INTERNATIONAL MARITIME ORGANIZATION

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SN/Circ.172
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Ref. T2/6.01

INFORMATION ON THE SINGAPORE SHIP
REPORTING SYSTEM (SINGREP)

1   At the request of the Goverment of the Republic of Singapore, the attached information on the Singapore Ship Reporting System (SINGREP) is brought to the attention of Member Governments.

2   Member Governments are requested to bring the attached information to the attention of shipowners and masters of their ships and to encourage their participation in the system.

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ANNEX

SINGAPORE SHIP REPORTING SYSTEM (SINGREP)

The Marine Department commenced operating the Singapore Ship Reporting System (SINGREP) on 5 Oct 94. SINGREP is a voluntary reporting system which complies with criteria set by the International Maritime Organization. It is established in accordance with the International Convention for the Safety of Life at Sea. 1974 (SOLAS'74) and the International Convention on Maritime Search and Rescue 1979 (SAR Convention). SINGREP is open to participation by all vessels and is free of cost to participating ships.

2   SINGREP's area of coverage is within Longitude 90° E to 120° E and Latitude 17° N to 12° S in the South China Sea. Latitude 10° N to 10° S in the Indian Ocean (see attached chartlet).

3   SINGREP maintains a computerized plot of participating vessels in the area covered by the system. In case of an emergency, it enables ships nearby to be identified for the coordination of maritime search and rescue and to provide speedy assistance to vessels which may require assistance.

4   To participate in SINGREP. vessels are required to forward a sailing plan (name. call sign. course. speed. estimated time of entry and position into SINGREP area. an outline of the intended passage and the number of persons on

board etc); position reports (date, time, course, speed and position update) at regular intervals; and a final report (date, time and position) when leaving the area covered by the system. These reports should be sent in coded format through Singapore Coast Radio Station. The detailed instructions to masters for participating in SINGREP are attached.

5   Shipowners are requested to bring this circular to the attention of their masters and crew and encourage them to participate in SINGREP when their vessels operate within SINGREP's coverage area.

6   Any queries relating to this circular should be directed to Capt I G Sangameswar (Tel 3756205) or Capt P J Thomas (Tel 3756214).

TEH KONG LEONG
DIRECTOR OF MARINE

SERVICE AREA OF THE SINGAPORE SHIP REPORTING SYSTEM (SINGREP)
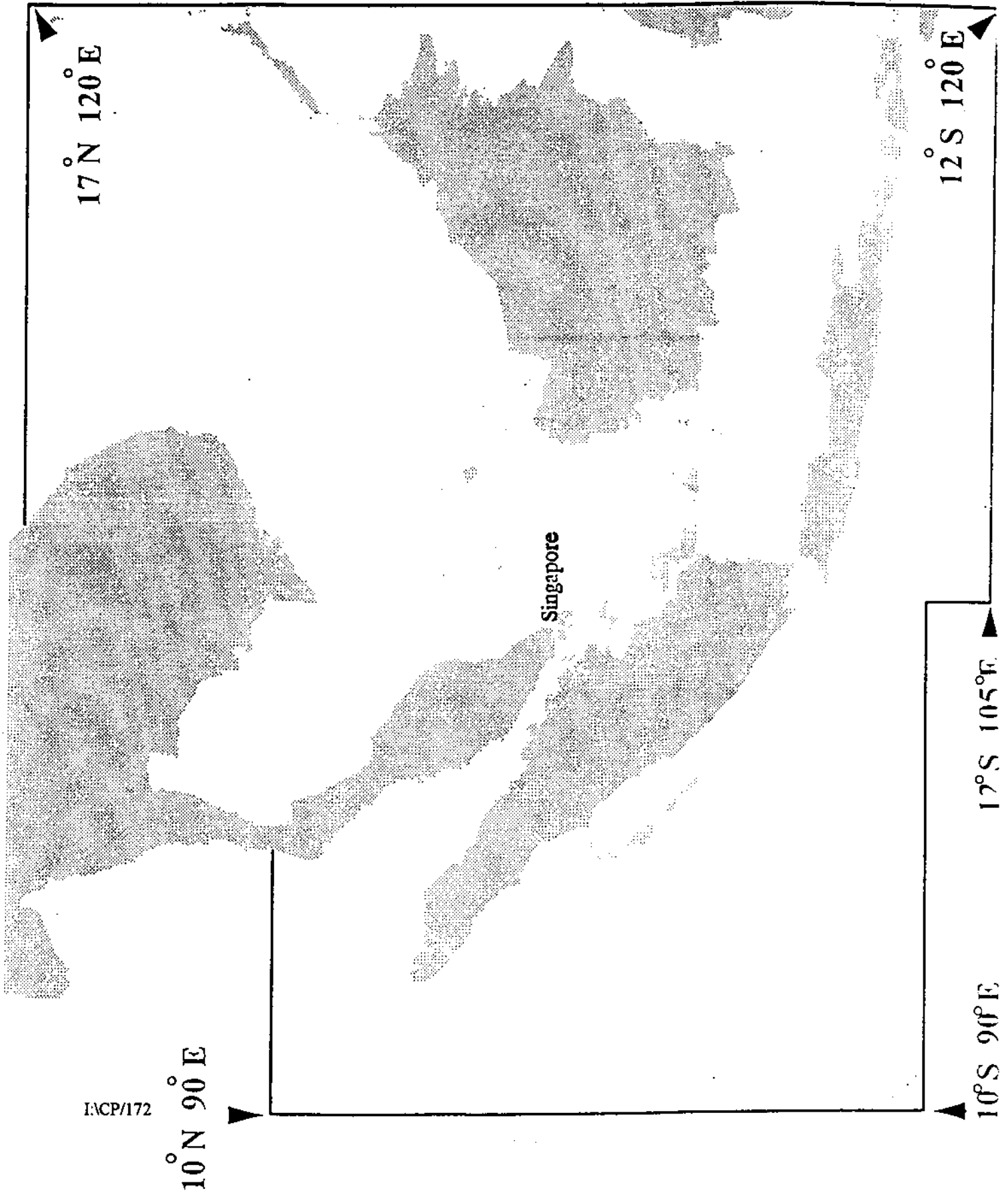
SINGREP

(SINGAPORE SHIP REPORTING SYSTEM)

INSTRUCTIONS FOR MASTERS

SINGREP (SINGAPORE SHIP REPORTING SYSTEM)
INSTRUCTIONS FOR SHIPMASTERS

1   **INTRODUCTION**

Over the years, ships in distress from as far as the Indian Ocean and the South China Sea have been contacting Singapore's coast radio station (Singapore Radio) for assistance. Marine Department has been responding to such distress messages and where necessary coordinating maritime search and rescue (SAR) operations.

SINGREP commenced operations on 5 Oct 94. It is established in accordance with the International Convention for the Safety of Life at Sea 1974 (SOLAS'74) and the International Convention on Maritime Search and Rescue, 1979 (SAR Convention). SINGREP is operated by the Marine Department, Singapore.

Ships of any nationality, tonnage or type are welcome to participate as long as she is within service area of SINGREP. Participation in SINGREP is voluntary and cost free.

2   **PURPOSE**

SINGREP serves to identify and monitor the positions of vessels which participate in the scheme in the area covered by the system. To achieve this vessels within the coverage area provide regular reports. This information is used to maintain a computerized plot of the vessels' positions. SINGREP is to aid search and rescue operations in that it:

(a)   reduces the time between the loss of a vessel and initiation of search and rescue action in cases where no distress signals are sent out;

(b)   limits the search area for rescue operations; and

(c)   provides up-to-date information on shipping resources available in the vicinity of a casualty.

3   **AREA OF COVERAGE**

The area of coverage of SINGREP is bounded by coordinates 10° N, 10° S, 90° E and 120° E and area upto Latitude 17° N in the South China Sea, and up to 12° S in the Indian Ocean between Longitudes 105° E and 120°.(Annex 1)

4   **TYPES OF REPORTS**

Vessels participating in SINGREP are required to send the following four types of reports. All reports are to be preceded by "SINGREP" and coded using the format given in para 5.

4.1   **SAILING PLAN (SP)**

A SP is sent within 24 hours prior to or 2 hours after a ship enters in SINGREP area or on departure from a port within SINGREP area. The SP contains information necessary to initiate a plot and give an outline of the intended passage.

4.2   **POSITION REPORT (PR)**

The PR is sent everyday (preferably between 0000 to 0800 UTC) to the communications centre. The PR contains information about the ship's position (within SINGREP's coverage area), course and speed at the time of the report to update the plot.

4.3   **DEVIATION REPORT (DR)**

A DR is sent when the ship's position varies more than 2 hours steaming from the position that would be predicted from the last sailing plan or position report eg changing route, speed etc.

4.4   **FINAL REPORT (FR)**

A FR is the report to terminate participation in the SINGREP. The FR should be sent on arrival at a destination within SINGREP or when leaving the area covered by the system. SINGREP ceases to maintain plot of a ship when she sends the FR.

5　　FORMAT OF REPORTS

All ship reports should be sent in the standard reporting coded format. This format complies with IMO Resolution A.648(16). Following gives all the components of the SINGREP reports.

CODE IDENTIFIER	FUNCTION OF THE CODE	EXPLANATION
A.	Ship identity	Name and call sign of ship. The symbol "/" should be used to separate the ship's name and call sign [eg Ocean Queen/ASDFG].
B.	Time	A 6 digit group event giving day of month, and hours and minutes in Universal Co-ordinated Time (UTC), or Greenwich Mean Time (GMT) [eg 17th 1200 GMT = 171200].
C.	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N/S and a 5 digit group giving longitude in degrees and minutes [eg 12°10'N 91°14'E = C.1210N09114E].
E.	Course(s)	A 3 digit group for the present course being steered [eg 045° = E.045].
F.	Ship's speed	Ship's speed in knots and tenths of knot [eg 8.5 knots = F.8.5].
G.	Departure Port	Name of the last port of call. [eg G.Colombo]
H.	Entry into SINGREP	Date, time and position of entry into the SINGREP area. Entry date and time expressed as in (B) and entry position expressed as in (C). [eg vessel entering SINGREP on 26 Mar at 1230 UTC in position 17°00'N 118° 15'E = H.261230 1700N11815E].
I.	Destination & ETA.	Name of the destination port and the expected date and and time of arrival at the port. Time group expressed as

in (B). [eg Colombo ETA on 30 Mar at 0800 UTC = I.Colombo 300800]

K.	ETD from SINGREP.	Estimated date, time and position the vessel exits from SINGREP coverage. Date & time expressed as in (B) and exit position expressed as in (C). [eg K.101100 0600N09000E]
L.	Route Information	Route information in Latitude and Longitude should be given for each way point (WP) in the SINGREP area expressed as in (C). The way points to be numbered as WP1, WP2 etc. For vessels transitting through the Singapore Strait, it is not necessary to give positions of all WP within the traffic separation scheme (TSS), give the WP on entry and departure of TSS. [eg L.WP1 1110N11010E WP2 0300N10600E etc]
M.	Communications	State the type of communications equipment on board, and name of coast radio station(s) and frequencies guarded. [eg radio-telephony (RT), radio-telegraphy (WT), Radiotelex, INMARSAT etc]
N.	Time of next report.	Time the next position or deviation report will be sent. Date/time group expressed as in (B). [eg N.120400]
O.	Draught	Draught in metres and centimetres (eg 7.1m = O.7.1).
P.	Cargo	A brief indication of cargo carried on board [eg P.Bulk coal, General, Chemicals etc]
Q.	Defects.	Brief details of defects, damages or other deficiencies (eg radio equipment)
T.	Ship's owner or agent	Name and contact number of the owner or ship's agent who could be contacted for information about the ship's

whereabouts and crew details.

U.	Size and Type	Ship's gross tons and type. [eg U.3500GT Passenger].
V.	Medical personnel	State whether any medical personnel eg doctor or nurse is carried on board. [eg V.DOCTOR, NURSE if there is a qualified doctor or nurse on board, state V.NIL if none].
W.	No of POB	State the total number of persons on board. [eg 26 crew = W.26]
X.	Miscellaneous	Any other useful information.

5.2   The ship reports will normally contain the following groups.

(a) SAILING PLAN: SINGREP SP, A, F, G, H, I, L, M, N, O, P, U, V, AND W

(b) POSITION REPORT: SINGREP PR, A, B, C, E, F & N.

(c) DEVIATION REPORT: SINGREP DR, A, B, C, E, F, L, N & X.

(d) FINAL REPORT: SINGREP FR, A, B & C.

A full stop "." should be used after each code (eg A.) and a space between each code. All reports should include system identifier "SINGREP" and code for appropriate report (eg SINGREP SP). Masters should only include those components listed above. Others may be included at the master's discretion if relevant to the type of report (see Annex 3 and Annex 4). Care should be taken when sending the reports as improperly coded messages will not be accepted by the SINGREP computer.

7   **METHOD OF PASSING REPORTS**

All messages should be forwarded through Singapore coast radio station using radio-telegraphy, radio-telephony, INMARSAT or radio-telex. The details of the frequencies for contacting Singapore Radio are given in Annex 4.

8.   **OVERDUE SHIPS**

If a ship does not report at the indicated time, actions will be taken to check the safety of the ship. To avoid unnecessary search action being initiated, it is important that ships report at the nominated reporting time each day and send their Final Report when leaving the SINGREP area. If a ship is unable to pass a position report due to faulty radio equipment, all attempts should be made to pass through other ships (via VHF) or as soon as it arrives at a port.

9   **INQUIRIES ON SINGREP**

Any inquiries on SINGREP should be addressed to:
Director of Marine
Marine Department
1, Maritime Square
#09-66 World Trade Centre
Singapore (0409)
Attn: Capt P J Thomas
Tel: (65) 3756 214
Fax: (65) 3756 231

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ANNEX 1

SERVICE AREA OF SINGAPORE SHIP REPORTING SYSTEM (SINGREP)

7°N 120°E

10°N 90°E

10°S 105°E

10°S 90°E

SINGAPORE

ANNEX 2
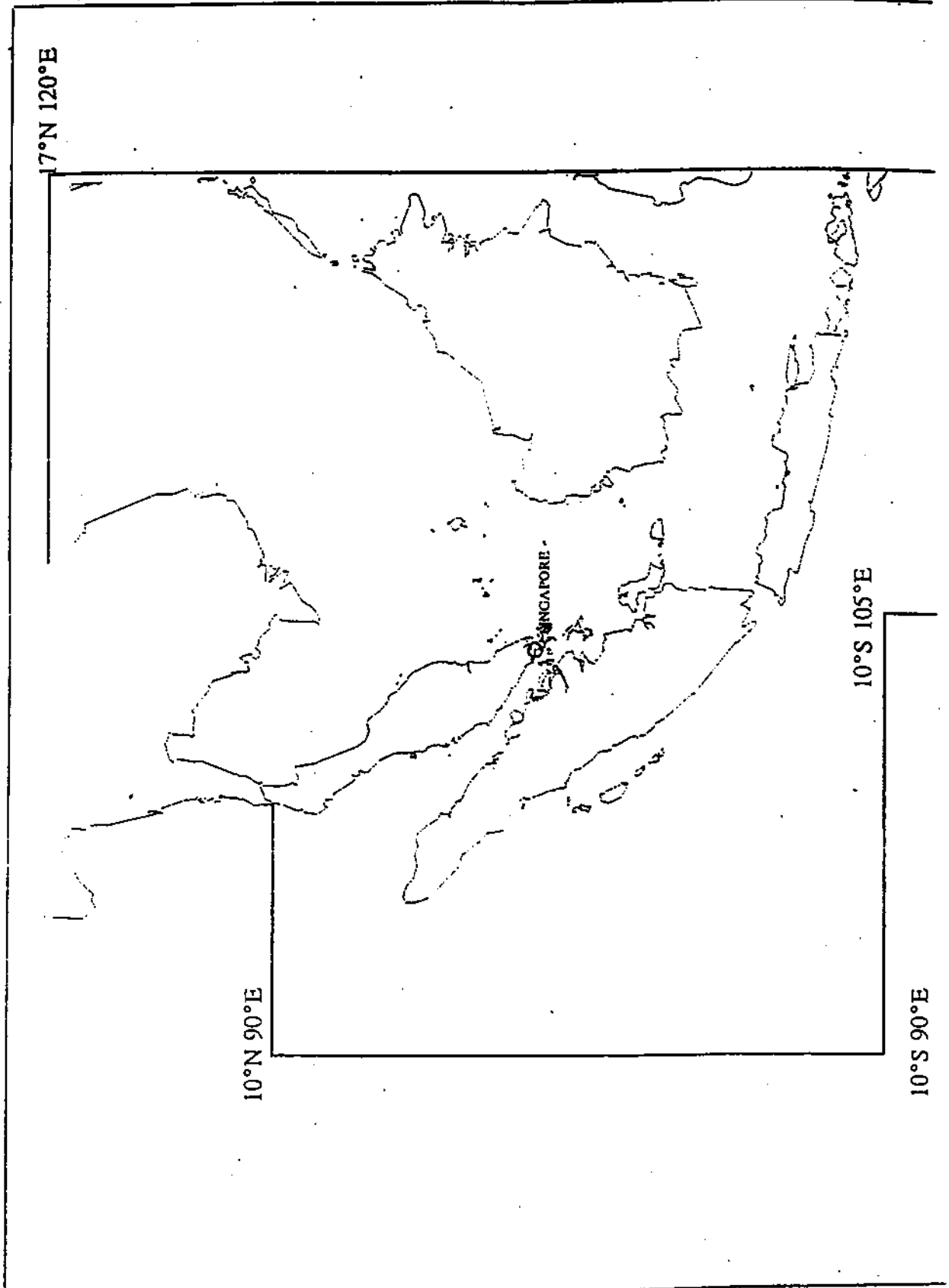
METHODS OF PASSING SINGREP REPORTS

All SINGREP messages should be passed through Singapore's coast radio station (Singapore Radio). The details of the frequencies for contacting Singapore Radio and hours of operation are given in the Admiralty List of Radio Signals (ALRS). Following is an extract of the various modes which may be used by ships to pass SINGREP reports via Singapore Radio.

2 BY RADIO-TELEGRAPHY
Vessels to initially contact Singapore Radio on any one of the following Watch and Reply frequencies and pass on the report on the assigned working channel: (a) 9VG56   8476/8366 kHz
(b) 9VG57   12724/12550 kHz

Alternatively, vessels can call Singapore Radio and pass the report on any of the following Watch and Work frequencies:
(a) 9VG33   4313/4182 kHz
(b) 9VG9   6340.5/6277 kHz
(c) 9VG58   16966.5/16734 kHz
(d) 9VG53   17232.9/16734 kHz

3 BY RADIO-TELEPHONY (HF)
Vessels to contact Singapore radio on any of the following Watch and Reply frequencies and pass on the report on the assigned working channel.
(a) 9VG4   2182 kHz
(b) 9VG89   8779/8255 kHz   (Ch 821)
(c) 9VG90   13137/12290 kHz (Ch 1221)
(d) 9VG91   17302/16420 kHz (Ch 1621)

4 BY RADIO-TELEPHONY (VHF)
Vessels to call Singapore radio on any one of the following channels and pass the report on the assigned working channel. (a) Channel 16 or   (b) Channel 23.

5 BY AUTO-RADIO TELEX SERVICES (ARTS)
Vessels may call Singapore Radio and send their SINGREP reports using the ARTS Service Code "TGM". The vessels may use any of the radiotelex operating frequencies listed in the ALRS.

6 BY INMARSAT TELEX
Vessels can send reports to Singapore radio via INMARSAT telex using the telex access code "43" through Singapore's Sentosa LES. The answer back is "MARTEL".

EXAMPLES OF SHIP REPORTS TO SINGREP

A)   SAILING PLANS

Example SP-1.

Sailing Plan from a vessel entering SINGREP area and proceeding to a port outside SINGREP.

IN PLAIN LANGUAGE:

Mv OCEAN ACE, call sign 9ABCD, on a voyage from Kobe to Colombo. GRT 1455, draught 13.5 metres. Container vessel, general cargo. No medical trained personnel, Total crew 25.

Ship's position on 20 Jan at 1300 UTC is 20° 00'N, 120° 00'E. Course 170°.

The ship is expected to enter the SINGREP coverage on 21 Jan at about 0000 UTC in position 17°N 117°12'E. Next report 21 Jan 1200 UTC.

The way points of her intended passage are as follows:

Way Point   (1 WP)   17° N 117°12'E
             (2 WP)   10° 00'N 110° 24'E; (3 WP)   3° 10'N 105°30'E;
             (4 WP)   1° 25'N 104° 30'E thence through TSS;
             (5 WP)   1° 39'N 102° 56'E; (6 WP)   2° 35'N 101° 38'E;
             (7 WP)   2° 51'N 100° 58'E; (8 WP)   3° 53'N 100° 52'E;
             (9 WP)   5° 30'N 98° 00'E;   (10 WP)   6° 20'N 95° 00'E; and
             (11 WP)   6° 08'N 90° 00'E.

Estimated time of arrival at Colombo on 28 Jan at 1800 UTC. Ship's average speed 15.3 knots. Vessel expected to leave SINGREP area in position 6° 08'N 90° 00'E on 26 Jan at 1600 UTC.

The ship has INMARSAT C (Tlx No 1234567), monitoring Singapore radio. In an emergency contact the owners, Mss Alfa Pte Ltd, Tel 1234567. Vessel will stop off Singapore port to pick up stores, expected time of stoppage 4 hours.

IN CODED FORM:

	FORMAT	EXAMPLE
	SINGREP SP	SINGREP SP
A.	Vessel's name/Call sign	A.OCEAN ACE/9ABCD
E.	Course	E.170
F.	Speed	F.153
G.	Name of last port	G.KOBE
H.	Date/time and point of	

	entry at SINGREP	H.210000 1700N11712E
I.	Destination and ETA	I.COLOMBO 281800
K.	Estimated Date/time and point of exit from SINGREP	K.261600 0608N09000E
L.	Vessel's intended route	L.1WP 1700N11712E 2WP 10OON10530E 3WP 0310N 10530E 4WP 0125N10420E 5WP 0139N10256E 6WP 0235N10138E 6WP 0251N10058E 8WP 0353N10052E 9WP 0530N09800E 10WP 0620N09500E 11WP 0608N09000E.
M.	Communications	M.9VG INMARSAT C NO 1234567
N.	Date/time of next report	N.211200
O.	Draught	O.15.10
P.	Cargo	P.GENERAL
T.	Ship's owners/agents	T.ALFA PTE LTD TEL 1234567.
U.	Size/type	U.1455 GRT CONTAINER
V.	Medical personnel	V.NIL.
W.	No of persons onboard	W.26
X.	Remarks	X. STOPPING OFF SINGAPORE FOR FOUR HOURS TO PICK UP STORES.

MESSAGE TRANSMITTED: (Via TELEX or RADIO-TELEGRAPHY)
SINGREP SP A.OCEAN ACE/9ABCD E.170 F.15.3   G.KOBE H.210000
1700N11712E   I.COLOMBO 281800   K.261600 0608N09000E L.1WP
1700N11712E 2WP 10OON10530E 3WP 0310N10530E 4WP 0125N10420E 5WP
0139N10256E 6WP 0235N10138E 7WP 0251N10058E 8WP 0353N10052E 9WP
0530N09800E 10WP 0620N09500E and 11WP 0608N09000E. M.9VG
INMARSAT NO123456 N.211200   O.15.10 P.GENERAL T.ALFA PTE
LTD TEL 1234567   U.1455GRT CONTAINER V.NIL   W.26
X.STOPPING OFF SINGAPORE FOR FOUR HOURS TO PICK UP STORES.

Example SP-2.
Sailing Plan from a vessel proceeding between two ports within SINGREP area.
The SP should be sent before departure or within 2 hours after departure. The

point of entry and point of exit of SINGREP in this case is the position of departure and arrival port.

IN PLAIN LANGUAGE

MV OCEAN SUCCESS/ABCD on a voyage from Singapore to Surabaya. Her speed is 13.5 knots, total crew 9. Draught 7.5 m. Cargo Nil. Her present course is 110°. Her intended passage is as follows. Leave Singapore pilot station (01° 21'N 103° 50'E) at on 11 Apr at 0630 UTC. The way points of her intended route is as follows: .

    1WP 01° 21'N 103° 50'E through TSS
    2WP 01° 21'N 104° 37 E
    3WP 01° 00'N 105° 00'E
    4WP 01° OO'S 106° 15'E Through Gelasa Strait
    5WP 03° 10'S 107° 17'E
    6WP 03° 41'S 107° 35'E
    7WP 06° 45'S 112° 45'E

Next report will be sent on 12 Apr at 1100UTC. No doctor on board. Estimated time of arrival at Surabaya 14 Apr 0500 UTC. Has radiotelegraphy monitoring Singapore Radio. In an emergency contact ship's agent, Beta Agencies Ltd, Tel 1234567.

IN CODED FORM:

	FORMAT	EXAMPLE
	SINGREP SP	SINGREP SP
A.	Vessel's name/Call sign	A.OCEAN SUCCESS/ABCD
E.	Present Course	E.110
F.	Speed	F.13.5
G.	Name of last port	G.SINGAPORE
H.	Date/time and point of entry at SINGREP	H.110630Z 0121N10350E
I.	Destination and ETA	I.SURBAYA 120500Z
L.	Vessel's intended route	L.1WP 0121N10350E VIA TSS 2WP 0121N10437E 3WP 0100N10500E 4WP 0100S10615E 5WP 0310S10717E 6WP 0341S10735E 7WP 0645S11245E

M.	Communications	M.RADIOTELEGRAPHY 9VG
N.	Date/time of next report	N.121100
O.	Draught	O.7.5
P.	Cargo	P.NIL
T.	Ship's owners/agents	T.BETA AGENCIES TEL 1234567
V.	Medical personnel	V.NIL.
W.	No of persons onboard	W.9

MESSAGE TRANSMITTED: (BY TELEX or RADIO TELEGRAPHY)
SINGREP SP A.OCEAN SUCCESS/ABCD   E.110   F.13.5   G.SINGAPORE
H.110630 0121N10350E   I.SURBAYA 120500   L.1WP 0121N10350E VIA
TSS 2WP 0121N10437E 3WP 0100N10500E 4WP 0100S10615E GELASA
STRAIT 5WP 0310S10717E 6WP 0341S10735E 7WP 0645S11245E
M.RADIOTELEGRAPHY 9VG   N.120500 O.7.5 P.NIL   T.BETA
AGENCIES TEL 1234567   V.NIL W.9

POSITION REPORT:
Example PR-1.

Position report from a vessel participating in SINGREP.

IN PLAIN LANGUAGE:
OCEAN ACE/9ABCD, Position at 1200 UTC on 23 Jan, 15° 12'N 116° 00'E,
present course 325°(T), speed 12.0 knots, next report will be sent at 1200 UTC on
24 Jan.

IN CODED FORM:

	FORMAT	EXAMPLE
	SINGREP PR	SINGREP PR
A.	Vessel's name/call sign	A.OCEAN ACE/9ABCD
B.	Date/time of position	B.231200
C.	Position	C.1512N11600
E.	Course	E.325

F.   Speed   F.12.0

N.   Date/Time of next report   N.241200.

MESSAGE TRANSMITTED: (BY TELEX OR RADIO TELEGRAPHY)

SINGREP PR A.OCEAN ACE/9ABCD   B.231200   C.1512N11600   E.325
F.126   N.241200.

DEVIATION REPORT
Example DR-1

Deviation report from a vessel which has changed her destination and consequently the way points.

IN PLAIN LANGUAGE:
RUBY ACE/9ABCD, On 22 Jan at 0430 UTC, in position 6° 00'N 107° 34'E. The vessel's destination changed to Singapore. Her course is 190° and the way points (WP) of her intended track are: (1WP) 6° 00'N 107° 34'E; (2WP) 3° 10'N 105° 30'E; (3WP) 1° 25'N 104° 20'E; and (4WP) 1° 10'N 103° 58'E. Speed 13 knots. Next report at 23 Jan 0200 UTC.

IN CODED FORM:

	FORMAT	EXAMPLE
	SINGREP DR	SINGREP DR
A.	Vessel's name/Call sign	A.RUBY ACE/9ABCD
B.	Date/time of position	B.220430
C.	Position	C.0600N10734E
E.	Course	E.190
F.	Speed	F.13.0
L.	Route	L. 1WP 0600N10734E 2WP 0310N10530E 3WP 0125N10420E 4WP 0110N10358E
N.	Date/time of next report	N.230200Z.
X.	Remarks	X.DESTINATION SINGAPORE.

MESSAGE TRANSMITTED:

SINGREP DR A.RUBY ACE/9VXY B.220430 C.0600N10734 E.190 F.13.0
L.1WP.0600N10734E 2WP 0310N10530E 3WP 0125N10420E 4WP
0110N10358E N.230200. X.DESTINATION SINGAPORE

Example DR-2

Deviation Report from a vessel whose position will vary from the predicted
position due to reduction in speed.

IN PLAIN LANGUAGE:

SEA PRINCESS/ELABC, On 7 Jan at 0430 UTC, in position 10° 00'N 110°
34'E, speed reduced to 6.5 knots due to rough weather, next report at 8 Jan 0400
UTC.

IN CODED FORM:

FORMAT	EXAMPLE
SINGREP DR	SINGREP DR
A. Vessel's name/Call sign	A.SEA PRINCESS/ELABC
B. Date/Time of position	B.70430
C. Position	C.1000N110034E
F. Speed	F.6.5
N. Date/Time of next report	N.80400
X. Remarks	X.REDUCED SPEED DUE TO ROUGH WEATHER.

MESSAGE TRANSMITTED:

SINGREP DR A.SEA PRINCESS/ELABC B.70430 C.1000N11034 F.6.5
N.80400. X.REDUCED SPEED DUE TO ROUGH WEATHER.

FINAL REPORT.
Example FR-1.

Final report from a vessel leaving SINGREP area.

IN PLAIN LANGUAGE:
MV EQUATOR PRINCE/A6XYZ leaving SINGREP area on 24 Jan at 2030 UTC
in Position 10° 00'N 90° 00'E.

IN CODED FORM:

	FORMAT SINGREP FR .	EXAMPLE SINGREP FR
A.	Vessel's name/Call sign	A.EQUATOR PRINCE/A6XYZ
B.	Date/Time of exit from from SINGREP area.	B.242030
C.	Position of exit	C.1000N09000E.

MESSAGE TRANSMITTED:
SINGREP FR A.EQUATOR PRINCE/A6XYZ B.242030 C.1000N09000.

Example FR-2.

Final report on arrival at a port within SINGREP area.

IN PLAIN LANGUAGE
MV EQUATOR KING/AEFG arriving Penang on 26 Jan at 0930 UTC in Position
5° 30'N 100° 35'E.

IN CODED FORM:

	FORMAT SINGREP FR	EXAMPLE SINGREP FR
A.	Vessel's name/Call sign	A.EQUATOR KING/AEFG
B.	Date and time of exit from SINGREP area.	B.260930
C.	Position of vessel	C.0530N10035E PENANG.

MESSAGE TRANSMITTED:
SINGREP FR A.EQUATOR PRINCE/A6XYZ B.260930 C.0530N10030E
PENANG.

KEY FOR CODES USED IN SINGREP SHIP REPORTS

ANNEX 4

CODE	SP	PR	FR	DR	EXPLANATION
A.	*	*	*	*	Name of ship/Call sign eg. A.DANI/HAM123
B.		*	*	*	Date/time of position in UTC eg B.041200
C.		*	*	*	Position in Lat/Long eg C.0124N10434E
E.		*		*	Course eg E.320
F.	*	*		+	Speed in knots and decimals eg F.13.5
G.	#				Last port of call. eg G.BANGKOK
H.	*				Date/time and point of entry (Lat/long) into SINGREP area, or on departure from a port within the SINGREP area. eg H.012300 0124N10435E
I.	#			+	Destination and the estimated time of arrival (ETA) in UTC. eg I.Surabaya 051230
K.	*		*	+	Estimated date/time and point of exit. Either on arrival at a port within SINGREP area or on leaving SINGREP area. eg. K.231230 1700N11600E
L.	*			+	An outline of the intended route. Positions of way points (WP). Wp are indicated as WP1, 2 etc. eg L. 0124N10355E WP2 0150N10430E WP3 0450N10450E etc.
M.	*			+	Radio stations monitored, INMARSAT and Telex call number (if fitted) eg. M.WT 9VG, M.INMARSAT C No 123456 9VM, 9VG.
N.	*	*		*	Time of next report. eg N.071200
0.	#				Draught in metres and centimetres. eg 12.50M 0.12.50
P.	#				A brief indication of Cargo carried. eg P.BULK COAL; P.GENERAL IN CONTAINERS etc
T.	#				Name and contact numbers of owners or agent. eg T.ALPHA AGENCIES TELEX 223450
U.	#				Ship's gross tons and type of ship eg U.23450 TANKER
V.	*				Medical personnel carried. eg V.DOCTOR, V.NURSE, V.NIL
W.	*				No of crew and passengers on board. W.24
X.	#	#	#	+	Remarks in plain language. EG X.DESTINATION CHANGED DUE TO ROUGH WEATHER

SINGREP   System identifier
SINGREP SP   Sailing Plan   SINGREP PR   Position Report
SINGREP DR   Deviation report   SINGREP FR   Final report.

*   These codes are required to be included in the report.
\#   These codes may be included at the master's discretion.
+   Included only if affected by deviation.