

## HYDROGRAPHIC COORDINATION STEADILY INCREASES.

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The work of the International Hydrographic Bureau, seriously curtailed as a result of the War, was completely revitalized by the Vth International Hydrographic Conference held in 1947, which served to renew and strengthen the ties that exist amongst the personnel of the Hydrographic Offices of the Maritime Nations. With one exception all States Members sent Delegations to this Conference and Delegations from seven Countries not States Members also attended as Observers. Moreover, Greece, Norway, Netherlands, Italy and Japan, formerly Members of the Bureau, have rejoined since the War and Canada, Cuba, Turkey and Jugoslavia have also become States Members.

This healthy growth of the Bureau is still in progress as correspondence indicates that several other Countries are seriously considering joining or re-joining.

The very high percentage of compliance with the Resolutions of the Conferences by the States Members demonstrates the great progress that has been made toward effective coordination. That non-Member States are also effectively influenced by the work of the *I.H.B.* is clearly illustrated by the extent of their compliance. Correspondence in the Bureau further indicates that in the many non-Member States, where Hydrographic Offices are in a formative stage, it is the announced intention of these Countries to comply with I.H. Conference Resolutions as they commence their work.

Membership in the *I.H.B.* implies no degree of compulsion to follow the I.H. Conference recommended procedures or symbols, and therefore one-hundred-percent compliance with all the I.H. Conference Resolutions is not likely to be attained, particularly in those Offices which have extensive chart coverage and Publications.

Certain Resolutions are not adopted by some Offices because they believe that the methods or symbols proposed are not sufficiently advantageous to warrant making an expensive change and in a few cases because certain I.H. Conference Symbols are considered to be inferior to those that these offices have already adopted. Such cases will be proposed for further discussion at the VIth I.H. Conference in 1952.

In deciding whether or not to comply with the various Resolutions all Hydrographic Offices will, in the future, be aided by referring to the revised "Report of the degree of compliance with the I.H. Conference Resolutions" being published, which gives in detail the exact position of each State regarding each Section of each Resolution. With this detailed information plus the "Reports of the Proceedings of the various Conferences", each Hydrographic Office will have a clear picture of the reasons for the adoption of each resolution as well as an accurate knowledge of the exact state of compliance throughout the World.

Thus informed of the International Status of Hydrographic Coordination, it can be expected that Offices will be also effectively influenced by the answer to the following question :

"Will it be to the advantage of mariners, including those of other nationalities, for my office to comply with the applicable I.H. Conference Resolution"?

Where there is such an advantage lesser significance will be attached to the factors of cost and work involved.

The Vth I.H. Conference was held in an atmosphere of complete friendly cooperation. On all matters of importance the Delegates were unanimously in agreement. The aims and objects of the Bureau were unquestionably accepted as a goal toward which all States Members were willing to work. That this cooperative spirit is continually growing stronger is apparent from communications being received.

There is every reason to believe that the VIth I.H. Conference to be held in 1952 will result in an increased and strengthened coordination in the Hydrographic Field. The increased Membership in the I.H.B., and the appreciation of the advantages to be gained by active cooperation with other Hydrographic Offices will create a condition where every State Member and non-Member State will feel an added incentive to assume their full responsibility in order that navigation may become easier and safer in all the seas of the World.

