



SINGAPOREAN NOTICES TO MARINERS

	CONTENT	Page
I	Index of Charts & Publications Affected	23
II	Charts Corrections New Charts Publications	24
III	Marine Information	26
IV	Reprints of Radio Navigational Warnings	27
V	Reprint of Admiralty Notices to Mariners for Dual Badged Charts	28

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.

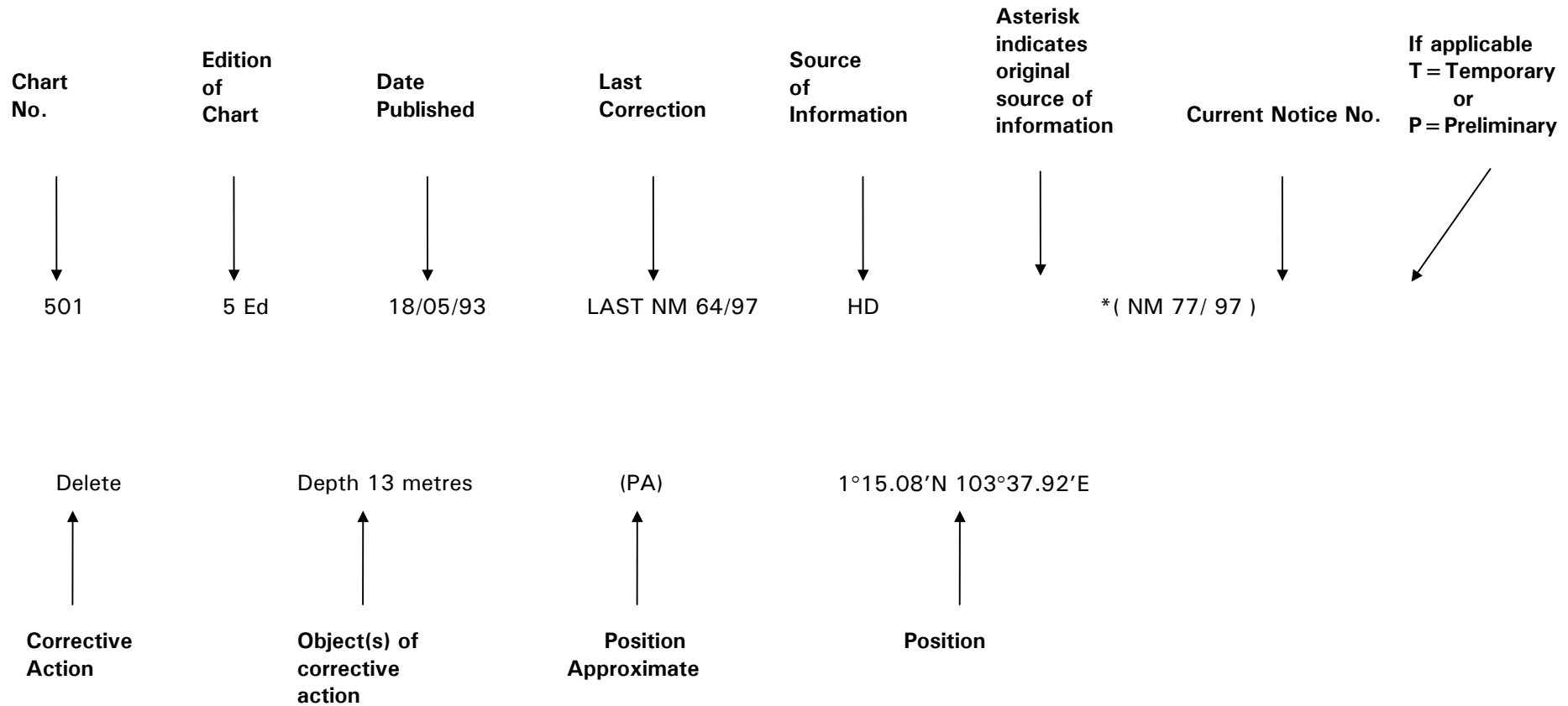
Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

Copies of these notices can be obtained gratis from the Hydrographic Department, Maritime and Port Authority of Singapore or from Motion Smith telephone number (65) 62205098. The notices can also be accessed from MPA webpage: <http://www.mpa.gov.sg/infocentre/publications/noticesmari.htm>

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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.

All positions are in WGS 84.

SECTION I
INDEX OF CHARTS AND PUBLICATIONS AFFECTED

NOTICES	DESCRIPTION	PAGE	NOTICES	DESCRIPTION	PAGE
*15	SP1 / GSP1 500 501	24 24 24			
*16P	NEW EDITION SINGAPORE CHART TO BE PUBLISHED	25			
*17T	SP1 / GSP1	25			
*18	UPDATING OF "SINGAPORE PORT INFORMATION PUBLICATION EDITION 2004"	26			


**SECTION II
SINGAPORE NOTICES**

SP1, GSP1	6Ed 10/02/04 Last NM 4/2005	HD/DB34/003/2005	*(NM 15/2005)	
Delete	 Q(3)10s, SCE-1		1°13.29'E	103°37.91'E
Insert	 FI.Y.2s, SCE-1A		1°13.06'N	103°38.01'E
Relocate	 VQ(3)5s, PKHDB-24 (1° 12.45'N, 103° 38.94'E)		1°12.46'N	103°38.89'E
<hr/>				
500	3Ed 15/10/02 Last NM 91/2004	HD/DB34/003/2005	*(NM 15/2005)	
Relocate	 VQ(3) (1° 12.45'N, 103° 38.94'E)		1°12.46'N	103°38.89'E
<hr/>				
501	3Ed 15/09/03 Last NM 100/2004	HD/DB34/003/2005	*(NM 15/2005)	
Relocate	 VQ(3)5s (1° 12.45'N, 103° 38.94'E)		1°12.46'N	103°38.89'E
<hr/>				

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

*(NM 16P/2005)NEW EDITION SINGAPORE CHART TO BE PUBLISHED ON MARCH 2005.

Chart No.	Title, Limits and Other Remarks	Scale
SP1	Anchorage and Aids to Navigation 1° 08.20'N – 1° 29.40'N 103° 36.10'E – 104° 07.20'E	1:60 000
GSP1	Anchorage and Aids to Navigation (with area reference) 1° 08.20'N – 1° 29.40'N 103° 36.10'E – 104° 07.20'E	1:60 000

SP1, GSP1	6Ed 10/02/04	HD/DB34/002/2005	*(NM 17T/2005)
Relocate	 East Cyrene, LFI.10s (1°15.66'N, 103°45.92'E)	1°15.61'N	103°45.89'E
	(Previous NM 10/83T/2004 is cancelled)		

**SECTION III
MARINE INFORMATION**

*(NM 18/2005) UPDATING OF PUBLICATION "SINGAPORE PORT INFORMATION EDITION 2004"

	NAME OF BEACON / BUOY	POSITION IN WGS 84		STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
		LAT. (N)	LONG. (E)		
1	Page 118 - EAST JOHOR STRAIT				
	Delete the following from list:				
	Kanan Beacon	01°28.635'	103°50.399'	Can topmark on white concrete pile beacon	Fl.G.3s7m5M
	*	*	*	*	*
	Siniop Beacon	01°28.249'	103°51.180'	White triangle topmark on white concrete pile beacon	Fl(3)WRG.15s6m7M G286° - 316° (30°) W316° - 320° (4°) R320° - 324° (4°) W324° - 116° (152°)
	*	*	*	*	*

Source: BANM No. 50/5537/04

3 Page 130

Insert the following:

JURONG ISLAND (EXXONMOBIL ASIA PACIFIC PTE LTD) (1°13.8'N 103°40.9'E)

VLCC Berth	Length of Berth	Depth Alongside (Year Surveyed)	Controlling Depth In Approaches
1	445m	24.5m (2003)	-
*	*	*	*

Source: HD/HY Code D00104103

JURONG ISLAND (PSA MARINE PTE LTD) (1°13.7'N 103°40.7'E)

2	445m	23.5m (2004)	-
*	*	*	*

Source: HD/HY Code D00100304

Note: * Indicates amendments / additions / deletions

**SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS**

**GMDSS NAVTEX Broadcast Status
TT274**

A wooden vessel had sunk at Lat 01° 07.5'N, Long 103° 46.6'E. Vessels are advised to keep well clear and navigate with caution.

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

228/05 * INDONESIA — Sumatera — Selat Riau — Less water.

Source: Boskalis International Pte Ltd

Chart 4042 [previous update 5166/04] WGS84 DATUMInsert legend, *Less water rep* (2000), centred on:

1° 10' .05N. , 104° 11' .30E.

229/05 * SINGAPORE STRAIT — Indonesia — Pulau Nipa South-westwards — Anchorage area.

Source: International Maritime Organization

Note: Charts 4039 and 4040 are to be deleted from the list of charts affected by Notice 5328(P)/04. In order to improve clarity the Traffic separation zone stipple covering this anchorage will be removed on the next New Editions of these charts.

Chart 4039 [previous update 5542/04] WGS84 DATUM

Insert limit of anchorage area, pecked line, joining:

(a) 1° 09' .40N. , 103° 36' .60E.

(b) 1° 09' .10N. , 103° 38' .60E.

(c) 1° 05' .50N. , 103° 40' .80E.

(d) 1° 04' .50N. , 103° 38' .90E.

(e) 1° 06' .80N. , 103° 35' .00E.

legend, *Nipa Transit* , within:

(a)-(e) above

Chart 4040 [previous update 5542/04] WGS84 DATUM

Insert limit of anchorage area, pecked line, joining:

(a) 1° 07' .65N. , 103° 35' .52E. (scale)

(b) 1° 09' .40N. , 103° 36' .60E.

(c) 1° 09' .10N. , 103° 38' .60E.

(d) 1° 07' .40N. , 103° 39' .64E.

(S border)

legend, *Nipa Transit* , within:

(a)-(d) above

230/05 * SINGAPORE STRAIT — Indonesia — Pulau Batam — T Sengkuang North-westwards — Depths.

Source: Boskalis International Pte Ltd

Chart 4041 [previous update 5178/04] WGS84 DATUM

Insert depth 43

1° 12' .54N. , 104° 00' .98E.

1° 12' .37N. , 104° 00' .66E.

50m contour, joining:

(a) 1° 12' .68N. , 104° 00' .89E.

(existing contour)

(b) 1° 12' .08N. , 104° 00' .00E.

(existing contour)

and

Delete former 50m contour, joining:

(a) above

1° 12' .72N. , 104° 01' .15E.

and

(b) above

1° 12' .00N. , 104° 00' .24E.

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