



SINGAPOREAN NOTICES TO MARINERS

	CONTENT	Page
I	Index of Charts & Publications Affected	101
II	Charts Corrections New Charts Publications	102
III	Marine Information	105
IV	Reprints of Radio Navigational Warnings	109
V	Reprint of Admiralty Notices to Mariners for Dual Badged Charts	110

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 also be accessed from MPA webpage.

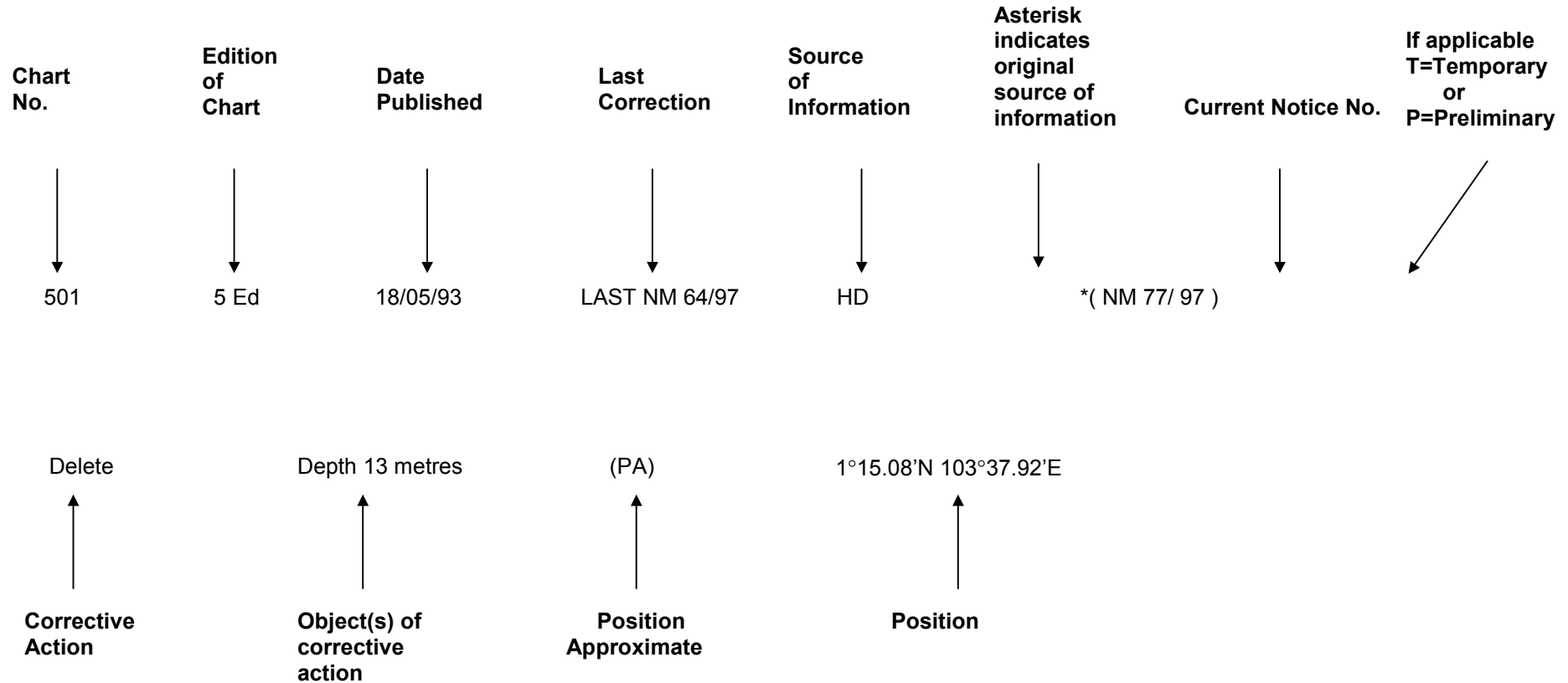
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WILSON CHUA
Chief Hydrographer

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


NOTICES	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*61	New Edition Singaporean Charts Published on 15/09/03	102			
*62	SP1,GSP1 502	102 103			
*63	202 503	102 103			
*64	500	103			
*65	502	103			
*66	Construction of Physical barriers	105			
*67	Updating of publication "Year 2003 Singapore Tide Tables and Port Information"	108			

**SECTION II
SINGAPORE NOTICES**

***(NM61/2002) NEW EDITION SINGAPOREAN CHARTS PUBLISHED ON 15TH SEPTEMBER 2003.
(Previous NM60P/2003 is cancelled)**

CHARTS	TITLE, LIMITS AND OTHER REMARKS	SCALE	PRICE (Excluding GST)
201	Malacca Strait - Tanjung Keling To Western Entrance Of Singapore Strait Lat. 1°06.43'N - Lat. 2°17.00'N Long. 101°42.91'E - Long. 103°26.45'E	1:200 000	S\$39.00
	Remarks: The existing chart of the same number published on 01/10/98 is obsolete.		
501	Singapore Strait- Western Part Lat. 0°58.37'N - Lat. 1°16.00'N Long. 103°29.17'E - Long. 103°55.05'E	1:50 000	S\$39.00
	Remarks: The existing chart of the same number published on 15/11/00 is obsolete.		

SP1, GSP1	5Ed 15/10/02 Last NM45/2003	HD/HY Code A00103703, A00103803 & A00104003	*(NM62/2003)
Insert	#	1°16.22'N 1°16.46'N 1°16.50'N 1°16.59'N	103°54.50'E 103°53.21'E 103°52.79'E 103°53.01'E

202	3Ed 02/01/02 Last NM 59/2003	NAVTEX /TT113/03	*(NM63/2003)
Insert	 PA Rep	1°27.3'N	104°37.1'E
	Wreck of Supply Vessel " Parakou 1" sank on 8 Jul 03		

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

Nil

**SECTION III
MARINE INFORMATION**

***(NM66/2003) CONSTRUCTION OF PHYSICAL BARRIERS ALONG:
(A) NORTHERN COASTLINE OF PULAU UBIN; AND
(B) WESTERN COASTLINE OF MAINLAND SINGAPORE**

Date : With effect from 5 Aug 03 to 4 Feb 04

Location : Within a working area at northern Pulau Ubin and another working area at western part of mainland Singapore as follows (please see plan attached):

Working Area at Northern Pulau Ubin

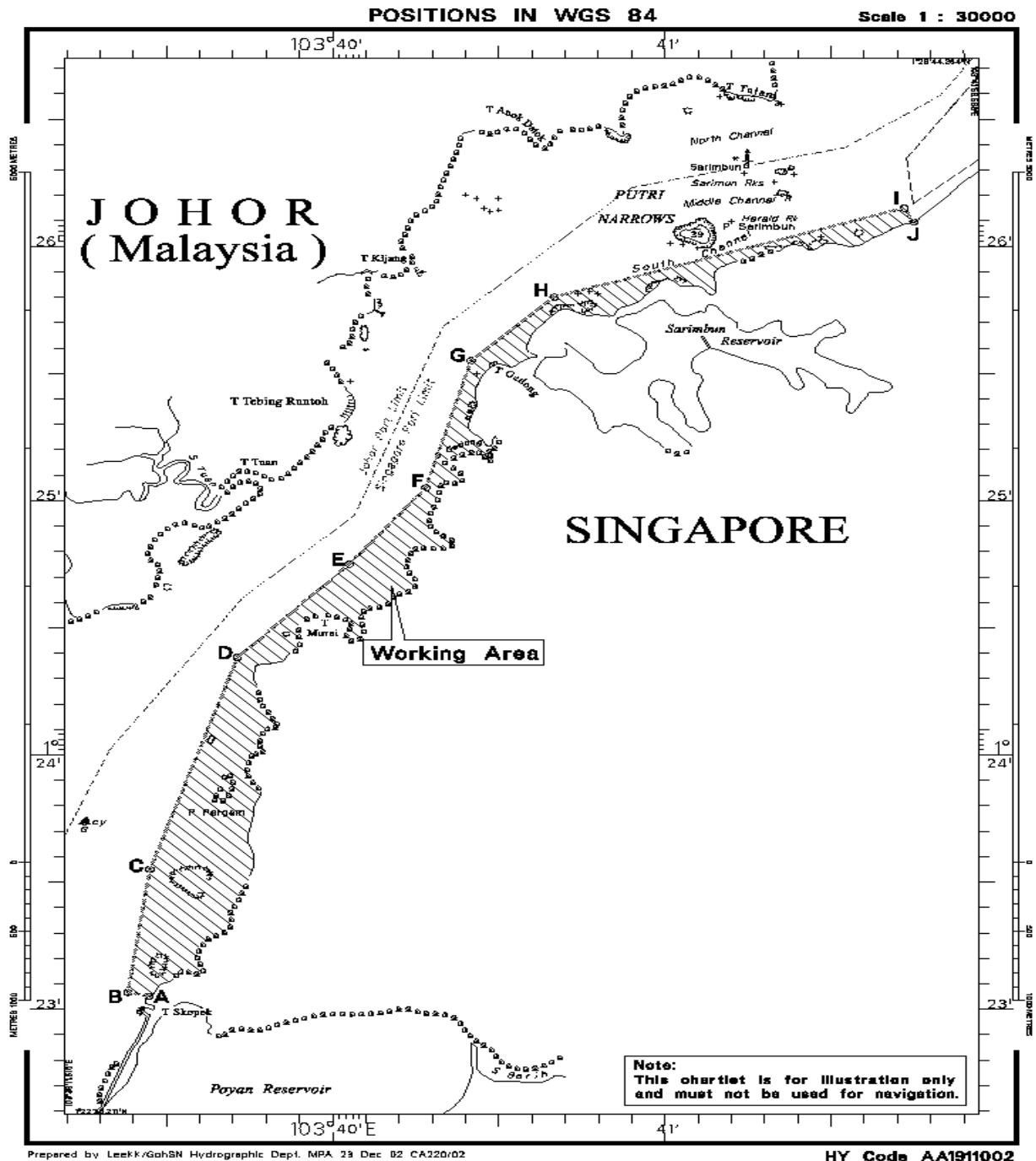
WGS 84 Datum		
Point	Latitude (N)	Longitude (E)
A	01°25.415'	103°55.581'
B	01°25.459'	103°55.547'
C	01°25.529'	103°55.620'
D	01°25.742'	103°56.066'
E	01°25.503'	103°56.726'
F	01°25.244'	103°57.162'
G	01°25.263'	103°57.342'
H	01°25.140'	103°57.527'
I	01°25.241'	103°58.347'
J	01°25.169'	103°58.706'
K	01°25.221'	103°59.159'
L	01°25.218'	103°59.389'
M	01°25.079'	103°59.483'
N	01°25.912'	103°59.556'
O	01°25.807'	103°59.543'
P	01°25.808'	103°59.461'

Working Area at Western Part of Mainland Singapore

WGS 84 Datum		
Point	Latitude (N)	Longitude (E)
A	01°23.051'	103°39.447'
B	01°23.067'	103°39.383'
C	01°23.550'	103°39.450'
D	01°24.383'	103°39.713'
E	01°24.750'	103°40.050'
F	01°25.050'	103°40.280'
G	01°25.550'	103°40.417'
H	01°25.800'	103°40.667'
I	01°26.150'	103°41.720'
J	01°26.095'	103°41.749'

SECTION III MARINE INFORMATION

Working Area at western Part of Mainland Singapore



Source: PMN No. 83 of 2003, dated 1 Aug 2003

**SECTION III
MARINE INFORMATION**

***(NM67/2003) UPDATING OF PUBLICATION "YEAR 2003 SINGAPORE TIDE TABLES AND PORT INFORMATION"**

Amend the following:

1 Page 351 - PULAU BUKOM (SHELL REFINERY) (1°14.0'N, 103°46.1'E)

Berth	Length of Berth	Former Depth Alongside (Year Surveyed)	New Depth Alongside (Year Surveyed)	Source HY Code:
4	170m	12.2m (2001)	11.8m (2002) *	F00100902

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

2960/03 SINGAPORE – Jurong Island – South-East Coast – Ayer Merbau Basin – Buoy.

Source: Maritime and Port Authority of Singapore DBNM 19/03

Chart 4032 [*previous update 1870/03*] WGS84 DATUM

Insert	Red can light-buoy, <i>Fl.R.2-5s Butun</i>	1°16'.066N.,	103°43'.648E.
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Chart 4034 [*previous update 2151/03*] WGS84 DATUM

Insert	Red can light-buoy, <i>Fl.R.2-5s Butun</i>	1°16'.066N.,	103°43'.648E.
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2961/03 SINGAPORE – Jong Fairway – Pulau Sebarok Northeastwards – Wrecks. Depth.

Source: Maritime and Port Authority of Singapore DBNM 23/2003

Chart 4035 [*previous update 1870/03*] WGS84 DATUM

Insert	depth 19₄ enclosed by  <i>Wk</i>	(a)	1°13'.065N.,	103°48'.538E.
Delete	depth 20₄ enclosed by  <i>Wk</i>			close NE. of (a) above
Delete	depth 19₄ enclosed by 20m contour			adjacent to (a) above

Chart 4036 [*previous update 1870/03*] WGS84 DATUM

Insert	depth 19₄ enclosed by  <i>Wk</i>	(a)	1°13'.065N.,	103°48'.538E.
Delete	depth 20₄ enclosed by  <i>Wk</i>			close NE. of (a) above
Delete	depth 19₄ enclosed by 20m contour			adjacent to (a) above

Chart 4039 [*previous update 2734/03*] WGS84 DATUM



Insert	depth 19₄ enclosed by  <i>Wk</i>	(a)	1°13'.07N.,	103°48'.54E.
Delete	depth 20₄ enclosed by  <i>Wk</i>			adjacent to (a) above

Chart 4040 [*previous update 2734/03*] WGS84 DATUM

Insert	depth 19₄ enclosed by  <i>Wk</i>	(a)	1°13'.07N.,	103°48'.54E.
Delete	depth 20₄ enclosed by  <i>Wk</i>			adjacent to (a) above

Chart 4041 [*previous update 2353/03*] WGS84 DATUM

Insert	depth 19₄ enclosed by  <i>Wk</i>	(a)	1°13'.07N.,	103°48'.54E.
Delete	depth 20₄ enclosed by  <i>Wk</i>			close SE. of (a) above

Reprinted from : Weekly Edition 28, dated 10th July 2003

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

3324*/03 SINGAPORE STRAIT – Singapore – Jurong Island, North-East Coast-Berth 5 – Dredged depths.
Source: Maritime and Port Authority of Singapore DBNM 25/03

Chart 4034 [*previous update 2960/03*] WGS84 DATUM

Amend dredged depth to, *10.7m (2003)*, centred on: 1°17'.620N., 103°42'.943E.

Reprinted from : Weekly Edition 31, dated 31st July 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

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.