



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 09 of 2017
30th SEP 2017

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Mariners are requested to inform The Hydrographer, National Hydrographic Centre, Bandar Armada Putra, Pulau Indah, 42009 PORT KLANG, Selangor Darul Ehsan, Malaysia. (Tel: +603 3169 4400), (Fax: +603 3101 3111), E-mail: nhc@hydro.gov.my immediately upon the discovery of new dangers, changes or defects in aids to navigation and shortcoming in Malaysian charts or publications.

DATO' FADZILAH BIN MOHD SALLEH
Rear Admiral
The Hydrographer

SECTION I
EXPLANATORY NOTES

Charts

The notices in Section II give instructions for the correction of Malaysian Chart (MAL) while notices in Section III give information on navigational warnings. Geographical positions refer to the largest scale chart unless otherwise stated. Bearing are true reckoned clockwise from 000° to 359°, those relating to lights are from seaward.

Notices to Mariners correcting MAL charts are issued by the National Hydrographic Centre of Malaysia and should be inserted on the charts affected in waterproof violet ink in case of permanent notices and in pencil in case of temporary and preliminary notices.

Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number.

Original Information

An asterisk (*) adjacent to the number of a notice indicates that the notice is based on original information.

Malaysian Notice (MN)

Mariners are to take note the legend MN indicates Malaysian Notice.

INDEX OF CHARTS AFFECTED			
MAL 5123	166/2017, 167/2017,	MAL 741	181(T)*/2017
MAL 515	168/2017, 176(T)*/2017, 177(T)*/2017, 180(T)*/2017	MAL 750	179 (T)*/2017
MAL 521	177(T)*/2017	MAL 751	181(T)*/2017
MAL 6130	167/2017, 169/2017, 170/2017	MAL 752	173*/2017, 174*/2017, 179(T)*/2017
MAL 6134	167/2017, 169/2017, 170/2017, 178(T)*/2017	MAL 754	173*/2017, 174*/2017, 179(T)*/2017
MAL 6441	171*/2017, 172*/2017	MAL 8518	173*/2017, 174*/2017
MAL 65	176(T)*/2017	MAL 8523	173*/2017, 174*/2017
MAL 7317	175*/2017	MAL 864	173*/2017, 174*/2017
MAL 7332	175*/2017	MAL 872	173*/2017

SECTION II

CORRECTIONS TO CHARTS

166/2017 SINGAPORE – Tuas View and Temasek Fairway – Buoyage.

Source: British Admiralty Notice No. 4016*/17.

Chart MAL 5123 (Last Correction 126/2017) WGS 84 DATUM

Insert		<i>Fl(2)Y.5s PUB TDP 9</i>	01° 18'.30N,	103° 37'.14E
		<i>Fl.R.4s F2-DDJV-3</i>	01° 15'.44N,	103° 38'.71E

167/2017 SINGAPORE – Fairway Temasek, Loyang and Tanjung Chek Jawa, – buoy, Automatic Identification System.

Source: Maritime and Port Authority of Singapore NM 79, 80/2017.

Chart MAL 5123 (Last Correction 166/2017) WGS 84 DATUM

Insert		<i>Fl.Y.6s Xinsha-1</i>	01° 13'.20N	103° 38'.43E
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Chart MAL 6130 (Last Correction 135/2017) WGS 84 DATUM

Insert	Automatic Identification System, AIS , at light-beacon	01° 22'.97N,	103° 57'.92E
		01° 24'.50N,	103° 59'.50E

Chart MAL 6130 (See Plan A) WGS 84 DATUM

Insert	Automatic Identification System, AIS , at light-beacon	01° 22'.97N,	103° 57'.92E
		01° 24'.50N,	103° 59'.50E

Chart MAL 6130 (See Plan B) WGS 84 DATUM

Insert	Automatic Identification System, AIS , at light-beacon	01° 24'.50N,	103° 59'.50E
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Chart MAL 6134 (Last Correction 140/2017) WGS 84 DATUM

Insert	Automatic Identification System, AIS , at light-beacon	01° 24'.50N,	103° 59'.50E
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168/2017 INDONESIA – Pulau Tanjungsau and Pulau Nginang – buoys

Source: Maritime and Port Authority of Singapore NM 82/2017.

Chart MAL 515 (Last Correction 140/2017) WGS 84 DATUM

Insert		<i>Fl.Y.3s</i>	01° 01'.12N,	104° 11'.60E
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169/2017 SINGAPORE – Changi Ferry Terminal – Buoyage.

Source: British Admiralty Notice No. 3985/17.

Chart MAL 6130 (Last Correction 167/2017) WGS 84 DATUM

Delete



01° 22'.30N, 104° 00'.45E
01° 22'.31N, 104° 00'.53E
01° 22'.25N, 104° 00'.45E
01° 22'.25N, 104° 00'.54E

Chart MAL 6134 (Last Correction 167/2017) WGS 84 DATUM

Delete



01° 22'.30N, 104° 00'.45E
01° 22'.31N, 104° 00'.53E
01° 22'.25N, 104° 00'.45E
01° 22'.25N, 104° 00'.54E

170/2017 SINGAPORE – Serangoon Harbour – Obstructions.

Source: British Admiralty Notice No. 4581*/17.

Chart MAL 6130 (Last Correction 169/2017) WGS 84 DATUM

Replace

 *obstn* with  *obstn*

01° 23'.50N, 103° 58'.27E

Delete

 *obstn*
 *obstn*

01° 24'.16N, 103° 59'.06E
01° 23'.47N, 103° 59'.88E

Chart MAL 6130 (See Plan A) WGS 84 DATUM

Replace

 *obstn* with  *obstn*

01° 23'.50N, 103° 58'.27E

Delete

 *obstn*

01° 24'.16N, 103° 59'.06E

Chart MAL 6134 (Last Correction 169/2017) WGS 84 DATUM

Replace

 with  *obstn*

01° 23'.50N, 103° 58'.27E

Delete

 *obstn*
 *obstn*

01° 24'.16N, 103° 59'.06E
01° 23'.47N, 103° 59'.88E

171*/2017 MALAYSIA – Terengganu – Pelabuhan Kertih – Light.

Source: National Hydrographic Centre.

Chart MAL 6441 (Last Correction 79/2016) WGS 84 DATUM

Amend light to, 12/9M 04° 34'. 10N, 103° 27'.93E

172*/2017 MALAYSIA – Terengganu – Kuala Kertih – Wreck.

Source: National Hydrographic Centre.

Chart MAL 6441 (Last Correction 171/2017) WGS 84 DATUM

Insert  04° 30'.35N, 103° 27'.91E

173*/2017 MALAYSIA – Sabah – Tg. Klias – Light beacons.

Source: Marine Department of Malaysia No. 62, 63/2017.

Chart MAL 752 (Last Correction 123/2017) WGS 84 DATUM

Insert  Fl.R.3s14m10M 05° 09'.25N, 115° 05'.42E

Chart MAL 754 (Last Correction 123/2017) WGS 84 DATUM

Insert  Q.G.13m5M 05° 17'.64N, 115° 19'.79E

 Fl.R.3s14m10M 05° 09'.25N, 115° 05'.42E

Chart MAL 8518 (Last Correction 65/2017) WGS 84 DATUM

Insert  Q.G.13m5M 05° 17'.64N, 115° 19'.79E

Chart MAL 8523 (Last Correction 125/2015) WGS 84 DATUM

Insert  Q.G.13m5M 05° 17'.64N, 115° 19'.79E

Chart MAL 864 (Last Correction 81/2017) WGS 84 DATUM

Insert  Q.G.13m5M 05° 17'.64N, 115° 19'.79E

 Fl.R.3s14m10M 05° 09'.25N, 115° 05'.42E

Insert  Q.G.13m5M 05° 17'.64N, 115° 19'.79E

174*/2017 MALAYSIA – Sabah – Tg. Klias, Permatang Barat – Light buoys.

Source: Marine Department of Malaysia.

Chart MAL 752 (Last Correction 173/2017) WGS 84 DATUM

Delete  *Fl.R.3s4M* 05° 09'.24N, 115° 05'.64E

Chart MAL 754 (Last Correction 173/2017) WGS 84 DATUM

Delete  Q.G 05° 17'.70N, 115° 19'.98E

 *Fl.R.3s4M* 05° 09'.05N, 115° 05'.58E

Chart MAL 8518 (Last Correction 173/2017) WGS 84 DATUM

Delete  Q.G 05° 17'.70N, 115° 19'.98E

Chart MAL 8523 (Last Correction 173/2017) WGS 84 DATUM

Delete  Q.G 05° 17'.70N, 115° 19'.98E

Chart MAL 864 (Last Correction 173/2017) WGS 84 DATUM

Delete  *Fl.R.3s4M* 05° 09'.20N, 115° 05'.60E

175*/2017 MALAYSIA – Sarawak – Pelabuhan Bintulu – Buoy.

Source: Sarawak Marine Department No. 106*/2017.

1. The special mark Buoy *F*, *Fl.R.5s*, in position 03°15'.55N., 113°01'.16E. is resumed operation.
2. Former Notice No. 159(T)*/2017 is cancelled.
3. Charts affected – MAL 7317 – MAL 7332.

176(T)*/2017 MALAYSIA – Johor – Tanjung Lompat – Wreck.

Source: Marine Department of Malaysia No. 65/2017(T).

Chart MAL 515 (Last Correction 168/2017) WGS 84 DATUM

Insert  PA 01° 35'.65N, 104° 27'.35E

Chart MAL 65 (Last Correction 124/2017) WGS 84 DATUM

Insert  PA 01° 35'.65N, 104° 27'.35E

177(T)*/2017 MALAYSIA – Johor – Sungai Tampok – Wreck.

Source: Marine Department of Malaysia No. 66/2017(T).

Chart MAL 515 (Last Correction 176/2017) WGS 84 DATUM

Insert  PA 01° 32'.55N, 103° 08'.12E

Chart MAL 521 (Last Correction 223/2016) WGS 84 DATUM

Insert  PA 01° 32'.55N, 103° 08'.12E

178(T)*/2017 MALAYSIA – Johor – Neville Rock – Beacon.

Source: Marine Department of Malaysia No. 56/2014(T).

Chart MAL 6134 (Last Correction 170/2017) WGS 84 DATUM

Delete  FI(2)R.5s10m5M 01° 26'.68N, 104° 02'.62E

SECTION III
NAVIGATIONAL WARNINGS

179(T)*/2017 MALAYSIA – Offshore Sarawak – Installation and Commissioning of the Drilling Rigs.

Source: Sarawak Marine Department No. 102/2017(T).

1. Installation and commissioning of the drilling rigs
– 19 Sep to 07 Nov 17 at position as follow:

(1) 04°26'.27N, 113°48'.13E.
(2) 04°44'.47N, 113°44'.63E.
 2. Vessel involved – MV SK Duyong, MV Tanjung Huma, MV UFS Dua and MV Taha Satu.
 3. Wide berth requested.
 4. Chart affected: MAL 750, MAL 752 and MAL 754.
 5. Cancel this Notice 08 Nov 17.
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180(T)*/2017 MALAYSIA – Johor – Beting Ramunia – Salvage Operation.

Source: Marine Department of Malaysia No. 68/2017(T).

1. Salvage operation
– 25 Sep to 24 Nov 17 at area bounded by:

(1) 01°26'.15N, 104°27'.44E.
(2) 01°26'.04N, 104°27'.67E.
(3) 01°25'.85N, 104°27'.07E.
(4) 01°25'.72N, 104°27'.07E.
(5) 01°25'.91N, 104°27'.39E.
 2. Vessel involved – MV Hong Bang 6, MV Masindra 7, MV Tropical Ocean and MV Ewan Adventure.
 3. Wide berth of 2 nm requested.
 4. Chart affected: MAL 515.
 5. Cancel this Notice 25 Nov 17.
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181(T)*/2017 MALAYSIA – Offshore Sarawak – Marine Site Investigation.

Source: Sarawak Marine Department No. 105/2017(T).

1. Marine site investigation
– 30 Sep to 14 Oct 17 at position as follow:

(1) 04°21'.60N, 112°08'.21E.
(2) 03°14'.24N, 112°42'.49E.
(3) 03°36'.32N, 112°24'.75E.
 2. Vessel involved – MV Geos.
 3. Wide berth of 1 nm requested.
 4. Chart affected: MAL 741 and MAL 751.
 5. Cancel this Notice 15 Oct 17.
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HYDROGRAPHIC NOTE
(for instructions, see overleaf)

Date :

Ref No : _____

Name of ship or address of sender.

General locality

Subject _____

Approx position Lat

Long _____

Chart Affected _____

Latest Notice to Mariners held _____

Publication affected (Edition No date of latest supplement, page and Light List No etc)

Details :-

A replacement copy of Chart No.

is required, but see 4 overleaf

Signature of observer/reporter _____

HYDROGRAPHIC NOTE

Forwarding Information for Malaysian Charts and Hydrographic Publications

INSTRUCTION: -

1. Mariners are requested to notify the National Hydrographic Centre, Bandar Armada Putra, Pulau Indah, 42009 PORT KLANG, Selangor, Malaysia, when new or suspected dangers to navigation are discovered, change observed in aids to navigation, or corrections to publications seems to be necessary.
 2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Copies of this Form may be obtained gratis from the Hydrographic Directorate at the above address.
 3. When **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide and check. Distances observed by radar and the reading of Loran, Decca, etc, should be quoted. However, when there is a series of fixes along a ship course, only the method of fixing and the objects used need be indicated. Latitude and longitude should only be used specifically to position the details when they have been fixed by the astronomical observations and full description of the latter should be given.
 4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
 5. When **soundings** are obtained The Mariner's Handbook (NP 100) should be consulted. The echo sounding trace should be marked with 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 should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set, together with stylus speed/sound velocity, should also be given.
 6. Modern echo sounders frequently register greater depths than the advertised maximum for the set, e.g. with a set whose maximum is 500 metres, a trace appearing at 50 metres may in fact be 550 metres or even 1050 metres. Sounding recorded beyond the set's nominal range usually recognised by the following:-
 - a. the trace being weaker than normal for the depth recorded
 - b. the trace passing through the transmission line
 - c. the "feathery" nature of trace.
- As a check that apparently shoal soundings are not due to echoes beyond the set's nominal range sounding should be continued until reasonable agreement with charted soundings is reached. However soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depth.
7. Reports, which cannot be confirmed or are lacking in certain details should 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 navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be sufficient importance to justify a radio message.
 9. **Port Information** should be forwarded on Form MH 501a together with Form MH 501. Form MH 501a lists the information required for Admiralty Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used.

Note: An acknowledgement of receipt will be sent and the information then used to the best advantage, which may mean immediate action or inclusion in revision in due course. When the Notice to Mariners is issued, the sender's vessel or name is quoted as sometimes happens the information is also received in foreign Notice to Mariners. Further communication should be expected only if the information is of outstanding value or has unusual features.

**HYDROGRAPHIC NOTE FOR PORT
INFORMATION**

(To accompany Form MH 501)

Name of ship or address of sender

Ref No

Date

1.	NAME OF PORT
2.	GENERAL REMARKS Principal activities and trade Latest population figures and date Number of ships or tonnage handled per year Maximum size of vessel handled. Copy of Port Handbook if available
3.	ANCHORAGES Designation, depths holding ground, shelter afforded
4.	PILOTAGE Authority for requests. Embarkation position. Regulations.
5.	DIRECTIONS Entry and berthing information Tidal Streams. Navigational aids
6.	TUGS Number available and max. hp.
7.	WHARVES Names, number or positions. Lengths. Depth alongside. Height above Chart Datum Facilities available
8.	CARGO HANDLING Container, lighters, Ro – Ro etc.
9.	CRANES Brief details and max. capacity
10.	REPAIRS Hull, machinery and underwater. Ship and boat yards. Docking or shipping facilities. Gives sizes of vessels handled or dimensions. Hard and ramps. Divers.
11.	RESCUE AND DISTRESS Salvage, lifeboat Coastguard, etc.
12.	SUPPLIES Fuel with type and quantities available

	Fresh water with rate of supply. Provisions.
13.	SERVICES Medical De-ratting Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.
14.	COMMUNICATIONS Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.
15.	PORT AUTHORITY Designation, address and telephone number.
16.	SMALL CRAFT FACILITIES Information and facilities for small craft (e.g. yachts) visiting the port. Yacht Clubs, berth, etc.
17.	VIEWS Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. Picture postcards may also be useful

Signature of observer/reporter.....