



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.

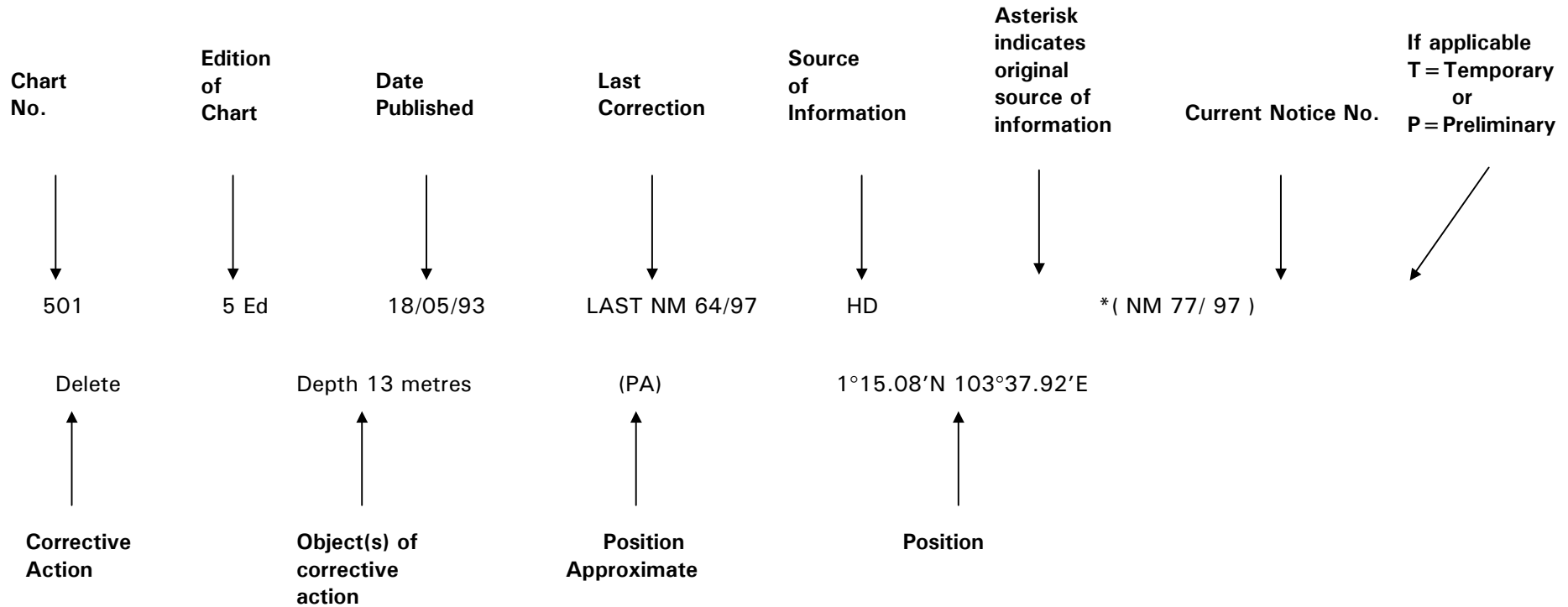
Mariners are requested to notify the Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

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.

Hydrographic Department
Maritime and Port Authority of Singapore
P.O. Box 313
PSA Building Post Office
Singapore 911141
Tel : (65) 63751550
Fax : (65) 62787646
Webpage : www.mpa.gov.sg/homepage/publications/noticesmari.html

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
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SECTION II SINGAPORE NOTICES

*(NM37/2004) NEW PUBLICATION

- Title** : SINGAPORE PORT INFORMATION - EDITION 2004
- Content** : This publication contains Port Information such as Routeing System in the Straits of Malacca and Singapore, important Port Marine Circulars and Notices issued by the Port Master, Characteristics of Aids to Navigation, Port Facilities, IALA Maritime Buoyage System and Chart Catalogue.
- Price** : The price of the publication is S\$15.60 (excluding 5% GST) a copy and is available from:
 Motion Smith
 78 Shenton Way #01-03
 Singapore 071920
 Tel : 6220 5098 (After office hours: Pager No. 93044156, 9304 4159)
 Fax : 6225 4902
 E-mail : sale@motsmith.com
 Internet Web Site at : <http://www.motsmith.com>
- Remarks** : Information provided in this publication is correct up to the time of printing based on data available at the Hydrographic Department, Maritime and Port Authority of Singapore.
- Updates** : Any updates to this publication which are critical to safe navigation will be promulgated through the monthly Singapore Notices to Mariners. These notices can be accessed from MPA webpage "www.mpa.gov.sg/homepage/publications/noticesmari.html".

SP1,GSP1	6Ed 10/02/04 Last NM 34/2004	PMN No. 34 of 2004	*(NM38/2004)
Insert	Yellow conical light-buoy, Satumu, Fl.Y.2s	1°09.43'N	103°44.41'E
		HD/IC 37/04	*(NM41/2004)
Substitute	# for  Obstn	1°14.81'N	103°38.09'E
		HD/Job No. 05N/04	*(NM42/2004)
Insert	 Obstn	1°17.56'N	103°54.62'E

**SECTION II
SINGAPORE NOTICES**

501	3Ed 15/09/03 Last NM30/2004	PMN No 34 of 2004	*(NM38/2004)
Insert	Yellow conical light-buoy, Satumu , <i>Fl.Y.2s</i>	1°09.43'N	103°44.41'E
		HY Code A00102304	*(NM39/2004)
Substitute	Least depth over wreck 10₂ for 12	1°14.68'N	103°52.64'E
<hr style="border-top: 1px dashed black;"/>			
502	2Ed 15/11/00 Last NM32/2004	HY Code A00102304	*(NM39/2004)
Substitute	Least depth over wreck 10₂ for 12	1°14.68'N	103°52.64'E
		HY Code N00103104	*(NM40/2004)
Substitute	Least depth over underwater rock (13₈) for (14)	1°18.45'N	103°59.33'E
<hr style="border-top: 1px dashed black;"/>			

**SECTION II
TEMPORARY AND PRELIMINARY NOTICES**

SP1, GSP1	6Ed 10/02/04	HD/DB34/6/2004	*(NM46T/2004)
Insert	Isolated Danger Mark pillar light-buoy, ACW1 , Fl(2)5s	1°15.09'N	103°55.42'E

502	2Ed 15/11/00	HD/DB34/6/2004	*(NM46T/2004)
Insert	Isolated Danger Mark pillar light-buoy, ACW1 , Fl(2)5s	1°15.09'N	103°55.42'E

SECTION III MARINE INFORMATION

***(NM47/2004) DREDGING OF RAFFLES SHOAL IN THE WEST BOUND LANE OF THE TRAFFIC SEPARATION SCHEME IN THE SINGAPORE STRAIT.**

Purpose

Mariners navigating in the Singapore Strait are hereby informed that dredging operations will be carried out at Raffles Shoal in the westbound lane of the Traffic Separation Scheme. The dredging is being conducted with the aim of creating a deeper and wider channel for deep drafted vessels calling at the port of Singapore. This will further enhance navigational safety for vessels using the Singapore Strait and approaches to the port of Singapore.

Date

With effect from 17 May 2004 until further notice.

Duration

24 hours continuous daily operation including Sunday and Public Holidays.

Working Area

At Raffles Shoal in the west bound lane of the Traffic Separation Scheme, within an area bounded by the following co-ordinates (please see chart attached):

Points	Lat (N)	Long (E)
1	1° 11.457'	103° 40.500'
2	1° 09.900'	103° 42.600'
3	1° 09.500'	103° 42.300'
4	1° 10.855	103° 40.500'

No unauthorized vessel is allowed to enter this area at any time. All vessels are advised to keep well clear of the working area and vessels engaged in the dredging operations.

Vessels

Vessels involved in the operations will display the appropriate day and night signals and will stand by on VHF Ch 73 (VTIS West), which will be used as the working Channel. For emergency purposes, VHF Ch 16 may also be used.

Poor Visibility

When visibility is reduced to 1 mile, the dredger will leave the working area and proceed to the nearest anchorage until the weather clears.

Navigational Broadcast

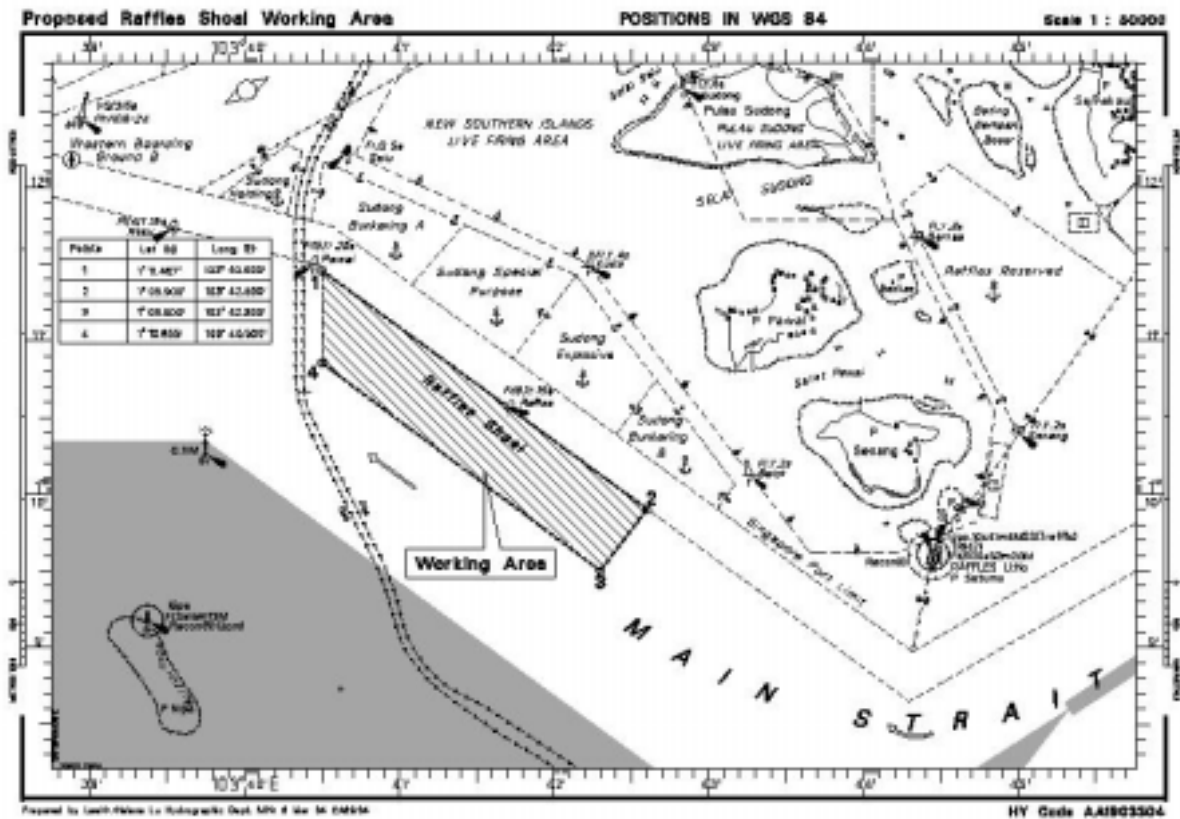
The Vessel Traffic Information Service of Singapore (VTIS) will start broadcasting to inform vessels of the dredging operation. Mariners are to maintain a listening watch on VHF Ch 9 for safety information.

Caution

Mariners are advised to:

- (a) Navigate with caution and proceed at a slow speed when approaching the area; and
- (b) Keep well clear and avoid entering the working area.

**SECTION III
MARINE INFORMATION**



***(NM48/2004) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION EDITION 2004”**

Amend the following:

	NAME OF BEACON/ BUOY	POSITION IN WGS 84 LAT. (N) LONG. (E)	STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
1	Page 104 – RAFFLES SHOAL Satumu Buoy	01° 09.426' 103° 43.412' * *	Yellow conical *	Fl.Y.2s *

Note: * Indicates amendments/additions/deletion

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NIL

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

1414(P)/04 MALAYSIA – Peninsular Malaysia, West Coast – Pelabuhan Tanjong Pelepas – Buoyage. Dredged areas. Port developments.

Source: Port of Tanjong Pelepas Marine Services Division

1. Mariners are advised that the port construction and major dredging works have been completed.
2. Dredged channels have been widened and buoys relocated to mark the limits as follows:
 - a) Channel depth 16m.

Buoy No 1	1°16'.00N.,	103°32'.78E.
Buoy No 2	1°16'.06N.,	103°32'.56E.
Buoy No 3	1°17'.07N.,	103°33'.08E.
Buoy No 4	1°17'.13N.,	103°32'.86E.
Buoy No 5	1°18'.14N.,	103°33'.38E.
Buoy No 6	1°18'.20N.,	103°33'.16E.
Buoy No 7	1°18'.87N.,	103°33'.53E.
Buoy No 8	1°18'.87N.,	103°33'.28E.
Buoy No 9	1°19'.70N.,	103°33'.49E.
Buoy No 10	1°19'.58N.,	103°33'.19E.
 - b) Channel depth 17m

Buoy No 9	1°19'.70N.,	103°33'.49E.
Buoy No 10	1°19'.58N.,	103°33'.19E.
Buoy No 12	1°20'.31N.,	103°32'.90E.
Buoy No 14	1°20'.86N.,	103°32'.68E.
Buoy No SP3	1°21'.22N.,	103°32'.54E.
Berth No 6	1°21'.34N.,	103°32'.84E.
 - c) The area enclosed by berths 5, 6, buoy SP3 (1°21'.22N., 103°32'.54E.) and buoy SP2 (1°21'.62N., 103°32'.42E.) has been dredged to 16m.
 - d) Buoy No 11 (1°19'.84N., 103°33'.35E.) has been removed.
3. Reclamations centred on positions 1°20'.65N., 103°33'.32E. and 1°18'.84N., 103°32'.80E. have been completed.
4. These and other updates will be incorporated on Chart 4038 in due course.

Charts affected – 4038

Reprinted from: Weekly Edition 13 dated 25 March 2004




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

1503/04* SINGAPORE – Main Strait – Raffles Shoal Northwards – Anchorage areas. Buoy.

Source: Maritime and Port Authority Singapore

Note: This update has been included in New Editions of Charts 3833 and 5502 published 26 February 2004.

Chart 4031 [previous update New Edition 22 / 01 / 2004] WGS84 DATUM

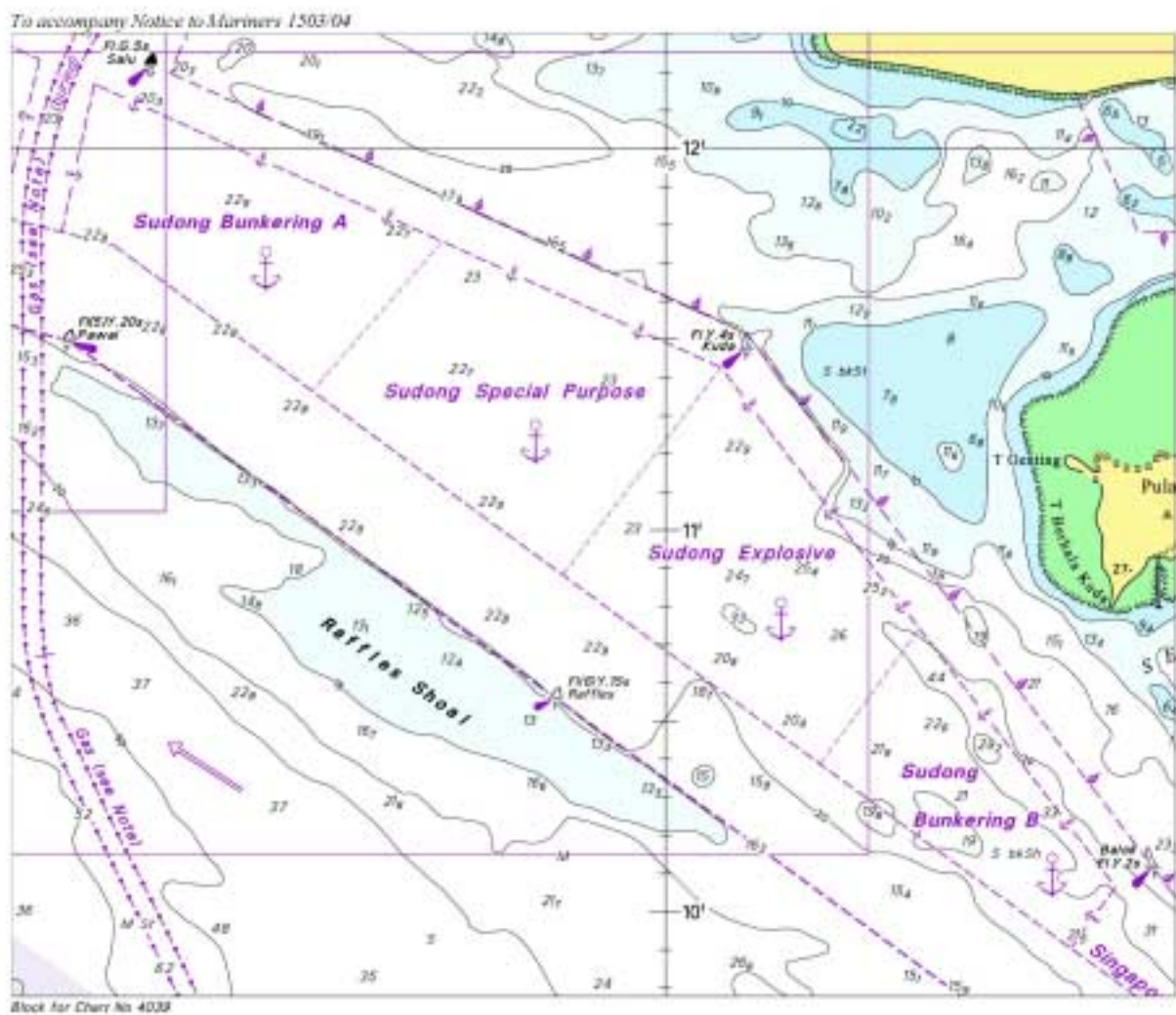
Insert	limit of anchorage area, pecked line, joining:	<p>1° 11' . 757N. , 103° 41' . 418E. (existing limit) 1° 11' . 365N. , 103° 41' . 081E. (existing limit) and 1° 11' . 426N. , 103° 42' . 144E. (existing limit) 1° 10' . 884N. , 103° 41' . 732E. (existing limit) and 1° 10' . 564N. , 103° 42' . 530E. (E border) 1° 10' . 388N. , 103° 42' . 402E. (existing limit) and (a) 1° 11' . 288N. , 103° 42' . 249E. (existing limit) (b) 1° 11' . 109N. , 103° 42' . 382E. (existing limit)</p>
	<i>Sudong Bunkering A</i>  , centred on:	1° 11' . 750N. , 103° 40' . 930E.
	<i>Sudong Bunkering B</i>  , centred on:	1° 10' . 410N. , 103° 42' . 490E.
	Yellow conical light buoy, <i>Fl(6)Y.15s Raffles</i>	1° 10' . 560N. , 103° 41' . 715E.
Move	<i>Sudong Special Purpose</i>  , from:	1° 11' . 590N. , 103° 41' . 240E.
	to:	1° 11' . 330N. , 103° 41' . 620E.
Delete	former limit of anchorage area, pecked line, joining:	<p>(a) above 1° 10' . 778N. , 103° 41' . 872E. and (b) above 1° 10' . 650N. , 103° 42' . 048E.</p>

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

Chart 4039 [previous update New Edition 19 / 02 / 2004] WGS84 DATUM

Insert the accompanying block, showing amendments to anchorage areas and buoy, centred on: 1° 11' .0N. , 103° 41' .8E.

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 14 of 2004 or from web site : http://www.ukho.gov.uk/wnm/2004/week14_1500-1597/chart4039nm1503.pdf

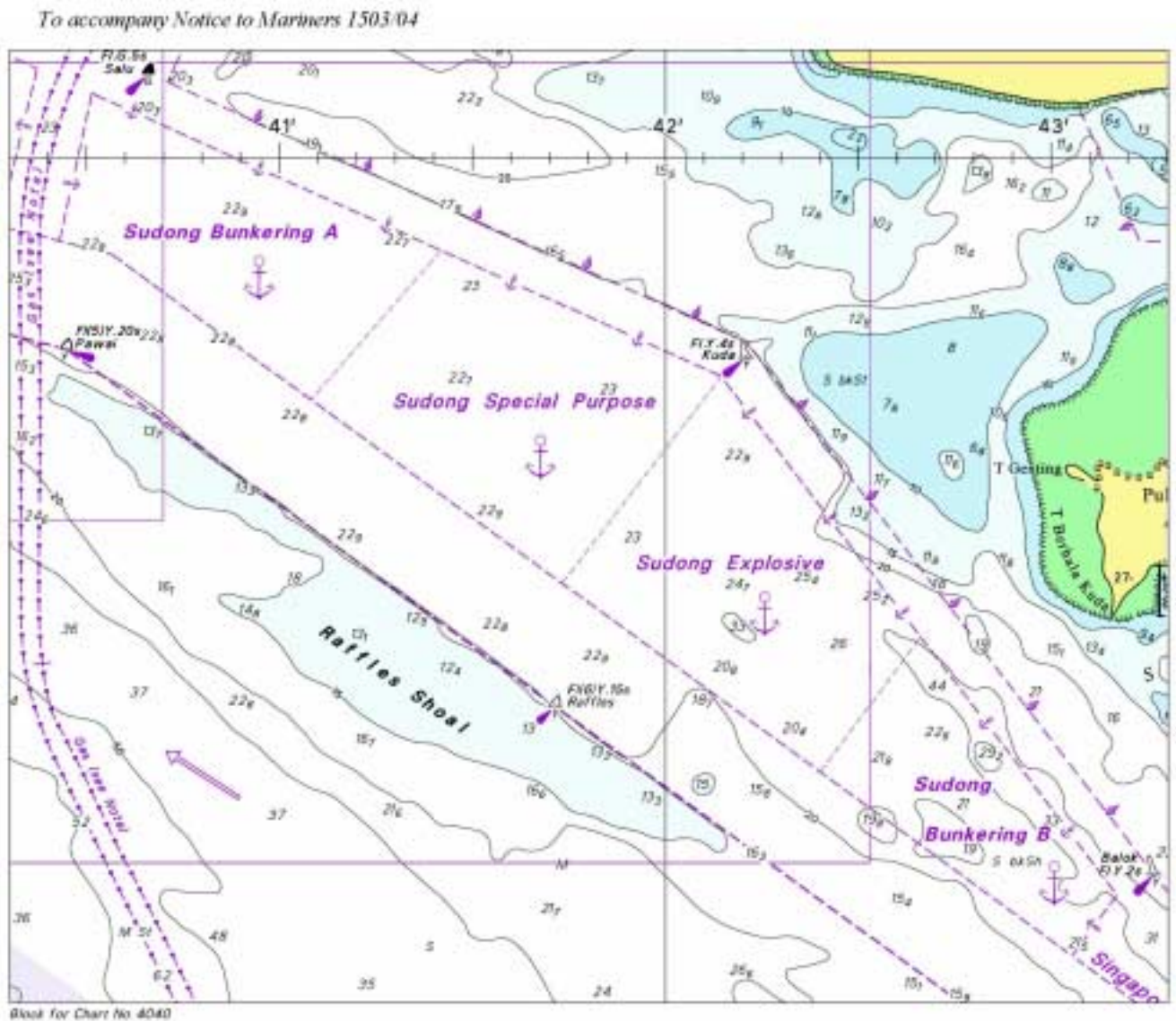


SECTION V
REPRINT OF ADMIRALTY NOTICES TO MARINERS
FOR DUAL BADGED CHART

Chart 4040 [previous update New Edition 22 / 01 / 2004] WGS84 DATUM

Insert the accompanying block, showing amendments to anchorage areas and buoy, centred on: 1° 11' .0N. , 103° 41' .8E.

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 14 of 2004 or from web site : http://www.ukho.gov.uk/wnm/2004/week14_1500-1597/chart4040nm1503.pdf



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

1504/04* SINGAPORE STRAIT – Singapore – Jurong Port South-eastwards – Rock.

Source: Maritime and Port Authority Singapore


Chart 4034 [previous update New Edition 19 / 02 / 2004] WGS84 DATUM

Substitute  (14₃) for  1° 17' .917N. , 103° 43' .664E.

1505/04* SINGAPORE STRAIT – Singapore – Sentosa Westwards – Western Anchorage – Foul. Depth.

Source: Maritime and Port Authority Singapore DBNM 7/04

Chart 4035 [previous update New Edition 19 / 02 / 2004] WGS84 DATUM

Insert depth 29₉ enclosed by  Foul (a) 1° 14' .438N. , 103° 49' .044E.

Delete depth 30₄, adjacent to: (a) above

Chart 4040 [previous update 1503/04] WGS84 DATUM



Insert depth 29₉ enclosed by  Foul (a) 1° 14' .44N. , 103° 49' .04E.


Chart 4041 [previous update 5539/03] WGS84 DATUM

Insert depth 29₉ enclosed by  Foul (a) 1° 14' .44N. , 103° 49' .04E.

1506/04* SINGAPORE – Singapore – Jurong Island Westwards – West Jurong Anchorage – Obstruction. Wreck. Depths.

Source: Maritime and Port Authority Singapore DBNM 3/04

Chart 4030 [previous update New Edition 22 / 01 / 2004] WGS84 DATUM

Substitute depth 18₉ enclosed by  Obstrn for depth 18₄ enclosed by 20m contour 1° 14' .806N., 103° 38' .086E.




depth 19₂ enclosed by  Wk for depth 18₈ 1° 14' .231N., 103° 38' .372E.



Chart 4038 [previous update New Edition 22 / 01 / 2004] WGS84 DATUM

Substitute depth 18₉ enclosed by  Obstrn for depth 18₄ enclosed by 20m contour 1° 14' .81N., 103° 38' .09E.

depth 19₂ enclosed by  Wk for depth 18₈ 1° 14' .23N., 103° 38' .37E.

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

Chart 4040 [previous update 1505/04] WGS84 DATUM

Substitute	depth 18 ₉ enclosed by  <i>Obstn</i> for depth 18 ₄ enclosed by 20m contour	1° 14' .81N., 103° 38' .09E.
	depth 19 ₂ enclosed by  <i>Wk</i> for depth 18 ₈	1° 14' .23N., 103° 38' .37E.

1507/04* SINGAPORE – Cruise Bay – Legend.

Source: Maritime and Port Authority Singapore DBNM 2/04

Note: This update will be included in a New Edition of Chart 4041 to be published 20 May 2004.**Chart 4040** [previous update 1506/04] WGS84 DATUM

Substitute	legend, HarbourFront Centre, for legend, World Trade Centre, centred on:	1° 15' .87N. , 103° 49' .28E.
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1508/04* SINGAPORE STRAIT – Singapore – Pulau Sebarok Southwards – Depths.

Source: Maritime and Port Authority Singapore DBNM's 1/04 & 8/04

Chart 4040 [previous update 1507/04] WGS84 DATUM

Delete	depth 29 ₂ enclosed by 30m contour	1° 11' .29N. , 103° 47' .55E.
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Chart 4041 [previous update 1505/04] WGS84 DATUM

Delete	depth 28 ₈ enclosed by 30m contour	1° 11' .31N. , 103° 47' .52E.
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1509/04* SINGAPORE STRAIT – Singapore – Selat Pauh – Depths.

Source: Maritime and Port Authority Singapore DBNM 1/04

Chart 4032 [previous update New Edition 22 / 01 / 2004] WGS84 DATUM

Insert	depth 14 ₆ enclosed by 15m contour	1° 13' .272N. , 103° 43' .227E.
Substitute	depth 14 ₅ enclosed by 15m contour for depth 15 ₁	1° 13' .422N. , 103° 43' .162E.

Chart 4040 [previous update 1508/04] WGS84 DATUM

Insert	depth 14 ₆ enclosed by 15m contour	(a) 1° 13' .27N. , 103° 43' .23E.
Substitute	depth 14 ₅ enclosed by 15m contour for depth 15 ₁	1° 13' .42N. , 103° 43' .16E.
Delete	depth 21 ₇ enclosed by 30m contour, close SE of:	(a) above

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

1510/04* SINGAPORE STRAIT – Western Part – Helen Mar Reef North-eastwards – Submarine cable.

Source: Global Marine Systems Limited

Chart 4040 [previous update 1509/04] WGS84 DATUM

Insert	Symbol for submarine cable, offset 40m northwards of existing submarine pipeline, joining:	1° 10' .47N. , 103° 51' .90E. (E border) 1° 07' .40N. , 103° 46' .22E. (S border)
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1511/04* SINGAPORE STRAIT – Singapore – Changi East South-eastwards – Johor Shoal – Depths.

Source: Maritime and Port Authority Singapore DBNM 9/04

Chart 4041 [previous update 1508/04] WGS84 DATUM

Substitute	depth 10 ₃ for depth 11	1° 18' .77N. , 104° 02' .73E.
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Chart 4042 [previous update 4750/03] WGS84 DATUM

Substitute	depth 10 ₃ for depth 11	1° 18' .77N. , 104° 02' .73E.
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Chart 4043 [previous update 574/04] WGS84 DATUM

Substitute	depth 10 ₃ for depth 11	1° 18' .77N. , 104° 02' .73E.
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1512/04* JOHOR STRAIT – Singapore – Sembawang – Note. Restricted area.

Source: Maritime and Port Authority Singapore

Note: Former Notice 4225(T)/02 is cancelled.

Chart 4044 [previous update 574/04] WGS84 DATUM

Insert	the accompanying note, ENTRY PROHIBITED, centred on: T-Shaped pecked line joining:	1° 30' .8N. , 103° 49' .6E. (a) 1° 27' .95N. , 103° 49' .94E. (shore) (b) 1° 28' .15N. , 103° 50' .06E. (c) 1° 27' .96N. , 103° 50' .38E. (buoy) (d) 1° 27' .80N. , 103° 50' .29E. (shore)
	legend, <i>Entry Prohibited</i> (see Note), within:	(a)-(d) above

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

Chart 4044 (plan C, Sembawang) [previous update 574/04] WGS84 DATUM

Insert	T-Shaped pecked line joining:	(a) 1° 27' · 948N. , 103° 49' · 943E. (shore)
		(b) 1° 28' · 148N. , 103° 50' · 055E.
		(c) 1° 27' · 963N. , 103° 50' · 380E. (buoy)
		(d) 1° 27' · 800N. , 103° 50' · 290E. (shore)
	legend, <i>Entry Prohibited</i> (see Note), within:	(a)-(d) above

ENTRY PROHIBITED
(1° 27' · 95N, 103° 50' · 15E)
All vessels are prohibited from entering, transiting,
anchoring or mooring within this area unless specific
approval has been obtained from the Port Master.

1513/04* SINGAPORE STRAIT – Singapore – Kuala Johor – Angler Bank – Wrecks. Obstructions.

Source: Maritime and Port Authority Singapore DBNM's 10/04 & 11/04

Chart 4042 [previous update 1511/04] WGS84 DATUM



Insert	depth 9 ₇ enclosed by  Wk	(a) 1° 20' · 15N. , 104° 03' · 70E.
Delete	depth 9 ₉ enclosed by  Wk , adjacent to:	(a) above

Chart 4043 [previous update 1511/04] WGS84 DATUM







Insert	depth 9 ₇ enclosed by  Wk	(a) 1° 20' · 15N. , 104° 03' · 70E.
Delete	depth 8 enclosed by  <i>Obstns</i>	(b) 1° 21' · 09N. , 104° 02' · 82E.
Delete	depth 9 ₉ enclosed by  Wk , close NE of:	(a) above
	depth 4 ₄ enclosed by  <i>Obstns</i> , close SE of:	(b) above

Chart 4044 [previous update 1512/04] WGS84 DATUM

Delete	depth 8 enclosed by  <i>Obstns</i>	(a) 1° 21' · 09N. , 104° 02' · 82E.
	depth 4 ₄ enclosed by  <i>Obstns</i> , close SE of:	(a) above

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

1514/04* SINGAPORE – Keppel Harbour – Brani Terminal – Berth B4 – Depth.

Source: Maritime and Port Authority Singapore DBNM 6/04

Chart 4037 [previous update 49/04] WGS84 DATUM

Amend alongside depth to, *14.5m (2004)*, centred on: 1° 15' .835N. , 103° 49' .906E.

1515/04 * SINGAPORE – Marina Bay – Depth.

Source: Maritime and Port Authority Singapore DBNM 5/04

Chart 4041 (plan A, Marina Bay) [previous update 1511/04] WGS84 DATUM

Insert depth 1 enclosed by 2m contour 1° 17' .09N. , 103° 51' .35E.

1516/04 * SINGAPORE – Bedok Lighthouse South-westwards – Obstruction.

Source: Maritime and Port Authority Singapore DBNM 4/04

Chart 4041 [previous update 1515/04] WGS84 DATUM

Insert depth 4₄ enclosed by  *Obstn* 1° 17' .56N. , 103° 54' .62E.

Reprinted from: Weekly Edition 14 dated 1 April 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 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.