



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. The notices can be access from MPA webpage.

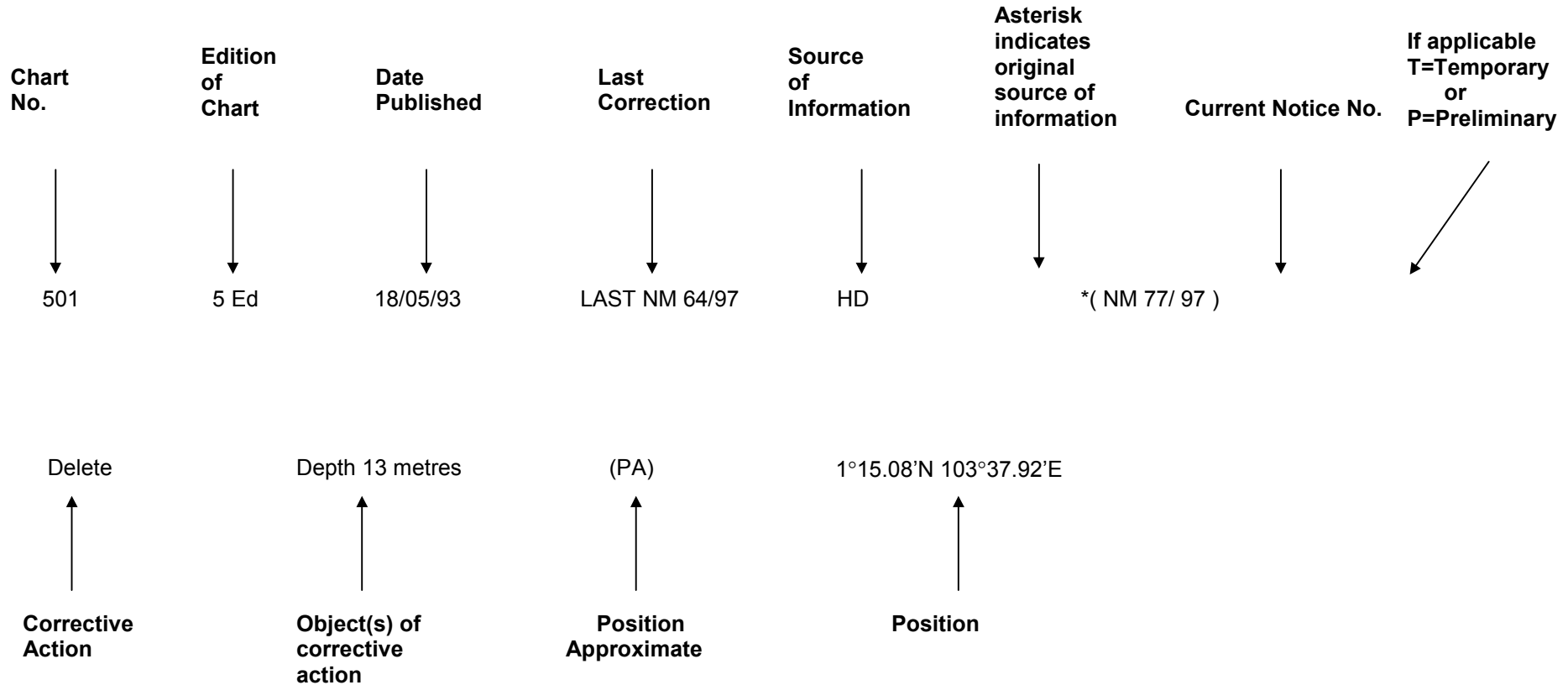
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WILSON CHUA
Chief Hydrographer

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
*26	SP1, GSP1	40			
*27	501	41			
*28	SP1, GSP1	40			
	502	42			
*29	SP1, GSP1	41			
	501	42			
	502	43			
*30	SP1, GSP1	41			
*31	SP1, GSP1	41			
	500	41			
32	502	43			
*33	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	45			



**SECTION II
SINGAPORE NOTICES**



SP1, GSP1	5Ed 15/10/02 Last NM 23/2003	PMN No.13 of 2003	*(NM26/2003)
Relocate	Yellow  TJUT-18, FI Y 4s (1°25.88'N, 104°00.87'E)	1°26.27'N	104°01.34'E
Delete	Pecked line joining positions	1°25.28'N 1°26.02'N	104°01.29'E 104°01.03'E
Delete	Pecked line joining positions	1°24.29'N 1°24.91'N 1°24.92'N	104°01.57'E 104°01.69'E 104°01.60'E
Insert	Pecked line joining positions	1°25.56'N 1°26.54'N 1°26.27'N 1°26.02'N	104°02.35'E 104°02.35'E 104°01.34'E 104°01.03'E
Insert	Pecked line joining positions	1°24.29'N 1°24.57'N 1°24.59'N	104°01.57'E 104°01.62'E 104°01.78'E
Insert	North Cardinal  with  topmark, TJUT-19, Q	1°26.54'N	104°02.35'E
		PMC No. 7 of 2003	*(NM28/2003)
Insert	Symbol for Limit of anchorage joining positions	1°18.30'N 1°16.63'N	103°58.71'E 103°58.71'E
Insert	Legend Eastern Special Purposes B 	1° 18.20'N	103°58.50'E
Insert	Symbol for Limit of anchorage joining positions	1°18.30'N 1°16.63'N	103°58.98'E 103°58.98'E
Insert	Legend Eastern Special Purposes D 	1° 18.00'N	103°59.50'E
Delete	Symbol Limit of anchorage joining positions	1°18.30'N 1°18.30'N	103°58.71'E 103°58.98'E
Delete	Legend Eastern Special Purposes B 	1° 17.70'N	103°56.50'E
Delete	Symbol Limit of anchorage joining positions	1°17.50'N 1°17.50'N	103°58.71'E 103°58.98'E

**SECTION II
SINGAPORE NOTICES**



		HD/DB67-3-2003	*(NM29/2003)
Delete	Legend <i>Ferries</i> (see Note)	1°18.26'N	104°00.28'E
	Legend Cross Traffic Ferries (see Note)	1°15.76'N	104°04.91'E
	South Cardinal  with ∇ topmark, Tanah, Q(6)+LFI 15s	1°18.35'N	104°00.10'E
Insert	Legend (1°15.2'N, 103°59.1'E)	1°28.13'N	103°59.60'E
	Legend Cross Traffic Ferries (see Note)	1°15.23'N	103°59.09'E
	Legend Ferries (see Note)	1°14.53'N	103°49.28'E
	Accompanying note FERRIES centred at	1°17.15'N	103°58.92'E
		1°28.70'N	103°52.00'E
Substitute	Legend 1°17.2'N, 103°58.9'E for 1°18.2'N, 104°00.3'E	1°29.30'N	103°58.80'E

		HD/DB67-1-2003	*(NM30/2003)
Delete	Legend <i>West Coast Pier</i>	1°17.80' N	103°45.92'E



		HD/DB34-7-2003	*(NM31/2003)
Delete	 <i>PSA SPM, Fl. Y.2s</i> together with the T-Shaped circle enclosing it	1°13.14'N	103°39.91'E
Delete	 <i>Esso SBM, Fl. Y.5s</i> together with the T-Shaped circle enclosing it	1°13.85'N	103°41.40'E

500	3Ed 15/10/02 Last NM 23/2003	HD/DB34-7-2003	*(NM31/2003)
Delete	 <i>PSA SPM, Fl. Y.2s</i> together with the T-Shaped circle enclosing it	1°13.14'N	103°39.91'E
Delete	 <i>Esso SBM, Fl. Y.5s</i> together with the T-Shaped circle enclosing it	1°13.85'N	103°41.40'E

**SECTION II
SINGAPORE NOTICES**

501	2Ed 15/11/00 Last NM 23/2003	HD/HY Code C00100303 and C00100403	*(NM27/2003)
Substitute	Least depth over wrecks at : south of Western Petroleum B Anchorage, 20₄ for 18 Western Anchorage, 25₇ for 24 ₉	1°13.06'N 1°13.95'N	103°48.55'E 103°49.35'E
		HD/DB67-3-2003	*(NM29/2003)
Insert	Legend Ferries (see Note) Accompanying note FERRIES centred at	1°14.53'N 1°02.00'N	103°49.28'E 103°46.70'E
		HD/DB34-7-2003	*(NM31/2003)
Delete	 PSA SPM, Fl. Y. 2s together with the T-Shaped circle enclosing it	1°13.14'N	103°39.91'E
Delete	 Esso SBM, Fl. Y. 5s together with the T-Shaped circle enclosing it	1°13.85'N	103°41.40'E
<hr style="border-top: 1px dashed black;"/>			
502	2Ed 15/11/00 Last NM 18/2003	PMC No. 7 of 2003	*(NM28/2003)
Insert	Symbol for Limit of anchorage joining positions	1°18.30'N 1°16.63'N	103°58.71'E 103°58.71'E
Insert	Legend Eastern Special Purposes B ⚓	1° 18.00'N	103°58.20'E
Insert	Symbol for Limit of anchorage joining positions	1°18.30'N 1°16.63'N	103°58.98'E 103°58.98'E
Insert	Legend Eastern Special Purposes D ⚓	1° 18.00'N	103°59.50'E
Delete	Symbol Limit of anchorage joining positions	1°18.30'N 1°18.30'N	103°58.71'E 103°58.98'E
Delete	Legend Eastern Special Purposes B ⚓	1° 17.95'N	103°59.50'E
Delete	Symbol Limit of anchorage joining positions	1°17.50'N 1°17.50'N	103°58.71'E 103°58.98'E

**SECTION II
SINGAPORE NOTICES**

		HD/DB67-3-2003	*(NM29/2003)
Delete	Legend <i>Ferries</i> (see Note)	1°18.26'N	104°00.28'E
	Legend Cross Traffic Ferries (see Note)	1°15.76'N	104°04.91'E
	South Cardinal  with  topmark, Tanah, Q(6)+LFI 15s	1°18.35'N	104°00.10'E
Insert	Legend Cross Traffic Ferries (see Note)	1°15.23'N	103°59.09'E
	Legend Ferries (see Note)	1°17.15'N	103°58.92'E
		BA NM No. 5/532/03	(NM32/2003)
Insert	Light-beacon, Fl.5s5M	1°09.71'N	104°08.75'E
	Red light-beacon with red can topmark, Fl.R.5s5M	1°09.73'N	104°09.10'E
	Green light-beacon with green cone topmark, Fl.G.4s5M	1°09.77'N	104°09.00'E
	Red can light-buoy with red can topmark, Fl.R.2s	1°09.79'N	104°09.22'E
	Green conical light-buoy with green cone topmark, Fl.G.3s	1°09.83'N	104°09.24'E

**SECTION II
TEMPORARY AND PRELIMINARY NOTICES**

Nil

**SECTION III
MARINE INFORMATION**

***(NM33/2003) 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 340 – RECLAMATION AT PULAU TEKONG

TJUT-18 Buoy	01°25.876'	104°00.873'	01°26.271'	104°01.343'
			*	*

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

2 Page 340 – RECLAMATION AT PULAU TEKONG

Insert the following:

TJUT-19 Buoy	01° 26.544'	104°02.353'	Double black cones topmark points upward on black yellow pillar	Q.W
*	*	*	*	*

3 Page 328 – SINKI FAIRWAY

Delete the following from list:

PSA SPM Buoy	01° 13.143'	103°39.907'	Yellow can	Fl.Y.2s
*	*	*	*	*
ESSO SBM Buoy	01° 13.847'	103°41.399'	Yellow can	Fl.Y.5s
*	*	*	*	*

4 Page 339 – CHANGI EAST RECLAMATION

Delete the following from list:

Tanah Buoy	01° 18.346'	104°00.096'	Double black cones topmark points downward on black yellow pillar	Q(6)W+LFI.W.15s
*	*	*	*	*

Source : Port Marine Notice No. 13 of 2003, DB67-3-03 & DB34-7-2003

Note: * Indicates amendments/additions/deletions

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NAVTEX BROADCAST BY POCC, DATED 09 FEBRUARY 2003

TT009

Racon Delta signal at buoy in position 01°03.61'N 103°38.86'E is reported not functioning. Vessels are advised to keep a look out and navigate with caution.

TT417

North Nipa Light, Q 11M, in position 01°10.3'N, 103°40.8'E is unlit. Vessels in vicinity are to look out and navigate with caution.

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

532*/03 INDONESIA – Sumatera, East Coast – Pulau Batam, East Coast – Tanjung Bemban Southeastwards – Light-beacons; Buoyage

Insert	Light-beacon, <i>Fl.5s5M</i>	(a)	1°09'.71N.,	104°08'.75E.
	Port-hand light-beacon with topmark, <i>Fl.R.5s9m5M No4</i>	(b)	1°09'.73N.,	104°09'.10E.
	starboard-hand light-beacon with topmark, <i>Fl.G.4s9m5M No3</i>	(c)	1°09'.77N.,	104°09'.00E.
	Port-hand can light-buoy with topmark, <i>Fl.R.2s No2</i>		1°09'.79N.,	104°09'.22E.
	starboard-hand conical light-buoy with topmark, <i>Fl.G.3s No1</i>		1°09'.83N.,	104°09'.24E.

Chart [*Last correction*]. – **4042** [5281/02]

533*/03 SINGAPORE STRAIT – Singapore – Changi East – Angler Bank Northwestwards and Westwards – Buoy;

Insert	Port-hand can light-buoy, FI(3)R.10s HKB1	(a)	1°21'.58N.,	104°02'.40E.
Delete	Limit of works area, pecked line, joining:	(b)	1°19'.45N.,	104°02'.11E. (restricted limit)
		(c)	1°19'.93N.,	104°02'.17E. (Source data penal)
	Legend, Works in progress (1999), centred on:	(d)	1°21'.34N.,	104°02'.36E. (shore)
		(e)	1°19'.75N.,	104°02'.05E
	Legend, Works in progress (1997), centred on:	(f)	1°20'.30N.,	104°01'.80E.
		(g)	1°20'.68N.,	104°01'.88E.

Chart [*Last correction*]. – **4042** (b,c,e) [532/03] - **4043** (a,b,d,g) [4705/02] – 4044 (a,b,d,g) [5403/02]

Source: Weekly Edition 5, dated 30th January 2003

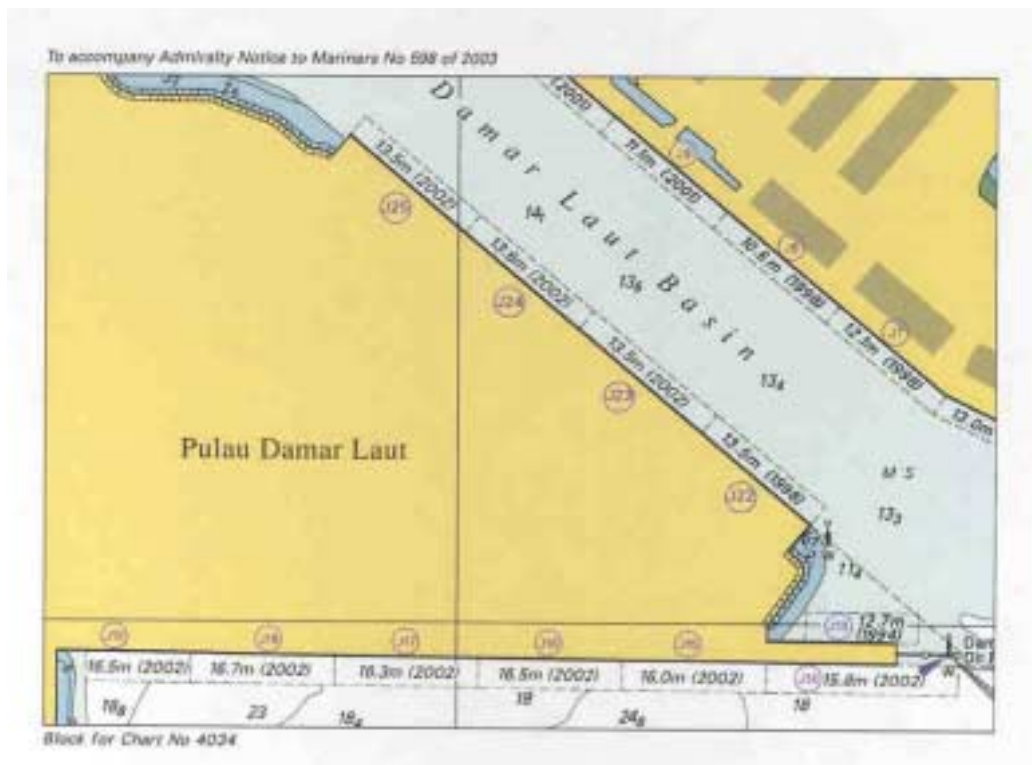
SECTION V
REPRINT OF ADMIRALTY NOTICES TO MARINERS
FOR DUAL BADGED CHART

598/03 SINGAPORE STRAIT – Singapore – Pulau Damar Laut and Damar Laut Basin – Dredged depths

Insert The accompanying block, showing amendments to dredged depths, centred on: 1°18'.16N., 103° 43'.04E.

Chart [*Last correction*]. – **4034** [4352/02]

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 6, dated 6th February 2003 or from web site : http://www.ukho.gov.uk/wnm/2003/week06_596-745/chart4034nm598.pdf



Source: Weekly Edition 6, dated 6th February 2003

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.

To accompany Notices to Mariners 29/2003

On Chart SP1,GSP1

FERRIES (1°14.53'N, 103°49.28'E)
Ferries plying between Ferry Terminal in
Cruise Bay and Batam Island.

To accompany Notices to Mariners 29/2003

On Chart 501

FERRIES (1°14.53'N, 103°49.28'E)
Ferries plying between Ferry Terminal in Cruise
Bay and Batam Island.