



SINGAPOREAN NOTICES TO MARINERS

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**The Chief Hydrographer of
Maritime and Port Authority of Singapore
wishes all users of Singapore and Dual Badged Charts**

**A HAPPY NEW YEAR
and
SAFE VOYAGE IN YEAR 2004**

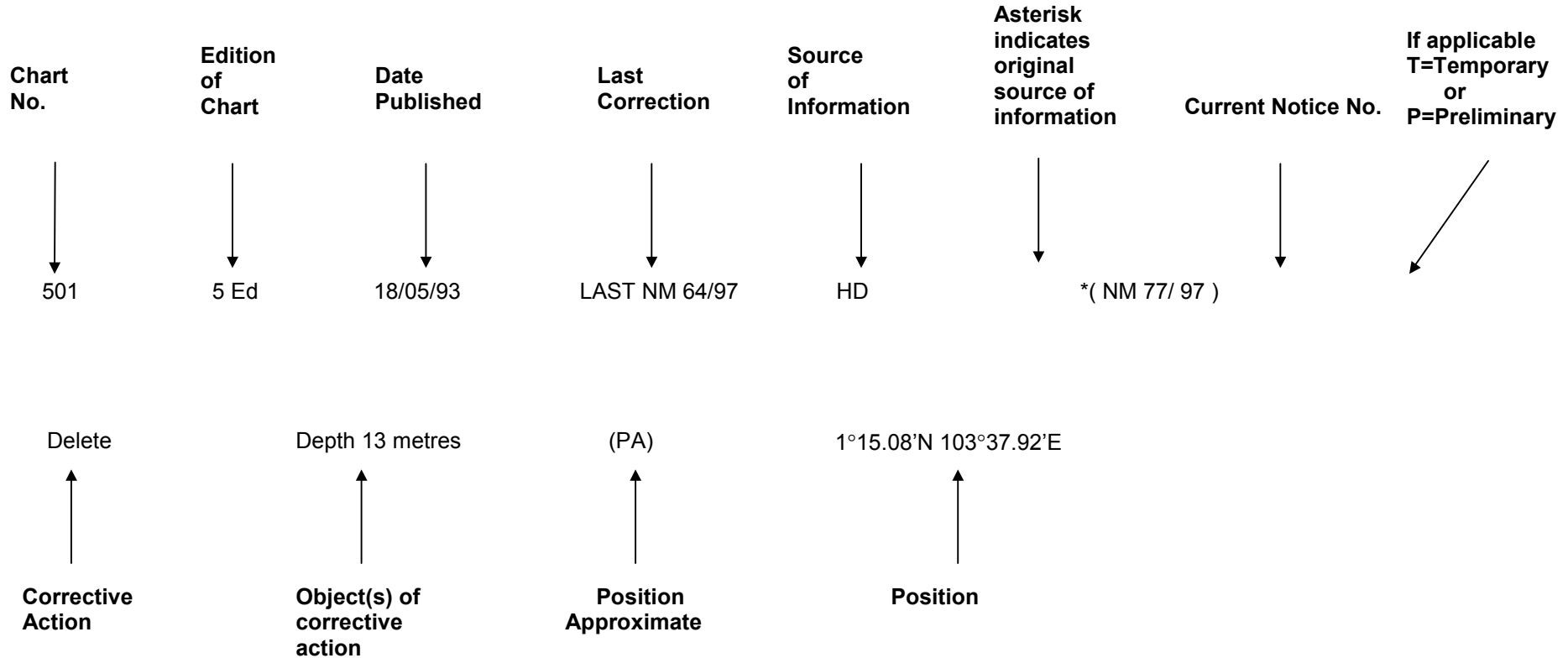
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**WILSON CHUA
Chief Hydrographer**

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.

All positions are in WGS 84

SECTION I
INDEX OF CHARTS AND PUBLICATIONS AFFECTED

NOTICES	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
78	201 500	132 132			
79	202 503	132 133			
*80	501	133			
81T	201	134			
82T	201	134			
*83	Year 2003 Singapore Tide Tables and Port Information	135			
*84	Corrigendum Singapore Notices To Mariners Edition No. 11 of 2003	135			

**SECTION II
SINGAPORE NOTICES**

201	2Ed 15/09/03 Last NM 76/2003	MHD NM No 9/119/2003	(NM78/2003)
Insert	Limit of spoil ground in the vicinity of Permatang Panjang		
	Pecked line joining positions	1°22.89'N 1°23.59'N 1°20.19'N 1°19.39'N 1°22.89'N	103°04.00'E 103°04.70'E 103°08.30'E 103°07.50'E 103°04.00'E
	Legend Spoil Ground centred at	1°22.40'N	103°05.40'E
<hr/>			
202	3Ed 02/01/02 Last NM 71/2003	MHD NM No. 9/120/2003	(NM79/2003)
Insert	Limit of spoil ground in the vicinity of Ramunia Shoal		
	Pecked line, joining positions	1°37.25'N 1°38.83'N 1°37.67'N 1°36.00'N 1°37.25'N	104°27.26'E 104°27.26'E 104°29.68'E 104°29.68'E 104°27.26'E
	Legend Spoil Ground centred at	1°37.50'N	104°28.50'E
<hr/>			
500	3Ed 15/10/02 Last NM 73/2003	MHD NM No 9/119/2003	(NM78/2003)
Insert	Limit of spoil ground in the vicinity of Permatang Panjang		
	Pecked line joining positions	1°22.55'N 1°20.19'N 1°20.39'N 1°21.60'N	103°05.80'E 103°08.30'E 103°07.50'E 103°05.80'E
	Legend Spoil Ground centred at	1°21.54'N	103°06.46'E
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**SECTION II
TEMPORARY AND PRELIMINARY NOTICES**

201	2Ed 15/09/03	MHD NM No 9/126/2003(T)	(NM81T/2003)
Insert	Limit for dredging operation off Tanjung Tohor Pecked line joining positions	1°58.32'N 1°54.09'N 1°54.99'N 1°49.99'N 1°49.49'N 1°48.65'N 1°45.65'N 1°46.16'N 1°51.49'N 1°58.32'N 1°58.32'N	102°24.56'E 102°30.30'E 102°31.40'E 102°37.70'E 102°36.50'E 102°38.56'E 102°38.56'E 102°29.07'E 102°20.07'E 102°20.07'E 102°24.56'E
	Legend <i>Works in progress (2003)</i> centred at	1°52.00'N	102°27.00'E
		MHD NM No. 9/128/2003(T)	(NM82T/2003)
Insert	Limit for sand mining operations off Tanjung Tohor Pecked line joining positions	1°49.49'N 1°50.56'N 1°51.99'N 1°49.99'N 1°49.49'N	102°36.40'E 102°34.43'E 102°35.47'E 102°37.69'E 102°36.40'E
	Legend <i>Works in progress (2003)</i> centred at	1°50.80'N	102°35.60'E

**SECTION III
MARINE INFORMATION**

***(NM83/2003) UPDATING OF PUBLICATION "YEAR 2003 SINGAPORE TIDE TABLES AND PORT INFORMATION"**

Amend the following:

- 1 Page 344 - BRANI TERMINAL (PSA Corporation Ltd (1°15.7'N, 103°50.2'E)

Berth	Former	New	Source HY Code:
	Depth Alongside (Year Surveyed)	Depth Alongside (Year Surveyed)	
B3	11.5m (2001)	11.4m (2003)	B00102203
B6	15.0m (2000)	14.7m (2003)	B00102303

- 2 Page 334- EAST KEPPEL FAIRWAY

Name Of Beacon/ Buoy	Former Position			New Position		
	Lat.	N	Long. E	Lat.	N	Long. E
Outer Shoal Beacon	01° 14.998'		103° 51.811'	01° 15.019'		103° 51.811'

Source: Job File No. 81N/03

***(NM84/2003) CORRIGENDUM SINGAPORE NOTICES TO MARINERS EDITION NO. 11 OF 2003**

- 1 **Delete** NM75/2003.

- 2 For Chart 501

Substitute 3Ed 15/09/03 for 3Ed 15/09/03 Last NM73/2003

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

Nil

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

4722/03 JOHOR STRAIT – Singapore – T. Punggol Northwards - Buoys

Source: Maritime and Port Authority Singapore DBNM35/2003

Chart 4044 (plan B, Johor Port) [previous update 2904/03] WGS84 DATUM

Delete  Fl. Y. 6s 1°25'.39N., 103°54'.56E.

Chart 4044 [previous update 2904/03] WGS84 DATUM

Delete  Fl. Y. 6s 1°25'.39N., 103°54'.56E.

Reprinted from : Weekly Edition 43, dated 23 Oct 2003

4746/03 SINGAPORE STRAIT – Singapore – Raffles Shoal Northwestwards – Sudong Holding Anchorage – Wrecks.

Source: Maritime and Port Authority of Singapore DBNM 32/2003

Chart 4030 [previous update 4272/03] WGS84 DATUM

Insert depth 23 enclosed by  Wk 1°11'.970N., 103°40'.270E.

Chart 4031 [previous update 4272/03] WGS84 DATUM

Insert depth 23 enclosed by  Wk 1°11'.970N., 103°40'.270E.

Chart 4038 [previous update 4272/03] WGS84 DATUM


Insert depth 23 enclosed by  Wk 1°11'.97N., 103°40'.27E.

Chart 4039 [previous update 3755/03] WGS84 DATUM

Insert depth 23 enclosed by  Wk 1°11'.97N., 103°40'.27E.

Chart 4040 [previous update 4272/03] WGS84 DATUM

Insert depth 23 enclosed by  Wk 1°11'.97N., 103°40'.27E.

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

4747/03 SINGAPORE – Jurong Island Southwards – Sinki Fairway - Buoyage.

Source: Maritime and Port Authority of Singapore DBNM 33-34/2003

Chart 4030 [previous update 4246/03] WGS84 DATUM



Move	 <i>Fl.Y.4s, PKDBH-1, from:</i>	1°13'.50N.,	103°40'.12E.
	to:	1°13'.522N.,	103°40'.162E.
	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.198N.,	103°40'.317E.

Chart 4031 [previous update 4746/03] WGS84 DATUM



Move	 <i>Fl.Y.4s, PKDBH-1, from:</i>	1°13'.50N.,	103°40'.12E.
	to:	1°13'.522N.,	103°40'.162E.
	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.198N.,	103°40'.317E.

Chart 4032 [previous update 2960/03] WGS84 DATUM




Move	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.198N.,	103°40'.317E.

Chart 4038 [previous update 4746/03] WGS84 DATUM

Move	 <i>Fl.Y.4s, PKDBH-1, from:</i>	1°13'.50N.,	103°40'.12E.
	to:	1°13'.52N.,	103°40'.16E.
	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.20N.,	103°40'.32E.

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

4747/03 SINGAPORE – Jurong Island Southwards – Sinki Fairway - Buoyage.

Source: Maritime and Port Authority of Singapore DBNM 33-34/2003

Chart 4039 [previous update 4746/03] WGS84 DATUM





Move	 <i>Fl.Y.4s, PKDBH-1, from:</i>	1°13'.50N.,	103°40'.12E.
	to:	1°13'.52N.,	103°40'.16E.
	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.20N.,	103°40'.32E.

Chart 4040 [previous update 4746/03] WGS84 DATUM

Move	 <i>Fl.Y.4s, PKDBH-1, from:</i>	1°13'.50N.,	103°40'.12E.
	to:	1°13'.52N.,	103°40'.16E.
	 <i>Fl(4)Y.15s, PKDBH-9, from:</i>	1°13'.18N.,	103°40'.27E.
	to:	1°13'.20N.,	103°40'.32E.

4748/03 SINGAPORE – Cruise Bay – Mooring buoys.

Source: Maritime and Port Authority of Singapore DBNM 37/03

Chart 4035 [previous update 4271/03] WGS84 DATUM

Delete		1°15'.568N.,	103°48'.993E.
		1°15'.560N.,	103°48'.954E.
		1°15'.613N.,	103°48'.797E.

Reprinted from : Weekly Edition 44, dated 30 Oct 2003

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

5053/03 SINGAPORE – Singapore – Pulau Sebarok Southwards - Depth.

Source: Maritime and Port Authority of Singapore DBNM 38/03

Chart 4035 [*previous update 4748/03*] WGS84 DATUM

Substitute	Depth 19 ₉ enclosed by 20m contour for depth 20 ₈	1°11'.018N.,	103°47'.903E.
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Chart 4036 [*previous update 2961/03*] WGS84 DATUM

Substitute	Depth 19 ₉ enclosed by 20m contour for depth 20 ₈	1°11'.018N.,	103°47'.903E.
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Chart 4039 [*previous update 4747/03*] WGS84 DATUM

Substitute	Depth 19 ₉ enclosed by 20m contour for depth 20 ₈	1°11'.02N.,	103°47'.90E.
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Chart 4040 [*previous update 4747/03*] WGS84 DATUM

Substitute	Depth 19 ₉ enclosed by 20m contour for depth 20 ₈	1°11'.02N.,	103°47'.90E.
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Chart 4041 [*previous update 4750/03*] WGS84 DATUM

Substitute	Depth 19 ₉ enclosed by 20m contour for depth 20 ₈	1°11'.02N.,	103°47'.90E.
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Reprinted from : Weekly Edition 46, dated 13 Nov 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

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.