



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.

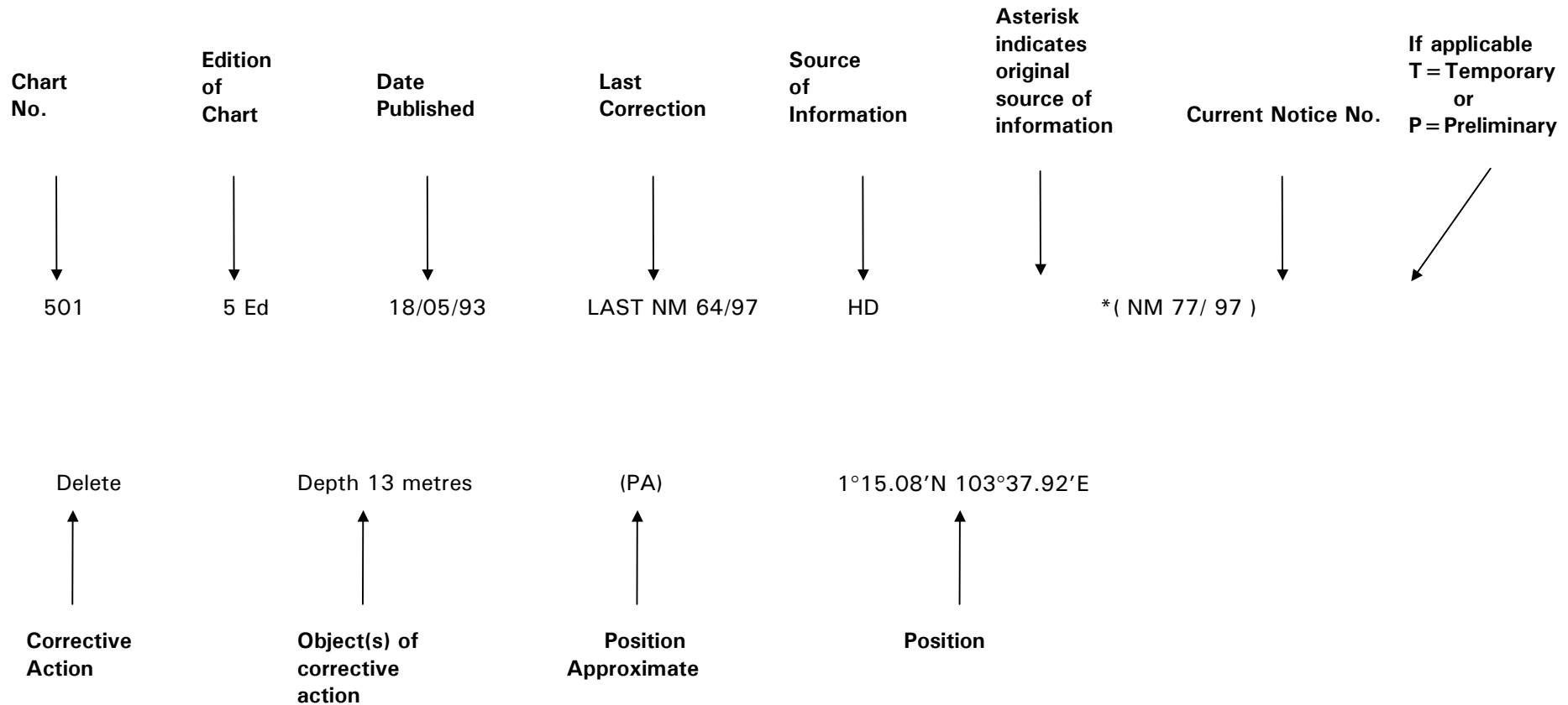
Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

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

Hydrographic Department
Maritime and Port Authority of Singapore
P.O. Box 313
PSA Building Post Office
Singapore 911141
Tel : (65) 63751550
Fax : (65) 62787646

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 |
|----------------|---|----------------|----------------|-------------------------|-------------|
| *52 | SP1, GSP1 202 502 | 92 93 94 | | | |
| *53 | SP1, GSP1 | 92 | | | |
| *54 | SP1, GSP1 | 92 | | | |
| *55 | 501 | 93 | | | |
| *56 | SP1, GSP1 | 92 | | | |
| *57 | 501 502 | 93 94 | | | |
| *58 | SP1, GSP1 502 | 92 94 | | | |
| *59 | Updating of Publication "SINGAPORE PORT INFORMATION EDITION 2004" | 96 | | | |

**SECTION II
SINGAPORE NOTICES**











| | | | |
|------------------|---|---|-----------------------|
| SP1, GSP1 | 6 Ed 10/02/04 Last NM 50/2004 | Indonesian Port Authority/KN Jadayat | *(NM 52/2004) |
| Delete |  Wk | | 1°13.32'N 103°57.70'E |
| | Isolated Danger Mark pillar light-buoy, FI(2)5s | | 1°13.32'N 103°57.72'E |
| Insert |  Wk | | 1°13.38'N 103°57.74'E |
| Insert |  Q, Racon (O) | | 1°13.45'N 103°57.70'E |
| |  Q(6)+LFI 10s | | 1°13.08'N 103°57.70'E |
| |  Q(3)10s | | 1°13.30'N 103°57.93'E |
| |  Q(9)15s | | 1°13.30'N 103°57.50'E |
| | | HD/Job No. 37N/2004 | *(NM 53/2004) |
| Insert |  (147) | | 1°15.30'N 103°49.06'E |
| | | HD/DB34/7/2004 | *(NM 54/2004) |
| Insert |  KT-1 | | 1°24.01'N 103°58.15'E |
| | | HD/IC46/04 | *(NM 56/2004) |
| Insert | Accompanying Block in the vicinity of Sisters Fairway | | 1°13.50'N 103°51.24'E |
| | | HD/Job No 56N/04 | *(NM 58/2004) |
| Insert |  Wk | | 1°20.02'N 104°02.91'E |
| |  FI(2)10s | | 1°20.03'N 104°02.91'E |

SECTION II
SINGAPORE NOTICES

| | | | |
|---------------|---|---|-----------------------|
| 202 | 3Ed 02/01/02 Last NM 50/2004 | Indonesian Port Authority/KN Jadayat | *(NM 52/2004) |
| Delete |  Wk | | 1°13.32'N 103°57.70'E |
| | Isolated Danger Mark pillar light-buoy, Fl(2)5s | | 1°13.32'N 103°57.72'E |
| Insert |  Wk | | 1°13.38'N 103°57.74'E |
| Insert |  Q, Racon (O) | | 1°13.45'N 103°57.70'E |
| |  Q(6)+LFI 10s | | 1°13.08'N 103°57.70'E |
| |  Q(3)10s | | 1°13.30'N 103°57.93'E |
| |  Q(9)15s | | 1°13.30'N 103°57.50'E |

| | | | |
|-------------------|---|-------------------------------|-----------------------|
| 501 | 3Ed 15/09/03 Last NM 39/2004 | HD/HY Code C00101804HY | *(NM 55/2004) |
| Substitute |  Obstn for  Obstn | | 1°12.08'N 103°48.22'E |
| | | HD/HY Code A00100304 | *(NM 57/2004) |
| Substitute |  Wk for  Wk | | 1°15.50'N 103°54.75'E |

**SECTION II
SINGAPORE NOTICES**

| | | | |
|-------------------|--|---|--|
| 502 | 2Ed 15/11/00 Last NM 50/2004 | Indonesian Port Authority/KN Jadayat | *(NM 52/2004) |
| Delete |  Wk Isolated Danger Mark pillar light-buoy, Fl(2)5s | | 1°13.32'N 103°57.70'E 1°13.32'N 103°57.72'E |
| Insert |  Wk | | 1°13.38'N 103°57.74'E |
| Insert |  Q, Racon (O) | | 1°13.45'N 103°57.70'E |
| |  Q(6)+LFI 10s | | 1°13.08'N 103°57.70'E |
| |  Q(3)10s | | 1°13.30'N 103°57.93'E |
| |  Q(9)15s | | 1°13.30'N 103°57.50'E |
| | | HD/HY Code A00100304 | *(NM 57/2004) |
| Substitute |  Wk for  Wk | | 1°15.50'N 103°54.75'E |
| | | HD/Job No 56N/04 | *(NM 58/2004) |
| Insert |  Wk  Fl(2)10s | | 1°20.02'N 104°02.91'E 1°20.03'N 104°02.91'E |

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

NIL

**SECTION III
MARINE INFORMATION**

***(NM 59/2004) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION EDITION 2004”**

- 1 Page 47 PILOTAGE – PILOT BOARDING AND DISEMBARKATION GROUNDS

Para. 17 (d)
Should read

Western Boarding Ground ‘A’ (PWBGA) in position

Latitude 1°12.906’N Longitude 103°36.073’E
(For vessels arriving from the west)

Source: PMC No. 5 of 2004

- 2 Page 163 CHART CATALOGUE – DUAL BADGED NAUTICAL CHARTS

Insert “Note” at bottom of Page

“Note: The above prices are subject to change”

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NIL

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

2533(P)/04 SINGAPORE STRAIT – Singapore Raffles Shoal – Depths. Works.

Source: Maritime and Port Authority Singapore DBNM7/24(T)/04

1. In order to create a deeper and wider channel for deep draft vessels calling at the port of Singapore, dredging operations are in progress in an area bounded by the following positions:
 - 1° 11' .457N., 103° 40' .500E.
 - 1° 09' .900N., 103° 42' .600E.
 - 1° 09' .500N., 103° 42' .300E.
 - 1° 10' .855N., 103° 40' .500E.
2. Unauthorised vessels are prohibited from entering the working area.
3. The works are expected to continue until November 2004.
4. Mariners are advised to navigate with caution in the vicinity.

Charts affected – 4030 – 4031 – 4038 – 4039 – 4040

2543*/04 SINGAPORE - Keppel Harbour - Brani Terminal - Berths B1, B2, B7 & B9 - Depths.

Source: Maritime and Port Authority Singapore DBNM 19/04

Chart 4037 [previous update 2541/04] WGS84 DATUM

| | | |
|-------|--|--------------------------------|
| Amend | alongside depth to, <i>10.7m(2003)</i> , centred on: | 1° 15' .664N., 103° 49' .532E. |
| | alongside depth to, <i>10.5m(2003)</i> , centred on: | 1° 15' .725N., 103° 49' .634E. |
| | alongside depth to, <i>14.2m(2003)</i> , centred on: | 1° 15' .665N., 103° 50' .364E. |
| | alongside depth to, <i>12.4m(2003)</i> , centred on: | 1° 15' .437N., 103° 50' .508E. |

Reprinted from: Weekly Edition 23 dated 3 June 2004

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.