

**5th CSPCWG MEETING
Sydney, 18-21 November 2008**

Paper for Consideration by CSPCWG

B-480 to B-499 draft revision

Submitted by:	Secretary
Executive Summary:	A discussion to deal with some issues before submitting round 1 of the B-480 to B-499 revision to WG members for detailed comment.
Related Documents:	M-4, INT1
Related Projects:	None

Introduction / Background

The secretary has commenced work on a revision of M-4 section B480-499. There are a few general questions which arise straightaway. A discussion of these amongst WG members at CSPCWG5 may allow the initial draft to be considerably improved before submission for more detailed analysis by WG members.

Analysis / Discussion

The Secretary would like an early view on the following issues:

1. Do you agree with the following statement?

Many older radio position-fixing systems require Radio Direction Finding (RDF) equipment to determine the bearing of the transmitting device; such equipment is generally no longer fitted on vessels. Consequently the following radio position-fixing stations (with one exception) are now obsolete and there is no value in charting them. The sole exception is 'emergency use only' VHF-based direction finding services (RG) (which do not use RDF equipment):

- a. Circular (non-directional) (RC), directional (RD) and rotating pattern (RW) marine radiobeacons;
- b. Consol beacons;
- c. Aeronautical radiobeacons;
- d. Radio direction-finding stations (RG);
- e. Coast Radio Stations providing 'QTG' service (R).

If you agree, then the specifications for these facilities can be removed from M-4.

2. Do you agree with the following underlined statement?

Loran-C is a low frequency terrestrial electronic position-fixing system. The signals are broadcast from masts spaced hundreds of miles apart and are currently available in North West Europe, North America and parts of the Middle and Far East. It provides an alternative or back-up for satellite navigation systems and may be partly integrated with them. There is no requirement for any chart action.

3. Should there be an option for showing morse identifiers as dots and dashes?

4. B-486.3: This specification was amended in 1995 to "Racons operating in the 3cm band only **must** be charted as 'Racon (3cm)'; those in the 10cm band as 'Racon (10 cm)'; and Racons operating in both bands simply as 'Racon'", as Racons operating in both bands became the norm. However, the result is that where the wave band is unknown, it is shown the same as S3.3 (ie no wavebands shown), which is potentially confusing. It is suggested that as most Racons operate in both bands, there is no need to chart the band; if the mariner does not see a Racon he expects in one band, he will try the other. Other service information about Racons is not

charted, so why does the band need to be? It would reduce clutter, maintenance and potential confusion to remove this detail from charts. Do you agree?

5. B-487.3: Is there a reason why the appropriate symbols for mast or tower, should not be used rather than a position circle and legend? Is it necessary to distinguish 'radar' from other types of radio structures?
6. B-490.2: There was some discussion during the revision of B-470.5 & 470.6 why a light star and flare should not be used for SS which consist of lights (as many SS now do). Is there good reason why light star and flares should not be used? It is suggested that as SS lights are specifically for information to vessels, they are likely to be powerful (so they can be seen during daylight) and sometimes also act as port identification, leading lights, or bridge navigable span marks, it is appropriate to draw attention to their existence with a flare. Possibly a light star should only be used if it is definitely known that the light also serves a navigation purpose other than traffic control.
7. Information on signal stations is currently scattered between B-490, B-494, B-495, B-496, B-497. It is proposed to reorganize so that there should be a brief reference in B-490, with the detail from B-490.2-.3 being transferred to B-494 (retitled Signal Stations: General) and the guidance on Storm Signals being moved to B-497. Do you agree to this re-organization?
8. Do 'Time' signals (B-494.2) and Telegraph Stations (B-497.1) still exist or need to be charted? If not, it is suggested they be deleted from M-4, and T27 be removed from INT1.

Action required of CSPCWG

The CSPCWG is invited to advise the secretary on the above points. This will enable him to take account of a wider viewpoint on these particular issues, thus reducing likely major amendments after the first draft.