



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.

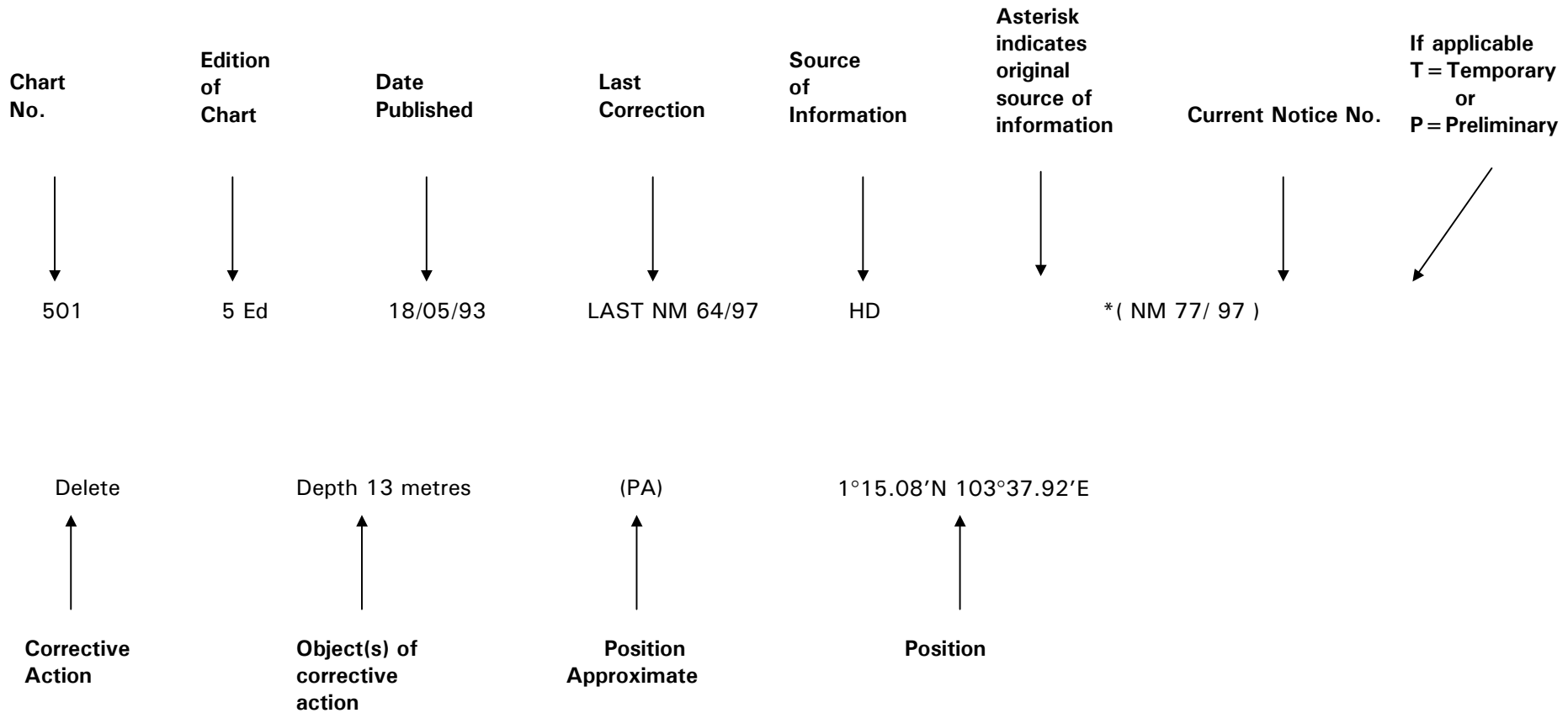
Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

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: www.mpa.gov.sg/home/publications/noticesmari.html

Hydrographic Department
Maritime and Port Authority of Singapore
P.O. Box 313
PSA Building Post Office
Singapore 911141
Tel : (65) 63751550
Fax : (65) 62787646

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
*67	SP1, GSP1 502	110 111			
*68	SP1, GSP1 202 502	110 110 111			
*69	SP1, GSP1 502	110 111			
*70T	SP1, GSP1	112			
71T	201	112			

SECTION II SINGAPORE NOTICES

SP1, GSP1	6Ed 10/02/04 Last NM 62/2004	HD/HY Code N00101504	*(NM 67/2004)
Insert	# Foul	1°19.26'N	104°04.90'E
		HD/DB34/17/04	*(NM 68/2004)
Substitute	Racon (D) for Racon (O) at  Q	1°13.45'N	103°57.70'E
		HD/DB34/16/04 & PMN 60 of 2004	*(NM 69/2004)
Insert	 Fl.Y.8s	1°16.03'N	103°51.79'E
	 Fl.Y.6s	1°16.30'N	103°52.15'E
	 Fl.Y.4s	1°16.17'N	103°52.23'E
	 Fl.Y.2s	1°15.91'N	103°51.87'E
Insert	Limit of working area off Marina South -----, joining positions	1°16.42'N 1°16.17'N 1°15.91'N 1°16.16'N 1°16.42'N	103°52.06'E 103°52.23'E 103°51.87'E 103°51.70'E 103°52.06'E
Insert	Legend Works in progress (2004) centred at	1°16.16'N	103°51.97'E

202	3Ed 02/01/02 Last NM 64/2004	HD/DB34/17/04	*(NM 68/2004)
Substitute	Racon (D) for Racon (O) at  Q	1°13.45'N	103°57.70'E

SECTION II SINGAPORE NOTICES

502	2Ed 15/11/00 Last NM 64/2004	HD/HY Code N00101504	*(NM 67/2004)
Insert	 Foul	1°19.26'N	104°04.90'E
		HD/DB34/17/04	*(NM 68/2004)
Substitute	Racon (D) for Racon (O) at  Q	1°13.45'N	103°57.70'E
		HD/DB34/16/04 & PMN 60 of 2004	*(NM 69/2004)
Insert	 Fl. Y. 8s	1°16.03'N	103°51.79'E
	 Fl. Y. 6s	1°16.30'N	103°52.15'E
	 Fl. Y. 4s	1°16.17'N	103°52.23'E
	 Fl. Y. 2s	1°15.91'N	103°51.87'E
Insert	Limit of working area off Marina South -----, joining positions	1°16.42'N 1°16.17'N 1°15.91'N 1°16.16'N 1°16.42'N	103°52.06'E 103°52.23'E 103°51.87'E 103°51.70'E 103°52.06'E
Insert	Legend Works in progress (2004) centred at	1°16.16'N	103°51.97'E

SECTION II TEMPORARY AND PRELIMINARY NOTICES

SP1, GSP1 6Ed 10/02/04 HD/DB34/19/04 *(NM 70T/2004)

Delete



ACW-B, Fl.Y.5s

1°14.25'N

103°48.77'E

(Previous NM 8/65T/04 is cancelled)

201 2Ed 15/09/03 NAVAREA XI 04/0366/04 (NM 71T/2004)

Insert

Legend (***Radar Beacon inoperative***) at
Bengkalis light-beacon

1°42.58'N

102°24.18'E

SECTION III
MARINE INFORMATION

NIL

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

NIL

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

NEW EDITIONS OF DUAL BADGED CHARTS published on 22 July 2004

<i>Chart</i>	<i>Title and other remarks</i>	<i>Scale</i>	<i>Folio</i>	<i>Catalogue page</i>
4037	Port of Singapore, Keppel Harbour, Tanjong Pagar Terminal and Approaches.	1:10,000	45	66

Includes changes to depths throughout from the latest Maritime and Port Authority of Singapore surveys.

Reprinted from: Weekly Edition 30 dated 22 July 2004

3531* SINGAPORE – Sentosa South-eastwards – P. Seringat and Approaches – Coastline. Light.

Source: Maritime and Port Authority Singapore DBNM 27/04

Note: This update has been included in a New Edition of Chart 4037 published 22 July 2004.

Chart 4040 [previous update 2540/04] WGS84 DATUM

Insert	the accompanying block, showing amendments to coastline and a new light, centred on:	1° 13'.4N., 103° 51'.0E.
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Chart 4041 [previous update 3194/04] WGS84 DATUM

Insert	the accompanying block, showing amendments to coastline and a new light, centred on:	1° 13'.4N., 103° 50'.9E.
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3532* SINGAPORE - Changi North-eastwards - Angler Bank Southwards - Wreck. Buoy.

Source: Maritime and Port Authority Singapore DBNM 33/04

Chart 4043 [previous update 2974/04] WGS84 DATUM

Insert	 <i>Wk</i>	(a)	1° 20'.02N., 104° 02'.91E.
	 <i>Fl(2) 10s, close N of:</i>	(a)	above

Chart 4044 [previous update 1785/04] WGS84 DATUM

Insert	 <i>Wk</i>	(a)	1° 20'.02N., 104° 02'.91E.
	 <i>Fl(2) 10s, close N of:</i>	(a)	above

SECTION V

REPRINT OF ADMIRALTY NOTICES TO MARINERS

FOR DUAL BADGED CHART

3533* SINGAPORE – STRAIT – Indonesia – Teluk Jodoh Northwards – Wrecks. Buoyage. Radar beacon.

Source: Maritime and Port Authority Singapore DBNM 32/04

Chart 4041 [previous update 3531/04] WGS84 DATUM

Insert



Q

(a) 1° 13'.45N., 103° 57'.70E.

Radar beacon, *Racon* (O), at light-buoy

(a) above



Q(3)10s

1° 13'.30N., 103° 57'.93E.



Q(9)15s

1° 13'.30N., 103° 57'.50E.



Q(6)+LFl.10s

1° 13'.08N., 103° 57'.70E.

Move



from:

(b) 1° 13'.32N., 103° 57'.70E.

to:

1° 13'.38N., 103° 57'.74E.

Delete



Fl(2)5s, close E of:

(b) above

3534* SINGAPORE STRAIT – Singapore – Jurong Island South-westwards – Buoyage.

Source: Maritime and Port Authority Singapore DBNMs 34-35/04

Chart 4038 [previous update New Edition 20/05/04] WGS84 DATUM

Insert



VQ(9)10S PKHDB-16A

Substitute



Fl.Y.2s PKHDB-16 for



VQ(9)10s PKHDB-16

1° 13'.08N., 103° 36'.29E.

Chart 4039 [previous update 2540/04] WGS84 DATUM

Insert



VQ(9)10S PKHDB-16A

1° 13'.13N., 103° 36'.07E.

Substitute



Fl.Y.2s PKHDB-16 for



VQ(9)10s PKHDB-16

1° 13'.08N., 103° 36'.29E.

SECTION V

REPRINT OF ADMIRALTY NOTICES TO MARINERS

FOR DUAL BADGED CHART

Chart 4040 [previous update 3531/04] WGS84 DATUM

Insert



VQ(9)10S PKHDB-16A

1° 13'.13N., 103° 36'.07E.

Substitute



Fl.Y.2s PKHDB-16 for



VQ(9)10s PKHDB-16

1° 13'.08N., 103° 36'.29E.

3535* JOHOR STRAIT – Eastern part – Singapore – Pulau Ubin Southwards – Mooring Buoy.

Source: Maritime and Port Authority Singapore DBNM 29/04

Chart 4043 [previous update 3532/04] WGS84 DATUM

Insert



KT-1

1° 24'.01N., 103° 58'.15E.

Chart 4044 [previous update 3532/04] WGS84 DATUM

Insert



KT-1

1° 24'.01N., 103° 58'.15E.

Chart 4044 (plan A, Serangoon Harbour) [previous update 3532/04] WGS84 DATUM

Insert



KT-1

1° 24'.011N., 103° 58'.152E.

3536* SINGAPORE – Sentosa – Landmark.

Source: Maritime and Port Authority Singapore DBNM 28/04

Chart 4035 [previous update 1505/04] WGS84 DATUM

Insert



TOWER (147) (R Lt)

1° 15'.298N., 103° 49'.056E.

Chart 4040 [previous update 3534/04] WGS84 DATUM

Insert



TOWER (147) (R Lt)

1° 15'.30N., 103° 49'.06E.

Chart 4041 [previous update 3533/04] WGS84 DATUM

Insert



TOWER (147) (R Lt)

1° 15'.30N., 103° 49'.06E.

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

3537* SINGAPORE STRAIT – Singapore – Pulau Sebarok Eastwards – Obstruction.

Source: Maritime and Port Authority Singapore DBNM 31/04

Chart 4035 *[previous update 3536/04]* WGS84 DATUM

Substitute

 *Obstn* for  *Obstn*

1°12.079'N, 103°48.221'E

Chart 4036 *[previous update 2540/04]* WGS84 DATUM

Substitute

 *Obstn* for  *Obstn*

1°12.079'N, 103°48.221'E

Chart 4039 *[previous update 3534/04]* WGS84 DATUM

Substitute

 *Obstn* for  *Obstn*

1°12.08'N, 103°48.22'E

Chart 4040 *[previous update 3536/04]* WGS84 DATUM

Substitute

 *Obstn* for  *Obstn*

1°12.08'N, 103°48.22'E

Chart 4041 *[previous update 3536/04]* WGS84 DATUM

Substitute

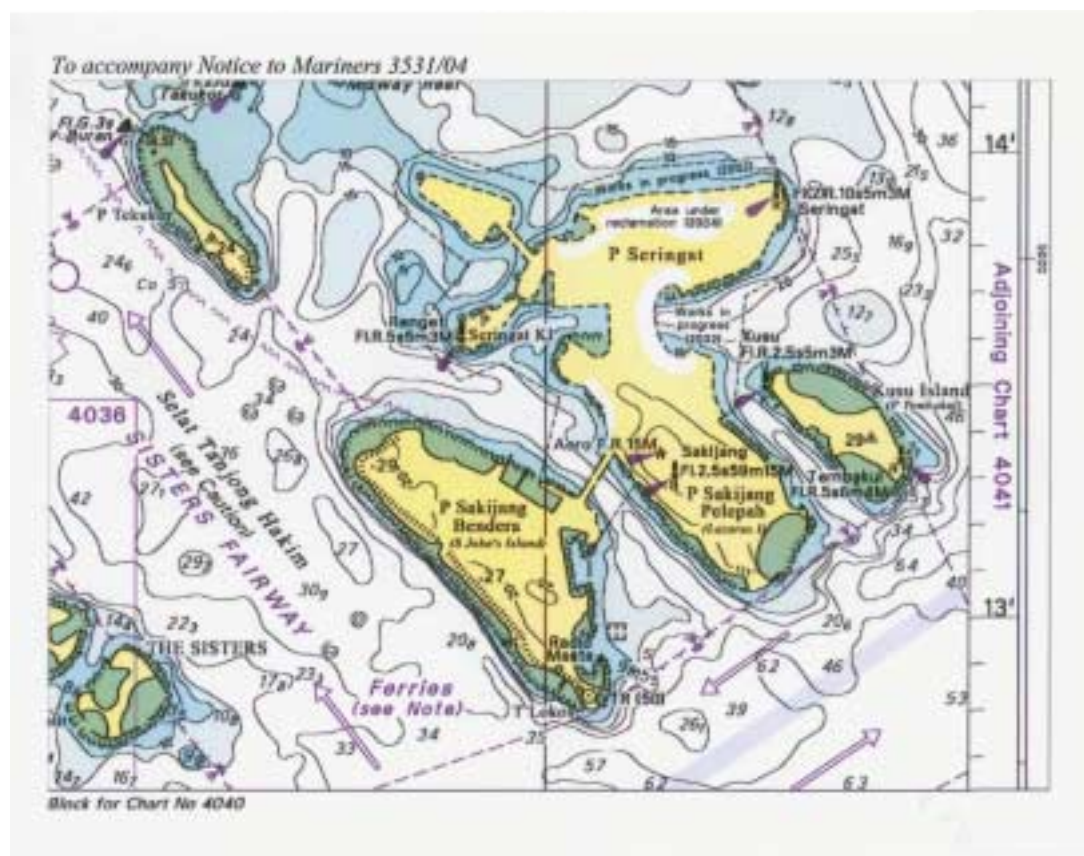
 *Obstn* for  *Obstn*

1°12.08'N, 103°48.22'E

Reprinted from: Weekly Edition 32 dated 5 August 2004

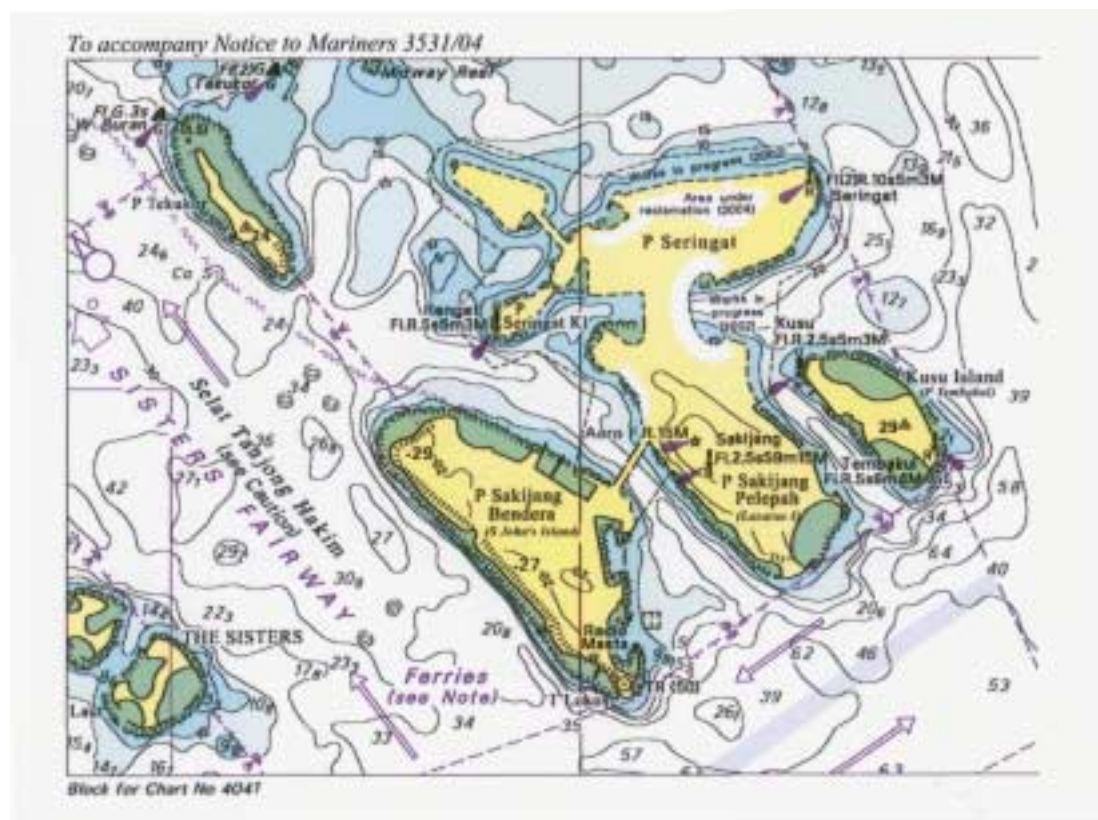
SECTION V **REPRINT OF ADMIRALTY NOTICES TO MARINERS** **FOR DUAL BADGED CHART**

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 32 of 2004 or from web site : http://www.ukho.gov.uk/wnm/2004/week32_3524-3634/chart4040nm3531.pdf



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

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 32 of 2004 or from web site : http://www.ukho.gov.uk/wnm/2004/week32_3524-3634/chart4041nm3531.pdf



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.