



SINGAPOREAN NOTICES TO MARINERS

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The monthly Notices to Mariners contain corrective information affecting charts published by the Hydrographic Department, Maritime and Port Authority of Singapore. The information contained in these Notices should be inserted on the charts affected. Notices under Section II apply only to the particular Singapore Chart(s) indicated.

Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

Copies of these notices can be obtained gratis from the Hydrographic Department, Maritime and Port Authority of Singapore or from Motion Smith. The notices can be access from MPA webpage.

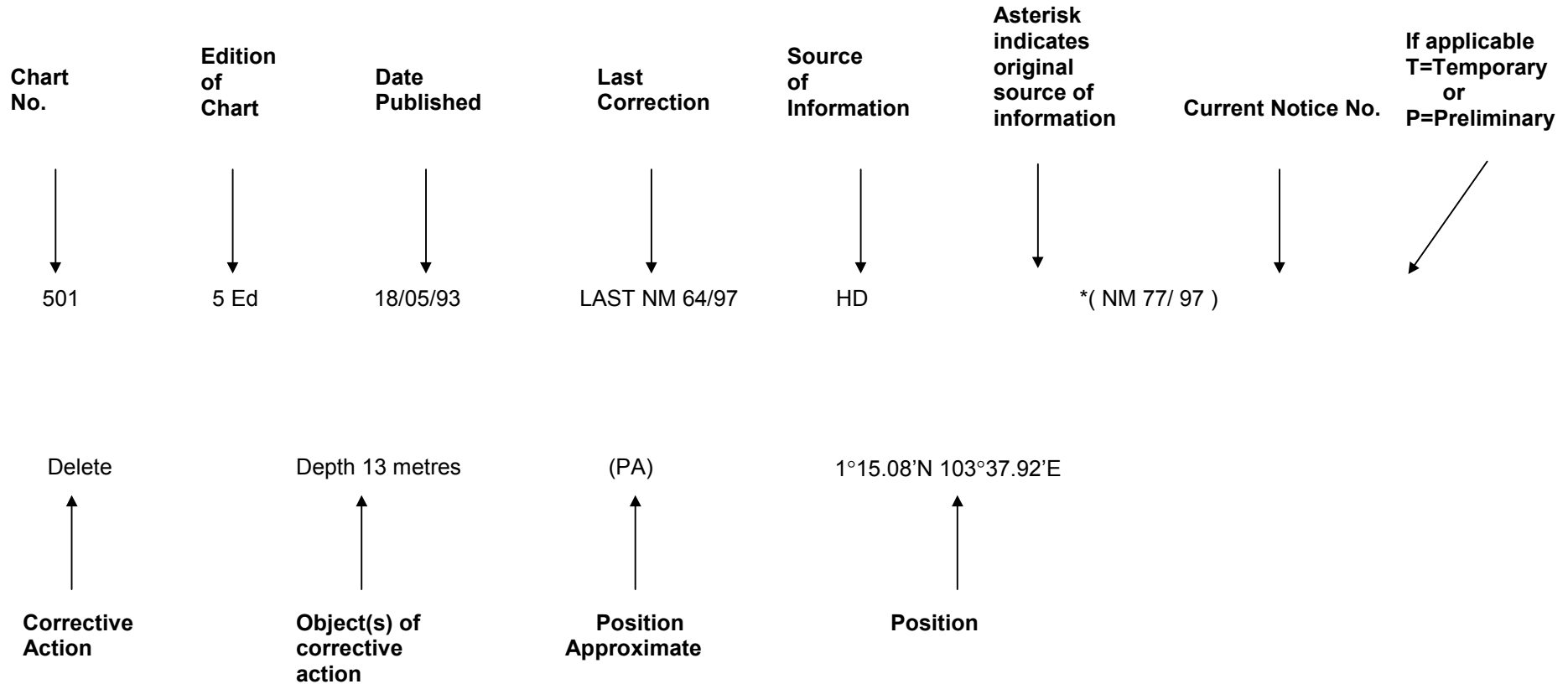
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EXPLANATION OF FORMAT

The elements of a typical chart correction are explained below.




An asterisk (*) preceding a notice number indicates that the information is based on original Singapore source. The capital letter (T) or (P) denotes Temporary or Preliminary respectively.


Bearings are referred to the True Compass in degrees clockwise from 000° to 359°; those related to lights are from seaward. Heights are above mean sea level; only elevations of lights are above mean higher high water, or mean high water springs, as appropriate.


SECTION I
INDEX OF CHARTS AND PUBLICATIONS AFFECTED

NOTICES	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*34	SP1,GSP1 500 501	50 51 51			
*35	SP1,GSP1	50			
*36	201 202 500	50 50 51			
*37	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	53			


**SECTION II
SINGAPORE NOTICES**

SP1, GSP1	5Ed 15/10/02 Last NM 31/2003	HD/DB34-11-2003	*(NM34/2003)
Relocate	Green conical light-buoy, Salu, Fl.G.5s (1°12.61'N, 103°40.63'E)	1°12.57'N	103°40.53'E
		PMN No.23 of 2003	*(NM35/2003)
Delete	Pecked line joining positions	1°25.56'N 1°26.54'N	104°02.35'E 104°02.35'E
Insert	Pecked line joining positions	1°26.54'N 1°26.26'N 1°25.89'N	104°02.35'E 104°03.48'E 104°03.47'E
Insert	Yellow  TJUT-20, Fl Y 2s	1°26.26'N	104°03.48'E

201	1Ed 01/10/98 Last NM 19/2003	NAVTEX TT054 2/3/03	(NM36/2003)
Insert	 PA REP Isolated Danger mark buoy	1°15.10'N 1°15.3'N	103°25.14'E 103°24.5'E

202	3Ed 02/01/02 Last NM 21/2003	NAVTEX TT054 2/3/03	(NM36/2003)
Insert	 PA REP Isolated Danger mark buoy	1°15.10'N 1°15.3'N	103°25.14'E 103°24.5'E

**SECTION II
SINGAPORE NOTICES**

500	3Ed 15/10/02 Last NM 31/2003	HD/DB34-11-2003	*(NM34/2003)
Relocate	Green conical light-buoy, Salu, Fl.G.5s (1°12.61'N, 103°40.63'E)	1°12.57'N	103°40.53'E
		NAVTEX TT054 2/3/03	(NM36/2003)
Insert	 PA REP Isolated Danger mark buoy	1°15.10'N 1°15.3'N	103°25.14'E 103°24.5'E

501	2Ed 15/11/00 Last NM 31/2003	HD/DB34-11-2003	*(NM34/2003)
Relocate	Green conical light-buoy, Salu, Fl.G.5s (1°12.61'N, 103°40.63'E)	1°12.57'N	103°40.53'E

**SECTION II
TEMPORARY AND PRELIMINARY NOTICES**

Nil

**SECTION III
MARINE INFORMATION**

***(NM37/2003) UPDATING OF PUBLICATION "YEAR 2003 SINGAPORE TIDE TABLES AND PORT INFORMATION"**

NAME OF BEACON/ BUOY	FORMER POSITION IN WGS 84			NEW POSITION IN WGS 84		
	LAT.	N	LONG. E	LAT.	N	LONG. E

Amend the following:

1 Page 328 – SINKI FAIRWAY

Salu Buoy	01°12.606'		103°40.625'	01°12.57'		103°40.53'
				*		*

NAME OF BEACON/ BUOY	POSITION IN WGS 84		STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
	LAT. (N)	LONG. (E)		

2 Page 340 – RECLAMATION AT PULAU TEKONG

Insert the following:

TJUT-20 Buoy	01°26.260'N	104°03.478'E	Yellow Pillar	Fl.Y.2s
*	*	*	*	*

Source : DB34-11-2003 and PMN No. 23 of 2003

Note: * Indicates amendments/additions/deletions

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NAVAREA XI WARNINGS DATED FEBRUARY 2003

NAVAREA XI 0047

RADAR Beacon at Bengkals. Gusong Clark Southeastwards Light Beacon, L.L. VOL 2. 6045.5, F1398, 01°42.6'N 102°24.2'E, WGS-72, off air.

NAVTEX BROADCAST BY POCC DATED 2ND MARCH 2003

TT054

North Nipa Beacon, Q 11M, in position 01°10.3'N, 103°40.8'E is reported unlit. All vessels are advised to navigate with caution.

TT009 - cancelled

TT043 - cancelled

SECTION V
REPRINT OF ADMIRALTY NOTICES TO MARINERS
FOR DUAL BADGED CHART

1034*/03 JOHOR STRAIT – Singapore – Sembawang – Bethlehem Shipyard – Lights: Leading line

Delete	★ Fl.2s (occas)	(a)	1°27'.76N., 1°28'.08N.,	103°49'.15E. 103°49'.41E.
	Leading line, pecked and firm line, and associated Legend, 218.6°			extending in 038.6° direction from (a) above

Chart [*Last correction*] . – **4044 (plan C, Sembawang) & 4044** [533/03]

1035*/03 SINGAPORE STRAIT – Singapore – Pulau Sudong Southwards, Selat Sinki, Pulau Salu Northwestwards and Pulau Busing, North Coast, Pasir Panjang Terminal Northwards – Buoyage; Dredged depths; Legends

Insert	Special pillar light-buoy, <i>Fl.Y.4s Kuda</i>	(a)	1°11'.476N.,	103°42'.216E.
	Starboard-hand conical light-buoy, <i>Fl(2)G.10s Bujor</i>	(b)	1°13'.362N.,	103°42'.109E.
Amend	Dredged depth to, <i>15.0m (2002)</i>	(c)	1°14'.321N.,	103°44'.938E.
	Dredged depth to <i>12.5m (2002)</i>	(d)	1°14'.337N.,	103°45'.040E.
Substitute	Legend, <i>WEST COAST PIER</i> , for legend, FERRY TERMINAL 2	(e)	1°17'.550N.,	103°45'.750E.
Delete	Former Kuda light-buoy	(f)	1°11'.289N.,	103°42'.248E.
	Former Bujor light-buoy	(g)	1°13'.057N.,	103°41'.742E.
	Legend, West Coast Pier	(h)	1°17'.78N.,	103°45'.74E.

Chart [*Last correction*] . – **4031** (a,b,f,g) [94/03] - **4032** (b,c,d,g) [94/03] - **4034** (e,h) [598/03] - **4039** (a,b,f,g) [5201/02] - **4040** (a,b,f,g,h) [94/03]

1036*/03 SINGAPORE STRAIT – Singapore – Changi East Southwestwards – Buoy

Insert	Special pillar light-buoy, <i>Fl(4)Y.10s Ferry</i>		1°16'.63N.,	103°58'.71E.
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Chart [*Last correction*] . – **4043** [533/03] - **4041** [95/03]

Source: Weekly Edition 9, dated 27th February 2003

HYDROGRAPHIC NOTE

Date

Ref. No

Name of vessel or address of sender:

.....
.....
.....

General locality:

Subject:

Approx.Position: Lat..... Long

Charts affected:.....

Latest Notices to Mariners held

Publications affected (Edition No. and date of latest supplement)

.....
.....

Details:-

.....
.....
.....
.....
.....

Signature of

Observer/Reporter: Ship's stamp

INSTRUCTION

1. Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to nautical publications seem to be necessary.
2. The instructions below should be followed as closely as possible to facilitate easy interpretation of information.
3. A position which is fixed by sextant angles, radar ranges or bearings (true or magnetic) should include more than two objects in order to provide a check on its accuracy. When there is a series of fixes along a ship's track only the method of fixing and the objects used need to be indicated. A position may also be defined by bearing and distance from a conspicuous object eg. beacon, lighthouse etc.
4. A report should include a tracing of the largest scale chart and the details should be marked in red; adequate information must be traced in black ink to enable the amendments to be fitted correctly.
5. The method in which soundings are taken should be stated. In case of echo sounding, the trace should be marked with date, times, depths etc. and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught at the time of observation should be given. The make, name and type of set should also be stated.
6. Modern echo sounders frequently register greater depths than the advertised maximum for the set, eg. with a set whose maximum is 500 metres, a trace appearing at 50 metres may in fact be 550 metres or even 1050 metres. Erroneous deep soundings caused by 2nd transmission error can usually be recognised by the following:-
 - (a) the tracing being weaker than normal for the depth registered,
 - (b) the trace appearing to pass through the transmission line,
 - (c) the feathery nature of the trace.
7. Reports which cannot be confirmed 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 defects in aids to navigation may, at the mariner's discretion, be made by radio to Singapore Port Operations on VHF Channels 12 or 20 or to Chief Hydrographer, Maritime and Port Authority of Singapore, through Singapore Radio, call-sign 9VG, by wireless telegraphy.

Note:-

An acknowledgement of receipt will be sent and the information then used to the best advantage. When a Notice to Mariners is issued the sender's vessel or name is quoted as authority unless the same information is also received in a foreign Notices to Mariners. Further communication should be expected only if the information is of outstanding value or has unusual features.