



SINGAPORE 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 telephone number (65) 62205098. The notices can 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) 63751600
Fax : (65) 62787646
Webpage : 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.

Chart No.	Edition of Chart	Date Published	Last Correction	Source of Information	Asterisk indicates original source of information	Current Notice No.	If applicable T=Temporary or P=Preliminary
↓	↓	↓	↓	↓	↓	↓	↙
501	5 Ed	18/05/93	LAST NM 64/97	HD	*(NM 77/ 97)		
Corrective Action	Object(s) of corrective action	Position Approximate	Position				
↑	↑	↑	↑	↑			
Delete	Depth 13 metres	(PA)	1°15.08'N 103°37.92'E				

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

[illegible]

200 **1Ed 01/10/98 Last NM 40/2003** **BA NM 37/4004/03** **(NM76/2003)**

201 2Ed 15/09/03 BA NM 37/4004/03 (NM76/2003)

501 3Ed 15/09/03 Last NM73/2003 HD/F00105403 *(NM77/2003)

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SECTION II
TEMPORARY AND PRELIMINARY NOTICES

Nil

SECTION III
MARINE INFORMATION

Nil

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

The following broadcast were cancelled:

TT417 dated 9 Feb 03.

TT054 dated 2 Mar 03.

TT079 dated 11 May 03.

SECTION V

REPRINT OF ADMIRALTY NOTICES TO MARINERS

FOR DUAL BADGED CHARTS

2151/03 SINGAPORE STRAIT – Singapore – Jurong Island Northeastwards - Depths

Source: Maritime and Port Authority Singapore DBNM17/2003

Chart 4034 [*previous update 1035/03*] WGS84 DATUM

Insert	Depth 12₈	(a)	1°17'.112N., 103°43'.910E.
Delete	Depth 12₆		Close W. of (a) above

Reprinted from : Weekly Edition 20, dated 15 May 2003

4268/03 SINGAPORE – Keppel Harbour – Tanjong Pagar Terminal – Berths T1 – T3 – Depths.

Source: Maritime and Port Authority Singapore DBNM28/2003







Chart 4037 [*previous update 1867/03*] WGS84 DATUM

Amend	Alongside depth to, 13.6m (2003), centred on:	1°16'.285N., 103°51'.108E.
		1°16'.100N., 103°51'.108E.
		1°15'.921N., 103°51'.108E.

4269/03 SINGAPORE STRAIT – Singapore – Outer Shoal Northwards and Northeastwards - Fouls. Wrecks.

Source: Maritime and Port Authority Singapore DBNMs29-30/2003

Chart 3833 [*previous update 3419/03*] WGS84 DATUM

Insert	Depth 15 enclosed by  Foul	1°16'.22N., 103°54'.50E.
	Depth 19₉ enclosed by  Foul	1°16'.59N., 103°53'.01E.
	Depth 19₁ enclosed by  Foul	1°16'.46N., 103°53'.21E.
	Depth 18₁ enclosed by  Foul	1°16'.50N., 103°52'.79E.
Substitute	Depth 10₂ enclosed by  Wk for	
	depth 11₄ enclosed by  Wk	1°16'.26N., 103°53'.70E.

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

Chart 4037 [*previous update 4268/03*] WGS84 DATUM












Insert	Depth 15 enclosed by  Foul	1°16'.217N.,	103°54'.499E.
	Depth 19₁ enclosed by  Foul	1°16'.463N.,	103°53'.212E.
	Depth 18₁ enclosed by  Foul	1°16'.500N.,	103°52'.788E.
Insert	Depth 10₂ enclosed by  Wk	(a) 1°16'.263N.,	103°53'.700E.
Delete	Depth 11₄ enclosed by  Wk , close E, of:	(a) above	

Chart 4041 [*previous update 2961/03*] WGS84 DATUM

Insert	Depth 15 enclosed by  Foul	1°16'.22N.,	103°54'.50E.
	Depth 19₉ enclosed by  Foul	1°16'.59N.,	103°53'.01E.
	Depth 19₁ enclosed by  Foul	1°16'.46N.,	103°53'.21E.
	Depth 18₁ enclosed by  Foul	1°16'.50N.,	103°52'.79E.
Substitute	Depth 10₂ enclosed by  Wk for		
	depth 11₄ enclosed by  Wk	1°16'.26N.,	103°53'.71E.

Reprinted from : Weekly Edition 39, dated 25 September 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.