

HYDROGRAPHIC NOTE

(For instructions, see overleaf)

Date
Ref. No.

Name of ship or sender :
Address of sender :
.....
Tel/Fax/Telex No. of sender (if appropriate) :
General locality :
Subject :
Position Lat. Long.
Charts affected Edition dated
Position fixing system used Datum set
Latest weekly Edition of Notice to Mariners held
Publications affected (Edition No. Date of latest supplement, page and Light List No. etc.)
.....

Details:-

A replacement copy of Chart No. is required, but see 4 overleaf.
Signature of observer/reporter

**Please send this Note to:*

*Hydrographic Division
Jabatan Laut Malaysia Wilayah Sarawak
Lot 683, Seksyen 66, Jalan Utama, Tanah Puteh
93619 Kuching
Sarawak*

HYDROGRAPHIC NOTE

Forwarding information for Charts and Hydrographic Publications

INSTRUCTIONS:-

1. Mariners are requested to notify the The Hydrographic Office, Sarawak Marine Department, Jalan Utama, Kuching, Sarawak, when new or suspected danger to navigation are discovered, changes observed in aids navigation, or corrections to publications seen to be necessary. The Mariner's Handbook (NP 100) Chapter 8 gives general instructions. The provision of international and national laws should be complied with when forwarding such reports.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate.
Copies of this Form may be obtains gratis from The SMD Hydrographic Office at the above address or principal Chart Agents.
3. When a position is defined by sextant angles or bearings (true or magnetic being specified)more than two should be used in order to provide a check. Distances observed by radar, etc., should be quoted.
Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.
4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer 's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself)these should be in red as above, but adequate details from the chart must be traced in black ink to enable to amendments to be fitted correctly.
5. When surroundings are obtained The Mariners Handbook (NP 100 should be consulted. The echo sounding trace should be marked with times depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depth below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may made where necessary. To make, name and type of set should also be given.
6. Modern echo sounder frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depth of 50m, 550m or 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:-
 - (a) the trace being weaker than normal for the depth recorded,
 - (b) the race passing through the transmission line,
 - (c) the feathery nature of the trace.As a check that apparently shoal soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.
7. Reports which cannot be confirm or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of shoal soundings, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also made by radio to the nearest coast radio station. The draught of modern tanker is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Port information should be forwarded on Form H. 102a together with Form H. 102. Form H 102a lists the information required for Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used. Where there is insufficient space on the form an additional sheet should be used.
10. Report on ocean currents should be made on Form H.568(Sea surface current observations) in accordance with The Mariner's Handbook. This Form is obtained from the SMD Hydrographic Office, Kuching, or principal Charts Agents.

Note:- An acknowledgement or receipt will be sent and the information than used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice To Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. An explanation of the used made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form H.102)

Name of ship or sender:

Address:

.....

Ref. No.

.....

Date:

1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulation.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Names, numbers or position. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HANDLING Containers, lighters, Ro-Ro etc.	
9. CRANES Brief details and max. capacity	

<p>10. REPAIRS</p> <p>Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions Hards and ramps Divers.</p>	
<p>11. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, Coastguard, etc.</p>	
<p>12. SUPPLIES</p> <p>Fuel with type and quantities available. Fresh water with rate of supply. Provisions.</p>	
<p>13. SERVICES</p> <p>Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting</p>	
<p>14. COMMUNICATIONS</p> <p>Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.</p>	
<p>15. PORT AUTHORITY</p> <p>Designation, address and telephone number.</p>	
<p>16. SMALL CRAFT FACILITIES</p> <p>Information and facilities for small craft (e.g. yachts) visiting the port. Yacht Clubs, berth, etc.</p>	
<p>17. VIEWS</p> <p>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. Picture postcards may also be useful.</p>	

Signature of observer/reporter

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