



## 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.**

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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.

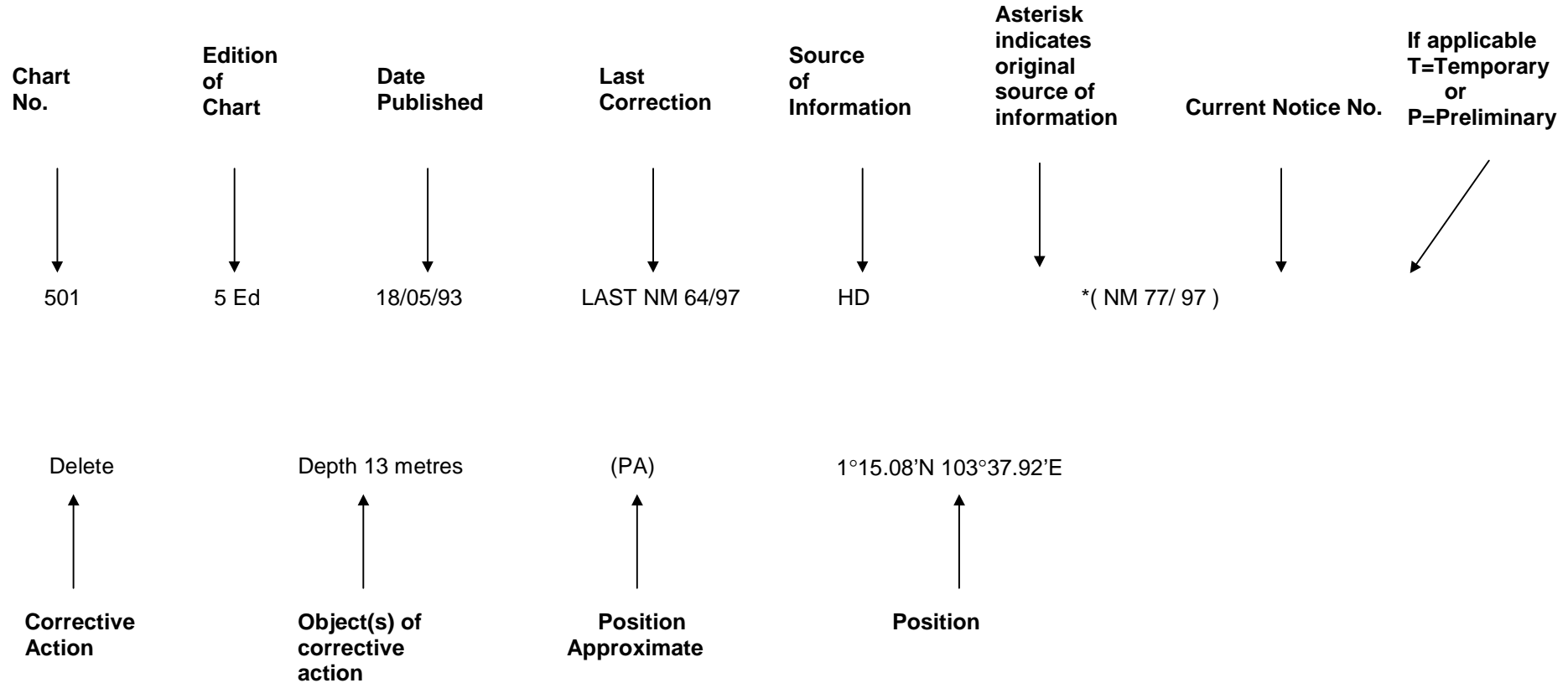
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**WILSON CHUA**  
**Chief Hydrographer**

## 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	SINGAPOREAN CHARTS	PAGE	NOTICES	SINGAPOREAN CHARTS	PAGE
*64	Numerical Index to Notices to Mariners of 2002	96			
*65	SP1, GSP1	98			
	302	99			
	303	99			
	502	100			
*66	114	98			
	304	100			
*67	301	99			
	501	100			
*68	202	98			
	302	99			
	501	100			
	502	100			
*69	SP1, GSP1	98			
	301	99			
	302	99			
*70P	New Chart and New Edition of Dual Badged Charts to be published	101			
*71P	Singaporean Charts to be permanently withdrawn	103			
72T	202	104			
	503	104			

**SECTION II  
SINGAPORE NOTICES**

**\*(NM64/002) NUMERICAL INDEX TO NOTICES TO MARINERS OF 2002 (1 TO 63)**

<b>CHART NO.</b>	<b>YEAR</b>	<b>NOTICES NO.</b>
SP1,GSP1	2001:	108(NE)-120
	2002:	8-9-16-17-18-19-20-21-22-27-28-35-36-37-40-41-48-50-54-60
100	2001:	108(NE)-7-40
	2002:	Nil
112	1998:	107(NC)
	1999:	Nil
	2000:	95
	2001:	Nil
	2002:	55
113	1998	116(NC)
	1999	Nil
	2000:	Nil
	2001:	Nil
	2002:	18-19
114	1998:	107(NC)-117-126
	1999:	Nil
	2000:	Nil
	2001:	46-118
	2002:	18-19-35-37-49
200	1998	116(NC)-127
	1999:	52-53-63-143-144-145-146
	2000:	12-13-14-31-56-106
	2001:	22-48-49-66-67-102-29-30
201	1998:	116(NC)-127
	1999:	14-41-64-65-66-67-68-83-107-108-129
	2000:	15-16-32-39-56
	2001:	23-24-34-51-66
	2002:	23
202	2002:	25-31-38-39-56
300	2001:	108(NE)-121
	2002:	21-38-40-48-61
301	2001:	108(NE)-120-122-123
	2002:	8-9-16-17-21-24-36-40-48-50-54-60-61-62

**SECTION II  
SINGAPORE NOTICES**

<b>CHART NO.</b>	<b>YEAR</b>	<b>NOTICES NO.</b>
302	2000:	111(NE)
	2001:	16-21-35-50-58-59-65-69-89
	2002:	36-39-50-57
303	1998:	116(NC)-119
	1999:	15-48-69-81-138-155
	2000:	97
	2001:	16-21-46-79-100-118
	2002:	20-28-35-37-41-49-303
304	1998:	116(NC)
	1999:	15-81-138-149-155
	2000:	Nil
	2001:	46-118-124
	2002:	18-19-35-37
500	2000:	111(NE)
	2001:	7-9-10-18-19-23-34-74-98-99-103-113
	2002:	9-21-38-40-48
501	2000:	111(NE)
	2001:	7-11-18-19-33-65-68-70-74-78-97-98-99-103-113- 114-120-123
	2002:	8-9-21-24-25-36-38-40-48-50-54-60-61
502	2000:	111(NE)
	2001:	16-17-21-35-46-50-69-79-89-100-118
	2002:	20-28-36-39-41-50
503	1998:	116(NC)
	1999:	88
	2000:	59-60-61
	2001:	8-15-25-36
	2002:	10-31-56

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**SECTION II  
SINGAPORE NOTICES**

<b>SP1/GSP1</b>	<b>4Ed 27/09/01 Last NM 60/2002</b>	<b>PMC No. 18 of 2002</b>	<b>*(NM65/2002)</b>
<b>Insert</b>	Symbol for anchorage joining positions	1°18.88' N 1°18.88' N 1°18.39' N 1°18.37' N 1°18.88' N	104°03.55' E 104°04.18' E 104°04.62' E 104°03.55' E 104°03.55' E
	Legend <i>Man-of-War</i> <b>K</b>	1°18.60' N	104°04.00' E
<b>Delete</b>	Pecked line joining positions	1°17.00' N 1°16.51' N 1°16.51' N	103°53.31' E 103°53.31' E 103°54.45' E
	Legend <i>Man-of-War</i> <b>K</b>	1°16.70' N	103°53.70' E
		<b>HD</b>	<b>*(NM69/2002)</b>
<b>Substitute</b>	Light character <i>Aero F.R.15M</i> for Aero Fl.R.15M	1°13.35' N	103°51.24' E
<hr/>			
<b>114</b>	<b>1Ed 01/07/98 Last NM 49/2002</b>	<b>HD/HY Code N0X109601</b>	<b>*(NM66/2002)</b>
<b>Insert</b>	Symbol for pipeline joining positions	1°23.448' N 1°23.515' N	103°56.239' E 103°56.330' E
	Legend <i>Water</i>	1°23.500' N	103°56.280' E
<hr/>			
<b>202</b>	<b>3Ed 02/01/02 Last NM 56/2002</b>	<b>HD/Job No. 26N/02</b>	<b>*(NM68/2002)</b>
<b>Substitute</b>	Depth over wreck <b>12 metres</b> for 12.5 metres	1°14.69' N	103°52.64' E
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**SECTION II**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*(NM70P/2002) NEW CHART AND NEW EDITION OF DUAL BADGED CHARTS TO BE PUBLISHED ON 26<sup>TH</sup> SEPTEMBER 2002.**

(Previous NM 4/42P/2002 is cancelled)

New Chart of Dual Badged Charts

<b>CHARTS</b>	<b>TITLE, LIMITS AND OTHER REMARKS</b>	<b>SCALE</b>
4038	JOHOR STRAIT - WESTERN PART  Lat. 1°10.80'N - Lat. 1°28.70'N Long. 103°28.60'E - Long. 103°40.70'E	1:30 000
4039	WESTERN APPROACHES TO MAIN STRAIT  Lat. 1°01.50'N - Lat. 1°13.70'N Long. 103°31.20'E - Long. 103°49.00'E	1:30 000
4040	TUAS VIEW TO PULAU SAKIJANG BENDERA (S. John's Island)  Lat. 1°07.40'N - Lat. 1°19.60'N Long. 103°34.10'E - Long. 103°51.90'E	1:30 000
4041	PULAU SEBAROK TO CHANGI  Lat. 1°07.40'N - Lat. 1°19.60'N Long. 103°46.90'E - Long. 104°04.70'E	1:30 000
4042	CHANGI TO PULAU MUNGGING  Lat. 1°09.60'N - Lat. 1°21.80'N Long. 104°01.70'E - Long. 104°19.50'E	1:30 000
4043	KUALA JOHOR AND SUNGAI JOHOR  Lat. 1°16.10'N - Lat. 1°34.00'N Long. 103°57.90'E - Long. 104°10.00'E	1:30 000
4044	JOHOR STRAIT EASTERN PART  Lat. 1°19.00'N - Lat. 1°31.20'N Long. 103°45.60'E - Long. 104°03.40'E	1:30 000

**SECTION II**  
**TEMPORARY AND PRELIMINARY NOTICES**

## New Edition Of Dual Badged Charts

<b>CHARTS</b>	<b>TITLE, LIMITS AND OTHER REMARKS</b>	<b>SCALE</b>
4030	PORT OF SINGAPORE WEST JURONG ANCHORAGES AND FAIRWAYS  Lat. 1°11.05'N                      - Lat. 1°17.00'N Long. 103°36.70'E                  - Long. 103°40.70'E	1:10 000
Remarks:	The new edition chart show changes to the Sinki Separation Scheme, the new demarcation of Sinki Fairway and Banyan Basin. The existing chart of the same number published on 27/09/01 is superseded.	
4031	PORT OF SINGAPORE SOUTH JURONG ISLAND AND ITS APPROACHES  Lat. 1°10.15'N                      - Lat. 1°16.12'N Long 103°38.50'E                  - Long. 103°42.53'E	1:10 000
Remarks:	The new edition chart show changes to the Sinki Separation Scheme, the new demarcation of Sinki Fairway and Banyan Basin. The existing chart of the same number published on 27/09/01 is superseded.	
4032	PORT OF SINGAPORE SINKI FAIRWAY  Lat. 1°12.25'N                      - Lat. 1°16.30'N Long. 103°40.20'E                  - Long. 103°46.13'E	1:10 000
Remarks:	The new edition chart show changes to the Sinki Separation Scheme, the new demarcation of Sinki Fairway and Banyan Basin. The existing chart of the same number published on 27/09/01 is superseded.	

Chart corrections affecting the Dual Badged charts will be published in the Admiralty Notices to Mariners.

**SECTION II**  
**TEMPORARY AND PRELIMINARY NOTICES**

**\*(NM71P/2002) SINGAPOREAN CHARTS TO BE PERMANENTLY WITHDRAWN ON 15<sup>th</sup> OCTOBER 2002.**  
(Previous NM No. 4/43P/2002 is cancelled)

<b>CHARTS TO BE WITHDRAWN</b>	<b>MAIN TITLE</b>
100	Singapore Strait, Approaches to Tuas
112	East Johor Strait, Approaches to Sembawang Wharves
113	East Johor Strait, Pulau Ubin to Pulau Seletar
114	East Johor Strait, Serangoon Harbour
300	West Johor Strait and Its Approaches
301	Western Approaches to Singapore
302	Western Approaches to Singapore
303	Approaches to East Johor Strait
304	East Johor Strait

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**SECTION III  
MARINE INFORMATION**

Nil

**SECTION IV**  
**REPRINT OF RADIO NAVIGATIONAL WARNINGS**

Nil

**SECTION V  
REPRINT OF ADMIRALTY NOTICES TO MARINERS  
FOR DUAL BADGED CHARTS**

Nil

**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

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.