



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 03 of 2017
31ST MARCH 2017

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- II - Corrections to Charts.
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- IV - Correction of Malaysian Charts Catalogue 2017 (MAL 2)

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 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 515	58/2017, 59/2017(T), 60/2017(P), 71/2017(P), 72/2017*(T)	MAL 741	64/2017*, 73/2017*(T)
MAL 5307	67/2017*	MAL 750	70/2017*(T), 74/2017*(T)
MAL 540	68/2017	MAL 751	73/2017*(T)
MAL 5529	61/2017*	MAL 752	70/2017*(T), 74/2017*(T)
MAL 6	62/2017*	MAL 754	69/2017*(T), 70/2017*(T), 74/2017*(T)
MAL 6134	63/2017	MAL 8518	65/2017*
MAL 625	72/2017*(T)	MAL 864	62/2017*, 66/2017*, 69/2017*(T)
MAL 655	75/2017*(T)	MAL 865	62/2017*
MAL 68	75/2017*(T)	MAL 872	62/2017*
MAL 740	73/2017*(T)		

SECTION II

58/2017 INDONESIA – Sumatera – Selat Riau – Depth.

Source: Maritime and Port Authority of Singapore NM 20/2017.

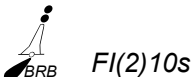
Chart MAL 515 (Last Correction 43/2017) WGS 84 DATUM

Insert	depth, 9, enclosed by 10m contour	(a)	01° 08'.48N, 104° 11'.43E
Delete	depth, 10, and associated 10m contour, close NW of:	(a) above	

59/2017(T) MALAYSIA – Johor – Beting Ramunia – Wreck and Buoy.

Source: Maritime and Port Authority of Singapore NM 27/2017(T).

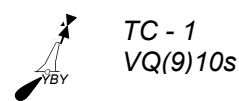
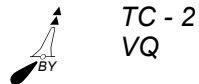
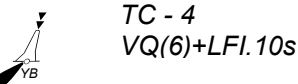
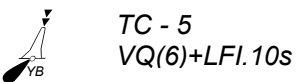
Chart MAL 515 (Last Correction 58/2017) WGS 84 DATUM

Insert	 		01° 25'.91N, 104° 27'.39E 01° 26'.22N, 104° 27'.58E
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60/2017(P) INDONESIA – Pulau Batam – Batu Berhanti – Buoys.

Source: Maritime and Port Authority of Singapore NM 26/2016P.

Chart MAL 515 (Last Correction 59/2017) WGS 84 DATUM

Insert	    		01° 12'.26N, 103° 53'.91E 01° 12'.49N, 103° 54'.10E 01° 13'.05N, 103° 55'.04E 01° 12'.27N, 103° 54'.16E 01° 12'.80N, 103° 55'.04E
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61/2017* Malaysia – Pulau Pinang – Pulau Jerejak – Block.

Source: National Hydrographic Centre.

Chart MAL 5529 (Last Correction NE/2016) WGS 84 DATUM

Insert	the accompanying block, centred on:	05° 20'.30N, 100° 18'.40E
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62/2017* Malaysia – Sabah – Platform.**Source: MV Seri Cenderawasih.**

Chart MAL 6 (Last Correction 44/2017) WGS 84 DATUM

Delete

06° 36'.87N, 115° 21'.57E

Chart MAL 864 (Last Correction 52/2017) WGS 84 DATUM

Delete

KBB

06° 36'.87N, 115° 21'.57E

Chart MAL 865 (Last Correction 93/2015) WGS 84 DATUM

Delete

KBB

06° 36'.87N, 115° 21'.57E

Chart MAL 872 (Last Correction 235/2016) WGS 84 DATUM

Delete

KBB

06° 36'.87N, 115° 21'.57E

63/2017 SINGAPORE – Changi East – Marina.**Source: British Admiralty Notice No. 1072/17*.**

Chart MAL 6134 (Last Correction NE/2016) WGS 84 DATUM

Delete

symbol, marina, SAF Yacht Club

01° 18'.99N, 104° 00'.97E

64/2017* MALAYSIA – Sarawak – Bintulu North-westwards – Platform.**Source: MV Seri Cenderawasih.**

Chart MAL 741 (Last Correction 50/2017) WGS 84 DATUM

Delete

03° 41'.40N, 112° 48'. 58E

65/2017* MALAYSIA – Sabah – Pulau Labuan – Anchorage area.**Source: National Hydrographic Centre.**

Chart MAL 8518 (Last Correction 56/2016) WGS 84 DATUM

Deletelimit of anchorage area, pecked line,
joining:

- | | | |
|-----|--------------|----------------------|
| (a) | 05° 12'.75N, | 115° 16'.66E(Border) |
| (b) | 05° 13'.18N, | 115° 16'.67E |
| (c) | 05° 12'.97N, | 115° 18'.47E |

66/2017* MISCELLANEOUS UPDATES TO CHARTS

Source: National Hydrographic Centre.

Chart MAL 864 (Last Correction 62/2017) WGS 84 DATUM

Insert	Magenta limit and chart number, MAL 8518, as follows:	(a)	05° 12'.75N,	115° 12'.98E
		(b)	05° 17'.94N,	115° 12'.98E
		(c)	05° 17'.94N,	115° 20'.98E
		(d)	05° 12'.75N,	115° 20'.98E
		(a)-(d) close		

67/2017* Malaysia – Selangor – Pulau Indah – Block.

Source: National Hydrographic Centre.

Chart MAL 5307 (Last Correction 230/2016) WGS 84 DATUM

Insert	the accompanying block, centred on:	02° 59'.30N, 101° 20'.10E
	the accompanying block, Source Classification centred on:	03° 02'.50N, 101° 19'.20E

Chart MAL 5307 (See Plan)

Insert	the accompanying block, centred on:	02° 59'.30N, 101° 20'.10E
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68/2017 Malaysia – Selangor – Permatang Angsa – Block.

Source: MSS – ENC Cell MS30F2TT.

Chart MAL 540 (Last Correction 215/2016) WGS 84 DATUM

Insert	the accompanying block, centred on:	03° 00'.00N, 101° 00'.00E
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SECTION III

NAVIGATIONAL WARNINGS

69/2017*(T) MALAYSIA – Sabah – Permatang Semarang – Underwater Pipelines Installation Work.

Source: Sabah Marine Department No. 06/2017(T).

1. UNDERWATER PIPELINES INSTALLATION WORK
– 08 MAR TO 17 MAY 17 AT AREA BOUNDED BY:

- (1) 05°33'.88N, 114°59'.11E.
- (2) 05°38'.13N, 114°53'.92E.
- (3) 05°37'.16N, 114°54'.01E..

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 18 MAY 17.

3. CHART AFFECTED: MAL 754 AND MAL 864.
-

70/2017*(T) MALAYSIA – Sarawak – Tanjong Baram – Underwater Pipeline Maintenance.

Source: Sarawak Marine Department No. 33/2017(T).

1. UNDERWATER PIPELINE MAINTENANCE – 07 MAR TO 18 SEP 17 AT POSITION AS FOLLOW:

- (1) 04°44'.48N, 113°44'.81E.
- (2) 04°44'.30N, 113°44'.87E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 19 SEP 17.

3. CHART AFFECTED: MAL 750, MAL 752 AND MAL 754.
-

71/2017(P) MALAYSIA – Singapore Strait – Survey and Oil Removal Operations.

Source: Maritime and Port Authority of Singapore NM 26/2017(P).

1. SURVEY AND OIL REMOVAL OPERATIONS – 08 MAR TO 15 MAY 17 AT AREA BOUNDED BY:

- (1) 01°12'.26N, 103°53'.91E.
- (2) 01°12'.49N, 103°54'.10E.
- (3) 01°13'.05N, 103°55'.04E.
- (4) 01°12'.27N, 103°54'.16E.
- (5) 01°12'.80N, 103°55'.04E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 16 MAY 17.

3. CHART AFFECTED: MAL 515.
-

72/2017*(T) MALAYSIA – Offshore Johor – Marine Route Survey Operation.

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

1. MARINE ROUTE SURVEY OPERATION – 25 MAR TO 30 APR 17 AT ROUTE ADJOINING:

- (1) 01°17'.73N, 104°21'.66E.
- (2) 01°18'.38N, 104°22'.48E.
- (3) 01°18'.51N, 104°22'.65E.
- (4) 01°20'.17N, 104°23'.77E.
- (5) 01°21'.50N, 104°25'.43E.
- (6) 01°21'.53N, 104°25'.66E.
- (7) 01°26'.61N, 104°33'.17E.

- (8) 01°26'.76N, 104°33'.26E.
- (9) 01°26'.95N, 104°33'.26E.
- (10) 01°29'.74N, 104°32'.21E.
- (11) 01°30'.68N, 104°31'.87E.
- (12) 01°36'.81N, 104°32'.10E.
- (13) 01°37'.45N, 104°32'.01E.
- (14) 01°39'.87N, 104°29'.78E.
- (15) 01°40'.15N, 104°29'.56E.
- (16) 02°20'.57N, 104°11'.92E.
- (17) 02°21'.41N, 104°11'.09E.
- (18) 02°22'.06N, 104°09'.65E.
- (19) 02°21'.60N, 104°04'.06E.
- (20) 02°21'.75N, 103°54'.09E.
- (21) 02°21'.73N, 103°54'.06E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 1 MAY 17.

3. CHART AFFECTED: MAL 515 AND MAL 625.

73/2017*(T) MALAYSIA – Sarawak – Mukah – Drilling Operation.

Source: Sarawak Marine Department No. 29/2017(T).

1. DRILLING OPERATION – 23 MAR TO 02 AUG 17 AT 03°49'.88N, 112°09'.70E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 03 AUG 17.

3. CHART AFFECTED: MAL 740, MAL 741 AND MAL 751.

74/2017*(T) MALAYSIA – Sarawak – Mukah – Underwater Pipe Installation Work.

Source: Petronas Carigali Sdn. Bhd.

1. UNDERWATER PIPE INSTALLATION WORK – 08 TO 16 APR 17 AT 04°44'.39N, 113°43'.71E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 17 APR 17.

3. CHART AFFECTED: MAL 750, MAL 752 AND MAL 754.

75/2017*(T) MALAYSIA – Offshore Terengganu – Drilling Operation.

Source: Sapura Kencana Energy.

1. DRILLING OPERATION – 12 MAR TO 21 MAY 17 AT 05°31'.15N, 105°37'.40E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 22 MAY 17.

3. CHART AFFECTED: MAL 655 AND MAL 68.

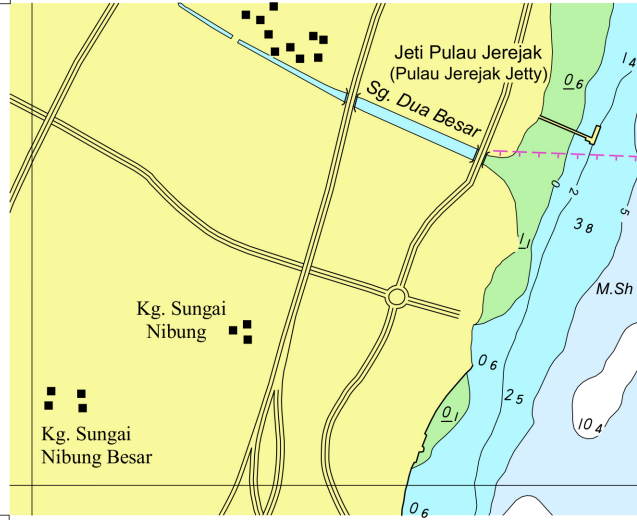
SECTION IV

CORRECTION OF MALAYSIAN CHARTS CATALOGUE 2017 (MAL 2)

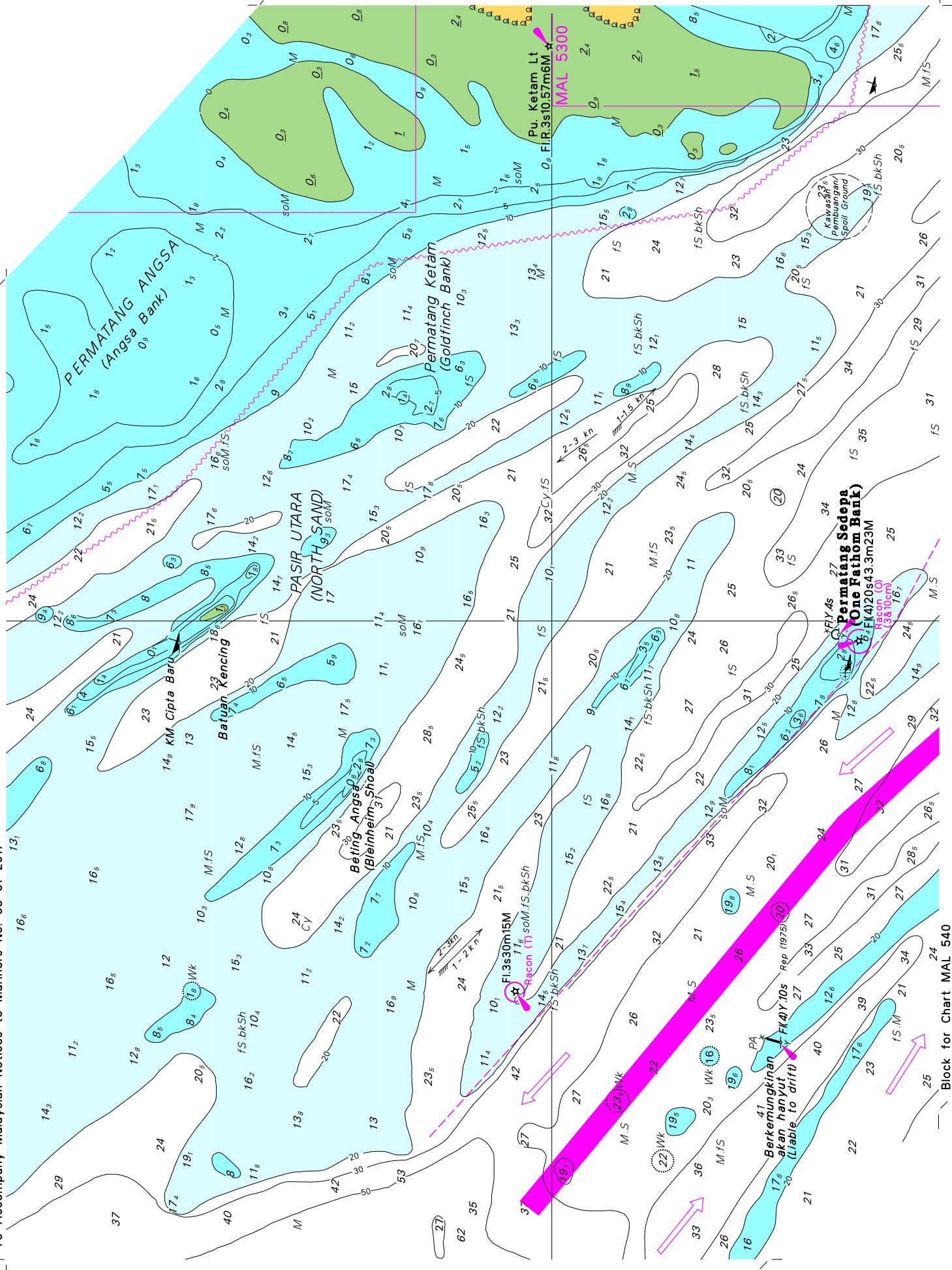
1. MAL 2 Malaysian Chart Catalogue hereby **amend**:

Chart No	Title	New Edition
MAL 5419	Sekitar Perairan Utara Selat Dinding	16 Sep 16
MAL 6134	Sekitar Perairan Timur Kuala Johor	01 Dec 16

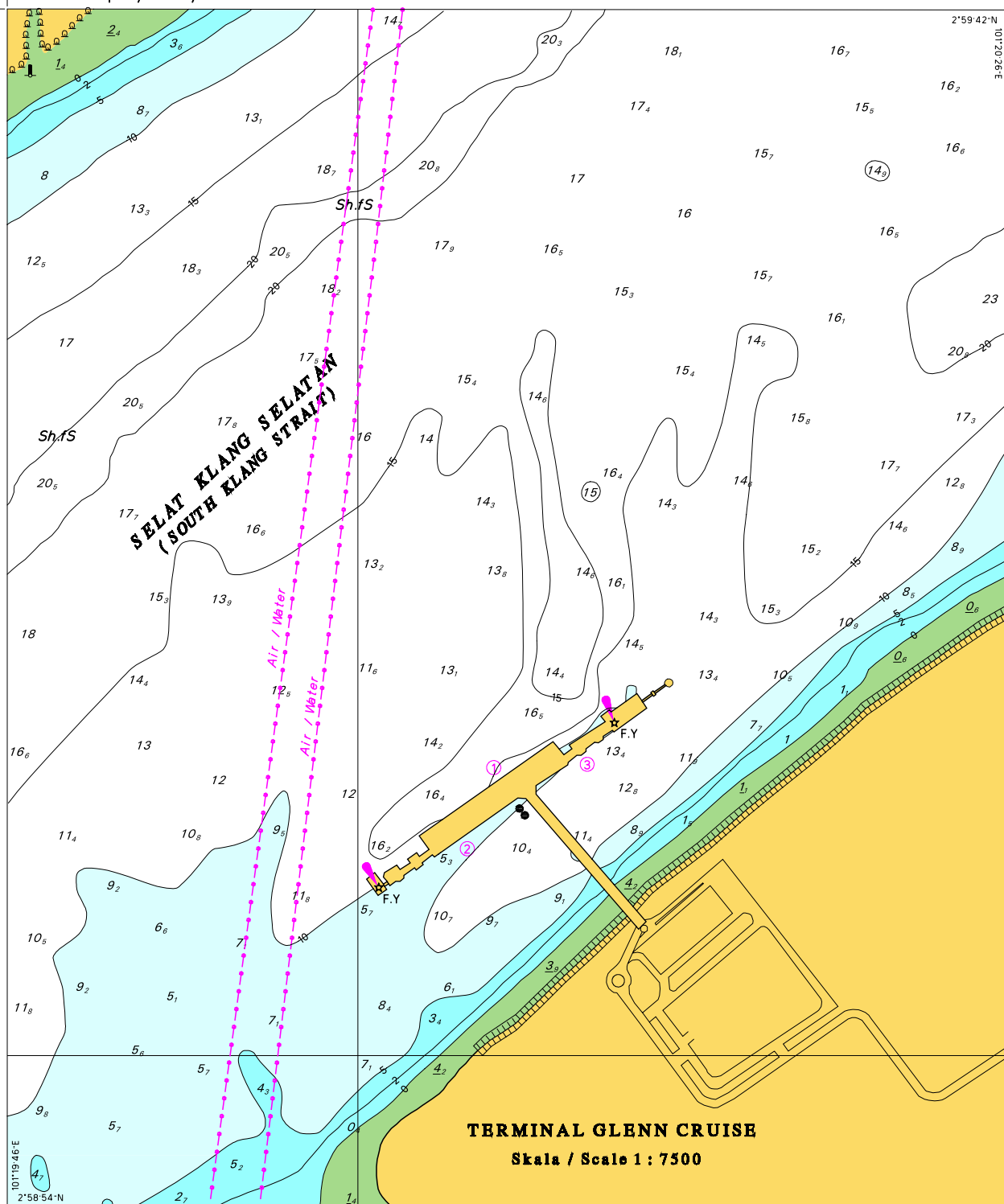
To Accompany Malaysian Notice to Mariners No. 61 of 2017



Block for Chart MAL 5529

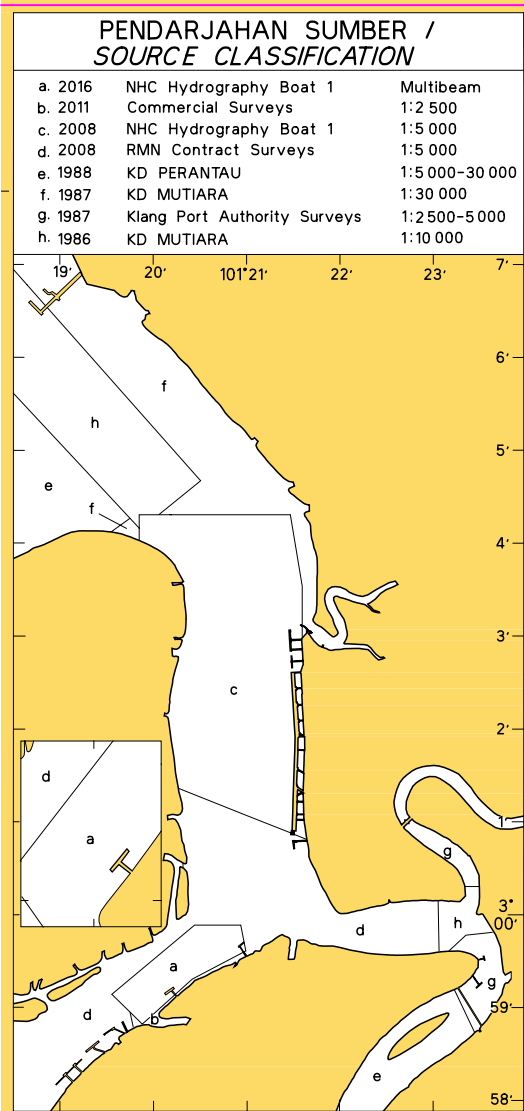


To Accompany Malaysian Notices to Mariners No. 67 of 2017

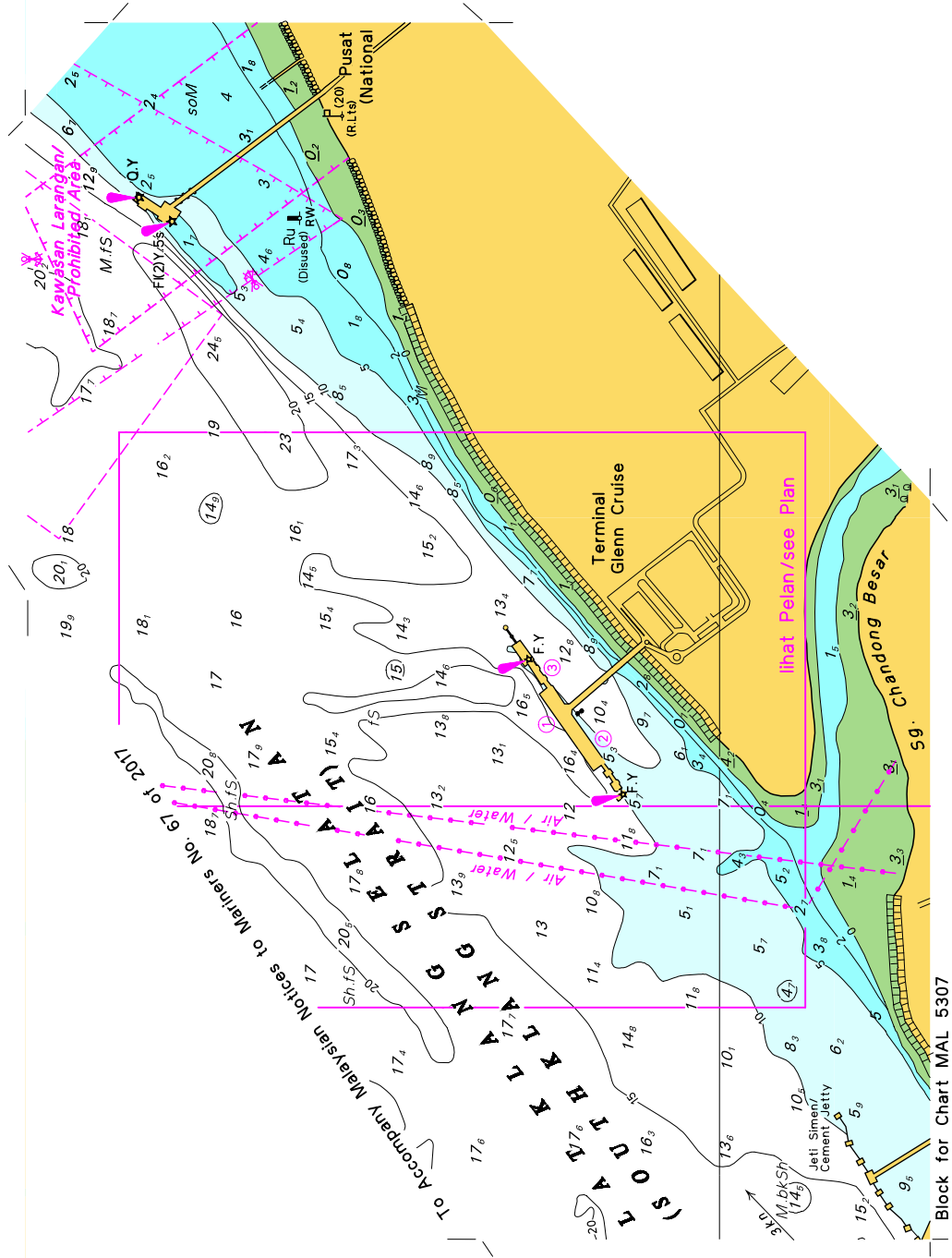


Block for Chart MAL 5307 (See Plan)

To Accompany Malaysian Notices to Mariners
No. 67 of 2017



Block for Chart MAL 5307



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.....