



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. The notices can be access from MPA webpage.

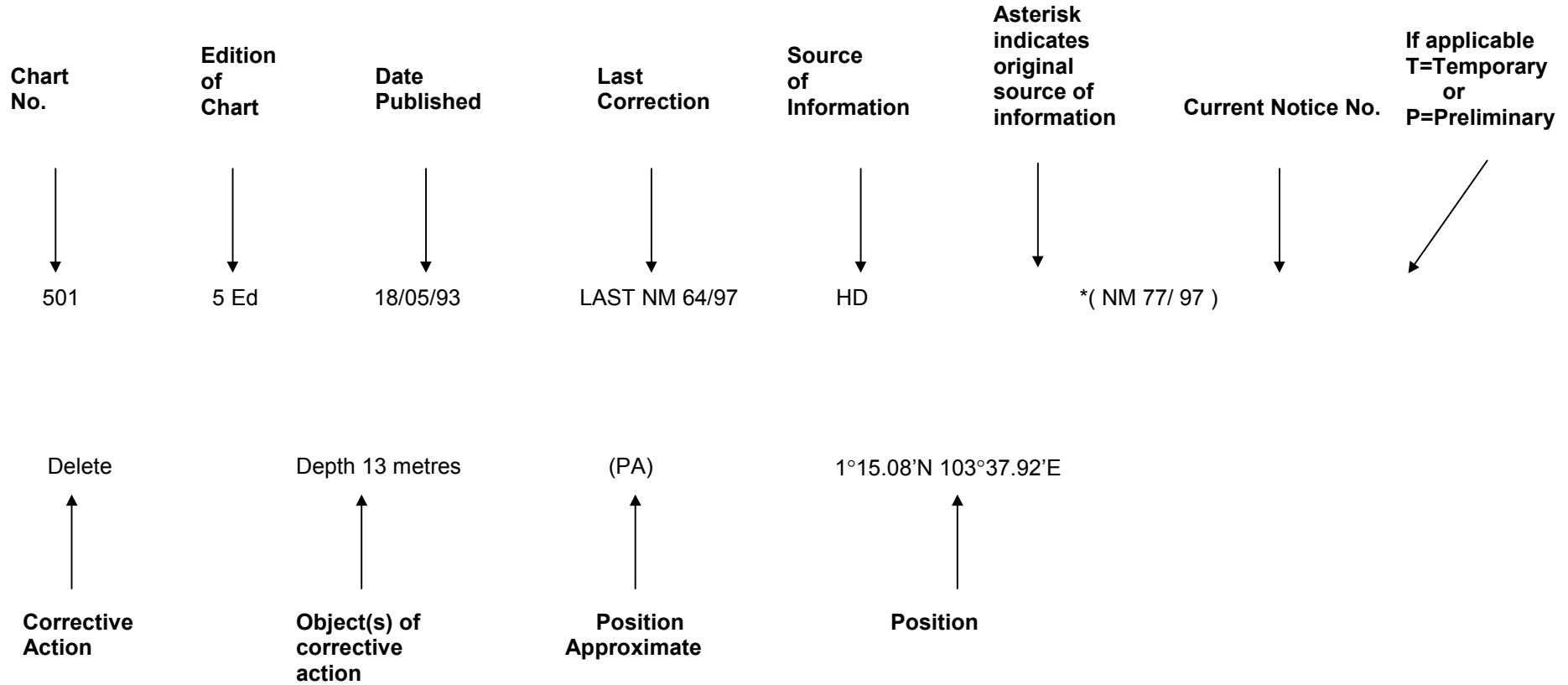
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WILSON CHUA
Chief Hydrographer

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	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*1	Malacca and Singapore Straits – Routeing System	8	*12	Agent for sale of Singapore and Dual Badged Charts and Hydrographic Publication	16
*2T	Temporary and Preliminary Notices in Force	8	*13	Singapore Electronic Navigational Charts	21
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*5	Prohibited area in Western part of Singapore Waters	17			
*6	Numerical Index to Notices to Mariners of 2002	2			
*7	502	3			
*8	SP1,GSP1	3			
*9	202 503	3 3			
*10	SP1,GSP1	3			
*11	Prohibited areas in Waters: a) Pulau Busing & Pulau Bukom b) Pulau Sebarok & Shell SBM; and c) Sembawang Wharves and Approaches	13			

**SECTION II
SINGAPORE NOTICES**

***(NM6/2003) NUMERICAL INDEX TO NOTICES TO MARINERS OF 2002 (1 TO 102)**

CHART NO.	PUBLISHED	YEAR	NOTICES NO.
SP1,GSP1	5 Ed 15/10/02	2002	92(NE)-93-97-100
100	Withdrawn from circulation	2002	74
112	Withdrawn from circulation	2002	74
113	Withdrawn from circulation	2002	74
114	Withdrawn from circulation	2002	74
200	1Ed 01/10/98	2002	29-30-94
201	1Ed 01/10/98	2002	23-94
202	3Ed 02/01/02	2002	25-31-38-39-56-68-76-77-78-87-88-89-94-98
300	Withdrawn from circulation	2002	74
301	Withdrawn from circulation	2002	74
302	Withdrawn from circulation	2002	74
303	Withdrawn from circulation	2002	74
304	Withdrawn from circulation	2002	74
500	3Ed 15/10/02	2002	92(NE)-93-97-100
501	2Ed 15/11/00	2002	8-9-21-24-25-36-38-40-48-50-54-60-61-67-68-76-78-79-80-81-82-85-86-90-93-97-100
502	2Ed 15/11/00	2002	20-28-36-39-41-50-65-68-76-77-81-87-98-99
503	1Ed 01/10/98	2002	10-31-56-87-88-89-98

**SECTION II
SINGAPORE NOTICES**

GSP1/SP1	5Ed 15/10/2002 Last NM 100/2002	HD/DB34/71-2002	*(NM8/2003)
Insert	Red can light-buoy, <i>HKB1, FI(3)R.10s</i>	1°21.58' N	104°02.40' E
		HD	*(NM10/2003)
Delete	Pecked line joining positions	1°22.27' N 1°22.33' N 1°21.58' N 1°19.15' N	104°00.36' E 104°01.39' E 104°02.39' E 104°02.09' E
Delete	Legend <i>Works in progress (1997)</i>	1°20.90' N	104°02.10' E
<hr/>			
202	3Ed 02/01/02 Last NM 98/2002	MMD NM No.35/2002	(NM9/2003)
Delete	Symbol and legend of special mark light-buoy	1°37.55' N	104°18.01' E
<hr/>			
502	2Ed 15/11/00 Last NM 99/2002	HD	*(NM7/2003)
Insert	Accompanying block in the vicinity of Kuala Johor	1°22.50' N	104°01.50' E
<hr/>			
503	1Ed 1/10/1998 Last NM 98/2002	MMD NM No. 35/2002	(NM9/2003)
Delete	Symbol and legend of special mark light-buoy	1°37.55' N	104°18.01' E
<hr/>			

SECTION II
TEMPORARY AND PRELIMINARY NOTICES

Nil

SECTION III MARINE INFORMATION

INDEX OF ANNUAL NOTICES

NOTICES

- *1/2003 Malacca and Singapore Straits - Routeing System.
- *2T/2003 Temporary and Preliminary Notices in Force.
- *3/2003 Height Restricted Anchorages in Port
- 4/2003 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.
- *5/2003 Prohibited Area In Western Part Of Singapore Waters.
- *11/2003 Prohibited Areas In Waters At:
 1. Pulau Busing & Pulau Bukom;
 2. Pulau Sebarok & Shell SBM And
 3. Sembawang Wharves And Approaches
- *12/2003 Agent for sale of Singapore and Dual Badged Charts and Hydrographic Publication

(NM1/2003) STRAITS OF MALACCA AND SINGAPORE ROUTEING SYSTEM

Information concerning schemes **shown on Singaporean charts.**
(Former NM 1/2002 is cancelled)

- 1 The information concerning the Straits of Malacca and Singapore Routeing System are charted in the Singaporean Charts 200, 201, 202, 500, 501, 502 and 503. Dual Badged Charts 4039, 4040, 4041 and 4042. 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 2003 Singapore Tide Tables and Port Information.

***(NM2T/2003) TEMPORARY AND PRELIMINARY NOTICES IN FORCE**

(Revised and published six monthly)
Previous NM 1/2T/02 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.
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.

SECTION III MARINE INFORMATION

Notices	Subject
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 :

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

1/29T/99	Strait Bengkalis - White light-beacon in position 1°39.49'N, 101°50.31'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.
1/34T/99	Kabil Harbour – The following aids to navigation were reported unlit:

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

SECTION III MARINE INFORMATION

Notices	Subject
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, Fl(3)15s in position 1°11.00'N, 103°21.00'E reported unlit.
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.
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.

***(NM3/2003) 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.

SECTION III MARINE INFORMATION

(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.

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. 1/3/02 is superseded)

(NM4/2003) 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) 6375 6227
Fax : (65) 6375 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) 62245776
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) 62245776.

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:

- (b) Ms Emily S Sihab / Mr Chandru S R (Shipping Division)
Tel: (65) 63756227
Tel: (65) 63756217

SECTION III MARINE INFORMATION

- (c) Capt Wang Kong Choi / Mr Chan Keng Nee / Mr Edmund Wee (Port Division)
Tel: (65) 63252472
Tel: (65) 63252455
Tel: (65) 63252463

Source : PORT MARINE CIRCULAR NO. 55 OF 1998, date : 5 Sep 98
Previous NM No. 1/4/02 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
- 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:

	FORMAT	DATA	EXPLANATION
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.

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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]
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: _____	

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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

***(NM5/2003) PROHIBITED AREA IN WESTERN PART OF SINGAPORE WATERS**

1 In exercise of the powers conferred under section 43 (c) of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170A), the Port Master hereby regulates the movements of all vessels within the areas defined in this Circular by restricting and prohibiting all vessels from entering, anchoring, mooring, transiting or being in the area for any other purpose unless specific approval has been obtained from the Port Master. The Port Master in granting approval may impose further time or location specific restrictions and other conditions as the Port Master may determine. This directive is without prejudice to the Port Master's powers to regulate the movements and use of vessels, which may be exercisable without notice.

2 The Restricted/Prohibited areas referred to in this Circular are bounded by the following co-ordinates (which have been demarcated in the plan attached):

	Positions in WGS 84			Positions in WGS 84	
	Latitude (N)	Longitude (E)		Latitude (N)	Longitude (E)
1	01°15.906'	103°39.085'	9	01°15.637'	103°43.817'
2	01°16.441'	103°39.447'	10	01°14.941'	103°42.332'
3	01°16.724'	103°39.999'	11	01°14.361'	103°41.723'
4	01°17.393'	103°40.866'	12	01°13.775'	103°41.634'
5	01°17.617'	103°41.624'	13	01°13.601'	103°41.449'
6	01°17.683'	103°42.843'	14	01°13.006'	103°40.143'
7	01°17.586'	103°43.296'	15	01°13.226'	103°39.651'
8	01°16.396'	103°44.777'	16	01°14.037'	103°39.976'

Note: (a) Point 12 to Point 13 is joined by an arc with 500 metres radius centred at position Latitude 01°13.847'N Longitude 103°41.399'E (Esso SBM).

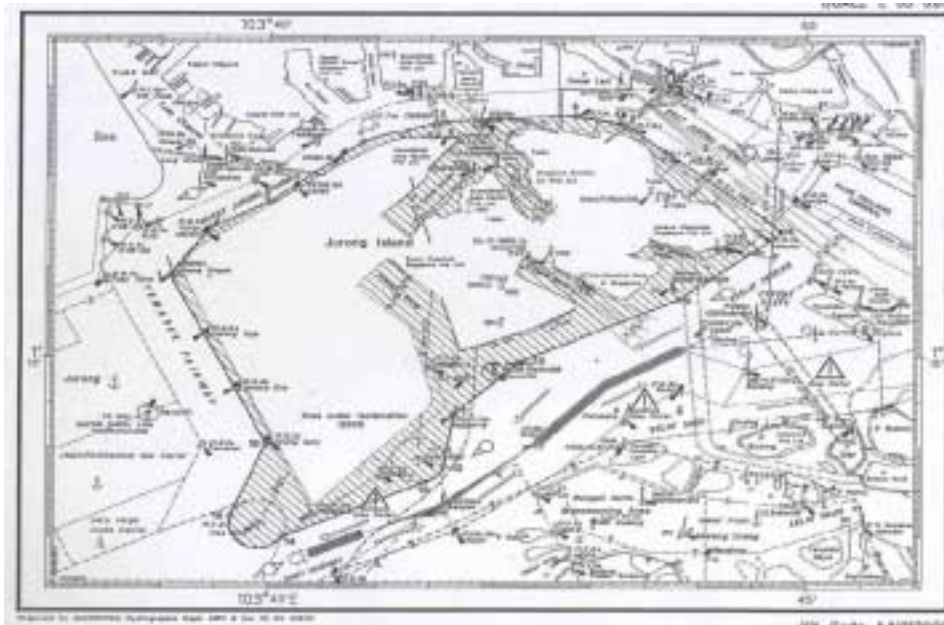
(b) Point 14 to Point 15 is joined by an arc with radius 500 metres radius centred at position Latitude 01°13.143'N Longitude 103°39.907'E (PSA SPM).

3 This directive comes into effect from 1200 hours on 6 Oct 2001.

Source : Port Marine Circular No. 27 of 2001

Date : 6 October 2001

**SECTION III
MARINE INFORMATION**



- *(NM6/2003) PROHIBITED AREAS IN WATERS AT:**
(A) PULAU BUSING & PULAU BUKOM;
(B) PULAU SEBAROK & SHELL SBM; AND
(C) SEMBAWANG WHARVES AND APPROACHES

1 In exercise of the powers conferred under Section 43(c) of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170 A), THE Port Master hereby regulates the movements of all vessels within the areas defined in this Circular by restricting and prohibiting all vessels from entering, anchoring, mooring, transiting or being in the areas for any other purpose unless specific approval has been obtained from the Port Master. The Port Master, in granting approval may impose further time or location specific restrictions and other conditions as the Port Master may determine. This directive is without prejudice to the Port Master's powers to regulate the movements and use of vessels, which may be exercisable without notice.

2 The Restricted/Prohibited areas referred to in this Circular are bounded by the following coordinates (which have been demarcated in the Plans attached):

(A) PULAU BUSING & PULAU BUKOM

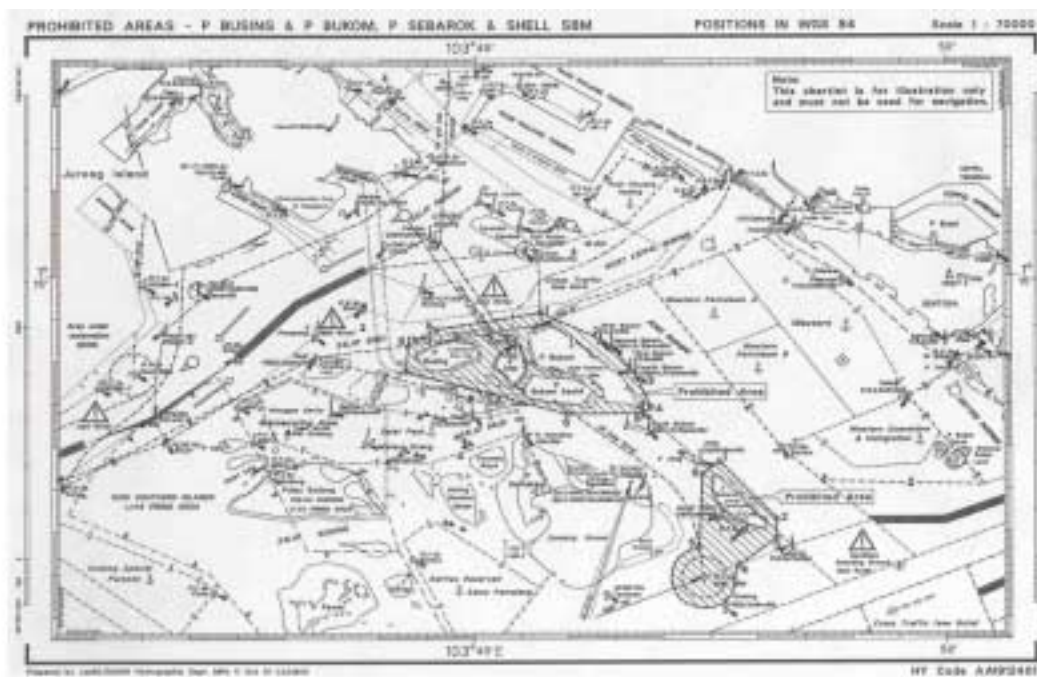
Point	Positions in WGS 84	
	Latitude (N)	Longitude (E)
1	01°14.575'	103°45.698'
2	01°14.261'	103°46.337'
3	01°13.844'	103°46.701'
4	01°13.457'	103°46.868'
5	01°13.387'	103°46.776'
6	01°13.381'	103°45.980'
7	01°13.885'	103°44.269'
8	01°14.202'	103°44.302'
9	01°14.379'	103°44.590'

SECTION III MARINE INFORMATION

(B) PULAU SEBAROK & SHELL SBM

Point	Positions in WGS 84	
	Latitude (N)	Longitude (E)
1	01°12.823'	103°47.593'
2	01°12.152'	103°48.199'
3	01°11.927'	103°48.199'
4	01°11.610'	103°47.795'
5	01°11.819'	103°47.375'
6	01°12.678'	103°47.408'

Note: Point 4 to Point 5 is joined by an arc with 650 metres radius centred at position Latitude 01°11.468'N Longitude 103°47.429'E (Shell SBM).



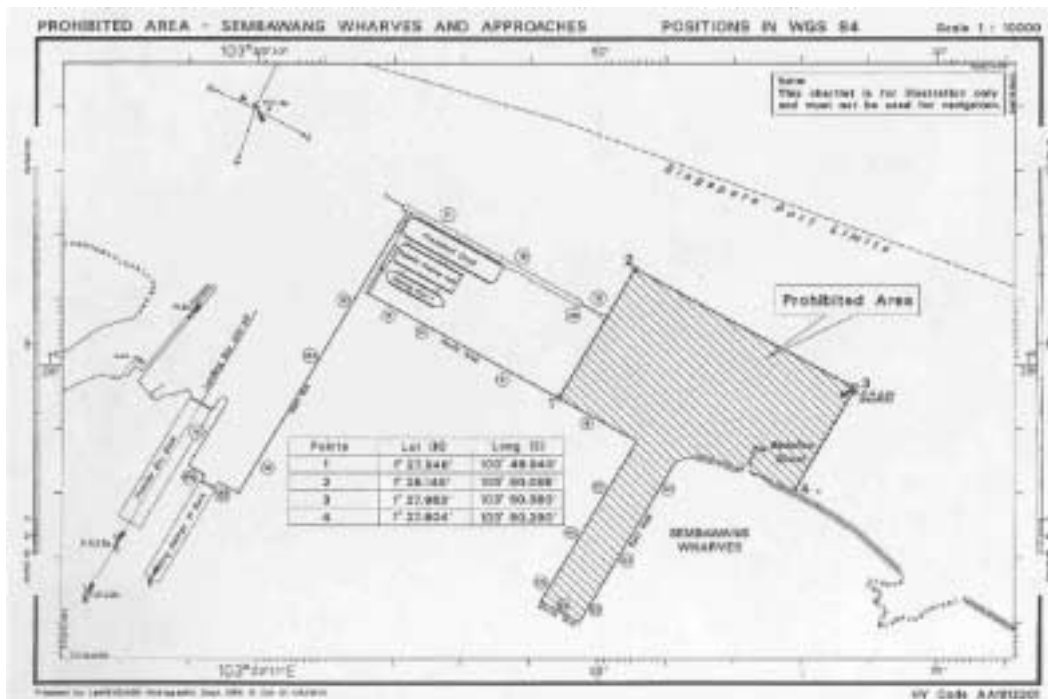
SECTION III MARINE INFORMATION

(C) SEMBAWANG WHARVES AND APPROACHES

Point	Positions in WGS 84	
	Latitude (N)	Longitude (E)
1	01°27.948'	103°49.943'
2	01°28.148'	103°50.055'
3	01°27.963'	103°50.380'
4	01°27.804'	103°50.290'

This directive comes into effect from 0800 hours on 13 Oct 2001.

Source : Port Marine Circular No. 28 of 2001
Date : 12 October 2001

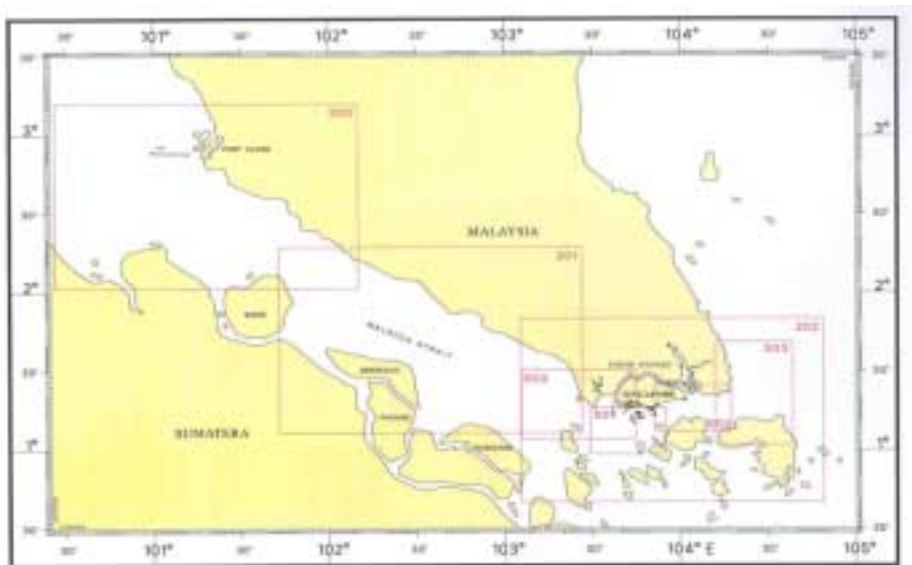


SECTION III MARINE INFORMATION

***(NM12/2003) AGENT FOR THE SALE OF SINGAPORE CHARTS AND HYDROGRAPHIC PUBLICATIONS.**

Location : Singapore
Agent's name : Motion Smith
Address : 78 Shenton Way # 01-03
 Singapore 079120
Telephone : 62205098
 : (After Office hours: Pager No. 930 44156,930 44159)
Fax No. : 6225 4902
E-mail : motsmith@singnet.com.sg
Internet Web Site at <http://www.singnet.com.sg/~motsmith>

Index of Singapore Charts



SECTION III MARINE INFORMATION

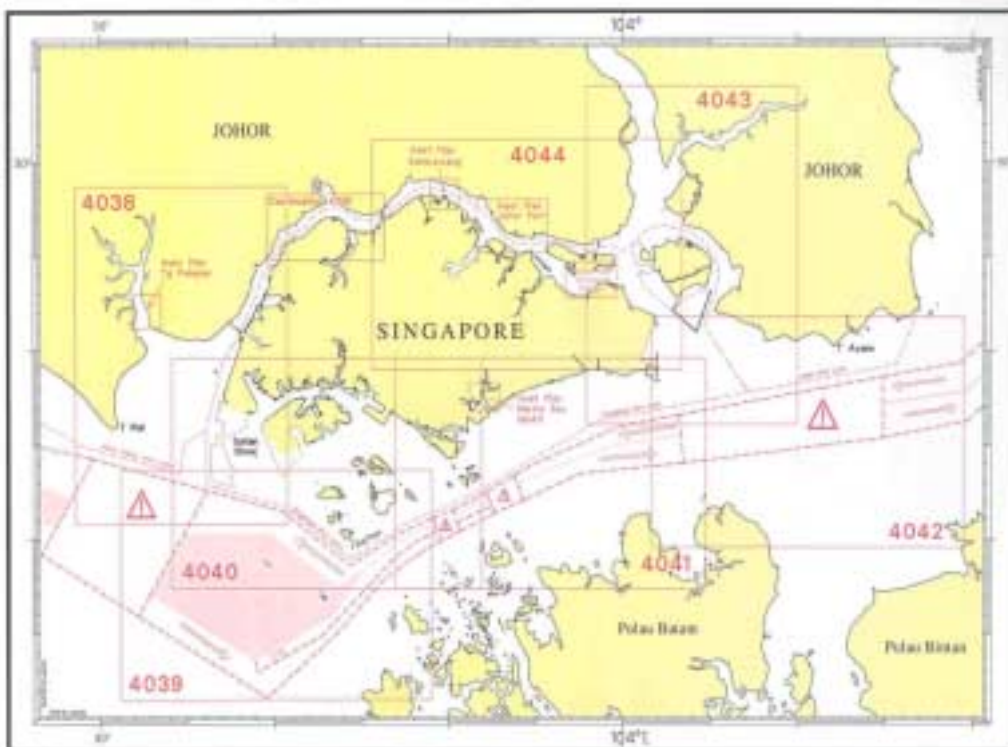
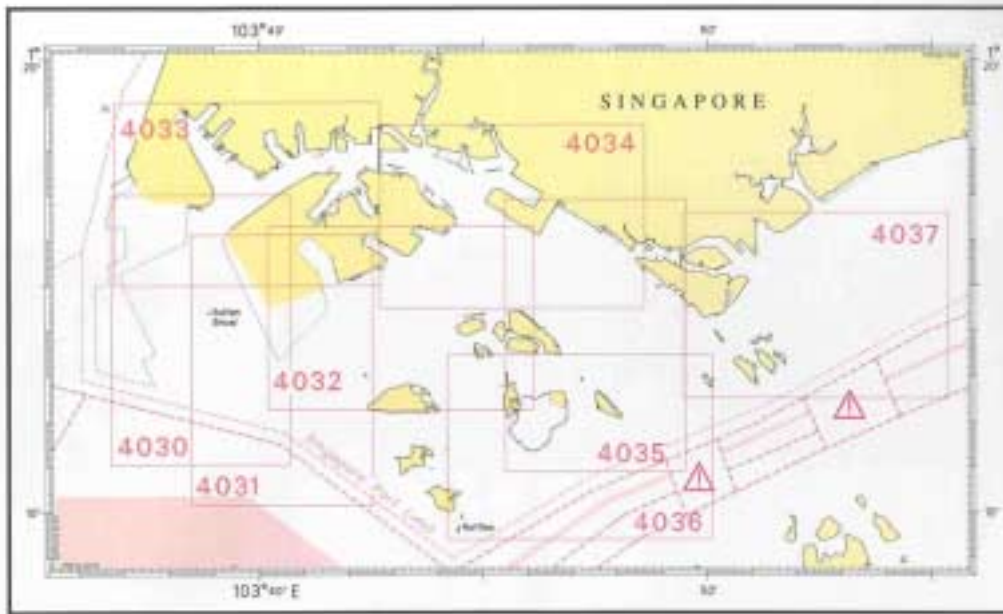
CHART CATALOGUE

Singapore Charts

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	2003 Edition	91.00
SP1	Anchorage and Aids to Navigation 1 08.20N 1 29.40N 103 36.10E 104 07.20E	60000	15/10/02	39.00
GSP1	Anchorage and Aids to Navigation (with area reference) 1 08.20N 1 29.40N 103 36.10E 104 07.20E	60000	15/10/02	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
500	Malacca and Singapore Straits – Pulau Pisang To Raffles Lighthouse 1 04.05N 1 30.50N 103 05.80E 103 44.61E	75000	15/10/02	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

Index of Dual Badged Charts



**SECTION III
MARINE INFORMATION**

CHART CATALOGUE

Dual Badged 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	26/09/02	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	26/09/02	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	26/09/02	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
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	26/09/02	45.00

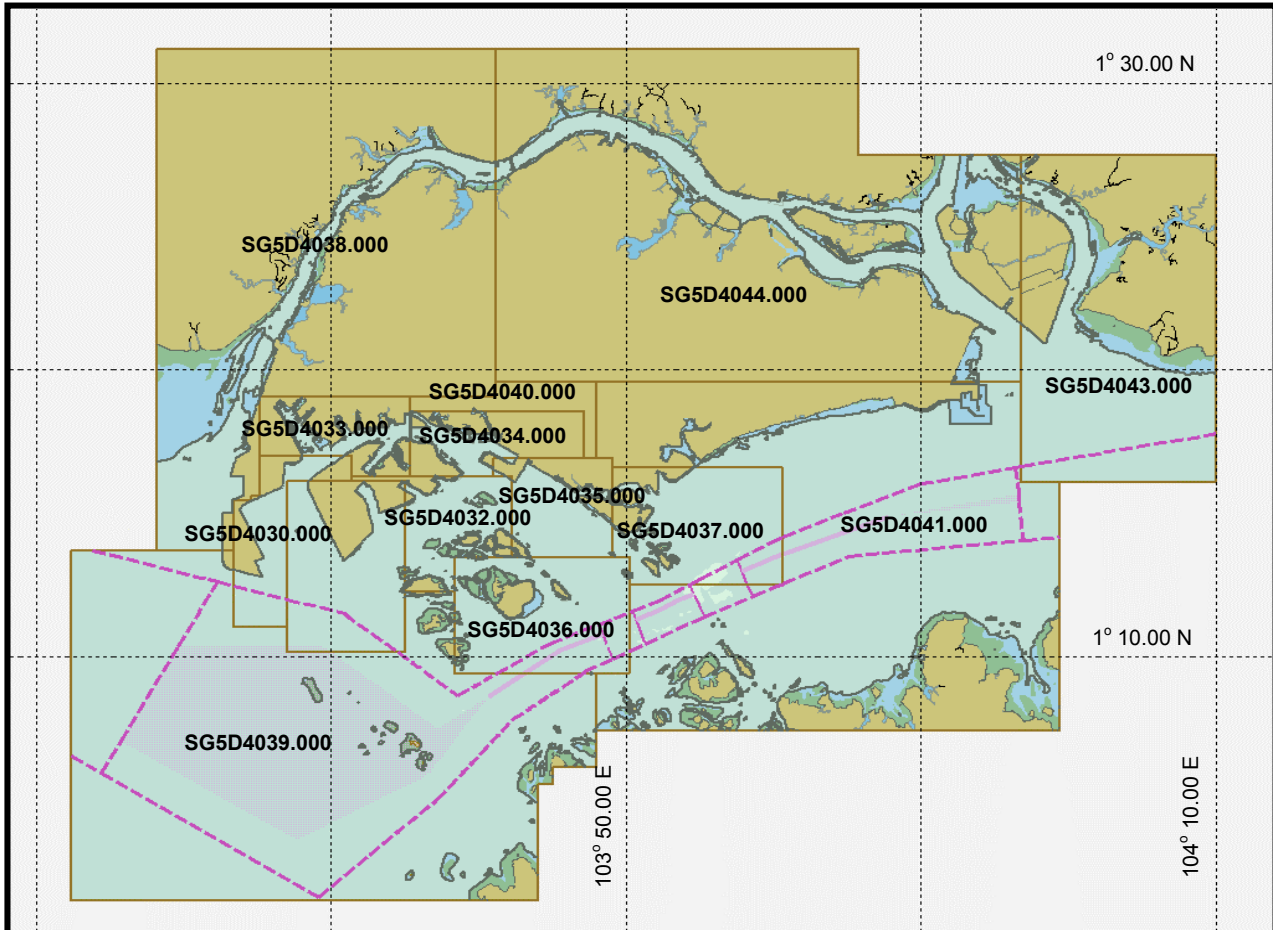
**SECTION III
MARINE INFORMATION**

Chart No.	Title and Charts Limit Positions In WGS 84	Scale 1:	Date Published	Price (Excluding GST) S\$
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	1:30000	26/09/02	45.00
4040	Tuas View to Pulau Sakijang Bendera (St John's Island) Lat. 1°07.40'N Lat. 1°19.60'N Long. 103°34.10'E Long. 103°51.90'E	1:30000	26/09/02	45.00
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	1:30000	26/09/02	45.00
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	26/09/02	45.00
4043	Kuala Johor and Sungai Johor Lat. 1°16.10'N Lat. 1°34.00'N Long. 103°57.90'E Long. 104°10.00'E	1:30 000	26/09/02	45.00
4044	Johor Strait Eastern Part Lat. 1°19.00'N Lat. 1°31.20'N Long. 103°45.600'E Long. 104°03.40'E	1:30000	26/09/02	45.00

SECTION III MARINE INFORMATION

*(NM13/2003) SINGAPORE ELECTRONIC NAVIGATIONAL CHARTS (ENC) RELEASE 2002.2

SINGAPORE ENC CATALOGUE



Status Quo :-	Content	Price / per CDRom With 4% GST	Remarks
ENC	14 cells	\$80	By hand :
			By post :

S\$80 (per license per year, inclusive of 12months incremental update)
 (After the 1st year, the license cost is S\$60/- per year inclusive of 12 months incremental updates.)
 The above charges include 4% GST and excludes postage & handling charges.

For local customer additional S\$10 (for postage and handling)
 For overseas customer additional S\$20 (for postage, handling and bank charges)

**SECTION III
MARINE INFORMATION**

Available at:	<p style="text-align: center;">MARITIME AND PORT AUTHORITY OF SINGAPORE 460 Alexandra Road, #20-00 PSA Building, Singapore 119963 Tel : Mr Jamie Chen – 6375 1226 Mr Lim Wee Kiat – 6375 1223 Ms Jenny Goh Siew Ngoh/Siti – 6375 1575/63751576 Fax : (65) 6278 7646</p>
Payment:	Cross Cheque payable to “ MARITIME AND PORT AUTHORITY OF SINGAPORE ”
Web Site :	http://www.mpa.gov.sg/homepage/services/enc/sg_enc.html

***(NM14/2003) UPDATING OF PUBLICATION “YEAR 2003 SINGAPORE TIDE TABLES AND PORT INFORMATION”**

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

Insert the following:

1	Page 335 EASTERN APPROACHES TO JOHOR STRAIT		
	HKB1 Buoy	01° 21.580' 104° 02.400'	Red can FI (3)R.10s
	*	* *	*

Source : DB34/71-2002

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

Delete the following:

2	Page 336 EASTERN APPROACHES TO JOHOR STRAIT		
	Sajahat Beacon	01° 24.035' 104° 01.399'	Pole beacon Fl.Y.4s5m3M
	*	* *	*

Source : DB34/70-2002

SECTION III MARINE INFORMATION

3 Page 347 - JURONG TERMINAL (Jurong Port Ltd) (1°18.3'N, 103°43.1'E)

Amend:

Berth	Former Depth Alongside (Year Surveyed)	New Depth Alongside (Year Surveyed)
J14	16.0m (1993)	15.8m (2002) *
J15	18.0m (1993)	16.0m (2002) *
J16	18.0m (1993)	16.5m (2002) *
J17	17.4m (1999)	16.3m (2002) *
J18	16.3m (1999)	16.7m (2002) *
J19	16.8m (1999)	16.5m (2002) *
J23	13.7m (1998)	13.5m (2002) *
J24	14.1m (2001)	13.6m (2002) *
J25	14.0m (2001)	13.5m (2002) *

Source: HY Code : H00103002, H00103102, H00103202 & J00102302

Note: * Indicates amendments/additions/deletions

4 Page 307 - THE 1992 PROTOCOL OF THE INTERNATIONALNOTIFICATION OF ARRIVAL (NOA)

Amend: Paragraph 13, to read

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

- (a) Ms Emily S Sihab/Mr Chandru S R (Shipping Division)
Tel : (65) 6375 6227
Tel : (65) 6375 6217

SECTION IV
REPRINT OF RADIO NAVIGATIONAL WARNINGS

Nil

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

5153*/02 SINGAPORE STRAIT – Singapore – Pulau Bukom, North Coast – Light - beacon

Amend Light –beacon to, *Fl.Y.4s13m11M* 1°14'.405N., 103°45'.640E.

Chart [*Last correction*]. – **4032** [*New Edition 26/9/02*] - **4040** [4615/02]

Source: Weekly Edition 48, dated 28th November 2002

5201/02 SINGAPORE STRAIT – Singapore – Tuas View Westwards, Pulau sebarok Southwestwards and Sultan Shoal – Restricted areas; Traffic separation schemes; Depths; Ferries

Insert	The accompanying block, showing amendments to restricted areas, centred on:	(a)	1°17'.09N.,	103° 36'.61E.
	The accompanying note, TRAFFIC SEPARATION SCHEMES, centred on:	(b)	1°18'.94N.,	103°49'.02E.
	Legend, <i>Entry Restricted</i> , centred on:	(c)	1°11'.52N.,	103°47'.41E.
	Depth 10m enclosed by 10m contour	(d)	1°14'.18N.,	103°39'.08E.
Substitute	The accompanying note, FERRIES, for existing note, centred on:	(e)	1°17'.34N.,	103°47'.88E.
Delete	Former note, TRAFFIC SEPARATION SCHEMES centred on:	(f)	1°19'.10N.,	103°46'.58E.
	former circular limit of restricted area, radius 0.2M	(g)	1°17'.21N.,	103°36'.74E.
	Pecked line, centred on:			

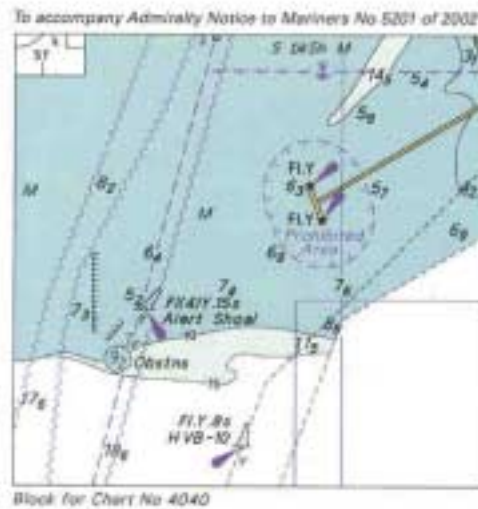
Chart [*Last correction*]. – **4038** (a) [4615/02] – **4039** (c) [5196/02] – **4040** (a,b,d-f) [5153/02]

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 49 or from web site : http://www.ukho.gov.uk/wnm/2002/week49_5197-5336/chart4038nm5201.pdf



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

NOTE: This block correction is for illustration only. The actual block correction can be obtained from the Admiralty Notices to Mariners Weekly Edition 49 or from web site : http://www.ukho.gov.uk/wnm/2002/week49_5197-5336/chart4040nm5201.pdf and http://www.ukho.gov.uk/wnm/2002/week49_5197-5336/wk49-magnote1.pdf



To accompany Notice to Mariners 5201/02

On Chart 4040

FERRIES

Mariners are warned of frequent ferry crossings in the Singapore Straits and should therefore navigate with particular caution: (a) In the approaches to Stevens Pierway (1° 12' 7N, 103° 50' 0E.) south-west of P Sakiang Bendin. (b) In the Main Strait (1° 12' 1N, 103° 31' 7E.)

TRAFFIC SEPARATION SCHEMES

All charted Traffic Separation Schemes are IMO-adopted. For further details, see Annual Notice to Mariners No 11. For information about mandatory and recommended routes for certain tankers and other vessels, see Admiralty Sailing Directions.

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

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.

