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SN.1/Circ.243/Rev.2
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GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS, TERMS AND ABBREVIATIONS

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), approved the *Amended Guidelines for the presentation of navigational-related symbols, terms and abbreviations* (SN/Circ.243/Rev.1) prepared by the Sub-Committee on Safety of Navigation (NAV) at its fifty-ninth session (2 to 6 September 2013) and encouraged their use for all shipborne navigational systems and equipment.

2 The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR), at its sixth session (16 to 25 January 2019), with a view to harmonizing the requirements for the presentation of navigation-related information on the bridge which would ensure that all navigational displays adopt a consistent human-machine interface philosophy and implementation, agreed to revised *Guidelines for the presentation of navigation-related symbols, terms and abbreviations*.

3 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), concurred with the Sub-Committee's views, and approved the revised *Guidelines for the presentation of navigation-related symbols* and the revised *Guidelines for the presentation of navigation-related terms and abbreviations*, as set out in annexes 1 and 2, respectively.

4 This circular does not revoke SN.1/Circ.243/Rev.1, however, for the purpose of applying resolutions:

.1 MSC.191(79), the Guidelines in SN.1/Circ.243/Rev.1 are to be applied to:

.1 radar equipment, electronic chart display and information systems (ECDIS) and integrated navigation systems (INS) installed before 1 January 2024; and

.2 all other navigational displays on the bridge of a ship installed before 1 July 2025; and

.2 MSC.191(79), as amended by resolution MSC.466(101), the Guidelines in SN.1/Circ.243/Rev.2 are to be applied to equipment installed on or after the dates specified in paragraph 4.1 above.

5 Member States are invited to bring the revised Guidelines to the attention of all parties concerned.

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ANNEX 1

GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS

1 Purpose

The purpose of these Guidelines is to provide guidance on the appropriate use of navigation-related symbols to achieve a harmonized and consistent presentation.

2 Scope

The use of these Guidelines will ensure that the symbols used for the display of navigation-related information on all shipborne navigational systems and equipment are presented in a consistent and uniform manner.

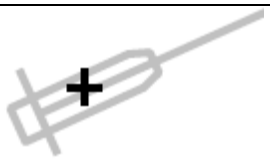
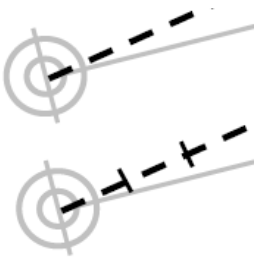
3 Application

These Guidelines apply to all shipborne navigational systems and equipment. The symbols listed in the appendix should be used for the display of navigation-related information to promote consistency in the symbol presentation on navigational equipment. The symbols listed in the appendix should replace symbols which are currently contained in existing performance standards. Where a standard symbol is not available, another symbol may be used, but this symbol should not conflict with the symbols listed in the appendix.

APPENDIX

NAVIGATION-RELATED SYMBOLS

Table 1: Own ship symbols

Topic	Symbol	Description
Own ship		Double circle, located at own ship's reference position. Use of this symbol is optional, if own ship position is shown by the combination of Heading Line and Beam Line.
Own ship true scale outline		True scale outline located relative to own ship's reference position, oriented along own ship's heading. Used on small ranges/large scales.
Own ship radar antenna position		Cross, located on a true scale outline of the ship at the Physical location of the radar antenna that is the current source of displayed radar video.
Own ship heading line		Solid line thinner than the speed vector line style, draw to the bearing ring of fixed length, if the bearing ring is not displayed. Origin is at own ship's reference point.
Own ship beam line		Solid line of fixed length; optionally length variable by operator. Midpoint at own ship's reference point.
Own ship speed vector		Dashed line – short dashes with spaces approximately twice the line width of heading line. Time increments between the origin and endpoint may optionally be marked along the vector using short intersecting lines. To indicate Water/Ground stabilization optionally one arrowhead for water stabilization and two arrowheads for ground stabilization may be added.
Own ship path prediction		A curved vector may be provided as a path predictor.

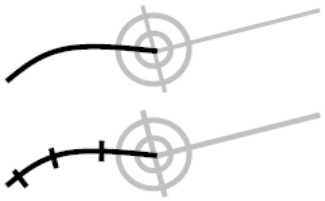
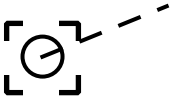
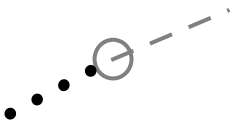
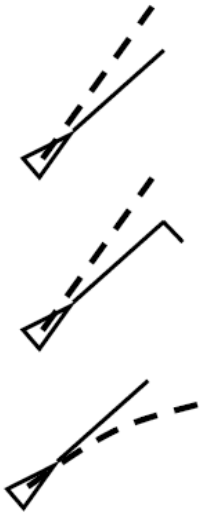
Topic	Symbol	Description
Own ship past track		Thick line for primary source. Thin line for secondary source. Optional time marks are allowed.

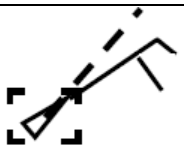
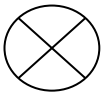
Table 2: Tracked Radar Target Symbols

Topic	Symbol	Description
Tracked target including dangerous target		Solid filled or unfilled circle located at target position. The course and speed vector should be displayed as dashed line, with short dashes with spaces approximately twice the line width. Optionally, time increments may be marked along the vector. For a **"Dangerous Target"**, bold, red (on colour display) solid circle with course and speed vector, flashing until acknowledged.
Target in acquisition state		Circle segments in the acquired target state. For automatic acquisition, bold circle segments, flashing and red (on colour display) until acknowledged.
Lost target		Bold lines across the circle, flashing until acknowledged.
Selected target		A square indicated by its corners centred around the target symbol.
Target past positions		Dots, equally spaced by time.
Tracked reference target	**R**	Large R adjacent to designated tracked target. Multiple reference targets should be marked as R1, R2, R3, etc.

Radar test target		When an internally generated test target is enabled, it should be indicated by the presentation of the large letter "X" adjacent to the target with the basic colour used for the target symbol. In addition, a bold "X" should be shown in a conspicuous location in the operational display area.

Table 3: AIS Symbols

Topic	Symbol	Description
AIS target (sleeping)		An isosceles, acute-angled triangle should be used. The triangle should be oriented by heading, or COG if heading missing. The reported position should be located at centre and half the height of the triangle. The symbol of the sleeping target should be smaller than that of the activated target.
Sleeping (activated) AIS target with neither reported heading nor COG		Sleeping (activated) AIS target with neither reported heading nor COG should be presented as acute isosceles triangle oriented toward the top of the operational display area with one line crossed through the symbol.
Activated AIS target including dangerous target		An isosceles, acute-angled triangle should be used. The triangle should be oriented by heading, or COG if heading missing. The reported position should be located at centre and half the height of the triangle. The COG/SOG vector should be displayed as a dashed line with short dashes with spaces approximately twice the line width. Optionally, time increments may be marked along the vector. The heading should be displayed as a solid line thinner than speed vector line style, length twice of the length of the triangle symbol. Origin of the heading line is the apex of the triangle. The turn should be indicated by a flag of fixed length added to the heading line. A path predictor may be provided as curved vector. For a **"Dangerous AIS Target"**, bold, red (on colour display) solid triangle with course and speed vector, flashing until acknowledged.

AIS target – true scale outline		A true scale outline may be added to the triangle symbol. It should be: Located relative to reported position and according to reported position offsets, beam and length. Oriented along target's heading. Used on low ranges/large scales.
Selected target		A square indicated by its corners should be drawn around the activated target symbol.
Topic	**Symbol**	**Description**
Lost target		Triangle with bold solid cross. The triangle should be oriented per last known value. The cross should have a fixed orientation. The symbol should flash until acknowledged. The target should be displayed without vector, heading and rate of turn indication.
Target past positions		Dots, equally spaced by time.
AIS Search and Rescue Transmitter (AIS-SART)		A circle containing a cross drawn with solid lines.
Selected AIS ATON		Selected target symbols should be presented as broken squares indicated by their corners, centred on the selected target symbol.
Selected AIS-SART		Selected target symbols should be presented as broken squares indicated by their corners, centred on the selected target symbol.
Lost AIS ATON		Lost target symbols should be presented as crossed lines centred on the target symbol. The lines should be drawn using a solid line style and should flash with the required colour red until acknowledged by the user.
Lost AIS-SART		Lost target symbols should be presented as crossed lines centred on the target symbol. The lines should be drawn using a solid line style and should flash with the required colour red until acknowledged by the user.
AIS SAR aircraft		An AIS SAR aircraft should be drawn with a thin solid outline with the same basic colour as used for target symbols. The symbol should be oriented in the direction of the COG.

AIS SAR vessel		If provided, a search and rescue vessel should be presented by having a circle with cross drawn with a solid line inside the standard activated AIS vessel symbol.

Table 4: Associated target symbols

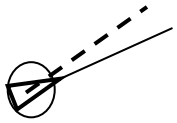
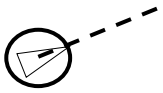
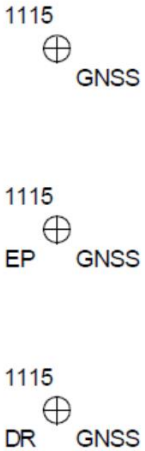
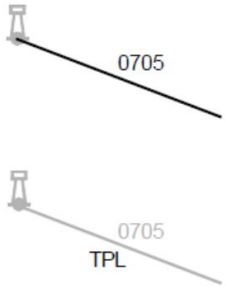
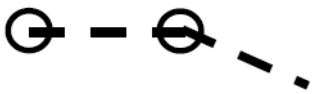
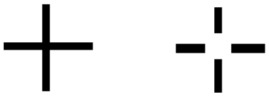
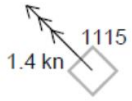
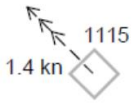
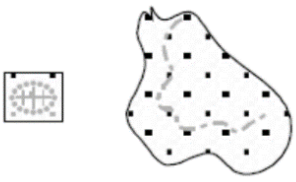
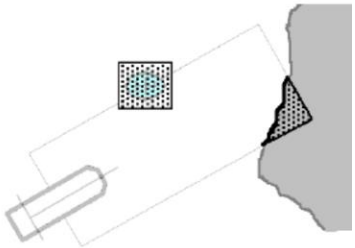
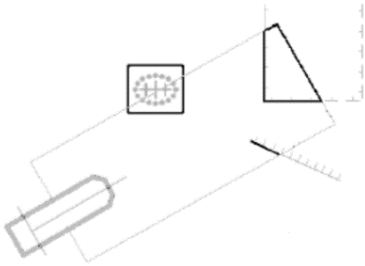
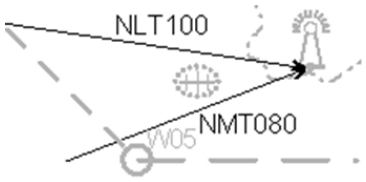
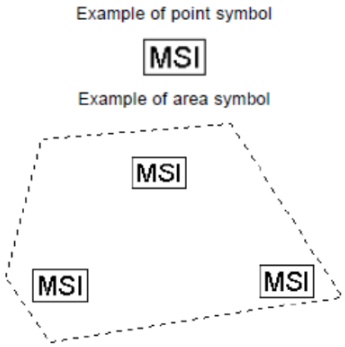
Topic	Symbol	Description
Associated target		The user may select to present associated targets (i.e. activated AIS targets associated with tracked radar targets) as either activated AIS target symbols (see symbol: "Activated AIS Target Including Dangerous Target") or tracked radar target symbols (see symbol: "Tracked Target including Dangerous Target").
Associated target alternative AIS target symbol		Alternatively, activated AIS target symbols representing associated targets may be modified by circumscribing a circle around the symbols' isosceles triangle.
Associated target alternative radar target symbol		Tracked radar target symbols representing associated targets may be presented with larger diameter circles modified by inscribing an isosceles triangle inside the symbols' circle.

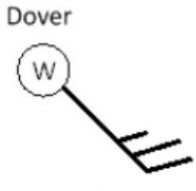
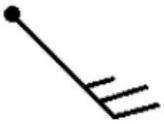
Table 5: Other symbols

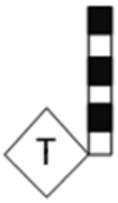
Topic	Symbol	Description
Plotted position		A plotted position (Fix, EP and DR) should be presented as a circle with crossed lines centred at the position. The length of the crossed lines should be the diameter of the circle. The circle and crossed lines should be drawn using a thin solid line style. The position should be labelled with time and an indication of its source for example GNSS, L (Loran), R (Radar range), V (Visual bearing), VR (Visual bearing and Radar range). If the position is an estimated position, it should also be labelled with the letters "EP".

Topic	Symbol	Description
		If the position is a dead reckoned position, it should also be labelled with the letters "DR". Alphanumeric text used to label the position should be the same basic colour as the symbol.
Line of position	 Examples show the default symbol for a water tower	A line of position (LOP) should be presented as a single line originating from a charted object and extending towards own ship. The bearing of the LOP should be referenced to the CCRP. The LOP should be drawn using a thin solid line style. The LOP should be labelled with time. If the LOP is transferred, it may also be labelled with the letters "TPL" for transferred position line. Alphanumeric text used to label LOP should be the same basic colour as the line. A LOP range observation will be an arc.
Monitored route		Dashed bold line, waypoints (WPT) as circles
Planned or alternate route		Dotted line, WPT as circles
Trial manoeuvre		Large T on screen
Simulation mode		Large S on screen
Cursor		Crosshair (two alternatives, one with open centred
Range rings		Solid circles

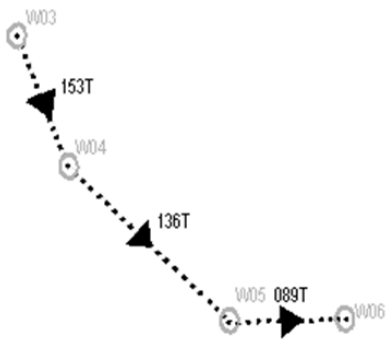
Topic	Symbol	Description
Variable Range Markers (VRM)		Circle. Additional VRM should be distinguishable from the primary VRM
Electronic Bearing Lines (EBL)		Dashed line. Additional EBL should be distinguishable from primary EBL
Acquisition/ Activation area		Solid line boundary for an area
Event mark		Rectangle with diagonal line, clarified by added text (e.g. "MOB" for man overboard cases)
Tidal stream	  Examples show default symbol for a point	A tidal stream should be presented as a single line with three arrowheads. The line should originate from the charted position for which a tidal stream table (or tidal stream data) is available. The line for an actual tidal stream should be drawn using a thin solid line style. The line for a predicted tidal stream should be drawn using a thin long dashed line style. The arrowheads for a tidal stream should be drawn using a thin solid line style. The tidal stream should be labelled adjacent to the line with the effective strength and time, ideally on opposite sides. Alphanumeric text used to label the tidal stream should be the same basic colour as the line.
Mariner entered danger	 Examples show the default symbol for a mariner entered danger highlighting a dangerous wreck at an unknown depth bounded by a rectangular danger highlight and an outcropping of land bounded by a user-entered danger highlight	A danger highlighted by a mariner should be presented as a polygon bounding a geographic area designated as dangerous to navigation, or as a poly-line creating a boundary around such an area. The boundary of the polygon, or poly-line, should be drawn using a thick solid line style. Recommended colour: red. The polygon, or bounded area, should be filled with a transparent fill using the same colour as the polygon or poly-line.

Topic	Symbol	Description
Look-ahead alarm highlight	 Example shows a depth area shallower than safety contour and a dangerous wreck within the look-ahead safety check area	The graphical indication in the chart area of an alarm condition (A11.4.4 and 11.4.6, MSC.232 (82)) should be presented as a polygon or poly-line on the boundary of the area or point object causing the condition. The polygon or poly-line should be drawn using a thick solid line style with recommended colour red. The bounded area should have a transparent fill of the same colour.
Look-ahead indication highlight	 Example show point (wreck), restricted area and line (fish stakes)	The graphical indication in the chart area of warning or caution conditions (see A11.4.4 and 11.4.6, MSC.232 (82)) should be presented as a polygon or poly-line on the boundary of the area or point object causing the condition. The polygon or poly-line should be drawn using a thick solid line style with recommended colour yellow and adjacent thin lines of black on either side for visibility against a white (Day) background. The bounded area should not be filled.
Danger bearing	 The drawing is not to scale. The example shows the default symbols for a light and a dangerous wreck at an unknown depth.	A danger bearing or clearing line should be presented as a single line with an arrowhead directed at the base of a charted object. The line should be drawn using a thin solid line style with the required colour red. A danger bearing should be labelled with its bearing. The letters "NMT" should be used to indicate "not more than". The letters "NLT" to indicate "not less than". Alphanumeric text used to label the danger bearing should be the same basic colour as the line.
MSI		MSI point symbol should be presented as a box with the "MSI" inscribed inside it. The box should be centred at the position derived from the MSI message. The box should be drawn using a thick solid line style. The MSI area symbol should be presented as a series of lines bounding a geographic area designated as "caution" to

Topic	Symbol	Description
		navigation. Connecting lines should be drawn using thin dashed line style and using the same basic colour as the symbol itself. The area should be filled with a sparse pattern of MSI point symbols. Note that the source of MSI may be NAVTEX, AIS ASM function identifier 22 or 23 (SN.1/Circ.289), etc.
Meteorological information	 Example of weather station  Example of weather station with optional wind shaft in southern hemisphere  Example of reference point with optional wind shaft in southern hemisphere	Meteorological information symbols consist of two parts: • the weather station symbol; and • reference point and the wind shaft. The weather station symbol should be presented as a circle with "W" inscribed inside it. The circle should be centred at the position derived from the site location report binary message. The circle should not be more than 6 mm in diameter, drawn using a thin solid line style and using the same basic colour as AIS AtoN. The reference point symbol should be presented as a dot. The dot should be more drawn using a thin solid line style and using the same basic colour as AIS AtoN. Alphanumeric text may be used to label the weather station. The optional wind shaft should be used to represent wind force and direction as defined by WMO No.485, Appendix II-4, the surface plotting model. If wind force and direction is not available then there should be no environmental symbol. The wind shaft should be not more than 3 times the diameter of the weather station symbol. The length of barbs and pennants should not exceed the diameter of the weather station symbol. The wind shaft should be drawn using a thick solid line style and using the same basic

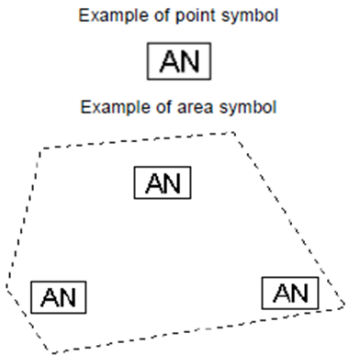
Topic	Symbol	Description
		colour as AIS AtoN. The wind shaft is directed along the axis of the wind towards the centre of the station circle and stops at its circumference. Wind is represented by barbs and solid pennants. The full barbs representing 5 m s−1 or 10 kn, the half barbs representing 2.5 m s−1 or 5 kn and the solid pennant representing 25 m s−1 or 50 kn. All pennants and barbs lie to the left (clockwise) of the wind shaft in the northern hemisphere and to the right (counter clockwise) of the wind shaft in the southern hemisphere. Barbs are at an angle of 110° to 130° from the wind shaft. Pennants are triangles with their bases on the wind shaft. A calm should be indicated by a circle drawn around the weather station circle. Missing wind speed should be indicated by placing an "x" at the end of the wind shaft in lieu of the wind barbs. Note that the source of meteorological information may be AIS ASM function identifier 26 or 31 (SN.1/Circ.289), etc.
Tidal and water level information		Tidal and water level information symbol consist of three parts: • tidal symbol; • tidal flow symbol; • tidal gauge symbol. The tidal symbol should be presented as a diamond with "T" inscribed inside it. The diamond should be centred at the position derived from the site location report binary message. The diamond should be drawn using a thin solid line style and using the same basic colour as AIS AtoN. The optional tidal flow part of the symbol should be used to represent tidal speed and direction. If tidal speed and direction is not available

Topic	Symbol	Description
		then there should be no tidal flow symbol. The tidal flow symbol should be drawn to the direction of the tidal current and using the same basic colour as AIS AtoN. The optional tidal gauge part of the symbol should be used to represent availability of water level information. If water level is not available then there should be no tidal gauge symbol. The tidal gauge symbol should be drawn using a thick solid line style, transparent fill and using the same basic colour as AIS AtoN. Note that the source of tidal information may be AIS ASM function identifier 31 (SN.1/Circ.289), etc.

Topic	Symbol	Description
Signal station		Signal station should be presented as a diamond centred at the reported position of the signal station. The sides of the diamond should be the same basic colour as the AIS AtoN symbol. The symbol should be labelled with text "SS" centred in the diamond and the colour of the label should be the same colour as the symbol. Note that a signal station is a station capable of transmitting marine traffic signals. The source of signal station may be AIS ASM function identifier 19 (SN.1/Circ.289), etc.
Route information broadcast		Route information is as a series of waypoints connected by one or more legs. Leg lines on the route information should be drawn using a thin dotted line style. They should have a centred solid triangle with equal length of each side and should be the same basic colour as the AIS AtoN symbol. Solid triangle is centred on visible part of each leg.

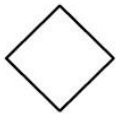
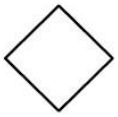
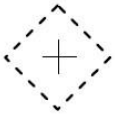
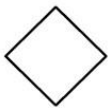
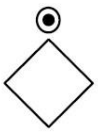
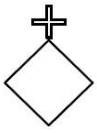
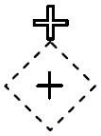
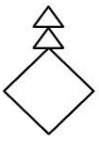
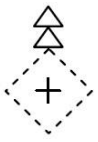
		Leg lines on the route information may be labelled adjacent to their line with their course. The label should not interfere with text used to label the waypoint. Alphanumeric text used to label a leg line should be the same colour as the leg line. The colour of route type "mandatory route" should be different from other route types. Note that the source of route information may be AIS ASM function identifier 27 or 28 (SN.1/Circ.289), etc.

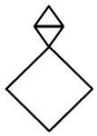
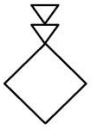
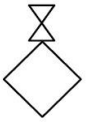
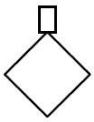
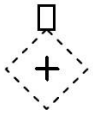
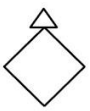
Topic	Symbol	Description
Berthing data		Berthing assignment should be presented as a box with the "BERTH" inscribed inside it. The box should be centred at the position derived from the berthing data message. The box should be drawn using a thick solid line style and should be the same basic colour as the AIS AtoN symbol. Note that the source of berthing data may be AIS ASM function identifier 20 (SN.1/Circ.289), etc.
Clearance time to enter port		Clearance time to enter port should be presented as a box with the "CTE" inscribed inside it. The box should be centred at the position derived from clearance time to enter port data message. The box should be drawn using a thick solid line style and should be the same basic colour as the AIS AtoN symbol. Note that the source of clearance to enter port may be AIS ASM function identifier 18 (SN.1/Circ.289), etc.

Area notice		Area notice point symbol should be presented as a box with "AN" inscribed inside it. The box should be centred at the position derived from Area notice message. The box should be drawn using a thick solid line style and should be the same basic colour as the AIS AtoN symbol. Area notice area symbol should be presented as a series of lines bounding a geographic area. Connecting lines should be drawn using the thin dashed line style and using the same basic colour as the symbol itself. The area should be filled with a sparse pattern of Area notice point symbols. Drawing priority of Area notice symbol is below Maritime Safety Information (MSI). Note that the source of the area notice may be AIS ASM function identifier 22 or 23 (SN.1/Circ.289), etc.
Air gap		Air gap symbols consist of two parts: • the air gap symbol • the air gap gauge symbol The air gap symbol should be presented as a diamond with "A" inscribed inside it. The diamond should be centred at the position derived from the site location report binary message. The diamond should be drawn using a thin solid line style and using the same basic colour as AIS AtoN. The air gap gauge part of the symbol should be used to represent availability of air gap information. If air gap is not available then there should be no air gap gauge symbol. The air gap gauge symbol should be drawn using a thick solid line style, transparent fill and using the same basic colour as AIS AtoN. Note that the source of the air gap/air draught information may be AIS ASM function identifier 26 (SN.1/Circ.289), etc.

Environmental report		The environmental report symbol should be presented as a diamond with "ENV" inscribed inside it. The diamond should be centred at the position derived from the site location report binary message. The diamond should be drawn using a thin solid line style and using the same basic colour as AIS AtoN. Note that the source of environmental information may be AIS ASM function identifier 26 or 31 (SN.1/Circ.289), etc.

Table 5.1: Improved symbols for portrayal of AIS Aids to Navigation (AIS AtoN)

Type of AIS AtoN (Type of code in AIS msg. 21)	Symbol (Physical)	Symbol (Virtual)	Description
Portrayal when indication of type is not selected			Solid diamond (Shown with chart symbol. Chart symbol not required for radar.) **Note:** Applicable only for Physical AIS AtoN
Default, type not specified (0) Reference point (1) Light, without sectors (5) Light, with sectors (6) Leading Light Front (7) Leading Light Rear (8)			Physical: Solid diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position
Fixed structure offshore/obstruction (3) Light Vessel/LANBY/Rigs (31)			Solid diamond (Shown with chart symbol. Chart symbol not required for radar.) **Note:** Fixed structure offshore/obstruction and Light Vessel/LANBY/Rigs versions are not applicable for Virtual AIS AtoN
Racon (2)			Solid diamond with double circle of black inner circle on the top of diamond **Note:** Racon version is not applicable for Virtual AIS AtoN
Emergency Wreck Mark (4)			Physical: Solid diamond with cross on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and cross on the top of diamond
Beacon, Cardinal N (9) Floating, Cardinal Mark N (20)			Physical: Solid diamond with 2 triangles, one above the other, point upward, on top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and 2 triangles, one above the other, points upward, on the top of diamond

Type of AIS AtoN (Type of code in AIS msg. 21)	Symbol (Physical)	Symbol (Virtual)	Description
Beacon, Cardinal E (10) Floating, Cardinal Mark E (21)			Physical: Solid diamond with 2 triangles, one above the other, base to base, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and 2 triangles, one above the other, base to base, on the top of diamond
Beacon, Cardinal S (11) Floating, Cardinal Mark S (22)			Physical: Solid diamond with 2 triangles, one above the other, point downward, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and 2 triangles, one above the other, points downward, on the top of diamond
Beacon, Cardinal W (12) Floating, Cardinal Mark W (23)			Physical: Solid diamond with 2 triangles, one above the other, point to point, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and 2 triangles, one above the other, point to point, on the top of diamond
Beacon, Port hand (13) Beacon, Preferred Channel Port hand (15) Port hand Mark (24) Preferred Channel Port hand (26)			Physical: Solid diamond with rectangle, short side up, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and rectangle, short side up, on the top of diamond
Beacon, Starboard hand (14) Beacon, Preferred Channel Starboard hand (16) Starboard hand Mark (25) Preferred Channel Starboard hand (27)			Physical: Solid diamond with triangle, points upward, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and triangle, points upward, on the top of diamond

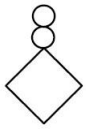
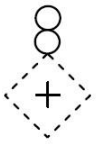
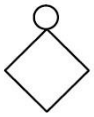
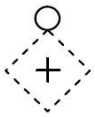
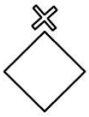
Type of AIS AtoN (Type of code in AIS msg. 21)	Symbol (Physical)	Symbol (Virtual)	Description
Beacon, Isolated danger (17) Isolated danger (28) Beacon, Safe			Physical: Solid diamond with 2 circles, one above the other, on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and 2 circles, one above the other, on the top of diamond
Beacon, Safe water (18) Safe Water (29)			Physical: Solid diamond with circle on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and circle on the top of diamond
Beacon, Special mark (19) Special Mark (30)			Physical: Solid diamond with bold outlined "X" on the top of diamond (Shown with chart symbol. Chart symbol not required for radar.) Virtual: Dotted diamond with cross hair centred at reported position and bold outlined "X" on the top of diamond

Table 5.2: Portrayal of AIS AtoN indicating off position or failure

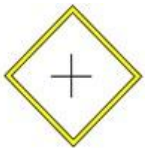
Type of failure condition	Symbol (Physical)	Description
AIS AtoN indicating to be in Off Position		Failure is indicated using yellow caution colour for the basic diamond part of the symbol with cross hair centred at reported position and for text "Off Posn" in top of the Physical AIS AtoN. **Note:** Physical AIS AtoN indicates realtime EPFS position of drifting AtoN (obstacle).
AIS AtoN indicating Lights failure		Failure is indicated using yellow caution colour with text "Unlit" in top of the Physical AIS AtoN.
AIS AtoN indicating Racon failure		Failure is indicated using yellow caution colour with text "Racon err" in top of the Physical AIS AtoN.

Table 5.3: Portrayal of AIS AtoN indicating the absence of a charted Physical AtoN

Type of failure condition	Symbol (Virtual)	Description
AIS AtoN indicating the absence of a charted Physical AtoN		The absence of a charted AtoN is indicated using yellow caution colour for both the basic diamond part of the symbol and for text "Missing". The basic diamond part is always empty without symbol of the type of the AtoN. **Note:** This case is communicated as a combined state of "Virtual" and "off position". Type of absent AtoN can be determined be the underlying charted object, or selecting the Virtual AIS AtoN Object.

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ANNEX 2

GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED TERMS AND ABBREVIATIONS

1 Purpose

The purpose of these Guidelines is to provide guidance on the use of appropriate navigation-related terminology and abbreviations intended for presentation on shipborne navigational displays. These are based on terms and abbreviations used in existing navigation references.

2 Scope

These Guidelines are issued to ensure that the terms and abbreviations used for the display of navigation-related information on all shipborne navigation equipment and systems are consistent and uniform.

3 Application

3.1 These Guidelines apply to all shipborne navigational systems and equipment including radar, ECDIS, AIS, INS and IBS. When navigation-related information is displayed as text, the standard terms or abbreviations listed in the appendix should be used, instead of using terms and abbreviations which are currently contained in existing performance standards.

3.2 Where a standard term and abbreviation is not available, another term or abbreviation may be used. This term or abbreviation should not conflict with the standard terms or abbreviations listed in the appendix and provide a clear meaning. Standard marine terminology should be used for this purpose. When the meaning is not clear from its context, the term should not be abbreviated.

3.3 Unless otherwise specified, standard terms should be shown in lower case while abbreviations should be presented using upper case.

APPENDIX

LIST OF STANDARD TERMS AND ABBREVIATIONS

Term	Abbreviation
Acknowledge	ACK
Acquire, Acquisition	ACQ
Acquisition Zone	AZ
Additional Military Layer	AML
Adjust, Adjustment	ADJ
Aft	AFT
Alarm	ALARM
Alert Setting	ALERT SET
Altitude	ALT
Amplitude Modulation	AM
Anchor Watch	ANCH
Antenna	ANT
Anti-Clutter Rain	RAIN
Anti-Clutter Sea	SEA
April	APR
Audible	AUD
August	AUG
Automatic	AUTO
Automatic Frequency Control	AFC
Automatic Gain Control	AGC
Automatic Identification System	AIS
Auxiliary System/Function	AUX
Available	AVAIL
Background	BKGND
Bearing	BRG
Bearing Waypoint To Waypoint	BWW
BeiDou Navigation Satellite System	BDS
Built in Test Equipment	BITE
Calibrate	CAL
Cancel	CNCL
Cancel All	CNCL ALL
Carried (e.g. carried EBL origin)	C
Centre	CENT
Change	CHG
Chart Display Settings	CHT DISP SET
Chart Management	CHT MGMT
Chart Safety Settings	CHT SF SET

Abbreviation	Term
ACK	Acknowledge
ACQ	Acquire, Acquisition
ADJ	Adjust, Adjustment
AFC	Automatic Frequency Control
AFT	Aft
AGC	Automatic Gain Control
AIS	Automatic Identification System
ALARM	Alarm
ALERT SET	Alert Setting
ALT	Altitude
AM	Amplitude Modulation
AML	Additional Military Layer
ANCH	Anchor Watch
ANCH	Vessel at Anchor (applies to AIS)
ANT	Antenna
APR	April
AUD	Audible
AUG	August
AUTO	Automatic
AUX	Auxiliary System/Function
AVAIL	Available
AZ	Acquisition Zone
BITE	Built in Test Equipment
BKGND	Background
BDS	BeiDou Navigation Satellite System
BRG	Bearing
BRILL	Display Brilliance
BWW	Bearing Waypoint To Waypoint
C	Carried (e.g. carried EBL origin)
C UP (See note 2)	Course Up
CAL	Calibrate
CCRP	Consistent Common Reference Point
CCRS	Consistent Common Reference System
CENT	Centre
CHT DISP SET	Chart Display Settings
CHT MGMT	Chart Management
CHT SF SET	Chart Safety Settings

Term	Abbreviation
Circular Polarized	CP
Clear	CLR
Closest Point of Approach	CPA
Conning	CONN
Consistent Common Reference Point	CCRP
Consistent Common Reference System	CCRS
Contrast	CONT
Correction	CORR
Course	CRS
Course Over the Ground	COG
Course Through the Water	CTW
Course To Steer	CTS
Course Up	C UP (See note 2)
Cross Track Distance	XTD
Cursor	CURS
Dangerous Goods	DG
Date	DATE
Dated Objects	Dated Objects
Day/Night	DAY/NT
Dead Reckoning, Dead Reckoned Position	DR
December	DEC
Decrease	DECR
Default Settings	DFLT SET
Delay	DELAY
Delete	DEL
Departure	DEP
Depth	DPTH
Destination	DEST
Deviation	DEV
Differential BDS	DBDS
Differential Galilleo	DGAL (See note 2)
Differential GLONASS	DGLONASS (See note 2)
Differential GNSS	DGNSS (See note 2)
Differential GPS	DGPS (See note 2)
Digital Selective Calling	DSC
Display	DISP
Display Brilliance	BRILL
Distance	DIST

Abbreviation	Term
CHG	Change
CLR	Clear
CNCL	Cancel
CNCL ALL	Cancel All
COG	Course Over the Ground
CONN	Conning
CONT	Contrast
CORR	Correction
CP	Circular Polarized
CPA	Closest Point of Approach
CRS	Course
CTS	Course To Steer
CTW	Course Through the Water
CURS	Cursor
D	Dropped (e.g. dropped EBL origin)
DATE	Date
DATE OBJ	Dated Objects
DAY/NT	Day/Night
DBDS	Differential BDS
DEC	December
DECR	Decrease
DEL	Delete
DELAY	Delay
DEP	Departure
DEST	Destination
DEV	Deviation
DFLT SET	Default Settings
DG	Dangerous Goods
DGAL (See note 2)	Differential Galilleo
DGLONASS (See note 2)	Differential GLONASS
DGNSS (See note 2)	Differential GNSS
DGPS (See note 2)	Differential GPS
DISP	Display
DIST	Distance
DIVE	Vessel Engaged in Diving Operations (applies to AIS)
DN	Down
DPTH	Depth
DR	Dead Reckoning, Dead Reckoned Position

Term	Abbreviation
Distance Root Mean Square	DRMS (See note 2)
Distance To Go	DTG
Down	DN
Drift	DRIFT
Dropped (e.g. dropped EBL origin)	D
East	E
Electronic Bearing Line	EBL
Electronic Chart Display and Information System	ECDIS
Electronic Navigational Chart	ENC
Electronic Position Fixing System	EPFS
Electronic Range and Bearing Line	ERBL
ENC Management Report	ENC MGMT REP
ENC Update Status Report	ENC UPD STATUS
Enhance	ENH
Enter	ENT
Equipment	EQUIP
Error	ERR
Estimated Position	EP
Estimated Time of Arrival	ETA
Estimated Time of Departure	ETD
Event	EVENT
Exclusion Zone	EZ
Export Route	ROUTE EXP
External	EXT
February	FEB
Fishing Vessel	FISH
Fix	FIX
Forward	FWD
Frequency	FREQ
Frequency Modulation	FM
Full	FULL
Gain	GAIN
Galilleo	GAL
Geometric Dilution Of Precision	GDOP
Global Maritime Distress and Safety System	GMDSS
Global Navigation Satellite System	GNSS

Abbreviation	Term
DRG	Vessel Engaged in Dredging or Underwater Operations (applies to AIS)
DRIFT	Drift
DRMS (See note 2)	Distance Root Mean Square
DSC	Digital Selective Calling
DTG	Distance To Go
E	East
EBL	Electronic Bearing Line
ECDIS	Electronic Chart Display and Information System
ENC	Electronic Navigational Chart
ENC MGMT REP	ENC Management Report
ENC UPD STATUS	ENC Update Status Report
ENH	Enhance
ENT	Enter
EP	Estimated Position
EPFS	Electronic Position Fixing System
EQUIP	Equipment
ERBL	Electronic Range and Bearing Line
ERR	Error
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
EVENT	Event
EXT	External
EZ	Exclusion Zone
FEB	February
FISH	Fishing Vessel
FIX	Fix
FM	Frequency Modulation
FREQ	Frequency
FULL	Full
FWD	Forward
GAIN	Gain
GAL	Galilleo
GC	Great Circle
GDOP	Geometric Dilution Of Precision
GRAPH INDX	Graphical Index
GLONASS	GLONASS

Term	Abbreviation
GLONASS	GLONASS
Global Positioning System	GPS
Graphical Index	GRAPH INDX
Great Circle	GC
Grid	GRID
Ground	GND
Group Repetition Interval	GRI
Guard Zone	GZ
Gyro	GYRO
Harmful Substances (applies to AIS)	HS
Head Up	H UP (See note 2)
Heading	HDG
Heading Control System	HCS
Heading Line	HL
Heading Line Off	HL OFF
High Frequency	HF
High Speed Craft (applies to AIS)	HSC
Horizontal Dilution Of Precision	HDOP
Identification	ID
Import Chart	IMPORT CHT
Import Route	ROUTE IMP
In	IN
Increase	INCR
Indication	IND
Information	INFO
Information Report	INFO REPORT
Infrared	INF RED
Initialization	INIT
Input	INP
Input/Output	I/O
Integrated Radio Communication System	IRCS
Interference Rejection	IR
Interswitch	ISW
Interval	INT
January	JAN
July	JUL
June	JUN
Latitude	LAT
Limit	LIM
Line Of Position	LOP
Log	LOG

Abbreviation	Term
GMDSS	Global Maritime Distress and Safety System
GND	Ground
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GRI	Group Repetition Interval
GRID	Grid
GRND	Vessel Aground (applies to AIS)
GYRO	Gyro
GZ	Guard Zone
H UP (See note 2)	Head Up
HCS	Heading Control System
HDG	Heading
HDOP	Horizontal Dilution Of Precision
HF	High Frequency
HL	Heading Line
HL OFF	Heading Line Off
HS	Harmful Substances (applies to AIS)
HSC	High Speed Craft (applies to AIS)
I/O	Input/Output
ID	Identification
IMPORT CHT	Import Chart
IN	In
INCR	Increase
IND	Indication
INF RED	Infrared
INFO	Information
INFO REPORT	Information Report
INIT	Initialization
INP	Input
INT	Interval
IR	Interference Rejection
IRCS	Integrated Radio Communication System
ISW	Interswitch
JAN	January
JUL	July
JUN	June
LAT	Latitude
LF	Low Frequency
LIM	Limit
LOG	Log
LON	Longitude

Term	Abbreviation
Long Pulse	LP
Long Range	LR
Longitude	LON
Loran	LORAN
Lost Target	LOST TGT
Low Frequency	LF
Magnetic	MAG
Manoeuvre	MVR
Manual	MAN
Manual Update	MAN UPD
Map(s)	MAP
March	MAR
Maritime Mobile Services Identity number	MMSI
Maritime Pollutant (applies to AIS)	MP
Maritime Safety Information	MSI
Marker	MKR
Master	MSTR
Maximum	MAX
May	MAY
Medium Frequency	MF
Medium Pulse	MP
Menu	MENU
Minimum	MIN
Missing	MISSING
Mute	MUTE
Navigation	NAV
Normal	NORM
North	N
North Up	N UP
November	NOV
October	OCT
Off	OFF
Off centred	OFF CENT
Officer of the Watch	OOW
Offset	OFFSET
On	ON
Out/Output	OUT
Own Ship	OS
Own Ship Look-Ahead	LOOK AHEAD
Panel Illumination	PANEL
Parallel Index Line	PI
Passenger Vessel (applies to AIS)	PASSV
Performance Monitor	MON

Abbreviation	Term
LOOK AHEAD	Own ship look-ahead
LOP	Line Of Position
LORAN	Loran
LOST TGT	Lost Target
LP	Long Pulse
LR	Long Range
MAG	Magnetic
MAN	Manual
MAN UPD	Manual Update
MAP	Map(s)
MAR	March
MAX	Maximum
MAY	May
MENU	Menu
MF	Medium Frequency
MIN	Minimum
MISSING	Missing
MKR	Marker
MMSI	Maritime Mobile Services Identity number
MON	Performance Monitor
MP	Maritime Pollutant (applies to AIS)
MP	Medium Pulse
MSI	Maritime Safety Information
MSTR	Master
MUTE	Mute
MVR	Manoeuvre
N	North
N UP	North Up
NAV	Navigation
NORM	Normal
NOV	November
NUC	Vessel Not Under Command (applies to AIS)
OCT	October
OFF	Off
OFF CENT	Off centred
OFFSET	Offset
ON	On
OOW	Officer of the Watch
OS	Own Ship
OUT	Out/Output
PAD	Predicted Area of Danger
PANEL	Panel Illumination
PASSV	Passenger Vessel (applies to AIS)

Term	Abbreviation
Permanent	PERM
Person Overboard	POB
Personal Identification Number	PIN
Pilot Vessel (applies to AIS)	PILOT
Port/Portside	PORT
Position	POSN
Positional Dilution Of Precision	PDOP
Power	PWR
Predicted	PRED
Predicted Area of Danger	PAD
Predicted Point of Collision	PPC
Pulse Length	PL
Pulse Modulation	PM
Pulse Repetition Frequency	PRF
Pulse Repetition Rate	PRR
Pulses Per Revolution	PPR
Racon	RACON
Radar	RADAR
Radar Overlay	RADAR OVR
Radar Settings	RADAR SET
Radius	RAD
Rain	RAIN
Range	RNG
Range Rings	RR
Raster Chart Display System	RCDS
Raster Navigational Chart	RNC
Rate Of Turn	ROT
Real-time Kinematic	RTK
Receiver	RX (See note 2)
Receiver Autonomous Integrity Monitoring	RAIM
Record Event	REC EVENT
Reference	REF
Relative	REL (See note 3)
Relative Motion	RM
Revolutions per Minute	RPM
Rhumb Line	RL
Roll On/Roll Off Vessel (applies to AIS)	RoRo
Root Mean Square	RMS
Route	ROUTE
Route Monitoring	ROUTE MON
Route Plan	ROUTE PLAN
Safety Contour	SF CNT

Abbreviation	Term
PDOP	Positional Dilution Of Precision
PERM	Permanent
PI	Parallel Index Line
PILOT	Pilot Vessel (applies to AIS)
PIN	Personal Identification Number
PL	Pulse Length
PM	Pulse Modulation
POB	Person Overboard
PORT	Port/Portside
POSN	Position
PPC	Predicted Point of Collision
PPR	Pulses Per Revolution
PRED	Predicted
PRF	Pulse Repetition Frequency
PRR	Pulse Repetition Rate
PWR	Power
RACON	Racon
RAD	Radius
RADAR	Radar
RADAR OVR	Radar Overlay
RADAR SET	Radar Settings
RAIM	Receiver Autonomous Integrity Monitoring
RAIN	Anti-Clutter Rain
RAIN	Rain
RCDS	Raster Chart Display System
REC EVENT	Record Event
REF	Reference
REL (See note 3)	Relative
RIM	Vessel Restricted in Manoeuvrability) (applies to AIS)
RL	Rhumb Line
RM	Relative Motion
RMS	Root Mean Square
RNC	Raster Navigational Chart
RNG	Range
RoRo	Roll On/Roll Off Vessel (applies to AIS)
ROT	Rate Of Turn
ROUTE	Route
ROUTE MON	Route Monitoring
ROUTE PLAN	Route Plan
RPM	Revolutions per Minute
RR	Range Rings
ROUTE EXP	Export Route

Term	Abbreviation
Sailing Vessel (applies to AIS)	SAIL
Satellite	SAT
Satellite Based Augmentation System	SBAS
Save User Settings	SAVE USR
S-Band (applies to Radar)	S-BAND
Scan to Scan	SC/SC
Search And Rescue Transponder	SART
Search And Rescue Vessel (applies to AIS)	SARV
Select	SEL
Select User Settings	USR SET
September	SEP
Sequence	SEQ
Set (i.e., set and drift, or setting a value)	SET
Ship's Time	TIME
Short Pulse	SP
Signal to Noise Ratio	SNR
Silence	SLNC
Simulation	SIM (See note 4)
Slave	SLAVE
South	S
Speed	SPD
Speed and Distance Measuring Equipment	SDME
Speed Over the Ground	SOG
Speed Through the Water	STW
Stabilized	STAB
Standard Display	STND DISP
Standby	STBY
Starboard/Starboard Side	STBD
Station	STN
Status and Data	STAT DISP
Symbol(s)	SYM
Synchronization	SYNC
Target	TGT
Target Settings	TGT SET
Target Tracking	TT
Test	TEST
Time	TIME
Time Difference	TD
Time Dilution Of Precision	TDOP
Time Of Arrival	TOA
Time Of Departure	TOD
Time to CPA	TCPA

Abbreviation	Term
ROUTE IMP	Import Route
RTK	Real-time Kinematic
RX (See note 2)	Receiver
S	South
SBAS	Satellite-Based Augmentation System
SAIL	Sailing Vessel (applies to AIS)
SART	Search And Rescue Transponder
SARV	Search And Rescue Vessel (applies to AIS)
SAT	Satellite
SAVE USR	Save User Settings
S-BAND	S-Band (applies to Radar)
SC/SC	Scan to Scan
SDME	Speed and Distance Measuring Equipment
SEA	Anti-Clutter Sea
SEL	Select
SEP	September
SEQ	Sequence
SET	Set (i.e., set and drift, or setting a value)
SF CNT	Safety Contour
SIM (See note 4)	Simulation
SLAVE	Slave
SLNC	Silence
SNR	Signal to Noise Ratio
SOG	Speed Over the Ground
SP	Short Pulse
SPD	Speed
STAB	Stabilized
STAT DISP	Status and Data
STBD	Starboard/Starboard Side
STBY	Standby
STN	Station
STND DISP	Standard Display
STW	Speed Through the Water
SYM	Symbol(s)
SYNC	Synchronization
T	True
TCPA	Time to CPA
TCS	Track Control System
TD	Time Difference
TDOP	Time Dilution Of Precision
TEST	Test
TGT	Target

Term	Abbreviation
Time To Go	TTG
Time to Wheel Over Line	TWOL
Track	TRK
Track Control System	TCS
Track Made Good	TMG (See note 5)
Trail(s)	TRAIL
Transceiver	TXRX (See note 2)
Transferred Line Of Position	TPL
Transmitter	TX (See note 2)
Transmitting Heading Device	THD
Trial Manoeuvre	TRIAL (See note 4)
Trial Settings	TRIAL SET
Trigger Pulse	TRIG
True	T
True Motion	TM
True Motion Reset	TM RESET
True/Relative Vector	T / R VECT
Tune	TUNE
Ultrahigh Frequency	UHF
Universal Time, Co-ordinated	UTC
Unstabilized	UNSTAB
Update Log	UPD LOG
Update Review	UPD REV
User Chart	USR CHT
Variable Range Marker	VRM
Variation	VAR
Vector	VECT
Very High Frequency	VHF
Very Low Frequency	VLF
Vessel Aground (applies to AIS)	GRND
Vessel at Anchor (applies to AIS)	ANCH
Vessel Constrained by Draught (applies to AIS)	VCD
Vessel Engaged in Diving Operations (applies to AIS)	DIVE
Vessel Engaged in Dredging or Underwater Operations (applies to AIS)	DRG
Vessel Engaged in Towing Operations (applies to AIS)	TOW
Vessel Not Under Command (applies to AIS)	NUC
Vessel Restricted in	RIM

Abbreviation	Term
TGT SET	Target Settings
THD	Transmitting Heading Device
TIME	Ship's Time
TIME	Time
TM	True Motion
TM RESET	True Motion Reset
TMG (See note 5)	Track Made Good
TOA	Time Of Arrival
TOD	Time Of Departure
TOW	Vessel Engaged in Towing Operations (applies to AIS)
TPL	Transferred Line Of Position
TRAIL	Trail(s)
TRIAL (See note 4)	Trial Manoeuvre
TRIAL SET	Trial Settings
TRIG	Trigger Pulse
TRK	Track
T / R VECT	True/Relative Vector
TT	Target Tracking
TTG	Time To Go
TUNE	Tune
TWOL	Time to Wheel Over Line
TX (See note 2)	Transmitter
TXRX (See note 2)	Transceiver
UHF	Ultrahigh Frequency
UNSTAB	Unstabilized
UPD LOG	Update Log
UPD REV	Update Review
USR CHT	User Chart
USR SET	Select User Settings
UTC	Universal Time, Coordinated
UWE	Vessel Underway Using Engine (applies to AIS)
VAR	Variation
VCD	Vessel Constrained by Draught (applies to AIS)
VDR	Voyage Data Recorder
VECT	Vector
VHF	Very High Frequency
VID	Video

Term	Abbreviation
Manoeuvrability (applies to AIS)	
Vessel Traffic Service	VTS
Vessel Underway Using Engine (applies to AIS)	UWE
Video	VID
Voyage	VOY
Voyage Data Recorder	VDR
Warning	WARNING
Water	WAT
Waypoint	WPT
West	W
Wheel Over Line	WOL
Wheel Over Time	WOT
X-Band (applies to Radar)	X-BAND

Abbreviation	Term
VLF	Very Low Frequency
VOY	Voyage
VRM	Variable Range Marker
VTS	Vessel Traffic Service
W	West
WARNING	Warning
WAT	Water
WOL	Wheel Over Line
WOT	Wheel Over Time
WPT	Waypoint
X-BAND	X-Band (applies to Radar)
XTD	Cross Track Distance

LIST OF UNITS OF MEASUREMENT AND ABBREVIATIONS

Unit	Abbreviation
cable length	cbl
cycles per second	cps
degree(s)	deg
fathom(s)	fm
feet/foot	ft
gigahertz	GHz
hectopascal	hPa
hertz	Hz
hour(s)	hr(s)
kilohertz	kHz
kilometre	km
kilopascal	kPa
knot(s)	kn
megahertz	MHz
metre	m
minute(s)	min
Nautical Mile(s)	NM

Abbreviation	Unit
cbl	cable length
cps	cycles per second
deg	degree(s)
fm	fathom(s)
ft	feet/foot
GHz	gigahertz
hPa	hectopascal
Hz	hertz
hr(s)	hour(s)
kHz	kilohertz
km	kilometre
kPa	kilopascal
kn	knot(s)
MHz	megahertz
m	metre
min	minute(s)
NM	Nautical Mile(s)

***Notes*:**

1 Terms and abbreviations used in nautical charts are published in relevant IHO publications and are not listed here.

2 In general, terms should be presented using lower case text and abbreviations should be presented using upper case text. Those abbreviations that may be presented using lower case text are identified in the list, e.g. "dGNSS" or "Rx".

3 Abbreviations may be combined, e.g. "CPA LIM" or "T CRS". When the abbreviation for the standard term "Relative" is combined with another abbreviation, the abbreviation "R" should be used instead of "REL", e.g. "R CRS".

4 The use of the abbreviations "SIM" and "TRIAL" are not intended to replace the appropriate symbols listed in annex 1.

5 The term "Course Made Good" has been used in the past to describe "Track Made Good". This is a misnomer in that "courses" are directions steered or intended to be steered with respect to a reference meridian. "Track Made Good" is preferred over the use of "Course Made Good".

6 Where other information is presented using SI units, the respective abbreviations should be used.

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SN.1/Circ.243/Rev.2/Corr.1
11 November 2020

GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS, TERMS AND ABBREVIATIONS

Corrigendum

1 The Maritime Safety Committee, at its 102nd session (4 to 11 November 2020), approved corrections to the *Guidelines for the presentation of navigation-related symbols, terms and abbreviations* (SN.1/Circ.243/Rev.2), as set out in the annex.

2 Member States are invited to bring this information to the attention of all concerned.

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ANNEX

GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS, TERMS AND ABBREVIATIONS

Corrigendum

ANNEX 1

GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS

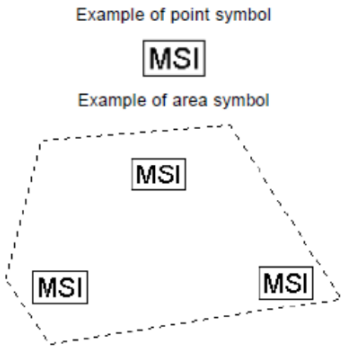
APPENDIX

NAVIGATION-RELATED SYMBOLS

Table 5: Other symbols

The following row is deleted:

"

Topic	Symbol	Description
MSI		MSI point symbol should be presented as a box with the "MSI" inscribed inside it. The box should be centred at the position derived from the MSI message. The box should be drawn using a thick solid line style. The MSI area symbol should be presented as a series of lines bounding a geographic area designated as "caution" to navigation. Connecting lines should be drawn using thin dashed line style and using the same basic colour as the symbol itself. The area should be filled with a sparse pattern of MSI point symbols. Note that the source of MSI may be NAVTEX, AIS ASM function identifier 22 or 23 (SN.1/Circ.289), etc.

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