



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 Division, 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](#)
- [Dual-Badged Charts](#)
- [Singapore ENC](#)
- [Malacca and Singapore Straits ENC](#)
- [Singapore Port Information](#)
- [Singapore Tide Tables](#)

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7B Keppel Road

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Singapore 089055

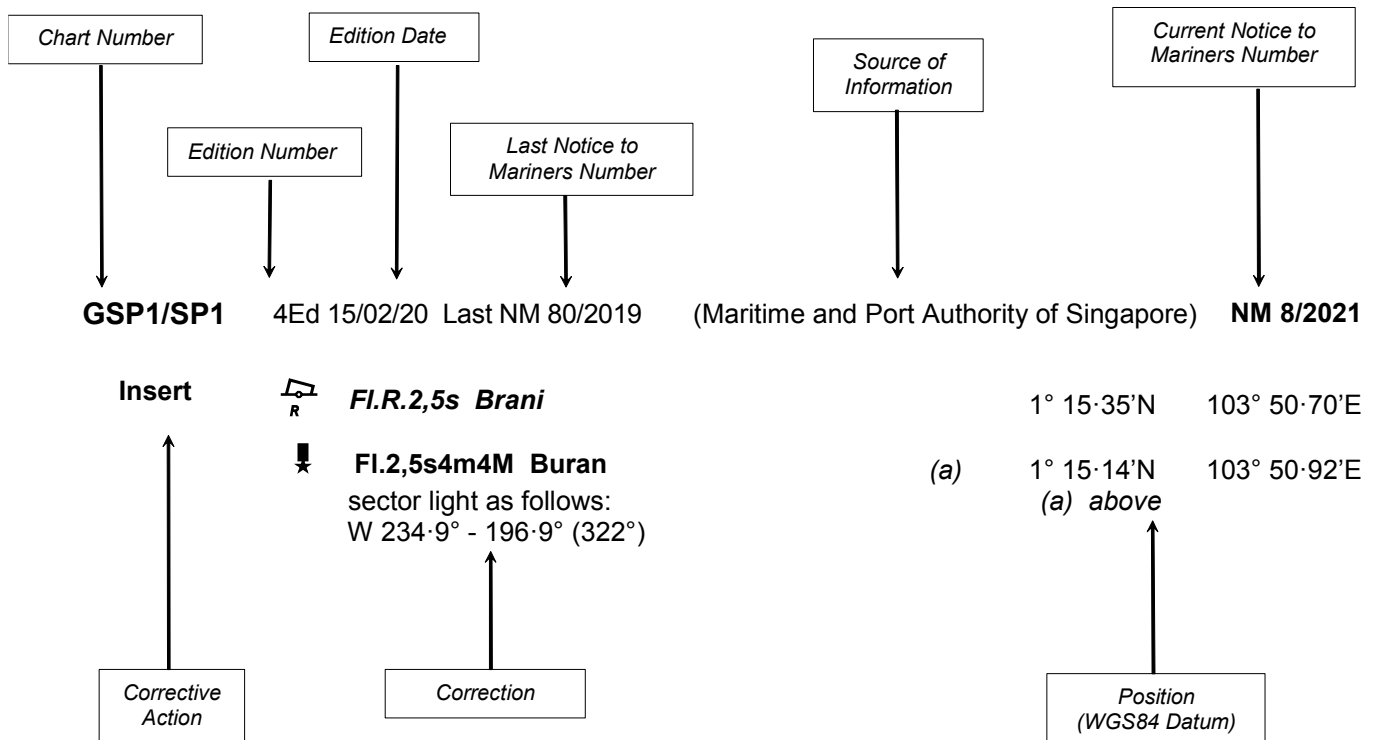
Tel : 1800 272 7777 / (65) 6272 7777

Fax : (65) 6226 1076

Email : hydrographic@mpa.gov.sg

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/2021**).
P indicates a Preliminary Notice (eg. **NM 10P/2021**).
- 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.
- # indicates where amendments are made.
- * indicates source from Maritime and Port Authority of Singapore.

I
AFFECTED CHARTS AND PUBLICATIONS

INDEX OF NOTICES

NOTICE NO.	DESCRIPTION	PAGE NO.
*74	Singaporean Chart GSP1/SP1	2
75	Singaporean Chart 200	2
*76P	Temporary and Preliminary Notices	3
*77	Singapore Port Marine Notices/Circulars	5
*78	Amendments to Publications	6 - 7
-	Reprint of Maritime Safety Information	8 - 9
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*Source: Maritime and Port Authority of Singapore

II

NOTICES TO MARINERS AND CHART CORRECTIONS

GSP1/SP1 5 Ed 15/01/2021 Last NM 70/2021 (Maritime and Port Authority of Singapore) ***NM 74/2021**

Insert  *Fl.Y.6s, CC2* 1°14·98'N 103°41·99'E

 *Fl.Y.6s, CC3* 1°14·97'N 103°41·18'E

200 4 Ed 1/09/2015 Last NM 56/2021 (Royal Malaysian Navy Notice no. 05/109/2021) **NM 75/2021**

Insert maritime limit, pecked line, joining: 2°45·00'N 101°20·00'E

2°43·50'N 101°23·00'E

2°47·00'N 101°24·86'E
(shore)

legend, *Kuala Sungai Langat Port Limit*, centred on: 2°44·59'N 101°21·35'E

II

TEMPORARY AND PRELIMINARY NOTICES

***(NM 76P/2020) :** **INSTALLATION OF BUOYS OFF JURONG ISLAND**

Description : 1. Four special mark buoys have been installed at the following positions:

Name of Beacon/ Buoy	Position Lat. N Long. E	Structure, Colour & Shape	Light Characteristic
JIDP-1	01°16·615' 103°39·871'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)
JIDP-2	01°16·367' 103°39·856'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)
JIDP-3	01°16·656' 103°39·883'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)
JIDP-4	01°16·633' 103°39·898'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)

2. Mariners are advised to keep a vigilant lookout and navigate with caution.

Charts affected : Singaporean GSP1/SP1, Dual-badged BA4030 and BA4033

*Source: Maritime and Port Authority of Singapore

II
TEMPORARY AND PRELIMINARY NOTICES

Cancelled Temporary and Preliminary Notices

NIL

III NAVIGATIONAL INFORMATION

*(NM 77/2020)

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-notices>

PMC No.	Subject
026/2021	Changes to pre-arrival notification and notification of arrival
027/2021	Extension of MaritimeSG together package for maritime companies, individuals and seafarers
028/2021	New harbor craft port dues concession for floating storage units/ floating storage regasification units support LNG bunkering and breakbulk activities in port.
029/2021	Revision to the number of persons onboard pleasure craft in the Port of Singapore
030/2021	Enhancements to crew change for cargo ships in the Port of Singapore
031/2021	Requirements for vessels arriving in the Port of Singapore during COVID-19
033/2021	Revision to the number of persons onboard pleasure craft in the Port of Singapore
034/2021	New volumetric fee on Liquefied Natural Gas (LNG) cargo operations by MPA-Approved floating storage units/floating storage regasification units berthed at MPA-Approved berth to support LNG bunkering and breakbulk activities in port.

PMN No.	Subject
049/2021	Water sampling off Pulau Punggol Barat
050/2021	Installation of floating solar farm west of Senoko Fishery Port
051/2021	Upgrading works at Vopak Terminal
052/2021	Marine pile repair works at Exxonmobil Terminal, Pulau Ayer Chawan
053/2021	Repair works in Pesek Basin
054/2021	Improvement to Bayshore Park outlet drain
055/2021	Reclamation works at Tuas View Temasek Fairway
056/2021	Underwater works off Changi East

*Source: Maritime and Port Authority of Singapore

III AMENDMENTS TO PUBLICATIONS

*(NM 78/2021) UPDATING OF PUBLICATION "SINGAPORE PORT INFORMATION 2020/2021"

CHARACTERISTICS OF AIDS TO NAVIGATION

1. Page 135

WEST JURONG CHANNEL

Amend the following:

Name of Beacon/ Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
# JIDP-1	# 01°16·615' 103°39·871'	# Yellow pillar with 'X' topmark	# Fl.Y.4s (sync)	# PUB
# JIDP-2	# 01°16·367' 103°39·856'	# Yellow pillar with 'X' topmark	# Fl.Y.4s (sync)	# PUB
# JIDP-3	# 01°16·656' 103°39·883'	# Yellow pillar with 'X' topmark	# Fl.Y.4s (sync)	# PUB
# JIDP-4	# 01°16·633' 103°39·898'	# Yellow pillar with 'X' topmark	# Fl.Y.4s (sync)	# PUB

2. Page 147

APPROACHES TO MARINA RESERVOIR

Insert the following:

Name of Beacon/ Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
# MEDP-1	# 01°16·719' 103°52·548'	# Yellow pillar with 'X' topmark	# Fl.Y.6s (sync)	# PUB
# MEDP-2	# 01°16·721' 103°52·570'	# Yellow pillar with 'X' topmark	# Fl.Y.6s (sync)	# PUB

III AMENDMENTS TO PUBLICATIONS

*(NM 78/2021) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION 2020/2021”

WHARVES AND BERTHS

3. Page 172

54 SENOKO POWER STATION (CITY GAS PTE LTD) (1°17'4"N, 103°44'7"E)

Amend the following:

Berth	Length	Max LOA	Depth alongside (Year Surveyed)	Controlling Depth in Approaches
Senoko Gaswork Jetty	128m	105m	6.8m (2021) [#]	7.5m

*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 LOOK-OUT, 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 (AMENDED ON 140821UTC APRIL 2019)

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. MARINERS ARE ALSO REMINDED THAT EVERY CARE SHOULD BE TAKEN TO AVOID ANCHORING IN THE VICINITY OF SUBMARINE CABLES OR PIPELINES.

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. EG: 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 AND 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 COLREGS.

TT642

ALL MARINERS NAVIGATING THROUGH THE STRAIT OF SINGAPORE ARE REMINDED TO MAINTAIN CLOSE AND CONTINUOUS MONITORING OF VESSELS POSITION. IN DETERMINING RISK OF GROUNDING, DIFFERENT METHODS OF POSITION FIXING SHOULD ALSO BE USED AS MEANS OF CROSS-CHECKING.

TT643

THERE IS REPORT OF CONCENTRATION OF FISHING VESSELS OBSERVED IN THE EASTBOUND TRAFFIC LANE IN THE VICINITY BETWEEN BUFFALO ROCK AND BATU BERHANTI. ALL VESSELS ARE ADVISED TO PROCEED AT A SAFE SPEED, KEEP A SHARP LOOK OUT AND NAVIGATE WITH EXTREME CAUTION AT ALL TIME.

IV

REPRINT OF MARITIME SAFETY INFORMATION

TT729 (AMENDED 280027UTC)

HELEN MAR REEF BN (RACON M) IN POSITION 01- 07.4N 103 - 46.5E HAS BEEN REPORTED OFF-AIR. ALL VESSELS NAVIGATING IN THE VICINITY ARE ADVISED TO NAVIGATE WITH CAUTION.

TT730 (AMENDED 280027UTC)

KARANG BANTENG BN (BUFFALO ROCK) (RACON K) IN POSITION 01- 09.4N 103 - 48.8E HAS BEEN REPORTED OFF-AIR. ALL VESSELS NAVIGATING IN THE VICINITY ARE ADVISED TO NAVIGATE WITH CAUTION.

TT755

THERE ARE 2 REPORTS OF UNAUTHORISED BOARDING ON 17 JULY 2021 AT 0016LT IN POSITION LAT 01-16.03N LONG 104-12.57E AND AT 0040LT IN POSITION 01-16.6N 104-14.6E. MARINERS ARE ADVISED TO KEEP A GOOD LOOK OUT AND MAINTAIN ANTI-PIRACY WATCH.

TT757 (AMENDED 240115UTC)

NEVILLE ROCK BEACON IN POSITION 01-26.66'N 104-02.64'E HAS BEEN DESTROYED. ALL VESSELS NAVIGATING IN THE VICINITY ARE ADVISED TO NAVIGATE WITH CAUTION.

TT758

CABLE VESSEL "LORDBROG" AND ASSISTED BY GUARD BOATS ARE CARRYING CABLE POST LAY INSPECTION AND BURIAL WORKS IN THE SINGAPORE STRAIT OF VTIS SECTOR 9 FROM SOUTH OF PJSB CROSS WEST BOUND LANE, THROUGH EAST BOUND LANE AND TOWARDS NORTH EAST OF HORSBURGH, from 26 JUL 2021 TO 31 JUL 2021. VESSELS ARE ADVISED TO NAVIGATE WITH CAUTION, PROCEED AT SAFE SPEED AND KEEP WELL CLEAR OF THE CABLE VESSEL.

TT759

BUFFALO ROCK ISOLATED DANGER BUOY TOP MARK MISSING IN CHARTED POSITION 01°09.410'N 103° 48,800'E. ALL VESSELS NAVIGATING IN THE VICINITY OF BUFFALO ROCK BUOY ARE ADVISED TO NAVIGATE WITH CAUTION.

TT760

LOST CONTACT OF FISHING VESSEL MANTANG MAKMUR II. LAST KNOWN POSITION 10NM NORTH BINTAN. ANY SIGHTINGS TO REPORT TO MRCC SINGAPORE.

TT961

VESSELS INTENDING TO CROSS THE TRAFFIC SEPARATION 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 (AMENDED ON 100800UTC JUNE 2020)

SEA ROBBERIES ARE REPORTED IN THE SINGAPORE STRAIT. MARINERS ARE TO MAINTAIN A CONSTANT VISUAL AND RADAR WATCH FOR SMALL CRAFT AND REPORT ANY SUSPICIOUS ACTIVITIES IN THE SINGAPORE STRAIT TO VTIS SINGAPORE.

ISSUED BY SINGAPORE PORT OPERATIONS CONTROL CENTRE (as at 30th July 2021)

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

These notices can also be accessed directly from UKHO Website:

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

2814 SINGAPORE - Notes.

Source: Maritime and Port Authority of Singapore

Note: Certain Copies Only

Chart 4031 [*previous update 2381/21*] WGS84 DATUM

Insert	the accompanying note, ANCHORING REGULATIONS, centred on:	1°15·310'N	103°40·789'E
	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°14·987'N	103°40·791'E

Chart 4039 [*previous update 2376/21*] WGS84 DATUM

Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°02·39'N	103°45·54'E
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Chart 4040 [*previous update 2635/21*] WGS84 DATUM

Insert	the accompanying note, ANCHORING REGULATIONS, centred on:	1°18·94'N	103°51·33'E
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2832 SINGAPORE - NM Blocks.

Source: Maritime and Port Authority of Singapore

Chart 4030 [*previous update 2381/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°15·4'N	103°37·6'E
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Chart 4033 [*previous update 2583/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°15·4'N	103°37·6'E
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Updated to Admiralty Notices to Mariners no. 30 of 2021 dated 29th July 2021

To accompany Notice to Mariners 2814/21

On Chart 4031

SUBMARINE CABLES AND PIPELINES
Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables and pipelines. Mariners risk prosecution if they damage submarine cables and pipelines. Submarine cables additional to those charted may exist. Repaired sections of submarine cables may lie a distance away from the charted submarine cable positions. Mariners are also warned that the seafloor where cables were originally buried may have changed and cables become exposed. Submarine pipelines are not always buried, and their presence may significantly reduce the charted depth. Submarine pipelines may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger. Gas from a damaged submarine pipeline could cause an explosion, loss of a vessel's buoyancy or other serious hazard. See The Mariner's Handbook. In Indonesian waters, anchoring, fishing, trawling and any seabed activities are prohibited within 500 metres of a submarine gas pipeline. Mariners are also advised not to anchor or trawl within 1750 metres from the submarine cables and pipelines in Indonesian waters.

To accompany Notice to Mariners 2814/21

On Chart 4031

ANCHORING REGULATIONS
Within the Singapore Port Limit, no vessel is to anchor in an area outside its appropriate designated anchorage. Due regard should be given to the presence of any submarine cable, pipeline, tunnel, or any other physical obstruction, before dropping the anchor, including in times of an emergency. Mariners are reminded, as far as practicable, not to anchor in all areas of the Traffic Separation Scheme (TSS) in the Straits of Malacca and Singapore (Rule 10(g) of the COLREGs refers), as well as between the landward limits of the TSS and approaches to the ports. Vessels entering any port in any of the littoral States are to anchor only in the anchorages designated by the respective littoral States.

To accompany Notice to Mariners 2814/21

On Chart 4039

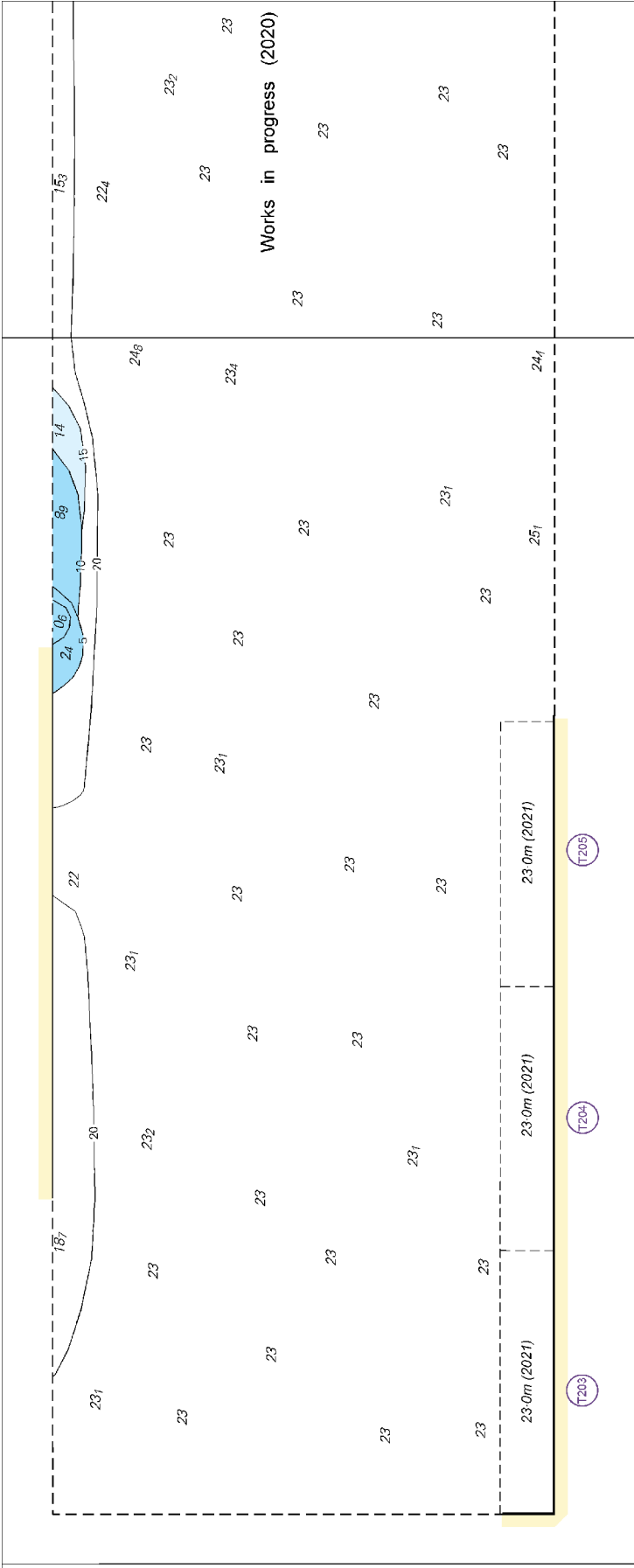
SUBMARINE CABLES AND PIPELINES
Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables and pipelines. Mariners risk prosecution if they damage submarine cables and pipelines. Submarine cables additional to those charted may exist. Repaired sections of submarine cables may lie a distance away from the charted submarine cable positions. Mariners are also warned that the seafloor where cables were originally buried may have changed and cables become exposed. Submarine pipelines are not always buried, and their presence may significantly reduce the charted depth. Submarine pipelines may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger. Gas from a damaged submarine pipeline could cause an explosion, loss of a vessel's buoyancy or other serious hazard. See The Mariner's Handbook. In Indonesian waters, anchoring, fishing, trawling and any seabed activities are prohibited within 500 metres of a submarine gas pipeline. Mariners are also advised not to anchor or trawl within 1750 metres from the submarine cables and pipelines in Indonesian waters.

To accompany Notice to Mariners 2814/21

On Chart 4040

ANCHORING REGULATIONS

Within the Singapore Port Limit, no vessel is to anchor in an area outside its appropriate designated anchorage. Due regard should be given to the presence of any submarine cable, pipeline, tunnel, or any other physical obstruction, before dropping the anchor, including in times of an emergency. Mariners are reminded, as far as practicable, not to anchor in all areas of the Traffic Separation Scheme (TSS) in the Straits of Malacca and Singapore (Rule 10(g) of the COLREGs refers), as well as between the landward limits of the TSS and approaches to the ports. Vessels entering any port in any of the littoral States are to anchor only in the anchorages designated by the respective littoral States.



Block for Chart No 4030

[illegible]

Block for Chart No 4033

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 : 1800 272 7777 / (65) 6272 7777
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 :

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Attachment :

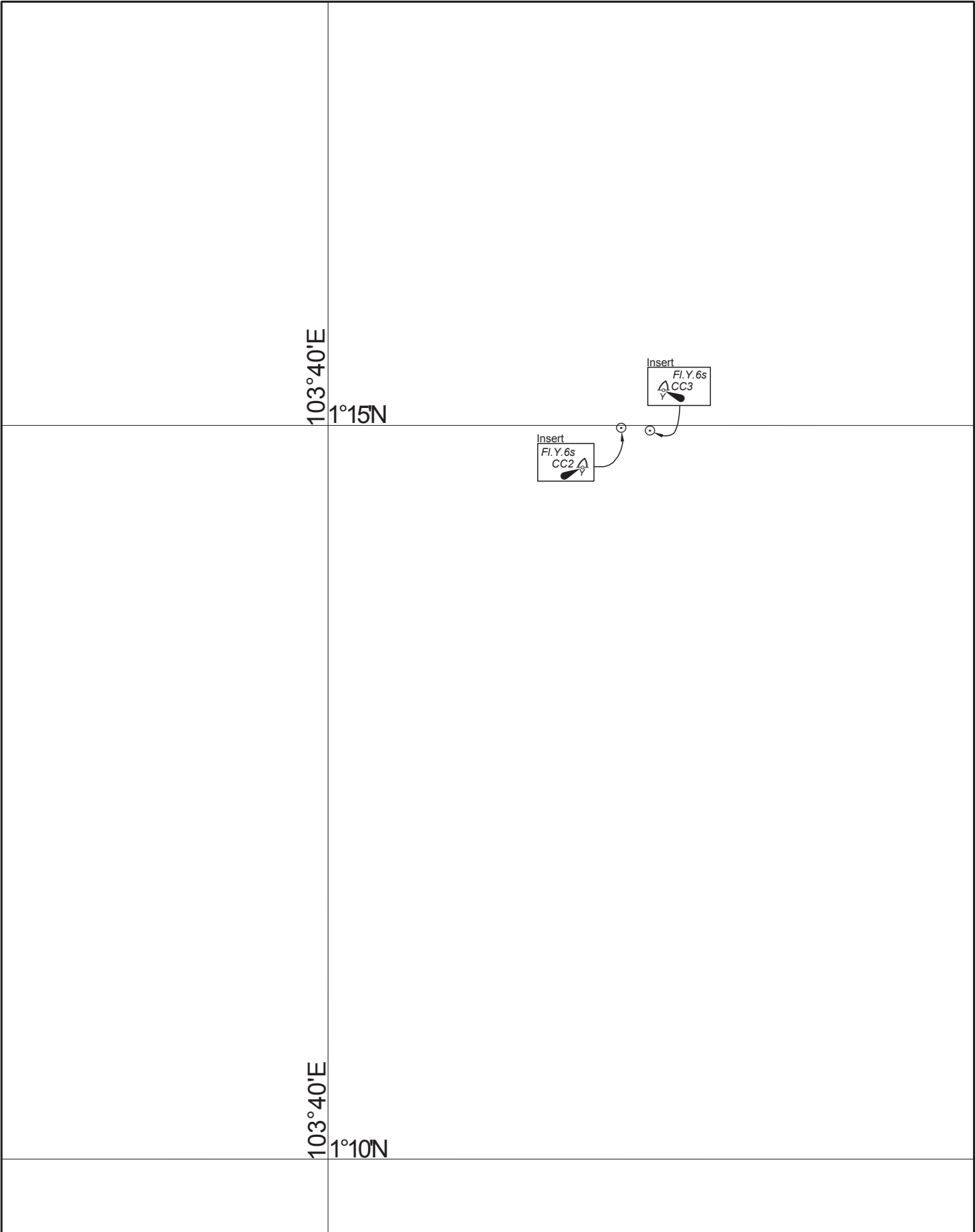
Equipment Used :

Type of Position Fixing : GPS / DGPS Others :

Type of Echo Sounder :

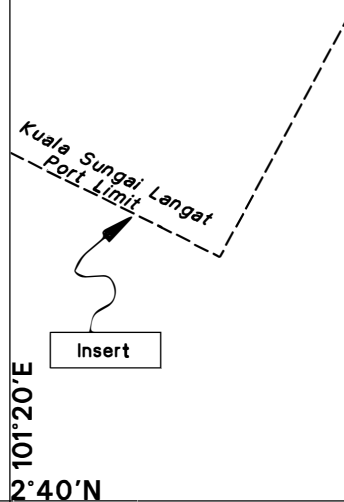
Name and Signature :

Ship's/Company's Stamp :



CORRECTION NO.	SNM EDN NO.	LAST CORR N NO.	CHART NO.	Location on Chart		
				X		
74	08/2021	70	GSP1/SP1			

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		
75	08/2021	56	200			

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