

Reporting Discrepancies on Nautical Charts and Publications

(Hydrographic Note)



Sender Details	
Name of ship / vessel:	
Name of sender:	
Sender's address (email or correspondence):	
Sender's telephone number:	
Date:	
Report Details	
Subject / feature:	
General locality:	
Position – Latitude, Longitude, Datum (if fixing directly by GPS) plus	
Position – description (if fixing by other means)	
ENC, Paper Chart, or Publication affected:	
Date of latest correction / update applied to affected ENC, Paper Chart or Publication (if known):	
Observation Details	
Reports which are incomplete or lacking detail should still be submitted – some information is far better than no information, and may contribute to preventing a significant accident.	

INSTRUCTIONS:

Mariners are requested to notify the Thailand Hydrographic Office when new or suspected dangers to navigation are discovered, changes are observed in aids to navigation, port infrastructure, or corrections to publications are seen to be necessary. The mariner can also report any ENC display issues experienced. The Mariner's Handbook for Thailand Waters and the Mariner's Handbook (NP 100) give general instructions. The provisions of international and national laws should be complied with when forwarding such reports. The Hydrographic Note may be forwarded to:

Postal: Hydrographic Department, Royal Thai Navy 222 Rim Tang Rod Fai Kao Road, Bangna, Bangkok 10260 Thailand	E-mail: saraban_mod0531@navy.mi.th
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When submitting a report it may be worth noting:

- Reports which are incomplete or lacking detail should still be submitted - some information is far better than no information, and may contribute to preventing a significant accident.
- Photographs of the observed feature in support of brief written notes are a most effective means of providing detailed information quickly and simply. Similarly, a screen capture or photograph of the navigation screen may be equally effective if accompanied by an explanation. Simply attach an image to the email generated by the submit button.
- Marked copies of charts and publications may also be a convenient way of passing information. All still need to be supplemented by location and sender details. Any marked-up original paper charts used for this purpose will be replaced upon request.
- If submitting an echo sounder trace, an output file from the echo sounder, or quoting an observed depth measured by an echo sounder, the notes should include the date and time of observation, and whether the echo sounder on the vessel is set to read from the keel or waterline. If reading from the keel, the vessel's draft is helpful in calculating the true depth. Date and time of observation are useful in adjusting the measured depth for tide, while the speed of sound is also useful if known (a default value of 1500 metres/ sec is common) to refine the measurement further. Modern echo sounders frequently have the ability to record the passage to hard disk. If the electronic data is available for submission, then the sounding files will typically have each depth tagged with date, time and position (in any order). Typically these can be exported as an ASCII (plain text) file and supplied via digital media or emailed with the report.
- It is possible that in deeper water an echo sounder can go 'around-the-clock' and show a shallow false return, or receive strong returns from fish or abnormal water layers. If possible, depths should continue to be recorded until general agreement with surrounding charted depths is restored. If unsure, please send the information anyway.
- Latitude and longitude should preferably only be quoted for the position of a feature if the position was determined using a Global Navigational Satellite System (GPS, GLONAS). If the position was determined by a combination of ranges and bearings (true or magnetic being specified) from observed features please include the ranges, bearings and features as part of the notes.
- Reports of uncharted shoal depths, as well as navigation aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station or the relevant port authority. The draft of modern tankers and bulk cargo vessels is such any observed shoal depths in general depths of 30 metres or less may be significant, particularly as the observed depth may be at the edge of a much shallower feature.

Note: An acknowledgment of receipt will be published and the information then 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 the authority.