



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

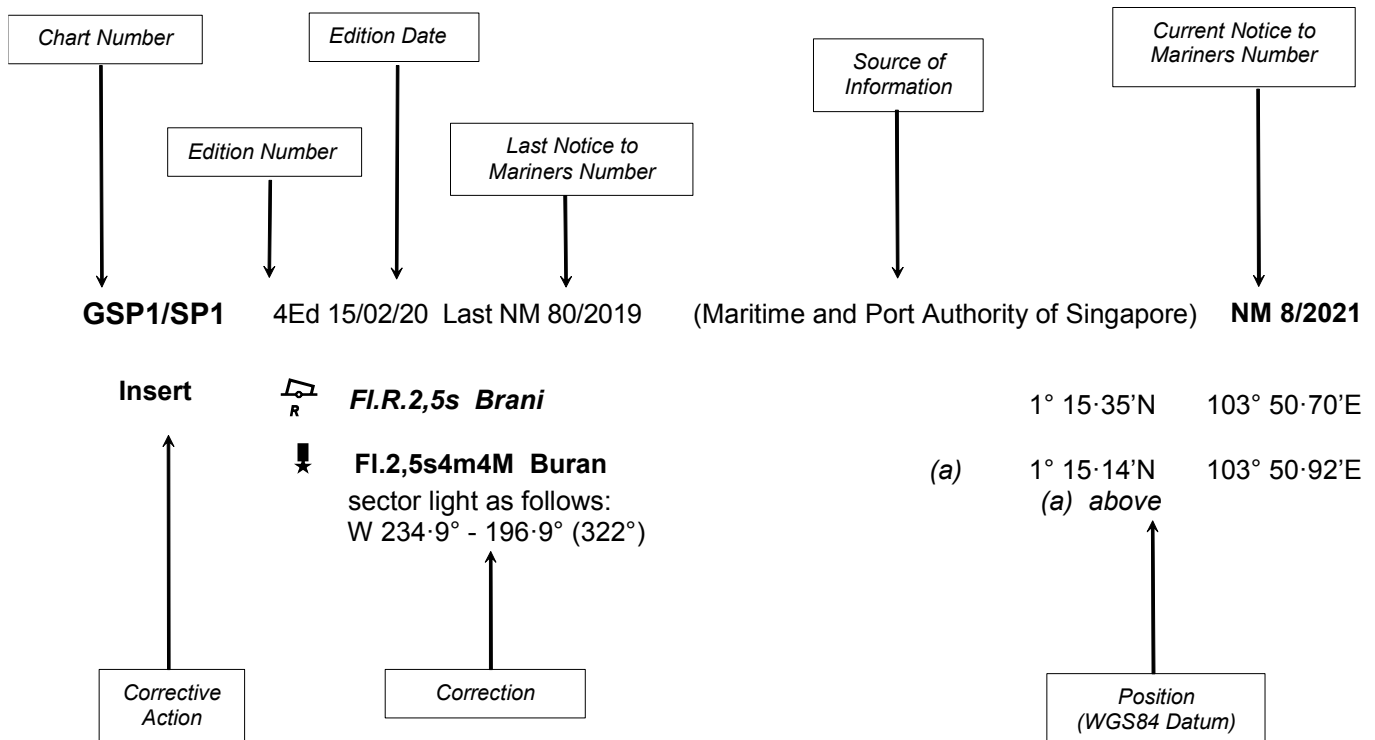
- [Singaporean Notice to Mariners](#)
- [Singaporean Charts](#)
- [Dual-Badged Charts](#)
- [Singapore ENC](#)
- [Malacca and Singapore Straits ENC](#)
- [Singapore Port Information](#)
- [Singapore Tide Tables](#)

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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.
*69	Numerical Index to Notice to Mariners 2021	2
*70	Singaporean Chart GSP1/SP1	3
*71P	Temporary and Preliminary Notices	4 - 5
*72	Singapore Port Marine Notices/Circulars	6
*73	Amendments to Publications	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

*(NM 69/2021) NUMERICAL INDEX TO NOTICES TO MARINERS OF 2021 (1 TO 68)

MONTH	NOTICES TO MARINERS NO.
JANUARY 2021	1 to 11T
FEBRUARY 2021	12 to 28
MARCH 2021	29 to 37
APRIL 2021	38 to 50
MAY 2021	51 to 55
JUNE 2021	56 to 68

CHART NO.	PUBLISHED	YEAR	NOTICES TO MARINERS NO.
GSP1/SP1	5 Ed 15/01/21	2021	12-13-14-15-16-26-29-30-38-39-40-49-51
200	4 Ed 1/09/15	2021	29-31-52-56
201	6 Ed 15/09/17	2021	29-41-42-53-57
202	8 Ed 15/09/16	2021	05-16-17-29-43-44
500	8 Ed 15/09/17	2021	29-32
501	7 Ed 1/09/15	2021	12-18-29-33-45-58
502	8 Ed 12/09/19	2021	03-16-18-19-29-34-39-40-43-46-49-51-60
503	5 Ed 15/08/14	2021	29-43-60

II

NOTICES TO MARINERS AND CHART CORRECTIONS

GSP1/SP1 5 Ed 15/01/2021 Last NM 51/2021 (Maritime and Port Authority of Singapore)

***NM 70/2021**

Insert



Obstn

1°15·81'N

103°51·67'E

II

TEMPORARY AND PRELIMINARY NOTICES

(NM 71P/2020) : INSTALLATION OF BUOYS OFF MARINA EAST

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

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

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

Charts affected : Singaporean GSP1/SP1 and Dual-Badged BA4041.

*Source: Maritime and Port Authority of Singapore

II
TEMPORARY AND PRELIMINARY NOTICES

Cancelled Temporary and Preliminary Notices

NIL

III NAVIGATIONAL INFORMATION

*(NM 72/2020)

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
01/2021	List of Active Port Marine Circulars
03/2021	Vessel at anchor in Port
06/2021	Reporting procedures for vessels maneuvering in port
11/2021	Revision in Port dues rates
14/2021	Crew change for cargo ships in the port of Singapore
15/2021	Prohibition of crew change in Singapore for crew with recent travel history to Bangladesh, Nepal, Pakistan and Sri Lanka
17/2021	Notice of Wreck
21/2021	Requirements for vessels arriving in the port of Singapore during COVID-19
22/2021	Flying of unmanned aircraft over Singapore Port Waters
24/2021	Requirements for vessels arriving from countries with sustained increase in COVID-19 cases
25/2021	Revision to the number of persons onboard pleasure craft in the Port of Singapore

PMN No.	Subject
01/2021	Improvement to Bayshore Park Outlet Drain
02/2021	Reclamation works at Tuas View Temasek Fairway
05/2021	Installation of floating solar farm west of Senoko Fishery Port
06/2021	Marine pile repair works at ExxonMobil Terminal, Pulau Ayer Chawan
07/2021	Works at Tuas Finger Phase 2
10/2021	Repairs works in Pesek Basin
15/2021	Anchoring of vessels at Tuas View extension off AVLCC
16/2021	Construction of jetty off West Jurong Channel
18/2021	Installation works at JTC Seraya Jetty
20/2021	Reclamation works at Pulau Tekong
21/2021	Mooring and unmooring of vessels off Pulau Tekong
23/2021	Scour protection work at Pasir Ris Wafer Fabrication Park
26/2021	Installation of sinkers off Marina Barrage
28/2021	Temporary closure of Big Sister's Island and jetty for repairs
29/2021	Installation of sinkers off West Jurong channel
32/2021	Construction of new jetty off Police Coast Guard base (Lim Chu Kang)
33/2021	Dredging works in Temasek Fairway
36/2021	Construction of jetty at Tuas View
37/2021	Construction of new quay wall at Gul Basin
39/2021	Removal of marine working platforms and marker buoys
40/2021	Dredging and upgrading works at Jurong Berth J9
42/2021	Demolitions works at Damen Shipyard
43/2021	Supply and delivery of sand at Tuas Extension
44/2021	Transport of sand material to stockpile area at Tuas Extension
45/2021	Works at Tuas Western Coast
46/2021	Dredging works at Sembawang Wharves
47/2021	Transport of sand materials off Very Large Crude Carrier Anchorage (AVLCC)

*Source: Maritime and Port Authority of Singapore

III

AMENDMENTS TO PUBLICATIONS

*(NM 73/2021) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION 2020/2021”

CONTROLLING DEPTHS OF NAVIGATIONAL CHANNELS AND FAIRWAYS

1. Page 109

Amend the following:

LOCATIONS		DEPTHS (m)	REMARKS
East Jurong Channel	Deep water Channel	16.6m [#] (E Cyrene Buoy to Seraya Buoy)	(14.6m High Spot off Seraya Buoy) (14.6m High Spot off Pusing Buoy) [#]
	Outbound Channel	12.7m [#]	-
Jong Fairway		16.5 [#]	-

DEPTHS OF RIVERS AND BASINS

2. Page 111

Amend the following:

LOCATIONS		DEPTHS (m)	REMARKS
Sakra Basin		10.9m [#]	

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

TT721

NORTH NIPA BN (Q FL) 11M IN POSITION 01-10.23-N 103-39.72-E IS REPORTED UNLIT. ALL VESSELS NAVIGATING IN THE VICINITY ARE ADVISED TO NAVIGATE WITH CAUTION.

TT729 (AMENDED 280027UTC)

HELEN MAR REEF BN (RACON M) IN POSTION 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.

TT747

THERE IS A REPORT OF UNAUTHORISED BOARDING INCIDENT ON 26 JUNE 2021 AT 0005H IN POSITION LAT 01-16.50'N LONG 104-16.90'E. MARINERS ARE ADVISED TO KEEP A GOOD LOOK OUT AND MAINTAIN ANTI-PIRACY WATCH.

TT748

THERE IS A REPORT OF UNAUTHORISED BOARDING INCIDENT ON 26 JUNE 2021 AT 0014H IN POSITION LAT 01-17.15'N LONG 104-17.00'E. MARINERS ARE ADVISED TO KEEP A GOOD LOOK OUT AND MAINTAIN ANTI-PIRACY WATCH.

TT749

THERE IS A REPORT OF UNAUTHORISED BOARDING INCIDENT ON 30 JUNE 2021 AT 0030H IN POSITION LAT 01-16.53N LONG 104-16.10E. MARINERS ARE ADVISED TO KEEP A GOOD LOOK OUT AND MAINTAIN ANTI-PIRACY WATCH.

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 June 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>

2267(T)/21 SINGAPORE STRAIT - Wreck

Source: Indonesia Notice 21/251/20 and UKHO

1. A stranded wreck has been reported to exist in position, 1°07·53'N, 103°41·93'E.
2. Mariners are advised to navigate with caution in the area.
3. Former Notice 3164(T)/20 is cancelled.
(WGS84 DATUM)

Charts affected – 4039 - 4040

2310 SINGAPORE - Notes. NM Blocks.

Source: Maritime and Port Authority of Singapore

Chart 4034 [*previous update 2164/21*] WGS84 DATUM

Insert	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°18·236'N	103°45·792'E
	the accompanying note, RESTRICTED AREA - CRUISE BAY, centred on:	1°18·039'N	103°45·789'E
Replace	the existing note, SUBMARINE PIPELINES, with the accompanying note, ANCHORING REGULATIONS, centred on:	1°18·281'N	103°46·705'E
Delete	note, ANCHORING REGULATIONS, centred on:	1°18·138'N	103°46·287'E
	note, RESTRICTED AREA—CRUISE BAY, centred on:	1°17·955'N	103°46·287'E
	note, SUBMARINE CABLES centred on:	1°18·183'N	103°46·705'E

Chart 4035 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°16·6'N	103°46·1'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°16·125'N	103°47·311'E
	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°15·754'N	103°47·095'E

Chart 4036 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°09·8'N	103°49·6'E
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Chart 4037 [*previous update 1218/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°16·3'N	103°50·6'E
	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°12·792'N	103°55·042'E
Delete	note, ANCHORING REGULATIONS, centred on:	1°16·133'N	103°49·625'E

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>

2376 SINGAPORE - Notes. NM Blocks.

Source: Maritime and Port Authority of Singapore

Chart 4038 [*previous update 1218/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°27·6'N	103°40·1'E
	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°22·67'N	103°31·29'E

Delete	note, ANCHORING REGULATIONS, centred on:	1°27·45'N	103°38·70'E
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Chart 4039 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°03·2'N	103°48·1'E
	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°02·39'N	103°45·54'E

Chart 4040 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompany block, centred on:	1°17·6'N	103°47·8'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°18·94'N	103°51·33'E
	the accompanying note, RESTRICTED AREA - CRUISE BAY, centred on:	1°18·80'N	103°45·48'E

Delete	note, ANCHORING REGULATIONS, centred on:	1°17·00'N	103°49·00'E
	note, CRUISE BAY (1°15·7'N 103°48·8'E), centred on:	1°19·40'N	103°51·30'E

2381 SINGAPORE - Notes. NM Blocks.

Source: Maritime and Port Authority of Singapore

Chart 4030 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°16·2'N	103°37·7'E
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Chart 4031 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°15·5'N	103°42·1'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°15·310'N	103°40·789'E
	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°14·987'N	103°40·791'E

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>

Chart 4032 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block, centred on:	1°14·9'N	103°40·7'E
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Chart 4033 [*previous update 2099/21*] WGS84 DATUM

Insert	the accompanying block A, centred on:	1°18·8'N	103°39·9'E
	the accompanying block B, centred on:	1°18·8'N	103°40·7'E

2382 SINGAPORE - Buoyage.

Source: Maritime and Port Authority of Singapore

Chart 4034 [*previous update 2337/21*] WGS84 DATUM

Replace	 WC3, with  WC-CNC	1°17·573'N	103°44·977'E
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Delete	 No. 14	1°17·601'N	103°44·995'E
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	 WC32	1°17·577'N	103°45·172'E
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2396 SINGAPORE - Depth. Outfall. Legend.

Source: Maritime and Port Authority of Singapore

Chart 4041 [*previous update 2376/21*] WGS84 DATUM

Insert	depth, \mathcal{G}_1	1°12·81'N	103°50·28'E
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	outfall,  , joining:	1°16·84'N	103°52·54'E
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	1°16·74'N	103°52·56'E
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	1°16·61'N	103°52·68'E
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	legend, <i>Outfall</i> , centred on:	1°16·62'N	103°52·61'E
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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>

2583/21 SINGAPORE - Depth. Dredged depths.

Source: Maritime and Port Authority of Singapore

Chart 4032 [*previous update 2381/21*] WGS84 DATUM

Replace	depth, <i>11₄</i> , with depth, <i>10₉</i>	1°15'630"N	103°42'975"E
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Chart 4033 [*previous update 2381/21*] WGS84 DATUM

Amend	dredged depth to 4·7m (2021), centred on;	1°17'545"N	103°38'798"E
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	dredged depth to 4·8m (2021), centred on;	1°17'626"N	103°38'754"E
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Chart 4034 [*previous update 2382/21*] WGS84 DATUM

Amend	dredged depth to 12·9m (2021), centred on;	1°17'685"N	103°44'268"E
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	dredged depth to 13·8m (2021), centred on;	1°17'605"N	103°44'436"E
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	dredged depth to 2·8m (2021), centred on;	1°17'861"N	103°44'581"E
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	dredged depth to 11·8m (2021), centred on;	1°17'755"N	103°44'122"E
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	dredged depth to 10·8m (2021), centred on;	1°17'522"N	103°44'630"E
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	dredged depth to 11·4m (2021), centred on;	1°17'563"N	103°44'546"E
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	dredged depth to 6·7m (2021), centred on;	1°17'562"N	103°44'644"E
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Replace	depth, <i>11₄</i> , with depth, <i>10₉</i>	1°15'630"N	103°42'975"E
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2578(P)/21 SINGAPORE - Dredged depths.

Source: Maritime and Port Authority of Singapore

1.

Update
Amend

Feature

dredged depth to, 4·8m, centred on:
dredged depth to, 12·9m, centred on:
dredged depth to, 13·8m, centred on:
dredged depth to, 2·8m, centred on:
dredged depth to, 11·8m, centred on:
dredged depth to, 10·8m, centred on:
dredged depth to, 11·4m, centred on:
dredged depth to, 6·7m, centred on:

Position

1° 17'·626N., 103° 38'·754E
1° 17'·685N., 103° 44'·268E
1° 17'·605N., 103° 44'·436E
1° 17'·861N., 103° 44'·581E
1° 17'·755N., 103° 44'·122E
1° 17'·522N., 103° 44'·630E
1° 17'·544N., 103° 44'·480E
1° 17'·568N., 103° 44'·646E

Charts affected - 8175

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>

2635/21 SINGAPORE - Depth.

Source: Maritime and Port Authority of Singapore

Chart 4037 [*previous update 2337/21*] WGS84 DATUM

Replace	depth, <i>16</i> , with depth, <i>16_l</i>	1°15·691'N	103°51·562'E
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Chart 4040 [*previous update 2376/21*] WGS84 DATUM

Replace	depth, <i>16</i> , with depth, <i>16_l</i>	1°15·69'N	103°51·56'E
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Chart 4041 [*previous update 2396/21*] WGS84 DATUM

Replace	depth, <i>16</i> , with depth, <i>16_l</i>	1°15·69'N	103°51·56'E
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2661(T)/21 SINGAPORE - Dredged area. Works.

Source: Maritime and Port Authority of Singapore

1. Dredging works are taking place, until 5 November 2021, within area bounded by the following positions:
1°13·351'N, 103°40·250'E
1°15·777'N, 103°39·272'E
1°15·690'N, 103°39·061'E
1°13·442'N, 103°39·968'E
1°13·337'N, 103°40·202'E
2. Mariners are advised to navigate with caution in the area and to consult the local port authorities for the latest information.
3. Former Notice 5958(T)/20 is cancelled.
(WGS84 DATUM)

Charts affected - 4030 - 4031 - 4032 - 4033 - 4038 - 4039 - 4040

Updated to Admiralty Notices to Mariners no. 26 of 2021 dated 1st July 2021

To accompany Notice to Mariners 2337/21

On Chart 4034

**RESTRICTED AREA – CRUISE BAY
(1°15'7.7N 103°48'6E)**

Vessels more than 50 metres in height must not enter or remain in Cruise Bay. Vessels more than 48 metres but not more than 50 metres in height must obtain the Port Master's prior written approval to enter, manoeuvre within or leave Cruise Bay, and comply with any approval conditions.

To accompany Notice to Mariners 2337/21

On Chart 4034

**SUBMARINE CABLES, PIPELINES AND
TUNNELS**

Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables, pipelines and tunnels. Mariners risk prosecution if they damage submarine cables, pipelines or tunnels. Submarine cables additional to those charted may exist. 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.

To accompany Notice to Mariners 2337/21

On Chart 4034

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.

To accompany Notice to Mariners 2337/21

On Chart 4035

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 or 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.

To accompany Notice to Mariners 2337/21

On Chart 4035

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 2337/21

On Chart 4037

SUBMARINE CABLES, PIPELINES AND TUNNELS
Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables, pipelines and tunnels. Mariners risk prosecution if they damage submarine cables, pipelines or tunnels. 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.

To accompany Notice to Mariners 2376/21

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.

To accompany Notice to Mariners 2376/21

On Chart 4041

RESTRICTED AREA - CRUISE BAY (1°15'·7N 103°48'·6E)

Vessels more than 50 metres in height must not enter or remain in Cruise Bay. Vessels more than 48 metres but not more 50 metres in height must obtain the Port Master's prior written approval to enter, manoeuvre within or leave Cruise Bay, and comply with any approval conditions.

To accompany Notice to Mariners 2381/21

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 2381/21

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 2457/21

On Chart 1281

VESSEL REPORTING

For details of the Jiangsu VTS, see ADMIRALTY List of Radio Signals.

To accompany Notice to Mariners 2376/21. Image Size (mm) 79.5 by 94.4

No vessel or craft is to anchor, loiter or conduct any type of fishing activity within the 75-metre channel of navigable waters adjacent to the SAFTI Live Firing Area.

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.

PROHIBITED AREA - TUAS NAVAL BASE

28'

1°

27'

Block for Chart No 4038

PRECAUTIONARY AREA - SINKI FAIRWAY (1°13' 3N 103°41'-0E)

Mariners are to navigate with caution as there may be vessels berthing or unberthing at the VLCC jetties (1°13' 6N 103°40' 9E), or deep draught vessels navigating against the recommended traffic flow. For further details, see ADMIRALTY Sailing Directions.

ENTRY PROHIBITED

All vessels are prohibited from entering, transiting, anchoring or mooring within these areas unless specific approval has been obtained from the Port Master.

RESTRICTED AREA (1°13' 1N 103°43'-4E)

No unauthorised vessel shall enter or remain within this area whenever military manoeuvres are conducted.

SUDONG SPECIAL PURPOSE ANCHORAGE (1°11' 2 N 103°41' 6 E)

Entry into this area is prohibited to all vessels over 47 metres high.

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.

JONG FAIRWAY (1°12' 8N 103°47' 9E)

Wk24/21

To accompany Notice to Mariners 2376/21. Image Size (mm) 102.1 by 75.8

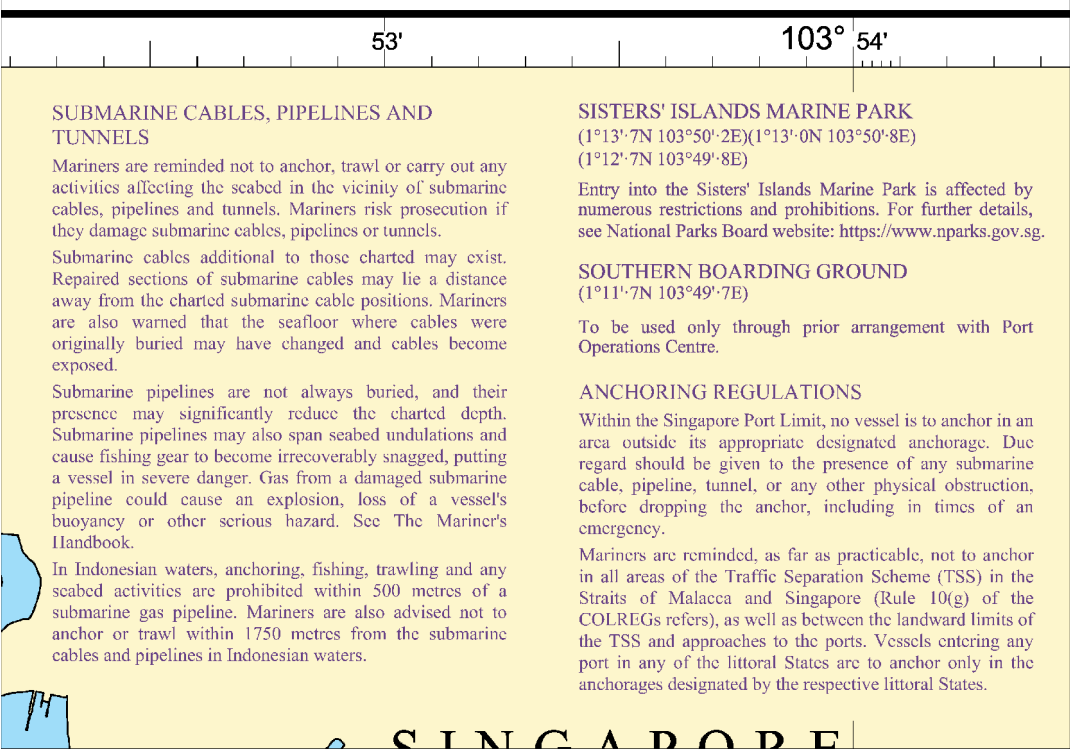
RESTRICTED AREA (1°13'·1N 103°43'·4E)
No unauthorised person shall enter or remain within this area whenever military manoeuvres are conducted.

SUBMARINE CABLES, PIPELINES AND TUNNELS
Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables, pipelines and tunnels. Mariners risk prosecution if they damage submarine cables, pipelines or tunnels.
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.

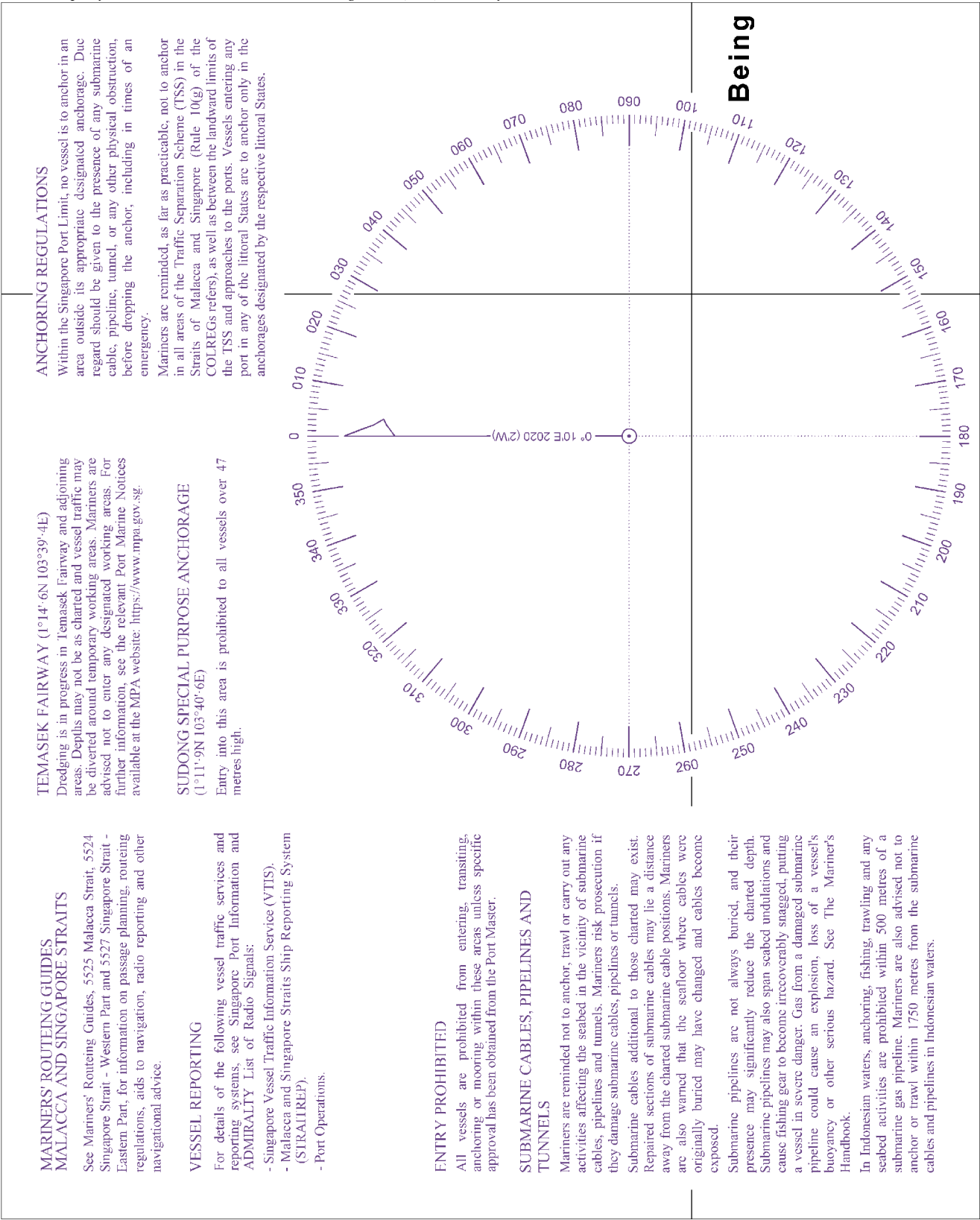
JONG FAIRWAY (1°13'·0N 103°47'·7E)

Block for Chart No 4040

To accompany Notice to Mariners 2376/21. Image Size (mm) 99.4 by 141.4



Block for Chart No 4041



To accompany Notice to Mariners 2381/21. Image Size (mm) 161 by 168

MARINERS' ROUTEING GUIDES MALACCA AND SINGAPORE STRAITS

See Mariners' Routeing Guides, 5525 Malacca Strait, 5524 Singapore Strait - Western Part and 5527 Singapore Strait-Eastern Part, for information on passage planning, routeing regulations, aids to navigation, radio reporting and other navigational advice.

VESSEL REPORTING

For details of the following vessel traffic services and reporting systems, see Singapore Port Information and ADMIRALTY List of Radio Signals:

- Singapore Vessel Traffic Information Service (VTIS).
- Malacca and Singapore Straits Ship Reporting System (STRAITREP).
- Port Operations.

PRECAUTIONARY AREA - SELAT SINKI AND SINKI FAIRWAY

Mariners are to navigate with caution as there may be vessels berthing or unberthing at the VLCC jetties (1°13'·6N 103°40'·9E) or deep draught vessels navigating against the recommended traffic flow. For further details see ADMIRALTY Sailing Directions.

ENTRY PROHIBITED

All vessels are prohibited from entering, transiting, anchoring or mooring within these areas unless specific approval has been obtained from the Port Master.

SUDONG SPECIAL PURPOSE ANCHORAGE (1°11'·3N 103°41'·5E)

Entry into this area is prohibited to all vessels over 47 metres high.

RESTRICTED AREA (1°13'·5N 103°42'·5E)

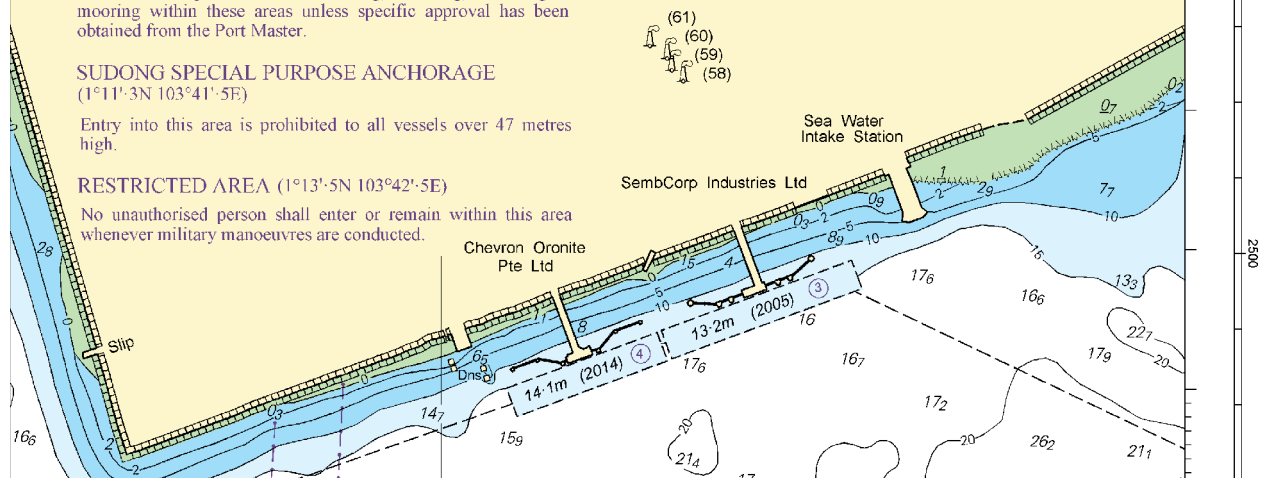
No unauthorised person shall enter or remain within this area whenever military manoeuvres are conducted.

TEMASEK FAIRWAY (1°14'·6N 103°39'·4E)

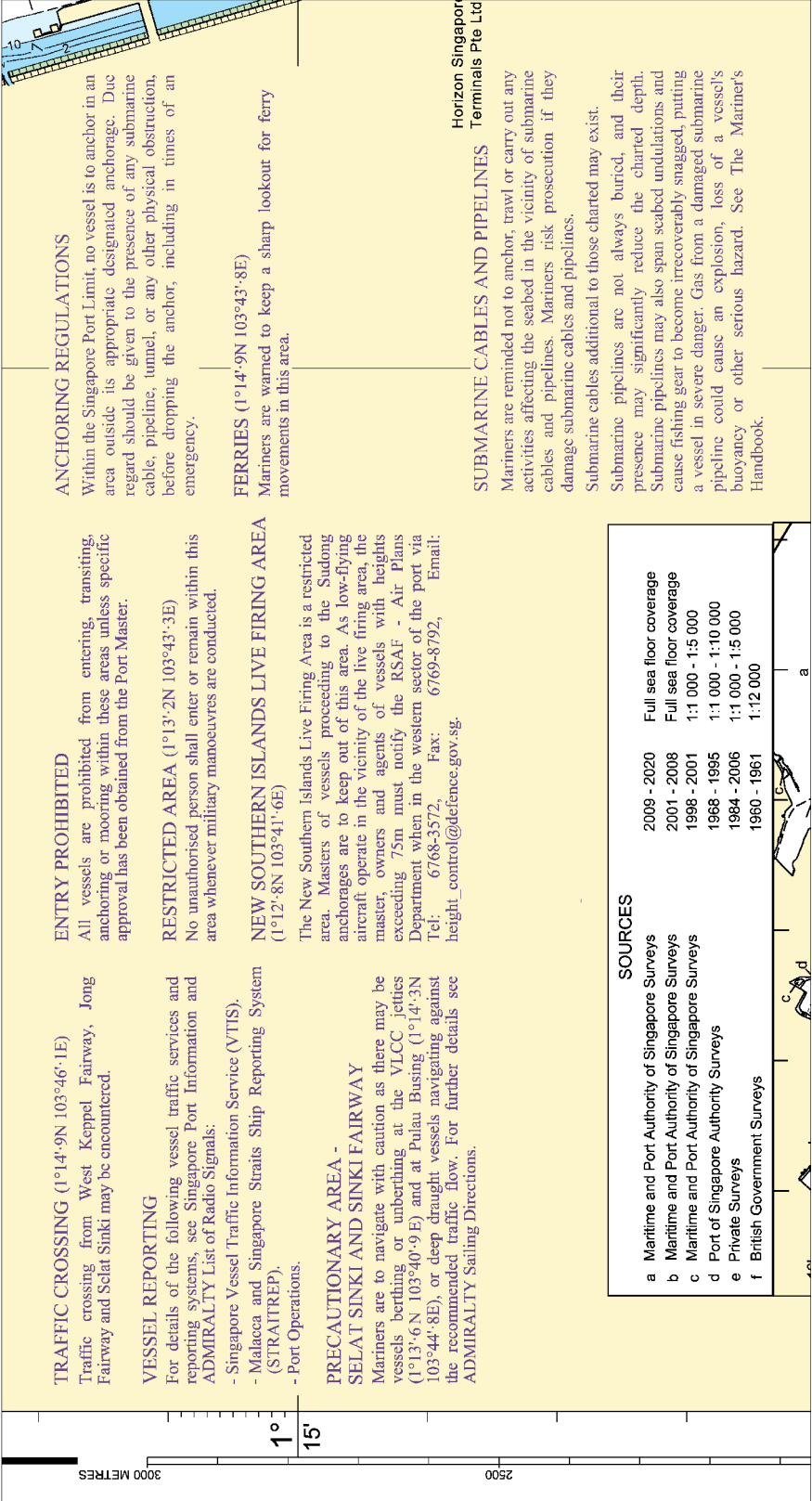
Dredging is in progress in Temasek Fairway and adjoining areas. Depths may not be as charted and vessel traffic may be diverted around temporary working areas. Mariners are advised not to enter any designated working areas. For further information, see the relevant Port Marine Notices available at the MPA website: <https://www.mpa.gov.sg>.

NEW SOUTHERN ISLANDS LIVE FIRING AREA (1°12'·8N 103°41'·6E)

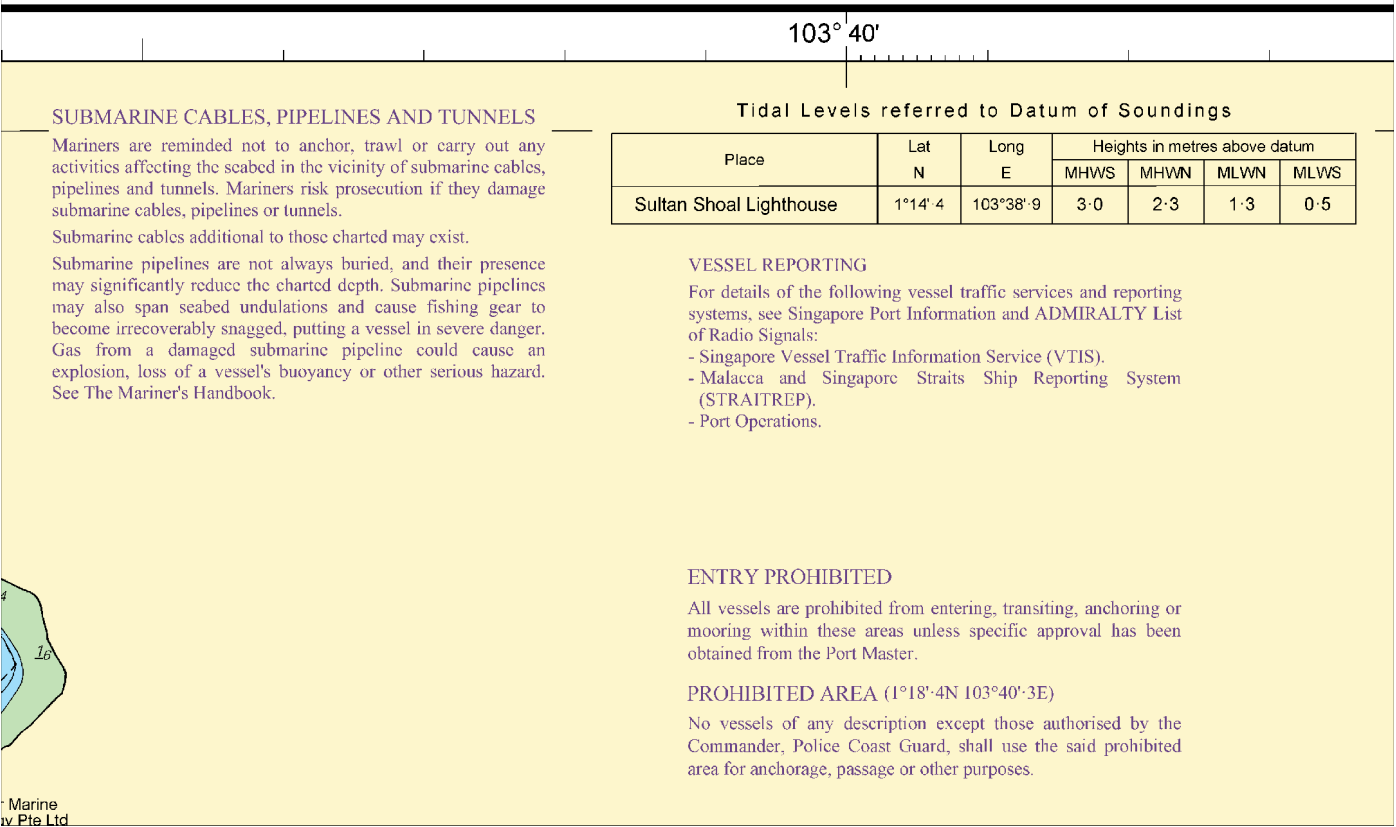
The New Southern Islands Live Firing Area is a restricted area. Masters of vessels proceeding to the Sudong anchorages are to keep out of this area. As low-flying aircraft operate in the vicinity of the live firing area, the master, owners and agents of vessels with heights exceeding 75m must notify the RSAF - Air Plans Department when in the western sector of the port via Tel: 6768-3572, Fax: 6769-8792, Email: height_control@defence.gov.sg.



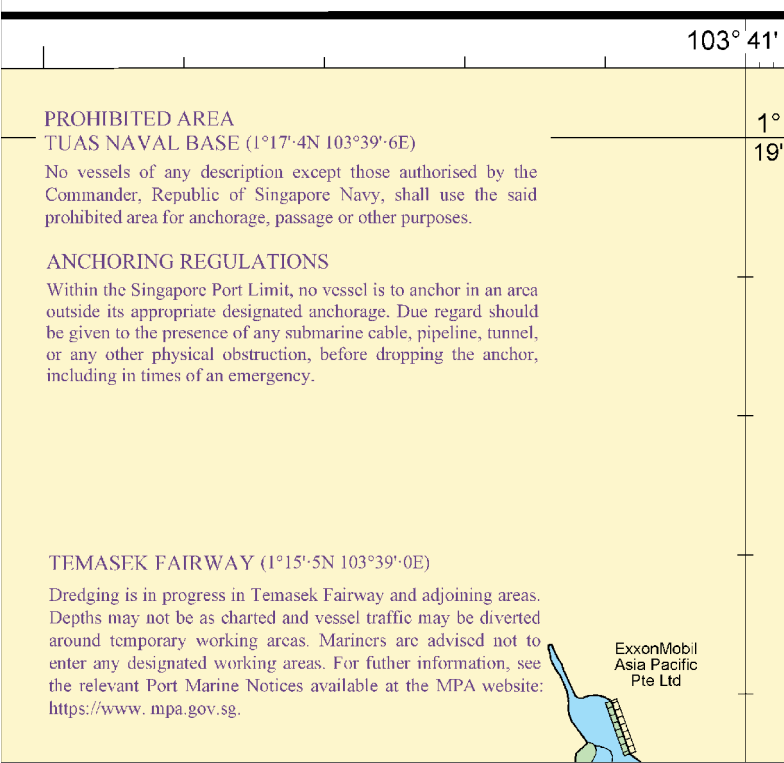
Block for Chart No 4031



Block for Chart No 4032



To accompany Notice to Mariners 2381/21. Image Size (mm) 100.9 by 103.7



Block B 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 :

.....

.....

Attachment :

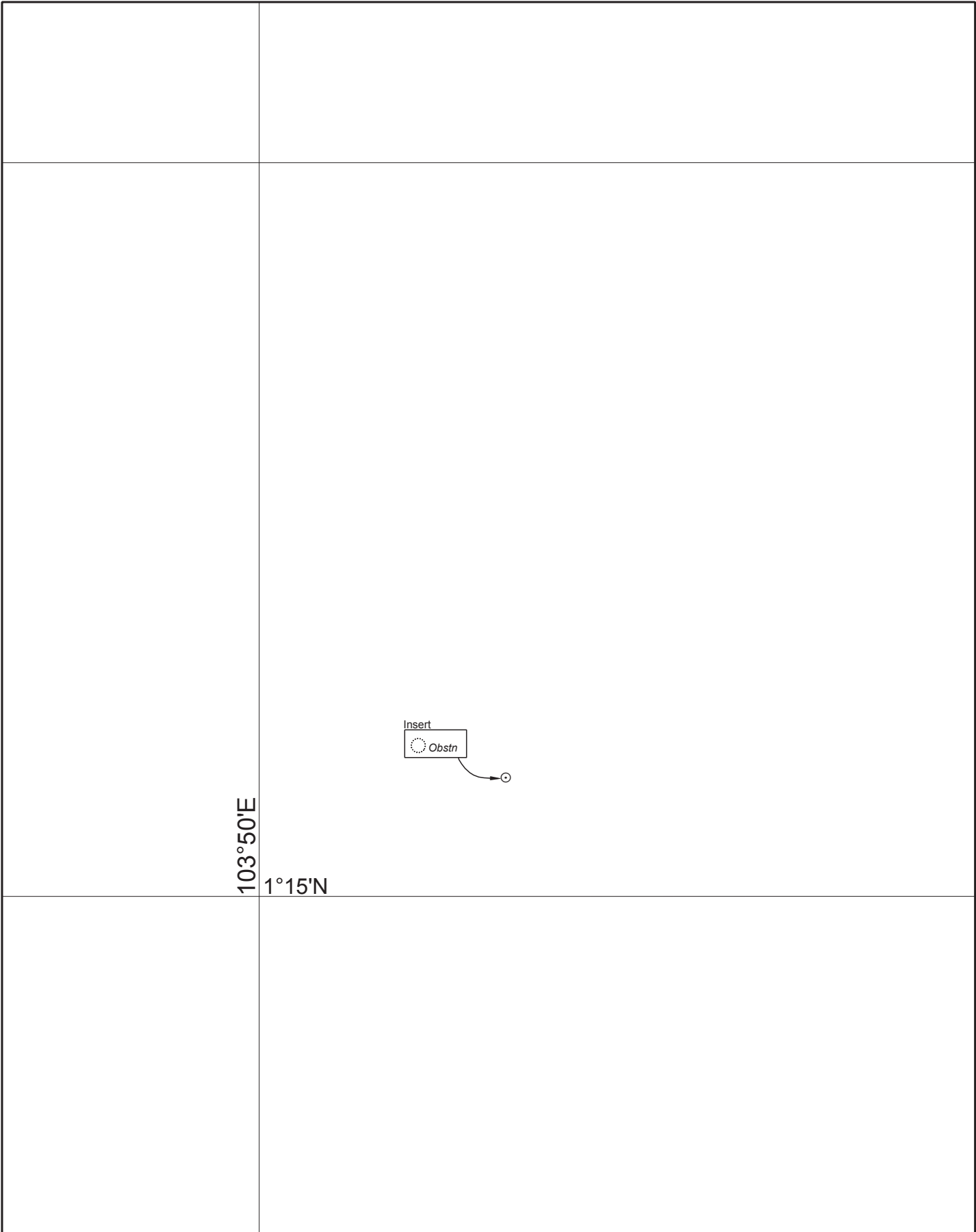
Equipment Used :

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		
70	07/2021	51	GSP1/SP1		X	

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