



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 08 of 2016
31ST AUG 2016

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- I - Explanatory Notes / Index of Charts Affected.
- II - Corrections to Charts.
- III - Navigational Warnings.

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: ntm@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' PAHLAWAN ZAAIM BIN HASAN
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 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	157/2016, 158/2016, 167/2016	MAL 68	164/2016, 174/2016(T)
MAL 5129	159/2016, 160/2016, 167/2016	MAL 7317	165/2016*
MAL 515	160/2016, 161/2016, 162/2016	MAL 752	166/2016
MAL 521	159/2016	MAL 754	166/2016
MAL 5622	168/2016	MAL 781	173/2016(T)
MAL 5630	168/2016	MAL 864	169/2016, 171/2016(T)
MAL 6124	170/2016(T)	MAL 884	173/2016(T)
MAL 635	163/2016		

SECTION II

157/2016 MALAYSIA – Johor – Pelabuhan Tanjung Pelepas – Jetty.

Source: ATT Tg. Bin Sdn Bhd.

Chart MAL 5123 (Last Correction 139/2016) WGS 84 DATUM

Insert the accompanying block, Centre on: 01° 21'.40N, 103° 31'.90E

Chart MAL 5123 (See Plan) WGS 84 DATUM

Insert the accompanying block, Centre on: 01° 21'.40N, 103° 32'.20E

158/2016 SINGAPORE – Jurong Island – West Jurong Channel – Buoy.

Source: MPA Singapore NM 55/2016.

Chart MAL 5123 (Last Correction 157/2016) WGS 84 DATUM

Move  Q(9)15s Jurong Empat from: 01° 15'.93N, 103° 39'.02E
to: 01° 15'.90N, 103° 39'.22E

159/2016 INDONESIA – Sumatera – Pulau Karimun Besar W – Jetty. Depths.

Source: British Admiralty Notice No. 3980/16.

Chart MAL 5129 (Last Correction 139/2016) WGS 84 DATUM

Insert jetty, double firm line, width 28m, joining:

		01° 04'.58N, 103° 18'.60E
	(a)	(shore)
		01° 04'.62N, 103° 18'.33E
		and
		01° 04'.80N, 103° 18'.34E
		(a) above
		01° 04'.42N, 103° 18'.33E
depth, 8 ₉ , enclosed by 10m contour		01° 07'.98N, 103° 16'.12E
depth, 14 ₂ , enclosed by 20m approximate contour		01° 04'.83N, 103° 16'.20E
depth, 18 ₅ , enclosed by 20m approximate contour		01° 03'.48N, 103° 17'.01E
depth, 26		01° 03'.47N, 103° 16'.34E
depth, 17 ₂ , and extend 20m approximate contour W to enclose	(b)	01° 03'.19N, 103° 17'.23E
depth, 26	(c)	01° 02'.44N, 103° 16'.60E

Delete depth, 18₃, close E of: (b) above
depth, 31, close NE of: (c) above

Chart MAL 521 (Last Correction 125/2016) WGS 84 DATUM

Insert depth, 8₉, enclosed by 10m contour 01° 07'.98N, 103° 16'.12E

160/2016 SINGAPORE STRAIT – P.Takong Kecil S – Radar beacon.

Source: British Admiralty Notice No. 4523/16.

Chart MAL 5129 (Last Correction 159/2016) WGS 84 DATUM

Replace	radar beacon, Racon(K) with radar beacon, Racon(TK), at light	01° 05'.90N,	103° 43'.24E
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Chart MAL 515 (Last Correction 140/2016) WGS 84 DATUM

Replace	radar beacon, Racon(K) with radar beacon, Racon(TK), at light	01° 05'.90N,	103° 43'.24E
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161/2016 INDONESIA – Sumatera – Pulau Karimun Besar E – Light-beacon.

Source: British Admiralty Notice No. 4128/16.

Chart MAL 515 (Last Correction 160/2016) WGS 84 DATUM

Move	 FI(2)5s12m12M, from:	01°02'.12N,	103°27'.82E
	to:	01°02'.05N,	103°28'.00E

162/2016 INDONESIA – Sumatera – Teluk Sumpat – Wreck.

Source: British Admiralty Notice No. 4312/16.

Chart MAL 515 (Last Correction 161/2016) WGS 84 DATUM

Insert		01° 13'.98N,	104° 32'.03E
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163/2016 MALAYSIA – Pahang – Kuala Pahang – Buoy.

Source: Marine Department of Malaysia Notice No. 69/2016.

Chart MAL 635 (Last Correction 33/2016) WGS 84 DATUM

Move	 FI.10s from:	03° 32'.36N,	103° 28'.64E
	to:	03° 32'.35N,	103° 28'.87E

Amend	light to, LFI.10s	03° 32'.35N,	103° 28'.87E
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164/2016 MALAYSIA – Kelantan – Cakerawala Field – Platform.

Source: Marine Department of Malaysia Notice No. 70/2016.

Chart MAL 68 (Last Correction 80/2016) WGS 84 DATUM

Insert	 CKX	07° 10'.10N,	103° 05'.90E
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165/2016* MALAYSIA – Sarawak – Kuala Bintulu – Light Beacon.

Source: National Hydrographic Centre.

Chart MAL 7317 (Last Correction 115/2016) WGS 84 DATUM

Amend	light to, Fl.G.12m6M	03° 11'.19N,	113° 02'.00E
	light to, Fl.G.21m6M	03° 11'.18N,	113° 02'.07E

166/2016 BRUNEI – Magpie Oil Field W and NW – Radar beacons.

Source: British Admiralty Notice No. 4537/16*.

Chart MAL 752 (Last Correction 56/2016) WGS 84 DATUM

Insert	radar beacon, Racon(D), at platform	05° 06'.32N,	114° 18'.56E
Delete	radar beacon, Racon(D), at platform	05° 10'.61N,	114° 18'.54E

Chart MAL 754 (Last Correction 112/2016) WGS 84 DATUM

Insert	radar beacon, Racon(D), at platform	05° 06'.32N,	114° 18'.56E
Delete	radar beacon, Racon(D), at platform	05° 10'.61N,	114° 18'.54E

167/2016 MALAYSIA – Johor – Tanjung Piai – Special Mark lightbuoy.

Source: Marine Department of Malaysia Notice No. 79/2016.

Chart MAL 5123 (Last Correction 158/2016) WGS 84 DATUM

Insert	 Fl.Y.5s, MDC-LPJ	01° 16'.01N,	103° 32'.90E
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Chart MAL 5129 (Last Correction 160/2016) WGS 84 DATUM

Insert	 Fl.Y.5s, MDC-LPJ	01° 16'.01N,	103° 32'.90E
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168/2016 MALAYSIA – Kedah – Langkawi – Port hand lightbuoy.

Source: Marine Department of Malaysia Notice No. 79/2016.

Chart MAL 5622 (Last Correction 114/2014) WGS 84 DATUM

Insert  *Fl(2)R.10s5m5M* 06° 17'.96N, 099° 52'.67E

Chart MAL 5630 (Last Correction 153/2011) WGS 84 DATUM

Insert  *Fl(2)R.10s5m5M* 06° 17'.96N, 099° 52'.67E

169/2016 MALAYSIA – Sabah – NW Pulau Mangalum – Mooring piles.

Source: Sabah Shell Exploration & Production.

Chart MAL 864 (Last Correction 126/2015) WGS 84 DATUM

Insert	● TLP – 01	06° 21'.72N,	115° 06'.18E
	● TLP – 02	06° 21'.41N,	115° 06'.94E
	● TAD – 01	06° 20'.80N,	115° 06'.93E
	● TAD – 02	06° 20'.75N,	115° 06'.89E
	● TAD – 03	06° 20'.11N,	115° 06'.59E
	● TAD – 04	06° 20'.05N,	115° 06'.53E
	● TAD – 05	06° 20'.47N,	115° 05'.52E
	● TAD – 06	06° 20'.54N,	115° 05'.51E
	● TAD – 07	06° 21'.23N,	115° 05'.82E
	● TAD – 08	06° 21'.18N,	115° 05'.78E

SECTION III

NAVIGATIONAL WARNINGS

170/2016(T) MALAYSIA – Johor – Pengerang – Cable Repair Work.

Source: Ben Line Agencies (MALAYSIA) Sdn. Bhd.

1. ASIA AMERIKA GATEWAY SEGMENT 1B CABLE REPAIR WORK – 9 AUG TO 7 SEP 16
AT AREA BOUNDED BY:
(1) 01°17'.16N, 104°09'.33E.
(2) 01°17'.13N, 104°08'.78E.
(3) 01°16'.97N, 104°08'.81E.
(4) 01°17'.16N, 104°08'.97E.
(5) 01°17'.00N, 104°09'.00E.
(6) 01°17'.30N, 104°09'.49E.
(7) 01°17'.11N, 104°09'.45E.
(8) 01°16'.98N, 104°09'.80E.
(9) 01°16'.88N, 104°09'.68E.
 2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 8 SEP 16.
 3. CHART AFFECTED: MAL 6124
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171/2016(T) MALAYSIA – Sabah – NW Pulau Mangalum – Drilling Rig (TAD).

Source: Shell Exploration & Production.

1. TENDER ASSIST DRILLING RIG (TAD) – SKD ESPERANZA – MOVE FROM SINGAPORE TO MALIKAI TLP – 22 AUG 16 TO 21 JAN 18 AT 06°20'.91N, 115°06'.29E.
 2. WIDE BERTH OF 5 NM REQUESTED. CANCEL THIS NOTICE 22 JAN 18.
 3. CHART AFFECTED: MAL 864.
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172/2016(T) CANCEL NOTICE 151/2016(T).

173/2016(T) MALAYSIA – Sabah – W Pulau Layang-Layang – Drilling Operation.

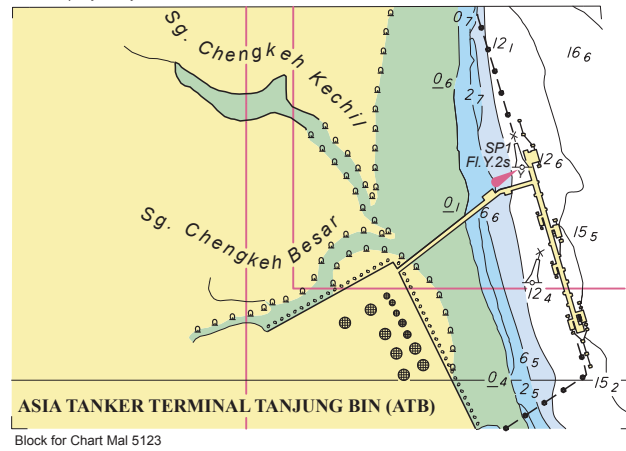
Source: Petronas Carigali Sdn. Bhd.

1. DRILLIND OPERATION – 1 SEP TO 4 NOV 16 AT 07°24'.12N, 113°13'.30E.
 2. WIDE BERTH OF REQUESTED. CANCEL THIS NOTICE 5 NOV 16.
 3. CHART AFFECTED: MAL 781 AND MAL 884.
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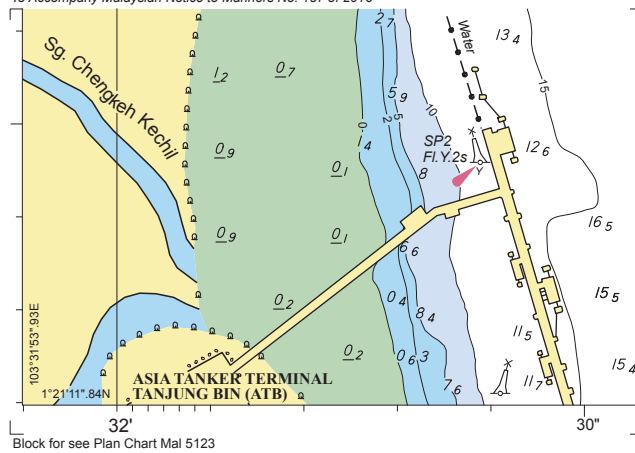
Source: HESS Exploration and Production MALAYSIA B.V.

1. SUBSEA SAFETY ISOLATION VALVE INSTALLATION AND SPOOIS TIE-IN WORK
– 1 SEP TO 19 OCT 16 AT AREA BOUNDED BY:
 - (a) RIG PLATFORM.
 - (1) 07°07'.18N, 103°22'.54E.
 - (2) 07°04'.84N, 103°27'.04E.
 - (3) 06°57'.30N, 103°27'.05E.
 - (b) PIPELINE ROUTE.
 - (1) 07°07'.97N, 103°25'.22E.
 - (2) 07°07'.97N, 103°25'.21E.
 - (3) 07°08'.00N, 103°25'.26E.
 - (4) 07°07'.98N, 103°25'.21E.
 - (5) 07°01'.64N, 103°17'.64E.
 2. WIDE BERTH OF REQUESTED. CANCEL THIS NOTICE 20 OCT 16.
 3. CHART AFFECTED: MAL 68.
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To Accompany Malaysian Notice to Mariners No. 157 of 2016



To Accompany Malaysian Notice to Mariners No. 157 of 2016



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.....