



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

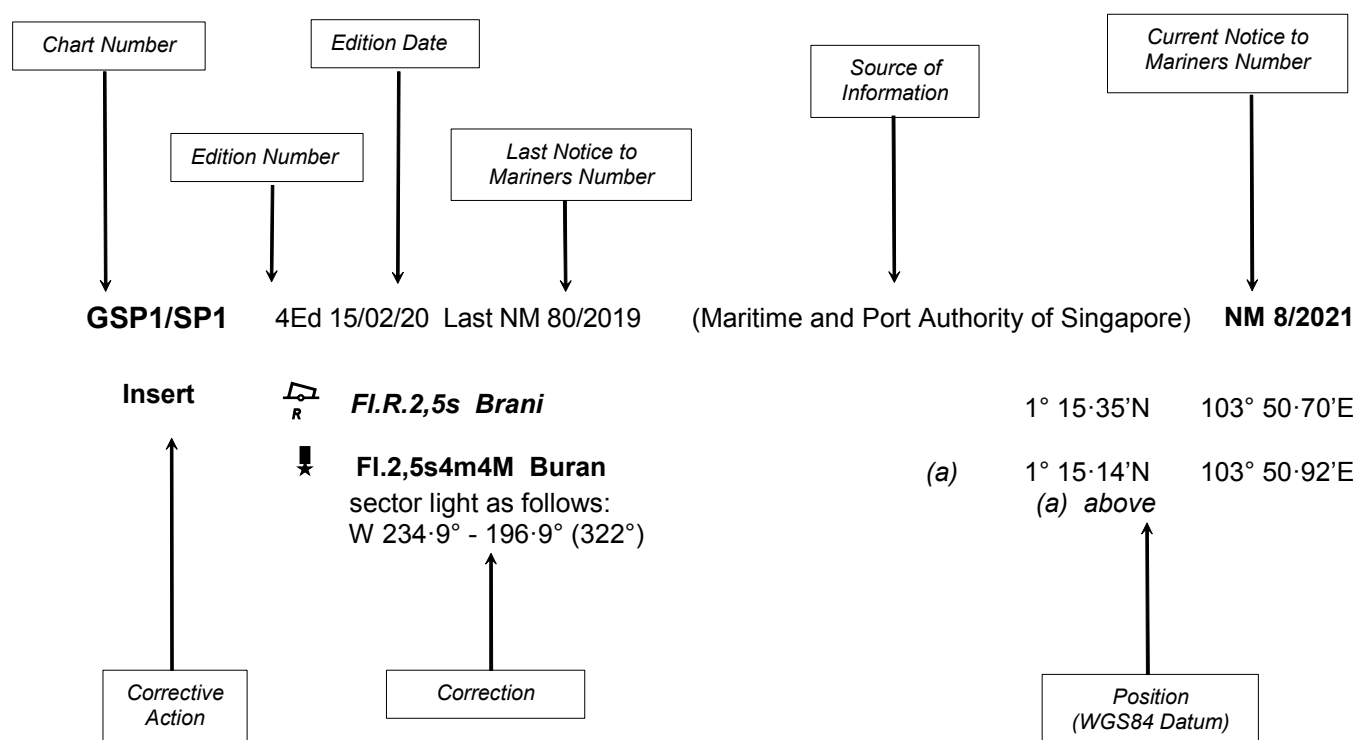
- [Singaporean Notice to Mariners](#)
- [Singaporean Charts](#)
- [Dual-Badged Charts](#)
- [Singapore ENC](#)
- [Malacca and Singapore Straits ENC](#)
- [Singapore Port Information](#)
- [Singapore Tide Tables](#)

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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

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*Source: Maritime and Port Authority of Singapore

II

NEW CHARTS AND PUBLICATIONS

NEW EDITION DUAL BADGED CHARTS TO BE PUBLISHED ON 29TH APRIL 2021

Chart Number	: 4044
Title	: Singapore and Malaysia Johor Strait Eastern Part
Coverage	: Lat 01° 19·00' N 01° 31·20' N Long 103° 45·60' E 104° 03·40' E
Scale	: 1 : 30 000
Date to be Published	: 29 th April 2021
Size of Chart	: 1100.5 x 749.5 mm
Description	: This new edition includes updated surveys, changes to topography, aids to navigation, submarine cables and new floating sea barriers. The existing chart of the same number published on 27 th December 2018 will be superseded.

NEW EDITION SINGAPORE ENC TO BE RELEASED ON 29TH APRIL 2021

ENC Name	: SG5C4044
Location	: Johor Strait - Eastern Part
Coverage	: Lat 01° 16·10' N 01° 27·50' N Long 103° 59·80' E 104° 10·00' E
Compilation Scale	: 1 : 22 000
Date Released	: 29 th April 2021
Description	: This new edition includes updated surveys, changes to topography, aids to navigation, submarine cables and new floating sea barriers. The existing cell of the same name released on 27 th December 2018 will be superseded.

ENC Name	: SG54044A
Location	: Serangoon Harbour
Coverage	: Lat 01° 22·80' N 01° 24·70' N Long 103° 56·70' E 103° 59·60' E
Compilation Scale	: 1 : 12 000
Date Released	: 29 th April 2021
Description	: This new edition includes updated surveys, aids to navigation and new floating sea barriers. The existing cell of the same name released on 27 th December 2018 will be superseded.

II

NEW CHARTS AND PUBLICATIONS

ENC Name : SG54044B

Location : Pelabuhan Johor (Johor Port)

Coverage : Lat 01° 25·20' N 01° 27·86' N
Long 103° 51·60' E 103° 55·70' E

Compilation Scale : 1 : 12 000

Date Released : 29th April 2021

Description : This new edition includes updated surveys, aids to navigation and new floating sea barriers.

The existing cell of the same name released on 27th December 2018 will be superseded.

ENC Name : SG54044C

Location : Sembawang

Coverage : Lat 01° 27·50' N 01° 29·10' N
Long 103° 48·90' E 103° 50·50' E

Compilation Scale : 1 : 8 000

Date Released : 29th April 2021

Description : This new edition includes updated aids to navigation and new floating sea barriers.

The existing cell of the same name released on 27th December 2018 will be superseded.


II

NOTICES TO MARINERS AND CHART CORRECTIONS

GSP1/SP1	5 Ed 15/1/21	Last NM 16/2021	(Maritime and Port Authority of Singapore)	*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°28·9'N	104°06·5'E	
	the existing note, SUBMARINE PIPELINES centred on:	1°27·8'N	104°06·5'E	
	the existing note, CRUISE BAY centred on:	1°26·8'N	103°54·2'E	
	the existing note, ANCHORING REGULATIONS, centred on:	1°26·9'N	103°56·5'E	
Insert	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°28·5'N	104°06·5'E	
	the accompanying note, RESTRICTED AREA - CRUISE BAY, centred on:	1°26·8'N	103°54·2'E	
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°26·0'N	103°38·6'E	
		(Maritime and Port Authority of Singapore)	*NM 30/2021	
Delete	symbol, radar reflector, at light-beacon	1°13·35'N	103°41·59'E	
<hr/>				
200	4 Ed 1/9/15	Last NM 81/2020	(Maritime and Port Authority of Singapore)	*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	2°48·9'N	102°04·0'E	
	the existing note, SUBMARINE PIPELINES centred on:	2°44·4'N	101°55·4'E	
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	2°44·0'N	101°37·0'E	
	the accompanying note, ANCHORING REGULATIONS, centred on:	2°49·7'N	102°04·0'E	
		(Royal Malaysian Navy Notice No. 203/2020)	NM 31/2021	
Amend	light to, FIWR.10s36m22-15M W 145°-315° (170°) R315°-145° (190°) Partially obscured 323·5°-010·5° (47°)	3°11·18'N	101°13·03'E	
<hr/>				
201	6 Ed 15/9/17	Last NM 18/2020	(Maritime and Port Authority of Singapore)	*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°44·6'N	103°17·7'E	
	the existing note, SUBMARINE PIPELINES centred on:	1°47·4'N	103°17·7'E	
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°45·0'N	103°18·0'E	
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°40·0'N	103°18·0'E	
<hr/>				
202	8 Ed 15/09/16	Last NM 17/2021	(Maritime and Port Authority of Singapore)	*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°47·4'N	103°18·2'E	
	the existing note, SUBMARINE PIPELINES centred on:	1°43·4'N	103°18·2'E	
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°45·7'N	103°18·2'E	
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°35·0'N	104°07·0'E	
<hr/>				

II

NOTICES TO MARINERS AND CHART CORRECTIONS

500	8 Ed 15/09/17 Last NM 66/2020 (Maritime and Port Authority of Singapore)		*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°29·5'N	103°38·0'E
	the existing note, SUBMARINE PIPELINES centred on:	1°28·0'N	103°38·0'E
	the existing note, ANCHORING REGULATIONS, centred on:	1°24·9'N	103°34·8'E
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°29·0'N	103°38·0'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°26·0'N	103°27·0'E
	(Maritime and Port Authority of Singapore)		*NM 32/2021
Insert	Automatic Identification System, AIS, at light-beacon	1°13·35'N	103°41·59'E
<hr/>			
501	7 Ed 1/9/15 Last NM 18/2021 (Maritime and Port Authority of Singapore)		*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°00·5'N	103°51·0'E
	the existing note, SUBMARINE PIPELINES centred on:	0°59·6'N	103°51·0'E
	the existing note, ANCHORING REGULATIONS, centred on:	0°59·1'N	103°47·0'E
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°00·0'N	103°51·0'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	0°59·0'N	103°49·0'E
	the accompanying note, RESTRICTED AREA - CRUISE BAY, centred on:	0°59·8'N	103°49·0'E
	(Indonesia Notice No. 49/604/2020)		NM 33/2021
Insert	 Fl.R.4s5M	1°10·55'N	103°53·20'E
<hr/>			
502	8 Ed 12/09/19 Last NM 19/2021 (Maritime and Port Authority of Singapore)		*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°24·0'N	104°13·2'E
	the existing note, SUBMARINE PIPELINES centred on:	1°23·2'N	104°13·2'E
	the existing note, ANCHORING REGULATIONS, centred on:	1°22·5'N	104°09·5'E
Insert	the accompanying note, SUBMARINE CABLES, PIPELINES AND TUNNELS, centred on:	1°24·0'N	104°13·2'E
	the accompanying note, ANCHORING REGULATIONS, centred on:	1°22·5'N	104°09·5'E
	(Maritime and Port Authority of Singapore)		*NM 34/2021
Replace	depth, 29 ₅ with depth, 29 ₇	1°16·95'N	103°59·85'E
<hr/>			
503	5 Ed 15/08/14 Last NM 67/2020 (Maritime and Port Authority of Singapore)		*NM 29/2021
Delete	the existing note, SUBMARINE CABLES centred on:	1°03·1'N	104°33·7'E
	the existing note, SUBMARINE PIPELINES centred on:	1°03·4'N	104°36·5'E
Insert	the accompanying note, SUBMARINE CABLES AND PIPELINES, centred on:	1°04·3'N	104°36·5'E

II

TEMPORARY AND PRELIMINARY NOTICES

***(NM 35P/2021) BAY TO BAY CABLE EXPRESS (BtoBE) - SINGAPORE STRAIT**

1. The BtoBE submarine cable has been laid, joining the following positions:

1°15·322'N,	104°03·401'E
1°14·248'N,	104°03·599'E
1°14·244'N,	104°03·609'E
1°14·348'N,	104°04·114'E
1°14·344'N,	104°04·706'E
1°14·770'N,	104°05·635'E
1°14·782'N,	104°05·916'E
1°14·493'N,	104°06·293'E
1°14·459'N,	104°06·712'E
1°14·645'N,	104°07·504'E
1°14·351'N,	104°09·381'E
1°14·681'N,	104°10·299'E
1°15·077'N,	104°10·583'E
1°15·442'N,	104°13·472'E
1°15·416'N,	104°13·966'E
1°16·204'N,	104°17·662'E
1°16·415'N,	104°18·141'E
1°16·227'N,	104°18·623'E
1°17·088'N,	104°20·673'E
1°17·324'N,	104°20·822'E
1°19·204'N,	104°20·859'E
1°19·418'N,	104°21·031'E
1°19·419'N,	104°21·032'E
1°19·872'N,	104°21·720'E
1°20·473'N,	104°22·820'E
1°21·177'N,	104°23·349'E
1°22·575'N,	104°25·167'E
1°23·349'N,	104°25·456'E
1°23·349'N,	104°25·456'E
1°29·198'N,	104°32·443'E
1°29·592'N,	104°33·230'E
1°29·806'N,	104°36·327'E
1°32·465'N,	104°38·178'E
1°34·150'N,	104°39·503'E
1°48·511'N,	104°48·006'E
1°50·013'N,	104°48·580'E

2. These changes will be included in the next edition of Singaporean GSP1/SP1, 202, 502, 503 and Dual-Badged DB4041 and DB4042.

*Source: Maritime and Port Authority of Singapore

II
TEMPORARY AND PRELIMINARY NOTICES

Cancelled Temporary and Preliminary Notices

NIL

III NAVIGATIONAL INFORMATION

*(NM 36/2020)

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**

06/2021

Reporting procedures for vessels maneuvering in port

07/2021

Updated requirements for sign-off crew from ocean-going cargo ships that require COVID-19 pre-departure testing in Singapore (Supplementary to PMC No.5 of 2021)

PMN No.**Subject**

07/2021

Works at Tuas Finger Phase 2

09/2021

Repair works off West Jurong channel

10/2021

Repair works in Pesek Basin

*Source: Maritime and Port Authority of Singapore

III AMENDMENTS TO PUBLICATIONS

*(NM 37/2021) UPDATING OF PUBLICATION “SINGAPORE PORT INFORMATION 2020/2021”

LEAST DEPTHS OF ANCHORAGES

CONTROLLING DEPTHS OF NAVIGATIONAL CHANNELS AND FAIRWAYS

1. Page 109

Amend the following:

LOCATIONS	DEPTHS (m)	REMARKS
Approaches to VLCC Berths in Sinki Fairway	22·9 #	
Approaches to VLCC Berth Universal Terminal (OMU) (In Sinki Fairway)	21·1 #	
West Keppel Fairway	16·8 #	
Sinki Fairway	18·2	Note: A high spot of 11·5m (rock) exists bearing 200 degree(T) x 611m from Pandan Beacon #

CHARACTERISTICS OF AIDS TO NAVIGATION

2. Page 136

SINKI FAIRWAY

Amend the following:

Name of Beacon/ Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
Banyan Beacon	01°13·346' 103°41·585'	Double black spheres, on black tubular tower with red horizontal band pivoted at base, Buoyant Beacon, AIS #	Fl(2)10s11m5M	MPA

III AMENDMENTS TO PUBLICATIONS

3. Page 150

CHANGI EAST

Amend the following:

Name of Beacon/ Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
CEF01 Buoy	01°20·498' 104°02·387'	Yellow pillar with 'X' topmark	Fl.Y.4s	[#] TSJV
CEF02 Buoy	01°20·707' 104°02·626'	Yellow pillar with 'X' topmark	Fl.Y.4s	[#] TSJV
CEF04 Buoy	01°20·495' 104°02·095'	Yellow pillar with 'X' topmark	Fl.Y.2s	[#] TSJV

WHARVES AND BERTHS

4. Page 165

34 TANJONG PENJURU (VOPAK TERMINALS SINGAPORE PTE LTD)(1°17·8'N, 103°43·8'E)

Amend the following:

Berth	Length of Berth Box	Max LOA	Depth alongside (Year Surveyed)	Controlling Depth in Approaches
OVPJ1	205m [#]	205m [#]	13.7m (2010)	13.8m

*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.

TT440

A NUMBER OF UNKNOWN VESSELS ARE OBSERVED ANCHORED IN THE TSS/PRECAUTIONARY AREA SOUTH OF TG. RAMUNIA AT APPROXIMATE POSITION LAT 01°17.91'N LONG 104°14.92'E. ALL VESSELS ARE ADVISED TO KEEP A GOOD LOOK OUT AND PROCEED WITH CAUTION WHEN PASSING THIS AREA IN THE SINGAPORE STRAIT.

TT641 (AMENDED ON 181430UTC MAY 2020).

CONTAINER VESSEL SHAHRAZ/EPBR2 WAS REPORTED GROUNDING AT BATU BERHANTI, APPROXIMATE POSITION LAT 01°11.283'N LONG 103°52.867'E ON 101905UTC MAY 2020. ALL VESSELS ARE ADVISED TO KEEP WELL CLEAR WHEN PASSING THE VICINITY.

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

TT710

NOTICE TO MARINERS NTM 299T/2020 FROM MALAYSIA MARINE DEPARTMENT.

MARINERS ARE ADVISED THAT THE PIAI SPECIAL MARK LIGHT BUOY IS OFF STATION. POSITION AT LAT 01°14.290'N LONG 103°29.650'E. LIGHT CHARACTERISTICS FL.Y.5s. MARINERS ARE ADVISED TO NAVIGATE WITH CAUTION IN THE AREA.

TT719

THERE IS A REPORT OF UNAUTHORISED BOARDING ON 09 JAN 2021 AT 1400LT IN POSITION LAT 01°05.37'N LONG 103°34.21'E. MARINERS ARE ADVISED TO KEEP A GOOD LOOK OUT AND MAINTAIN ANTI-PIRACY WATCH.

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.

TT722

CABLE VESSEL "TENERO" AND ASSISTED BY SAFETY BOAT "SUEANN" IS CARRYING OUT CABLE REPAIR WORKS IN THE SINGAPORE STRAIT TRAFFIC SEPARATION SCHEME WEST BOUND LANE AND PRECAUTIONARY AREA, APPROXIMATELY SOUTH OF T AYAM, OF VTIS SECTOR 9, FROM 19 FEB 2021 TO 28 FEB 2021. TRANSITTING VESSELS ARE ADVISED TO NAVIGATE WITH CAUTION, PROCEED AT SAFE SPEED AND KEEP WELL CLEAR OF THE CABLE VESSEL.

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 26th February 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>

562/21 **INDONESIA - Sumatera - Light Beacon - Beacon. Buoyage**

Source: Indonesian Notice 49/602-604/20

Insert	 Fl.R.4s7m5M	(a) 1°10·53'N	103°53·22'E
Delete	 , close NW of:	(a) above	
	 Fl.Y.5s Moratelindo	1°09·81'N	103°54·87'E
	 Fl.4s	1°09·56'N	103°55·15'E
	 Fl.R.4s7m5M	1°10·53'N	103°53·22'E

Chart affected - 4041

Updated to Admiralty Notices to Mariners No 8 of 2021 dated 15th February 2021

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 :

To accompany Notice to Mariners 29/2021
On Chart GSP1

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 29/2021
On Chart GSP1

RESTRICTED AREA - CRUISE BAY

(1°15.7'N 103°48.6'E)

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 29/2021
On Chart GSP1

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.

To accompany Notice to Mariners 29/2021
On Chart SP1

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 29/2021
On Chart SP1

RESTRICTED AREA - CRUISE BAY

(1°15.7'N 103°48.6'E)

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To accompany Notice to Mariners 29/2021
On Chart SP1

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.

To accompany Notice to Mariners 29/2021
On Chart 200

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 Mariners's Handbook.

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 29/2021
On Chart 200

ANCHORING REGULATIONS

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 29/2021
On Chart 201

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 Mariners's Handbook.

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 29/2021

On Chart 201

ANCHORING REGULATIONS

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 29/2021
On Chart 202

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 Mariners's Handbook.

In Indonesian water, 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 29/2021
On Chart 202

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 29/2021
On Chart 500

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 Mariners's Handbook.

In Indonesian water, 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 29/2021
On Chart 500

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 29/2021
On Chart 501

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 Mariners's Handbook.

In Indonesian water, 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 29/2021
On Chart 501

RESTRICTED AREA - CRUISE BAY
(1°15.7'N, 103°48.6'E)

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 29/2021
On Chart 501

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 29/2021
On Chart 502

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 29/2021
On Chart 502

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.

To accompany Notice to Mariners 29/2021
On Chart 503

SUBMARINE CABLES AND PIPELINES

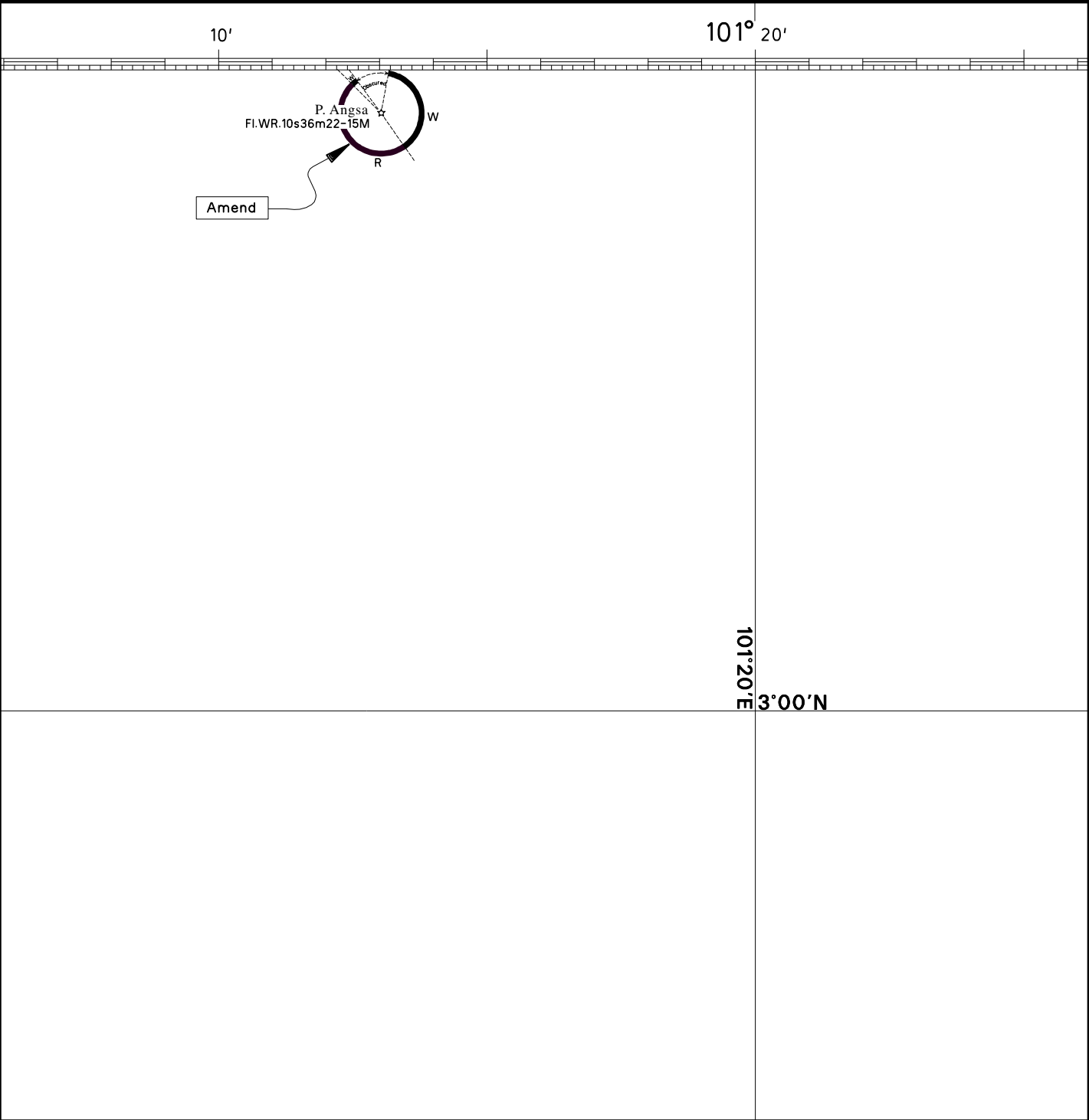
Mariners are reminded not to anchor, trawl or carry out any activities affecting the seabed in the vicinity of submarine cables and pipelines. Mariners risk prosecution if they damage submarine cables or pipelines.

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In Indonesian water, 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.

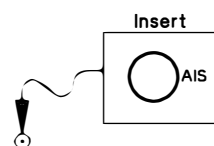
Caution : some computer printers might distort the tracings.
Users are advised to check and, if necessary, adjust settings on the printer



CORRECTION NO.	SNM EDN NO.	LAST CORR N NO.	CHART NO.	Location on Chart		
				X		
31	03/2021	29/2021	200			

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

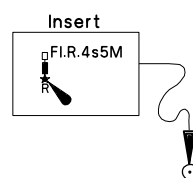
103°40'E
1°15'N



CORRECTION NO.	SNM EDN NO.	LAST CORR N NO.	CHART NO.	Location on Chart		
32	03/2021	29	500			X

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

103°50'E
1°10'N



CORRECTION NO.	SNM EDN NO.	LAST CORR N NO.	CHART NO.	Location on Chart		
						X
33	03/2021	29	501			

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

		104°00'E		1°20'N	
		104°00'E		1°15'N	
CORRECTION NO.		SNM EDN NO.	LAST CORR N NO.	CHART NO.	Location on Chart
34		03/2021	29	502	X

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