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

1 The Sub-Committee on Safety of Navigation (NAV), at its fiftieth session (5 to 9 July 2004), agreed on Guidelines for the presentation of navigation-related symbols, given in annex 1, and terms and abbreviations, given in annex 2, and that they should be used for the display of navigation-related information on all shipborne navigational equipment and systems in consistent and uniform manner.

2 The Maritime Safety Committee, at its seventy-ninth session (1 to 10 December 2004), concurred with the Sub-Committee's views, approved the annexed Guidelines and encouraged their use for all shipborne navigational systems and equipment.

3 Member Governments are invited to bring the annexed Guidelines to the attention of all concerned.

ANNEX 1

Guidelines for the Presentation of Navigation-related Symbols

1 Purpose

The purpose of these annexed 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 insure 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


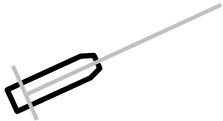
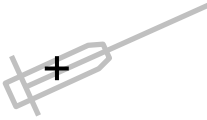
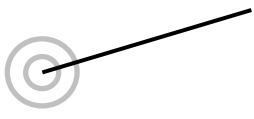

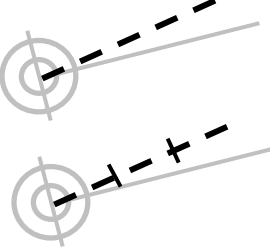
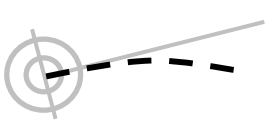
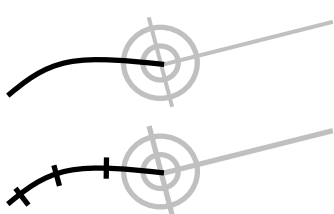
Topic	Symbol	Description
Own ship		Double circle, located at own ship's reference position. Use of this symbol is optional, if own ship position is shown by the combination of Heading Line and Beam Line.
Own Ship True scale outline		True scale outline located relative to own ship's reference position, 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, drawn to the bearing ring or 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.
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

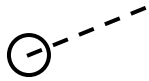


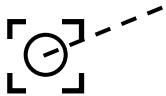
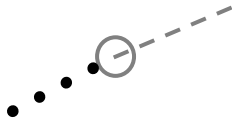

Topic	Symbol	Description
<p>Tracked Target including Dangerous Target</p>		<p>Solid filled or unfilled circle located at target position.</p> <p>The course and speed vector should be displayed as dashed line, with short dashes with spaces approximately twice the line width.</p> <p>Optionally, time increments,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

Table 3: AIS Target Symbols


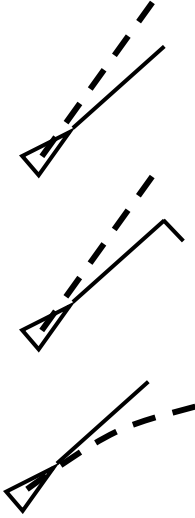
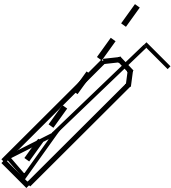
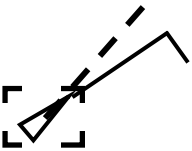

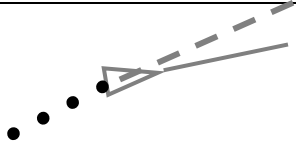
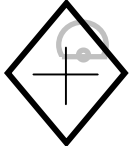
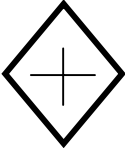




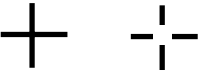

Topic	Symbol	Description
AIS Target (sleeping)		<p>An isosceles, acute-angled triangle should be used. The triangle should be oriented by heading, or COG if heading missing. The reported position should be located at centre and half the height of the triangle. The symbol of the sleeping target should be smaller than that of the activated target.</p>
Activated AIS Target Including Dangerous Target		<p>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.</p> <p>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.</p> <p>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.</p> <p>The turn should be indicated by a flag of fixed length added to the heading line.</p> <p>A path predictor may be provided as curved vector.</p> <p>For a “Dangerous AIS Target”, bold, red (on colour display) solid triangle with course and speed vector, flashing until acknowledged.</p>
AIS Target – True Scale Outline		<p>A true scale outline may be added to the triangle symbol. It should be:</p> <p>Located relative to reported position and according to reported position offsets, beam and length. Oriented along target’s heading.</p> <p>Used on low ranges/large scales.</p>
Selected target		<p>A square indicated by its corners should be drawn around the activated target symbol.</p>
Lost target		<p>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.</p> <p>The target should be displayed without vector, heading and rate of turn indication.</p>
Target Past Positions		<p>Dots, equally spaced by time.</p>

Table 4: Other Symbols

Topic	Symbol	Description
AIS Based AtoN Real Position of Charted Object		Diamond with crosshair centred at reported position. (Shown with chart symbol. Chart symbol not required for radar.)
AIS Based AtoN Virtual position		Diamond with crosshair centred at reported position.
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 centre).
Range Rings		Solid circles.
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 the primary EBL.

Topic	Symbol	Description
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).

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

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.

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.

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	Abbreviation	Term
Acknowledge	ACK	ACK	Acknowledge
Acquire, Acquisition	ACQ	ACQ	Acquire, Acquisition
Acquisition Zone	AZ	ADJ	Adjust, Adjustment
Adjust, Adjustment	ADJ	AFC	Automatic Frequency Control
Aft	AFT	AFT	Aft
Alarm	ALARM	AGC	Automatic Gain Control
Altitude	ALT	AIS	Automatic Identification System
Amplitude Modulation	AM	ALARM	Alarm
Anchor Watch	ANCH	ALT	Altitude
Antenna	ANT	AM	Amplitude Modulation
Anti Clutter Rain	RAIN	ANCH	Anchor Watch
Anti Clutter Sea	SEA	ANCH	Vessel at Anchor (applies to AIS)
April	APR	ANT	Antenna
Audible	AUD	APR	April
August	AUG	AUD	Audible
Automatic	AUTO	AUG	August
Automatic Frequency Control	AFC	AUTO	Automatic
Automatic Gain Control	AGC	AUX	Auxiliary System/Function
Automatic Identification System	AIS	AVAIL	Available
Auxiliary System/Function	AUX	AZ	Acquisition Zone
Available	AVAIL	BITE	Built in Test Equipment
Background	BKGND	BKGND	Background
Bearing	BRG	BRG	Bearing
Bearing Waypoint To Waypoint	BWW	BRILL	Brilliance
Brilliance	BRILL	BWW	Bearing Waypoint To Waypoint
Built in Test Equipment	BITE	C	Carried (e.g. carried EBL origin)
Calibrate	CAL	C UP ^(See note 2)	Course Up
Cancel	CNCL	CAL	Calibrate
Carried (e.g. carried EBL origin)	C	CCRP	Consistent Common Reference Point
Centre	CENT	CCRS	Consistent Common Reference System
Change	CHG	CENT	Centre
Circular Polarised	CP	CHG	Change
Clear	CLR	CLR	Clear
Closest Point of Approach	CPA	CNCL	Cancel
Consistent Common Reference Point	CCRP	COG	Course Over the Ground
Consistent Common Reference System	CCRS	CONT	Contrast
Contrast	CONT	CORR	Correction
Correction	CORR	CP	Circular Polarised
Course	CRS	CPA	Closest Point of Approach
Course Over the Ground	COG	CRS	Course
Course Through the Water	CTW	CTS	Course To Steer
Course To Steer	CTS	CTW	Course Through the Water
Course Up	C UP ^(See note 2)	CURS	Cursor
Cross Track Distance	XTD	D	Dropped (e.g. dropped EBL origin)
Cursor	CURS	DATE	Date
Dangerous Goods	DG	DAY/NT	Day/Night
Date	DATE	DEC	December

Term	Abbreviation
Day/Night	DAY/NT
Dead Reckoning, Dead Reckoned Position	DR
December	DEC
Decrease	DECR
Delay	DELAY
Delete	DEL
Departure	DEP
Depth	DPTH
Destination	DEST
Deviation	DEV
Differential Galileo	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
Distance	DIST
Distance Root Mean Square	DRMS (See note 2)
Distance To Go	DTG
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
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
External	EXT
February	FEB
Fishing Vessel	FISH
Fix	FIX
Forward	FWD
Frequency	FREQ
Frequency Modulation	FM
Full	FULL
Gain	GAIN
Galileo	GAL
Geometric Dilution Of Precision	GDOP

Abbreviation	Term
DECR	Decrease
DEL	Delete
DELAY	Delay
DEP	Departure
DEST	Destination
DEV	Deviation
DG	Dangerous Goods
DGAL (See note 2)	Differential Galileo
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)
DPTH	Depth
DR	Dead Reckoning, Dead Reckoned Position
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
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	Galileo
GC	Great Circle

Term	Abbreviation	Abbreviation	Term
Global Maritime Distress and Safety System	GMDSS	GDOP	Geometric Dilution Of Precision
Global Navigation Satellite System	GNSS	GLONASS	Global Orbiting Navigation Satellite System
Global Orbiting Navigation Satellite System	GLONASS	GMDSS	Global Maritime Distress and Safety System
Global Positioning System	GPS	GND	Ground
Great Circle	GC	GNSS	Global Navigation Satellite System
Grid	GRID	GPS	Global Positioning System
Ground	GND	GRI	Group Repetition Interval
Group Repetition Interval	GRI	GRID	Grid
Guard Zone	GZ	GRND	Vessel Aground (applies to AIS)
Gyro	GYRO	GYRO	Gyro
Harmful Substances (applies to AIS)	HS	GZ	Guard Zone
Head Up	H UP (See note 2)	H UP (See note 2)	Head Up
Heading	HDG	HCS	Heading Control System
Heading Control System	HCS	HDG	Heading
Heading Line	HL	HDOP	Horizontal Dilution Of Precision
High Frequency	HF	HF	High Frequency
High Speed Craft (applies to AIS)	HSC	HL	Heading Line
Horizontal Dilution Of Precision	HDOP	HS	Harmful Substances (applies to AIS)
Identification	ID	HSC	High Speed Craft (applies to AIS)
In	IN	I/O	Input/Output
Increase	INCR	ID	Identification
Indication	IND	IN	In
Information	INFO	INCR	Increase
Infrared	INF RED	IND	Indication
Initialisation	INIT	INF RED	Infrared
Input	INP	INFO	Information
Input/Output	I/O	INIT	Initialisation
Integrated Radio Communication System	IRCS	INP	Input
Interference Rejection	IR	INT	Interval
Interswitch	ISW	IR	Interference Rejection
Interval	INT	IRCS	Integrated Radio Communication System
January	JAN	ISW	Interswitch
July	JUL	JAN	January
June	JUN	JUL	July
Latitude	LAT	JUN	June
Limit	LIM	LAT	Latitude
Line Of Position	LOP	LF	Low Frequency
Log	LOG	LIM	Limit
Long Pulse	LP	LOG	Log
Long Range	LR	LON	Longitude
Longitude	LON	LOP	Line Of Position
Loran	LORAN	LORAN	Loran
Lost Target	LOST TGT	LOST TGT	Lost Target
Low Frequency	LF	LP	Long Pulse
Magnetic	MAG	LR	Long Range
Manoeuvre	MVR	MAG	Magnetic
Manual	MAN	MAN	Manual
Map(s)	MAP	MAP	Map(s)
March	MAR	MAR	March

Term	Abbreviation
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 (See note 2)
November	NOV
October	OCT
Off	OFF
Officer of the Watch	OOW
Offset	OFFSET
On	ON
Out/Output	OUT
Own Ship	OS
Panel Illumination	PANEL
Parallel Index Line	PI
Passenger Vessel (applies to AIS)	PASSV
Performance Monitor	MON
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
Radius	RAD
Rain	RAIN
Range	RNG
Range Rings	RR
Raster Chart Display System	RCDS

Abbreviation	Term
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 (See note 2)	North Up
NAV	Navigation
NORM	Normal
NOV	November
NUC	Vessel Not Under Command (applies to AIS)
OCT	October
OFF	Off
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)
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
RAIM	Receiver Autonomous Integrity Monitoring
RAIN	Anti Clutter Rain

Term	Abbreviation	Abbreviation	Term
Raster Navigational Chart	RNC	RAIN	Rain
Rate Of Turn	ROT	RCDS	Raster Chart Display System
Real-time Kinematic	RTK	REF	Reference
Receiver	RX ^(See note 2)	REL ^(See note 3)	Relative
Receiver Autonomous Integrity Monitoring	RAIM	RIM	Vessel Restricted in Manoeuvrability) (applies to AIS)
Reference	REF	RM	Relative Motion
Relative	REL ^(See note 3)	RMS	Root Mean Square
Relative Motion	RM	RNC	Raster Navigational Chart
Revolutions per Minute	RPM	RNG	Range
Roll On/Roll Off Vessel (applies to AIS)	RoRo	RoRo	Roll On/Roll Off Vessel (applies to AIS)
Root Mean Square	RMS	ROT	Rate Of Turn
Route	ROUTE	ROUTE	Route
Safety Contour	SF CNT	RPM	Revolutions per Minute
Sailing Vessel (applies to AIS)	SAIL	RR	Range Rings
Satellite	SAT	RTK	Real-time Kinematic
S-Band (applies to Radar)	S-BAND	RX ^(See note 2)	Receiver
Scan to Scan	SC/SC	S	South
Search And Rescue Transponder	SART	SAIL	Sailing Vessel (applies to AIS)
Search And Rescue Vessel (applies to AIS)	SARV	SART	Search And Rescue Transponder
Select	SEL	SARV	Search And Rescue Vessel (applies to AIS)
September	SEP	SAT	Satellite
Sequence	SEQ	S-BAND	S-Band (applies to Radar)
Set (i.e., set and drift, or setting a value)	SET	SC/SC	Scan to Scan
Ship's Time	TIME	SDME	Speed and Distance Measuring Equipment
Short Pulse	SP	SEA	Anti Clutter Sea
Signal to Noise Ratio	SNR	SEL	Select
Simulation	SIM ^(See note 4)	SEP	September
Slave	SLAVE	SEQ	Sequence
South	S	SET	Set (i.e., set and drift, or setting a value)
Speed	SPD	SF CNT	Safety Contour
Speed and Distance Measuring Equipment	SDME	SIM ^(See note 4)	Simulation
Speed Over the Ground	SOG	SLAVE	Slave
Speed Through the Water	STW	SNR	Signal to Noise Ratio
Stabilized	STAB	SOG	Speed Over the Ground
Standby	STBY	SP	Short Pulse
Starboard/Starboard Side	STBD	SPD	Speed
Station	STN	STAB	Stabilized
Symbol(s)	SYM	STBD	Starboard/Starboard Side
Synchronisation	SYNC	STBY	Standby
Target	TGT	STN	Station
Target Tracking	TT	STW	Speed Through the Water
Test	TEST	SYM	Symbol(s)
Time	TIME	SYNC	Synchronisation
Time Difference	TD	T	True
Time Dilution Of Precision	TDOP	TCPA	Time to CPA
Time Of Arrival	TOA	TCS	Track Control System
Time Of Departure	TOD	TD	Time Difference
Time to CPA	TCPA	TDOP	Time Dilution Of Precision
Time To Go	TTG	TEST	Test
Time to Wheel Over Line	TWOL	TGT	Target

Term	Abbreviation
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	TRIAL ^(See note 4)
Trigger Pulse	TRIG
True	T
True Motion	TM
Tune	TUNE
Ultrahigh Frequency	UHF
Universal Time, Co-ordinated	UTC
Unstabilised	UNSTAB
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 Manoeuvrability) (applies to AIS)	RIM
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
THD	Transmitting Heading Device
TIME	Ship's Time
TIME	Time
TM	True Motion
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
TRIG	Trigger Pulse
TRK	Track
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	Unstabilised
UTC	Universal Time, Co-ordinated
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
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 Standard Units of Measurement and Abbreviations

Unit	Abbreviation	Abbreviation	Unit
cable length	cbl	cbl	cable length
cycles per second	cps	cps	cycles per second
degree(s)	deg	deg	degree(s)
fathom(s)	fm	fm	fathom(s)
feet/foot	ft	ft	feet/foot
gigaHertz	GHz	GHz	gigaHertz
hectoPascal	hPa	hPa	hectoPascal
Hertz	Hz	Hz	Hertz
hour(s)	hr(s)	hr(s)	hour(s)
kiloHertz	kHz	kHz	kiloHertz
kilometre	km	km	kilometre
kiloPascal	kPa	kPa	kiloPascal
knot(s)	kn	kn	knot(s)
megaHertz	MHz	MHz	megaHertz
minute(s)	min	min	minute(s)
Nautical Mile(s)	NM	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 information is presented using SI units, the respective abbreviations should be used.