few examples of this kind. It is good to see some kick start movement by the INT1 subWG's initiative towards deletion of vacant entries from the INT1.

Conclusions

An aptly chosen symbol can be useful for navigation, but inserting unwanted symbols in a chart could create confusion. S4, B-100.4 also reiterates this by saying "the primary purpose of nautical charts is to provide the information required to enable the mariner to plan and execute safe navigation. In constructing the charts and selecting content it is therefore important to understand the mariner's need for appropriate, relevant, accurate and unambiguous information. Particular care must be exercised to avoid errors and the creation of situations where the mariner may be faced with too much information (chart clutter) or irrelevant information which causes confusion or distraction." SOLAS Chapter V is also relevant in this context. Revision of INT1, INT2, INT3 and S4 from time to time is considered necessary but a care must be exercised while including new symbols. This leads to additional work load on the chart production teams for creating new standardized symbols, their maintenance and implementation into the charts/ENCs.

Recommendations

- (a) Optimum use of existing symbols.
- (b) Deletion of vacant/ un-used symbols of INT1 and their relevant references from the other standard documents viz., S4, S57 etc.
- (c) Rigorous assessment of need for inclusion of new symbols unless they are navigationally important.
- (d) Encourage MS to use the additional symbols (which are not globally important) in their national series charts if required rather than proposing the same for insertion into INT1.

Justification and Impacts

- (a) Prioritisation of symbols for safety of navigation at sea is very important.
- (b) Avoid data clutter on charts.
- (c) There will be a room for depiction of more navigational aids and their respective attributes on the charts.

Action required of NCWG

- a. Consider the recommendations for discussion with relevant WGs.
- b. Take necessary action while preparing the new edition S4 and INT1.
- c. Take up necessary steps for implementation.