

MERCHANT SHIPPING (COLLISION REGULATIONS)
(RULES FOR VESSELS NAVIGATING THROUGH
THE STRAITS OF MALACCA AND SINGAPORE)
ORDER 1984

1984 No. 100

In exercise of the powers conferred under section 2 of the Merchant
Shipping Act 1974, the following regulations are made:

1. Citation.

These rules may be cited as the Merchant Shipping (Collision Regula-
tions) (Straits of Malacca and Singapore) Order 1984.

2. Commencement.

These rules shall come into force on the day after the day on which
they are made.

**MERCHANT SHIPPING (COLLISION
REGULATIONS) (RULES FOR VESSELS
NAVIGATING THROUGH THE STRAITS
OF MALACCA AND SINGAPORE)
ORDER 1984**

Paragraph 2

Section 2

MERCHANT SHIPPING (COLLISION REGULATIONS) (RULES FOR THE STRAITS
OF MALACCA AND SINGAPORE)

1. Citation.

These rules may be cited as the Merchant Shipping (Collision Regula-

1. A vessel navigating through the Straits of Malacca and Singapore shall be deemed to be a vessel navigating through the Straits of Malacca and Singapore.

2. A vessel navigating through the Straits of Malacca and Singapore shall be deemed to be a vessel navigating through the Straits of Malacca and Singapore.

3. The rules contained in these regulations shall apply to all vessels navigating through the Straits of Malacca and Singapore.

4. Collision Regulations.

5. These rules shall apply to all vessels navigating through the Straits of Malacca and Singapore.

**MERCHANT SHIPPING (COLLISION REGULATIONS)
(RULES FOR VESSELS NAVIGATING THROUGH
THE STRAITS OF MALACCA AND SINGAPORE)
ORDER 1984**

[P.U. (A) 439/1984]

IN exercise of the powers conferred under section 252 of the Merchant Shipping Ordinance 1952, the Minister makes the following order:

1. Citation.

This Order may be cited as the **Merchant Shipping (Collision Regulations) (Rules for Vessels Navigating through the Straits of Malacca and Singapore) Order 1984.**

2. Collision regulations.

(1) The Rules for Vessels Navigating through the Straits of Malacca and Singapore as set out in Annex V of Resolution A. 375 (X) of the Assembly of the International Maritime Organization adopted on 14th November 1977 and as amended by Resolution A. 476 (XII) of the Assembly adopted on the 19th November 1981 set out in the Schedule to this Order shall constitute and have effect as the collision regulations for the purposes of the Ordinance.

(2) This Order shall be in addition to and not in substitution for the Merchant Shipping (Collision Regulations) 1984.

SCHEDULE
(Paragraph 2)
ANNEX V

**RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS
OF MALACCA AND SINGAPORE**

I. DEFINITION

For the purpose of these Rules the following definitions should apply:

1. A vessel having a draught of 15 metres or more shall be deemed to be a deep draught vessel.
2. A tanker of 150,000 dwt and above shall be deemed to be a Very Large Crude Carrier (VLCC).

NOTE — The above definitions do not prejudice the definitions of "vessel constrained by her draught" described in Rule 3 (h) of the International Regulations for Preventing Collisions at Sea 1972.

II. GENERAL PROVISIONS

1. Deep draught vessels and VLCCs shall allow for an Under Keel Clearance (UKC) of at least 3.5 metres at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions especially when navigating through the traffic separation scheme.

2. Masters of deep draught vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.
3. All deep draught vessels and VLCCs navigating within the traffic separation scheme are recommended to use the pilotage service of the respective countries when they become available.

III. RULES

- Rule 1 ... (a) Deep draught vessels shall use the designated Deep Water Route (DWR) between positions 01° 09' 57" N., 103° 48' 17" E. and 01° 02' 58" N., 103° 39' 06" E. Other vessels should, as far as practicable, avoid the deep water route.
- (b) Deep draught vessels are advised to use the deep water route between Buffalo Rock and Batu Berhanti.
- Rule 2 ... Deep draught vessels navigating in the deep water route shall, as far as practicable, avoid overtaking.
- Rule 3 ... All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible consistent with safe navigation.
- Rule 4 ... In the event of an emergency or breakdown of a vessel in the traffic lane it shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.
- Rule 5 ... (a) Vessels proceeding in the westbound lane of the traffic separation scheme "In the Singapore Strait" when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and in compliance with Rule 18 (d) of the International Regulations for Preventing Collisions at Sea 1972 avoid impeding the safe passage of a vessel constrained by her draught and exhibiting the signals required by Rule 28, which is obliged to cross the westbound lane of the scheme in order to approach the single point mooring facility (in approximate position, latitude 1° 11' 25" N, longitude 103° 47' 30" E) from Phillip Channel.
- (b) Vessels proceeding in the westbound lane of the traffic separation scheme "In the Singapore Strait" when approaching the Western Light Beacon in position 01° 12' 43" N, 103° 35' 53" E shall proceed with caution, taking note of the local warning system, and in compliance with Rule 18 (d) of the International Regulations for Preventing Collisions at Sea 1972 avoid impeding the safe passage of a vessel constrained by her draught and exhibiting the signals required by Rule her draught and exhibiting the signals required by

Rule 28, which is obliged to cross the westbound lane of the scheme in order to approach the Sultan Shoal pilot boarding ground from the eastbound lane of the scheme.

- (c) A vessel proceeding in the westbound lane of the traffic separation scheme "In the Singapore Strait" which is required to avoid impeding the safe passage of a vessel constrained by her draught shall so far as practicable navigate in such a way as to avoid the development of risk of collision.

- Rule 6 ... VLCCs and deep draught vessels are advised to navigate at a speed of not more than 12 knots over the ground.
- Rule 7 ... All vessels navigating in the traffic separation scheme shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of manoeuvring readiness.
- Rule 8 ... VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore are advised to participate in the existing voluntary ships' reporting system. Under this system, such vessels broadcast eight hours before entering the Straits/traffic separation schemes, navigational warnings giving names, deadweight tonnage, draught, speed and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse and Horsburgh Lighthouse. Difficult and unwieldy tows also broadcast similar warnings giving the type, length, speed of tows and times of passing the three above-mentioned areas.
- Rule 9 ... All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.
- Rule 10 ... Flag States, owners and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

IV. WARNING

Mariners are warned that local traffic which could be unaware of the internationally agreed regulations and practices of seafarers, may be encountered in or near the traffic separation schemes, and should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

Made the 30th October 1984.

TAN SRI CHONG HON NYAN,
Minister of Transport