



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.

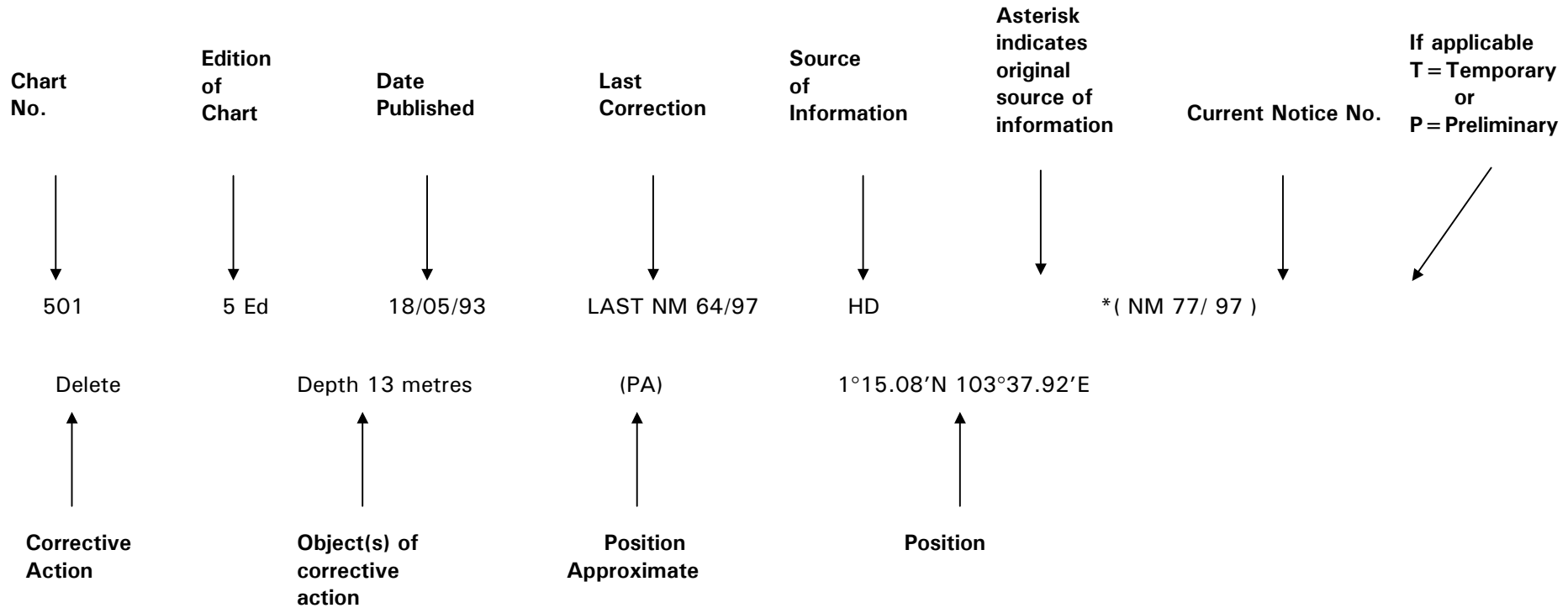
Mariners are requested to notify the Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

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/homepage/publications/noticesmari.html

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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	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*49	202 502	82 82			
*50	SP1, GSP1 202 502	82 82 82			
*51	Updating of Publication "SINGAPORE PORT INFORMATION EDITION 2004"	84			

**SECTION II
SINGAPORE NOTICES**

SP1, GSP1	6 Ed 10/02/04 Last NM 42/2004	HD/DB8.02/1/04	*(NM 50/2004)
Insert	 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

202	3Ed 02/01/02 Last NM 43/2004	HD/HY Code N00101204	*(NM 49/2004)
Substitute	Least depth over wreck 23₁ for 23 ₇		1°19.19'N 104°05.55'E
		HD/DB8.02/1/04	*(NM 50/2004)
Insert	 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

502	2Ed 15/11/00 Last NM 40/2004	HD/HY Code N00101204	*(NM 49/2004)
Substitute	Least depth over wreck 23₁ for 23 ₇		1°19.19'N 104°05.55'E
		HD/DB8.02/1/04	*(NM 50/2004)
Insert	 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

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

NIL

**SECTION III
MARINE INFORMATION**

***(NM 51/2004) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION EDITION 2004”**

- 1 Page 125 BRANI TERMINAL (PSA Corporation Ltd) (1°15.7'N, 103°50.2'E)

Amend the following:

Berth	Former	New	Source
	Depth Alongside (Year Surveyed)	Depth Alongside (Year Surveyed)	
B5	13.7m (2003)	14.3m (2004)	B00100204

- 2 Pg 163 & Pg 164 - CHART CATALOGUE – DUAL BADGED NAUTICAL CHARTS

Amend the followings:

NEW EDITION

Chart No.	Date Published		Source
	Former	New	
4038	22/01/04	20/05/04	BANM Edn 17/04
4041	26/09/02	20/05/04	BANM Edn 17/04
4042	26/09/02	20/05/04	BANM Edn 17/04

- 3 Pg 164 – E-Mail address of Motion Smith

Substitute “**sale@motsmith.com**” for “motsmith@singnet.com.sg”

- 4 Pg 164 – Internet Web site of Motion Smith

Substitute “**http/www.motsmith.com**” for “http://www.singnet.com.sg/~motsmith”

- 5 Inner side of Back Cover – THE SINGAPORE DIFFERENTIAL GPS BROADCAST SERVICE
Para 3, should read: -

GPS Antenna

The DGPS Reference Station consists of a 12-channel dual frequency (L1 & L2) and back-up facilities.

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NIL

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

1545(P)/04 SINGAPORE STRAIT – MALACCA STRAITS – Indonesia – Pulau Batam, North Coast to Sumatra, East Coast, Dumai – Submarine cable.

Source: Global Marines Systems Ltd.

1. The HPBB Sumatra telecommunications cable has been laid joining the following positions: (WGS84).

1° 08'·67N.,	103° 55'·34E. (shore)
1° 09'·07N.,	103° 55'·45E.
1° 09'·51N.,	103° 55'·46E.
1° 09'·74N.,	103° 55'·39E.
1° 09'·83N.,	103° 55'·33E.
1° 10'·04N.,	103° 55'·04E.
1° 10'·44N.,	103° 54'·05E.
1° 10'·71N.,	103° 53'·26E.
1° 10'·78N.,	103° 53'·17E.

thence offset 40 metres northwards of existing submarine pipeline, to position 1°07'·92N., 103°46'·89E.

2. In the Malacca Strait

1° 05'·32N.,	103° 31'·89E.
1° 06'·10N.,	103° 31'·40E.
1° 06'·45N.,	103° 31'·01E.
1° 07'·50N.,	103° 29'·13E.
1° 10'·05N.,	103° 24'·94E.
1° 11'·05N.,	103° 22'·87E.
1° 12'·25N.,	103° 21'·14E.
1° 12'·26N.,	103° 21'·12E.
1° 12'·65N.,	103° 17'·49E.
1° 15'·73N.,	103° 03'·71E.
1° 16'·05N.,	103° 02'·95E.
1° 23'·19N.,	102° 53'·86E.
1° 28'·24N.,	102° 46'·88E.
1° 38'·19N.,	102° 31'·31E.
1° 43'·99N.,	102° 19'·19E.
1° 44'·30N.,	102° 13'·98E.
1° 44'·02N.,	102° 13'·12E.
1° 44'·50N.,	102° 11'·05E.
1° 44'·78N.,	102° 09'·05E.
1° 44'·87N.,	102° 06'·43E.

3. Selat Bengkalis and Selat Rupert.

1° 44'·90N.,	102° 02'·21E. (shore)
1° 45'·23N.,	102° 00'·96E.
1° 48'·08N.,	101° 56'·23E.
1° 48'·39N.,	101° 54'·29E.
1° 48'·12N.,	101° 53'·78E.
1° 45'·52N.,	101° 52'·68E.
1° 45'·15N.,	101° 52'·23E.
1° 45'·05N.,	101° 52'·16E.
1° 42'·88N.,	101° 52'·21E.
1° 38'·46N.,	101° 53'·55E.
1° 36'·98N.,	101° 54'·51E.
1° 35'·92N.,	101° 54'·82E.
1° 35'·61N.,	101° 54'·75E.
1° 35'·46N.,	101° 54'·41E.
1° 35'·56N.,	101° 54'·14E.
1° 40'·61N.,	101° 47'·55E.
1° 41'·98N.,	101° 43'·93E.

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

1545(P)/04 SINGAPORE STRAIT – MALACCA STRAITS – Indonesia – Pulau Batam, North Coast to Sumatra, East Coast, Dumai – Submarine cable. (Continue)

1° 41'·94N.,	101° 41'·60E.
1° 40'·63N.,	101° 36'·47E.
1° 40'·62N.,	101° 35'·36E.
1° 40'·55N.,	101° 35'·10E.
1° 39'·41N.,	101° 33'·26E.
1° 39'·20N.,	101° 32'·77E.
1° 38'·76N.,	101° 32'·12E.(shore)

4. Vessels are requested not to anchor or trawl in the vicinity of the cable route.
5. Charts will be updated as appropriate in due course.
6. Former Notice 261(P)/03 is cancelled

Charts affected – 4041

Reprinted from: Weekly Edition 14 dated 1 April 2004

1784* SINGAPORE – Jurong Island Westwards - Depths.

Source: Maritime and Port Authority Singapore DBNM's 15/04 & 1 6/04

Chart 4030 [previous update 1506/04] WGS84 DATUM

Delete	depth 15 enclosed by 15m contour	1° 15'.430N., 103° 38'.260E.
	depth 18 ₄ enclosed by 20m contour	1° 15'.241N., 103° 38'.179E.
	depth 12 ₅ enclosed by 15m contour	1° 15'.011N., 103° 37'.333E.

Chart 4033 [previous update New Edition 22/01/2004] WGS84 DATUM

Delete	depth 15 enclosed by 15m contour	1° 15'.430N., 103° 38'.260E.
	depth 18 ₄ enclosed by 20m contour	1° 15'.241N., 103° 38'.179E.

Chart 4038 [previous update 1506/04] WGS84 DATUM

Delete	depth 15 enclosed by 15m contour	1° 15'.43N., 103° 38'.26E.
	depth 18 ₄ enclosed by 20m contour	1° 15'.24N., 103° 38'.18E.
	depth 12 ₅ enclosed by 15m contour	1° 15'.01N., 103° 37'.33E.

Chart 4040 [previous update 1510/04] WGS84 DATUM

Delete	depth 15 enclosed by 15m contour	1° 15'.43N., 103° 38'.26E.
	depth 18 ₄ enclosed by 20m contour	1° 15'.24N., 103° 38'.18E.
	depth 12 ₅ enclosed by 15m contour	1° 15'.01N., 103° 37'.33E.

1785* SINGAPORE STRAIT - Singapore - Kuala Johor - Angler Bank Northwards - Buoy.

Source: Maritime and Port Authority Singapore DBNM 17/04

Chart 4043 [previous update 1513/04] WGS84 DATUM

Amend	designation of light-buoy to, North Angler	1° 21'.58N., 104° 02'.40E.
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Chart 4044 [previous update 1513/04] WGS84 DATUM

Amend	designation of light-buoy to, North Angler	1° 21'.58N., 104° 02'.40E.
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Reprinted from: Weekly Edition 16 dated 15 April 2004

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

ADMIRALTY CHARTS AND PUBLICATIONS TO BE PUBLISHED

ADMIRALTY CHARTS TO BE PUBLISHED 20 MAY 2004

New Editions of Admiralty Charts

Charts	Title and other remarks	Scale	<i>Charts to be Superseded</i>
4038	Malaysia and Singapore – Johor Strait, Western Part.	1:30,000	4038
	○ Town Reach.	1:30,000	
	○ Pelabuhan Tanjung Pelepas.	1:15,000	
	<i>Includes port developments and dredged channels in Pelabuhan Tanjung Pelepas and approaches. Limits of plan ○, Pelabuhan Tanjung Pelepas, have been revised to improve coverage.</i>		
4041	Singapore and Indonesia, Pulau Sebarok to Changi.	1:30,000	4041
	○ Marina Bay	1:15,000	
	<i>Includes new submarine cables and restricted areas, changes to anchorages, Traffic Separation Scheme and new surveys in Western Anchorage, East Keppel Fairway and off Changi</i>		
4042	Indonesia, Malaysia and Singapore - Changi to Pulau Mungging and Tanjung Buntan to Tanjung Tondang.	1:30,000	4042
	<i>Includes new submarine cables and restricted areas and new survey off Changi</i>		

Reprinted from: Weekly Edition 17 dated 22 April 2004

2034* SINGAPORE - Keppel Harbour - Brani Terminal – Berth B5 - Depth.

Source: Maritime and Port Authority Singapore DBNM 18/04

Chart 4037 [previous update 1514/04] WGS84 DATUM

Amend alongside depth to, 14.3m (2004), centred on: 1° 15'.839N., 103° 50'.085E.

Reprinted from: Weekly Edition 18 dated 29 April 2004

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)/2004

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.

Unauthorised vessels are prohibited from entering the working area.

The works are expected to continue until November 2004.

Mariners are advised to navigate with caution in the vicinity.

Chart(s) affected – 4030 – 4031 – 4038 – 4039 – 4040**2540/04* SINGAPORE STRAIT – Singapore – Raffles Lighthouse Southwards – Buoy.**

Source: Maritime and Port Authority Singapore DBNM 20/04

Chart 4036 [previous update New Edition 19 / 02 / 2004] WGS84 DATUMInsert *Yellow conical light-buoy, Fl.Y.2s Satumu*

1° 09'.426N. , 103° 44' .412E.

Chart 4039 [previous update 1503/04] WGS84 DATUMInsert *Yellow conical light-buoy, Fl.Y.2s Satumu*





1° 09'.43N. , 103° 44' .41E.

Chart 4040 [previous update 1784/04] WGS84 DATUMInsert *Yellow conical light-buoy, Fl.Y.2s Satumu*

1° 09'.43N. , 103° 44' .41E.

2541/04 * SINGAPORE STRAIT – Singapore – Pulau Sentosa Eastwards – Wreck.

Source: Maritime and Port Authority Singapore DBNM 21/04

Chart 4037 [previous update 2034/04] WGS84 DATUMSubstitute Depth 10₂ enclosed by  Wk for 12 enclosed by  Wk 1° 14' .683N. , 103° 52' .638E.**Chart 4041** [previous update New Edition 20 / 05 / 2004] WGS84 DATUMSubstitute Depth 10₂ enclosed by  Wk for 12₁ enclosed by  Wk 1° 14' .683N. , 103° 52' .638E.

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 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 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.