

**UNIFICATION OF SYSTEMS FOR KEEPING UP TO DATE
NAVIGATIONAL PUBLICATIONS PRINTED AS VOLUMES,
AVOIDING THE WRITING OR ERASING OF CORRECTIONS,
OR THE PASTING ON OF COUPONS**

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Navigational publications offer the mariner a reliable and safe guide only when they are kept up to date, because all the information therein contained is subject to change. Information about such changes is given by means of Notices to Mariners. Navigational publications are being corrected in conformity with the Notices to Mariners in a way which slightly differs in the various countries, but, generally, such corrections in all publications printed as volumes are at present carried out either by writing, erasing, or pasting on of coupons. For some publications a supplement is published yearly, or even after a longer interval of time, which contains all corrections affecting the publication which have appeared to date of issue of the Supplement. Again, however, between the publication of two successive Supplements, the volume has to be kept up to date by means of corrections by hand in the same way as before, i. e. by writing, erasing or pasting on of coupons. Such a way of carrying out corrections, which has so far been employed, is a considerable task for mariners; in addition, it neither offers a clear view of all corrections, nor allows them to be quickly and accurately used in the volume affected; for instance, when the new navigating officer takes up his duties, and if he does this scrupulously, he is left with the alternative either of verifying all corrections made by hand by his predecessor — who may have made some mistakes — or of having to deal with the consequences of any possible mistake which is not his own. Also, if corrections are made by pasting on of coupons, as is now the practice, should the wind tear off a coupon from the volume on the bridge, even before his own eyes, and carry it away — or if his assistant forgets to paste on some coupon or loses it in any other way — he will not be able for some time to establish which coupon has been carried away by the wind (or which coupon has been lost) and which item of information in the volume is now erroneous.

Latterly it has been observed that some Hydrographic Offices have published nautical documents whose bindings are so arranged that any single leaf can be removed and a new one inserted in its place. This was introduced for the purpose of simplifying the keeping up to date of such publications by corrections; but even such a solution presents certain deficiencies. These deficiencies are mainly that :

a) This system cannot be applied to volumes previously published, but only to New Editions whose bindings are arranged as described above ; therefore no uniformity in the keeping up to date of all navigational publications printed as volumes has been reached.

b) The loose-leaf pages which have to be inserted in the volume in substitution for, or addition to the existing ones, are not enclosed in each copy of the Notices to Mariners, but are issued at appropriate intervals by the Hydrographic Office in the form of consecutively-numbered « Changes », which contain the above-mentioned loose-leaf pages as well as a list of same, called : « List of Effective Pages ».

c) Between two successive editions of the « Changes » the volume has to be kept up to date by means of the Notices to Mariners and the owner of the volume is obliged to make corrections by hand, i. e. by writing, erasing and pasting on of coupons, which gives rise, of course, to the deficiencies mentioned above.

d) The owner of the volume is also obliged to record any correction which has been carried out, separately both for the corrections applied by hand from the Notices to Mariners and for the loose-leaf pages which have been inserted, because without this record it would be impossible to know which pages are still in force. According to this, if for instance navigator who is reading the text from a page of the book wants to know if that page is really still in force, or perhaps whether it ought to be changed with another one, he must look for it in the record, which, of course, for that reason must be well kept in order.

e) Finally, some Hydrographic Offices will probably not be able, for technical reasons, to issue all nautical documents which are published as volumes with such a binding ; and they will not be able to print a separate new folio (two pages) on fine paper for every correction, even the smallest one, to be added to the volume affected, and, what is important to be mentioned, this reprinting of a same folio perhaps will be necessary to be repeated several times during one year. In this case a unification of the systems used for keeping up to date all such publications over the world, could not be reached.

Bearing in mind the need of simplifying and rendering the task of the navigators in charge of carrying out the correction of Sailing Directions and other such nautical documents expeditious to the largest possible extent, as well as the necessity of ensuring the accuracy and clearness of all corrections and of making use of the corrected volume easier, I feel that these corrections should be carried out in a way which will :

- 1) Be simple and uniform for all publications printed as volumes ;
- 2) Exclude any correction by hand, i. e. writing, erasing and pasting on of coupons ;
- 3) Be easy to apply to the existing old style books, as well as to the new editions of the volumes in loose-leaf form.
- 4) At first sight, without turning over the volume's leaves, give a clear view of the corrections affecting a page of the Sailing Directions in use ; or, if a List of Lights is concerned, the number of the light ; and for Catalogues of Charts, the page and the number of the Chart, etc... ;

5) Fully guarantee that there will be no chance of loss in accuracy due to mistakes in applying corrections during the interval between the publication of two successive Supplements.

All the conditions mentioned above are very important for keeping nautical documents up to date and they can be fulfilled in the following way :

After the volume has been published, a *Supplement* should be issued containing all corrections of a temporary nature, also corrections which have been received while the volume was being printed, as well as corrections which have since been received up to date of issue of the Supplement. As far as publications which have been issued earlier are concerned, their own system of correction will be superseded by such a new Supplement becoming effective. The Supplement should be bound in such a way that any further periodical additions (weekly or monthly, depending upon the issue of the Notices to Mariners) could easily be inserted in it — these « additions » to be issued as an Appendix to each number of the Notices to Mariners (similar to Supplement to List of Lights of the Adriatic Sea for the year 1951, published by the Hydrographic Institute of the Yugoslav Navy). All corrections should be arranged in the Supplement according to the order of pages of the volume which is affected by them ; and on the corrections should be clearly shown their serial number as well as the number of the page of the volume to which they refer. For the List of Lights, however, instead of the number of the page, the serial number of the Light should be given, and for the Catalogue of Charts, the number of the page and of the chart. In any case the serial number of the corrections should be printed so that it could be easily distinguished by its type and size from the number indicating the page of the volume or the number of the Light, etc. It is desirable that the Supplement, as well as any further periodical addition, be of the same size as the volume, or they may be slightly narrower in order to easily be inserted. However, since it may happen that Nemedri and Catalogues of Charts be necessarily larger in size than the Notices to Mariners, the Supplement and the subsequent periodical « additions » to these nautical documents should preferably be the same size as the Notices to Mariners. The contents of the corrections should be such as to exclude the need of consulting also the Notices to Mariners ; for instance, in the Supplement to List of Lights, information should be given so that it could completely replace all data given in the above-mentioned List for that particular Light. This means that after reading such information in the Supplement to List of Lights, the data given in the List of lights concerning that particular Light would no longer apply. On the first page of the Supplement, among other items of information, a note should appear showing the date of issue and the date at which the corrections became effective. A short instruction for the use of the Supplement, in which it should be outlined that the corrections are not to be transcribed or pasted into the volume, but are to be used by means of the Index on the last page, should also be included in the Supplement in an easily discernible place (on the inside of the front or back cover). On the last page there should be an *Index of all corrections* for the interval of time from the date of compilation of the volume until the date of publication of the Supplement ; for the *Pilot*, for instance, this Index should contain in their proper order all numbers of

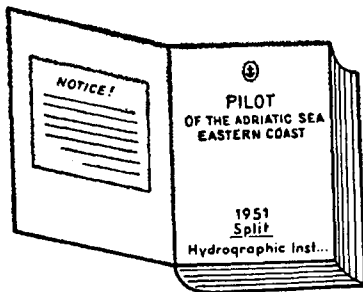
pages to which corrections have been applied as well as the corresponding Serial Numbers of the corrections. In the Index of the Supplement to List of Lights, instead of the number of the page, the number of the Light which is affected by a correction will be shown. When corrections refer to the Catalogue of Charts, the number of the Chart will be shown in addition to the number of the page; in the case of Nemedri it will be necessary to indicate, in addition to the number of the page, also the number of the line, provided the number of the line or chart be printed below the number of the page in smaller type. For this purpose it would be advisable to indicate by the numbers of the lines, on the outer edge of the new edition of Nemedri, all the more important titles of routes and danger areas, in order to render the use of this book, after the changes which may have affected it, as easy as possible. Further, where the *Pilot* is concerned, the number of the line might be added to the Supplement, below the number of the page, if this is shown in the book concerned, as, e. g., the British edition of the *Pilot*, the Italian *Portolano*, etc... The Index should be conveniently tabulated so as to contain on one page as much information as possible, and if the whole Index cannot be contained on the last page, it should be printed on the last two, three, etc., pages. To such a Supplement should be further attached, to the back side, the following *Periodical Additions* (monthly or weekly according to the rate of edition of the Notices to Mariners); they should be enclosed in each issue of Notices to Mariners and compiled in the same way as the Supplement described above. The numbers indicating the pages in the Periodical Additions will continue from one Periodical Addition to the other. On the last page of these Periodical Additions should be an Index of all corrections which have appeared since the date of compilation of the nautical document referred to, until the date of issue of this particular Periodical Addition. The type of the numbers in the Index which refer to the page of the nautical document affected by the correction, should be clearly distinguished from the printing-type of the serial numbers of the corrections, but identical with the type of the numbers already used in the text of the Supplement and Periodical Additions. *In every case, only the Index of Corrections which appears in the last periodical addition is effective*; in this Index, as we have already said, are shown all corrections still in force since the date of compilation of the nautical document referred to. The corrections which are not still in force will not be shown in the new Index and by this means such earlier corrections will be cancelled; therefore, in the new Periodical Addition it will not be necessary to publish a particular correction, cancelling an earlier correction. Except in special cases when it is desired for a certain advertisement to be specially stressed. Each issue of Notices to Mariners should have attached to it a separate Periodical Addition for such nautical documents to which corrections must be applied. Where nautical documents which have not been affected by any corrections are concerned, a small *coupon* will be enclosed in Notices to Mariners showing the last Index still effective for that publication, as well as the number and date of the Notice to Mariners affected. This coupon should be the same length as the Supplement, but only one-third the width of the page and it should be inserted in the Supplement instead of the new periodical addition, so that the last coupon and the last valid Index be clearly seen when opening the last page of the Supplement. Meanwhile, should the printing of the coupons mentioned above for all volumes which have not been affected by corrections,

not be convenient for those Hydrographic Offices which issue nautical documents covering the whole world, thus necessitating the keeping up to date of a large number of different volumes, then in order to save paper and type they may, instead of printing the coupons, publish in each issue of the Notices to Mariners a *Notice* which will indicate the last Index of corrections in force for each volume. In this case, when using the Index of corrections, if it does *not* carry the date of the last issue of Notices to Mariners, the owner of the volume will have to consult also the last edition of the Notices to Mariners. Should no new edition of a certain nautical document be issued during a longer lapse of time, then, if the volume of the Periodical Additions issued in the meantime requires such a measure to be taken, a new edition of the Supplement, containing all corrections applied from the date of compilation of the document concerned until the date of publication of this new Supplement, should be published. This new edition of the Supplement will cancel the earlier Supplement, including all its later periodical additions. As far as the new volumes in loose-leaf form are concerned, the same system of keeping up to date can be applied with only the difference that at the beginning of every year the existing Supplement with all Monthly Additions should be superseded by new pages printed in loose-leaf form. These pages should be attached to the Notices to Mariners and would have to be inserted in the volume concerned. In this case the new Supplement will contain a short list of all pages which were inserted in the volume with corresponding sign e.g. number of a page should be marked by decimals i.e. while old page bore No 25, new page will bear No 25,1. *In this way all Hydrographic Offices are free to issue new editions of the books in old style or loose-leaf form, and the system of keeping up to date of all the books will be identical.*

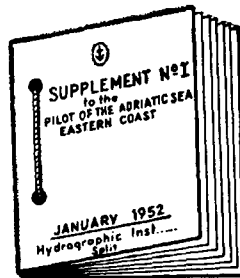
In order to enable the reader to get a clear idea of the proposal exposed above, I shall here illustrate by figures the process of keeping up to date, e.g. the *Pilot of the Adriatic Sea* published by the Hydrographic Institute of the Yugoslav Navy, whose Notices to Mariners appear monthly. A similar process could be applied to any other nautical document published as a volume.

ILLUSTRATED EXAMPLE OF KEEPING PILOT UP TO DATE

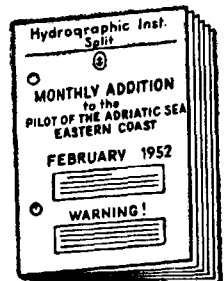
The following drawings and texts are in illustration of the process to be carried out when publishing a new volume of the *Pilot* and inserting the Supplement containing all corrections of a temporary nature, as well as corrections appearing at the time the volume is printed; later, Monthly Additions are issued attached to the following issues of Notices to Mariners:



(1)



(2)



(3)

Note to (1) : The full text of the Notice on the inside of the front cover of the *Pilot* should read :

N O T I C E !

This handbook is corrected for all informations received at the Hydrographic Institute of the Yugoslav Navy as of 1st of October 1951. and for such informations, which have appeared in the Notices to Mariners up to and including number X. of 1951.

It should be kept up to date by means of the enclosed Supplement and further Monthly Additions, which will be issued attached to the Notices to Mariners.

WHEN USING THIS HANDBOOK IT IS NECESSARY TO CONSULT: IN JANUARY, 1952., THE INDEX OF ALL CORRECTIONS, ON THE LAST PAGE OF THE ENCLOSED SUPPLEMENT, AND LATER, THE INDEX ON THE LAST PAGE OF THE LAST MONTHLY ADDITION.

It should be pointed out that if a volume such as the *Pilot* has been published earlier and is being kept up to date in some other way, and it is now desired to adopt this system, the only thing to do is to alter the text of the « Notice », whereas everything else remains unchanged. This notice should be published as a coupon attached to the Notice to Mariners, and it should be pasted on the inside of the front cover as above.

Enclosed to N. t. m. /52.

N O T I C E !

The system of applying corrections to this book used until now, has ben changed.

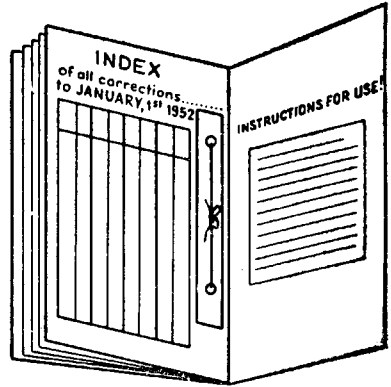
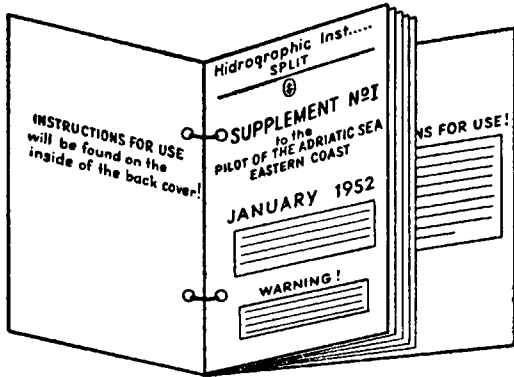
This book should now to be kept up to date by means of the Supplement No and further Monthly Additions, which will be published as enclosures to the Notices to Mariners.

The new Supplement contains all corrections which have appeared since the date of publication of this volume, up to the date of issue of the said Supplement.

WHEN USING THIS HANDBOOK IT IS NECESSARY TO CONSULT: IN JANUARY, 1952., THE INDEX OF ALL CORRECTIONS, ON THE LAST PAGE OF THE ENCLOSED SUPPLEMENT, AND LATER, THE INDEX ON THE LAST PAGE OF THE LAST MONTHLY ADDITION.

Pilot of the Adriatic Sea - Eastern Coast
Coupon No

Note to (2) : Details about the Supplement's features : Soft Cardboard Cover, as well as special binding, where the following Monthly Additions can be inserted at the back.



Correction N°	Page N°	Correction N°	Page N°
1 BIOGRAD harbour - landing forbidden. Landing is forbidden in the corner between N side of the pier, which is damaged for a length of 14 meters, and the New Quay, which is damaged for a length of 11 meters. OZP...../52	141	3	193
2	147	4	202
		5	202

The text of the first page of the Supplement should read :

HYDROGRAPHIC INSTITUTE OF THE YUGOSLAV NAVY
— S P L I T —

To accompany N. I. m. No 1/52



SUPPLEMENT N° I.

TO THE
PILOT OF THE ADRIATIC SEA — EASTERN COAST

JANUARY 1952

This Supplement contains all corrections affecting the „Pilot of the Adriatic Sea - Eastern Coast - 1951” for the period of time from the date of completion of the „Pilot” until January 1st 1952. Later corrections will be issued as Monthly Additions, enclosed in Notices to Mariners, and should be inserted behind the last page of this Supplement.

WARNING!

This Supplement should be inserted in the „Pilot of the Adriatic Sea - Eastern Coast - 1951”.

It should be pointed out that when issuing a new edition of the Supplement, the following warning should be added at the bottom of the first page : « This cancels Supplement No 1 together with all its Monthly Additions ».

The text of the instructions on the inside of the back cover should read :

INSTRUCTIONS FOR USE

1. At the back of this Supplement should be inserted all the following Monthly Additions, or, should no Monthly Additions be issued for a particular month, the respective Monthly Coupon ;

2. The information contained in the Supplement and in the later Monthly Additions is neither to be transcribed nor pasted on the « Pilot » but should be used by means of the INDEX of corrections ;

3. When using the « Pilot », it is necessary to consult : In January, 1952, the INDEX of corrections on the last page of the Supplement, and later the INDEX on the last page of the Monthly Addition for the current month or for the last month in which a Monthly Addition has been issued, if no Monthly Addition was published for the current month. But in this case the Monthly Coupon for the current month will show which INDEX is still effective ;

4. The INDEX shows if there is any correction affecting the page of the « Pilot » which is being used. If there is a correction, it will be found under the respective number in the Supplement, or in the Monthly Additions which have appeared later ;

5. Corrections which are no longer effective will not be shown in the new Index.

Note to (3) : Details about the Monthly Addition : usual paper cover ; therefore the front cover is at the same time the first page; the binding is so perforated that it can be inserted in the Supplement; the printing type of the text is the same as for the Supplement. On the last page there is an Index, also printed in the same type; only the date is changed and the contents is filled with the new numbers according to the sequence of the pages. This Index cancels all previous ones. The front page is changed, in comparison with the Supplement, and a sample of it is shown below.

Sample of the Front Page of the Monthly Addition :

HYDROGRAPHIC INSTITUTE OF THE YUGOSLAV NAVY
- S P L I T -

To accompany N. t. m. N° II/52



MONTHLY ADDITION
TO THE
PILOT OF THE ADRIATIC SEA - EASTERN COAST
FEBRUARY 1952

This Monthly Addition contains all corrections to the „Pilot of the Adriatic Sea - Eastern Coast - 1951“ for the period of time from January 1st, 1952 until February 1st, 1952.

WARNING!

This Monthly Addition should be inserted in the Supplement No. 1. of January 1952.

Informations contained in the Monthly Addition should neither be transcribed nor pasted into the „Pilot“, but used by means of the INDEX on the last page when consulting the „Pilot“.

If in any of the monthly issues of the Notices to Mariners there should be no corrections affecting the «Pilot», the Monthly Addition to the «Pilot» will not be issued, but instead there will be a coupon for the «Pilot», of the same length as the Monthly Addition, but only 1/3rd the width of its pages.

Sample of the Monthly Coupon :

To accompany N.t.m. No. III/52

<p>MONTHLY COUPON 1st MARCH - 1952</p> <p>for the Pilot of the Adriatic Sea Eastern Coast</p> <p>Edition Split 1951</p>
<p>The INDEX of corrections published in the Monthly Addition for FEBRUARY 1952 IS STILL EFFECTIVE</p>
<p>This coupon should be inserted in the Supplement No. I.</p>

Other nautical documents published as volumes, e.g. Catalogue of Charts, List of Wireless Signals, Nemedri, etc., may be kept up to date in the same way, whereas the Hydrographic Institute of the Yugoslav Navy has already successfully applied such a system in 1951, for its publication : «List of Lights of the Adriatic Sea».

For the purpose of improving the use of a navigational handbook and for quicker survey of the corrections, this system of keeping up to date nautical documents may be further *simplified by indicating* in the Index of corrections for the Catalogue of Charts, *in addition to the number of the*

page affected by the correction, also the *number of the chart*, but in this case the number of the chart should be printed below the number of the page, in smaller type. A similar system may be applied to the Pilot, by showing in the Index of corrections the number of the page and the *number of the line*; in the case of the current edition of Nemedri only the number of the page, but in future, below the number of the page, also the number of the line, if the proposal of indicating all titles of routes and danger areas on a page by the numbers of the lines is adopted. In any case the title in the text of the correction is sufficient in itself to show the route or danger area affected.

Example of a column in the index of corrections for the Catalogue of Charts:

Page No Chart No	Correction No	
19		
104	1	
106	2	
23		
201	3	
208	4	

Example of a column in the index of corrections for the Pilot :

Page No Line No	Correction No	
13		
23	1	
41-57	2	
24		
15	3	
19-37	4	

Example of a column in the index of corrections for the future edition of Nemedri :

Page No Line No	Correction No	
7		
11	1	
20	2	
28-33	3	

Finally, for the purpose of making use of the volume even more rapid and simple, one may apply another modification of this system of keeping navigational publications up to date. Bearing in mind that one page in the volume may be affected by several corrections occurring at different periods of time, for which reason corrections will have different serial numbers, printed on different pages in the Supplement and in the later Periodical Additions, it is clear that it will be more difficult to use these corrections in the above-mentioned way, than if all corrections were on the same page, or if the page subjected to corrections were superseded and reprinted. Consequently, if in the Supplement and in the later periodical additions *instead of the text of the corrections for certain lines or items of the page*, there were printed a *new page containing all corrections* and in the Index of the corrections only the numbers of corrected pages and serial numbers of the corrections, then the *use of the volume would be made even more rapid and simple*. This modification would have some inconvenience only insofar as the larger quantity of paper and type needed would be more expensive for the hydrographic services, but these expenses would still be considerably less than those involved in the system of keeping navigational handbooks up to date by changing pages, applied at the present time by some hydrographic offices; because in the « change of pages » system, in the case of any correction the hydrographic offices have to print a new folio, i.e.

two pages, and on a specially good quality of paper, rendered necessary by the special binding of the book. I have no intention here to list again the other deficiencies of keeping navigational publications up to date by the system of changing pages as opposed to the last modification of the system which I have described above, since these deficiencies have already been dealt with at the beginning of this article.

According to the system described in this article the correction of a nautical document both old style books and new edition of volume in loose-leaf form is carried out by the hydrographic office itself, by means of the printed Supplement and periodical additions with a constantly up to date Index of corrections, and the owner of the book has only to insert this Supplement into the volume, where the Monthly Additions (or Weekly according to the rate of issue of the Notices to Mariners) issued later, have to be inserted in the space reserved for this purpose. When using the volume, it will be a very simple and rapid matter to apply the corrections by means of the Index, and there will be no doubt — as it now happens with the corrections applied to such volumes by hand (writing, erasing, or pasting on of coupons) — as to whether the correction applied by hand is accurate or not, whether any coupon is missing, and so on. By using this system the accuracy of the correction is fully ensured and it can be ascertained at a glance whether the Index of corrections being used is the latest one, or whether some periodical additions are missing, since the latest periodical addition or coupon should show the same date as the latest issue of the Notice to Mariners.
