



## SINGAPORE 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 2003**

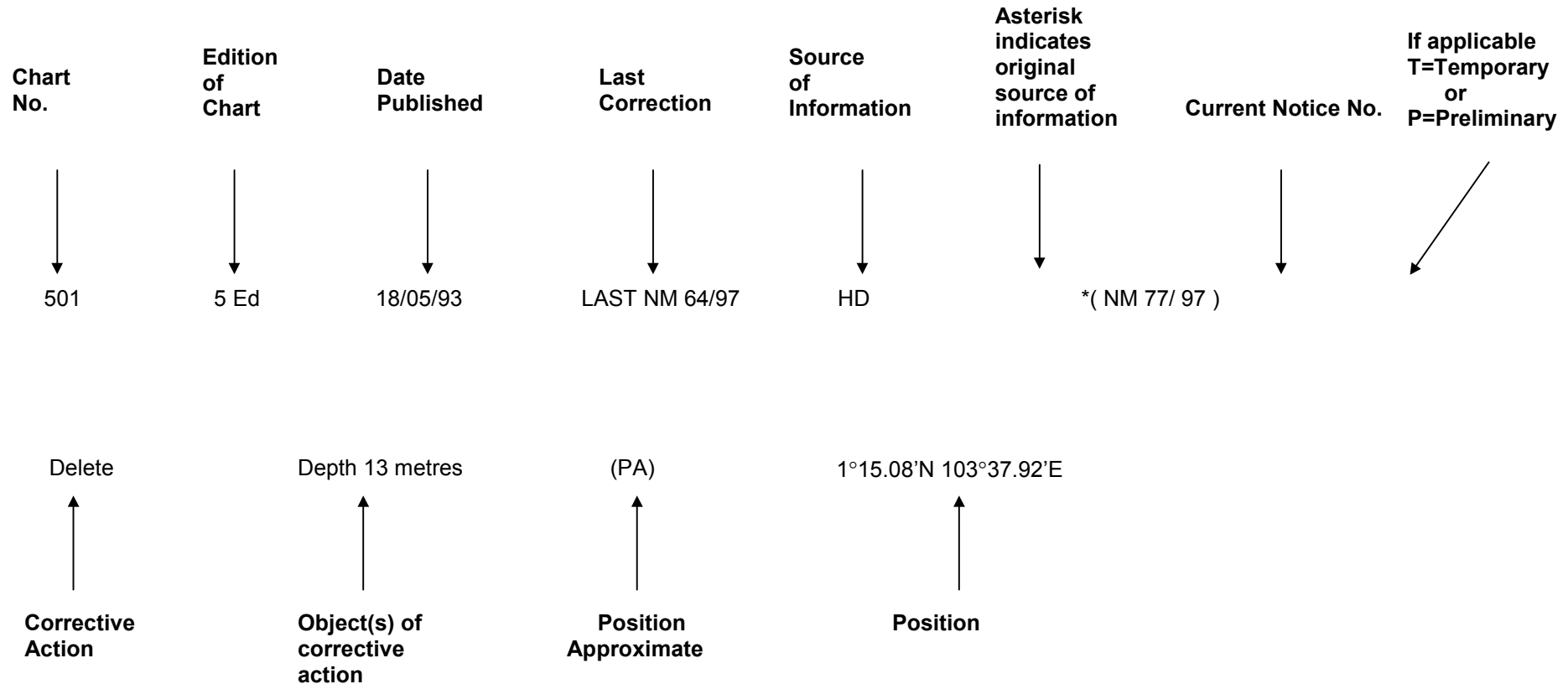
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**WILSON CHUA  
Chief Hydrographer**

## 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	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*97	SP1, GSP1 500 501	144 145 146			
*98	202 502 503	144 146 147			
*99	502	146			
*100	SP1,GSP1 500 501	144 145 146			
*101	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	149			
*102	SP1,GSP1 202 501	150			


**SECTION II  
SINGAPORE NOTICES**

<b>SP1, GSP1</b>	<b>5Ed 15/10/02 Last NM 93/2002</b>	<b>PMN No. 103 of 2002</b>	<b>*(NM97/2002)</b>
<b>Delete</b>	Pecked line joining positions	1°13.50'N 1°13.69'N 1°14.94'N	103°40.12'E 103°40.21'E 103°39.65'E
<b>Delete</b>	Pecked line joining positions	1°15.61'N 1°15.55'N	103°39.34'E 103°39.20'E
<b>Delete</b>	Green conical light buoy, PKDBH-23, Fl.(2)G.4s	1°15.55'N	103°39.20'E
<b>Insert</b>	Pecked line joining positions	1°13.50'N 1°13.55'N 1°15.93'N	103°40.12'E 103°40.15'E 103°39.02'E
<b>Relocate</b>	Green conical light-buoy, <i>Jurong Satu, Fl.G.2s</i> (1°14.07'N, 103°39.99'E)	1°14.07'N	103°39.90'E
	Green conical light-buoy, <i>Jurong Dua, Fl.G.4s</i> (1°14.67'N, 103°39.70'E)	1°14.67'N	103°39.61'E
	Green conical light-buoy, <i>Jurong Tiga, Fl.G.6s</i> (1°15.27'N, 103°39.42'E)	1°15.27'N	103°39.33'E
		<b>HD/DB34-69-2002</b>	<b>*(NM100/2002)</b>
<b>Delete</b>	Yellow  PKDBH-7, Fl.Y.7s	1°13.68'N	103°41.02'E
<hr/>			
<b>202</b>	<b>3Ed 02/01/02 LAST NM 94/2002</b>	<b>Singapore Telecommunications Pte Ltd (HD/180900102)</b>	<b>*(NM98/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions	1°18.68'N 1°16.64'N 1°14.45'N 1°14.30'N 1°15.74'N 1°18.34'N 1°19.87'N 1°28.87'N 1°31.66'N 1°42.90'N	104°00.23'E 104°03.72'E 104°06.00'E 104°15.00'E 104°19.56'E 104°22.94'E 104°23.78'E 104°37.62'E 104°40.31'E 104°45.10'E
	Chart border	1°49.07'N	104°48.89'E

**SECTION II  
SINGAPORE NOTICES**


<b>Insert</b>	Symbol for submarine cable joining positions	1°16.64'N	104°03.72'E
		1°16.71'N	104°06.40'E
		1°16.34'N	104°08.07'E
		1°17.06'N	104°10.42'E
		1°17.41'N	104°17.13'E
		1°19.09'N	104°20.23'E
		1°29.11'N	104°33.15'E
		1°29.91'N	104°33.58'E
		1°32.85'N	104°33.30'E
	Chart border	1°49.99'N	104°39.44'E
(Previous NM 6/58P/2002 is cancelled)			

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<b>500</b>	<b>3Ed 15/10/02 Last NM 93/2002</b>	<b>PMN No. 103 of 2002</b>	<b>*(NM97/2002)</b>
<b>Delete</b>	Pecked line joining positions	1°13.50'N	103°40.12'E
		1°13.69'N	103°40.21'E
		1°14.94'N	103°39.65'E
<b>Delete</b>	Pecked line joining positions	1°15.61'N	103°39.34'E
		1°15.55'N	103°39.20'E
<b>Delete</b>	Green conical light buoy, <b>Fl(2)G</b>	1°15.55'N	103°39.20'E
<b>Insert</b>	Pecked line joining positions	1°13.50'N	103°40.12'E
		1°13.55'N	103°40.15'E
		1°15.93'N	103°39.02'E
<b>Relocate</b>	Green conical light-buoy, <b>Fl.G</b> (1°14.07'N, 103°39.99'E)	1°14.07'N	103°39.90'E
	Green conical light-buoy, <b>Fl.G</b> (1°14.67'N, 103°39.70'E)	1°14.67'N	103°39.61'E
	Green conical light-buoy, <b>Fl.G</b> (1°15.27'N, 103°39.42'E)	1°15.27'N	103°39.33'E
		<b>HD/DB34-69-2002</b>	<b>*(NM100/2002)</b>
<b>Delete</b>	Yellow  Fl.Y	1°13.68'N	103°41.02'E

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**SECTION II  
SINGAPORE NOTICES**

<b>501</b>	<b>2Ed 15/11/00 Last NM 95/2002</b>	<b>PMN No. 103 of 2002</b>	<b>*(NM97/2002)</b>
<b>Delete</b>	Pecked line joining positions	1°13.50'N 1°13.69'N 1°14.94'N	103°40.12'E 103°40.21'E 103°39.65'E
<b>Delete</b>	Pecked line joining positions	1°15.61'N 1°15.55'N	103°39.34'E 103°39.20'E
<b>Delete</b>	Green conical light buoy, PKDBH-23, FI(2)G	1°15.55'N	103°39.20'E
<b>Insert</b>	Pecked line joining positions	1°13.50'N 1°13.55'N 1°15.93'N	103°40.12'E 103°40.15'E 103°39.02'E
<b>Relocate</b>	Green conical light-buoy, <i>Jurong Satu, FI.G.2s</i> (1°14.07'N, 103°39.99'E)	1°14.07'N	103°39.90'E
	Green conical light-buoy, <i>Jurong Dua, FI.G.4s</i> (1°14.67'N, 103°39.70'E)	1°14.67'N	103°39.61'E
	Green conical light-buoy, <i>Jurong Tiga, FI.G.6s</i> (1°15.27'N, 103°39.42'E)	1°15.27'N	103°39.33'E
		<b>HD/DB34-69-2002</b>	<b>*(NM100/2002)</b>
<b>Delete</b>	Yellow  Fl.Y.7s	1°13.68'N	103°41.02'E
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<b>502</b>	<b>2Ed 15/11/00 Last NM 87/2002</b>	<b>Singapore Telecommunications Pte Ltd (HD/180900102)</b>	<b>*(NM98/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions	1°18.68'N 1°16.64'N 1°14.69'N 1°14.45'N 1°14.28'N 1°14.30'N	104°00.23'E 104°03.72'E 104°05.53'E 104°06.00'E 104°09.01'E 104°15.00'E
	Chart border	1°14.95'N	104°17.31'E
<b>Insert</b>	Symbol for submarine cable joining positions	1°16.64'N 1°16.71'N 1°16.34'N 1°17.06'N 1°17.36'N 1°17.41'N	104°03.72'E 104°06.40'E 104°08.07'E 104°10.42'E 104°15.00'E 104°17.13'E
	Chart border	1°17.48'N	104°17.31'E
	(Previous NM 6/58P/2002 is cancelled)		

**SECTION II  
SINGAPORE NOTICES**

		HD/DB34-68-2002	*(NM99/2002)
<b>Delete</b>	Yellow ☆ Fl.Y.7s	1°22.26'N	104°00.36'E
	Yellow ⚓ Fl.Y.2s	1°22.33'N	104°01.40'E
	Yellow ⚓ Fl.Y.5s	1°21.58'N	104°02.40'E
<hr/>			
<b>503</b>	<b>1Ed 01/10/98 LAST NM 89/2002</b>	<b>HD/180900102</b>	<b>*(NM98/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions	1°14.29'N	104°11.89'E
		1°14.30'N	104°15.00'E
		1°15.74'N	104°19.56'E
		1°17.24'N	104°21.40'E
		1°18.52'N	104°23.14'E
		1°20.09'N	104°24.00'E
		1°20.61'N	104°25.03'E
		1°22.47'N	104°27.54'E
		1°28.87'N	104°37.62'E
	Chart border	1°29.33'N	104°38.17'E
<b>Insert</b>	Symbol for submarine cable joining positions	1°17.16'N	104°11.89'E
		1°17.41'N	104°17.13'E
		1°19.09'N	104°20.23'E
		1°29.11'N	104°33.15'E
		1°29.91'N	104°33.58'E
		1°32.85'N	104°33.30'E
		1°33.69'N	104°33.48'E
	Chart border	1°41.06'N	104°36.15'E
(Previous NM 6/58P/2002 is cancelled)			

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

Nil

**SECTION III  
MARINE INFORMATION**

**\*(NM101/2002) 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 324 – TEMASEK FAIRWAY

Jurong Satu Buoy	01°14.071'		103°39.990'		01°14.074'		103°39.899'	
	*				*		*	
Jurong Dua Buoy	01°14.670'		103°39.704'		01°14.672'		103°39.613'	
	*				*		*	
Jurong Tiga Buoy	01°15.268'		103°39.420'		01°15.268'		103°39.330'	
	*				*		*	

**Delete the following:**

2 Page 324- TEMASEK FAIRWAY & JURONG ISLAND RECLAMATION

PKDBH-23 Buoy	01° 15.546'		103° 39.197'		Green conical		Fl (2)G.4s	
	*		*		*		*	
PKDBH-7 Buoy	01° 13.681'		103° 41.023'		Yellow pillar		Fl .Y.7s	
	*		*		*		*	

3 Page 339- CHANGI EAST RECLAMATION

A Beacon	01° 22.263'		104° 00.363'		Yellow tower		Fl.Y.7s	
	*		*		*		*	
B Buoy	01°22.33'		104°01.40'		Yellow pillar		Fl.Y.2s	
	*		*		*		*	
C Buoy	01°21.580'		104°02.400'		Yellow pillar		Fl.Y.5s	
	*		*		*		*	

**Amend the following:**

4 Page 321- VERTICAL CLEARANCE

LOCATION	Old Vertical Clearance Above MHWS*	New Vertical Clearance Above MHWS	Old Safe Overhead Clearance	New Safe Overhead Clearance
Sungai Jurong Bridge (Jalan Buroh)	9.2m	<i>(Reconstruction works in Progress)</i>	7.3m	4.0m
*		*		*

Sources: PMN No. 98 & 103 of 2002 and DB34-68-02.

Note: \* Indicates amendments/additions/deletions

**SECTION III  
MARINE INFORMATION**

**\*(NM102/2002) LAYING OF PGN SUBMARINE PIPELINE PROJECT – SINGAPORE TO PULAU  
PEMPING, INDONESIA**

Date: 13<sup>th</sup> January 2003 to 13<sup>th</sup> February 2003

The submarine pipeline will be laid along the following geographical coordinates:

POSITIONS IN WGS 84

1°15.093'N	103°41.883'E
1°14.551'N	103°41.850'E
1°14.016'N	103°41.775'E
1°13.552'N	103°41.500'E
1°13.195'N	103°41.095'E
1°12.786'N	103°40.747'E
1°12.317'N	103°40.476'E
1°11.800'N	103°40.329'E
1°11.257'N	103°40.330'E
1°10.714'N	103°40.333'E
1°10.210'N	103°40.521'E
1°09.724'N	103°40.760'E
1°09.221'N	103°40.958'E
1°08.759'N	103°41.222'E
1°08.433'N	103°41.653'E
1°08.150'N	103°42.113'E
1°07.868'N	103°42.573'E
1°07.585'N	103°43.034'E
1°07.329'N	103°43.509'E
1°07.088'N	103°43.992'E
1°06.847'N	103°44.475'E
1°06.658'N	103°44.977'E
1°06.707'N	103°45.510'E
1°06.826'N	103°46.036'E
1°06.945'N	103°46.562'E
1°06.992'N	103°47.091'E
1°06.603'N	103°47.440'E

Caution : Mariners when in the vicinity of the working area are advised to :  
 (a) Keep clear of the pipeline route.  
 (b) navigate with caution.

Charts : GSP1, SP1, 202 and 501

Source: Jan De Nul – Boskalis J.V,  
 Ref: BKID/GEN/0576/F/DBA  
 Date: 31<sup>th</sup> Oct 2002 & 18<sup>th</sup> Nov 2002

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

Nil

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

**4352\*/02 SINGAPORE STRAIT – Pasir Panjang Terminal Northwestwards – Pandan Terminal Southwards - Depth**

Delete Depth 10.8m and associated 10m contour 1°17'.709N., 103°44'.783E.

**Chart** [*Last correction*]. – **4034** [4051/02]

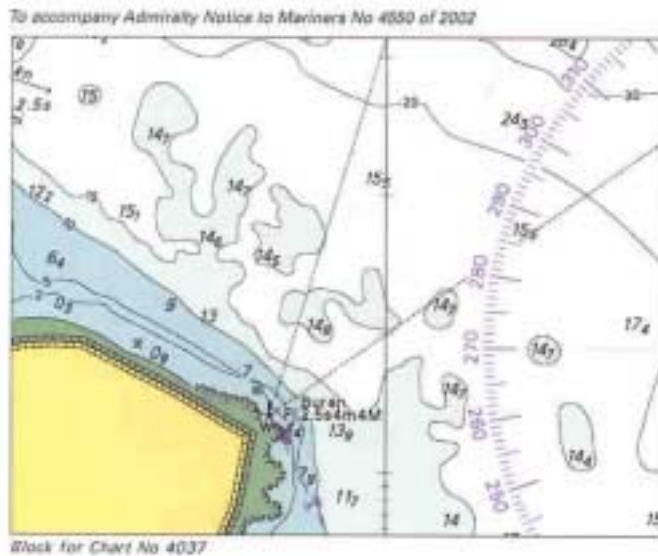
Source: Weekly Edition 41, dated 10<sup>th</sup> October 2002

**4550\*/02 SINGAPORE STRAIT – Singapore – Sentosa Eastwards - Depths**

Insert The accompanying block, showing amendments to depths, centred on: 1°15'.24N., 103° 50'.96E.

**Chart** [*Last correction*]. – **4037** [4159/02]

**NOTE:** This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 43 or from web site : [http://www.ukho.gov.uk/wnm/2002/week43\\_4547-4653/chart4037nm4550.pdf](http://www.ukho.gov.uk/wnm/2002/week43_4547-4653/chart4037nm4550.pdf)



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

**4615\*/02 SINGAPORE STRAIT – Singapore and Peninsular Malaysia – Johor Strait to Tanjung Piai Southwestwards – Submarine cables**

Insert	Submarine cable joining	(a)	1°20'.31N., (shore)	103°38'.04E.
		(b)	1°20'.36N.,	103°37'.96E.
		(c)	1°20'.35N.,	103°37'.85E.
		(d)	1°19'.60N., (N. border)	103°37'.39E.
		(e)	1°19'.03N.,	103°37'.05E.
		(f)	1°18'.59N.,	103°36'.85E.
		(g)	1°15'.80N.,	103°36'.08E.
		(h)	1°14'.96N.,	103°36'.02E.
		(i)	1°13'.70N., (N. border)	103°35'.79E.
		(j)	1°12'.42N.,	103°35'.55E.
		(k)	1°11'.68N.,	103°35'.33E.
		(l)	1°10'.80N., (S. border)	103°35'.17E.
		(m)	1°10'.11N.,	103°35'.04E.
		(n)	1°10'.06N.,	103°34'.92E.
		(o)	1°10'.18N.,	103°34'.37E.
		(p)	1°10'.25N., (W. border)	103°34'.10E.
		(q)	1°10'.56N.,	103°33'.00E.
		(r)	1°10'.80N., (S. border)	103°31'.40E.
		(s)	1°10'.81N.,	103°31'.38E.
		(t)	1°10'.87N., (W. border)	103°31'.20E.
		(u)	1°11'.00N.,	103°30'.87E.
		(v)	1°11'.18N.,	103°30'.56E.
		(w)	1°11'.42N.,	103°29'.85E.
		(x)	1°11'.53N.,	103°29'.00E.
		(y)	1°11'.66N., (W. border) and	103°28'.60E.
		(z)	1°06'.21N., (existing cable)	103°32'.21E.
		(aa)	1°05'.76N.,	103°31'.89E.
		(bb)	1°05'.68N.,	103°31'.54E.
		(cc)	1°05'.85N., (W. border)	103°31'.20E.

*Note:* Chart 4038, 4039 and 4040 are to be deleted from the list of charts affected by Former Notice 4224(P)/02.  
Submarine cable (a)–(y) is I2I, cable (z)–(cc) is Sea Me We 3.

**Chart** [*Last correction*]. – **4038** (a-c,e-h,j-l,r,s,u-y) [ 4614/02] – **4039** (i-k,m-o,q,s,t,z-cc) [*New Chart 26/9/02*] – **4040** (d-h,j,k,m-p) [*New Chart 26/9/02*]

Source: Weekly Edition 43, dated 24<sup>th</sup> October 2002

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

**4705\*/02 SINGAPORE STRAIT – Singapore to Malaysia – Changi to Pulau Mungging Eastwards – Submarine cable**

Insert	Submarine cable joining	(a)	1°18'.65N., (shore)	104°00'.16E.
		(b)	1°18'.52N.,	104°00'.32E.
		(c)	1°17'.69N., (W. border)	104°01'.70E.
		(d)	1°16'.75N.,	104°03'.28E.
		(e)	1°16'.10N., (S. border)	104°03'.86E.
		(f)	1°16'.00N.,	104°03'.94E.
		(g)	1°15'.98N.,	104°04'.46E.
		(h)	1°15'.92N.,	104°04'.58E.
		(i)	1°15'.96N., (E. border)	104°04'.70E.
		(j)	1°15'.91N.,	104°04'.72E.
		(k)	1°16'.10N (S. border)	104°04'.89E.
		(l)	1°16'.19N.,	104°05'.01E.
		(m)	1°16'.43N.,	104°07'.53E.
		(n)	1°17'.24N., (E. border)	104°10'.00E.
		(o)	1°17'.33N.,	104°10'.25E.
		(p)	1°18'.38N.,	104°15'.06E.
		(q)	1°18'.15N.,	104°15'.52E.
		(r)	1°18'.35N.,	104°17'.37E.
		(s)	1°18'.29N.,	104°17'.70E.
		(t)	1°18'.36N.,	104°18'.41E.
		(u)	1°18'.91N., (E. border)	104°19'.50E.

*Note:* Submarine cable above is APCN2 Segment 1.

Charts 4041, 4042 and 4043 are to be deleted from the list of charts effected by Former Notice 4226(P)/02.

**Chart** [*Last correction*]. – **4041** (a,b,d,f-i) [*New Chart 26/9/02*] – **4042** (c,d,f-h,j,l,m,o – u) [*New Chart 26/9/02*] – **4043** (a,b,d,e,k – n) [*New Chart 26/9/02*]

Source: Weekly Edition 38, dated 19<sup>th</sup> September 2002

**4159\*/02 SINGAPORE STRAIT – Singapore – Keppel Harbour – Brani Terminal – Dredged depth**

Amend	dredged depth to, 12.8m (2002)	1°15'.550N.,	103°50'.480E.
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**Chart** [*Last correction*]. – **4037** [3731/02]

Source : Weekly Edition 39, dated 26<sup>th</sup> September 2002

**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.