



SINGAPOREAN NOTICES TO MARINERS

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The monthly Notices to Mariners contain corrective information affecting charts published by the Hydrographic Department, Maritime and Port Authority of Singapore. The information contained in these Notices should be inserted on the charts affected. Notices under Section II apply only to the particular Singapore Chart(s) indicated.

Mariners are requested to notify the Chief Hydrographer, Maritime and Port Authority of Singapore, immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation.

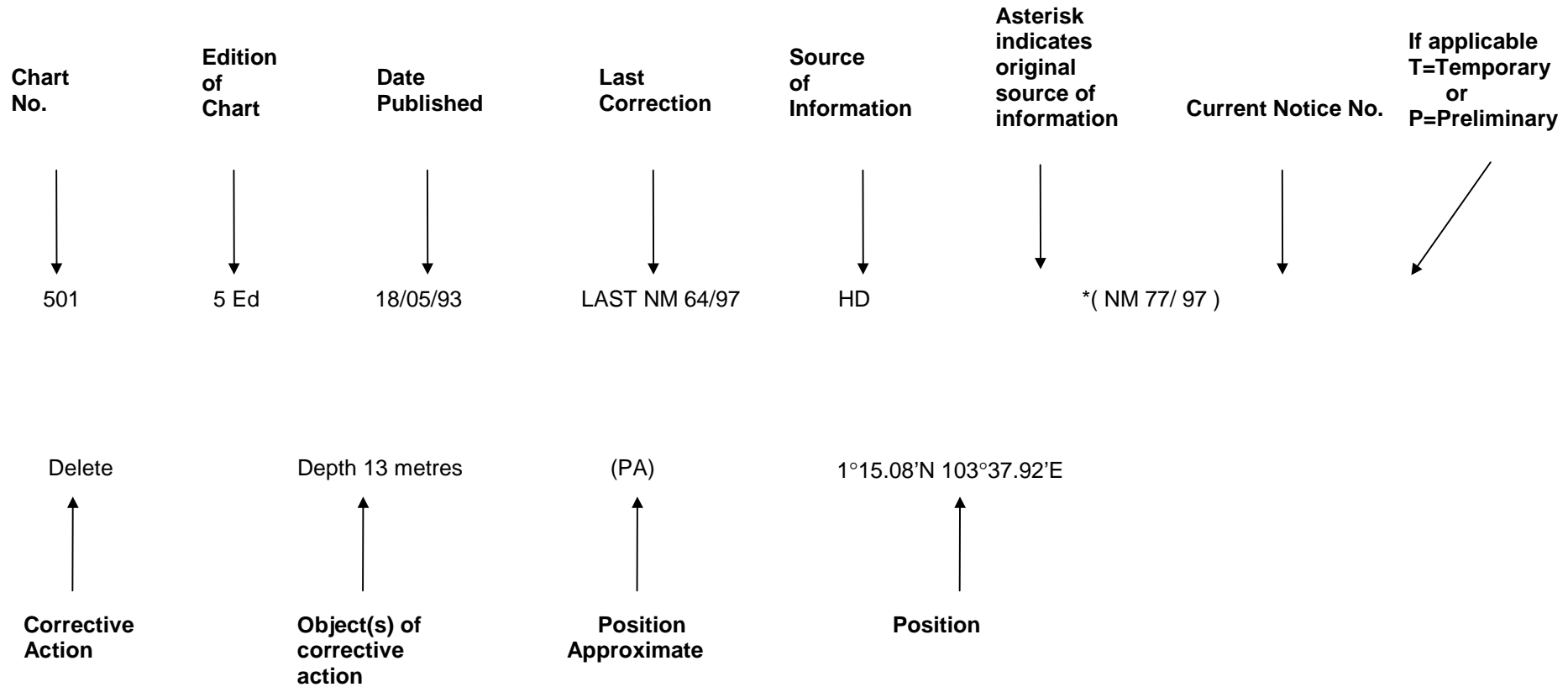
Copies of these notices can be obtained gratis from the Hydrographic Department, Maritime and Port Authority of Singapore or from Motion Smith.

Hydrographic Department
Maritime and Port Authority of Singapore
P.O. Box 313
PSA Building Post Office
Singapore 911141
Tel : (65) 3751600
Fax : (65) 2787646

WILSON CHUA
Chief Hydrographer

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.

SECTION I
INDEX OF CHARTS AND PUBLICATIONS AFFECTED

NOTICES	SINGAPOREAN CHARTS	PAGE	NOTICES	SINGAPOREAN CHARTS	PAGE
*1	Malacca and Singapore Straits – Routeing System	8	*13P	Singaporean Charts to Be withdrawn on 11 th April 2002	6
*2T	Temporary and Preliminary Notices in Force	8	*14T	SP1,GSP1 202 302 501 502	6 6 7 7 7
*3	Height Restricted Anchorages Areas	11	*15	Updating of Year 2002 Singapore Tide Tables And Port Information publication	24
4	The 1992 Protocol of The International Convention on Civil Liability for oil pollution Damage 1969	12			
*5	Agent for sale of Singaporean Charts And Hydrographic Publication	17			
*6	Numerical Index to Notices to Mariners of 2002	2			
*7	100	3			
*8	SP1,GSP1 301 501	3 4 4			
*9	SP1,GSP1 301 500 501	3 4 4 4			
*10	202 503	3 4			
*11	New Edition Chart 202	3			
*12P	New Dual Badged Charts to be published On 11 th April 2002	5			

**SECTION II
SINGAPORE NOTICES**

***(NM6/2001) NUMERICAL INDEX TO NOTICES TO MARINERS OF 2001 (1 TO 118)**

CHART NO.		NOTICES NO.
SP1,GSP1	2001:	108(NE)-120
100	2001:	108(NE)
101		Withdrawn from circulation
102		Withdrawn from circulation
103		Withdrawn from circulation
104		Withdrawn from circulation
105		Withdrawn from circulation
106		Withdrawn from circulation
112	2001:	Nil
113	2001:	Nil
114	2001:	46-118
200	2001:	22-48-49-66-67-102
201	2001:	23-24-34-51-66
202	2001:	7-8-9-15-16-34-36-61-68-70-87-88-89-111-112
300	2001:	108(NE)-121
301	2001:	108(NE)-120-122-123
302	2001:	16-21-35-50-58-59-65-69-89
303	2001:	16-21-46-79-100-118
304	2001:	46-118-124
500	2001:	7-9-10-18-19-23-34-74-98-99-103-113
501	2001:	7-11-18-19-33-65-68-70-74-78-97-98-99-103-113-114-120-123
502	2001:	16-17-21-35-46-50-69-79-89-100-118
503	2001:	8-15-25-36

SECTION II SINGAPORE NOTICES

*(NM11/2002) PUBLICATION OF NEW EDITION NAUTICAL CHARTS BY MARITIME AND PORT AUTHORITY OF SINGAPORE.

New Edition of Nautical Chart to be published on 2nd January 2002.

CHARTS	TITLE AND REMARKS	SCALE	PRICE (Excluding GST)
202	Singapore Strait Lat. 0°40.00'N - Lat. 1°50.00'N Long. 103°05.34'E - Long. 104°48.89'E <i>New edition of chart includes new surveys.</i>	1:200 000	S\$39.00

GSP1/SP1	4Ed 27/09/01 Last NM 120/2001	HD	*(NM8/2002)
Insert	Accompanying block in the vicinity of Pulau Sakeng	1°12.00'N	103°46.00'E
		HD/DB34-104-2001	*(NM9/2002)
Delete	Yellow conical light-buoy, Fl Y 4s	1°14.77' N	103°41.87' E

100	3Ed 27/09/01	HD	(NM7/2002)
Insert	Accompanying block in the vicinity of Southern Tuas Basin	1°18.400'N	103°39.300'E

202	2Ed 01/07/00 Last NM 112/2001	MMD NM No.35/2001	(NM10/2002)
Insert	F <i>Wk</i> Isolated Danger Mark h light-buoy, <i>Fl(2) 10s</i>	1°27.3' N 1°27.0' N	104°24.6' E 104°24.6' E
	Wreck of cargo ship Blissful Reefer		
	(The above update will be included in a New Edition of Chart 202 to be published on 2 nd January 2002.)		

301	4Ed 27/09/01 Last NM 123/2001	HD	*(NM8/2002)
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**SECTION II
SINGAPORE NOTICES**

Insert	Accompanying block in the vicinity of Pulau Sakeng	1°12.00'N	103°46.00'E
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HD/DB34-104-2001 ***(NM9/2002)**

Delete	Yellow conical light-buoy, FI Y 4s	1°14.77' N	103°41.87' E
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500	2Ed 15/11/00 Last NM 113/2001	HD/DB34-104-2001	*(NM9/2002)
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Delete	Yellow conical light-buoy, FI Y	1°14.77' N	103°41.87' E
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501	2Ed 15/11/00 Last NM123/2001	HD	*(NM8/2002)
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Insert	Accompanying block in the vicinity of Pulau Sakeng	1°12.00'N	103°46.00'E
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HD/DB34-104-2001 ***(NM9/2002)**

Delete	Yellow conical light-buoy, FI Y 4s	1°14.77' N	103°41.87' E
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503	1Ed 1/10/1998 Last NM 36/2001	MMD NM 35/2001	(NM10/2002)
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Insert	F <i>Wk</i> Isolated Danger Mark h light-buoy, FI(2) 10s Wreck of cargo ship Blissful Reefer	1°27.3' N 1°27.0' N	104°24.6' E 104°24.6' E
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SECTION II
TEMPORARY AND PRELIMINARY NOTICES

***(NM12P/2002) MARITIME AND PORT AUTHORITY OF SINGAPORE AND UNITED KINGDOM
HYDROGRAPHIC OFFICE OF NEW DUAL BADGED CHARTS AND PUBLICATIONS
TO BE PUBLISHED ON 11TH APRIL 2002.**

The United Kingdom Hydrographic Office (UKHO) and the Maritime and Port Authority of Singapore (MPA) have jointly produced a series nautical charts called the Dual Badged Charts. The list of charts is shown below.

New Dual Badged charts.

CHARTS	TITLE, LIMITS AND OTHER REMARKS	SCALE	CHARTS TO BE PERMANENTLY WITHDRAWN ON 11TH APRIL 2002
4038	JOHOR STRAIT - WESTERN PART Lat. 1°10.80'N - Lat. 1°28.70'N Long. 103°28.60'E - Long. 103°40.70'E	1:30 000	Singapore chart 300
4039	WESTERN APPROACHES TO MAIN STRAIT Lat 1°01.50'N - Lat. 1°13.70'N Long 103°31.20'E - Long. 103°49.00'E	1:30 000	-
4040	TUAS VIEW TO PULAU SAKIJANG BENDERA (S John's Island) Lat. 1°07.40'N - Lat. 1°19.60'N Long. 103°34.10'E - Long. 103°51.90'E	1:30 000	Singapore chart 301
4041	PULAU SEBAROK TO CHANGI Lat. 1°07.40'N - Lat. 1°19.60'N Long 103°46.90'E - Long. 104°04.70'E	1:30 000	Singapore chart 302
4042	CHANGI TO PULAU MUNGGING Lat. 1°09.60'N - Lat. 1°21.80'N Long 104°01.70'E - Long. 104°19.50'E	1:30 000	-
4043	KUALA JOHOR AND SUNGAI JOHOR Lat 1°16.10'N - Lat. 1°34.00'N Long 103°57.90'E - Long. 103°49.54'E	1:30 000	Singapore chart 303
4044	JOHOR STRAIT EASTERN PART Lat. 1°19.00'N - Lat. 1°31.20'N Long. 103°45.60'E - Long. 104°03.40'E	1:30 000	Singapore chart 304

Chart corrections affecting the Dual Badged charts will be published in the Admiralty Notices to Mariners.

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

***(NM13P/2002) SINGAPOREAN CHARTS AND PUBLICATIONS TO BE PERMANENTLY WITHDRAWN ON 11TH APRIL 2002.**

CHARTS TO BE WITHDRAWN	MAIN TITLE
100	Singapore Strait Approaches to Tuas
112	East Johor Strait Approaches to Sembawang Wharves
113	East Johor Strait Pulau Ubin to Pulau Seletar
114	East Johor Strait Serangoon Harbour
300	West Johor Strait and Its Approaches
301	Western Approaches to Singapore
302	Western Approaches to Singapore
303	Approaches to East Johor Strait
304	East Johor Strait

GSP1/SP1	3Ed 15/11/00	HD	*(NM14T/2002)
Delete	Legend (Missing) against Batu Berhanti light-buoy (Previous NM No. 9/104T/2001 is cancelled)	1°11.75' N	103°52.50' E

202	3Ed 02/01/02	HD	*(NM14T/2002)
Delete	Legend (Missing) against Batu Berhanti light-buoy (Previous NM No. 9/104T/2001 is cancelled)	1°11.75' N	103°52.50' E

**SECTION II
TEMPORARY AND PRELIMINARY NOTICES**

302	3Ed 15/11/00	HD	*(NM14T/2002)
Delete	Legend (Missing) against Batu Berhanti light-buoy	1°11.75' N	103°52.50' E
	(Previous NM No.9/104T/2001 is cancelled)		

501	2Ed 15/11/00	HD	*(NM14T/2002)
Delete	Legend (Missing) against Batu Berhanti light-buoy	1°11.75' N	103°52.50' E
	(Previous NM No. 9/104T/2001 is cancelled)		

502	2Ed 15/11/00	HD	*(NM14T/2002)
Delete	Legend (Missing) against Batu Berhanti light-buoy	1°11.75' N	103°52.50' E
	(Previous NM No. 9/104T/2001 is cancelled)		

**SECTION III
MARINE INFORMATION**

INDEX OF ANNUAL NOTICES

NOTICES

- *1/2002 Malacca and Singapore Straits - Routeing System.
- *2T/2002 Temporary and Preliminary Notices in Force.
- *3/2002 Height Restricted Anchorages in Port
- 4/2002 The International Convention on Civil Liability for Oil Pollution damage, 1969 (CLC 69). The Merchant Shipping (Oil Pollution) Act 1981(No.15 of 1981). The Merchant Shipping (Oil Pollution)(Compulsory Insurance) regulation 1981.
- *5/2002 Agent for Hydrographic Publication.

(NM 1/2002) STRAITS OF MALACCA AND SINGAPORE ROUTEING SYSTEM

Information concerning schemes shown on Singaporean charts.
(Former NM 1/2001 is cancelled)

- 1 The information concerning the Straits of Malacca and Singapore Routeing System are charted in the Singaporean Charts 200, 201, 202, 300, 301, 302, 303, 500, 501, 503 and 503. These charts are based on WGS 84.
- 2 The description of the traffic separation scheme and the rules for vessels navigating through the Straits of Malacca and Singapore are published in the Port Information section of the Year 2002 Singapore Tide Tables and Port Information.

***(NM2T/2002) TEMPORARY AND PRELIMINARY NOTICES IN FORCE**

(Revised and published six monthly)
Previous NM 1/2T/01 is cancelled

Notices	Subject
1/16T/99	Pulau Batam - Batu Ampar, red light beacon in position 1° 10.02'N, 103° 59.85'E reported collapsed.
1/17T/99	Batam - Batu Ampar red can buoy in position 1° 09.98'N, 103°59.46'E is unlit.

SECTION III MARINE INFORMATION

Notices	Subject																														
1/18T/99	Selat Durian - Karang Tengah light FI R 8s in position 0° 51.30'N, 103°34.37'E is unlit.																														
1/19T/99	Pulau Bintan - Tanjong Batu Hitam-Red can buoy in position 0° 54.60'N, 104° 26.39'E is unlit.																														
1/20T/99	Selat Riau - West Cardinal buoy Q(9) 15s in position 0° 42.00'N, 104° 25.09'E is unlit.																														
1/21T/99	Lima Channel - Isolated Danger buoy FI(2) 10s in position 1° 20.58'N, 104° 16.89'E is temporarily withdrawn.																														
1/22T/99	Selat Riau - East Cardinal buoy Q(3) 10s in position 0° 51.3'N, 104° 24.0'E is missing.																														
1/23T/99	Tanjong Stapa - Light FI (3) 20s 43m14M in position 1°20.59'N, 104°08.15'E is unlit.																														
1/24T/99	Durian Strait - MV Mekong Express reported sunk in position 0°50.37'N, 103°34.12'E.																														
1/25T/99	Strait Bengkalis - Tanjong Jati light-beacon in position 1°36.07'N, 101°59.00'E reported damaged.																														
1/27T/99	Batu Ampar – Safe water mark buoy FI 10s in position 1°10'19'N, 103°59.92'E reported missing. Sekupang - Safe water mark buoy Iso 4s in position 1°09.53'N, 103°55.15'E reported missing.																														
1/28T/99	Karimun - The following Aids to Navigation were reported unlit :																														
	<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Colour and Shape</th> <th style="text-align: left;">Light Character</th> <th style="text-align: left;">Position</th> </tr> </thead> <tbody> <tr> <td>Green pillar light-buoy</td> <td>FI G 3s</td> <td>1°09.18'N, 103°18.83'E</td> </tr> <tr> <td>Green pillar light-buoy</td> <td>FI(2)G5s</td> <td>1°04.98'N, 103°17.86'E</td> </tr> <tr> <td>Yellow pillar light-buoy, X topmark</td> <td>FI(4)Y12s</td> <td>1°09.51'N, 103°21.68'E</td> </tr> <tr> <td>Yellow pillar light-buoy, X topmark</td> <td>FI Y5s</td> <td>1°08.92'N, 103°20.21'E</td> </tr> <tr> <td>Red pillar light-buoy</td> <td>FI R 4s</td> <td>1°07.45'N, 103°19.38'E</td> </tr> <tr> <td>Green buoyant light-beacon</td> <td>FI(2)G10s</td> <td>1°08.09'N, 103°18.87'E</td> </tr> <tr> <td>Red buoyant light-beacon</td> <td>FI (2)R10s</td> <td>1°08.15'N, 103°19.29'E</td> </tr> <tr> <td>Red buoyant light-beacon</td> <td>FI(2)R5s</td> <td>1°06.78'N, 103°19.09'E</td> </tr> <tr> <td>West Cardinal buoyant light-beacon</td> <td>Q(9)15s</td> <td>1°08.75'N, 103°19.25'E</td> </tr> </tbody> </table>	Colour and Shape	Light Character	Position	Green pillar light-buoy	FI G 3s	1°09.18'N, 103°18.83'E	Green pillar light-buoy	FI(2)G5s	1°04.98'N, 103°17.86'E	Yellow pillar light-buoy, X topmark	FI(4)Y12s	1°09.51'N, 103°21.68'E	Yellow pillar light-buoy, X topmark	FI Y5s	1°08.92'N, 103°20.21'E	Red pillar light-buoy	FI R 4s	1°07.45'N, 103°19.38'E	Green buoyant light-beacon	FI(2)G10s	1°08.09'N, 103°18.87'E	Red buoyant light-beacon	FI (2)R10s	1°08.15'N, 103°19.29'E	Red buoyant light-beacon	FI(2)R5s	1°06.78'N, 103°19.09'E	West Cardinal buoyant light-beacon	Q(9)15s	1°08.75'N, 103°19.25'E
Colour and Shape	Light Character	Position																													
Green pillar light-buoy	FI G 3s	1°09.18'N, 103°18.83'E																													
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Yellow pillar light-buoy, X topmark	FI(4)Y12s	1°09.51'N, 103°21.68'E																													
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West Cardinal buoyant light-beacon	Q(9)15s	1°08.75'N, 103°19.25'E																													
1/29T/99	Strait Bengkalis - White light-beacon in position 1°39.49'N, 101°50.31'E reported unlit.																														
1/30T/99	Phillip Channel - Cula light in position 1°02.41'N, 103°42.71'E reported unlit.																														
1/31T/99	Selat Bengkalis - RWVS buoy in position 1°54.10'N, 101°51.40'E reported unlit.																														
1/33T/99	Selat Bengkalis – Red can light-buoy no.6 in position 1°38.4'N, 101°53.9'E reported missing.																														

SECTION III MARINE INFORMATION

Notices	Subject																						
1/34T/99	Kabil Harbour – The following aids to navigation were reported unlit: <table border="0" style="margin-left: 40px; width: 80%;"> <thead> <tr> <th style="text-align: left;">Colour and Shape</th> <th style="text-align: left;">Position</th> </tr> </thead> <tbody> <tr><td>Green spar buoy</td><td>1°07.7'N, 104°10.4'E</td></tr> <tr><td>Red spar buoy</td><td>1°07.6'N, 104°10.5'E</td></tr> <tr><td>Green spar buoy</td><td>1°06.4'N, 104°09.4'E</td></tr> <tr><td>Red spar buoy</td><td>1°06.3'N, 104°09.5'E</td></tr> <tr><td>Green spar buoy</td><td>1°05.4'N, 104°09.1'E</td></tr> <tr><td>Red spar buoy</td><td>1°05.4'N, 104°09.2'E</td></tr> <tr><td>Yellow spar buoy</td><td>1°04.6'N, 104°08.4'E</td></tr> <tr><td>Yellow spar buoy</td><td>1°04.1'N, 104°08.3'E</td></tr> <tr><td>Red spar buoy</td><td>1°04.0'N, 104°08.8'E</td></tr> <tr><td>Red spar buoy</td><td>1°04.5'N, 104°08.3'E</td></tr> </tbody> </table>	Colour and Shape	Position	Green spar buoy	1°07.7'N, 104°10.4'E	Red spar buoy	1°07.6'N, 104°10.5'E	Green spar buoy	1°06.4'N, 104°09.4'E	Red spar buoy	1°06.3'N, 104°09.5'E	Green spar buoy	1°05.4'N, 104°09.1'E	Red spar buoy	1°05.4'N, 104°09.2'E	Yellow spar buoy	1°04.6'N, 104°08.4'E	Yellow spar buoy	1°04.1'N, 104°08.3'E	Red spar buoy	1°04.0'N, 104°08.8'E	Red spar buoy	1°04.5'N, 104°08.3'E
Colour and Shape	Position																						
Green spar buoy	1°07.7'N, 104°10.4'E																						
Red spar buoy	1°07.6'N, 104°10.5'E																						
Green spar buoy	1°06.4'N, 104°09.4'E																						
Red spar buoy	1°06.3'N, 104°09.5'E																						
Green spar buoy	1°05.4'N, 104°09.1'E																						
Red spar buoy	1°05.4'N, 104°09.2'E																						
Yellow spar buoy	1°04.6'N, 104°08.4'E																						
Yellow spar buoy	1°04.1'N, 104°08.3'E																						
Red spar buoy	1°04.0'N, 104°08.8'E																						
Red spar buoy	1°04.5'N, 104°08.3'E																						
4/71P/99	Western Part of Singapore – Insertion of submarine telephone cable.																						
8/112T/99	Singapore Strait – South Cardinal mark light beacon Q(6)+LFI 15s in position 1°05.90'N, 103°43.23'E reported damaged.																						
11/150T/99	East Johor Strait – North Cardinal mark light buoy, BC 2, Q, in position 1°26.30'N 104°02.90'E reported unlit.																						
3/42T/00	Malacca Strait – Light-beacon at Pulau Iyu Kechil, FI(3)15s in position 1°11.00'N, 103°21.00'E reported unlit.																						
4/ 37T/01	Raffles Shoal – Temporary Holding Anchorage was established																						
4/39T/01	Singapore Strait – Buffalo Rock light-beacon in position 1°09.43'N, 103°48.83'E reported unlit.																						
4/40T/01	Pulau Batam – Batu Ampar light in position 1°10.35'N, 104°00.48'E reported missing.																						
4/41T/01	Malacca Strait – Pasir Selatan light-beacon in position 2°40.80'N, 101°06.50'E reported unlit.																						
4/42T/01	Bengkalis Strait – Red can buoy in position 1°14.18'N, 102°10.23'E reported missing.																						
4/43T/01	Bengkalis Strait – Green can buoy in position 1°14.18'N, 102°10.02'E reported missing.																						
8/92T/01	Malacca Strait – M.T Singapura Timur reported sank in position 1°58.17'N, 102°14.14'E with least depth 30 metres over her.																						
8/93T/01	Malacca Strait – Isolated Danger Mark light-buoy was laid in position 1°58.07'N, 102°14.2'E to mark the wreck of M.T Singapura Timur.																						
9/105T/01	Durian Strait – Safe water marked light-buoy in position 1°03.00'N, 103°39.00'E reported unlit.																						

SECTION III MARINE INFORMATION

10/115T/01	Main Strait – Nipa Reef light-beacon in position 1°09.18'N, 103°39.37'E, reported Racon Inoperative.
10/116T/01	Malacca Strait – Panjang Selatan light-beacon in position 1°23.4'N, 103°07.9'E reported unlit.
11/119P/01	Jurong Island – Insertion of the limit of Prohibited/Restricted area around Jurong Island which was adopted from PMN No. 27 of 2001
12/126P/01	Southern Islands – Insertion of limit of prohibited area around Pulau Bukom, Pulau Busing and Pulau Sebarok.

***(NM 3/2002) HEIGHT RESTRICTED ANCHORAGES IN PORT**

1 In the exercise of his powers conferred by Section 43 of the Maritime and Port Authority of Singapore Act (Cap. 170A), the Port Master hereby declares the following areas as Height Restricted Areas and directs that the conditions set out hereunder shall be compiled with:

(a) 49-METRE HEIGHT RESTRICTED AREAS

No vessel whose height* **exceeds 49 metres** shall enter, transit or anchor in the 49 metre height restricted area which is bounded by a line joining the following geographical positions:

WGS 84

(1)	01° 18.296'N	103° 56.514'E
(2)	01° 18.296'N	103° 56.647'E
(3)	01° 17.496'N	103° 58.979'E
(4)	01° 17.646'N	104° 01.096'E
(5)	01° 17.154'N	104° 01.664'E
(6)	01° 16.626'N	103° 58.978'E
(7)	01° 16.629'N	103° 56.514'E

thence to the point of origin.

(b) 15-METRE HEIGHT RESTRICTED AREAS

No vessel whose height* **exceeds 15 metres** shall enter, transit or anchor in the 15 metre height restricted area which is bounded by a line joining the following geographical positions:

WGS 84

(8)	01° 23.346'N	103° 59.946'E
(9)	01° 23.196'N	104° 00.296'E
(10)	01° 21.096'N	104° 03.013'E
(11)	01° 17.646'N	104° 01.096'E
(12)	01° 17.469'N	103° 58.979'E
(13)	01° 18.429'N	103° 56.330'E

thence in the eastward direction along the coastline to the point of origin.

SECTION III MARINE INFORMATION

Please note that the Eastern Special Purposes Anchorage "B" lies within the 15 metre height restricted area referred to above.

- 2 Masters, owners, agents and persons-in-charge of vessels anchored in the above Height Restricted Areas are to ensure that the heights* of the vessel shall not be modified to attain a height exceeding the permissible heights during her stay at the anchorages.

*** Height refers to the height of a vessel measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board.**

Source : Port Marine Circular No. 72 of 1997, Dated : 15 Sep 97

Note : The coordinates in WGS 84 were inserted by Hydrographic Department, MPA.
(Previous NM No. 1/3/01 is superseded)

(NM4/2002) THE 1992 PROTOCOL OF THE INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR OIL POLLUTION DAMAGE 1969 - DECLARATION BY SHIPS IN THE NOTIFICATION OF ARRIVAL (NOA)

1 Singapore acceded to the 1992 Protocol to the International Convention on Civil Liability for Oil Pollution Damage, 1969 on 18 Sep 97. This Protocol, commonly known as CLC 92, will come into force for Singapore on 18 Sep 98. The Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act (Act 33 of 1998), which gives effect to CLC 92, will come into force on the same date. It will replace the Merchant Shipping (Oil Pollution) Act (Chapter 180), which gives effect to the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC "69").

2 CLC 92 provides that ships carrying more than 2,000 tons of oil in bulk as cargo, wherever registered, shall not enter or leave any port unless the ship has a valid certificate (herein referred to as "CLC 92 certificate") showing that there is in force in respect of the ship, a contract of insurance or other security satisfying the requirements under Article VII of the Protocol.

- 3 The contract of insurance or other security is to cover the owner's oil pollution liability as follows:
- (a) for a ship not exceeding 5,000 gross tons, a fixed sum of 3 million Special Drawing Rights (SDRs) (about S\$7 million at current rate);
 - (b) for a ship between 5,000 and 140,000 gross tons, 3 million SDRs plus an additional 420 SDRs (about S\$979 at current rate) for each additional gross ton above 5,000; and
 - (c) for a ship of 140,000 gross tons and above, 59.7 million SDRs (about S\$139 million at current rate).

4 **With effect from 18 Sep 98**, any ship (constructed or adapted for the carriage of oil in bulk as cargo) carrying more than 2,000 tons of oil in bulk as cargo intending to **enter or leave Singapore** shall have a **CLC 92 certificate**.

5 Owners, agents and masters are to take note of the following for ships referred to in paragraph 4 arriving at or departing from Singapore from 18 Sep 98:

SECTION III MARINE INFORMATION

- (a) **a ship flying the flag of a State for which CLC 92 is in force** shall have a CLC 92 certificate issued by its flag State; and
- (b) **any other ship** shall have a CLC 92 certificate issued by any CLC 92 State (including Singapore).

Application for a CLC 92 certificate may be made at the following address during office hours (Mon - Fri, 8.30 am - 5.00 pm, Sat. 8.30 am - 1.00 pm) on sighting of CLC 92 blue cards issued by acceptable P & I Clubs (see [Appendix I](#)):

Maritime and Port Authority Of Singapore (MPA)
Shipping Division
460 Alexandra Road
PSA Building #21-00
Singapore 119963
Tel: (65) 375 6227
Fax : (65) 375 6231
Pager: 9220 5374 (Mr Chandru)

6 Owners and masters are to note Section 13(6) of the Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act which stipulates that if a ship enters or leaves or attempts to enter or leave the port without a CLC 92 certificate, the owner or master of the ship shall be guilty of an offence and shall be liable on conviction to a fine not exceeding S\$1 million.

Notification Of Arrival – Additional information required

7 Pursuant to Sections 10 and 44 of the Maritime and Port Authority of Singapore Act (Cap.170A), and Regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the owner, agent or master of any ship constructed or adapted to carry more than 2,000 tons of oil in bulk as cargo shall declare, with effect from 18 Sep 98, the following additional information in the ship's Notification of Arrival (NOA) [in the format as shown in [Appendix II*](#)]:

- (a) whether the ship is constructed or adapted to carry more than 2,000 tons of oil in bulk as cargo; and
- (b) whether the ship has a valid CLC 92 certificate on board prior to arrival.

Where the answer to paragraph 7(b) is "**NO**", the NOA must be accompanied by the prescribed form in the attached [Appendix III](#).

*** Owners, agents or masters may use the new format for submission before 18 Sep 98.**

8 The declaration mentioned in paragraph 7(a) and (b) shall be made in the vessel's NOA which is required to be submitted at least 12 to 24 hours before the ships' arrival in port. For ships coming from a nearby port and with less than 12 hours steaming time to Singapore, the declaration shall be made immediately on departure from the last port.

- 9 As a reminder, the NOA shall be submitted to the Port Master by any of the following means:
- a) Radio Telegram Addressed to : PORTMASTER SINGAPORE
 - b) Telefax Addressed to : PORTMASTER, Fax: (65) 2245776
 - c) Telex Addressed to : PORTMASTER, Telex No RS 34970
Answer Back PORTPM 34970

10 The existing NOA as shown in [Appendix 1 of Port Marine Circular No. 90 of 1997](#) is **cancelled** and replaced by a revised NOA ([Appendix II](#) to this circular).

11 The attached form (in [Appendix III](#)) accompanying the NOA (if applicable) shall be addressed to the "PORTMASTER" and submitted to PORT OPERATIONS CONTROL CENTRE (POCC) at Fax No. (65) 2245776.

SECTION III MARINE INFORMATION

12 Any declaration, confirmation or undertaking furnished to the Port Master shall in all respects be true and accurate. Failure to declare the information required, or the provision of a mis-statement (including any statement which is known to be false in any material particular) in any return, claim or other document required by the Authority is an offence under Section 10 of the Maritime and Port Authority of Singapore Act (Cap 170A), punishable with a fine not exceeding \$5,000 or imprisonment for a term not exceeding 6 months or to both.

13 Any enquires relating to this circular may be directed to the following MPA officers:

- (a) Ms Sim Wei Ling / Mr Chandru S R (Shipping Division)
 - Tel: (65) 3756227
 - Tel: (65) 3756217
- (b) Capt Wang Kong Choi / Mr Chan Keng Nee / Mr Edmund Wee (Port Division)
 - Tel: (65) 3252472
 - Tel: (65) 3252455
 - Tel: (65) 3252463

Source : PORT MARINE CIRCULAR NO. 55 OF 1998, date : 5 Sep 98

Previous NM No. 1/4/01 is superseded

Appendix I

LIST OF P&I CLUBS AND OTHER INSURANCE CONCERNS ACCEPTABLE TO THE MARITIME AND PORT AUTHORITY OF SINGAPORE (MPA) TO SATISFY THE REQUIREMENTS OF SECTION 14 (1) OF THE MERCHANT SHIPPING (CIVIL LIABILITY AND COMPENSATION FOR OIL POLLUTION) ACT (ACT 33 OF 1998)

P & I CLUBS

- 1 The American Steamship Owners Mutual Protection and Indemnity Association, Inc.
- 2 Assuranceforeningen Gard
Gard (UK) Ltd
- 3 Assuranceforeningen Skuld
- 4 The Britannia Steam Ship Insurance Association Limited
- 5 The Japan Ship Owners' Mutual Protection and Indemnity Association
Japan Ship Owners (London office)
- 6 Liverpool and London Steamship Protection and Indemnity Association Limited
- 7 The London Steam-Ship Owner's Mutual Insurance Association Limited
- 8 The North of England Protecting and Indemnity Association Limited
- 9 The Shipowners' Mutual Protection and Indemnity Association (Luxembourg)
- 10 The Standard Steamship Owners' Protection and Indemnity (Bermuda) Association Limited

SECTION III MARINE INFORMATION

- 11 The Steamship Mutual Underwriting Association (Bermuda) Limited
- 12 Sveriges Angfartygs Assurans Forening (The Swedish Club)
- 13 The United Kingdom Mutual Steam Ship Assurance Association (Bermuda) Limited
- 14 The West of England Ship Owners' Insurance Association (Luxembourg)

OTHER ACCEPTABLE INSURANCE CONCERNS

- 15 British Marine Mutual Insurance Association Limited
- 16 Lloyd's Underwriters

Appendix II

The owner, agent or master of the vessel shall provide the information in the following format:

	<u>FORMAT</u>	<u>DATA</u>	<u>EXPLANATION</u>
1)	VESSEL	e.g. GRACE	Vessel's Name
2)	CALL SIGN	e.g. 9ABC	Call Sign
3)	AGENT	e.g. ABC CO	Local Agent's Name
4)	DRAFT	e.g. 10.5 m	Draft of Vessel (in metres)
5)	HEIGHT	e.g. 32 m	Height refers to the height of the vessel (in metres) measured vertically from the water-line of the vessel to the highest point of the vessel including its cargo, structure, or equipment on board. If there are extendible structures on board, the highest point shall be the maximum height attainable by these structures when fully extended, if such extended height exceeds the height of its cargo, or fixed structures or equipment.
6)	ETA	e.g. 18071998/1800	1st 8 Numerals [18071998] denotes date, month and year (ie DDMMYYYY) of arrival. Last 4 numerals [1800] denotes estimated time of vessel's arrival. (HHMM)
7)	DIRECTION FROM	E or W or S	Direction from which the vessel is approaching Singapore, eg E (East), W (West) or S (South). [Only one direction is to be indicated]

**SECTION III
MARINE INFORMATION**

8)	TRACK-CHEM INDICATOR	Y or N	Track Chem Indicator. Y – Vessel is carrying Chemicals in Bulk N – Vessel is not carrying Chemicals in Bulk This item shall apply to a ship carrying Dangerous Chemicals as listed in Chapter 17 of the International Maritime Organization (IMO) Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC) Code.
9)	SLOP/SLUDGE INDICATOR	Y or N	Slop/Sludge Indicator Y - Vessel has slop/sludge on board N - Vessel has no slop/sludge on board [Please see explanatory notes]
10)	CLC 92 INDICATOR (CARGO CAPACITY)	Y or N	Is the ship constructed or adapted to carry more than 2,000 tonnes of oil in bulk as cargo? Y/N
11)	CLC 92 INDICATOR (CERTIFICATE)	Y or N	Is a valid CLC 92 certificate on board? Y/N Y – Ship has valid CLC 92 certificate on board N – Ship does not have a CLC 92 certificate on board. If the answer is "NO", to submit form in Appendix III together with this NOA.
12)	Remarks		To indicate NA if not applicable.

Appendix III

To: Port Master
Fax: (65) 2245776

CLC 92 ADVANCE DECLARATION *

*This form is to be submitted for ships constructed or adapted to carry more than 2,000 tons of oil in bulk as cargo in accordance with the requirements of PMC No. 55 of 1998 and Items 10 and 11 of the NOA.

1) Name Of Ship:	2) ETA:
3) Call- Sign: 4) IMO No:	5) GT 6) Ship's Type:
7) Type of CLC certificate on board: # CLC 69 Certificate / CLC 92 Blue Card + / None	
+8) If a CLC 92 Blue Card is carried on board, please specify the full name of the P & I Club which issued the CLC 92 Blue Card: _____	

SECTION III MARINE INFORMATION

I hereby declare that the information provided is correct and undertake to comply with the provisions in the International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC 92) and the Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act (Act 33 of 1998).

Signature

Date:_____

(With Firm's / Company's Stamp)

Name of Person Signing: _____

Designation: _____

Name and Address of Owner / Agent:

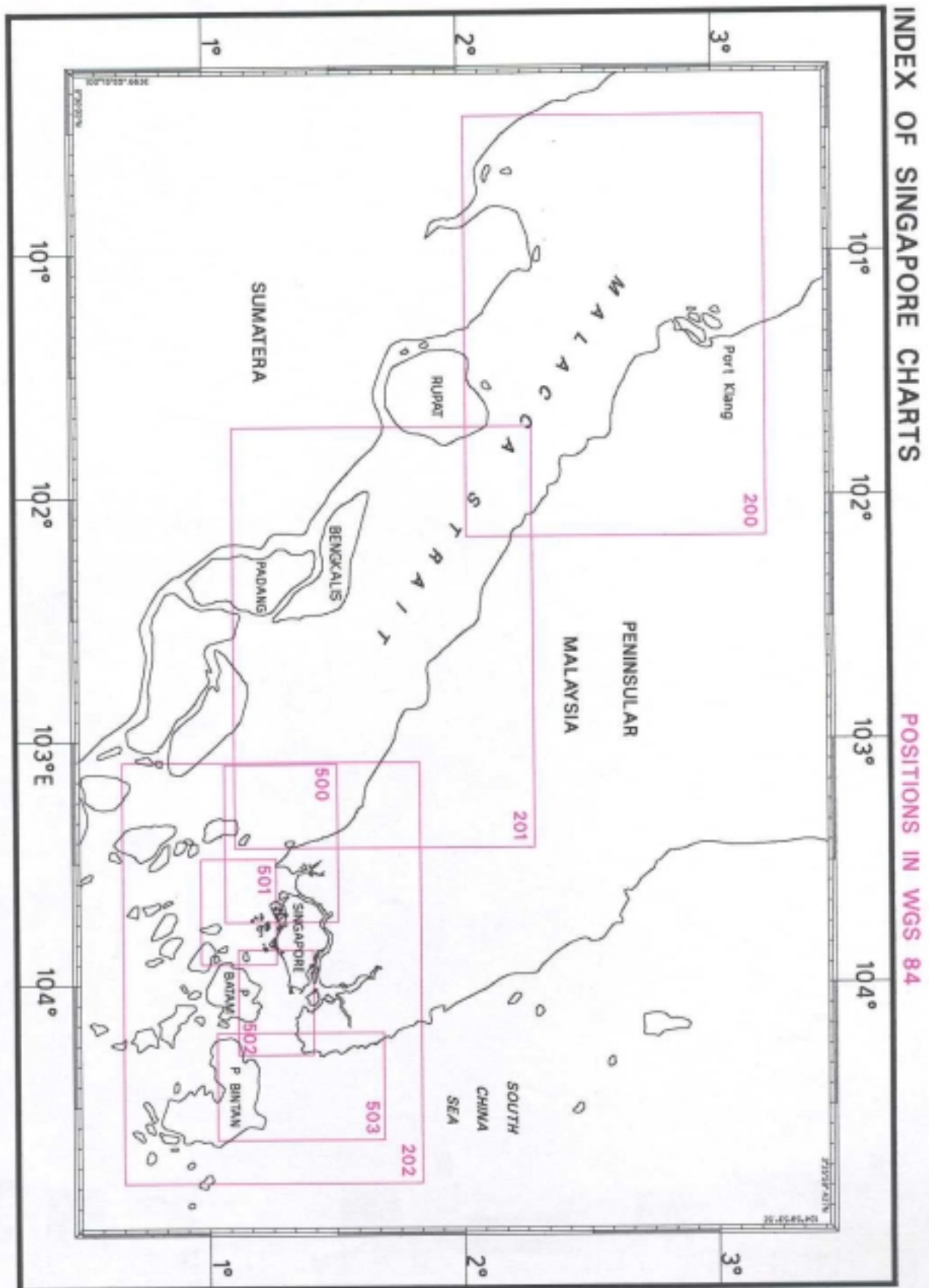
Telephone / Pager / Handphone No: _____

Delete as appropriate

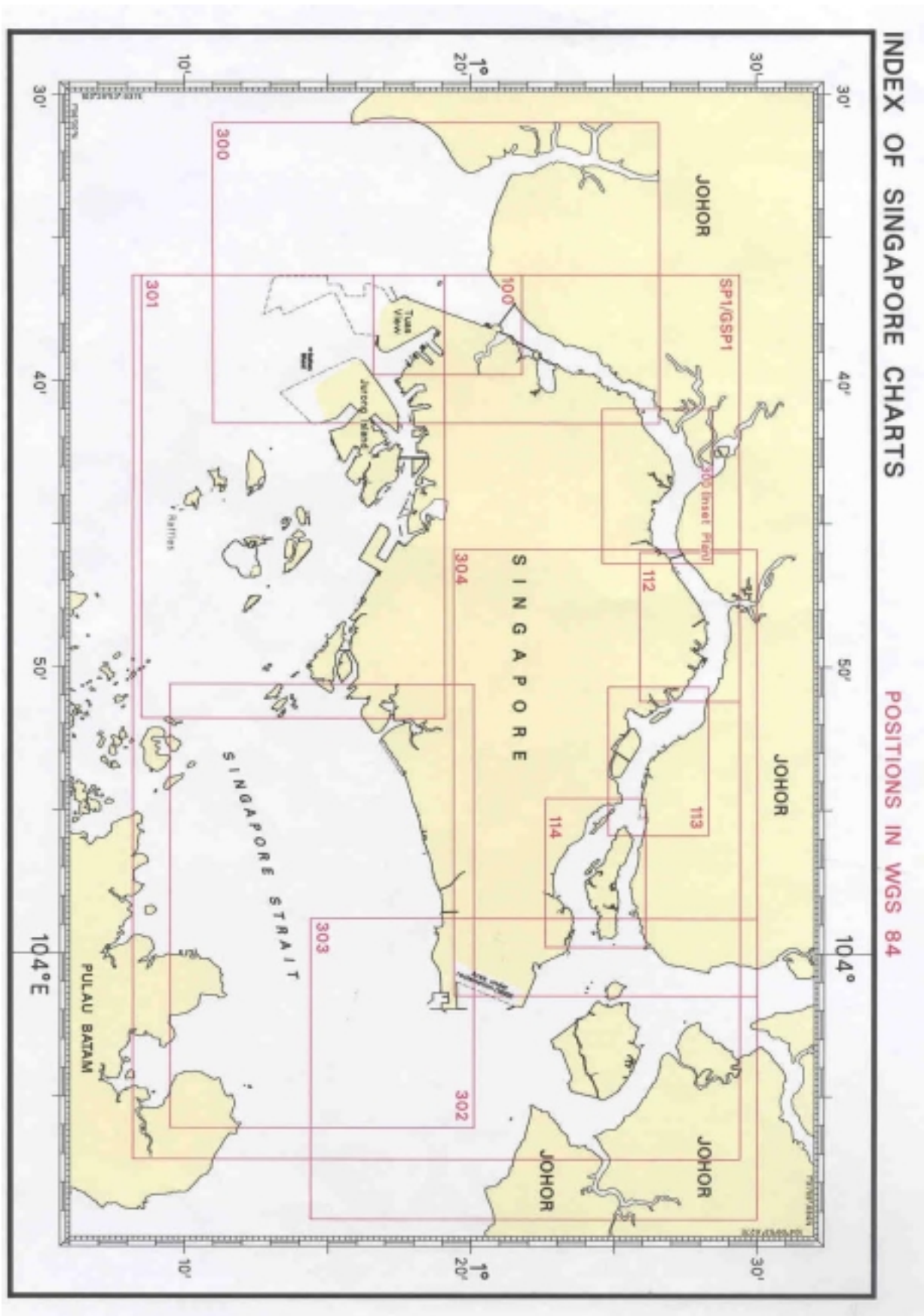
***(NM5/2002) AGENT FOR THE SALE OF SINGAPOREAN CHARTS AND HYDROGRAPHIC PUBLICATIONS.**

Location : Singapore
Agent's name : Motion Smith
Address : 78 Shenton Way # 01-03
Singapore 079120
Telephone : 2205098
: (After Office hours: Pager No. 930 44156,930 44159)
Fax No. : 225 4902
E-mail : motsmith@singnet.com.sg
Internet Web Site at <http://www.singnet.com.sg/~motsmith>

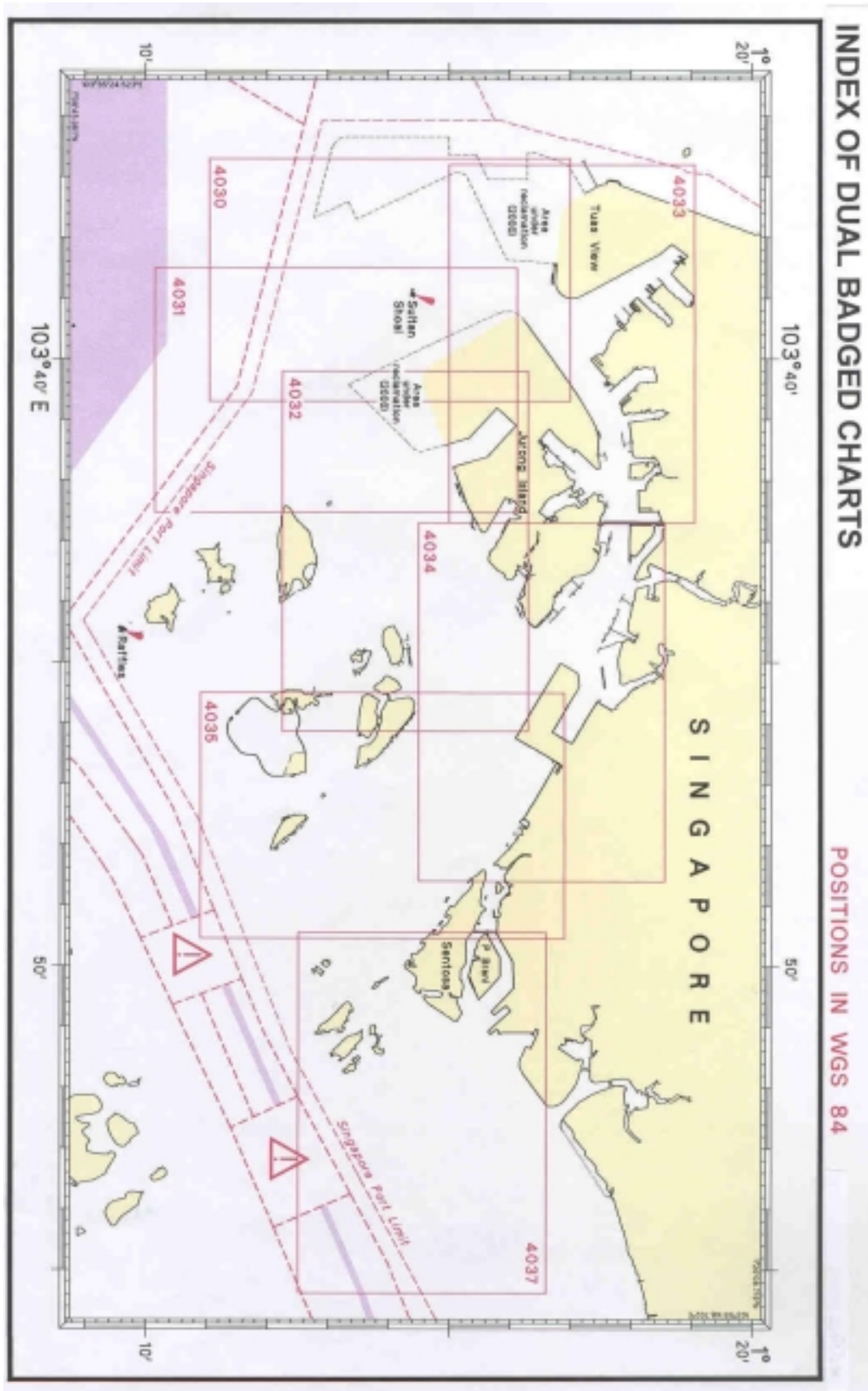
SECTION III MARINE INFORMATION



SECTION III MARINE INFORMATION



SECTION III MARINE INFORMATION



**SECTION III
MARINE INFORMATION**

CHART CATALOGUE

Chart No.	Title and Charts Limit Positions In WGS 84	Scale 1:	Date Published	Price (Excluding GST) S\$
1	Symbols and Abbreviations used on Singapore Charts – July 2000	-	-	16.90
Charts for small craft	Singapore Strait & Adjacent Waterways	Various	2000 Edition	91.00
SP1	Anchorage and Aids to Navigation 1 08.20N 1 29.40N 103 36.10E 104 07.20E	60000	27/09/01	39.00
GSP1	Anchorage and Aids to Navigation (with area reference) 1 08.20N 1 29.40N 103 36.10E 104 07.20E	60000	27/09/01	39.00
112	East Johor Strait - Approaches to Sembawang Wharves 1 25.90N 1 29.40N 103 46.00E 103 51.20E	10000	01/08/98	39.00
113	East Johor Strait - Pulau Ubin to Pulau Seletar 1 24.80N 1 28.30N 103 50.70E 103 55.93E	10000	01/08/98	39.00
114	East Johor Strait - Serangoon Harbour 1 22.60N 1 26.10N 103 54.60E 103 59.80E	10000	01/07/98	39.00
200	Malacca Strait - Port Klang to Tanjung Keling 2 01.48N 3 12.00N 100 26.36E 102 09.90E	200000	01/10/98	39.00
201	Malacca Strait - Tanjung Keling to Western Entrance of Singapore Strait 1 06.43N 2 17.00N 101 42.91E 103 26.45E	200000	01/10/98	39.00
202	Singapore Strait 0 40.00N 1 50.00N 103 05.34E 104 48.89E	200000	02/01/02	39.00

**SECTION III
MARINE INFORMATION**

CHART CATALOGUE

Chart No.	Title and Charts Limit Positions In WGS 84	Scale 1:	Date Published	Price (Excluding GST)
300	Singapore and Malaysia - West Johor Strait and Its Approaches 1 11.00N 1 26.60N 103 31.00E 103 41.50E	30000	15/11/00	39.00
301	Singapore Strait - Western Approaches to Singapore 1 08.50N 1 19.10N 103 36.30E 103 51.80E	30000	15/11/00	39.00
302	Singapore Strait - Eastern Approaches to Singapore 1 09.50N 1 20.10N 103 50.60E 104 06.10E	30000	15/11/00	39.00
303	Singapore - Approaches to East Johor Strait 1 14.40N 1 30.00N 103 58.80E 104 09.30E	30000	1/10/98	39.00
304	Singapore - East Johor Strait 1 19.40N 1 30.00N 103 45.90E 104 01.50E	30000	1/11/98	39.00
500	Malacca and Singapore Straits - Pulau Pisang to Raffles Lighthouse 1 04.05N 1 30.50N 103 05.80E 103 44.61E	75000	15/11/00	39.00
501	Singapore Strait - Western Part 0 58.37N 1 16.00N 103 29.17E 103 55.05E	50000	15/11/00	39.00
502	Singapore Strait - Eastern Part 1 07.00N 1 24.61N 103 51.43E 104 17.31E	50000	15/11/00	39.00
503	South China Sea - Eastern Approaches and Entrance to Singapore Strait 1 02.00N 1 41.06N 104 11.90E 104 38.18E	75000	1/10/98	39.00

**SECTION III
MARINE INFORMATION**

CHART CATALOGUE

New Dual Badged Nautical Charts.

Chart No.	Title and Charts Limit Positions In WGS 84	Scale 1:	Date Published	Price (Excluding GST) S\$
4030	Port of Singapore West Jurong Anchorages and Fairways Lat. 1°11.05'N Lat. 1°17.00'N Long. 103°36.70'E Long. 103°40.70'E	1:10 000	27/09/01	45.00
4031	Port of Singapore South Jurong Island and its Approaches Lat. 1°10.15'N Lat. 1°16.12'N Long. 103°38.50'E Long. 103°42.53'E	1:10 000	27/09/01	45.00
4032	Port of Singapore Sinki Fairway Lat. 1°12.25'N Lat. 1°16.30'N Long. 103°40.20'E Long. 103°46.13'E	1:10 000	27/09/01	45.00
4033	Port of Singapore Tuas Bay, West Jurong Channel and Pesek Basin Lat. 1°15.00'N Lat. 1°19.05'N Long. 103°36.80'E Long. 103°42.70'E	1:10 000	27/09/01	45.00
4034	Port of Singapore East Jurong Channel, Pasir Panjang Terminal and West Keppel Fairway Lat. 1°14.50'N Lat. 1°18.55'N Long. 103°42.70'E Long. 103°48.60'E	1:10 000	11/10/01	45.00
4035	Port of Singapore Western Anchorages, Jong Fairway and Cruise Bay Lat. 1°10.90'N Lat. 1°16.90'N Long. 103°45.50'E Long. 103°49.54'E	1:10000	11/10/01	45.00
4036	Port of Singapore Raffles Lighthouse to The Sisters Lat. 1°09.40'N Lat. 1°13.47'N Long. 103°44.20'E Long. 103°50.13'E	1:10000	13/12/01	45.00
4037	Port of Singapore Keppel Harbour, Tanjong Pagar Terminal and Approaches Lat. 1°12.52'N Lat. 1°16.59'N Long. 103°49.40'E Long. 103°55.34'E	1:10000	11/10/01	45.00

**SECTION III
MARINE INFORMATION**

***(NM15/2002) UPDATING OF PUBLICATION "YEAR 2002 SINGAPORE TIDE TABLES AND PORT INFORMATION"**

NAME OF BEACON/ BUOY	POSITION IN WGS 84		STRUCTURE COLOUR & SHAPE	LIGHT CHARACTERISTICS
	LAT. (N)	LONG. (E)		

1 Page 317 – SINKI FAIRWAY

Delete from list

CC1 Buoy	01°14.769'	103°41.871'	Yellow conical	Fl.Y.4s
*	*	*	*	*

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

Nil

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.

To accompany Singapore Notices to Mariners No. 8 of 2002



Block for Chart 301

To accompany Singapore Notices to Mariners No. 8 of 2002



Block for Chart 501

To accompany Singapore Notices to Marine No. 7 of 2002



Block for Chart 100

To accompany Singapore Notices to Mariners
No. 8 of 2002



To accompany Singapore Notices to Mariners
No. 8 of 2002

