



## SINGAPOREAN NOTICES TO MARINERS

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	<b>CONTENT</b>	<b>Page</b>
I	Index of Charts & Publications Affected	67
II	Charts Corrections New Charts Publications	68
III	Marine Information	72
IV	Reprints of Radio Navigational Warnings	74
V	Reprint of Admiralty Notices to Mariners for Dual Badged Charts	75

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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.**

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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. The notices can be access from MPA webpage.

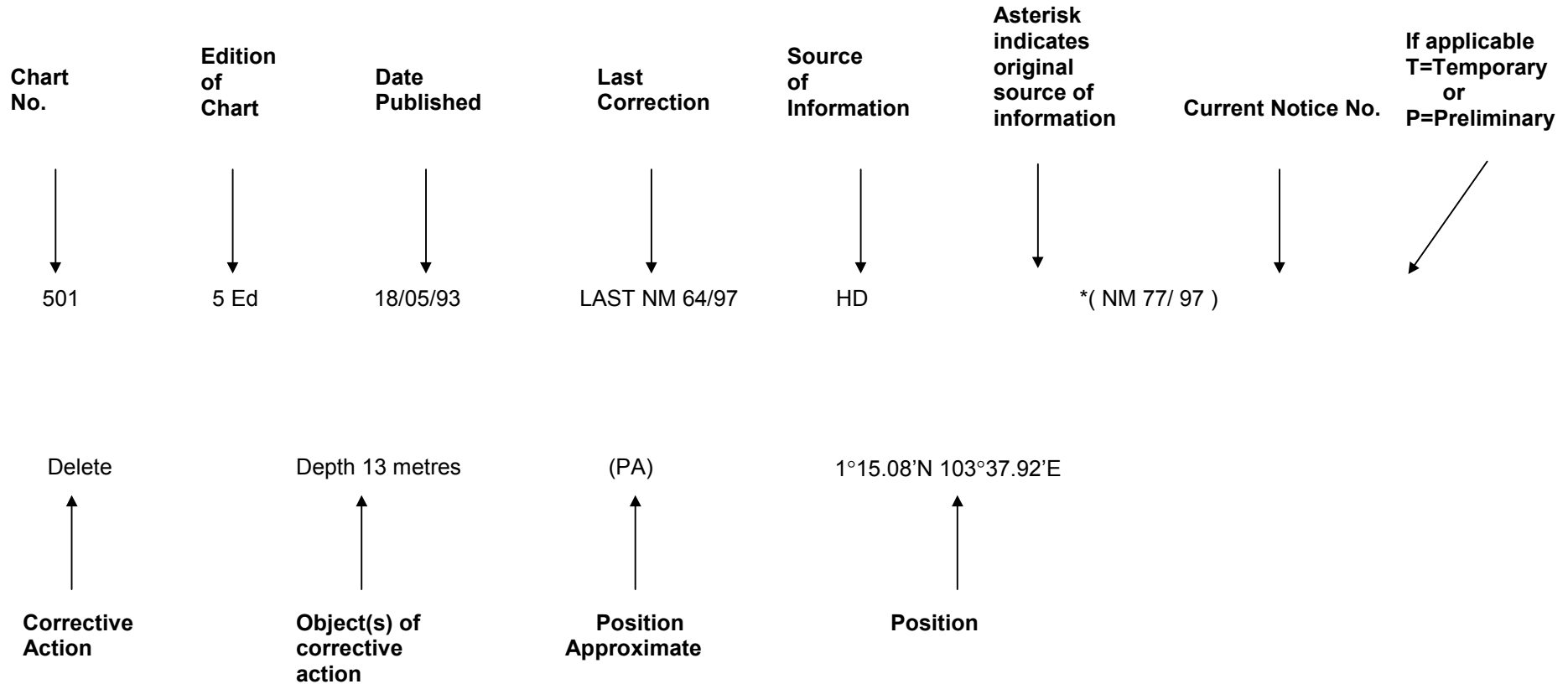
Hydrographic Department  
Maritime and Port Authority of Singapore  
P.O. Box 313  
PSA Building Post Office  
Singapore 911141

Tel : (65) 63751600  
Fax : (65) 62787646  
Webpage : [www.mpa.gov.sg/homepage/publications/noticesmari.html](http://www.mpa.gov.sg/homepage/publications/noticesmari.html)  
Hot line : (65) 63751550

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
*45	SP1,GSP1	68			
46	201	68			
	202	68			
	500	68			
*47	501	68			
*48	502	69			
*49P	SP1,GSP1	70			
	202	70			
	500	71			
	501	71			
*50	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	72			

**SECTION II  
SINGAPORE NOTICES**

<b>SP1, GSP1</b>	<b>5Ed 15/10/02 Last NM39/2003</b>	<b>HD/DB34/20/2003</b>	<b>*(NM45/2003)</b>
<b>Insert</b>	Red can light-buoy, <i>Butun, Fl.R.2.5s</i>	1°16.07'N	103°43.65'E
<hr/>			
<b>201</b>	<b>1Ed 01/10/98 Last NM41/2003</b>	<b>MRCC KLANG</b>	<b>(NM46/2003)</b>
<b>Insert</b>	Light characters: <b>Q</b> <b>Q(6) + LFI</b> <b>Q(3)</b> <b>Q(9)</b>	1°15.5'N 1°14.5'N 1°15.0'N 1°15.0'N	103°25.3'E 103°25.3'E 103°25.8'E 103°24.8'E
<hr/>			
<b>202</b>	<b>3Ed 02/01/02 Last NM41/2003</b>	<b>MRCC KLANG</b>	<b>(NM46/2003)</b>
<b>Insert</b>	Light characters: <b>Q</b> <b>Q(6) + LFI</b> <b>Q(3)</b> <b>Q(9)</b>	1°15.5'N 1°14.5'N 1°15.0'N 1°15.0'N	103°25.3'E 103°25.3'E 103°25.8'E 103°24.8'E
<hr/>			
<b>500</b>	<b>3Ed 15/10/02 Last NM41/2003</b>	<b>MRCC KLANG</b>	<b>(NM46/2003)</b>
<b>Insert</b>	light characters: <b>Q</b> <b>Q(6) + LFI</b> <b>Q(3)</b> <b>Q(9)</b>	1°15.5'N 1°14.5'N 1°15.0'N 1°15.0'N	103°25.3'E 103°25.3'E 103°25.8'E 103°24.8'E
<hr/>			
<b>501</b>	<b>2Ed 15/11/00 Last NM34/2003</b>	<b>HD/HY Code C00100303</b>	<b>*(NM47/2003)</b>
<b>Delete</b>	Depth 20 <sub>4</sub> together with  <i>Wk</i>	1°13.06'N	103°48.55'E
<b>Insert</b>	Depth <b>19</b> <sub>4</sub> enclosed by  <i>Wk</i>	1°13.07'N	103°48.54'E
<hr/>			

**SECTION II  
SINGAPORE NOTICES**

<b>502</b>	<b>2Ed 15/11/00 Last NM 39/2003</b>	<b>HD/HY Code N00130702</b>	<b>*(NM48/2003)</b>
<b>Insert</b>	Depth <b>12</b>	1°23.21'N	104°00.68'E

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**SECTION II  
TEMPORARY AND PRELIMINARY NOTICES**

<b>SP1, GSP1</b>	<b>5Ed 15/10/02</b>	<b>JDN-BK/F4088/DBA</b>	<b>*(NM49P/2003)</b>
<b>Insert</b>	Submarine gas pipeline joining positions	1°15.09'N	103°41.88'E
		1°14.28'N	103°41.83'E
		1°14.02'N	103°41.78'E
		1°13.77'N	103°41.66'E
		1°13.55'N	103°41.50'E
		1°13.01'N	103°40.90'E
		1°12.32'N	103°40.48'E
		1°12.07'N	103°40.37'E
		1°11.80'N	103°40.33'E
		1°10.72'N	103°40.33'E
		1°10.46'N	103°40.40'E
		1°09.48'N	103°40.87'E
		1°08.97'N	103°41.05'E
		1°08.76'N	103°41.22'E
		1°08.43'N	103°41.65'E
	(Chart border)	1°08.20'N	103°42.04'E

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<b>202</b>	<b>3Ed 02/01/02</b>	<b>JDN-BK/F4088/DBA</b>	<b>*(NM49P/2003)</b>
<b>Insert</b>	Submarine gas pipeline joining positions	1°15.09'N	103°41.88'E
		1°14.02'N	103°41.78'E
		1°13.55'N	103°41.50'E
		1°13.01'N	103°40.90'E
		1°12.07'N	103°40.37'E
		1°10.72'N	103°40.33'E
		1°08.76'N	103°41.22'E
		1°06.71'N	103°44.71'E
		1°06.65'N	103°45.24'E
		1°07.01'N	103°46.81'E
		1°07.00'N	103°47.08'E
		1°06.85'N	103°47.30'E
		1°06.51'N	103°47.48'E

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**SECTION II  
TEMPORARY AND PRELIMINARY NOTICES**

<b>500</b>	<b>3Ed 15/10/02</b>	<b>JDN-BK/F4088/DBA</b>	<b>*(NM49P/2003)</b>
<b>Insert</b>	Submarine gas pipeline joining positions	1°15.09'N 1°14.02'N 1°13.77'N 1°13.55'N 1°13.01'N 1°12.07'N 1°10.72'N 1°09.48'N 1°08.97'N 1°08.76'N 1°08.29'N 1°07.87'N 1°07.45'N 1°06.81'N 1°06.75'N	103°41.88'E 103°41.78'E 103°41.66'E 103°41.50'E 103°40.90'E 103°40.37'E 103°40.33'E 103°40.87'E 103°41.05'E 103°41.22'E 103°41.88'E 103°42.57'E 103°43.27'E 103°44.45'E 103°44.61'E
	(Chart border)		

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<b>501</b>	<b>2Ed 15/11/00</b>	<b>JDN-BK/F4088/DBA</b>	<b>*(NM49P/2003)</b>
<b>Insert</b>	Submarine gas pipeline joining positions	1°15.09'N 1°14.02'N 1°13.55'N 1°13.01'N 1°12.32'N 1°11.80'N 1°10.72'N 1°10.46'N 1°09.72'N 1°08.97'N 1°08.76'N 1°07.73'N 1°06.81'N 1°06.65'N 1°06.67'N 1°07.01'N 1°07.00'N 1°06.85'N 1°06.51'N	103°41.88'E 103°41.78'E 103°41.50'E 103°40.90'E 103°40.48'E 103°40.33'E 103°40.33'E 103°40.40'E 103°40.76'E 103°41.05'E 103°41.22'E 103°42.80'E 103°44.45'E 103°45.24'E 103°45.51'E 103°46.81'E 103°47.08'E 103°47.30'E 103°47.48'E

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**SECTION III  
MARINE INFORMATION**

\*(NM50/2003) UPDATING OF PUBLICATION "YEAR 2003 SINGAPORE TIDE TABLES AND PORT INFORMATION"

NAME OF BEACON/ BUOY	POSITION IN WGS 84		STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
	LAT. (N)	LONG. (E)		

Insert the following:

1 Page 325 –

**AYER MERBAU BASIN**

Butun Buoy *	01°16.066'N *	103°43.648'E *	Red can *	Fl.R.2.5s *
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Source : DB34-20-2003

Amend the following:

1 Page 350 - JURONG ISLAND (OILTANKING (S) LTD) (1°16.3'N, 103°44.3'E)

Berth	Length of Berth	Former Depth Alongside (Year Surveyed)	New Depth Alongside (Year Surveyed)
11	235m	14.7m (2002)	14.4m (2002) *
12	226m *	-	13.4m (2002) *

Source: HY Code: E00115302

2 Page 351 - PULAU BUKOM (SHELL REFINERY) (1°14.0'N, 103°46.1'E)

Berth	Former Depth Alongside (Year Surveyed)	New Depth Alongside (Year Surveyed)
3	1.6m	11.6m *

Source: HY Code: F00104401

**SECTION III  
MARINE INFORMATION**

- 3 Page 352 - PULAU SEBAROK (SINGAPORE CLEANSEAS PTE LTD)  
(1°12.5'N, 103°47.7'E)

<b>Berth</b>	<b>Former Depth Alongside (Year Surveyed)</b>	<b>New Depth Alongside (Year Surveyed)</b>
Pier 2	11.2m (1999)	11.7m (2001) *

Source: HY Code: C00101701

- 4 Page 353 - PULAU SEBAROK (VOPAK TERMINALS SINGAPORE PTE LTD)  
(1°12.3'N, 103°47.8'E)

<b>Berth</b>	<b>Former Depth Alongside (Year Surveyed)</b>	<b>New Depth Alongside (Year Surveyed)</b>
Pier 3	17.1m (1994)	16.9m (2003) *
Pier 4	13.1m (1994)	12.9m (2001) *

Source: HY Code: F00101703 & C00101701

- 5 Page 359 - SEMBAWANG SHIPYARD (SEMBAWANG SHIPYARD LTD)  
(1°27.9'N, 103°49.5'E)

<b>Berth</b>	<b>Former Depth Alongside (Year Surveyed)</b>	<b>Former Depth Alongside (Year Surveyed)</b>
9	10.2m (1981)	9.0m (2001) *
10/11	10.0m (1981)	9.1m (2001) *

Source: HY Code: M0X100501 & M0100401

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Note: \* Indicates amendments/additions/deletions

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

NAVTEX BROADCAST BY POCC AS AT 11 MAY 2003

TT079

The vessels "Cetus" and "Pompei" are conducting rock armouring operations at two locations within the Traffic Separation zone in the Singapore Strait:

- 1) In the westbound lane along a line joining two positions  
01°10.7'N, 103°40.4'E and 01°09.6'N, 103°40.8'E.
- 2) In the Eastbound lane along a line joining two positions  
01°07.0'N, 103°44.2'E and 01°09.6'N 103°40.8'E.


Passing vessels are to exercise caution.





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

**1868\*/03 SINGAPORE STRAIT – Singapore – Changi Southwards – P. Sudong Southwestwards – Anchorage areas. Note. Legends. Buoy. (continued)**

Insert	Legend, <i>Ferries</i> (see Note), centred on:	1°17'.00N., 1°15'.20N., 1°14'.20N.,	103°58'.85E. 103°59'.00E. 103°59'.00E.
	Legend, <i>Eastern Special Purposes B</i> ⚓, centred on:	1°18'.06N.,	103°58'.10E.
Amend	Legend to, <i>Eastern Special Purposes D</i> ⚓, centred on:	1°17'.76N.,	103°59'.60E.
Substitute	The accompanying note, FERRIES, for existing note, centred on:	1°18'.85N.,	103°55'.05E.
Delete	Former limit of anchorage area, pecked line, joining:	(a) above (b) above and 1°17'.50N., (existing limit) (c) above	103°58'.71E.
	Legend, <i>Ferries</i> (see Note), centred on:	1°18'.20N.,	104°00'.22E.
	 <span style="margin-left: 10px;">Q(6)LFl.15s Tanah</span>	1°18'.35N.,	104°00'.10E.

**NOTE:** This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 17 of 2003 or from web site : [http://www.ukho.gov.uk/wnm/2003/week17\\_1861-1957/wk17-magnote2.pdf](http://www.ukho.gov.uk/wnm/2003/week17_1861-1957/wk17-magnote2.pdf)






**Chart 4042 [ previous update 533/03 ] WGS84 DATUM**

Delete	Legend, <i>Ferries</i> (see Note), centred on:	1°16'.75N.,	104°02'.34E.
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**SECTION V**  
**REPRINT OF ADMIRALTY NOTICES TO MARINERS**  
**FOR DUAL BADGED CHART**

**1868\*/03 SINGAPORE STRAIT – Singapore – Changi Southwards – P. Sudong Southwestwards – Anchorage areas. Note. Legends. Buoy. (continued)**




**Chart 4043** [ *previous update 1036/03* ] WGS84 DATUM

Insert	Limit of anchorage area, pecked line, joining:	(a) 1°18'.30N., 103°58'.71E. (existing limit) 1°16'.63N., 103°58'.71E. (Ferry light-buoy) and (b) 1°18'.30N., 103°58'.98E (existing limit) (c) 1°17'.50N., 103°58'.98E. (Padang light-buoy)
	Legend, <i>Eastern Special Purposes B</i>  , centred on:	1°18'.00N., 103°58'.32E.
	Legend, <i>Ferries (see Note)</i> , centred on:	1°17'.00N., 103°58'.85E.
Amend	Legend to, <i>Eastern Special Purposes D</i>  , centred on:	1°17'.76N., 103°59'.60E.
Delete	Former limit of anchorage area, pecked line, joining:	(a) above (b) above and 1°17'.50N., 103°58'.71E. (existing limit) (c) above Legend, <i>Ferries (see Note)</i> , centred on: 1°18'.20N., 104°00'.22E.
	 Q(6)LFl.15s, Tanah	1°18'.35N., 104°00'.10E.

**1869\*/03 JOHOR STRAIT – Singapore – Pulau Tekong Northwestwards – Pulau Ubin Westwards – Serangoon Harbour – Works, Buoyage. Depths.**

Source: Maritime Port Authority Singapore Notices 03/26/03, DBNM 02/13/03 & DBNM 03/15/03



**Chart 4043** [ *previous update 1868/03* ] WGS84 DATUM

Insert	Limit of works area, pecked line, joining:	(a) 1°26'.02'N., 104°01'.03E. (existing limit) (b) 1°26'.27'N., 104°01'.34E. (c) 1°26'.54'N., 104°02'.35E. (d) 1°26'.26'N., 104°03'.48E. 1°25'.89'N., 104°03'.47E.(shore) and (e) 1°24'.57'N., 104°01'.62E. (existing limit) 1°24'.59'N., 104°01'.78E.(shore)
	 Q TJUT-19	(c) above
	 Fl.Y.2s TJUT-20	(d) above
	Legend, Works in progress (2003), centred on:	1°26'.05N., 104°02'.20E.
Move	 Fl.Y.4s TJUT-18 from:	1°25'.88N., 104°00'.87E.
	to:	(b) above

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

<b>1869*/03</b>	<b>JOHOR STRAIT – Singapore – Pulau Tekong Northwestwards – Pulau Ubin Westwards – Serangoon Harbour – Works, Buoyage. Depths. (continue)</b>		
Delete	Former limit of works area, pecked line, joining:	(a) above 1°25'.28N., and (e) above 1°24'.91N., 1°24'.92N.,	104°01'.29E.(shore)  104°01'.69E. 104°01'.60E.(shore)

**Chart 4044 [ previous update 1034/03 ] WGS84 DATUM**

Insert	Limit of works area, pecked line, joining:	(a) 1°26'.02N., (existing limit) (b) 1°26'.27N., (c) 1°26'.54N., 1°26'.28N., (E. border) and (d) 1°24'.57N., (existing limit) 1°24'.59N.,	104°01'.03E.  104°01'.34E. 104°02'.35E. 104°03'.40E.  104°01'.62E. 104°01'.78E.(shore)
	 <b>Q TJUT-19</b> Legend, Works in progress (2003), centred on:	(c) above	104°02'.20E.
Substitute	Depth <b>12</b> <sub>3</sub> for depth <b>13</b> <sub>5</sub>	1°23'.28N.,	103°57'.91E.
	Depth <b>18</b> <sub>7</sub> for depth <b>19</b> <sub>1</sub>	1°25'.34N.,	103°55'.22E.
	Depth <b>13</b> <sub>1</sub> for depth <b>13</b> <sub>9</sub>	1°25'.45N.,	103°54'.08E.
Move	 <b>Fl.Y.4s TJUT-18</b> from:	1°25'.88N.,	104°00'.87E.
Delete	to Former limit of works area, pecked line, joining:	(b) above (a) above 1°25'.28N., and (d) above 1°24'.91N., 1°24'.92N.,	104°01'.29E.(shore)  104°01'.69E. 104°01'.60E.(shore)

**Chart 4044 (plan A, Serangoon Harbour) [ previous update 1034/03 ] WGS84 DATUM**

Substitute	Depth <b>12</b> <sub>3</sub> for depth <b>13</b> <sub>5</sub>	1°23'.283N.,	103°55'.221E.
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**Chart 4044 (plan B, Johor Port) [ previous update 1034/03 ] WGS84 DATUM**

Substitute	Depth <b>18</b> <sub>7</sub> for depth <b>19</b> <sub>1</sub>	1°25'.339N.,	103°55'.221E.
	Depth <b>13</b> <sub>1</sub> for depth <b>13</b> <sub>9</sub>	1°25'.448N.,	103°54'.079E.

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

**1870\*/03 SINGAPORE STRAIT – Singapore – Sinki Fairway – Pulau Sebarok Northwestwards – Buoyage. Wrecks. Depths.**

Source: Maritime and Port Authority Singapore DBNMs 7/03, 8/03 & 9/03

**Chart 4030** [ *previous update 94/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
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**Chart 4031** [ *previous update 1035/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
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Delete	Former <i>Salu</i> light-buoy	1°12'.70N.,	103°40'.96E.
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**Chart 4032** [ *previous update 1035/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
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Delete	Former <i>Salu</i> light-buoy	1°12'.70N.,	103°40'.96E.
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**Chart 4035** [ *previous update 1867/03* ] WGS84 DATUM

Substitute	Least depth over wreck enclosed by  <i>Wk</i> <b>25<sub>7</sub></b> for <b>24<sub>9</sub></b>	1°13'.95N.,	103°49'.35E.
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	<b>20<sub>4</sub></b> for <b>18</b>	1°13'.07N.,	103°48'.55E.
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	Depth <b>19<sub>4</sub></b> for depth <b>19<sub>9</sub></b>	1°13'.06N.,	103°48'.54E.
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**Chart 4036** [ *previous update 4053/03* ] WGS84 DATUM

Substitute	Least depth over wreck enclosed by  <i>Wk</i> <b>20<sub>4</sub></b> for <b>18</b>	1°13'.07N.,	103°48'.55E.
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	Depth <b>19<sub>4</sub></b> for depth <b>19<sub>9</sub></b>	1°13'.06N.,	103°48'.54E.
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**Chart 4038** [ *previous update 94/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
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**SECTION V**  
**REPRINT OF ADMIRALTY NOTICES TO MARINERS**  
**FOR DUAL BADGED CHART**

**1870\*/03 SINGAPORE STRAIT – Singapore – Sinki Fairway – Pulau Sebarok Northwestwards – Buoyage. Wrecks. Depths. (continued)**


**Chart 4039** [ *previous update 1035/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
Substitute	Least depth over wreck enclosed by  <i>Wk</i> <i>20<sub>4</sub></i> for <i>18</i>	1°13'.07N.,	103°48'.55E.
Delete	Former <i>Salu</i> light-buoy	1°12'.70N.,	103°40'.96E.

**Chart 4040** [ *previous update 1035/03* ] WGS84 DATUM

Insert	Green conical , <i>Fl.G.5s Salu</i>	1°12'.57N.,	103°40'.53E.
Substitute	Least depth over wreck enclosed by  <i>Wk</i> <i>25<sub>7</sub></i> for <i>24<sub>9</sub></i>	1°13'.95N.,	103°49'.35E.
	<i>20<sub>4</sub></i> for <i>18</i>	1°13'.07N.,	103°48'.55E.
Delete	Former <i>Salu</i> light-buoy	1°12'.70N.,	103°40'.96E.

**Chart 4041** [ *previous update 1868/03* ] WGS84 DATUM

Substitute	Least depth over wreck enclosed by  <i>Wk</i> <i>25<sub>7</sub></i> for <i>24<sub>9</sub></i>	1°13'.95N.,	103°49'.35E.
	<i>20<sub>4</sub></i> for <i>18</i>	1°13'.07N.,	103°48'.55E.

**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.