



SINGAPOREAN NOTICES TO MARINERS

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The monthly Notices to Mariners contain information required to keep charts and publications published by the Hydrographic Department, Maritime and Port Authority of Singapore up-to-date.

Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately of the discovery of new or suspected dangers to navigation, observed changes to aids to navigation and ways Singaporean Charts and Publications can be improved. The Hydrographic Note on the back page should be used for this purpose.

Detailed information of charts and publications (coverage of charts, latest editions and distributors) are available on the Maritime and Port Authority Website: www.mpa.gov.sg

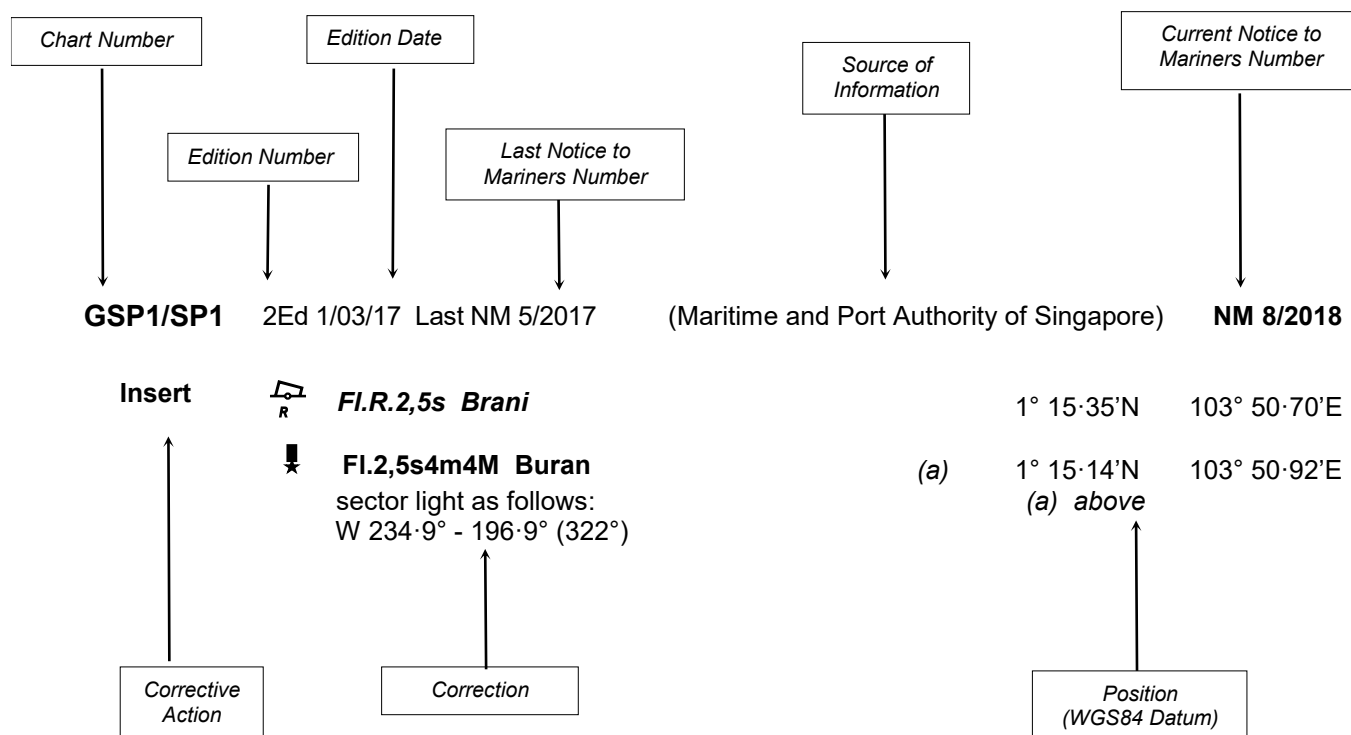
- [Singaporean Notice to Mariners](#)
- [Singaporean Charts](#)
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- [Malacca and Singapore Straits ENC](#)
- [Singapore Port Information](#)
- [Singapore Tide Tables](#)

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EXPLANATION OF FORMAT

The elements of a typical chart correction are explained below.



Notes:

- Notice to Mariners number followed by:
T indicates a Temporary Notice (eg. **NM 9T/2018**).
P indicates a Preliminary Notice (eg. **NM 10P/2018**).
- Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward.
- Heights and elevations are above Mean High Water Springs.

I
AFFECTED CHARTS AND PUBLICATIONS

INDEX OF AFFECTED CHARTS

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*Source: Maritime and Port Authority of Singapore

I
AFFECTED CHARTS AND PUBLICATIONS

INDEX OF NOTICES

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| - | Extract of Admiralty Notices to Mariners for Dual-Badged Charts | 10 to 13 |




*Source: Maritime and Port Authority of Singapore

II
NEW CHARTS AND PUBLICATIONS

NIL

II

NOTICES TO MARINERS AND CHART CORRECTIONS

| | | | |
|----------------|---|-----------------------------|-------------------|
| 201 | 6 Ed 15/9/17 Last NM 24/2018 (Malaysian Chart 5152) | | NM 31/2018 |
| Amend | light to, Fl.15s16m13M | 1°50·68'N | 102°42·15'E |
| Replace | ++ PA with  PA | 1°47·95'N | 102°41·87'E |
| Insert |  Obstn | 1°47·41'N | 102°45·39'E |
| | (Indonesia Notice No. 5/48/18) | | NM 32/2018 |
| Insert | submarine cable,  , joining: | 1°30·61'N (shore) | 102°03·24'E |
| | | 1°25·27'N (shore) | 102°03·69'E |
| | | and | |
| | | 1°33·76'N (shore) | 102°14·68'E |
| | | 1°37·59'N | 102°18·46'E |
| | | 1°38·26'N | 102°21·16'E |
| | | 1°36·89'N | 102°23·85'E |
| | | 1°29·00'N | 102°33·59'E |
| | | 1°10·49'N | 102°35·76'E |
| | | 1°08·43'N | 102°36·77'E |
| | | 1°06·43'N (chart border) | 102°37·16'E |
| <hr/> | | | |
| 202 | 8 Ed 15/9/16 Last NM 21/2018 (Malaysian Chart 6147) | | NM 33/2018 |
| Insert | depth, 18_9 , and extend 20m contour SE to enclose | (a) 1°19·31'N | 104°14·25'E |
| Move | seabed character, <i>cS M St</i> , centred on to close E of | 1°19·39'N (a) above | 104°14·57'E |
| <hr/> | | | |
| 502 | 7 Ed 1/9/15 Last NM 26/2018 (Malaysian Chart 6147) | | NM 33/2018 |
| Delete | depth, 23_3 | 1°19·29'N | 104°14·19'E |
| Insert | depth, 18_9 enclosed by 20m contour | 1°19·31'N | 104°14·25'E |
| <hr/> | | | |
| 503 | 5 Ed 15/8/14 Last NM 21/2018 (Malaysian Chart 6147) | | NM 33/2018 |
| Delete | depth, 23_3 | 1°19·29'N | 104°14·19'E |
| Insert | depth, 18_9 enclosed by 20m contour | 1°19·31'N | 104°14·25'E |

II
TEMPORARY AND PRELIMINARY NOTICES

NIL

III NAVIGATIONAL INFORMATION

*(NM 34/2018)

SINGAPORE PORT MARINE NOTICES/CIRCULARS

The Port Marine Notices/Circulars shortlisted below would be of particular interest to Mariners. Details and complete list of Port Marine Notices/Circulars are available at this link:

<http://www.mpa.gov.sg/web/portal/home/port-of-singapore/circulars-and-notice>

| PMN No. | Subject |
|----------------|---|
| 19/2018 | Removal of jetty and installation of Mono Piles at Pulau Sebarok |
| 21/2018 | Use of temporary Passenger Jetties in Tuas View Basin and at Tuas Staging Ground |
| 22/2018 | Dredging Work in Temasek Fairway |
| 23/2018 | Construction of Jetties off Jurong Island Causeway |
| 24/2018 | Soil Investigation work off Woodlands Waterfront Park |
| 25/2018 | Construction of RC Ramp and replacement of submarine cables near the entrance of Sungai Sembawang |
| 27/2018 | Soil investigation work off Changi East |
| 28/2018 | Construction of Temporary Jetty and RoRo ramp off East of Tuas View |

*Source: Maritime and Port Authority of Singapore

III AMENDMENTS TO PUBLICATIONS

*(NM 35/2018) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION 2018/2019”

1. Page 95

Annex A

Delete the following:

| Name of Anchorages |
|--------------------------------------|
| Sudong Bunkering Anchorage B (ASUBB) |
| Sudong Bunkering Anchorage A (ASUBA) |

CHARACTERISTICS OF AIDS TO NAVIGATION

2. Page 131

WEST JOHOR STRAIT

Delete the following:

| Name Of Beacon/Buoy | Position Lat. N Long. E | Structure, Colour & Shape | Light Characteristic | Owner |
|------------------------|-------------------------------|---|-------------------------|-------|
| Merawang Beacon | 01°19.751' 103°37.701' | Green cone on green masonry cone frustum | Fl.G.6s1M | MPA |

*Source: Maritime and Port Authority of Singapore

IV

REPRINT OF MARITIME SAFETY INFORMATION

The following Maritime Safety Information have been shortlisted, as they would be of particular interest to mariners.

TT175

VESSELS IN EAST JOHOR STRAIT ARE ADVISED TO NAVIGATE WITH PARTICULAR ALERTNESS AND CAUTION WHEN NEAR THE PROJECT AREAS OFF PULAU TEKONG, CHANGI AND MALANG PAPAN AS SHALLOW WATER AREAS EXIST. VESSELS ARE REMINDED TO PROCEED AT A SAFE SPEED AND MAINTAIN A PROPER LOOKOUT, PARTICULARLY FOR TUGS AND BARGES NAVIGATING NEAR THE PROJECT AREAS AND PASSENGER FERRIES CROSSING BETWEEN CHANGI AND PULAU TEKONG AND VICINITY OF PASIR GUDANG.

TT273

ALL VESSELS ARE ADVISED TO NAVIGATE WITH CAUTION, COMPLY WITH THE COLREGS, MAINTAIN VHF RADIO WATCH AND LISTEN TO TRAFFIC INFORMATION WHEN NAVIGATING IN THE SINGAPORE STRAIT AND PORT WATERS. MARINERS ARE ALSO ADVISED TO KEEP A GOOD LOOKOUT OF FREQUENT FERRIES CROSSING THE SINGAPORE STRAIT.

TT363

MARINERS ARE REMINDED NOT TO ANCHOR IN ALL AREAS IN THE TSS, INCLUDING PRECAUTIONARY AREAS OF THE STRAITS OF MALACCA AND SINGAPORE AS WELL AS BETWEEN THE LANDWARD LIMITS OF THE TSS AND APPROACHES TO THE PORTS. VESSELS ENTERING ANY PORT IN ANY LITTORAL STATES ARE TO ANCHOR IN THE ANCHORAGES DESIGNATED BY THE RESPECTIVE LITTORAL STATES ONLY.

TT399

VESSELS ARRIVING TO SINGAPORE OR TRANSITING THROUGH THE STRAIT ARE RECOMMENDED TO UPDATE THEIR DESTINATION ACCURATELY IN THE AIS TO ENHANCE SITUATIONAL AWARENESS FOR OTHER TRAFFIC IN THE VICINITY. EXAMPLE: SG-PEBGB FOR PILOT EASTERN BOARDING GROUND BRAVO.

TT418

WEST BOUND DEEP DRAFT VESSELS AND VLCCS ARE REMINDED TO COMPLY WITH THE RULES OF VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE (SOMS). THEY SHALL ALLOW FOR AN UKC OF AT LEAST 3.5 METRES AT ALL TIMES DURING THE ENTIRE PASSAGE THROUGH THE SOMS AND AS FAR AS IT IS SAFE & PRACTICABLE, PROCEED AT A SPEED OF NOT MORE THAN 12 KTS OVER THE GROUND IN THE WESTBOUND LANE OF THE SINGAPORE STRAIT (BETWEEN SOUTH OF ST JOHN'S ISLAND & RAFFLES LIGHTHOUSE).

THEY ARE ADVISED TO BROADCAST, 8 HOURS BEFORE ENTERING THE TSS, NAVIGATIONAL INFORMATION GIVING NAME, DEADWEIGHT, DRAUGHT, SPEED AND TIMES OF PASSING HORSBURGH LIGHTHOUSE AND RAFFLES LIGHTHOUSE.

TT426

ALL MARINERS ARE REMINDED TO NAVIGATE WITH CAUTION IN THE PRECAUTIONARY AREAS AND TSS, MAINTAIN A GOOD LOOKOUT FOR CROSSING TRAFFIC. VESSELS INTENDING TO CROSS THE TSS SHALL DO SO ONLY WHEN IT IS SAFE AND SHALL AT ALL TIMES COMPLY WITH THE COLLISION REGULATIONS.

TT430 (AMENDED ON 29 DEC 2017 0152Z)

THE FOLLOWING ATONS AIS/RACONS ARE TEMPORARILY REMOVED FOR UPGRADING.

ATONS WITH AIS TEMPORARILY REMOVED FOR UPGRADING:

1. ANGLER BUOY
2. BANYAN BEACON
3. MALANG PAPAN BEACON
4. RASU BUOY
5. RAFFLES LIGHTHOUSE
6. SAKIJANG BEACON
7. SELEGI BEACON

ATONS WITH RACON TEMPORARILY REMOVED FOR UPGRADING:

1. CYRENE BEACON
2. HORSBURGH LIGHTHOUSE
3. RAFFLES LIGHTHOUSE
4. SEREBUT BEACON
5. SULTAN SHOAL LIGHTHOUSE

MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION.

IV

REPRINT OF MARITIME SAFETY INFORMATION

TT437

ALL VESSELS IN SEMBAWANG WHARVES LOCATION ARE TO CHECK YOUR COSPAS-SARSAT SYSTEM AND ENSURE THAT 121.5MHZ IS NOT TRANSMITTED. PLEASE STOP EMITTING YOUR 121.5MHZ DISTRESS ALERT IF YOU ARE NOT IN DISTRESS TO PREVENT INTERFERENCE TO AIRSPACE FREQUENCY.

TT440

A NUMBER OF UNKNOWN VESSELS ARE OBSERVED ANCHORED IN THE TSS/PRECAUTIONARY AREA SOUTH OF TG. RAMUNIA AT APPROXIMATE POSITION 1°17'91"N 104°14'92"E. ALL VESSELS ARE ADVISED TO KEEP A GOOD LOOKOUT AND PROCEED WITH CAUTION WHEN PASSING THIS AREA IN THE SINGAPORE STRAIT.

TT458

CS NETWORKER WILL BE CARRYING OUT CABLE LAYING OPERATIONS IN SINGAPORE STRAIT IN THE WEST AND EAST BOUND LANE OF THE TSS (VTIS SECTOR 9) BETWEEN LONGITUDE 104°06'116"E AND 104°20'504"E FROM 24 MAR 2018 TO 07 APR 2018 (24 HOUR OPERATION). VESSELS PASSING IN THE VICINITY ARE ADVISED TO KEEP WELL CLEAR OF THE WORKING AREA, PROCEED AT SAFE SPEED AND TO NAVIGATE WITH CAUTION.

TT460

RACON D BUOY Q(6)LF15s IN POSITION 1°03'63"N 103°38'81"E IS REPORTED MISSING AND UNLIT. VLSLS ADVISED TO NAVIGATE WITH CAUTION.

TT961

VESSELS INTENDING TO CROSS THE TRAFFIC SEPERATION SCHEME (TSS) OR PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING THE HOURS OF DARKNESS ARE RECOMMENDED TO DISPLAY THE NIGHT SIGNALS CONSISTING OF 3 ALL ROUND GREEN LIGHTS IN A VERTICAL LINE AS DETAILED IN THE MARITIME AND PORT AUTHORITY OF SINGAPORE'S PORT MARINE CIRCULAR, 04 OF 2013 DATED 7 MAY 2013.

SR123

SEA ROBBERIES ARE REPORTED IN THE SINGAPORE STRAIT. ALL VESSELS TO REPORT ANY SUSPICIOUS CRAFT TO VTIS SINGAPORE.

ISSUED BY SINGAPORE PORT OPERATIONS CONTROL CENTRE (as at 25th March 2018)

V

EXTRACT OF ADMIRALTY NOTICES TO MARINERS FOR DUAL-BADGED CHARTS

These notices can also be accessed directly from UKHO Website:

<https://www.admiralty.co.uk/maritime-safety-information/admiralty-notices-to-mariners>

1135 MALAYSIA - Peninsular Malaysia, East Coast - Beting Tekong SE - Light-beacon.

Source: Marine Department, Malaysia Notice 14/18

Chart 4043 [previous update 132/18] WGS84 DATUM

| | | | |
|-------|---|-----------|-------------|
| Amend | light-beacon to, FI(2)R.5s15m10M | 1°26'68"N | 104°02'62"E |
|-------|---|-----------|-------------|

Chart 4044 [previous update 132/18] WGS84 DATUM

| | | | |
|-------|---|-----------|-------------|
| Amend | light-beacon to, FI(2)R.5s15m10M | 1°26'68"N | 104°02'62"E |
|-------|---|-----------|-------------|

1158 MALAYSIA - Peninsular Malaysia, East Coast - Johor - Depth.

Source: Malaysian Chart 6147

Chart 4042 [previous update 6005/17] WGS84 DATUM

| | | | |
|--------|--|-----------|-------------|
| Insert | depth, <i>18₉</i> , enclosed by 20m contour | 1°19'31"N | 104°14'25"E |
|--------|--|-----------|-------------|

1185(P)/18 SINGAPORE - Jurong Island SW - Note.

Source: Maritime and Port Authority of Singapore

1. Updated Section: ANCHORAGES Text Box, Anchorage Areas

Replace:

• LNG/LPG/Chemical Gas Carrier Anchorage (ALGAS):

• Centred on 1°13'80"N, 103°38'50"E. For the use of barges, LNG vessels, LPG vessels, non-gas free LNG vessels, non-gas free LPG vessels, non-gas free chemical vessels, chemical tankers and oil tankers requiring immigration clearance. Depths from 15.0 to 32.0m. A wreck, with a depth of 10m (1°14'19"N, 103°39'15"E), and a shoal (1°14'02"N, 103°39'28"E), with a depth of 14.0m, lie close within the E limit; depths of less than 15m also extend up to 2½ cables E and SE of Sultan Shoal Lighthouse (1°14'38"N, 103°38'88"E).

• VLCC Anchorage (AVLCC)

• Centred on 1°13'15"N, 103°39'05"E. For VLCCs loaded with crude oil. Depths from 22.6 to 36.0m.

• Sudong Holding Anchorage (ASH)

• Centred on 1°12'04"N, 103°40'17"E. A temporary anchorage used with prior permission of the Port Master. Depths from 23.1 to 27.7m. A wreck (1°11'99"N, 103°40'26"E), depth 24.1m, lies close inside the E boundary.

• Sudong Bunkering Anchorage A (ASUBA)

• Centred on 1°11'80"N, 103°40'84"E. For vessels of 20 000gt and above, to take bunkers under the Special Bunkering Anchorage Scheme, other than LPG vessels, LNG vessels, chemical tankers, oil rigs and drill ships. Depths from 22.8 to 25.3m

With:

• VLCC Anchorage (AVLCC)

• Centred on 1°13'15"N, 103°39'05"E. For VLCCs loaded with crude oil. Depths from 22.6 to 36.0m.

• Sudong Holding Anchorage (ASH)

*• Centred on 1°12'04"N, 103°40'17"E. A temporary holding anchorage used with prior permission of the Port Master. Depths from 23.1 to 27.7m. A wreck (1°11.99"N, 103°40'26"E), depth 24.1m, lies close inside the E boundary.

*Indicates new or revised entry.

Chart affected - 8175

V

EXTRACT OF ADMIRALTY NOTICES TO MARINERS FOR DUAL-BADGED CHARTS

These notices can also be accessed directly from UKHO Website:

<https://www.admiralty.co.uk/maritime-safety-information/admiralty-notices-to-mariners>

1186(P)/18 SINGAPORE - Jurong Island S - Note.

Source: Maritime and Port Authority of Singapore

1. Updated Section: ANCHORAGES Text Box, Jurong Sector

Replace:

• **Sudong Petroleum Holding Anchorage (ASPH):**

• Centred on 1°09·89'N, 103°43·22'E. For port limit tankers waiting to service vessels at Sudong anchorages. Depths from 21·6 to 31·0m.

• **Sudong Bunkering B Anchorage (ASUBB):**

• Centred on 1°10·30'N, 103°42·80'E. For vessels of 20 000gt and above, to take bunkers under the Special Bunkering Anchorage Scheme, other than LPG vessels, LNG vessels, chemical tankers, oil rigs and drill ships. Depths from 19·3 to 43·0m. The anchorage lies adjacent to the W-bound lane of Singapore Main Strait TSS and can be approached directly from this lane, keeping clear of Raffles Shoal (1°10·83'N, 103°41·06'E), without the use of pilots.

• **Sudong Explosives Anchorage (ASUEX):**

• Centred on 1°10·88'N, 103°42·20'E. For vessels and small craft loading or discharging explosives and IMO Class 1 dangerous goods, and vessels in transit with such cargo, and other vessels as directed by the Port Master. Depths from 17·5 to 34·0m. A height restriction of **47m** applies and vessels should keep at least 600m from New Southern Islands Live Firing Area.

• **Sudong Special Purpose Anchorage (ASSPU):**

• Centred on 1°11·37'N, 103°41·57'E. For VLCCs over 75 000gt requiring immigration clearance, and other vessels as directed by the Port Master. Depths from 22·7 to 26·5m.

• **Sudong Bunkering Anchorage A (ASUBA):**

• Centred on 1°11·80'N, 103°40·84'E. For vessels of 20 000gt and above, to take bunkers under the Special Bunkering Anchorage Scheme, other than LPG vessels, LNG vessels, chemical tankers, oil rigs and drill ships. Depths from 22·8 to 25·8m.

• **Sudong Holding Anchorage (ASH):**

• Centred on 1°12·04'N, 103°40·17'E. A temporary anchorage used with prior permission of the Port Master. Depths from 23·2 to 27·7m. A wreck (1° 11·99'N, 103° 40·26'E), depth 24·1m, lies close inside the E boundary.

With:

• **Sudong Petroleum Holding Anchorage (ASPH):**

• Centred on 1°09·89'N, 103°43·22'E. For port limit tankers waiting to service vessels at Sudong anchorages. Depths from 21·7 to 31·0m.

*• **Sudong Explosives Anchorage (ASUEX):**

• Centred on 1°10·30'N, 103°42·80'E. For vessels and small craft loading or discharging explosives and IMO Class 1 dangerous goods, and vessels in transit with such cargo, and other vessels as directed by the Port Master. Depths from 19·5 to 32·0m. A height restriction of **47m** applies and vessels should keep at least 600m from New Southern Islands Live Firing Area.

*• **Sudong Special Purpose Anchorage (ASSPU):**

• Centred on 1°11·37'N, 103°41·57'E. For VLCCs over 75 000gt requiring immigration clearance, and other vessels as directed by the Port Master. Depths from 22·7 to 24·2m.

*• **Sudong Holding Anchorage (ASH):**

• Centred on 1°12·04'N, 103°40·17'E. A temporary holding anchorage used with prior permission of the Port Master. Depths from 23·1 to 27·7m. A wreck (1°11·99'N, 103°40·26'E), depth 24·1m, lies close inside the E boundary.

*Indicates new or revised entry.

Chart affected - 8176

V
EXTRACT OF ADMIRALTY NOTICES TO MARINERS
FOR DUAL-BADGED CHARTS

1187(P)/18 SINGAPORE - Singapore Strait - Anchorage areas. Channel limit. Ferry route. Fairways.

Source: Maritime and Port Authority of Singapore

1. Amendments to anchorages and fairways will be implemented from 0000 HOURS UT, 1 MARCH 2018. The new anchorages and fairways are shown on the accompanying diagram.
2. The anchorages and fairways are listed below with their limits both before and after the implementation date.

| Anchorage designation | EXISTING LIMITS UNTIL 0000 HOURS UT, 1 MARCH 2018 | NEW LIMITS AFTER 0000 HOURS UT, 1 MARCH 2018 |
|--------------------------------------|--|--|
| LNG/LPG/Chemical Gas Carrier (ALGAS) | 1°13-807'N, 103°37-661'E 1°14-505'N, 103°39-155'E 1°13-780'N, 103°39-501'E 1°13-064'N, 103°38-013'E | Anchorage deleted |
| Sudong Bunkering A (ASUBA) | 1°12-169'N, 103°40-514'E 1°11-757'N, 103°41-418'E 1°11-365'N, 103°41-081'E 1°11-746'N, 103°40-566'E 1°11-780'N, 103°40-436'E | Anchorage deleted |
| Sudong Special Purpose (ASSPU) | 1°11-757'N, 103°41-418'E 1°11-426'N, 103°42-144'E 1°10-884'N, 103°41-732'E 1°11-365'N, 103°41-081'E | 1°10-388'N, 103°42-402'E 1°10-742'N, 103°42-660'E 1°11-426'N, 103°42-144'E 1°12-169'N, 103°40-514'E 1°11-780'N, 103°40-436'E 1°11-746'N, 103°40-566'E |

3. The designation of the *Sudong Bunkering B* anchorage, centred on 1°10-30'N, 103°42-84'E. will be amended to *Sudong Explosive (ASUEX)*, implemented from 0000 HOURS UT, 1 MARCH 2018. The limits of the anchorage area are unchanged.

| 4. Fairway designation | EXISTING LIMITS UNTIL 0000 HOURS UT, 1 MARCH 2018 | NEW LIMITS AFTER 0000 HOURS UT, 1 MARCH 2018 |
|-------------------------------|--|--|
| West Keppel Fairway (WKF) | 1°15-391'N, 103°45-677'E 1°15-848'N, 103°46-366'E 1°15-523'N, 103°46-603'E 1°15-189'N, 103°47-159'E 1°16-115'N, 103°47-707'E 1°15-746'N, 103°48-307'E 1°15-595'N, 103°48-392'E 1°14-345'N, 103°47-118'E 1°14-521'N, 103°45-809'E | 1°15-740'N, 103°48-310'E 1°15-797'N, 103°48-213'E 1°15-027'N, 103°47-429'E 1°15-750'N, 103°46-218'E 1°15-391'N, 103°45-677'E 1°14-521'N, 103°45-809'E 1°14-345'N, 103°47-118'E 1°15-595'N, 103°48-392'E |

V
EXTRACT OF ADMIRALTY NOTICES TO MARINERS
FOR DUAL-BADGED CHARTS

1187(P)/18 SINGAPORE - Singapore Strait - Anchorage areas. Channel limit. Ferry route.
Fairways. (continued)

5. Sisters Fairway
- | | |
|--------------------------|--------------------------|
| 1°13·580'N, 103°49·592'E | 1°12·767'N, 103°51·028'E |
| 1°13·983'N, 103°50·192'E | 1°12·803'N, 103°51·002'E |
| 1°13·729'N, 103°50·378'E | 1°13·016'N, 103°50·845'E |
| 1°13·392'N, 103°50·654'E | 1°13·141'N, 103°50·721'E |
| 1°12·797'N, 103°51·113'E | 1°13·216'N, 103°50·643'E |
| 1°12·548'N, 103°50·397'E | 1°13·289'N, 103°50·582'E |
| | 1°13·381'N, 103°50·545'E |
| | 1°13·438'N, 103°50·615'E |
| | 1°13·726'N, 103°50·380'E |
| | 1°13·715'N, 103°50·373'E |
| | 1°13·705'N, 103°50·336'E |
| | 1°13·845'N, 103°50·178'E |
| | 1°13·946'N, 103°50·137'E |
| | 1°13·580'N, 103°49·592'E |
| | 1°13·147'N, 103°49·929'E |
| | 1°13·040'N, 103°50·013'E |
| | 1°12·959'N, 103°50·078'E |
| | 1°12·924'N, 103°50·164'E |
| | 1°12·881'N, 103°50·182'E |
| | 1°12·842'N, 103°50·198'E |
| | 1°12·775'N, 103°50·220'E |
| | 1°12·548'N, 103°50·397'E |
6. A new ferry channel, *Berlayar Ferry Channel*, will be implemented at 0000hrs UT on 1 March 2018, for approaches to the Pasir Panjang Ferry Terminal, in the following positions:
- 1°16·090'N, 103°47·750'E
 1°15·964'N, 103°47·953'E
 1°15·670'N, 103°48·084'E
 1°15·539'N, 103°47·950'E
 1°15·943'N, 103°47·896'E
 1°16·050'N, 103°47·720'E
7. These changes will be included in the next New Editions of Charts 3833, 4030, 4031, 4032, 4034, 4035, 4036, 4037, 4038, 4039, 4040, 4041, 8175, 8176 and 8177.
8. Mariners are advised to contact the local port authority for the latest information.
 (WGS84 DATUM)

Charts affected - 3833 - 4030 - 4031 - 4032 - 4034 - 4035 - 4036 - 4037 - 4038 - 4039 - 4040 - 4041 - 8175 - 8176 - 8177

Updated to Admiralty Notices to Mariners No. 12 of 2018 dated 12th March 2018

HYDROGRAPHIC NOTE - Instructions

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 are observed in aids to navigation or where corrections to nautical publications may be necessary. Reports, which cannot be confirmed or are lacking in certain details should not be withheld.
2. Any ambiguities of time, positioning and depth should be stressed and any firm expectation of being able to check the information provided on a following voyage should be mentioned.
3. Mariners using satellite position fixing systems, eg. GPS, should provide details of equipment and datum used (where applicable). Where bearings (true or magnetic) are taken visually or by radar to fix a position, it should include more than two objects in order to provide a check on its accuracy. A position may also be defined by bearing and distance from a conspicuous object eg. beacon, lighthouse etc.
4. The note should include a tracing or a digital image of the chart used and the details should be clearly marked.
5. Echo sounders frequently register greater depths than the advertised maximum depth for the equipment, eg. a trace appearing at 50 metres may be in fact be 550 metres or even 1050 metres for equipment whose maximum depth is 500 metres. Erroneous depths 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.
6. Upon receipt of a hydrographic note, a Notice to Mariners may be issued. The sender's vessel or name is quoted as the source unless the same information is also received in foreign Notices to Mariners.
7. Reports of shoals, uncharted dangers and defects in aids to navigation may also be made to the appropriate Singapore Port Operations Control Centre on VHF Channels 10, 12, 14, 68 or 73.

HYDROGRAPHIC NOTE

To:

Chief Hydrographer
Maritime and Port Authority of Singapore
7B Keppel Road #20-00 Tanjong Pagar Complex
Singapore 089055

Tel : (65) 6325 2027
Fax : (65) 6226 1076
Email : hydrographic@mpa.gov.sg

Sender's Contact Details :

Date :

Name of Vessel :

Address of Sender :

Tel : Fax :

Email :

Nature of Observation :

General Location :

Subject :

Position : Lat. Long.

Charts Used :

Date & Time of Observation :

Details :

.....

.....

Attachment :

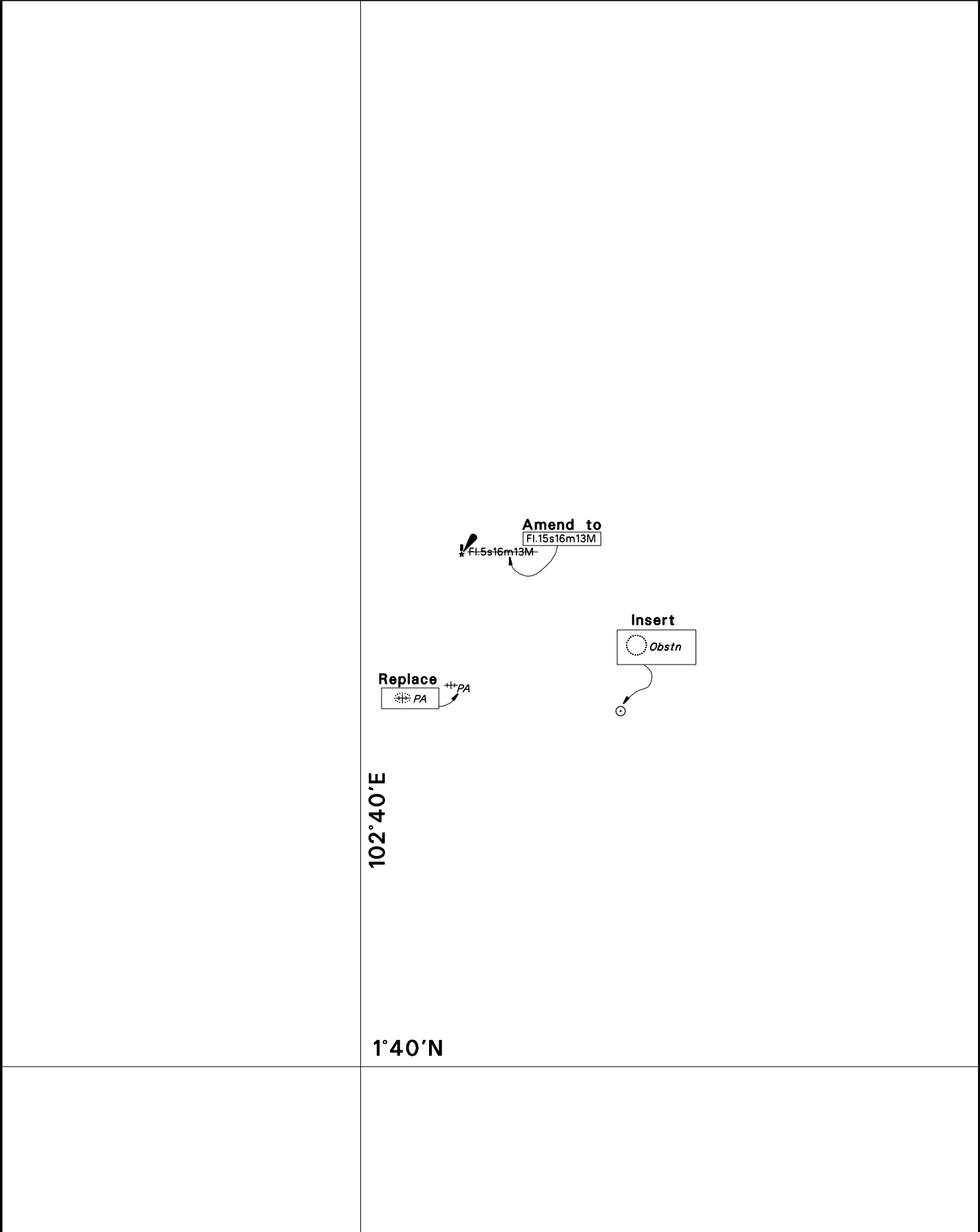
Equipment Used :

Type of Position Fixing : GPS / DGPS Others :

Type of Echo Sounder :

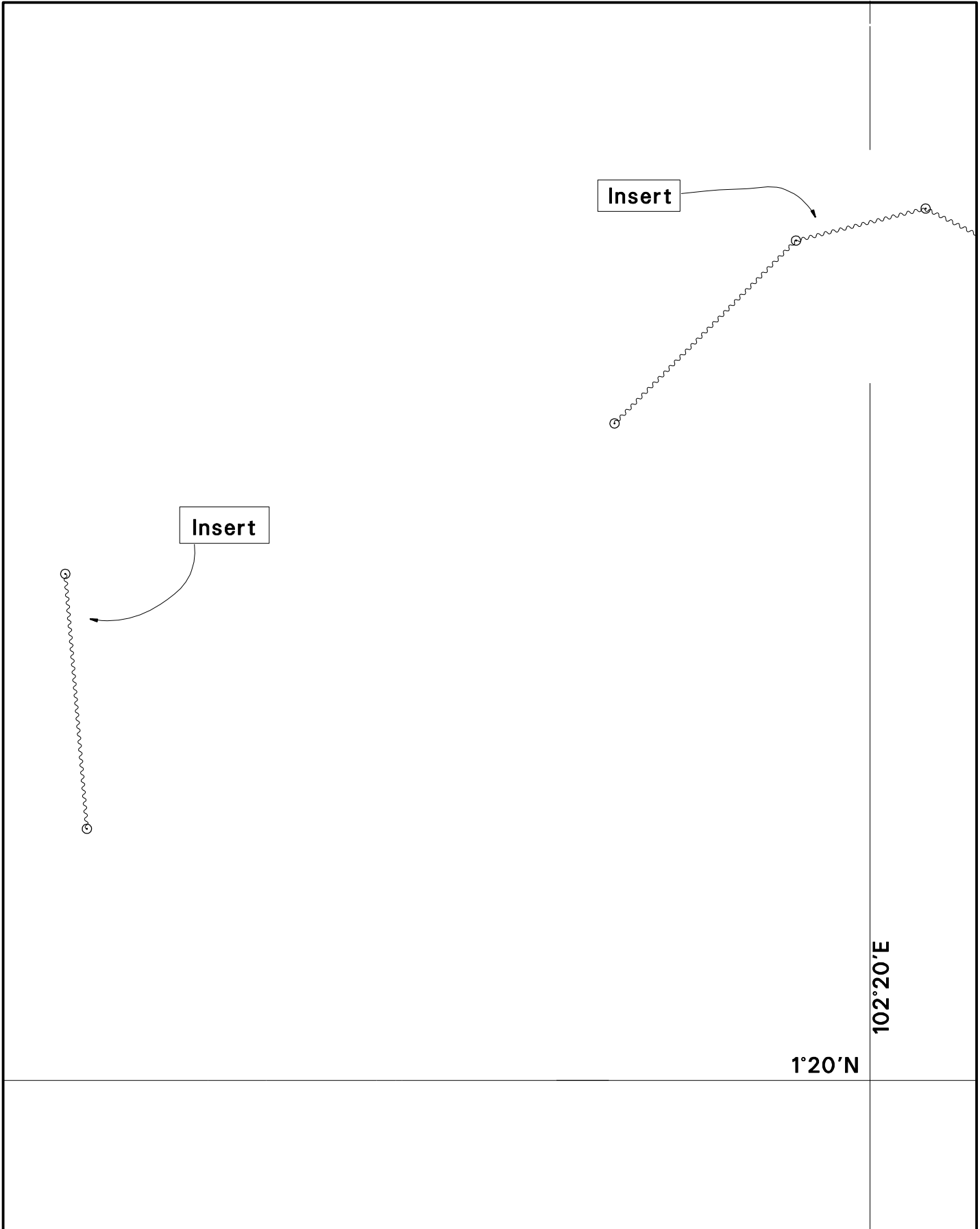
Name and Signature :

Ship's/Company's Stamp :



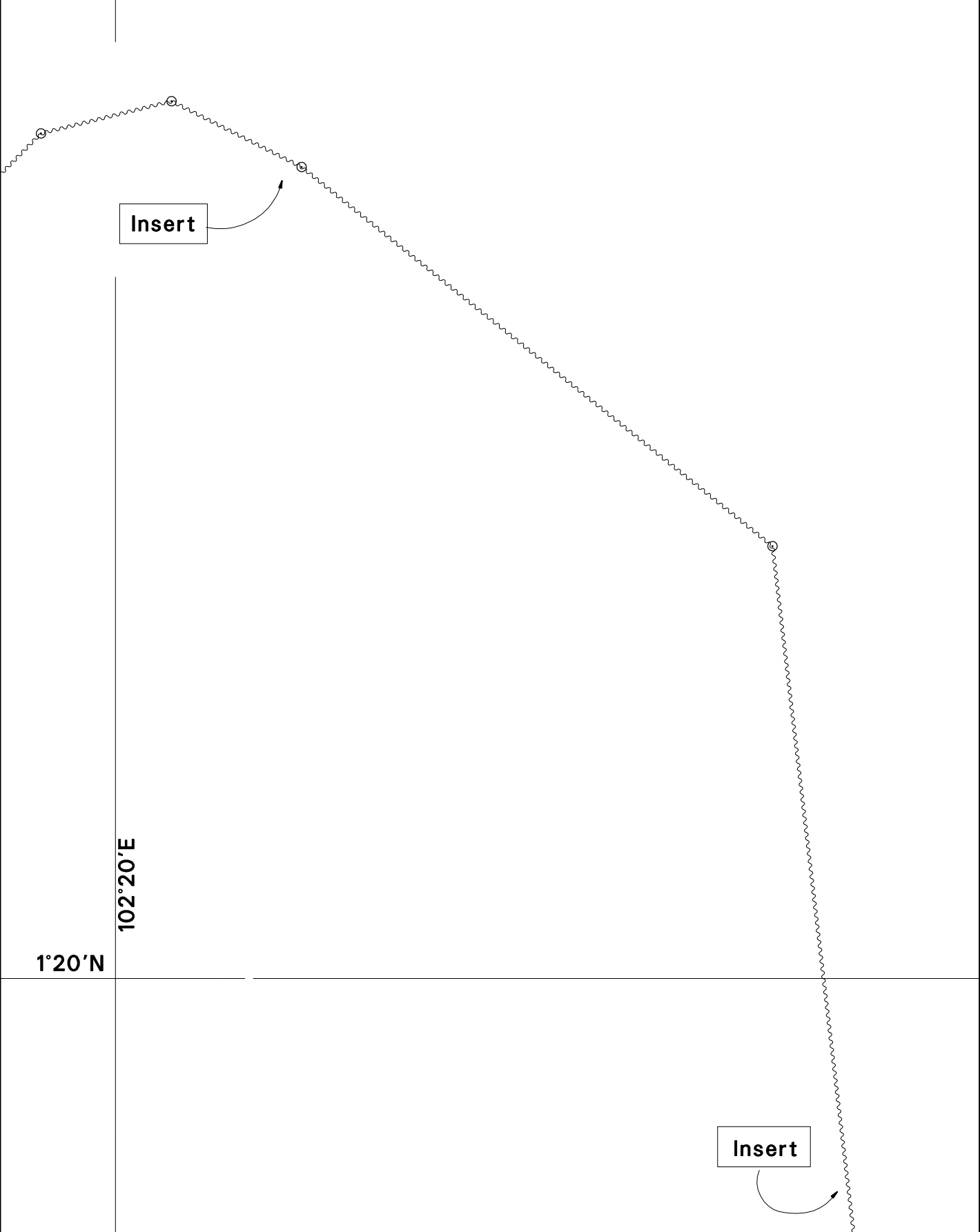
| CORRECTION NO. | SNM EDN NO. | LAST CORRNO NO. | CHART NO. | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|---|--|
| | | | | | | |
| 31 | 4/2018 | 24/2018 | 201 | | X | |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



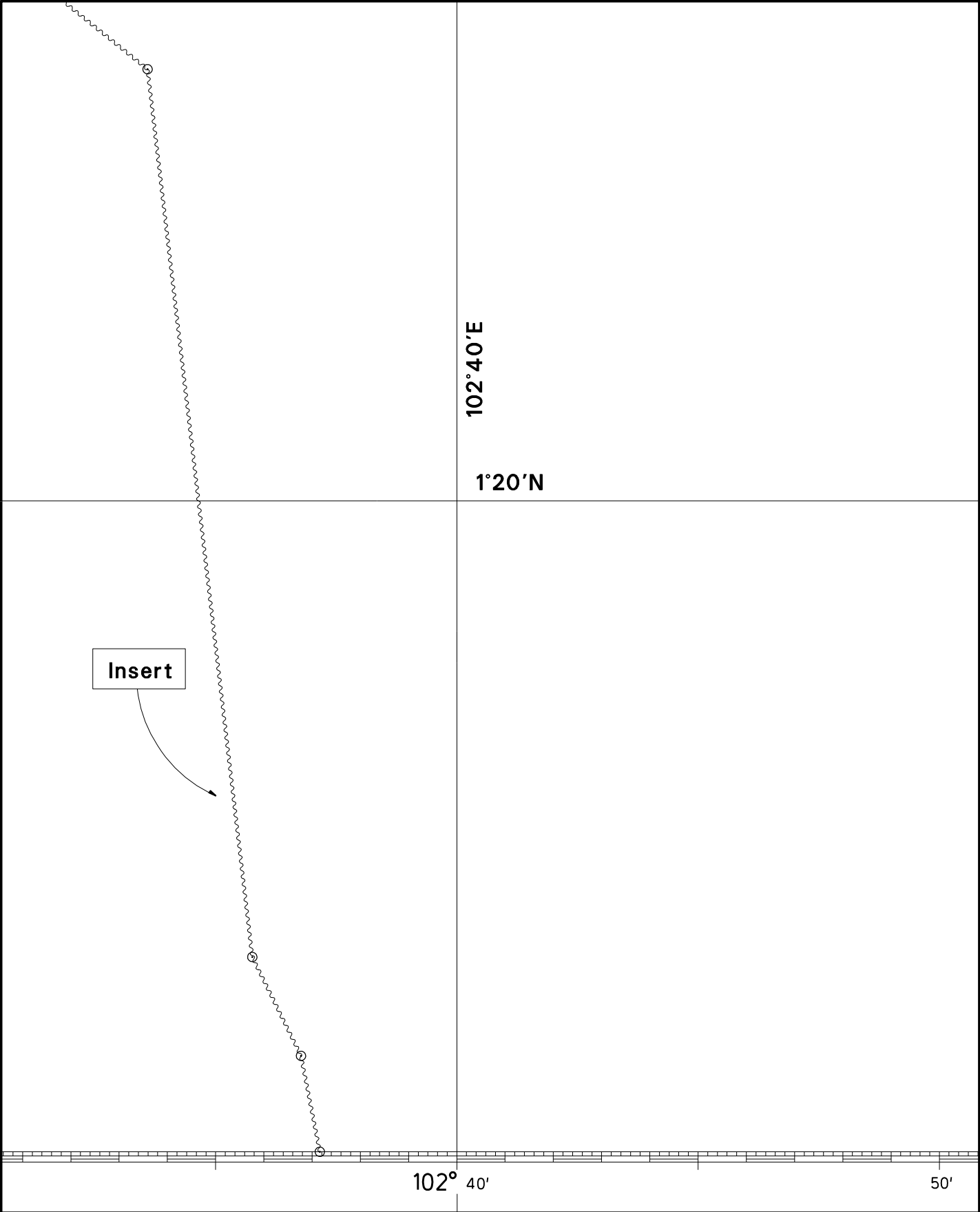
| CORRECTION NO. | SNM EDN NO. | LAST CORR N NO. | CHART NO. | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|--|--|
| | | | | | | |
| 32 (Sheet 1) | 4/2018 | 31/2018 | 201 | X | | |
| | | | | | | |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



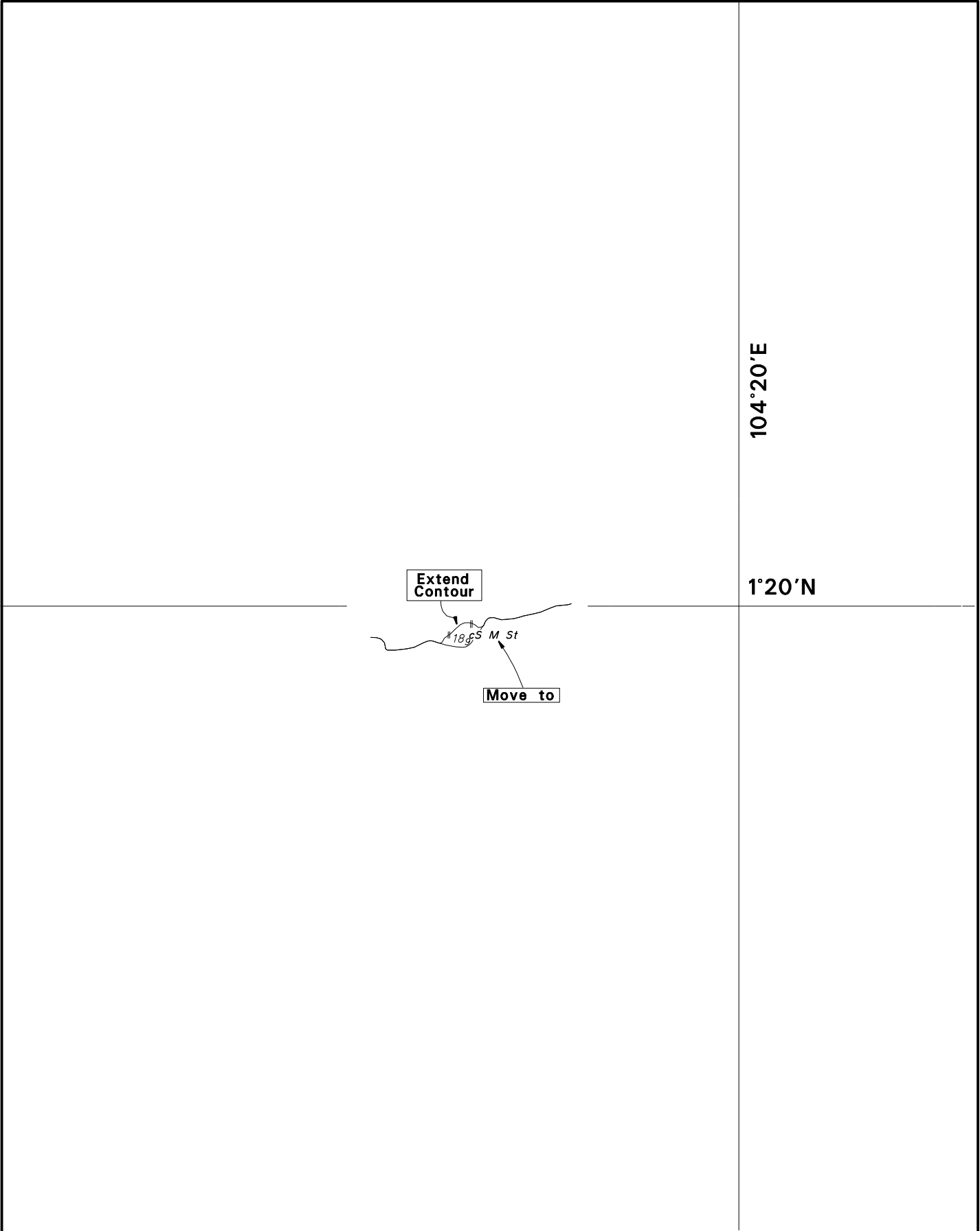
| CORRECTION NO. | SNM EDN NO. | LAST CORR N NO. | CHART NO. | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|--|--|
| | | | | | | |
| | | | | X | | |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



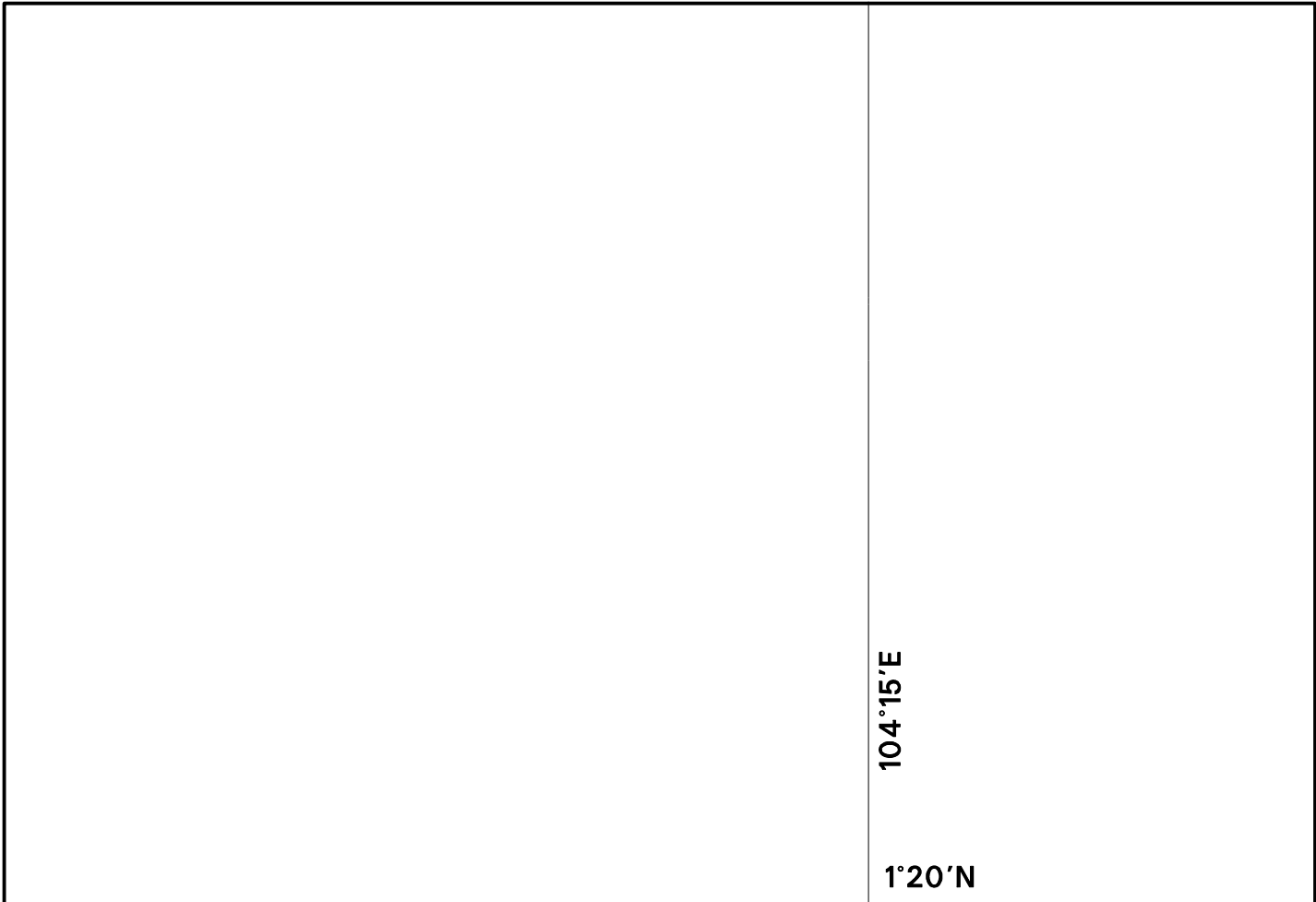
| | | | | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|--|--|
| CORRECTION NO. | SNM EDN NO. | LAST CORR N NO. | CHART NO. | | | |
| 32 (Sheet 3) | 4/2018 | 31/2018 | 201 | | | |
| | | | | X | | |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



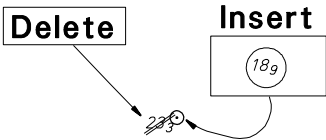
| CORRECTION NO. | SNM EDN NO. | LAST CORR N NO. | CHART NO. | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|--|---|
| | | | | | | |
| | | | | | | X |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



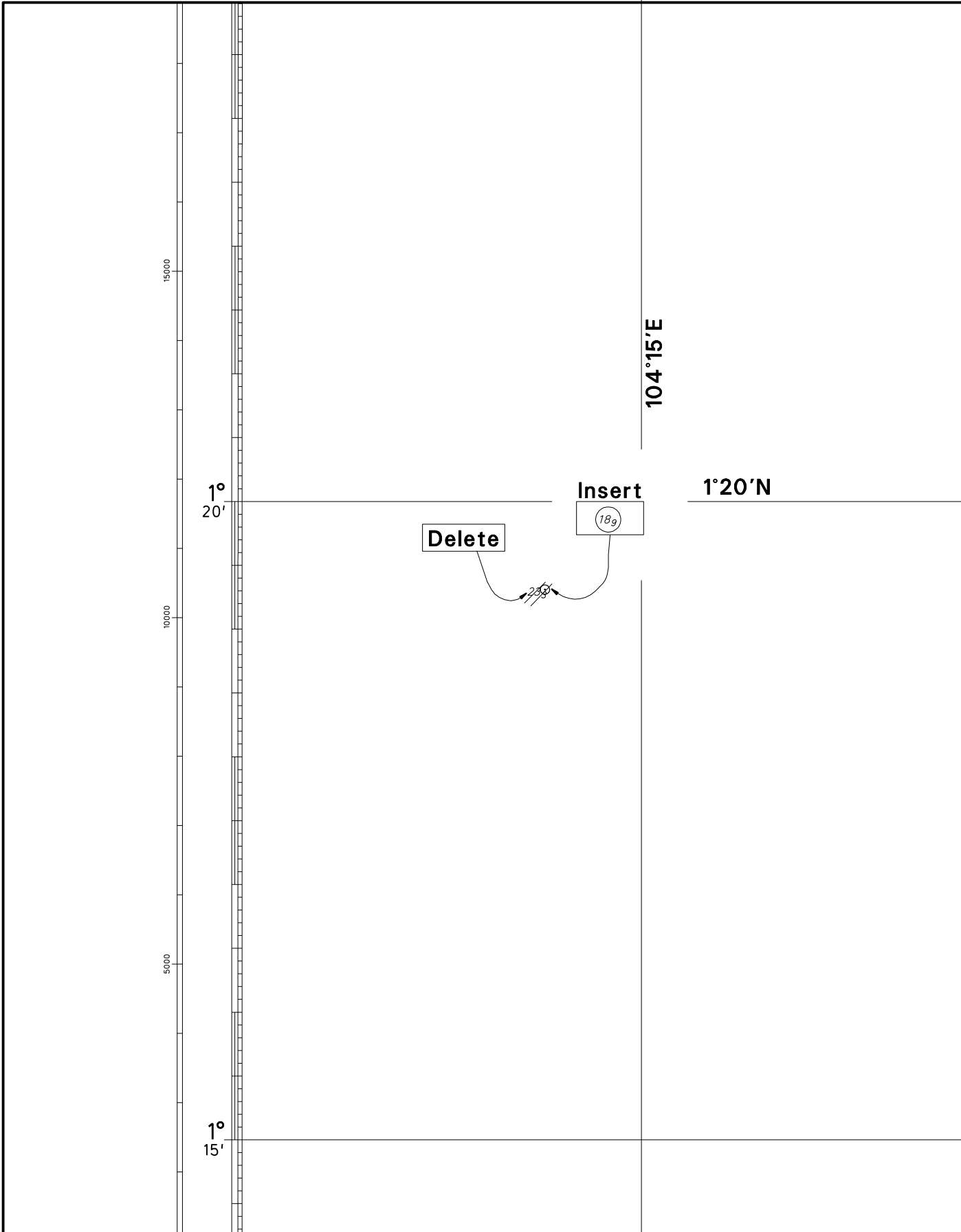
104°15'E

1°20'N



| CORRECTION NO. | SNM EDN NO. | LAST CORR N NO. | CHART NO. | Location on Chart | | |
|----------------|-------------|-----------------|-----------|-------------------|--|---|
| | | | | | | |
| 33 | 4/2018 | 26/2018 | 502 | | | X |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



| CORRECTION NO. | SNM EDN NO. | LAST CORR N O. | CHART NO. | Location on Chart | | |
|----------------|-------------|----------------|-----------|-------------------|--|--|
| | | | | | | |
| 33 | 4/2018 | 21/2018 | 503 | X | | |
| | | | | | | |

Caution: some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer