



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.

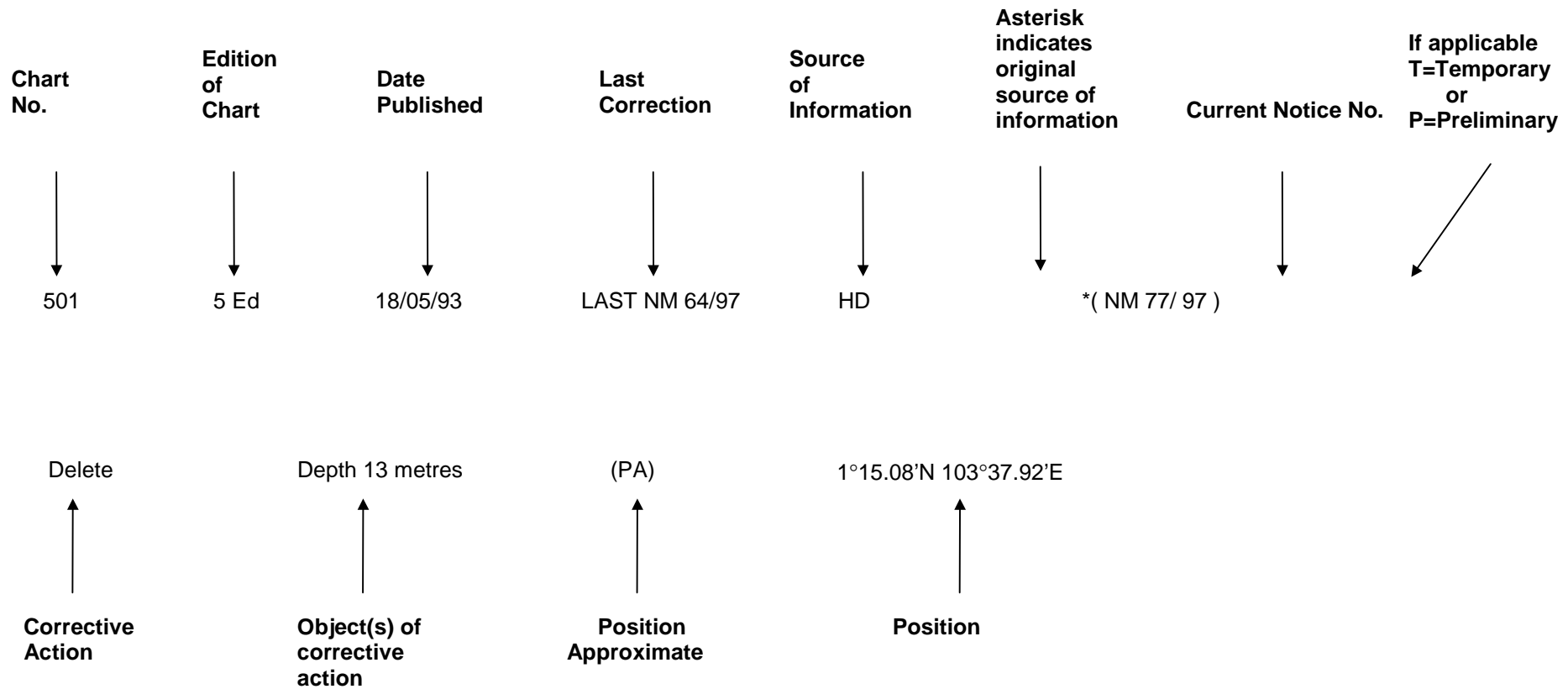
Copies of these notices can be obtained gratis from the Hydrographic Department, Maritime and Port Authority of Singapore or from Motion Smith.

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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	SINGAPOREAN CHARTS	PAGE	NOTICES	SINGAPOREAN CHARTS	PAGE
*27	SP1/GSP1	38			
28	SP1/GSP1	38			
	303	38			
	502	39			
29	200	38			
30	200	38			
31	202	38			
	503	39			
32T	202	40			
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33T	202	40			
	501	40			
*34	Updating of "Year 2002 Singapore Tide Tables and Port Information" publication	41			

**SECTION II
SINGAPORE NOTICES**

SP1/GSP1	4Ed 27/09/01 Last NM 22/2002	HD/DB34/12-02	*(NM27/2002)
Delete	Red can light-buoy, <i>Seburus, FI R 5s</i>	1°16.39' N	103°44.54' E
		BA NP 79	(NM28/2002)
Substitute	The period of Changi Control Tower light character, 1.5s for 15s	1°21.55' N	103°59.36' E
<hr/>			
200	1Ed 01/10/98 Last NM 102/2001	MMD NM No. 31/2001	(NM29/2002)
Delete	P <i>FI 3s9m21M (fishing)</i>	3°00.23' N	101°12.83' E
Insert	Light-beacon, red can daymark on white column, <i>Pulau Ketam, FI R 3s 10m6M</i>	3°00.06' N	101°12.56' E
		MMD NM No. 39/2001	(NM30/2002)
Insert	Yellow h <i>FI Y 5s</i> with 'X' topmark	3°09.3' N	101°14.3' E
<hr/>			
202	3Ed 02/02/02 Last NM 25/2002	MMD NM No. 41/2001	(NM31/2002)
Insert	Yellow can light-buoy, <i>FI Y 5s</i> with 'X' topmark	1°37.55' N	104°18.01' E
<hr/>			
303	1Ed 01/10/98 Last NM 20/2002	BA NP 79	(NM28/2002)
Substitute	P <i>Aero FI 1.5s 10M</i> for X	1°21.55' N	103°59.36' E
<hr/>			
502	2Ed 15/11/00 Last NM 20/2002	BA NP 79	(NM28/2002)

**SECTION II
SINGAPORE NOTICES**

Substitute	The period of Changi Control Tower light character, 1.5s for 15s	1°21.55' N	103°59.36' E
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503	1Ed 01/10/98 Last NM 10/2002	MMD NM No.41/2001	*(NM31/2002)
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Insert	Yellow can light-buoy, Fl Y 5s with ' X ' topmark	1°37.55' N	104°18.01' E
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**SECTION III
MARINE INFORMATION**

***(NM34/2002) UPDATING OF PUBLICATION "YEAR 2002 SINGAPORE TIDE TABLES AND PORT INFORMATION"**

	NAME OF BEACON/ BUOY	POSITION IN WGS 84		STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
		LAT. (N)	LONG. (E)		
1	Page 315 -	BANYAN BASIN			
	Insert :				
	SCC North Light	01°15.976'	103°41.210'	Yellow metal staff on jetty end	Fl Y 6s 3m
	*	*	*	*	*
	SCC South Light	01°15.916'	103°41.275'	Yellow metal staff on jetty end	Fl Y 4s 3m
	*	*	*	*	*
2	Page 318 -	SELAT PANDAN			
	Delete from list :				
	Seburus Buoy	01°16.393'	103°44.537'	Red can	Fl R 5s
	*	*	*	*	*
3	Page 327 -	CHANGI EAST RECLAMATION			
	Insert :				
	Obstruction Light (Changi Airport Control Tower)	01°21.553'	103°59.359'	Control Tower	Aero Fl W 1.5s 87m10M
	*	*	*	*	*

Note: * Indicates amendments/additions/deletions

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

Nil

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.