



## SINGAPOREAN NOTICES TO MARINERS

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**The Chief Hydrographer of  
Maritime and Port Authority of Singapore  
wishes all users of Singapore and Dual Badged Charts**

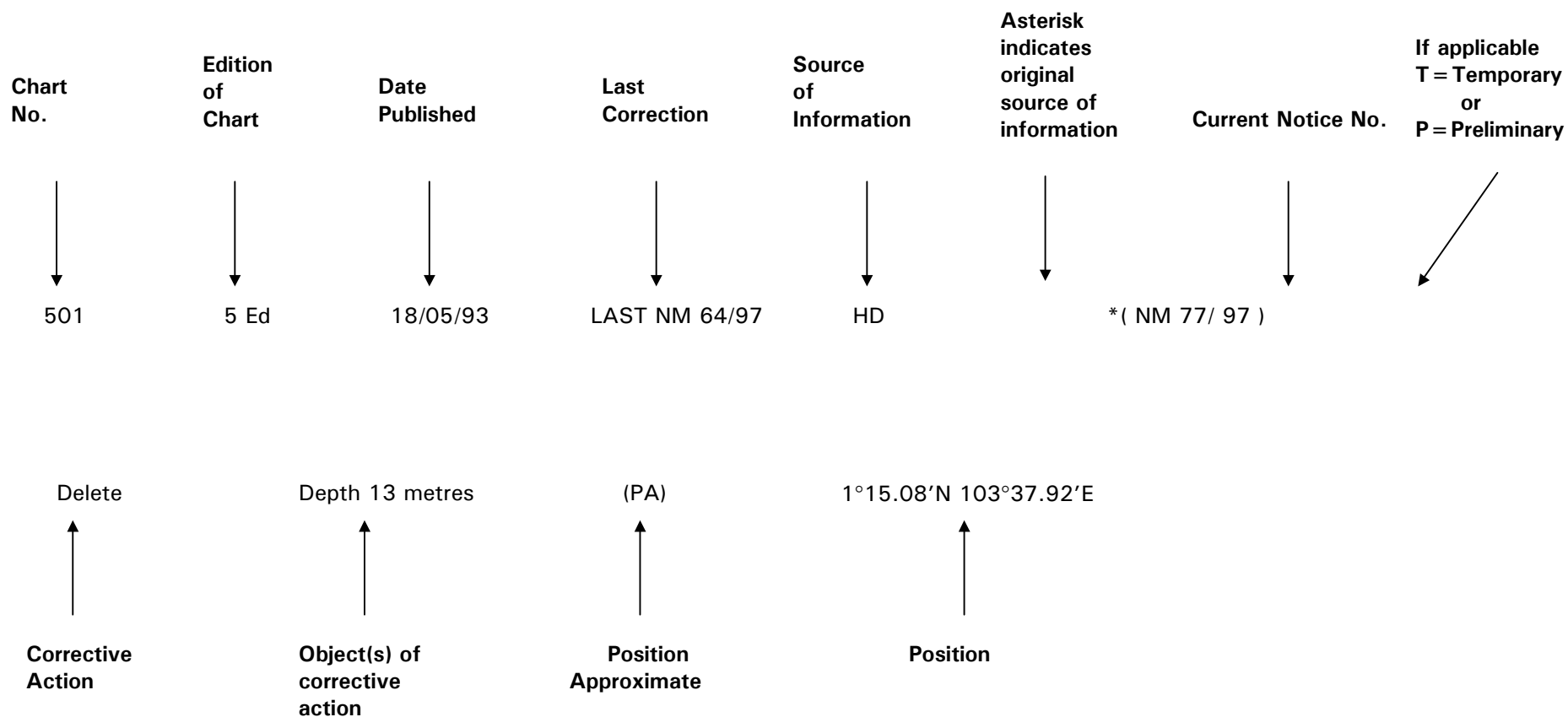
**A HAPPY NEW YEAR  
and  
SAFE VOYAGE IN YEAR 2005**

Copies of these notices can be obtained gratis from the Hydrographic Department, Maritime and Port Authority of Singapore or from Motion Smith telephone number (65) 62205098. The notices can also be accessed from MPA webpage: [www.mpa.gov.sg/home/publications/noticesmari.html](http://www.mpa.gov.sg/home/publications/noticesmari.html)

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## EXPLANATION OF FORMAT

The elements of a typical chart correction are explained below.



An asterisk (\*) preceding a notice number indicates that the information is based on original Singapore source. The capital letter (T) or (P) denotes Temporary or Preliminary respectively.

Bearings are referred to the True Compass in degrees clockwise from 000° to 359°; those related to lights are from seaward. Heights are above mean sea level; only elevations of lights are above mean higher high water, or mean high water springs, as appropriate.

All positions are in WGS 84.

**SECTION I**  
**INDEX OF CHARTS AND PUBLICATIONS AFFECTED**

<b>NOTICES</b>	<b>SINGAPORE CHARTS</b>	<b>PAGE</b>	<b>NOTICES</b>	<b>SINGAPORE CHARTS</b>	<b>PAGE</b>
96	200	142			
97	200	142			
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*100	501	142			
101	502	142			
102	503	142			
*103	Corrigendum Singaporean Notices to Mariners Notice No. 11/86/2004	144			
*104	Updating of Publication "SINGAPORE PORT INFORMATION EDITION 2004"	144			
*105	Updating of Publication "SINGAPORE PORT INFORMATION EDITION 2004" – IMMIGRATION CLEARANCE	144			
*106	Dredging in the West Bound Lane of the Traffic Separation Scheme in the Singapore Strait	149			
107P	Singapore Strait – Pulau Nipa Anchorage Area	150			

**SECTION II  
SINGAPORE NOTICES**

**200**                    **1Ed 01/10/98 Last NM 90/04**                    **BANM No. 45/5017/2004**                    **(NM 96/2004)**

**Insert**                    Depth **22** enclosed by 30m contour                    2°48.52'N                    101°13.09'E

**BANM No. 45/5018/04**                    **(NM 97/2004)**

**Insert**                    Depth **16** and extend 20m contour S to enclose                    2°49.65'N                    100°55.83'E

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**201**                    **2Ed 15/09/03 Last NM 89/04**                    **BANM No. 43/4757/04**                    **(NM 98/2004)**

**Substitute**                     **Obstrn** for                    1°39.40'N                    101°50.40'E

★ Fl(3)15s13m11M  
Racon(D)

**BANM No. 43/4757/04**                    **(NM 99/2004)**

**Delete**                     **Rep (1986)**                    1°38.05'N                    101°52.93'E

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**501**                    **3Ed 15/09/03 Last NM 92/04**                    **HD/HY Code F00102404**                    **\*(NM 100/2004)**

**Insert**                    + **(29<sub>2</sub>)**                    1°10.84'N                    103°45.58'E

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**502**                    **2Ed 15/11/00 Last NM 88/04**                    **Malaysian Chart 6125**                    **(NM 101/2004)**  
**Pub: 1 Sept 2002**

**Insert**                    Depth **4<sub>7</sub>** enclosed by 5m contour                    1°23.83'N                    104°05.83'E

Depth **8<sub>8</sub>** enclosed by 10m contour                    1°23.61'N                    104°05.56'E

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**503**                    **2Ed 15/09/04 Last NM 94/04**                    **BA Chart 3831**                    **(NM 102/2004)**  
**Pub: Sept 2004**

**Insert**                     **Fl(4)Y.10s**                    1°13.52'N                    104°22.34'E

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**SECTION II  
TEMPORARY AND PRELIMINARY NOTICES**

NIL

**SECTION III  
MARINE INFORMATION**

**\*(NM 103/2004)      CORRIGENDUM SINGAPOREAN NOTICES TO MARINERS NOTICE NO. 11/86/2004**

Substitute :            Published Date 15/11/2004 for 16/11/2004

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**\*(NM 104/2004)      UPDATING OF PUBLICATION "SINGAPORE PORT INFORMATION EDITION 2004"**

Amend :

Page 161

Chart No.	Date Published	
	Former	New
202	02/01/02	15/11/04

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**\*(NM 105/2004)      UPDATING OF PUBLICATION "SINGAPORE PORT INFORMATION EDITION 2004"**

**To replace Pages 65 to 67**

**IMMIGRATION CLEARANCE**

The updated procedures for Immigration Clearance as advised by Immigration & Checkpoints Authority (ICA) are reproduced below. Port Marine Circular No. 48 of 1997 is hereby superseded.

**INWARD CLEARANCE**

1      Prior to the arrival of the vessels, agents are required to fax their arrival advice to Seamen's Section at least 6 hours in advance, together with a copy of the crew list. The telephone and fax numbers of the Seamen's Section are :-

- (a) DID : 6391 6477 or 6391 6478
- (b) Fax no. : 6293 6753 or 6293 6758

The information to be provided is as follows:

- (i) Name of vessel;
- (ii) Callsign;
- (iii) Date / time of Arrival (ETA);
- (iv) Last Port of Call / Next Port of call;
- (v) Location for immigration clearance (with wharf no. if applicable);
- (vi) Type of Vessel;
- (vii) GRT/ NRT
- (viii) Port of Registry & Flag of vessel
- (ix) Agent's Name;
- (x) Contact Person and contact number;
- (xi) Other information, e.g. any stowaways, survivors, unauthorised persons on board the vessel etc.

### SECTION III MARINE INFORMATION

- 2 Any vessel arriving in Singapore, excluding those vessels which have been granted Advanced Immigration Clearance must proceed to the gazetted immigration anchorages<sup>1</sup> or gazetted wharves<sup>1</sup> for Immigration Inward Clearance. Owners/ agents shall notify Ops Centre at Coastal Command HQ/ Seamen's Section by fax if there is a change of crew or date/ time of arrival of vessel or place of immigration clearance. The telephone and fax numbers of Ops Centre are as follows: -
- (a) DID : 6377 5882  
(b) Fax no. : 6227 6617
- 3 Such a vessel on arrival must exhibit the necessary signal for easy location and speedy clearance. The Immigration signal is :
- (a) by day, the flags in the International Code of Signals corresponding to :
- (i) the numerals 2 & 5 in respect of vessels not carrying passengers; or
- (ii) the numerals 3 & 4 in respect of vessels carrying passengers; and
- (b) by night, in every case, two green lights mounted vertically, six feet apart, visible round the horizon for a distance of at least two miles.
- 4 Owners / agents and masters must ensure that their vessels have proper and secure gangways which are ready on arrival so that ICA Officers can board their vessels immediately. The use of rope ladders is discouraged. Co-operation in this regard will enable ICA Officers to grant fast clearance.
- 5 ICA clearing officers at gazetted immigration anchorages can be contacted via radio set Channel 74 while the Ops Centre should be contacted for vessels at the gazetted wharves. The call signs for the respective anchorages are as follows: -
- (a) "Western Immigration"      { For vessels anchored at Western Quarantine & Immigration Anchorage and Western Petroleum B Anchorage
- (b) "Jurong Immigration"      { For vessels anchored at LNG/LPG/Chemical Gas Carrier Anchorage, West Jurong Anchorage and Sudong Special Purpose Anchorage
- (c) "Changi Immigration"      { For vessels anchored at Changi General Purposes Anchorage

#### ***Procedure on Board***

- 6 The master is required to submit 4 sets of the prescribed Crew Lists and if there are passengers, 3 sets of the prescribed Passenger Lists to the ICA Officers who board the vessel. The master has to certify on the original Crew List that the details in the list submitted are true and correct and there are no stowaways, survivors or unauthorised persons on board.
- 7 Seamen books / travel documents of all the crew members or shipping documents will have to be produced to ICA Officers for inspection. Crew members will also be required to present themselves before the ICA Officer for face-to-face check.

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<sup>1</sup> Gazetted immigration anchorages are Western Quarantine Immigration Anchorage (WQIA), Changi General Purpose Anchorage (CGPA), ALGAS, West Jurong Anchorage (WJA), Western Petroleum 'B' Anchorage (AWPB). Gazetted wharves are Keppel wharves, Brani wharves, Tanjong Pagar Terminal, Sembawang wharves, Pasir Panjang Container Terminal and wharves.

### SECTION III MARINE INFORMATION

- 8 All passengers shall present themselves before the ICA Officers. Disembarking passengers shall complete the Embarkation / Disembarkation Cards. The owner / agent may obtain the forms / cards from Immigration & Checkpoints Authority at 10, Kallang Road, Singapore 208718.
- 9 The master shall execute the Crew Security Bond, bonding crew members (except the master and Singapore Citizens / PRs and Malaysian Citizens) for \$1,500/- each. If there are persons who are refused entry by the ICA Officer, the master shall execute the Security Bond, bonding such persons who are refused entry, for not less than \$3,000/- each. Notice will be served on the master / agent giving him the names of all those who have been refused entry. The Master/ agent shall ensure that these crew will stay on board during the ship's stay in port.
- 10 When clearance has been granted, the master shall haul down the immigration signal upon the ICA Officer leaving the vessel.

#### OUTWARD CLEARANCE

- 1 Prior to the departure of the vessels, agents are required to fax their departure advice to Seamen's Section at least 6 hours in advance. The telephone and fax numbers of the Seamen's Section are :-
- (c) DID : 6391 6477 or 6391 6478
  - (d) Fax no. : 6293 6753 or 6293 6758
- 2 The information to be provided is as follows:
- (i) Name of vessel;
  - (ii) Callsign;
  - (iii) Date / time of Departure (ETD);
  - (iv) Last Port of Call / Next Port of call;
  - (v) Location for immigration clearance (with wharf no. if applicable);
  - (vi) Type of Vessel;
  - (vii) GRT/ NRT
  - (viii) Port of Registry & Flag of Vessel
  - (ix) Agent's Name;
  - (x) Contact Person and contact number;
  - (xi) Other information, e.g. any stowaways, survivors, unauthorised persons on board the vessel etc.
- 3 Any vessel departing from Singapore, excluding those vessels which have been granted Advanced Departure Immigration Clearance must proceed to the gazetted immigration anchorages or wharves for Immigration Outward Clearance.

#### Procedure

- 4 Vessels requesting for Immigration Outward Clearance must either fly the "Blue Peter" in addition to the "2 & 5" or "3 & 4" signals as appropriate during the day or hoist up 2 green lights in every case mounted vertically six feet apart, visible all-round the horizon for a distance of at least 2 miles during the night, for easy location by Clearing Officer.
- 5 The master is required to submit two sets of Crew List and if applicable three sets of Passenger Lists to the ICA Officers. The master should certify on the Crew List that all the crew declared in the crew-list are on board. Crew members will be required to present themselves before the ICA Officer for face-to-face check. Passengers, if any, and persons who have been refused entry will also have to be presented to the ICA Clearing Officer. The master is also required to produce all the travel documents and the original copy of the arrival crew list, endorsed with the Landing Pass.

### SECTION III MARINE INFORMATION

#### ***Application for Advanced Immigration Clearance (AIC)***

1 The owner / agent can apply for AIC at the Seamen's Section located at #01-02, Immigration & Checkpoints Authority Building, 10 Kallang Road, for consideration.

2 The owner / agent of the vessel shall submit an application letter together with 3 copies of the arrival crew lists.

The information should include: Name / Sex / Date of Birth / Nationality / Travel Document No. / Expiry Date / Duties on Board of the crew.

3 Applications shall be submitted at least 6 hours before the arrival of the vessel. The service is available round-the-clock. The owner / agent can either apply personally at Seamen's Section or fax their applications at 6293 6753/ 6293 6758.

#### **(a) *Physical Application***

(i) On application the agent shall submit a letter with 3 sets of crew list. All the lists must be completed with all the necessary crew details (para 2) and must be duly signed by the authorized representative of the owner / agent of the vessel and endorsed with the company's stamps. Once the approval-in-principle is granted, the AIP will be endorsed on the crew list and 1 copy of the arrival crew list will be returned. If application is rejected, a rejection stamp will be endorsed on the arrival crew list.

(ii) if AIC is approved-in-principle, the authorized representative or the owner / agent of the vessel must execute a Security Bond (all crew are not allowed to land - NTL'd). The master should be informed accordingly and ensure that crew member do not disembark from the vessel; and

(iii) within 4 hours of the arrival of the vessel, the agent must submit 2 copies of the crew lists and duly signed by the master and certified that the details previously submitted by the agent are correct. The master must declare whether there is any stowaway, survivor or unauthorised person on board. All travel documents of the crew members must be produced to ICA Officers.

#### **(b) *Application by Fax***

(i) On such application, the agent shall fax the application letter with a copy of the crew list.

(ii) if AIC is approved-in-principle (AIP), the AIP will be endorsed on the crew list and faxed to the agency's office within 1 hour.

(iii) within 4 hours of the arrival of the vessel, the agent must submit 4 copies of the crew lists (including the faxed AIP crew list copy), duly signed by the master and certified that the details previously submitted by the agent are correct. The master must declare whether there is any stowaway, survivor or unauthorised person on board. All travel documents of the crew members must be produced to ICA officers. The agent of the vessel must execute a Security Bond (all crew are NTL'd). The master should be informed accordingly and ensure that such person does not disembark from the vessel.

#### ***Application for Advanced Departure Immigration Clearance (ADIC)***

1 The owner / agent can apply for ADIC at the Seamen's Section, #01-02, Immigration & Checkpoints Authority Building, 10 Kallang Road for consideration.

### SECTION III MARINE INFORMATION

- 2 The owner / agent of the vessel shall submit an application letter together with copies of the departure crew lists.

The information should include: Name / Sex / Date of Birth / Nationality / Travel Document No. / Expiry Date / Duties on Board of the crew.

- 3 Applications shall be submitted at least 6 hours before the departure of the vessel. The service is available round-the-clock. The owner / agent can either apply personally at Seamen's Section or fax their applications at 6293 6753/ 6293 6758.

**(a) Physical Application/ Application by Fax**

- (i) On application the agent shall submit a letter together with 1 arrival and 3 departure crew lists, either physically or by fax (fax no.: 6293 6753/ 6293 6758) to Seamen's Section at least 6 hours before departure of the vessel. Once the approval-in-principle is granted, the AIP will be endorsed on the crew list and 1 copy of the arrival crew list will be returned.  
If application is rejected, a rejection stamp will be endorsed on the arrival crew list.
- (ii) if ADIC is approved-in-principle (AIP), the AIP will be endorsed on the crew list and faxed to the agency's office within 1 hour.
- (iii) If the application is approved, Seamen's Section will give a copy / fax the approval (endorsed on the departure crew list) to the agent.
- (iv) At least 4 hours prior to the departure of the vessel, the agent is required to report to Seamen's Section with the original copy of the arrival and departure crew lists. The master must declare in the crew list that there are no stowaways, survivors, refugees, unauthorised persons on board and that all the crew members listed therein are on board on departure.
- (v) If everything is in order, Seamen's Section will endorse 'Exit Stamp' on the original copy of the departure crew list.
- (vi) The vessel will depart Singapore as scheduled.
- (vii) If the application is rejected, Seamen's Section will fax the rejection (rejection endorsement on the departure crew list) to the agent.
- (viii) The agent will be required to submit the usual departure advice to Seamen's Section for their vessels to be cleared at the gazetted immigration anchorage / wharf. ICA officer will conduct face-to-face check on board physically at the gazetted immigration anchorage/ wharf as advised.

Should you require any clarification on immigration clearance procedures, please contact Seamen's Section, Tel: 6391 6477/ 6391 6478 or Fax: 6293 6753/ 6293 6758.

Source: Seaman's Section, Immigration & Checkpoints Authority.

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### SECTION III MARINE INFORMATION

#### **\*(NM 106/2004) DREDGING IN THE WEST BOUND LANE OF THE TRAFFIC SEPARATION SCHEME IN THE SINGAPORE STRAIT.**

#### **Purpose**

Mariners navigating in the Singapore Strait are hereby informed that dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme.

#### **Date**

With effect from 16 Dec 2004 until 16 July 2005.

#### **Duration**

24 hours continuous daily operation including Sunday and Public Holidays.

#### **Working Area**

Within the west bound lane of the Traffic Separation Scheme, within an area bounded by the following co-ordinates (please see chart attached):

Points	Lat (N)	Long (E)
1	1° 15.245'	103° 57.968'
2	1° 16.016'	103° 59.896'
3	1° 16.217'	104° 01.020'
4	1° 16.107'	104° 01.020'
5	1° 15.911'	103° 59.926'
6	1° 15.144'	103° 58.008'

No unauthorized vessel is allowed to enter this area at any time. All vessels are advised to keep well clear of the working area and vessels engaged in the dredging operations.

#### **Vessels**

Vessels involved in the operations will display the appropriate day and night signals and will stand by on VHF Ch 14 and 12 and shall follow any instruction given by Vessel Traffic Information Service of Singapore (VTIS).

#### **Navigational Broadcast**

Navigational warning broadcast will be promulgated by (VTIS) on VHF CH 09 and NAVTEX to inform vessels of the dredging operation. Mariners are to maintain a listening watch for the above safety information.

#### **Caution**

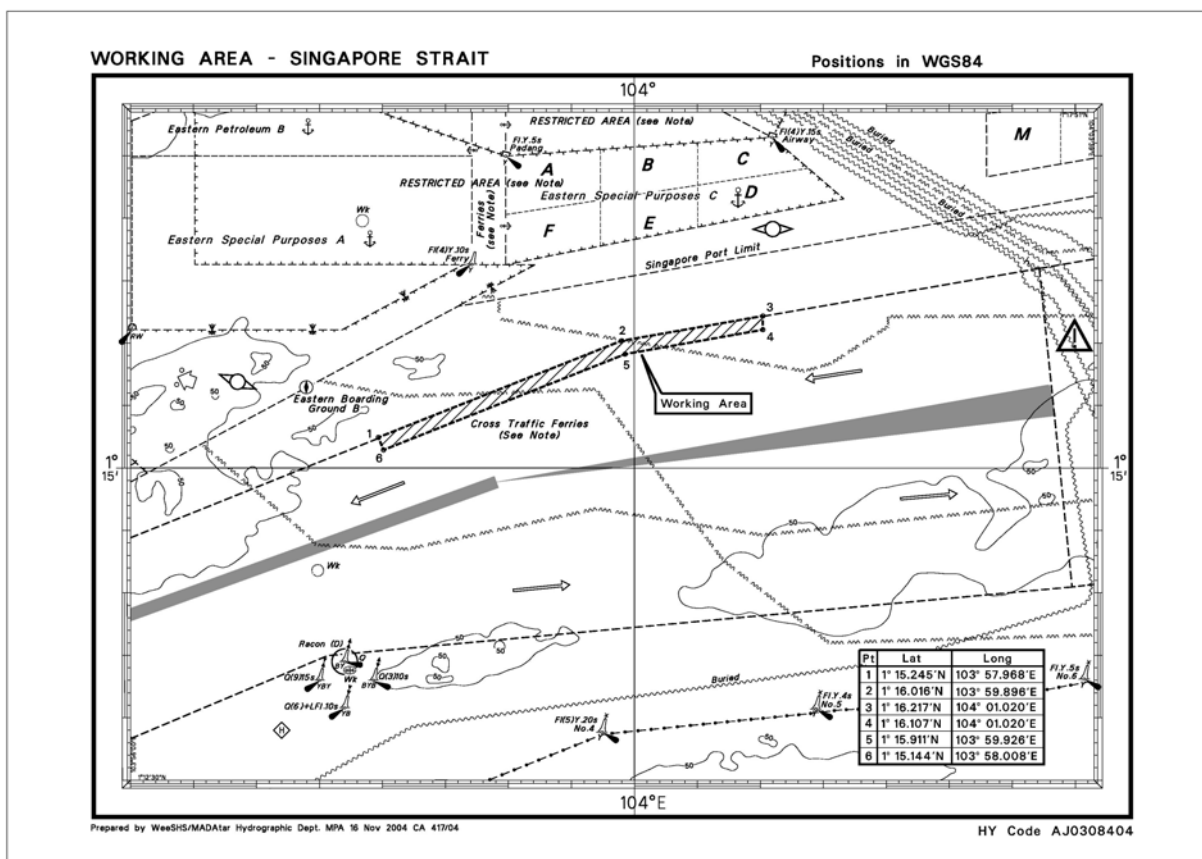
Mariners are advised to:

- (a) Navigate with caution and proceed at a slow speed when approaching the area; and
- (b) Keep well clear and avoid entering the working area.

Charts affected: SP1, GSP1, 202, 502 & 4041

Source: Toa-JDN (PUT) Joint Venture – SOP Dated Nov 2004

## SECTION III MARINE INFORMATION



### (NM 107P/2004) SINGAPORE STRAIT – Pulau Nipa – Anchorage Area

Source: International Maritime Organization/BANM 5328(P)/04.

- 1) The Pulau Nipa Anchorage Area (PNA) will be established in the separation zone of the Singapore Strait Traffic Separation Scheme on the 1 January 2005.
- 2) The limits of PNA are as follows:
 

1°09.40"N	103°36.60'E
1°09.10"N	103°38.60'E
1°05.50"N	103°40.80'E
1°04.50"N	103°38.90'E
1°06.80"N	103°35.00'E

Charts affected: SP1, GSP1, 202, 502, 4039 & 4040

**SECTION IV**  
**REPRINT OF RADIO NAVIGATIONAL WARNINGS**

NIL

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

**5166/04 \* MALAYSIA – Peninsular Malaysia, East Coast – Singapore Strait – Pulau Mungging – Light.**

Light List Vol. F, 2004/05, 1822

Source: Maritime and Port Authority of Singapore DBNM 51/04

**Chart 4042** [previous update 3800/04] WGS84 DATUM

Amend range of light to, 15M 1° 21' .73N. , 104° 17' .89E.


**5170/04 \* SINGAPORE STRAIT – Singapore – Pulau Sakeng Northwards – Terumbu Bukom – Beacon.**

Source: Maritime and Port Authority of Singapore DBNM 47/04

**Chart 4035** [previous update 4214/04] WGS84 DATUM

Delete  1° 13' .175N. , 103° 46' .828E.

**Chart 4036** [previous update 3537/04] WGS84 DATUM

Delete  1° 13' .175N. , 103° 46' .828E.

**5176/04 \* SINGAPORE – Pulau Sakijang Bendera to Pulau Sakijang Pelepah – Cooper Channel – Buoyage.**

Source: Maritime and Port Authority of Singapore DBNM 48/04

**Chart 4037** [previous update 4721/04] WGS84 DATUM

Insert

		Fl.Y.4s SJ1	1° 13' .273N. , 103° 51' .073E.
		Fl.Y.4s SJ2	1° 13' .313N. , 103° 51' .061E.
		Fl.Y.4s SJ3	1° 13' .326N. , 103° 51' .079E.
		Fl.Y.4s SJ4	1° 13' .349N. , 103° 51' .084E.
		Fl.Y.4s SJ5	1° 13' .355N. , 103° 51' .125E.

**5177/04 \* SINGAPORE – Sentosa Eastwards – Depths.**

Source: Maritime and Port Authority of Singapore DBNM 49/04

**Chart 4037** [previous update 5176/04] WGS84 DATUM

Insert depth 14<sub>9</sub> enclosed by 15m contour (a) 1° 15' .071N. , 103° 51' .204E.  
 Delete depth 15<sub>2</sub>, close SE of: (a) above

**Chart 4040** [previous update 4914/04] WGS84 DATUM

Insert depth 14<sub>9</sub> enclosed by 15m contour 1° 15' .07N. , 103° 51' .20E.

**Chart 4041** [previous update 4914/04] WGS84 DATUM

Insert depth 14<sub>9</sub> enclosed by 15m contour 1° 15' .07N. , 103° 51' .20E.

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

**5178/04 \* SINGAPORE STRAIT – Singapore – Bedok Lighthouse South-eastwards – Wreck.**  
Source: Maritime and Port Authority of Singapore DBNM 50/04

**Chart 4041** [previous update 5177/04] WGS84 DATUM

Insert



1° 16' .98N. , 103° 57' .84E.

Reprinted from: Weekly Edition 46 dated 11 November 2004

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# HYDROGRAPHIC NOTE

Date.....

Ref. No.....

Name of vessel or address of sender:

.....  
.....  
.....

General locality:.....

Subject:.....

Approx.Position: Lat ..... Long.....

Charts affected: .....

Latest Notices to Mariners held .....

Publications affected (Edition No. and date of latest supplement)

.....  
.....

Details:-

.....  
.....  
.....  
.....  
.....

Signature of

Observer/Reporter:..... Ship' s stamp.....

## INSTRUCTION

1. Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation or corrections to nautical publications seem to be necessary.
2. The instructions below should be followed as closely as possible to facilitate easy interpretation of information.
3. A position which is fixed by sextant angles, radar ranges or bearings (true or magnetic) should include more than two objects in order to provide a check on its accuracy. When there is a series of fixes along a ship's track only the method of fixing and the objects used need to be indicated. A position may also be defined by bearing and distance from a conspicuous object eg. beacon, lighthouse etc.
4. A report should include a tracing of the largest scale chart and the details should be marked in red; adequate information must be traced in black ink to enable the amendments to be fitted correctly.
5. The method in which soundings are taken should be stated. In case of echo sounding, the trace should be marked with date, times, depths etc. and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught at the time of observation should be given. The make, name and type of set should also be stated.
6. Modern echo sounders frequently register greater depths than the advertised maximum for the set, eg. with a set whose maximum is 500 metres, a trace appearing at 50 metres may in fact be 550 metres or even 1050 metres. Erroneous deep soundings caused by 2nd transmission error can usually be recognised by the following:-
  - (a) the tracing being weaker than normal for the depth registered,
  - (b) the trace appearing to pass through the transmission line,
  - (c) the feathery nature of the trace.
7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of shoal soundings, uncharted dangers and defects in aids to navigation may, at the mariner's discretion, be made by radio to Singapore Port Operations on VHF Channels 12 or 20 or to Chief Hydrographer, Maritime and Port Authority of Singapore, through Singapore Radio, call-sign 9VG, by wireless telegraphy.

### Note:-

An acknowledgement of receipt will be sent and the information then used to the best advantage. When a Notice to Mariners is issued the sender's vessel or name is quoted as authority unless the same information is also received in a foreign Notices to Mariners. Further communication should be expected only if the information is of outstanding value or has unusual features.