



## 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.

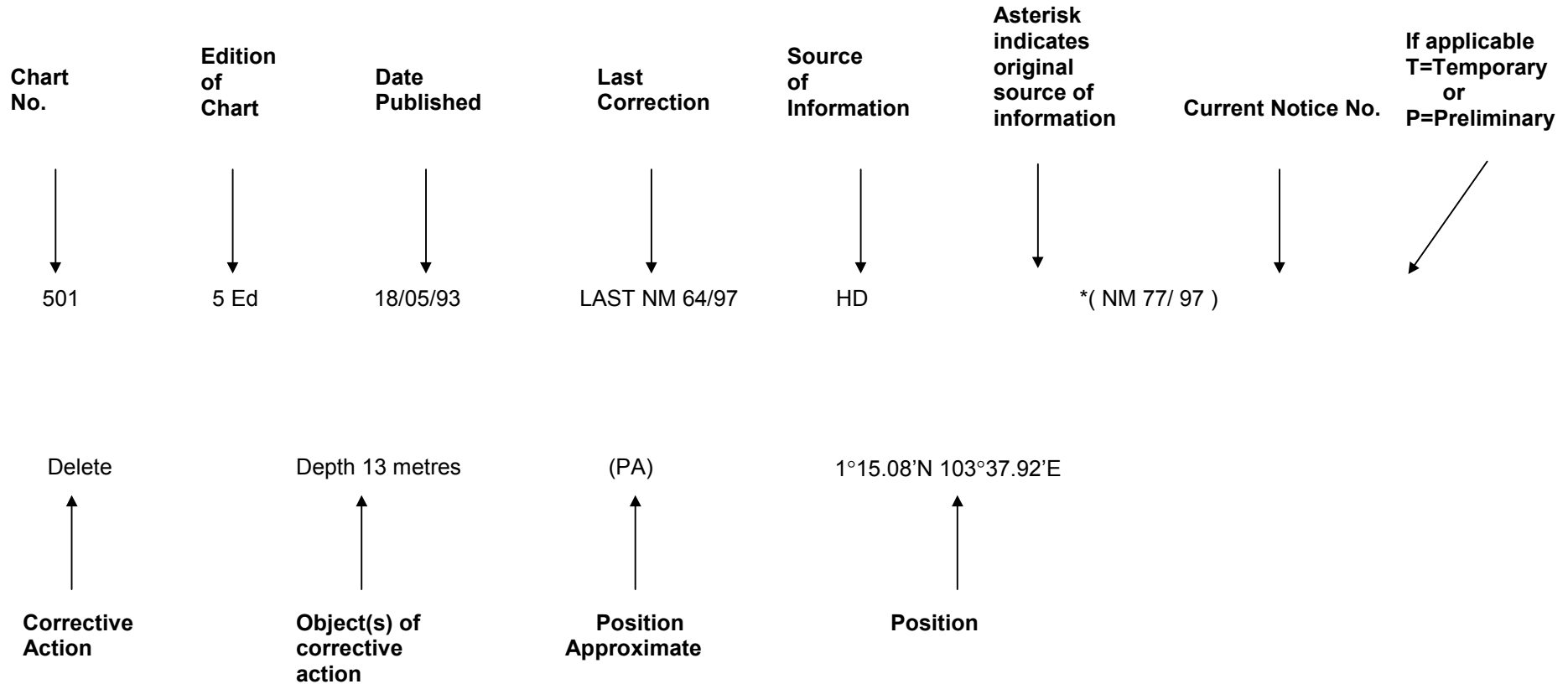
Hydrographic Department  
Maritime and Port Authority of Singapore  
P.O. Box 313  
PSA Building Post Office  
Singapore 911141

Tel : (65) 63751600  
Fax : (65) 62787646  
Webpage : [www.mpa.gov.sg/homepage/publications/noticesmari.html](http://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.





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>
*85	501	124			
*86	501	124			
*87	202 502 503	124 125 125			
88	202 503	124 126			
89	202 503	124 126			
*90	501	124			
*91	New Edition Singapore Electronic Navigational Charts (ENC)	128			

**SECTION II  
SINGAPORE NOTICES**

<b>202</b>	<b>3Ed 02/01/02 Last NM 78/2002</b>	<b>HD/180900202</b>	<b>*(NM87/2002)</b>
<b>Insert</b>	Symbol of submarine cable joining positions	1°22.33'N 1°22.25'N 1°17.21'N 1°19.75'N 1°27.17'N 1°33.31'N 1°40.09'N 1°50.00'N	104°00.37'E 104°01.70'E 104°07.14'E 104°19.44'E 104°27.53'E 104°30.07'E 104°32.95'E 104°34.27'E
	(Chart border)		
<b>Insert</b>	Symbol for submarine cable joining positions	1°19.00'N 1°16.58'N 1°13.75'N 1°14.58'N 1°18.88'N 1°25.32'N 1°42.62'N	103°58.55'E 104°03.36'E 104°06.55'E 104°21.57'E 104°28.02'E 104°40.18'E 104°48.88'E
	(Chart border)		
		<b>MMD NM 24/2002</b>	<b>(NM88/2002)</b>
<b>Delete</b>	Symbol and legend of isolated danger pillar light buoy, FI(2)10s	1°27.0' N	104°24.6' E
		<b>MMD NM 28/2002</b>	<b>(NM89/2002)</b>
<b>Delete</b>	 Wk	1°27.3' N	104°24.6' E
<b>Insert</b>	Least depth over wreck <b>23</b> metres, swept by wire drag and enclosed by  with legend <b>Wk</b>	1°27.3' N	104°24.6' E
<hr/>			
<b>501</b>	<b>2Ed 15/11/00 Last NM 82/2002</b>	<b>HD</b>	<b>*(NM85/2002)</b>
<b>Insert</b>	The accompanying block in the vicinity of Tuas Reclamation	1°14.00' N	103°37.00' E
		<b>HD</b>	<b>*(NM86/2002)</b>
<b>Insert</b>	The accompanying block in the vicinity of Jurong Island	1°14.00' N	103°41.00' E
		<b>HD</b>	<b>*(NM90/2002)</b>
<b>Insert</b>	The accompanying caution note above the upper outer chart border		
<hr/>			

**SECTION II  
SINGAPORE NOTICES**

<b>502</b>	<b>2Ed 15/11/00 Last NM 81/2002</b>	<b>HD/180900202</b>	<b>*(NM87/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions	1°22.33'N 1°22.25'N 1°18.86'N 1°17.21'N 1°17.14'N 1°18.56'N 1°19.43'N	104°00.37'E 104°01.70'E 104°05.70'E 104°07.14'E 104°07.93'E 104°12.25'E 104°17.31'E
	Chart border		
<b>Insert</b>	Symbol for submarine cable joining positions	1°19.00'N 1°18.68'N 1°18.43'N 1°16.58'N 1°14.50'N 1°13.75'N 1°14.17'N 1°13.81'N 1°14.23'N	103°58.55'E 103°58.63'E 104°00.21'E 104°03.36'E 104°04.89'E 104°06.55'E 104°07.38'E 104°08.66'E 104°17.31'E
	Chart border		
<hr style="border-top: 1px dashed black;"/>			
<b>503</b>	<b>1Ed 01/10/98 Last NM 56/2002</b>	<b>HD/180900202</b>	<b>*(NM87/2002)</b>
<b>Insert</b>	Symbol for submarine cable joining positions (Chart border)	1°18.43'N 1°19.75'N 1°27.17'N 1°31.01'N 1°31.71'N 1°36.23'N 1°39.53'N 1°41.06'N	104°11.89'E 104°19.44'E 104°27.53'E 104°28.70'E 104°29.82'E 104°30.67'E 104°32.78'E 104°33.05'E
	( Chart border )		
<b>Insert</b>	Symbol for submarine cable joining positions (Chart border)	1°13.78'N 1°14.58'N 1°18.88'N 1°23.56'N	104°11.89'E 104°21.57'E 104°28.02'E 104°38.17'E
	(Chart border)		

**SECTION II  
SINGAPORE NOTICES**



**MMD NM 24/2002**

**(NM88/2002)**

<b>Delete</b>	Symbol and legend of isolated danger pillar light buoy, FI(2)10s	1°27.0' N	104°24.6' E
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**MMD NM 28/2002**

**(NM89/2002)**

<b>Delete</b>	 Wk	1°27.3' N	104°24.6' E
<b>Insert</b>	Least depth over wreck <b>23</b> metres, swept by wire drag and enclosed by  with legend <b>Wk</b>	1°27.3' N	104°24.6' E

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

Nil

**SECTION III  
MARINE INFORMATION**

\*(NM 91/2002) NEW EDITION SINGAPORE ELECTRONIC NAVIGATIONAL CHARTS (ENC) (2002.2)  
WILL BE RELEASED ON 15<sup>TH</sup> OCTOBER 2002

For more information :

Please call Ms Jenny Goh/Siti at Tel : (65) 63751575/6 or visit our website

:[http://www.mpa.gov.sg/homepage/services/enc/main\\_fr2\\_files/cost.html](http://www.mpa.gov.sg/homepage/services/enc/main_fr2_files/cost.html)

**SECTION IV  
REPRINT OF RADIO NAVIGATIONAL WARNINGS**

Nil

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

**3070\*/02 SINGAPORE STRAIT – Singapore – Pulau Damar Laut Basin – Dredged depths**

Amend	dredged depth to, 13.3m (2002), centred on:	1°18'.180N.,	103°43'.135E.
		1°18'.255N.,	103°43'.050E.
	dredged depth to, 13.4m (2002), centred on:	1°18'.325N.,	103°42'.970E.

**Chart** [*Last correction*]. – **4034** [1966/02]

Source : Weekly Edition 29, dated 18<sup>th</sup> July 2002

**3687\*/02 SINGAPORE STRAIT – Singapore – Keppel Terminal, Tanjong Pagar Terminal and Pulau Sakijang Pelepah – Dredged depths: Light**

Insert	the accompanying block, showing amendments to dredged depths, centred on:	1°16'.030N.,	103°50'.495E.
Amend	dredged depth to, 10.0m (2002)	1°15'.954N.,	103°49'.778E.
		1°15'.901N.,	103°49'.690E.
	dredged depth to, 10.1m (2002)	1°15'.849N	103°49'.597E
	dredged depth to, 9.8m (2002)	1°15'.801N.,	103°49'.515E.
	light to, Aero F.R.15M	1°13'.354N.,	103°51'.245E.

**Chart** [*Last correction*]. – **4037** [3071/02]

**3688\*/02 SINGAPORE STRAIT – Singapore – Changi, Angler Bank, Tuas View Southwestwards, Pulau Pawai Southwestwards and Marina East Southwards – Anchorage areas**

Delete	the former limit of anchorage area, pecked line, and associated legend, Man-of-War ⚓, joining	(a)	1°16'.59N.,	103°53'.31E.
		(b)	1°16'.51N	103°53'.31E
		(c)	1°16'.51N.,	103°54'.45E.

**Chart** [*Last correction*]. – **4037** [3687/02]

**3729\*/02 SINGAPORE STRAIT – Singapore – Pasir Panjang Wharves – Dredged depths**

Amend	dredged depth to, 11.0m (2002)	(a)	1°16'.237N.,	103°47'.519E.
	dredged depth to, 10.1m (2002)	(b)	1°16'.298N.,	103°47'.416E.
	dredged depth to, 7.2m (2002)	(c)	1°16'.385N.,	103°47'.277E.
	dredged depth to, 6.9m (2002)	(d)	1°16'.502N.,	103°47'.082E.
	dredged depth to, 10.1m (2002)	(e)	1°16'.570N.,	103°46'.965E.
	dredged depth to, 10.0m (2002)	(f)	1°16'.632N.,	103°46'.860E.
	dredged depth to, 11.0m (2002)	(g)	1°16'.698N.,	103°46'.749E.
			(h)	1°16'.738N.,

**Chart** [*Last correction*]. – **4035** [1967/02]

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

**3730\*/02 SINGAPORE STRAIT – Singapore – The Sisters Westwards - Depths**

Insert	depth 15m	(a)	1°12'.997N.,	103°49'.601E.
	depth 15m and extended 15m coutour N. to enclose,	(b)	1°12'.860N.,	103°49'.753E.
Delete	depth 14 <sub>3</sub> m			close N. of (a) above
	depth 14 <sub>7</sub> m			close N. of (b) above

**Chart** [*Last correction*]. – **4036** [3066/02] - **4037** [3688/02]

**3731\*/02 SINGAPORE STRAIT – Singapore – Pulau Sentosa Eastwards – Outer Shoal Southwards - Wreck**

Substitute	⊙ <i>Wk</i> , least depth 12m for ⊙ <i>Wk</i> least depth 12 <sub>5</sub> m depth 15m and extended 15m coutour N. to enclose,	1°14'.685N.,	103°52'.644E.
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**Chart** [*Last correction*]. – **4037** [3730/02]

Source : Weekly Edition 35, dated 29<sup>th</sup> August 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:-

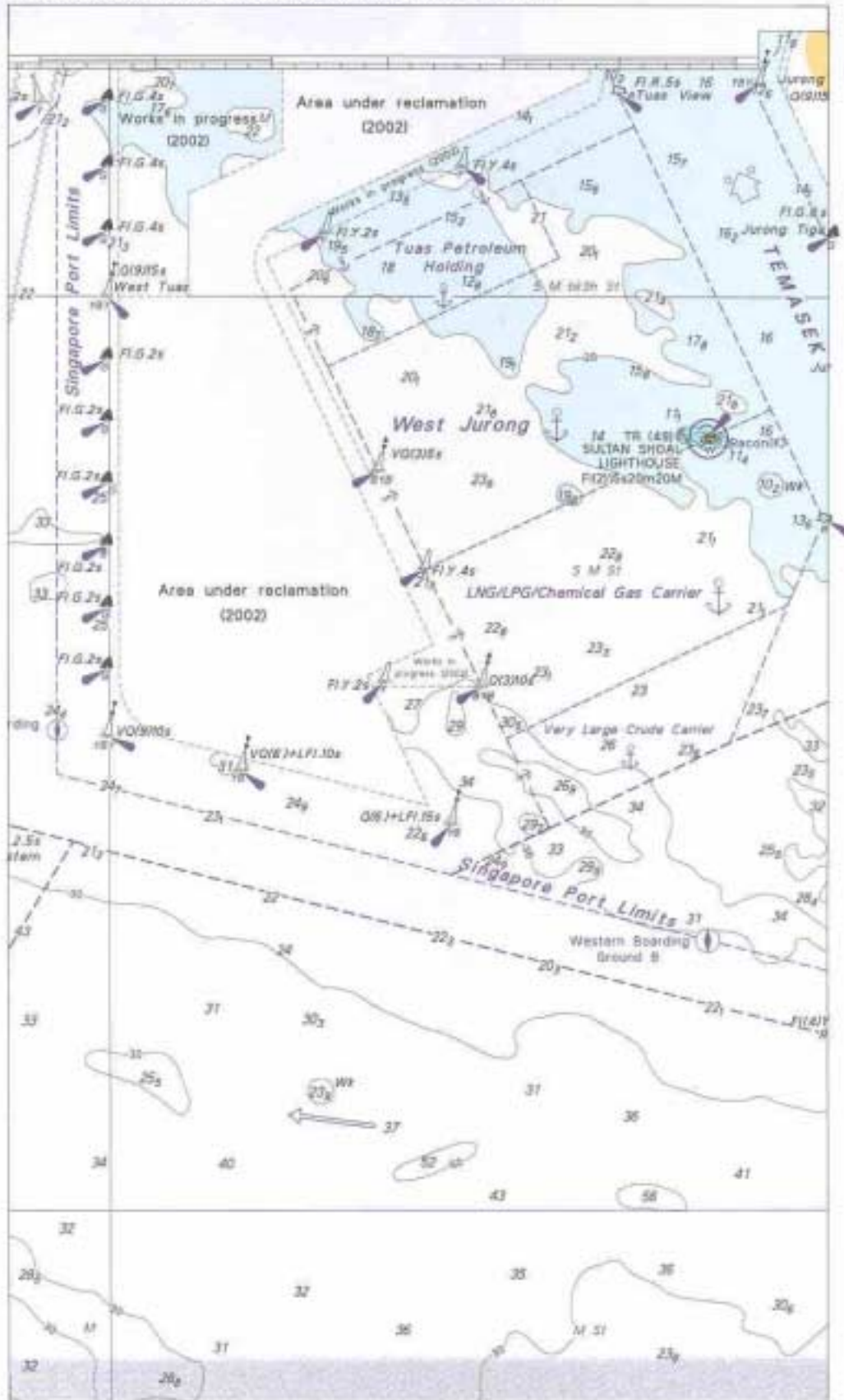
- (a) the tracing being weaker than normal for the depth registered,
- (b) the trace appearing to pass through the transmission line,
- (c) the feathery nature of the trace.

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.



Block for Chart 501



*To accompany Singapore Notices to Mariners No. 90 of 2002*

**CAUTION – CHANGES TO THE SINKI TRAFFIC SEPARATION SCHEME**

The routing information and associated buoyage on this chart take into account the changes scheduled for implementation at 0001 UT 15<sup>th</sup> October 2002.

*Block for chart 501*

*To accompany Singapore Notices to Mariners No. 90 of 2002*

**CAUTION – CHANGES TO THE SINKI TRAFFIC SEPARATION SCHEME**

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*Block for chart 501*