

台中港進出港指南

GUIDE TO TAICHUNG PORT ENTRY



台中港務局編印

TAICHUNG HARBOR BUREAU

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Guide to Taichung Port Entry

PART I SHIP-SHORE COMMUNICATIONS FOR TAICHUNG HARBOR

A. Marine VHF Radio Communications:

Taichung Port Radio: VHF Channels 14 and 16, 24 hours service.

1. Location: Lat. 24°17'23".7 N Long. 120°31'01".4 E
2. Call Sign: Taichung Port Radio
3. VHF Channel:
 - Channel 16 (156.8 MHz) for Distress, Emergency, Safety and Calling .
 - Channel 14 (156.7 MHz) for ETA reporting; for message exchange (Ship-Shore, Ship-Pilot).
 - Channel 12 (156.6MHz) for harbor craft (tugs, pilot boat) and Pilot on duty.
4. Service Range: About 20 miles.
5. Message Contents:
 - Ship arrival and departure.
 - Navigational warnings.
 - Emergency matters.
6. Service Priority:
 - Distress, Emergency and Safety .
 - Ships request for departure.
 - Ships request for entry.
 - Ships at anchor.
7. Languages:
 - English: According to Standard Marine Communication Phrases (SMCP)
 - Chinese: Mandarin
8. Remarks:
 - VHF voice communications shall use plain language. Secret codes or private communications are not allowed, unless approved by Port Authority.
9. Calling Procedures:
 - In accordance with International Radio Communication Procedures.

B. Estimated Time of Arrival (ETA):

Every vessel should report to Taichung Port Radio on Channel 14 when 2 hours in advance or 20 miles of arrival and should comply with the Regulations prescribed in the IMO Standard Ship Reporting System by stating:

1. ALFA: Ship's name and call sign.
2. CHARLIE/DELTA: Ship's position.
3. INDIA: ETA at Pilot station
4. QUEBEC: Defects, damage, deficiencies and limitations.

C. Reporting Ship's Arrival:

Every vessel should again report to Taichung Port Radio on Channel 14 when the ship's position is 5 miles off the south breakwater and should comply with the IMO Standard Ship Reporting System by stating:

1. ALFA: Ship's name.
2. DELTA: Bearing and distance from the south breakwater.
3. HOTEL: ETA at Pilot Station.

D. Entry Permit:

When entry permit is granted by Port Radio, the vessel should proceed to west south west side of the south breakwater, join inbound route in sequence, and approach Pilot Boarding Ground to receive the Pilot, while maintaining a listening watch on Channel 14 and complying with the IMO Standard Ship Reporting System by stating:

1. ALFA: Ship's name.
2. DELTA: Bearing and distance from the south breakwater.
3. FOXTROT: Ship's speed.

E. Vessels Intending to Drop Anchor in Outer Anchorage of Taichung Harbor:

A vessel intending to drop anchor and await berth shall report her intention to Port Radio when the ship's position is 5 miles off the south breakwater. The ship shall maintain a listening watch on Channel 14 with particular caution for inbound and outbound vessels proceeding in the fairway. The vessel shall report to Port Radio its anchor time and anchor position immediately after anchoring and shall comply with the IMO Standard Ship Reporting System by stating:

1. ALFA: Ship's name.
2. BRAVO: Time of anchor.
3. DELTA: Anchor position (bearing and distance from the south breakwater).

F. Application for Departure:

A departing vessel should apply to Port Radio on Channel 14 to get permission to depart after the Pilot is on board or before the vessel casts off its berth. When departure permission is granted, the vessel can leave the berth while maintaining a listening watch on Channels 14 and 16 and complying with the outbound Rules of Port Authority.

G. Application for Shifting Berths:

A vessel desiring to shift berths should apply to Port Radio on Channel 14 to get shifting permission after the Pilot is on board or before the vessel casts off its berth. When shifting permission is granted, the vessel can be shifted while maintaining a listening watch on Channels 12 and 14 and complying with the shifting Rules of Port Authority.

H. Distress, Emergency and Safety Communications:

When a vessel is in distress, or in case of an emergency, the event should be reported to Port Radio as soon as practical on Channel 16. Port Radio should be given all relevant information about the

event and the message should comply with the Rules and Procedures of ITU.

Remarks:

The positions shown in this booklet longitude and latitude are based on WGS-84 System. Vessel with a harbor chart of GRS-67 System, the latitude should be moved 0'.12 northward and the longitude should be moved 0'.5 westward.

PART II TRAFFIC SEPARATION SCHEME AND HARBOR ANCHORAGE

A. The second-step to improve the harbor:

A 480-meter extension of the north breakwater and the dismantling of 93 meters of the south breakwater, the dismantling of 50 meters of the south inner breakwater were completed in 2002. The total extended length of the north breakwater is now 1,330 meters and the width of the main channel is 350 meters. The new edition of Chinese Navy Chart No.0357 for Taichung Harbor had been issued in 2003, at a scale: 1/20000. This chart shows the extended breakwater, sea current conditions in the vicinity of the breakwater, leading marks, anchorage, and TSS system.

The Port Rule and Chinese Navy Chart No.0357 have been modified by Taichung Harbor Bureau as follows:

1. The main channel extends from the south breakwater to 300 meters west of the south breakwater has been designated a one-way channel.
2. Separation Zone and Pilot Boarding Ground moved further west.
3. The outer anchorage moved further south.
4. The approach course has been changed to 065°T.
5. The waiting area for inbound vessels has been eliminated.
6. The new edition of Chinese Navy Chart No.0357 for Taichung Harbor had been issued, with a scale:1/20000, which shows larger maneuvering areas for bigger vessels.

B. Traffic Separation Scheme:

Every vessel shall comply with Traffic Separation Scheme, promulgated by Port Authority, and follow the requirements of COLREG, prescribed in Rule 10, to ensure the safe passage maneuvering of ships when approaching and navigating within the harbor.

1. Separation Zone:
The Separation Zone is within the area defined by connecting the following coordinates:
 - a. 24°17'37".7 N 120°28'58".4 E
 - b. 24°17'47".7 N 120°28'04".4 E
 - c. 24°17'15".7 N 120°28'04".4 E
 - Inbound vessels should navigate in the inbound lane in the south side of the separation zone. Inbound course: 065°T.
 - Outbound vessels should navigate in the outbound lane in the north side of the separation zone. Outbound course: 294°T.
2. The main channel from the south inner breakwater to 300 meters west of the south breakwater is designated a one-way channel. Inbound vessels shall wait for outbound vessels to clear the one-way channel and shall not impede the safe passage of outbound vessels by as sufficient sea room as possible. Outbound vessels shall wait for inbound vessels to clear the one-way channel and shall not impede the safe passage of inbound vessels by as wide a sea room as practical. Vessels entering or departing the harbor are not allowed to pass or overtake each other in the one-way channel.

3. Vessels proceeding in the designated lane shall maintain a safe distance. Anchoring in the traffic lane is prohibited.
4. Inbound Vessels:
Inbound vessels coming from the north to receive a Pilot shall, so far as practical, keep clear of the separation zone and shall proceed to the west south west side of the south breakwater, joining the inbound route, and heading to the center of the harbor entrance. Vessels coming from the south or west to receive a Pilot shall join the inbound lane directly and proceed in the inbound route.
5. Outbound vessels:
Outbound vessels should be clear of the separation zone before turning toward their destination.
6. Vessels intending to anchor:
A vessel intending to drop anchor shall navigate with particular caution and shall avoid the separation zone by as wide a margin as is practical. An anchor position is normally recommended by Port Radio.

C. Harbor Anchorage

1. The outer anchorage is located 1 to 4 miles southwest of the south breakwater.
It covers an area defined by connecting the following coordinates:
 - a. 24°16'51".7 N 120°29'40".4 E
 - b. 24°16'51".7 N 120°28'59".4 E
 - c. 24°15'48".7 N 120°27'01".4 E
 - d. 24°15'48".7 N 120°26'12".4 E
 - e. 24°13'59".7 N 120°25'47".4 E
 - f. 24°13'59".7 N 120°27'59".4 E
 The outer anchorage is shown on Chinese Navy Chart No.0357
2. It is recommended that small vessels of less than 120 meters in length and less than 7 meters in draft should anchor 1 to 1.5 miles southwest of the south breakwater where the depth is about 8 to 15 meters. This area offers good shelter during a northeast monsoon.
3. It is recommended that vessels of 120 meters to 200 meters in length and less than 11 meters in draft should anchor 2 to 3 miles southwest of the south breakwater where the depth is about 15 to 20 meters.
4. It is recommended that vessels of more than 200 meters in length or more than 11 meters in draft should anchor 3 to 4 miles southwest of the south breakwater where the depth is about 20 to 30 meters.
5. Prohibited Anchoring:
Anchoring is prohibited in the area east of longitude 120°25' E, west of the harbor entrance, and north of the line formed by connecting coordinates a, b, c, and d stated in Part II item C. (Also shown on Chinese Navy Chart No.0357). This area is designated as the inbound and outbound fairway under the Rules of Traffic Separation Scheme. Vessels are not allowed to anchor or stay in this area or to impede the safe passage of inbound and outbound vessels.
6. Quarantine Anchorage
All vessels from infected areas, and those which have not been granted radio free pratique, shall temporarily anchor at the turning basin or as directed by the Pilot for quarantine purposes.

7. Anchored Vessels:
Taichung outer harbor has a depth of 8 to 25 meters with a sand ground. During a northeast monsoon, especially when the wind force is over 7 on the Beaufort scale, anchor dragging often occurs. All anchored vessels are required to maintain a proper anchor watch at all times, a listening watch on Channels 14 and 16, and main engines at stand by.
8. Avoiding Separation Zone:
Vessels entering or leaving anchorage shall, so far as practical, pass west of the separation zone while proceeding from or to the north and avoid crossing the separation zone.
9. Additional Prohibited Anchoring:
Anchoring is also prohibited in the main channel, turning basin, and separation zone, except in case of an emergency.

PART III LEADING LIGHTS

A. Taichung Harbor Light House:

Position: 24°17'16".8 N 120°31'23".6 E
Characteristic: Fl. (3) 30s 69.5m 26.8M
Nominal Range: 26.8 N.Miles

B. North Breakwater Light House:

Position: 24°17'58".9 N 120°29'11".46 E
Characteristic: Fl.G.4s 21.9m17.5M Racon(M)
Nominal Range: 17.5 N.Miles
Racon(M): Frequency (every 40 seconds); Range (15 N.Miles)

C. South Breakwater Light House:

Position: 24°17'24".6 N 120°30'02".2 E
Characteristic: Fl.R.2s 21m 14M Racon(F)
Nominal Range: 14 N.Miles
Racon(F): Frequency (every 75 seconds); Range (15 N.Miles)

D. North Inner Breakwater Light House:

Position: 24°17'18".7 N 120°30'49".1 E
Characteristic: Fl.G.3s 13.5m12.3M
Nominal Range: 12.3 N.Miles

E. South Inner Breakwater Light House:

Position: 24°17'06".4 N 120°30'42".8 E
Characteristic: Fl. R. 3s 20.4m10M
Nominal Range: 10 N.Miles

F. Port Approach Sector Light:

Position: 24°17'41".5 N 120°29'54" E
Characteristic: F. GWR 25.5m 11- 14M
Red sector: 057°.5 – 062°.5
White sector: 062°.5 – 067°.5
Green sector: 067°.5 – 072°.5
Nominal Range: 11-14 N.Miles

G. Main Channel Directional Light (front):

Position: 24°16'57".2 N 120°31'25".2 E
Characteristic: F. GWR 51m10-12M
Nominal Range: 10-12 N.Miles

H. Main Channel Directional Light (rear):

Position: 24°16'46".6 N 120°31'51" E

Characteristic: F. 76m9.6M

Nominal Range: 9.6 N.Miles

PART IV TRAFFIC CONTROL IN RESTRICTED VISIBILITY

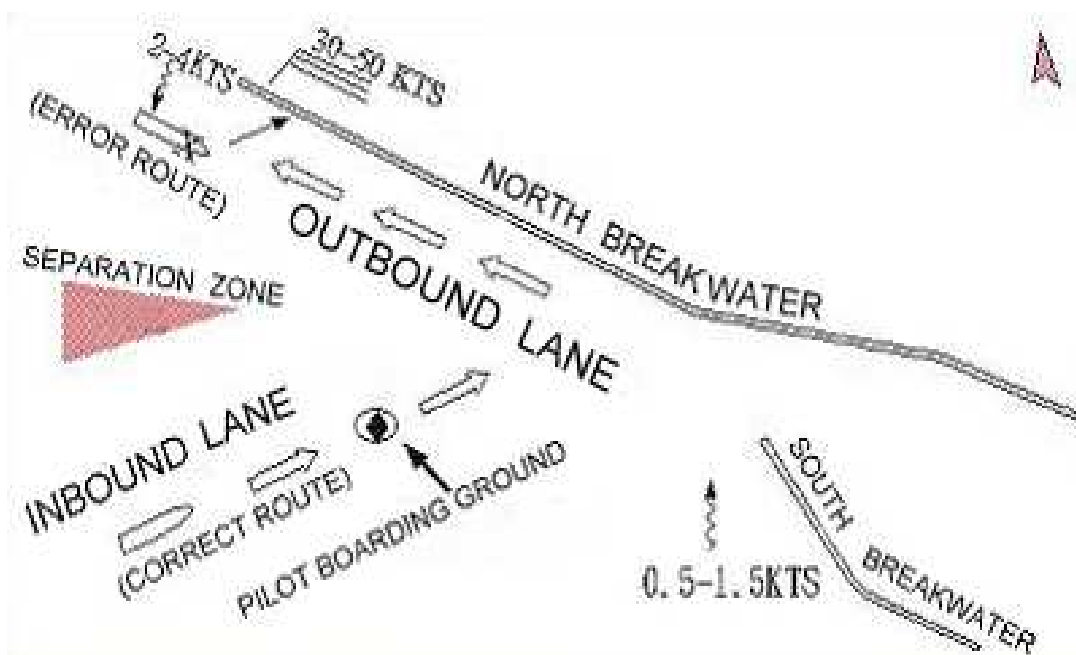
- A. Fog often occurs between February and May. During foggy conditions all vessels should comply with the rules of COLREG, keep a sharp lookout, and keep listening watch on Channels 14 and 16.
- B. The movement of all vessels (inbound, outbound, or shifting) will be suspended when the visibility is such that the light at the south inner breakwater light house cannot be seen with the naked eye from the signal station (approximately 740 meters).
- C. The movement of all vessels (inbound, outbound, or shifting) with limited marine radar and/or maneuverability will be suspended temporarily when the visibility is such that the light at the south inner breakwater light house can be seen but the light at the south breakwater light house cannot be seen with the naked eye from the signal station (approximately 1,650 meters).
- D. Vessels movement will be started again when the visibility is such that the light at the south breakwater light house can be seen from the signal station with the naked eye.
- E. When there is a sudden change in weather conditions and visibility drops below minimums for safe operations, a vessel already entering or departing the harbor may proceed at the master's sole decision, keeping safety paramount at all times and assuring full responsibility for the ship's operation.

PART V GENERAL INFORMATION AND SAILING DIRECTION FOR SHIPS

CALLING AT THE PORT OF TAICHUNG

A. General Information for Vessels Inbound:

1. The NE monsoon season generally starts in September and continues thru March next year. During this period, the wind direction is mostly NNE with wind forces up to 30 to 50 knots which produces strong SW currents near the end of the north breakwater, drifting 2 to 4 knots. When an inbound vessel has approximately 1/4 of her length inside the north breakwater, the strong cross current, aided by a strong wind on her port side, will push her port quarter and veer her bow drastically to the north. This tendency will be exacerbated by the wind effect. It is possible for an inbound vessel to touch the north breakwater on her port bow if the ship's position is too close to the breakwater. Also there is a counter current of about 0.5 to 1.5 knots near the south breakwater. Refer to the following drawing:



2. Every vessel should make contact with Port Radio on Channel 14 when 5 miles from the south breakwater light house, so as to receive a full appraisal of the traffic situation and of the risk of collision with inbound and outbound vessels. All vessels shall proceed with particular caution in areas near the separation zone and the inbound lane.
3. Vessels approaching from the north should keep a beam distance of at least 1.5 miles from the north breakwater light house, proceed to a point WSW of the south breakwater, before turning to port and joining the inbound lane on a course of 065°T towards the port approach sector light, heading to the center of the harbor entrance. All vessels shall avoid crossing the separation zone and shall not stay or anchor in areas near the fairway, except in case of emergency to avoid

immediate danger.

4. Vessels approaching from the south or the west should directly join the inbound route, towards the port approach sector light on a course of 065°T, heading to the center of the harbor entrance.
5. Inbound vessels should proceed on the inbound lane on a course of 065°T towards the port approach sector light and head to the center of the harbor entrance, applying leeway if necessary during a NE monsoon. They shall maintain an approach speed about 6 to 10 knots in order to steer effectively, and prepare pilot ladder on starboard side (leeside) about 1 meter above water level.
The Pilot will board at about 0.6 miles WSW of the south breakwater. If the Pilot cannot embark the vessel in very heavy weather, the Pilot will board the vessel between the south and the south inner breakwaters as soon as practical after the vessel turns into the main channel.
6. The SW monsoon season generally starts in April and continues thru September. During this period, wind direction is SW to SSW, with wind force of 15 to 30 knots. The currents set in the NNE, drifting 0.5 to 2 knots near the north breakwater. An inbound vessel should keep well clear of the north breakwater, and prepare pilot ladder ready on her leeside as recommended by the Pilot. The Pilot will board at about 1 to 1.5 miles WSW of the south breakwater.
7. An inbound vessel in drifting condition and waiting for an available berth should keep at least 4 miles off the north breakwater, and should not impede the safe passage of other inbound or outbound vessels proceeding in the fairway. When the ship is informed by Port Radio or the Pilot that the berth is clear, then the ship's captain can proceed to the inbound route.
8. A non-compulsory piloted vessel applying to enter the harbor should comply with the Rules of TSS, and abide by directives issued by Port Radio.
9. Towed vessels:
When the length of the tow, measured from the stern of the towing vessel to the after end of the tow, exceeds 200 meters or the breadth exceeds 45 meters, permission to engage in towing operation within the harbor area should be obtained from Port Authority not less than 2 hours in advance.
10. A ship carrying dangerous cargo, when maneuvering, anchoring, berthing/unberthing, or handling cargo, shall display international code flag "B" or exhibit a red flashing light.

B. General Information for Ship's Mooring

1. The assignment of tugs to assist vessels alongside berth, shifting berth, or departing. Tugs should be arranged according to "the rule for the operation of tug's assistance in Taichung Harbor". If a vessel is fitted with a bow thruster, the Pilot may consider the use of one or two tugs depending on the weather conditions and other relevant factors.
2. The tide range in the port of Taichung is larger than the general prevailing tide range. There is no mooring boat service for vessels while docking and undocking. Mooring ropes are brought ashore by a vessel's heaving line. The bollards on berths 33, 34, 101, 102 and 103 are bigger and require the proper size rope-eyes.
3. Vessels alongside the west berth (chemical wharf) should prepare a seaside pilot ladder for pilots to embark or disembark the vessel.
4. All vessels should have sufficient UKC (Under Keel Clearance) while going alongside or shifting berths. The deepest draft of the vessel can not be over the limitation draft for each berth

which is declared by the Port Authority.

5. At any one time, only one vessel is allowed alongside another vessel. The LOA of the outer (sea side) vessel can not be longer than the LOA of the inner (shore side) vessel. All vessels operations should comply with “ the rule of ship to ship transfer for chemical vessel “.
6. Due to the strong wind effects for high freeboard vessels while alongside berth Nos.1, 2, 3, 4, 4A, 9, 10 and 11, it is suggested that in the winter monsoon such vessels should be made fast with 5 pieces of head line (stern line), 2 pieces of breast line, and 2 pieces of spring line. The breast line of vessels alongside berth Nos.1, 2, 3, 4 and 4A should be made fast to the storm bollards on shore.
7. For the safety of crew, if the tug line is provided by the tugboat, the tug line should be slacked easily by the heaving line while letting go.
8. Tugboat services are restricted to the area 2 miles off shore from the south breakwater and only when the wind force is less than force 5 (included force 5).
9. The maximum tide range is about 5 meters in Taichung Harbor. Gangways should be rigged properly for safe boarding and leaving. Mooring ropes should be checked and adjusted at all times.
10. A vessel requires a fixed point berthing. Before she comes alongside, the ship’s agent shall notify the Pilot of the bridge sign to assure berthing at the exact proper position.

C. General Information for Vessels Outbound or Shifting Berth

1. The master of a outbound vessel should consider the following factors before sailing in the strong monsoon season: the prevailing wind direction and force, the sea and current conditions, main engine capacity, ballast condition, draft, and other relevant factors which affecting the safety departure of the vessel. In order to avoid any extra expense for tugs, linemen or pilotage, etc., the pilot should be arranged by the agent after Master confirms that the vessel is ready to sail safely.
2. Sailing vessels should fill all ballast tanks to minimize the freeboard and reduce the effects of a strong wind. A panamax vessel should have heavy ballast condition in her No.4 cargo hold to make fore draft about 6 meters and aft draft about 8 meters. A cape-size vessel should have heavy ballast in her No.6 cargo hold to make fore draft about 8 meters and aft draft about 11 meters. Main engine should be warmed up in excellent condition prior to sailing in order to facilitate a quick speed up. A pilot ladder shall be rigged on the ship’s portside before departure irrespective of the season.
3. A vessel which employs a pilot to shift berth or to depart should apply for permission from Taichung Port Radio according to “ the regulation of pilot’s operation ”. A non-compulsory piloted vessel planning to shift berths or depart should first apply for permission from Taichung Port Radio after being ready to sail. Such vessel shall keep in touch with Port Radio at all times. All vessels are prohibited from moving without first obtaining permission.
4. If a departing vessel is delayed from casting off for more than 30 minutes, it must reapply for permission before casting off.
5. The Pilot will bring a departing vessel to the fairway near the inner breakwater after the Master fully understand the prevailing circumstances and traffic conditions, the pilot will disembark the vessel. As soon as the Pilot has left the outbound vessel, the Master should speed up his vessel immediately to avoid strong winds from affecting steering, and he should apply proper leeway as

necessary.

6. The main channel is single way from the south inner breakwater to 300 meters west of the south breakwater. The outbound course is 294°T. A north current exists during a flood tide and during the SW monsoon season. It will push the vessel towards the north breakwater. Therefore it is necessary to maintain proper leeway and good speed.
7. The departing vessel shall keep a sharp lookout for arriving vessels and/or through traffic when the vessel is navigating near the north breakwater. Those vessels should maintain a good listening watch on Channel 14 and keep in touch with Taichung Port Radio if it is in doubt of the risks of collision.

PART VI GENERAL INFORMATION FOR PILOTAGE APPLICATION

- A. Taichung Harbor is classified as a compulsory pilot district.
- B. Pilots are required for all Taiwan (ROC) flag vessels of more than 1000 GRT and for foreign flag vessels of more than 500 GRT. Pilot service should be arranged by local agent in advance for berthing, unberthing, and shifting.
- C. An inbound vessel should call Taichung Port Radio on Channel 14 at least 2 hours in advance of its arrival at the Pilot Boarding Ground and report its ETA. The vessel should call again when it is 5 miles off the south breakwater in order to arrange Pilot boarding.
- D. Pilot Boarding Ground is located at Lat. 24°17'30" N Long. 120°29'24" E, which is 274°T by 0.6 miles from the south breakwater.
- E. The Pilot will bring a departing vessel to the fairway near the inner breakwater, steady her course on 294°T, and then leave the ship. If the Master desires the Pilot to remain with his vessel until it reaches the outer breakwater, such request should be submitted to Pilot Office in advance. The Pilot shall not refuse to render this service unless it is during the night, during adverse weather, or under other special circumstances. The Master should note this service on the certificate of pilotage for extra fees.
- F. When a Pilot is embarking an inbound vessel or disembarking a departing vessel, the ship shall comply with SOLAS regulations prescribed in Rule 17 of Chapter 5, and rig a pilot ladder 1 meter above the water level on the ship's lee side (usually on starboard side in NE monsoon and on port side for departing vessels).
- G. When a laden ship with low freeboard is receiving a Pilot in heavy weather, it is recommended that the pilot ladder should be rigged on a deck level higher than the main deck for the safe transfer of the Pilot.

THE IMO STANDARD SHIP REPORTING SYSTEM

All ship reports should be sent in the standard reporting coded format. This format complies with IMO resolution A.851(20). Following table gives all the components of the GEOREP (Georgian Ships Reporting System -“GEOREP”) reports.

This system is used throughout the Guide. An abbreviated version of the full system is shown below.

Telegraphy	Telephone	Function	Information required
A	Ship	Ship	Name and call sign, MMSI, flag of the ship
B	Time	Date and time of event	A 6 digit group event giving day of month and hours and minutes in Universal Co-ordinated Time (UTC). If other than UTC, state time zone used.
C	Position	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N/ and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E.
D	Position	Position	True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark)
E	Course(s)	True course	A 3 digit group
F	Ship's speed	Speed in knots and tenths of knots	A 3 digit group
G	Departure Port	Port of departure	Name of the last port of call. e.g. Marseilles
H	Entry	Date, time and point of entry into system	Entry date and time expressed as in (B) and entry position expressed as in (C). [e.g. vessel entering GEOREP
I	Destination & ETA	Destination and expected time of arrival	Name of the destination port and the expected date and time of arrival at the port. Time group expressed as in (B).
J	Pilot	Pilot	State whether a deep-sea or local pilot is on board
K	ETD from GEOREP	Date, time and point of exit from system or arrival at the ship's destination	Estimated date, time and position the vessel exits from GEOREP coverage. Date & time expressed as in (B) and exit position expressed as in (C).

Telegraphy	Telephone	Function	Information required
L	Route Information	Route Information	Route information in Latitude and Longitude should be given for each way point (WP) in the GEOREP area expressed as in (C).
M	Communication	Radio communications	State full name of station/ and frequencies guarded. [e.g. radio-telephony (RT), radio-telegraphy (WT), Radio telex, INMARSAT etc
N	Time of next report	Time of next report	Time of next report. Time the next position or deviation report will be sent. Date/time group expressed as in (B)
O	Draught	Maximum present static draught in meters	Draught in meters and centimeters (e.g. 8.0m = 8.0).
P	Cargo	Cargo on board	A brief indication of cargo carried on board [e.g. . Bulk coal, General, Chemicals etc]. IMDC No. for dangerous cargo.
Q	Defects, damage, deficiency, limitations	Defects /damage/ deficiencies/ other limitations	Brief details of defects, damages or other deficiencies (e.g. radio equipment)
R	Pollution /dangerous goods lost overboard	Description of pollution / dangerous goods lost overboard	Brief details of type of pollution (oil, chemicals etc.) or dangerous goods lost overboard; position expressed as in (C) or (D) (See detailed reporting requirements)
S	Weather	Weather conditions	Brief details of weather and sea conditions prevailing
T	Ship's owner and agent	Ship's representative and / or owner	Name and contract number of the owner and ship's agent who could be contracted for information about the ship's whereabouts and crew details.
U	Size and Type	Ship size and Type	Details of length, breadth, tonnage and type, etc., as required
V	Medic	Medical personnel	Doctor, Physician's assistant, nurse, personnel without medical training.
W	Persons	No of POB	State the total number of persons on board. [e.g. 28 crew =W.28].
X	Remarks	Miscellaneous	Any other useful information . including , as appropriate, brief description of incident and of other ships involved either in incident, assistance of salvage
Y	Relay	Request to relay report to another system	Content of report

Telegraphy	Telephone	Function	Information required
Z	End of report	End of report	No further information required