



MALAYSIAN NOTICES TO MARINERS

**Monthly Edition 07 of 2025
31st JUL 2025**

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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: 03-40160816), E-mail: nhc@navy.mil.my immediately upon the discovery of new dangers, changes or defects in aids to navigation and shortcoming in Malaysian charts or publications. Malaysian Notices to Mariners can be accessed directly from NHC website. (<https://hydro.gov.my>)

DATO' HANAFIAH BIN HASSAN
*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.

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MAL 5419	151*/2025	MAL 752	169(T)/2025
MAL 554	152/2025	MAL 754	169(T)/2025, 176(T)/2025
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SECTION II

CORRECTIONS TO CHARTS

147/2025 SINGAPORE – Singapore Strait – Special Mark.

Source: Maritime and Port Authority of Singapore Notice No. 57/2025.

Chart MAL 5129 (Last Correction 134/2025) WGS 84 DATUM

Replace  *Rasu*
Fl(4)Y.15s
AIS with  *Rasu*
Fl(4)Y.15s 01° 11'.80N, 103° 39'.55E

Chart MAL 515 (Last Correction 133/2025) WGS 84 DATUM

 *Rasu*
Fl(4)Y.15s
AIS with  *Rasu*
Fl(4)Y.15s 01° 11'.80N, 103° 39'.55E

148/2025 MALAYSIA – Melaka – Kuala Linggi – Wreck.

Source: Marine Department of Malaysia.

Chart MAL 5230 (Last Correction 140/2024) WGS 84 DATUM

Insert  *GT 298* 02° 22'.48N, 101° 57'.48E

Chart MAL 532 (Last Correction 140/2025) WGS 84 DATUM

 *GT 298* 02° 22'.48N, 101° 57'.48E

149*/2025 MALAYSIA – Melaka – Kuala Linggi – Isolated Danger Marks.

Source: Marine Department of Malaysia.

Chart MAL 532 (Last Correction 148/2024) WGS 84 DATUM

Delete  *Fl(2)10s* 02° 21'.79N, 101° 57'.28E

Chart MAL 5230 (Last Correction 148/2024) WGS 84 DATUM

 *Fl(2)10s4m5M* 02° 21'.79N, 101° 57'.28E

Chart MAL 54 (Last Correction 140/2024) WGS 84 DATUM

 *Fl(2)10s* 02° 21'.79N, 101° 57'.28E

150/2025 MALAYSIA – Selangor – Pelabuhan Klang – Dredged Areas.**Source: National Hydrographic Centre.**

Chart MAL 5307 (Last Correction 32/2025) WGS 84 DATUM

Amend legend, 'Dikeruk ke 10.0m' / Dredged to 10m' (2025)
centred on 03° 05'.48N, 101° 19'.59E

legend, 'Dikeruk ke 10.0m' / Dredged to 10m' (2025)
centred on 03° 04'.93N, 101° 19'.80E

Chart MAL 5321 (Last Correction 32/2025) WGS 84 DATUM

legend, 'Dikeruk ke 10.0m' / Dredged to 10m' (2025)
centred on 03° 05'.48N, 101° 19'.59E

legend, 'Dikeruk ke 10.0m' / Dredged to 10m' (2025)
centred on 03° 04'.93N, 101° 19'.80E

151*/2025 MALAYSIA – Perak – Tanjung Batu Putih – Stake.**Source: National Hydrographic Centre.**

Chart MAL 5419 (Last Correction 52/2025) WGS 84 DATUM

Delete  04° 14'.42N, 100° 35'.24E

 Cerucuk 1 04° 14'.62N, 100° 35'.36E

 Cerucuk 2 04° 14'.32N, 100° 35'.36E

152/2025 MALAYSIA – Pulau Pinang – Muka Head – Wreck.**Source: Marine Department of Malaysia No. 139(T)/2025.**

Chart MAL 553 (Last Correction 246/2024) WGS 84 DATUM

Insert  KF 6096 05° 31'.87N, 100° 10'.32E

Chart MAL 5536 (Last Correction 110/2025) WGS 84 DATUM

 KF 6096 05° 31'.87N, 100° 10'.32E

Chart MAL 554 (Last Correction 54/2025) WGS 84 DATUM

 KF 6096 05° 31'.87N, 100° 10'.32E

Chart MAL 565 (Last Correction 66/2025) WGS 84 DATUM

 KF 6096 05° 31'.87N, 100° 10'.32E

153*/2025 MALAYSIA – Sarawak – Tg. Sirik – Wreck and Obstruction.

Source: National Hydrographic Centre.

Chart MAL 6 (Last Correction 133/2025) WGS 84 DATUM

Delete		03° 39'.05N, 111° 03'.29E
	 <i>Obstn</i>	03° 02'.74N, 110° 17'.09E

Chart MAL 740 (Last Correction 141/2025) WGS 84 DATUM

	03° 39'.05N, 111° 03'.29E
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154/2025 MALAYSIA – Sarawak – South China Sea – Platforms and Submarine Pipelines.

Source: National Hydrographic Centre.

Chart MAL 6 (Last Correction 153/2025) WGS 84 DATUM

Insert	 F12JT-A	(a) 04° 54'.10N 112° 17'.56E
	submarine pipeline,  , joining:	(b) 04° 46'.66N 112° 17'.09E
		(c) 04° 40'.90N 112° 12'.64E
		(d) 04° 37'.45N 112° 10'.00E
		(e) 04° 28'.31N 112° 03'.00E
		(f) 04° 22'.03N 111° 58'.19E
		(g) 04° 18'.73N 112° 03'.00E
		(h) 04° 14'.02N 112° 10'.00E
		(i) 04° 13'.01N 112° 11'.51E
		(j) 04° 08'.11N 112° 18'.70E
		(k) 04° 03'.00N 112° 19'.62E
		(l) 03° 56'.95N 112° 20'.03E
		(m) 03° 55'.16N 112° 20'.89E
		(n) 03° 48'.75N 112° 26'.20E
		(o) 03° 34'.11N 112° 37'.99E
		(p) 03° 20'.22N 112° 45'.53E
		(q) 03° 16'.77N 112° 53'.20E
		(r) 03° 18'.72N 113° 02'.30E
		(s) 03° 17'.32N 113° 04'.72E
		(a)-(s) above
	submarine pipeline,  , joining:	(a) 03° 26'.27N 112° 22'.65E()
		(b) 03° 22'.90N 112° 33'.18E
		(c) 03° 15'.74N 112° 47'.80E
		(d) 03° 14'.83N 112° 48'.61E()
		(a)-(d) above
	submarine pipeline,  , joining:	(a) 04° 18'.36N 112° 42'.03E()
		(b) 04° 23'.40N 112° 36'.60E
		(c) 04° 27'.81N 112° 31'.19E
		(d) 04° 32'.84N 112° 24'.91E
		(e) 04° 36'.85N 112° 19'.82E
		(f) 04° 37'.01N 112° 18'.70E
		(g) 04° 45'.84N 112° 10'.00E
		(h) 04° 50'.31N 112° 05'.98E

(i) 04° 53'.60N 112° 03'.00E
(j) 05° 06'.51N 111° 51'.34E
(k) 05° 09'.60N 111° 50'.49E
(l) 05° 22'.65N 111° 52'.06E
(a)-(l) above

Insert  SA-SA 03° 37'.92N 112° 42'.55E
 RIG MARSYA 03° 36'.33N 112° 24'.78E
legend, PTS-A, centred on: 03° 35'.16N 112° 56'.77E

Chart MAL 7332 (Last Correction 239/2024) WGS 84 DATUM

Insert submarine pipeline, , joining:
(a) 03° 16'.57N, 112° 53'.20E(W border)
(b) 03° 16'.57N 112° 53'.36E
(c) 03° 16'.61N 112° 53'.62E
(d) 03° 18'.72N 113° 02'.30E
(e) 03° 18'.77N 113° 02'.63E
(f) 03° 18'.74N 113° 02'.97E
(g) 03° 18'.68N 113° 03'.20E
(h) 03° 18'.50N 113° 03'.57E
(i) 03° 18'.25N 113° 03'.87E
(j) 03° 17'.32N 113° 04'.72E
(a)-(j) above

submarine pipeline, , joining:
(a) 03° 16'.80N, 112° 53'.20E(W border)
(b) 03° 16'.82N 112° 53'.42E
(c) 03° 17'.10N 112° 54'.71E
(d) 03° 17'.50N 112° 56'.43E
(e) 03° 17'.88N 112° 58'.12E
(f) 03° 18'.48N 113° 00'.70E
(g) 03° 18'.82N 113° 02'.21E
(h) 03° 18'.98N 113° 02'.91E
(i) 03° 18'.98N 113° 03'.37E
(j) 03° 18'.90N 113° 03'.70E
(k) 03° 18'.61N 113° 04'.20E
(l) 03° 18'.37N 113° 04'.42E
(m) 03° 17'.90N 113° 04'.71E
(n) 03° 17'.48N 113° 04'.98E
(a)-(n) above

submarine pipeline, , joining:
(a) 03° 16'.77N, 112° 53'.20E(W border)
(b) 03° 16'.82N 112° 53'.63E
(c) 03° 17'.10N 112° 54'.86E
(d) 03° 17'.50N 112° 56'.59E
(e) 03° 17'.88N 112° 58'.25E
(f) 03° 18'.48N 113° 00'.85E
(g) 03° 18'.82N 113° 02'.34E
(h) 03° 18'.95N 113° 02'.91E
(i) 03° 18'.94N 113° 03'.39E
(j) 03° 18'.86N 113° 03'.70E
(k) 03° 18'.56N 113° 04'.20E
(l) 03° 18'.32N 113° 04'.42E
(m) 03° 17'.90N 113° 04'.70E
(n) 03° 17'.48N 113° 04'.98E
(a)-(n) above

Chart MAL 740 (Last Correction 153/2025) WGS 84 DATUM

Insert	submarine pipeline,  , joining:	(a)	03° 51'.00N,	112° 04'.49E()
		(b)	03° 50'.12N	112° 04'.38E
		(c)	03° 47'.98N	112° 04'.18E
		(d)	03° 47'.22N	112° 04'.21E
		(e)	03° 45'.90N	112° 03'.95E()
			(a)-(e) above	
	submarine pipeline,  , joining:	(a)	03° 49'.86N,	112° 09'.70E()
		(b)	03° 45'.96N	112° 05'.82E
		(c)	03° 45'.64N	112° 05'.18E
		(d)	03° 45'.86N	112° 03'.97E ()
			(a)-(d) above	
	submarine pipeline,  , joining:	(a)	03° 46'.79N,	112° 10'.20E (E border)
		(b)	03° 45'.42N	112° 05'.77E
		(c)	03° 45'.86N	112° 03'.95E()
			(a)-(c) above	

Chart MAL 741 (Last Correction 113/2025) WGS 84 DATUM

Insert	submarine pipeline,  , joining:	(a)	03° 51'.00N,	112° 04'.49E()
		(b)	03° 50'.12N	112° 04'.38E
		(c)	03° 47'.98N	112° 04'.18E
		(d)	03° 47'.22N	112° 04'.21E
		(e)	03° 45'.90N	112° 03'.95E()
			(a)-(e) above	
	submarine pipeline,  , joining:	(a)	03° 49'.86N,	112° 09'.70E()
		(b)	03° 45'.96N	112° 05'.82E
		(c)	03° 45'.64N	112° 05'.18E
		(d)	03° 45'.86N	112° 03'.97E()
			(a)-(d) above	
	 D30 MOPU	(a)	03° 49'.08N,	112° 16'.39E
	submarine pipeline,  , joining:	(b)	03° 49'.03N	112° 16'.38E
		(c)	03° 48'.65N	112° 15'.91E
		(d)	03° 46'.79N	112° 10'.20E
		(e)	03° 45'.42N	112° 05'.77E
		(f)	03° 45'.86N	112° 03'.95E()
			(a)-(f) above	
	 DANA MOPU	(a)	03° 45'.84N	112° 15'.76E
	submarine pipeline,  , joining:	(b)	03° 45'.84N	112° 15'.78E
		(c)	03° 49'.08N,	112° 16'.39E()
			(a)-(c) above	
	submarine pipeline,  , joining:	(a)	04° 03'.00N,	112° 19'.62E (N border)
		(b)	03° 57'.48N	112° 19'.75E
		(c)	03° 56'.95N	112° 20'.03E
		(d)	03° 55'.16N	112° 20'.89E
		(e)	03° 48'.75N	112° 26'.20E
		(f)	03° 44'.73N	112° 29'.18E
		(g)	03° 34'.11N	112° 37'.99E
		(h)	03° 20'.22N	112° 45'.53E
		(i)	03° 19'.74N	112° 45'.95E

- (j) 03° 16'.65N 112° 52'.75E
(k) 03° 16'.77N 112° 53'.20E
(l) 03° 16'.61N 112° 53'.62E
(m) 03° 18'.72N 113° 02'.30E
(n) 03° 18'.68N 113° 03'.20E
(o) 03° 18'.25N 113° 03'.87E
(p) 03° 17'.32N 113° 04'.72E
(a)-(p) above

Insert

submarine pipeline, —•—•—•, joining:



RIG MARSYA

- (a) 03° 36'.72N 112° 22'.94E (□)
(b) 03° 36'.76N 112° 24'.48E
(c) 03° 36'.33N 112° 24'.75E
(d) 03° 36'.33N 112° 24'.78E
(a)-(d) above

submarine pipeline, —•—•—•, joining:

- (a) 03° 36'.17N 112° 22'.10E(□)
(b) 03° 36'.14N 112° 23'.10E
(c) 03° 36'.31N 112° 24'.73E
(d) 03° 36'.33N 112° 24'.78E(□)
(a)-(d) above



D28JT-A

submarine pipeline, —•—•—•, joining:

- (a) 03° 33'.93N 112° 21'.30E
(b) 03° 33'.83N 112° 21'.84E
(c) 03° 35'.02N 112° 23'.07E
(d) 03° 36'.09N 112° 23'.82E
(e) 03° 36'.33N 112° 24'.78E(□)
(a)-(e) above

submarine pipeline, —•—•—•, joining:

- (a) 03° 35'.58N, 112° 23'.77E(□)
(b) 03° 36'.33N 112° 24'.78E(□)

submarine pipeline, —•—•—•, joining:

- (a) 03° 26'.27N, 112° 22'.65E(□)
(b) 03° 25'.59N 112° 23'.32E
(c) 03° 22'.90N 112° 33'.18E
(d) 03° 22'.56N 112° 34'.48E
(e) 03° 15'.74N 112° 47'.80E
(d) 03° 15'.42N 112° 48'.18E
(f) 03° 14'.83N 112° 48'.61E(□)
(a)-(f) above

submarine pipeline, —•—•—•, joining:

- (a) 03° 28'.37N, 112° 35'.85E(□)
(b) 03° 28'.09N 112° 36'.52E
(c) 03° 22'.22N 112° 47'.46E
(d) 03° 21'.66N 112° 48'.71E
(e) 03° 21'.49N 112° 49'.23E(□)
(a)-(e) above

submarine pipeline, —•—•—•, joining:

- (a) 03° 28'.38N, 112° 35'.85E(□)
(b) 03° 28'.00N 112° 36'.90E
(c) 03° 22'.59N 112° 47'.15E
(d) 03° 21'.74N 112° 48'.58E
(e) 03° 21'.49N 112° 49'.23E(□)
(a)-(e) above

Insert

submarine pipeline,   , joining:

- (a) 03° 42'.90N, 112° 46'.96E(☐)
(b) 03° 41'.94N 112° 46'.97E
(c) 03° 34'.08N 112° 47'.61E
(d) 03° 21'.50N 112° 49'.23E(☐)

(a)-(d) above

submarine pipeline,   , joining:

- (a) 03° 20'.45N, 112° 47'.24E(☐)
(b) 03° 21'.47N 112° 49'.22E(☐)

submarine pipeline,   , joining:

- (a) 03° 20'.45N, 112° 47'.24E(☐)
(b) 03° 20'.57N 112° 48'.06E
(c) 03° 20'.89N 112° 48'.72E
(d) 03° 21'.47N 112° 49'.22E(☐)

(a)-(d) above

submarine pipeline,   , joining:

- (a) 03° 21'.47N 112° 49'.22E(☐)
(b) 03° 22'.45N 112° 49'.41E
(c) 03° 26'.02N 112° 48'.92E
(d) 03° 28'.88N 112° 48'.51E
(e) 03° 31'.70N 112° 48'.12E
(f) 03° 32'.35N 112° 48'.12E(☐)

(a)-(f) above

submarine pipeline,   , joining:

- (a) 03° 32'.37N, 112° 48'.15E(☐)
(b) 03° 32'.32N, 112° 48'.83E(☐)

submarine pipeline,   , joining:

- (a) 03° 33'.44N, 112° 48'.89E(☐)
(b) 03° 32'.37N, 112° 48'.15E(☐)

submarine pipeline,   , joining:

- (a) 03° 42'.90N, 112° 46'.96E(☐)
(b) 03° 40'.54N 112° 47'.33E
(c) 03° 34'.48N 112° 47'.85E
(d) 03° 32'.37N, 112° 48'.15E(☐)

(a)-(d) above

submarine pipeline,   , joining:

- (a) 03° 21'.47N, 112° 49'.22E(☐)
(b) 03° 19'.52N 112° 50'.55E
(c) 03° 17'.27N 112° 52'.11E
(d) 03° 16'.92N 112° 52'.63E
(e) 03° 16'.80N 112° 53'.20E
(f) 03° 17'.88N 112° 58'.12E
(g) 03° 18'.98N 113° 02'.91E
(h) 03° 18'.90N 113° 03'.70E
(i) 03° 18'.37N 113° 04'.42E
(j) 03° 17'.48N 113° 04'.98E

(a)-(j) above

Insert



SA-AA

03° 37'.69N, 112° 40'.64E



SN-AA

03° 21'.08N, 112° 40'.88E



SA-SA

03° 37'.92N, 112° 42'.55E

Insert	 WP-FA	03° 32'.36N,	112° 49'.00E
	 BE-SA	03° 24'.80N,	112° 39'.89E
	legend, SA-PA, centred on:	03° 37'.66N,	112° 40'.66E
	legend, SNP-A, centred on:	03° 21'.03N,	112° 40'.90E
	legend, PTS-A, centred on:	03° 35'.16N,	112° 56'.77E
Deleted	 MOPU SATU	03° 49'.13N	112° 16'.19E
	 MOPU DUA	03° 45'.87N	112° 15'.56E
	 D28JT-A	03° 33'.89N	112° 21'.52E

Chart MAL 750 (Last Correction 83/2025) WGS 84 DATUM

Insert	submarine pipeline,  , joining:	(a) 04° 08'.11N	112° 18'.70E(W border)
		(b) 04° 07'.81N	112° 18'.97E
		(c) 04° 07'.10N	112° 19'.36E
		(d) 04° 06'.27N	112° 19'.53E
		(e) 04° 03'.00N	112° 19'.62E
		(f) 03° 57'.87N	112° 19'.75E
		(g) 03° 56'.95N	112° 20'.03E(S border)
		(a)-(g) above	
	submarine pipeline,  , joining:	(a) 04° 18'.36N	112° 42'.03E()
		(b) 04° 19'.70N	112° 39'.73E
		(c) 04° 23'.40N	112° 36'.60E
		(d) 04° 27'.81N	112° 31'.19E
		(e) 04° 32'.84N	112° 24'.91E
		(f) 04° 36'.85N	112° 19'.82E
		(g) 04° 37'.01N	112° 18'.70E(W border)
		(a)-(g) above	
	submarine pipeline,  , joining:	(a) 04° 50'.58N	112° 23'.70E
		(b) 04° 50'.01N	112° 24'.57E
		(c) 04° 49'.21N	112° 24'.95E
		(d) 04° 48'.50N	112° 25'.55E
		(e) 04° 46'.80N	112° 26'.59E
		(f) 04° 41'.90N	112° 29'.57E
		(g) 04° 41'.18N	112° 29'.72E()
		(a)-(g) above	
	submarine pipeline,  , joining:	(a) 04° 41'.18N	112° 29'.72E()
		(b) 04° 41'.90N	112° 29'.59E
		(c) 04° 50'.74N	112° 24'.41E
		(d) 04° 50'.90N	112° 23'.98E
		(e) 04° 50'.58N	112° 23'.70E
		(a)-(e) above	

submarine pipeline, , joining:

- (a) 04° 58'.71N 112° 59'.04E()
 (b) 04° 57'.30N 113° 00'.00E
 (c) 04° 55'.12N 113° 01'.53E()
 (a)-(c) above

Insert



E11P-A

04° 19'.96N 112° 40'.89E



F23R-A

04° 41'.18N 112° 29'.72E



F27DR-A Jacket

04° 50'.11N 112° 28'.74E



F6K-A

04° 38'.31N 112° 18'.36E



F22DR-A Jacket

04° 42'.08N 112° 41'.37E



SCR-D

04° 19'.59N 112° 44'.94E

Chart MAL 751 (Last Correction 113/2025) WGS 84 DATUM

Insert

submarine pipeline, , joining:

- (a) 03° 51'.00N 112° 04'.49E()
 (b) 03° 50'.12N 112° 04'.38E
 (c) 03° 47'.98N 112° 04'.18E
 (d) 03° 47'.22N 112° 04'.21E
 (e) 03° 45'.90N 112° 03'.95E()
 (a)-(e) above

submarine pipeline, , joining:

- (a) 03° 49'.86N 112° 09'.70E()
 (b) 03° 45'.96N 112° 05'.82E
 (c) 03° 45'.64N 112° 05'.18E
 (d) 03° 45'.86N 112° 03'.97E()
 (a)-(d) above



D30 MOPU

(a) 03° 49'.08N, 112° 16'.39E

submarine pipeline, , joining:

- (b) 03° 49'.03N 112° 16'.38E
 (c) 03° 48'.65N 112° 15'.91E
 (d) 03° 46'.79N 112° 10'.20E
 (e) 03° 45'.42N 112° 05'.77E
 (f) 03° 45'.86N 112° 03'.95E()
 (a)-(f) above



DANA MOPU

(a) 03° 45'.84N 112° 15'.76E

submarine pipeline, , joining:

- (b) 03° 45'.84N 112° 15'.78E
 (c) 03° 49'.08N, 112° 16'.39E()
 (a)-(c) above

Insert

submarine pipeline, —●—●—●, joining:

- (a) 04° 54'.10N 112° 17'.56E(□)
 - (b) 04° 47'.40N 112° 17'.31E
 - (c) 04° 46'.66N 112° 17'.09E
 - (d) 04° 40'.90N 112° 12'.64E
 - (e) 04° 37'.45N 112° 10'.00E
 - (f) 04° 28'.31N 112° 03'.00E(W border)
- (a)-(f) above

- (g) 04° 18'.73N 112° 03'.00E(W border)
 - (h) 04° 14'.02N 112° 10'.00E
 - (i) 04° 13'.01N 112° 11'.51E
 - (j) 04° 08'.11N 112° 18'.70E
 - (k) 04° 07'.81N 112° 18'.97E
 - (l) 04° 07'.10N 112° 19'.36E
 - (m) 04° 06'.27N 112° 19'.53E
 - (n) 04° 03'.00N 112° 19'.62E
 - (o) 03° 57'.87N 112° 19'.75E
 - (p) 03° 56'.95N 112° 20'.03E
 - (q) 03° 55'.16N 112° 20'.89E
 - (r) 03° 48'.75N 112° 26'.20E
 - (s) 03° 44'.73N 112° 29'.18E
 - (t) 03° 34'.11N 112° 37'.99E
 - (u) 03° 20'.22N 112° 45'.53E
 - (v) 03° 19'.74N 112° 45'.95E
 - (w) 03° 16'.65N 112° 52'.75E
 - (x) 03° 16'.77N 112° 53'.20E
 - (y) 03° 16'.61N 112° 53'.62E
 - (z) 03° 18'.72N 113° 02'.30E
 - (aa) 03° 18'.68N 113° 03'.20E
 - (ab) 03° 18'.25N 113° 03'.87E
 - (ac) 03° 17'.32N 113° 04'.72E
- (g)-(ac) above

Insert

submarine pipeline, —●—●—●, joining:



RIG MARSYA

- (a) 03° 36'.72N 112° 22'.94E (□)
 - (b) 03° 36'.76N 112° 24'.48E
 - (c) 03° 36'.33N 112° 24'.75E
 - (d) 03° 36'.33N 112° 24'.78E
- (a)-(d) above

submarine pipeline, —●—●—●, joining:

- (a) 03° 36'.17N 112° 22'.10E(□)
 - (b) 03° 36'.14N 112° 23'.10E
 - (c) 03° 36'.31N 112° 24'.73E
 - (d) 03° 36'.33N 112° 24'.78E(□)
- (a)-(d) above



D28JT-A

submarine pipeline, —●—●—●, joining:

- (a) 03° 33'.93N 112° 21'.30E
 - (b) 03° 33'.83N 112° 21'.84E
 - (c) 03° 35'.02N 112° 23'.07E
 - (d) 03° 36'.09N 112° 23'.82E
 - (e) 03° 36'.33N 112° 24'.78E(□)
- (a)-(e) above

submarine pipeline, —●—●—●, joining:

- (a) 03° 35'.58N 112° 23'.77E(□)
- (b) 03° 36'.32N 112° 24'.74E(□)

Insertsubmarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 26'.27N$ $112^{\circ} 22'.65E$ (☐)
- (b) $03^{\circ} 25'.59N$ $112^{\circ} 23'.32E$
- (c) $03^{\circ} 22'.90N$ $112^{\circ} 33'.18E$
- (d) $03^{\circ} 22'.56N$ $112^{\circ} 34'.48E$
- (e) $03^{\circ} 15'.74N$ $112^{\circ} 47'.80E$
- (f) $03^{\circ} 15'.42N$ $112^{\circ} 48'.18E$
- (g) $03^{\circ} 14'.83N$ $112^{\circ} 48'.61E$ (☐)

(a)-(g) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 28'.37N$ $112^{\circ} 35'.85E$ (☐)
- (b) $03^{\circ} 28'.09N$ $112^{\circ} 36'.52E$
- (c) $03^{\circ} 22'.22N$ $112^{\circ} 47'.46E$
- (d) $03^{\circ} 21'.66N$ $112^{\circ} 48'.71E$
- (e) $03^{\circ} 21'.49N$ $112^{\circ} 49'.23E$ (☐)

(a)-(e) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 28'.38N$ $112^{\circ} 35'.85E$ (☐)
- (b) $03^{\circ} 28'.00N$ $112^{\circ} 36'.90E$
- (c) $03^{\circ} 22'.59N$ $112^{\circ} 47'.15E$
- (d) $03^{\circ} 21'.74N$ $112^{\circ} 48'.58E$
- (e) $03^{\circ} 21'.49N$ $112^{\circ} 49'.23E$ (☐)

(a)-(e) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 42'.90N$ $112^{\circ} 46'.96E$ (☐)
- (b) $03^{\circ} 41'.94N$ $112^{\circ} 46'.97E$
- (c) $03^{\circ} 34'.08N$ $112^{\circ} 47'.61E$
- (d) $03^{\circ} 21'.50N$ $112^{\circ} 49'.23E$ (☐)

(a)-(d) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 20'.45N$ $112^{\circ} 47'.24E$ (☐)
- (b) $03^{\circ} 21'.47N$ $112^{\circ} 49'.22E$ (☐)

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 20'.45N$ $112^{\circ} 47'.24E$ (☐)
- (b) $03^{\circ} 20'.57N$ $112^{\circ} 48'.06E$
- (c) $03^{\circ} 20'.89N$ $112^{\circ} 48'.72E$
- (d) $03^{\circ} 21'.47N$ $112^{\circ} 49'.22E$ (☐)

(a)-(d) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 21'.47N$ $112^{\circ} 49'.22E$ (☐)
- (b) $03^{\circ} 22'.45N$ $112^{\circ} 49'.41E$
- (c) $03^{\circ} 26'.02N$ $112^{\circ} 48'.92E$
- (d) $03^{\circ} 28'.88N$ $112^{\circ} 48'.51E$
- (e) $03^{\circ} 31'.70N$ $112^{\circ} 48'.12E$
- (f) $03^{\circ} 32'.35N$ $112^{\circ} 48'.12E$ (☐)

(a)-(f) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 32'.37N$ $112^{\circ} 48'.15E$ (☐)
- (b) $03^{\circ} 32'.32N$ $112^{\circ} 48'.83E$ (☐)

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow \bullet$, joining:

- (a) $03^{\circ} 33'.44N$ $112^{\circ} 48'.89E$ (☐)
- (b) $03^{\circ} 32'.37N$ $112^{\circ} 48'.15E$ (☐)

Insertsubmarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $03^{\circ} 42'.90N$ $112^{\circ} 46'.96E$ ($\square$)
 (b) $03^{\circ} 40'.54N$ $112^{\circ} 47'.33E$
 (c) $03^{\circ} 34'.48N$ $112^{\circ} 47'.85E$
 (d) $03^{\circ} 32'.37N$ $112^{\circ} 48'.15E$ ($\square$)

(a)-(d) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $03^{\circ} 21'.47N$ $112^{\circ} 49'.22E$ ($\square$)
 (b) $03^{\circ} 19'.52N$ $112^{\circ} 50'.55E$
 (c) $03^{\circ} 17'.27N$ $112^{\circ} 52'.11E$
 (d) $03^{\circ} 16'.92N$ $112^{\circ} 52'.63E$
 (e) $03^{\circ} 16'.80N$ $112^{\circ} 53'.20E$
 (f) $03^{\circ} 17'.88N$ $112^{\circ} 58'.12E$
 (g) $03^{\circ} 18'.98N$ $113^{\circ} 02'.91E$
 (h) $03^{\circ} 18'.90N$ $113^{\circ} 03'.70E$
 (i) $03^{\circ} 18'.37N$ $113^{\circ} 04'.42E$
 (j) $03^{\circ} 17'.48N$ $113^{\circ} 04'.98E$

(a)-(j) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $04^{\circ} 18'.36N$ $112^{\circ} 42'.03E$ ($\square$)
 (b) $04^{\circ} 19'.70N$ $112^{\circ} 39'.73E$
 (c) $04^{\circ} 23'.40N$ $112^{\circ} 36'.60E$
 (d) $04^{\circ} 27'.81N$ $112^{\circ} 31'.19E$
 (e) $04^{\circ} 32'.84N$ $112^{\circ} 24'.91E$
 (f) $04^{\circ} 36'.85N$ $112^{\circ} 19'.82E$
 (g) $04^{\circ} 37'.01N$ $112^{\circ} 18'.70E$
 (h) $04^{\circ} 37'.20N$ $112^{\circ} 17'.94E$
 (i) $04^{\circ} 40'.10N$ $112^{\circ} 15'.18E$
 (j) $04^{\circ} 43'.29N$ $112^{\circ} 12'.31E$
 (k) $04^{\circ} 45'.84N$ $112^{\circ} 10'.00E$
 (l) $04^{\circ} 50'.31N$ $112^{\circ} 05'.98E$
 (m) $04^{\circ} 53'.60N$ $112^{\circ} 03'.00E$ (W border)

(a)-(m) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $04^{\circ} 50'.58N$ $112^{\circ} 23'.70E$
 (b) $04^{\circ} 50'.01N$ $112^{\circ} 24'.57E$
 (c) $04^{\circ} 49'.21N$ $112^{\circ} 24'.95E$
 (d) $04^{\circ} 48'.50N$ $112^{\circ} 25'.55E$
 (e) $04^{\circ} 46'.80N$ $112^{\circ} 26'.59E$
 (f) $04^{\circ} 41'.90N$ $112^{\circ} 29'.57E$
 (g) $04^{\circ} 41'.18N$ $112^{\circ} 29'.72E$ ($\square$)

(a)-(g) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $04^{\circ} 41'.18N$ $112^{\circ} 29'.72E$ ($\square$)
 (b) $04^{\circ} 41'.90N$ $112^{\circ} 29'.59E$
 (c) $04^{\circ} 50'.74N$ $112^{\circ} 24'.41E$
 (d) $04^{\circ} 50'.90N$ $112^{\circ} 23'.98E$
 (e) $04^{\circ} 50'.58N$ $112^{\circ} 23'.70E$

(a)-(e) above

submarine pipeline, $\rightarrow \bullet \rightarrow \bullet \rightarrow$, joining:

- (a) $04^{\circ} 58'.71N$ $112^{\circ} 59'.04E$ ($\square$)
 (b) $04^{\circ} 57'.30N$ $113^{\circ} 00'.00E$
 (c) $04^{\circ} 55'.12N$ $113^{\circ} 01'.53E$ ($\square$)

(a)-(c) above

Insert		E11P-A	04° 19'.96N	112° 40'.89E
		F23R-A	04° 41'.18N	112° 29'.72E
		F27DR-A Jacket	04° 50'.11N	112° 28'.74E
		F6K-A	04° 38'.31N	112° 18'.36E
		F22DR-A Jacket	04° 42'.08N	112° 41'.37E
		SCR-D	04° 19'.59N	112° 44'.94E
		SA-AA	03° 37'.69N	112° 40'.64E
		SN-AA	03° 21'.08N	112° 40'.88E
		SA-SA	03° 37'.92N	112° 42'.55E
		WP-FA	03° 32'.36N	112° 49'.00E
		BE-SA	03° 24'.80N	112° 39'.89E
		legend, SA-PA, centred on:	03° 37'.66N	112° 40'.66E
Deleted		legend, SNP-A, centred on:	03° 21'.03N	112° 40'.90E
		legend, PTS-A, centred on:	03° 35'.16N	112° 56'.77E
		MOPU SATU	03° 49'.13N	112° 16'.19E
		MOPU DUA	03° 45'.87N	112° 15'.56E
		D28JT-A	03° 33'.89N	112° 21'.52E

Insert	submarine pipeline,  , joining:	(a) 04° 54'.10N	112° 17'.56E()
		(b) 04° 47'.40N	112° 17'.31E
		(c) 04° 46'.66N	112° 17'.09E
		(d) 04° 40'.90N	112° 12'.64E
		(e) 04° 37'.45N	112° 10'.00E(w border)
		(a)-(e) above	
		(f) 04° 14'.02N	112° 10'.00E(w border)
		(g) 04° 13'.01N	112° 11'.51E(S border)
		(f)-(g) above	
	submarine pipeline,  , joining:	(a) 04° 18'.36N	112° 42'.03E()
		(b) 04° 19'.70N	112° 39'.73E
		(c) 04° 23'.40N	112° 36'.60E
		(d) 04° 27'.81N	112° 31'.19E
		(e) 04° 32'.84N	112° 24'.91E
		(f) 04° 36'.85N	112° 19'.82E
		(g) 04° 37'.01N	112° 18'.70E
		(h) 04° 37'.20N	112° 17'.94E
		(i) 04° 40'.10N	112° 15'.18E
		(j) 04° 43'.29N	112° 12'.31E
		(k) 04° 45'.84N	112° 10'.00E(W border)
		(a)-(k) above	
	submarine pipeline,  , joining:	(a) 04° 50'.58N	112° 23'.70E
		(b) 04° 50'.01N	112° 24'.57E
		(c) 04° 49'.21N	112° 24'.95E
		(d) 04° 48'.50N	112° 25'.55E
		(e) 04° 46'.80N	112° 26'.59E
		(f) 04° 41'.90N	112° 29'.57E
		(g) 04° 41'.18N	112° 29'.72E()
		(a)-(g) above	
	submarine pipeline,  , joining:	(a) 04° 41'.18N	112° 29'.72E()
		(b) 04° 41'.90N	112° 29'.59E
		(c) 04° 50'.74N	112° 24'.41E
		(d) 04° 50'.90N	112° 23'.98E
		(e) 04° 50'.58N	112° 23'.70E
		(a)-(e) above	
	submarine pipeline,  , joining:	(a) 04° 58'.71N	112° 59'.04E()
		(b) 04° 57'.30N	113° 00'.00E
		(c) 04° 55'.12N	113° 01'.53E()
		(a)-(c) above	
Insert	 F11P-A	04° 19'.96N	112° 40'.89E
	 F23R-A	04° 41'.18N	112° 29'.72E
	 F27DR-A Jacket	04° 50'.11N	112° 28'.74E
	 F6K-A	04° 38'.31N	112° 18'.36E

Insert	 F22DR-A Jacket	04° 42'.08N	112° 41'.37E
	 SCR-D	04° 19'.59N	112° 44'.94E

155*/2025 MALAYSIA – Terengganu – Pelabuhan Kemaman – Block and fish haven.

Source: Nautical Solution Sdn.Bhd.

Chart MAL 6416 (Last Correction 38/2025) WGS 84 DATUM

Insert	the accompanying block, centred on:	04° 15'.13N,	103° 27'.78E
	the accompanying block (See Plan), centred on:	04° 15'.13N,	103° 27'.78E
Delete		04° 12'.19N,	103° 32'.06E

156*/2025 MALAYSIA – Sarawak – Tg Similajau – Anchorage Area.

Source: Sarawak Marine Department No. 90/2025.

Chart MAL 741 (Last Correction 154/2025) WGS 84 DATUM

Insert	Limit of anchorage area, pecked line, joining:	(a) 03° 35'.62N, 113° 20'.85E (b) 03° 37'.78N, 113° 18'.59E (c) 03° 39'.94N, 113° 16'.34E (d) 03° 44'.88N, 113° 21'.48E (e) 03° 42'.30N, 113° 25'.14E (a)-(e) above
	Limit of anchorage area, pecked line, joining:	(a) 03° 32'.78N, 113° 17'.82E (b) 03° 34'.75N, 113° 15'.42E (c) 03° 36'.72N, 113° 13'.02E (d) 03° 28'.30N, 113° 05'.95E (e) 03° 23'.91N, 113° 10'.60E (a)-(e) above
Deleted	Limit of anchorage area, pecked line, joining:	(a) 03° 33'.56N, 113° 18'.47E (b) 03° 37'.49N, 113° 13'.66E (c) 03° 28'.30N, 113° 05'.95E (d) 03° 23'.91N, 113° 10'.60E (a)-(d) above

Chart MAL 751 (Last Correction 154/2025) WGS 84 DATUM

Insert	Limit of anchorage area, pecked line, joining:	(a) 03° 35'.62N, 113° 20'.85E (b) 03° 37'.78N, 113° 18'.59E (c) 03° 39'.94N, 113° 16'.34E (d) 03° 44'.88N, 113° 21'.48E (e) 03° 42'.30N, 113° 25'.14E (a)-(e) above
	Limit of anchorage area, pecked line, joining:	(a) 03° 32'.78N, 113° 17'.82E (b) 03° 34'.75N, 113° 15'.42E (c) 03° 36'.72N, 113° 13'.02E (d) 03° 28'.30N, 113° 05'.95E (e) 03° 23'.91N, 113° 10'.60E (a)-(e) above

Deleted Limit of anchorage area, pecked line, joining: (a) 03° 34'.99N, 113° 20'.11E
(b) 03° 39'.26N, 113° 15'.64E
(c) 03° 44'.88N, 113° 21'.48E
(d) 03° 42'.30N, 113° 25'.14E
(a)-(d) above

Limit of anchorage area, pecked line, joining: (a) 03° 33'.56N, 113° 18'.47E
(b) 03° 37'.49N, 113° 13'.66E
(c) 03° 28'.30N, 113° 05'.95E
(d) 03° 23'.91N, 113° 10'.60E
(a)-(d) above

157/2025 MALAYSIA – Sabah – Oil Field Kikeh – Obstruction.

Source: Source: National Hydrographic Centre.

Chart MAL 781 (Last Correction 211/2023) WGS 84 DATUM

Insert  *Obstr* 05° 47'.42N, 114° 18'.35E

158*/2025 MALAYSIA – Sabah – South China Sea – Depth.

Source: Source: National Hydrographic Centre.

Chart MAL 871 (Last Correction 256/2018) WGS 84 DATUM

Delete depth, 37, enclosed by contour, Rep (1968) 07° 15'.14N, 116° 26'.44E

Chart MAL 872 (Last Correction 33/2025) WGS 84 DATUM

depth, 37, enclosed by contour, Rep (1968) 07° 15'.14N, 116° 26'.44E

159*/2025 MALAYSIA – Selangor – Pulau Pintu Gedong – Light Buoy.

Source: Marine Department of Malaysia No. 146/2025.

1. Buas-Buas Buoy Q.G, in position 02°53'.80N, 101°16'.00E is restored to normal.
2. Former Notice No. 142(T)*/25 is cancelled.
(WGS84)
3. Charts affected – MAL 5255, MAL 5259.

160*/2025 MALAYSIA – Sarawak – Kuala Rajang – Buoy.

Source: Sarawak Marine Department No. 94/2025(P).

1. No. 2 Buoy, Kuala Rajang, *Fl.R.5s*, in position 02°07'.96N, 111°05'.59E is restored to normal.
2. Former Notice No. 89(T)*/25 is cancelled.
(WGS84)
3. Chart affected – MAL 7215, MAL 7257, MAL 740.

161*/2025 MALAYSIA – Sarawak – Tanjung Po – Light Buoy.

Source: Sarawak Marine Department No. 92/2025(P).

1. Tanjung Po Light Buoy No. 12, *Fl.R.5s*, in position 01°38'.72N, 110°30'.64E is restored to normal.
 2. Former Notice No. 124(T)*/25 is cancelled.
(WGS84)
 3. Chart affected – MAL 7150.
-

162(T)*/2025 MALAYSIA – Sarawak – Kuala Santubong – Buoy.

Source: Sarawak Marine Department No. 88(T)/2025.

1. Kuala Santubong Buoy, *Fl(2)10s*, in position 01°45'.07N, 110°16'.34E is missing.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 723, MAL 731.
-

163(T)*/2025 MALAYSIA – Selangor – Pelabuhan Barat – Beacon.

Source: Marine Department of Malaysia No. 153(T)/2025.

1. Pelabuhan Barat Light Beacon No.25, *Fl(2).R.15s7m8M*, in position 02°58'.52N, 101°18'.48E is destroyed.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Chart affected – MAL 5259.
-

SECTION III

NAVIGATIONAL WARNINGS

164(T)/2025 MALAYSIA – Terengganu – South China Sea – Unmanned FSO and Wellhead Support Structure.

Source: Marine Department of Malaysia No. 135/2025(T).

1. Unmanned FSO and Wellhead Support Structure – 8 Jun to 31 Dec 25. Positions as follow.
(1) 05° 43'.95N 103° 39'.20E.
(2) 05° 44'.11N 103° 38'.96E.
 2. Vessels Involved – FSO Duta Pacific and Wellhead Support Structure.
 3. Wide berth requested.
 4. Charts Affected: MAL 654, MAL 655, MAL 664 and MAL 68.
 5. Cancel This Notice 1 Jan 26.
(WGS 84)
-

165(T)/2025 MALAYSIA – Sarawak – Beting Tatau – Drilling Activity.

Source: Sarawak Marine Department No. 82/2025(T).

1. Drilling Activity – 21 Jun to 15 Oct 25 at 03° 42'.91N 112° 46'.96E.
 2. Vessels Involved – Velesto Naga 5, Bridgewater 130, Ben Nevis and Sealink 179.
 3. Wide berth requested.
 4. Charts Affected: MAL 741 and MAL 751.
 5. Cancel This Notice 16 Oct 25.
(WGS 84)
-

166(T)/2025 MALAYSIA – Sabah – ERB West Oil Field – Shutdown Platform Campaign Works.

Source: Marine Department of Malaysia No. 26/2025(T).

1. Shutdown Platform Campaign Works – 1 Jul to 30 Sep 25 at 06° 26'.67N 115° 23'.62E.
 2. Vessels Involved – Perdana Resolute, SK Power and Icon Samudera.
 3. Wide berth requested.
 4. Charts Affected: MAL 864, MAL 865 and MAL 872.
 5. Cancel This Notice 1 Oct 25.
(WGS 84)
-

167(T)/2025 MALAYSIA – Terengganu – Tapis Oil Field – Rig Mobilization and Drilling Activities.

Source: Marine Department of Malaysia No. 136/2025(T).

1. Rig Mobilization and Drilling Activities – 1 Jul to 31 Oct 25 at 05° 24'.77N 105° 15'.16E.
 2. Vessels involved – PV Drilling VI, SK Prelude and HD Pahlawan
 3. Wide berth requested.
 4. Charts affected: MAL 65, MAL 655 and MAL 68.
 5. Cancel this notice 1 Nov 25.
(WGS 84)
-

168(T)/2025 MALAYSIA – Johor – Malacca Straits– Sand Dredging Activity.

Source: Marine Department of Malaysia No. 134/2025(T).

1. Sand Dredging Activity – 21 Jun to 18 Sep 25. Area bounded by:
 - (1) 01° 57'.37N 102° 20'.50E.
 - (2) 01° 56'.00N 102° 20'.50E.
 - (3) 01° 47'.57N 102° 39'.25E.
 - (4) 01° 48'.50N 102° 39'.25E.
 - (5) 01° 51'.12N 102° 31'.66E.
 - (6) 01° 57'.80N 102° 22'.02E.
 2. Vessel involved – MV Tong Chi 1.
 3. Wide berth requested.
 4. Charts affected: MAL 521 and MAL 54.
 5. Cancel this notice 19 Sep 25.
(WGS 84)
-

169(T)/2025 MALAYSIA – Sarawak – Tanjong Baram – Soil Boring Activities.

Source: Sarawak Marine Department No. 85/2025(T).

1. Soil Boring Activities – 1 Jul to 1 Sep 25. Area bounded by:
 - (1) 04° 36'.98N 113° 59'.54E.
 - (2) 04° 36'.96N 114° 03'.86E.
 - (3) 04° 40'.22N 114° 03'.87E.
 - (4) 04° 40'.22N 113° 59'.55E.
 2. Vessel involved – Sapura Wira
 3. Wide berth requested.
 4. Charts affected: MAL 750, MAL 752 and MAL 754.
 5. Cancel this notice 2 Sep 25.
(WGS 84)
-

170(T)/2025 MALAYSIA – Sarawak – West Patricia Oil Field – Platform Substructure, Jacket and Underwater Pipeline Inspection Activities.

Source: Sarawak Marine Department No. 86/2025(T).

1. Platform Substructure, Jacket and Underwater Pipeline Inspection Activities – 7 Jul to 20 Nov 25. Positions as follow:
 - (1) 03° 24'.84N 112° 39'.69E.
 - (2) 03° 28'.22N 112° 30'.64E.
 - (3) 03° 37'.70N 112° 40'.44E.
 - (4) 03° 34'.17N 112° 49'.07E.
 2. Vessel involved – Sapura Conquest.
 3. Wide berth requested.
 4. Charts affected: MAL 741 and MAL 751.
 5. Cancel this notice 21 Nov 25.
(WGS 84)
-

171(T)/2025 MALAYSIA – Sabah – Beting Mangalum – Underwater Pipeline Inspection Activities.

Source: Marine Department of Malaysia No. 36(T)/2025.

1. Underwater Pipeline Inspection Activities – 3 Jul to 15 Sep 25. Positions as follow:
 - (1) 06° 20'.91N 115° 06'.29E.
 - (2) 06° 26'.67N 115° 23'.64E.
 - (3) 05° 46'.95N 114° 21'.92E.
 - (4) 05° 48'.31N 114° 19'.35E.
 - (5) 05° 48'.20N 114° 19'.35E.
 - (6) 05° 47'.45N 114° 18'.30E.
 2. Vessel involved – Sapura Jane.
 3. Wide berth of 5Nm requested.
 4. Charts affected: MAL 6, MAL 781, MAL 864, MAL 865 and MAL 872.
 5. Cancel this notice 16 Sep 25.
(WGS 84)
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172(T)/2025 MALAYSIA – Sabah – Sulu Sea – Bathymetry Survey and Fish Trap Scouting.

Source: Marine Department of Malaysia No. 33(T)/2025.

1. Bathymetry Survey and Fish Trap Scouting – 11 Jul to 14 Aug 25. Position as follow:
 - (1) 05° 36'.08N 118° 45'.30E.
 - (2) 05° 59'.94N 118° 20'.07E.
 - (3) 05° 59'.95N 118° 50'.08E.
 - (4) 05° 50'.83N 118° 59'.42E.
 2. Vessels involved – Danmai 33, Target 12, Nur Amanah and Danum 16.
 3. Wide berth requested.
 4. Charts affected: MAL 6, MAL 8553, MAL 860 and MAL 8621.
 5. Cancel this notice 15 Aug 25.
(WGS 84)
-

173(T)/2025 MALAYSIA – Sabah – Sulu Sea – Seismic Survey Work.

Source: Marine Department of Malaysia No. 37(T)/2025.

1. Seismic Survey Work – 31 Jul to 29 Sep 25 Area bounded by:
 - (1) 05° 36'.08N 118° 45'.30E.
 - (2) 05° 59'.94N 118° 20'.07E.
 - (3) 05° 59'.95N 118° 50'.08E.
 - (4) 05° 50'.83N 118° 59'.42E.
 2. Vessels involved – Pxgeo 2, Sunrise-G, Target 12, Nur Amanah, Danmai 33, Danum 161, Danum 162, Smooth Water 1, Target 11, Robust One and Robust Three.
 3. Wide berth requested.
 4. Charts affected: MAL 6, MAL 8553, MAL 860 and MAL 8621.
 5. Cancel this notice 30 Sep 25.
(WGS 84)
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174(T)/2025 MALAYSIA – Johor – Sedili Besar – Hydrographic Survey.

Source: Source: National Hydrographic Centre.

1. Hydrographic Survey – 19 Jul to 19 Sep 25. Area bounded by:
 - (1) 02° 27'.94N 104° 05'.51E.
 - (2) 02° 27'.94N 104° 21'.38E.
 - (3) 02° 17'.20N 104° 24'.10E.
 - (4) 01° 48'.03N 104° 24'.17E.
 - (5) 01° 48'.03N 104° 17'.68E.
 2. Vessel involved – Modalwan No. 11.
 3. Wide berth requested.
 4. Charts affected: MAL 515 and MAL 625.
 5. Cancel this notice 20 Sep 25.
(WGS 84)
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175(T)/2025 MALAYSIA – Terengganu – Pulau Perhentian Kecil – Seaplane Operation.

Source: Marine Department of Malaysia No. 148(T)/2025.

1. Seaplane Operation – 18 Jul to 30 Sep 25. Area bounded by:
 - (1) 05° 54'.58N 102° 42'.79E.
 - (2) 05° 54'.57N 102° 42'.83E.
 - (3) 05° 55'.48N 103° 42'.90E.
 - (4) 05° 55'.48N 103° 42'.86E.
 2. Vessels involved – Aircraft Seaplane Cessna 208EX Grand Caravan Amphibious (9M-ORS).
 3. Wide berth requested.
 4. Charts affected: MAL 655, MAL 6603, MAL 664 and MAL 68.
 5. Cancel this notice 1 Oct 25.
(WGS 84)
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176(T)/2025 MALAYSIA – Sarawak – Lutong – Geohazard Survey.

Source: Sarawak Marine Department No. 83/2025(T).

1. Geohazard Survey – 21 Jun to 15 Oct 25. Position as follow:
 - (1) 04° 30'.61N 113° 56'.09E.
 - (2) 04° 30'.54N 113° 56'.62E.
 - (3) 04° 30'.34N 113° 57'.12E.
 - (4) 04° 30'.09N 113° 57'.60E.
 - (5) 04° 29'.85N 113° 58'.09E.
 - (6) 04° 29'.60N 113° 58'.57E.
 - (7) 04° 29'.36N 113° 59'.05E.
 - (8) 04° 29'.12N 113° 59'.53E.
 - (9) 04° 28'.97N 113° 59'.83E.
 - (10) 04° 30'.48N 113° 57'.16E.
 - (11) 04° 30'.41N 113° 57'.70E.
 - (12) 04° 30'.27N 113° 58'.20E.
 - (13) 04° 29'.93N 113° 58'.63E.
 - (14) 04° 29'.60N 113° 59'.06E.
 - (15) 04° 29'.27N 113° 59'.49E.
 - (16) 04° 29'.03N 113° 59'.79E.
 2. Vessel involved – Seng Heng Awesome.
 3. Wide berth requested.
 4. Charts affected: MAL 754 and MAL 750.
 5. Cancel this notice 16 Oct 25.
(WGS 84)
-

Source: Source: National Hydrographic Centre.

1. Hydrographic Survey – 23 Jul to 23 Sep 25. Area bounded by:

Sector A:

- (1) 05° 37'.72N 103° 14'.40E.
- (2) 05° 07'.41N 103° 34'.38E.
- (3) 05° 07'.42N 103° 45'.93E.
- (4) 05° 06'.65N 103° 45'.92E.
- (5) 05° 06'.64N 103° 34'.90E.
- (6) 04° 56'.61N 103° 39'.91E.
- (7) 04° 56'.61N 103° 23'.99E.
- (8) 05° 16'.77N 103° 15'.26E.
- (9) 05° 33'.91N 103° 06'.21E.

Sector B:

- (1) 06° 29'.36N 102° 10'.42E.
- (2) 06° 29'.36N 102° 38'.39E.
- (3) 06° 13'.93N 102° 38'.39E.
- (4) 06° 13'.97N 102° 19'.35E.
- (5) 06° 18'.95N 102° 06'.85E.

2. Vessel involved – Sumai Mulia.

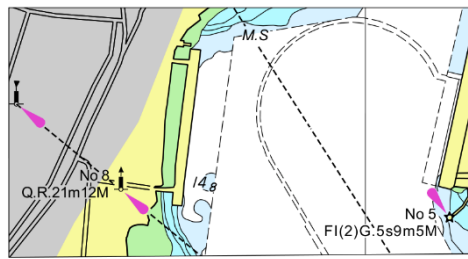
3. Wide berth requested.

4. Charts affected: MAL 5, MAL 654, MAL 655, MAL 664, MAL 673 and MAL 68.

5. Cancel this notice 24 Sep 25.

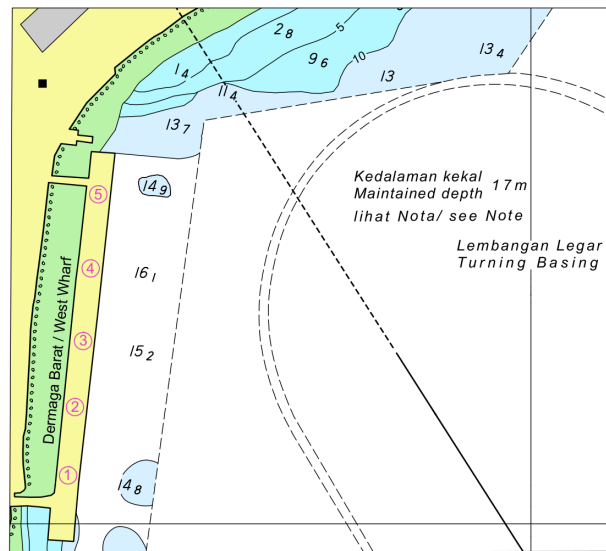
(WGS 84)

To Accompany Malaysian Notice to Mariners No : 153 of 2025



Block for Chart MAL 6416

To Accompany Malaysian Notice to Mariners No : 153 of 2025



Block for Chart MAL 6416 (See Plan)

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.....