



## 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.

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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.

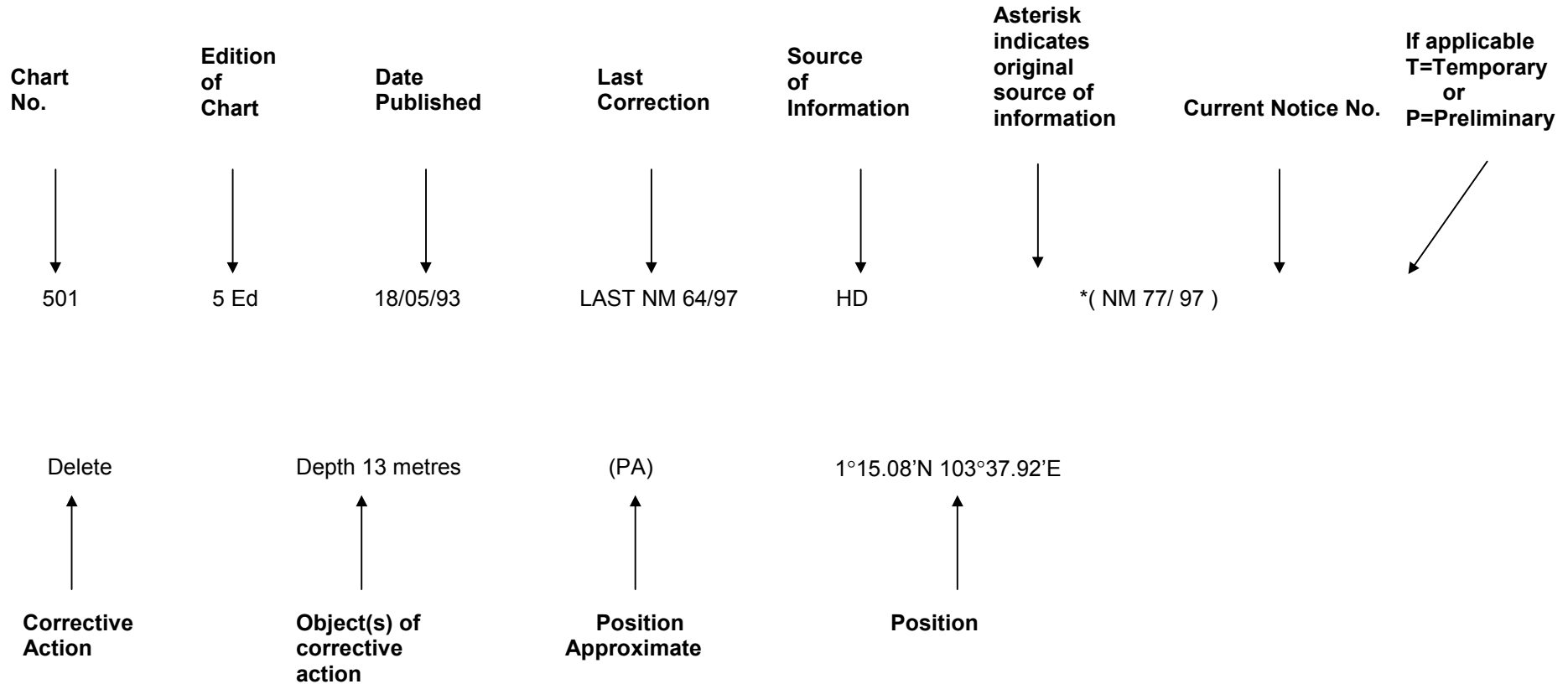
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WILSON CHUA  
Chief Hydrographer

## 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**

<b>NOTICES</b>	<b>SINGAPOREAN CHARTS</b>	<b>PAGE</b>	<b>NOTICES</b>	<b>SINGAPOREAN CHARTS</b>	<b>PAGE</b>
*92	Publication of New Edition of Singaporean Charts	134			
*93	SP1, GSP1	135			
	500	136			
	501	136			
*94	200	135			
	201	135			
	202	136			
	501	137			
*95	501	137			
*96	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	139			

**SECTION II  
SINGAPORE NOTICES**

**\*(NM92/2002) NEW EDITIONS OF SINGAPOREAN CHARTS PUBLISHED ON 15<sup>TH</sup> OCTOBER 2002.**

(Previous NM 9/83P/2002 is cancelled)

CHARTS	TITLE, LIMITS AND OTHER REMARKS	SCALE	PRICE (Excluding GST)
SP1	<p>ANCHORAGES AND AIDS TO NAVIGATION</p> <p>Lat. 1°08.20'N - Lat. 1°29.40'N Long. 103°36.10'E - Long. 104°07.20'E</p> <p>Remarks: The new edition chart shows changes to the Sinki Traffic Separation Scheme, the new demarcation of Sinki Fairway and new working area at Banyan Basin. The existing chart of the same number published on 27/09/01 is obsolete.</p>	1:60 000	S\$39.00
GSP1	<p>ANCHORAGES AND AIDS TO NAVIGATION (WITH AREA REFERENCE)</p> <p>Lat. 1°08.20'N - Lat. 1°29.40'N Long. 103°36.10'E - Long. 104°07.20'E</p> <p>Remarks: The new edition chart shows changes to the Sinki Traffic Separation Scheme, the new demarcation of Sinki Fairway and new working area at Banyan Basin. The existing chart of the same number published on 27/09/01 is obsolete.</p>	1:60 000	S\$39.00
500	<p>MALACCA AND SINGAPORE STRAITS- PULAU PISANG TO RAFFLES LIGHTHOUSE</p> <p>Lat. 1°04.05'N - Lat. 1°30.50'N Long. 103°05.80'E - Long. 103°44.61'E</p> <p>Remarks: The new edition chart shows changes to the Sinki Traffic Separation Scheme, the new demarcation of Sinki Fairway and new working area at Banyan Basin. The existing chart of the same number published on 15/11/00 is obsolete.</p>	1:75 000	S\$39.00



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**SECTION II  
SINGAPORE NOTICES**

<b>202</b>	<b>3Ed 02/01/02 LAST NM 89/2002</b>	<b>HD/180900102</b>	<b>*(NM94/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions	1°20.28'N 1°20.35'N 1°18.59'N 1°15.80'N 1°10.12'N 1°10.80'N 1°14.07'N 1°17.64'N	103°38.11'E 103°37.85'E 103°36.85'E 103°36.08'E 103°35.04'E 103°31.38'E 103°19.29'E 103°05.34'E
	Chart border		

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<b>500</b>	<b>3Ed 15/10/02</b>	<b>PMN No. 78 of 2002</b>	<b>*(NM93/2002)</b>
<b>Relocate</b>	YBY,  with  topmark , Q(9) (1°15.93'N, 103°39.10'E)	1°15.93'N	103°39.02'E
<b>Insert</b>	Green conical light buoy, <b>FI(2)G</b>	1°15.55'N	103°39.20'E
<b>Insert</b>	Pecked line joining positions	1°15.61'N 1°15.55'N 1°15.93'N 1°16.33'N 1°16.24'N	103°39.34'E 103°39.20'E 103°39.02'E 103°39.30'E 103°39.36'E

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<b>501</b>	<b>2Ed 15/11/00 Last NM 90/2002</b>	<b>PMN No. 78 of 2002</b>	<b>*(NM93/2002)</b>
<b>Relocate</b>	YBY,  with  topmark , Jurong Empat, Q(9)15s (1°15.93'N, 103°39.10'E)	1°15.93'N	103°39.02'E
<b>Insert</b>	Green conical light buoy, <b>PKDBH-23, FI(2)G</b>	1°15.55'N	103°39.20'E
<b>Insert</b>	Pecked line joining positions	1°15.61'N 1°15.55'N 1°15.93'N 1°16.00'N	103°39.34'E 103°39.20'E 103°39.02'E 103°39.06'E

**SECTION II  
SINGAPORE NOTICES**

		<b>HD/180900102</b>	<b>*(NM94/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions		
	Chart border	1°16.00'N	103°36.14'E
		1°14.96'N	103°36.02'E
		1°12.42'N	103°35.55'E
		1°10.12'N	103°35.04'E
		1°10.18'N	103°34.37'E
		1°10.80'N	103°31.38'E
		1°11.42'N	103°29.86'E
	Chart border	1°11.51'N	103°29.17'E
		<b>HD/DB34/61-02</b>	<b>*(NM95/2002)</b>
<b>Substitute</b>	Light character rear transit beacon at Pulau		
	Bukom, <i><b>FI Y 4s13m11M</b></i> for FI 4s13m11M	1°14.40'N	103°45.64'E

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**SECTION II**  
**TEMPORARY AND PRELIMINARY NOTICES**

Nil

**SECTION III  
MARINE INFORMATION**

**\*(NM96/2002) 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	
<b>Amend the following</b>							
1	Page 323 – TUAS RECLAMATION Amend:						
	SCE-3 Buoy	01°14.232'	103°37.422'		01°14.235'	103°37.458'	
					*	*	
	SCE-2 Buoy	01°13.793'	103°37.631'		01°13.807'	103°37.661'	
					*	*	
	SCE-1 Buoy	01°13.291'	103°37.869'		01°13.291'	103°37.905'	
					*	*	
2	Page 324 – TEMASEK FAIRWAY						
	Jurong Empat Buoy	01°15.933'	103°39.102'		01°15.928'	103°39.015'	
					*	*	
3	Page 324 – JURONG RECLAMATION						
	BB3 Buoy	01°15.312'	103°41.360'		01°15.312'	103°41.310'	
					*	*	
	PKDBH-6 Buoy	01°14.884'	103°41.507'		01°14.884'	103°41.432'	
					*	*	
4	Page 325 – BANYAN BASIN						
	BB2 Buoy	01°15.61'	103°41.21'		01°15.611'	103°41.225'	
					*	*	
	BB3 Buoy	01°15.312'	103°41.360'		01°15.312'	103°41.310'	
					*	*	

Note: \* Indicates amendments/additions/deletions

**SECTION III  
MARINE INFORMATION**

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

**Insert the following:**

5	Page 324- TEMASEK FAIRWAY				
	PKDBH-23 Buoy	01° 15.546'	103° 39.197'	Green conical	Fl (2)G.4s
	*	*	*	*	*
6	Page 325- BANYAN BASIN				
	PKDBH-8 Buoy	01° 14.377'	103° 41.576'	Yellow pillar	Fl(3).Y.15s
	*	*	*	*	*
	BB5 Buoy	01° 14.911'	103° 41.592'	Green conical	Fl.G.2s
	*	*	*	*	*
	BB6 Buoy	01° 15.480'	103° 41.430'	Green conical	Fl.G.4s
	*	*	*	*	*
7	Page 325- RAFFLES SHOAL				
	Pawai Buoy	01° 11.497'	103° 40.447'	Yellow conical	Fl(5).Y.20s
	*	*	*	*	*
	Raffles Buoy	01° 10.560'	103° 41.716'	Yellow conical	Fl(6).Y.15s
	*	*	*	*	*
	Kuda Buoy	01° 11.289'	103° 42.248'	Yellow pillar	Fl.Y.4s
	*	*	*	*	*

Note: \* Indicates amendments/additions/deletions

**SECTION IV  
REPRINT OF RADIO NAVIGATIONAL WARNINGS**

Nil

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

**4051\*/02 SINGAPORE STRAIT – Singapore – Pasir Panjang Terminal Northwestwards – East Jurong Channel - Legend**

Amend legend to, *Vopak Terminals, Singapore Pte Ltd*, centred on: 1°18'.120N., 103°44'.000E.

*Note:* The above update will be included in a New Chart 4040 to be published 26 September 2002

**Chart** [*Last correction*]. – **4034** [3129/02]

**4052\*/02 SINGAPORE STRAIT – Singapore – Tuas View Southeastwards – West Jurong Channel - Obstruction**

Delete  Obstrn least depth 7<sub>6</sub> m 1°16'.408N., 103°39'.433E.

*Note:* The above update will be included in a New Edition of Chart 4030 and New Charts 4038 and 4040 to be published 26 September 2002

**Chart** [*Last correction*]. – **4033** [3069/02]

**4053\*/02 SINGAPORE STRAIT – Singapore – Pulau Semakau Southwestwards – Mooring buoys**

Delete  1°12'.089N., 103°44'.757E.  
 1°12'.100N., 103°44'.699E.

*Note:* The above update will be included in a New Charts 4039 and 4040 to be published 26 September 2002

**Chart** [*Last correction*]. – **4036** [3730/02]

Source : Weekly Edition 38, dated 19<sup>th</sup> September 2002

**4159\*/02 SINGAPORE STRAIT – Singapore – Keppel Harbour – Brani Terminal – Dredged depth**

Amend dredged depth to, *12.8m (2002)* 1°15'.550N., 103°50'.480E.

**Chart** [*Last correction*]. – **4037** [3731/02]

Source : Weekly Edition 39, dated 26<sup>th</sup> September 2002

**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.