



## 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.**

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Mariners are requested to notify the 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 telephone number (65) 62205098. The notices can also be accessed from MPA webpage.

Hydrographic Department  
Maritime and Port Authority of Singapore  
P.O. Box 313  
PSA Building Post Office  
Singapore 911141

Tel : (65) 63751600  
Fax : (65) 62787646  
Webpage : [www.mpa.gov.sg/homepage/publications/noticesmari.html](http://www.mpa.gov.sg/homepage/publications/noticesmari.html)  
Hot line : (65) 63751550

PARRY OEI  
Hydrographer

## EXPLANATION OF FORMAT

The elements of a typical chart correction are explained below.

Chart No.	Edition of Chart	Date Published	Last Correction	Source of Information	Asterisk indicates original source of information	Current Notice No.	If applicable T=Temporary or P=Preliminary
↓	↓	↓	↓	↓	↓	↓	↙
501	5 Ed	18/05/93	LAST NM 64/97	HD	*( NM 77/ 97 )		
↑			↑	↑			
Delete			(PA)	1°15.08'N 103°37.92'E			
Corrective Action			Position Approximate	Position			
	↑						
	Depth 13 metres						
	Object(s) of corrective action						

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 World Geodetic System 84 (WGS 84).

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


NOTICES	SINGAPORE CHARTS	PAGE	NOTICES	SINGAPORE CHARTS	PAGE
*1	Malacca and Singapore Straits – Routeing System	5	*9	GSP1 502	2 3
*2T	Temporary and Preliminary Notices in Force	5	10	201 202 500	2 2 3
*3	Height Restricted Anchorages Areas	7	*11	500 501	3 3
4	The 1992 Protocol of The International Convention on Civil Liability for oil pollution Damage 1969	8	*12	Agent for Sale of Singapore and Dual Badged Charts and Hydrographic Publications	18
*5	Prohibited area in Western part of Singapore Waters	13	*13	Agents for Sale of Singapore Electronic Navigational Charts	23
*6	Prohibited areas in Waters: a) Pulau Busing & Pulau Bukom b) Pulau Sebarok & Shell SBM; and c) Sembawang Wharves and Approaches	14			
*7	Prohibited area at Pulau Satumu (Raffles Light House)	17			
*8	Numerical Index to Notices to Mariners of 2003	2			


## SECTION II SINGAPORE NOTICES

### \*(NM8/2004) NUMERICAL INDEX TO NOTICES TO MARINERS OF 2003 (1 TO 84)

CHART NO.	PUBLISHED	YEAR	NOTICES NO.
SP1,GSP1	5 Ed 15/10/02	2003	8-10-16-17-18-23-26-28-29-30-31-34-35-38-39-45-62-69-70-71-72-73
200	1Ed 01/10/98	2003	40-76
201	2Ed 15/09/03	2003	61(NE)-76-78
202	3Ed 02/01/02	2003	9-20-21-36-38-39-41-46-58-59-63-69-71-79
500	3Ed 15/10/02	2003	16-22-23-31-34-36-41-46-58-64-69-72-73-78
501	3Ed 15/09/03	2003	61(NE)-77-80
502	2Ed 15/11/00	2003	7-18-28-29-32-38-39-48-53-62-65-71
503	1Ed 01/10/98	2003	9-38-39-59-63


<b>SP1, GSP1</b>	<b>5Ed 15/10/02 Last NM73/2003</b>	<b>HD/DB34/46/03</b>	<b>*(NM9/2004)</b>
<b>Substitute</b>	Topmark of Chek Jawa Rear Beacon <b>White triangle points downward</b> for white triangle points upward	1°24.50'N	103°59.50'E

<b>201</b>	<b>2Ed 15/09/03 Last NM78/2003</b>	<b>MMD NM No. 27 of 2003</b>	<b>(NM10/2004)</b>
<b>Insert</b>	 <b>Obstn</b>	1°26.2' N	103°16.3' E
	Isolated danger mark light buoy, <b>FI (2)</b>	1°26.15'N	103°16.30'E

<b>202</b>	<b>3Ed 02/01/02 Last NM79/2003</b>	<b>MMD NM No. 27 of 2003</b>	<b>(NM10/2004)</b>
<b>Insert</b>	 <b>Obstn</b>	1°26.2' N	103°16.3' E
	Isolated danger mark light buoy, <b>FI (2)</b>	1°26.15'N	103°16.30'E


## SECTION II SINGAPORE NOTICES

**500**                      **3Ed 15/10/02 Last NM78/2002**                      **MMD NM No. 27 of 2003**                      **(NM10/2004)**

**Insert**                       **Obstn**                      1°26.2' N                      103°16.3' E

Isolated danger mark light buoy, **FI (2)**                      1°26.15'N                      103°16.30'E

**HY Code D00102203**                      **\*(NM11/2004)**

**Insert**                      Least depth over wreck **21<sub>1</sub>** enclosed by  **Wk**                      1°11.97'N                      103°40.27'E

**501**                      **3Ed 15/09/03 Last NM80/2003**                      **HY Code D00102203**                      **\*(NM11/2004)**

**Substitute**                      Least depth over wreck **21<sub>1</sub>** for 23                      1°11.97'N                      103°40.27'E

**502**                      **2Ed 15/11/00 Last NM71/2003**                      **HD/DB34/46/03**                      **\*(NM9/2004)**

**Substitute**                      Topmark of Chek Jawa Rear Beacon  
**White triangle points downward** for white  
triangle points upward                      1°24.50'N                      103°59.50'E

**SECTION II**  
**TEMPORARY AND PRELIMINARY NOTICES**

Nil

## SECTION III MARINE INFORMATION

### INDEX OF ANNUAL NOTICES

#### NOTICES

- \*1/2004 Malacca and Singapore Straits - Routeing System.
- \*2T/2004 Temporary and Preliminary Notices in Force.
- \*3/2004 Height Restricted Anchorages in Port
- 4/2004 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.
- \*5/2004 Prohibited Area In Western Part of Singapore Waters.
- \*6/2004 Prohibited areas in waters at:
  - 1. Pulau Busing & Pulau Bukom;
  - 2. Pulau Sebarok & Shell SBM And
  - 3. Sembawang Wharves And Approaches
- \*7/2004 Prohibited Area Pulau Satumu (Raffles Light House)
- \*12/2004 Agent for Sale of Singapore and Dual Badged Charts and Hydrographic Publications.
- \*13/2004 Agents for Sale of Singapore Electronic Navigational Charts (ENC).

(NM1/2004) STRAITS OF MALACCA AND SINGAPORE ROUTEING SYSTEM  
Information concerning schemes shown on Singaporean charts.  
(Former NM 1/1/2003 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. The positions on the charts are in World Geodetic System 84 (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 Singapore Port Information, Edition 2004 publication.

**\*(NM2T/2004) TEMPORARY AND PRELIMINARY NOTICES IN FORCE**  
**(Revised and published six monthly)**  
**Previous NM 1/2T/03 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 Fl 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.
1/25T/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
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.
4/40T/01	Pulau Batam – Batu Ampar light in position 1°10.35'N, 104°00.48'E reported missing.
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.

#### \*(NM3/2004) 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:

##### Positions in 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

Please note that the Eastern Special Purposes “C” Anchorage, Eastern Petroleum “B” Anchorage and the Eastern Special Purposes A Anchorage lie within the 49-metre height restricted areas referred to above.

##### (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:

##### Positions in 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.

### SECTION III MARINE INFORMATION

2 Masters, owners, agents and persons-in-charge of vessels anchored in the above Height Restricted Areas are to ensure that the height\* of the vessel shall not be modified to exceed 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. 1/3/03 is superseded)

**(NM4/2004) 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:

- (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).

### SECTION III MARINE INFORMATION

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.

### 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:

- (b) Ms Emily S Sihab / Mr Chandru S R (Shipping Division)  
Tel: (65) 63756227  
Tel: (65) 63756217
- (c) Capt Wang Kong Choi / Mr Chan Keng Nee (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. 1/4/03 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
- 3 Gard (UK) Ltd
- 4 Assuranceforeningen Skuld
- 5 The Britannia Steam Ship Insurance Association Limited
- 6 The Japan Ship Owners' Mutual Protection and Indemnity Association
- 7 Japan Ship Owners (London office)
- 8 Liverpool and London Steamship Protection and Indemnity Association Limited
- 9 The London Steam-Ship Owner's Mutual Insurance Association Limited
- 10 The North of England Protecting and Indemnity Association Limited
- 11 The Shipowners' Mutual Protection and Indemnity Association (Luxembourg)
- 12 The Standard Steamship Owners' Protection and Indemnity (Bermuda) Association Limited
- 13 The Steamship Mutual Underwriting Association (Bermuda) Limited
- 14 Sveriges Angfartygs Assurans Forening (The Swedish Club)
- 15 The United Kingdom Mutual Steam Ship Assurance Association (Bermuda) Limited
- 16 The West of England Ship Owners' Insurance Association (Luxembourg)

##### **OTHER ACCEPTABLE INSURANCE CONCERNS**

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

### SECTION III MARINE INFORMATION

#### 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]
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

### SECTION III MARINE INFORMATION

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) 62245776

#### 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: _____	

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

### SECTION III MARINE INFORMATION

#### \*(NM5/2004) 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		
Point	Latitude (N)	Longitude (E)	Point	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'

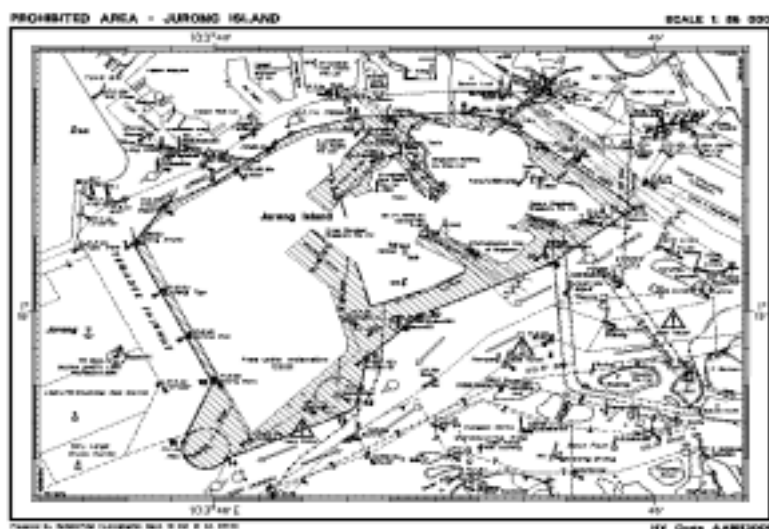
Note: (a) Point 12 to Point 13 is joined by an arc with 500 metres radius centred at position Latitude 01°13.847'N Longitude 103°41.399'E (Esso SBM).

(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

**\*(NM6/2004) 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	
	<u>Latitude (N)</u>	<u>Longitude (E)</u>
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'

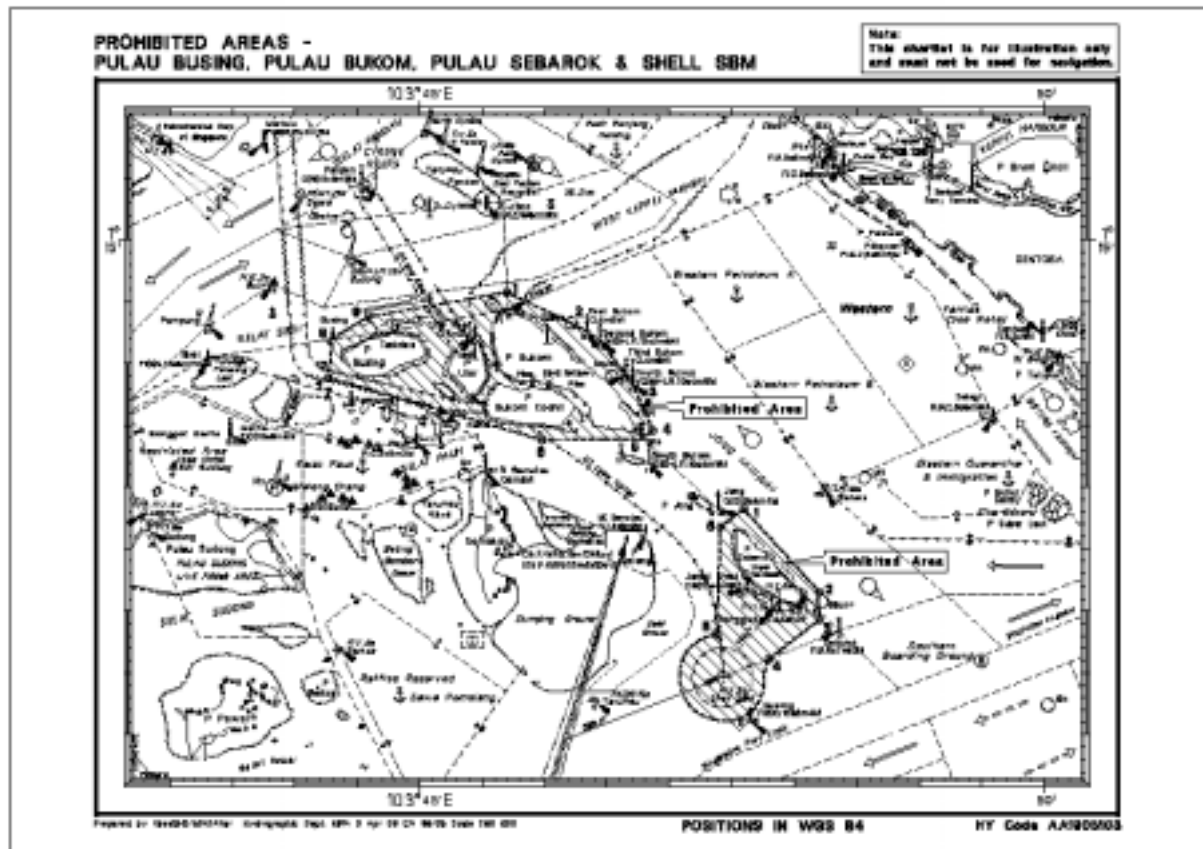
**(B) PULAU SEBAROK & SHELL SBM**

Point	Positions in WGS 84	
	<u>Latitude (N)</u>	<u>Longitude (E)</u>
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



### SECTION III MARINE INFORMATION

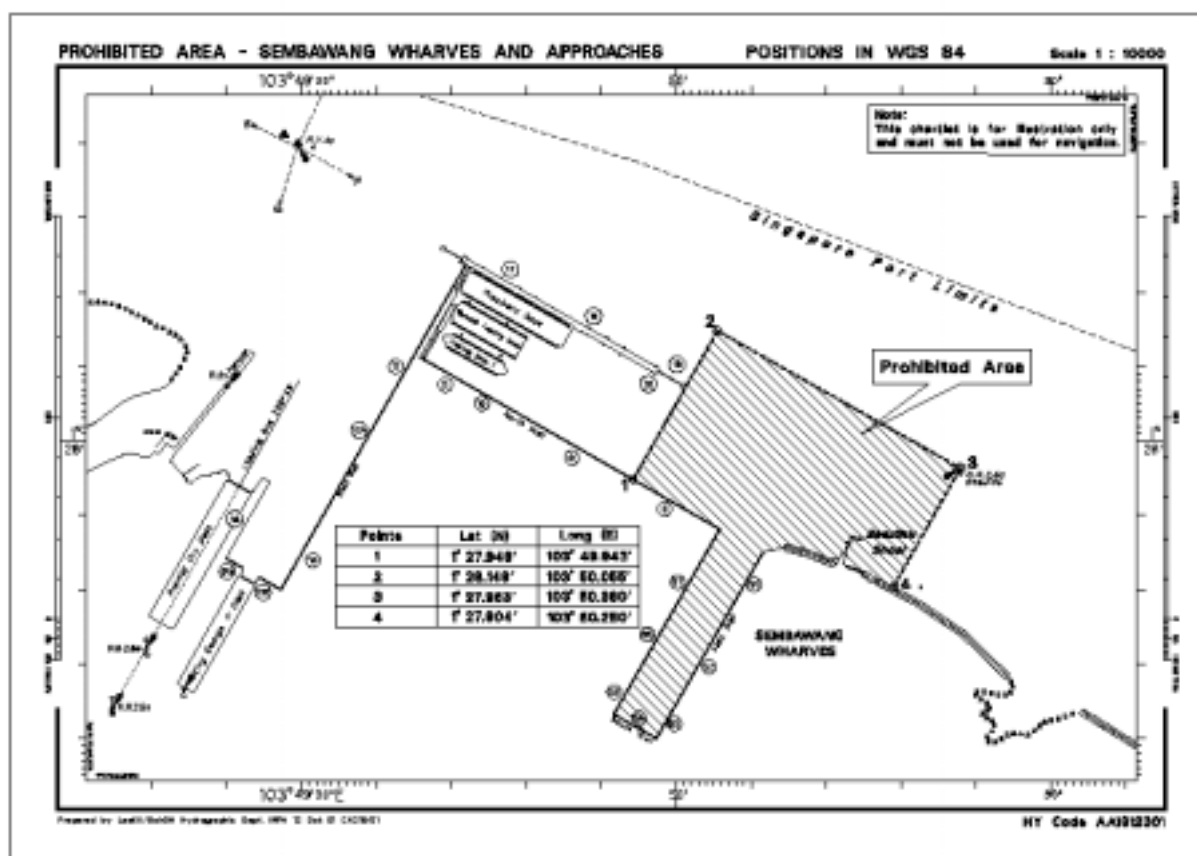
#### (C) SEMBAWANG WHARVES AND APPROACHES

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



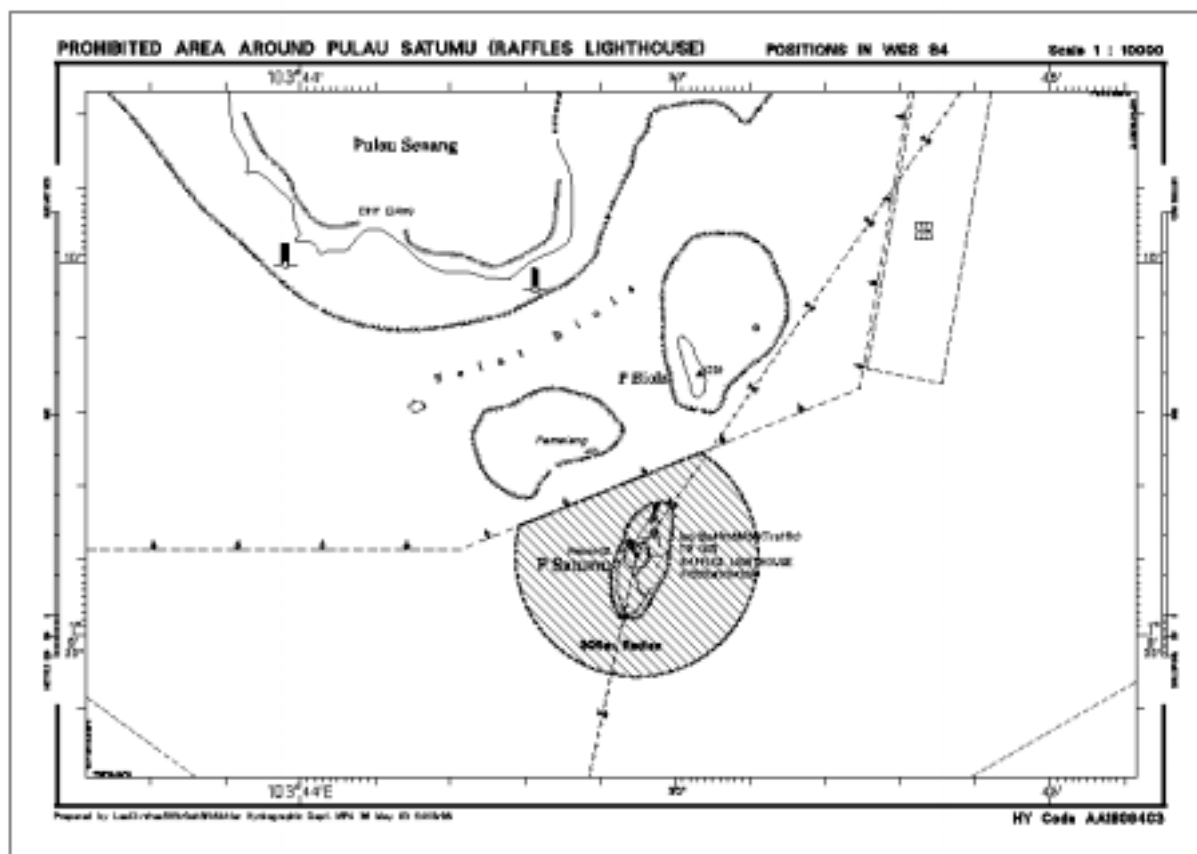
### SECTION III MARINE INFORMATION

**\*(NM7/2004) PROHIBITED AREA AT PULAU SATUMU (RAFFLES LIGHT HOUSE) AND WATERS SURROUNDING A RSDIUS OF 300 METRES AROUND THE LIGHT HOUSE.**

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 prohibits all vessels from entering, anchoring, mooring, transiting or being in the subject area unless permitted by the Port Master in writing. The Port Master, in granting permission may impose 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 prohibited area referred to in paragraph 1 is the sea area surrounding Pulau Satumu with a radius of 300 metres around the lighthouse, outside the limits of the live firing area. Please see plan.

3 This directive takes effect from 1200 hours on 30 May 2003.

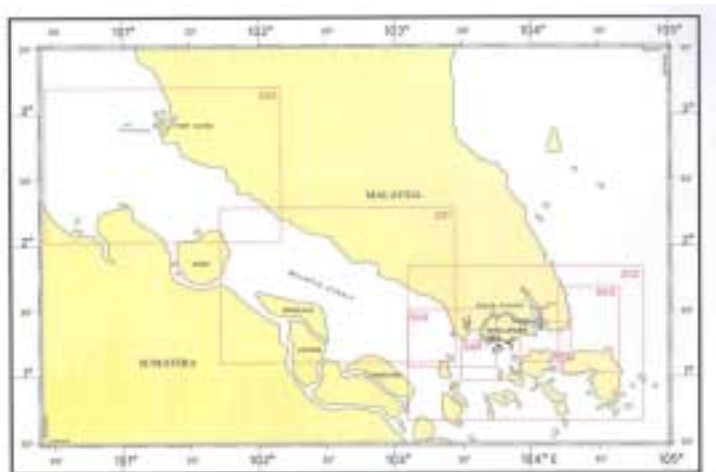


### SECTION III MARINE INFORMATION

**\*(NM12/2004) AGENT FOR THE SALE OF SINGAPORE CHARTS, DUAL BADGED 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](mailto:motsmith@singnet.com.sg)  
**Internet Web Site** at [http : //www.singnet.com.sg/~motsmith](http://www.singnet.com.sg/~motsmith)

#### Index of Singapore Charts



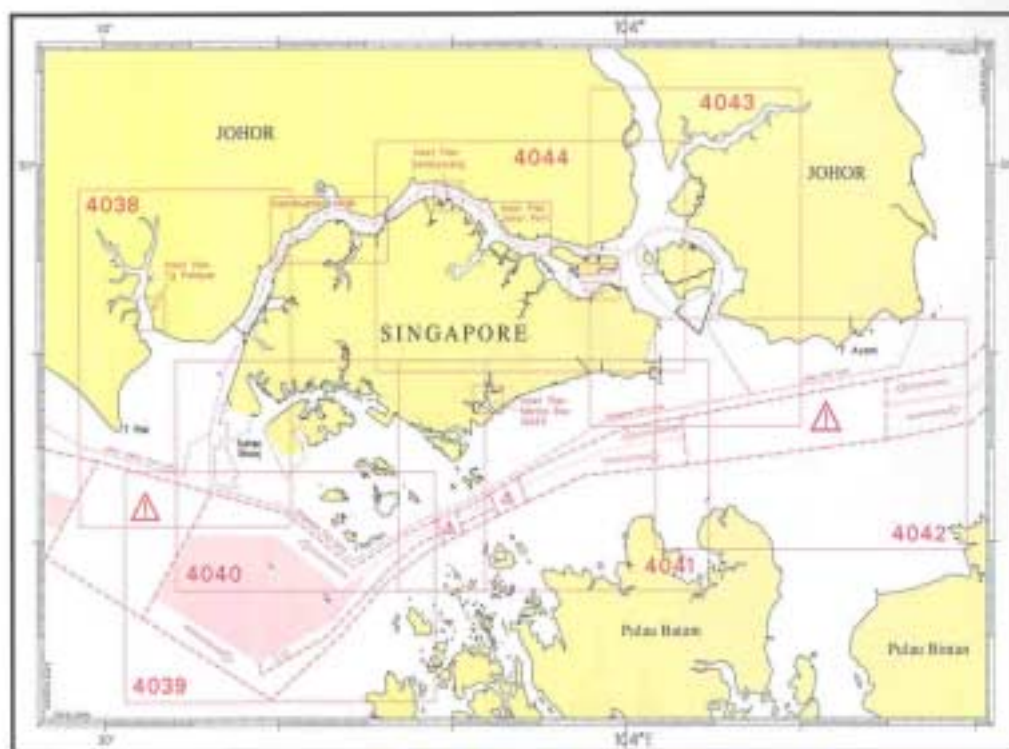
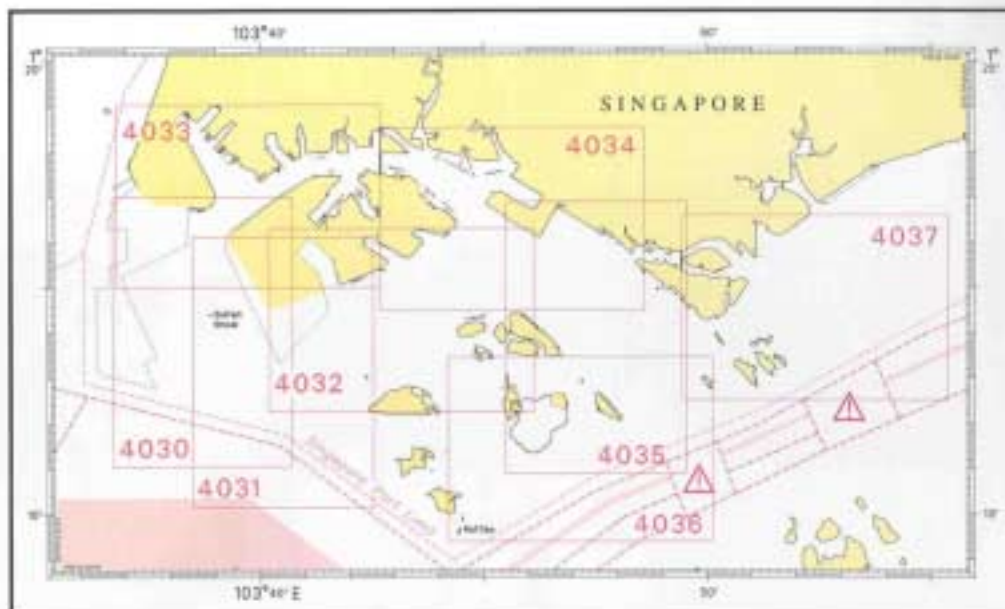
### SECTION III MARINE INFORMATION

## Singapore Charts 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	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	15/09/03	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	15/09/03	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

## Dual Badged Charts Catalogue.

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



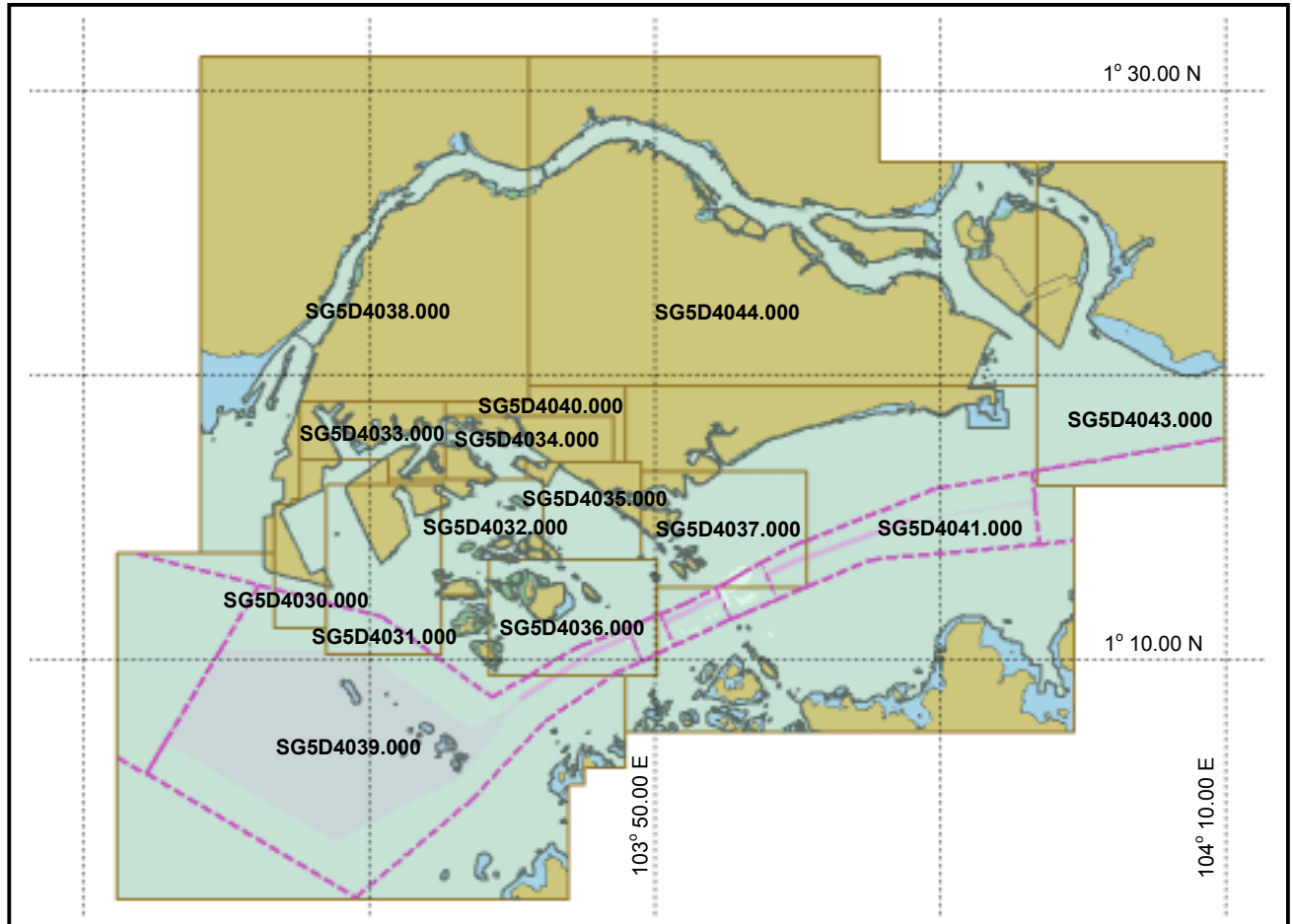
### SECTION III MARINE INFORMATION

\*(NM13/2004) SINGAPORE ELECTRONIC NAVIGATIONAL CHARTS (ENC) RELEASE 2002.2

<b><u>MPA ENC DISTRIBUTORS</u></b>		
<b>PERSON TO CONTACT</b>	<b>DISTRIBUTORS</b>	<b>TELEPHONE/ FAX NO.</b>
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Mr Hamzah bin Akhbar CAMS Manager	Kelvin Hughes(S) Pte Ltd 8 Pandan Avenue #02-00, Singapore 609384 Email: <a href="mailto:hamzah.akhbar@khsing.com">hamzah.akhbar@khsing.com</a> Website: <a href="http://www.kelvinhughes.co.uk">http://www.kelvinhughes.co.uk</a>	Tel. No.: +65 6545 9880 ext.24 Fax No.: +65 6545 8892
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Mr Choy Kum Weng Manager	Vector Services Pte Ltd 5 Jalan Membina #06-02, Singapore 169481 Email: <a href="mailto:kwchoy@pacific.net.sg">kwchoy@pacific.net.sg</a>	Tel. No.: +65 9070 3425 Fax No.: +65 6270 7549
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Mr Tor A. Svanes Managing Director	C-Map Norway A/S P.O Box 212 , N-4371 Egersund, Norway Email: <a href="mailto:svanes@c-map.no">svanes@c-map.no</a> Website : <a href="http://www.c-map.no">http://www.c-map.no</a>	Tel No.: +47 514 64 700 Fax No: +47 514 64 701
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**SECTION III  
MARINE INFORMATION**

**INDEX OF SINGAPORE ELECTRONIC NAVIGATIONAL CHART (ENC)**



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

Nil

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

## **4750/03 SINGAPORE STRAIT – Singapore – Changi Southwards – Buoyage..**

Source: Maritime and Port Authority Singapore DBNM36/03

### **Chart 4041** [ *previous update 4269/03*] WGS84 DATUM

Insert	 <i>Fl. Y. 2s, CNB-1</i>	1°18'.24N.,	104°00'.99E.
	 <i>Fl. Y. 2s, CNB-2</i>	1°18'.11N.,	104°01'.20E.
	 <i>Fl. Y. 4s, CNB-3</i>	1°18'.14N.,	104°02'.41E.
	 <i>Fl. Y. 4s, CNB-4</i>	1°18'.72N.,	104°02'.40E.

### **Chart 4042** [ *previous update 2353/03*] WGS84 DATUM

Insert	 <i>Fl. Y. 4s, CNB-3</i>	1°18'.14N.,	104°02'.41E.
	 <i>Fl. Y. 4s, CNB-4</i>	1°18'.72N.,	104°02'.40E.

### **Chart 4043** [ *previous update 2904/03*] WGS84 DATUM

Insert	 <i>Fl. Y. 2s, CNB-1</i>	1°18'.24N.,	104°00'.99E.
	 <i>Fl. Y. 2s, CNB-2</i>	1°18'.11N.,	104°01'.20E.
	 <i>Fl. Y. 4s, CNB-3</i>	1°18'.14N.,	104°02'.41E.
	 <i>Fl. Y. 4s, CNB-4</i>	1°18'.72N.,	104°02'.40E.

Reprinted from : Weekly Edition 44, dated 30 Oct 2003

## **4722/03 SINGAPORE STRAIT – Keppel Harbour – Brani Terminal – Berths B3 and B6 – Depths.**

Source: Maritime and Port Authority Singapore DBNM39/03

### **Chart 4037** [ *previous update 4269/03*] WGS84 DATUM

Amend	Alongside depth to, <i>11.4m (2003)</i> , centred on:	1°15'.80N.,	103°49'.76E.
	Alongside depth to, <i>14.7m (2003)</i> , centred on:	1°15'.78N.,	103°50'.24E.

Reprinted from : Weekly Edition 49, dated 4 Dec 2003

## 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 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 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.