



# MALAYSIAN NOTICES TO MARINERS

Monthly Edition 06 of 2016  
30<sup>TH</sup> JUNE 2016

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- I - Explanatory Notes / Index of Charts Affected.
- II - Corrections to Charts.
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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: [ntm@hydro.gov.my](mailto: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.

<b>INDEX OF CHARTS AFFECTED</b>			
MAL 4508	123/2016	MAL 731	137/2016(T)
MAL 5	124/2016	MAL 7332	137/2016(T)
MAL 5129	125/2016	MAL 740	137/2016(T)
MAL 515	125/2016, 126/2016, 127/2016, 134/2016(T)	MAL 741	137/2016(T)
MAL 521	125/2016	MAL 750	137/2016(T)
MAL 54	125/2016	MAL 751	137/2016(T)
MAL 6	128/2016, 129/2016	MAL 752	137/2016(T)
MAL 6124	127/2016, 130/2016, 134/2016(T)	MAL 754	137/2016(T)
MAL 625	137/2016(T)	MAL 762	137/2016(T)
MAL 6416	136/2016(T)	MAL 781	135/2016(T), 137/2016(T)
MAL 645	136/2016(T), 137/2016(T)	MAL 8608	137/2016(T)
MAL 65	124/2016	MAL 8617	131/2016*
MAL 654	133/2016(T)	MAL 864	137/2016(T)
MAL 655	124/2016	MAL 865	137/2016(T)
MAL 7150	137/2016(T)	MAL 872	137/2016(T)
MAL 723	137/2016(T)	MAL 880	132/2016
MAL 7257	137/2016(T)		

**SECTION II**

**123/2016 SOUTH CHINA SEA – Coronation Bank – Rock.**

**Source: British Admiralty Notice No. 2405/16.**

Chart MAL 4508 (Last Correction 87/2016) WGS 84 DATUM

<b>Delete</b>			09° 20'.30N, 111° 45'.20E
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**124/2016 SOUTH CHINA SEA – Pulau-Pulau Anambas N – Duyong Field SE – Radar beacons.**

**Source: British Admiralty Notice No. 2861/16.**

Chart MAL 5 (Last Correction 108/2016) WGS 84 DATUM

<b>Insert</b>	radar beacon, Racon(U), at platform	04° 48'.60N,	105° 23'.50E
	radar beacon, Racon(N), at platform	04° 51'.30N,	105° 38'.60E

Chart MAL 65 (Last Correction 33/2016) WGS 84 DATUM

<b>Insert</b>	radar beacon, Racon(U), at platform	04° 48'.60N,	105° 23'.50E
	radar beacon, Racon(N), at platform	04° 51'.30N,	105° 38'.60E

Chart MAL 655 (Last Correction 79/2016) WGS 84 DATUM

<b>Insert</b>	radar beacon, Racon(U), at platform	04° 48'.60N,	105° 23'.50E
	radar beacon, Racon(N), at platform	04° 51'.30N,	105° 38'.60E

**125/2016 MALAYSIA – Johor – Malacca Strait – Buoys.**

**Source: Marine Department of Malaysia No.83/2013.**

Chart MAL 5129 (Last Correction 109/2016) WGS 84 DATUM

<b>Delete</b>			01° 24'.73N, 103° 07'.90E
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			01° 24'.71N, 103° 08'.32E
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Chart MAL 515 (Last Correction 110/2016) WGS 84 DATUM

<b>Delete</b>			01° 24'.73N, 103° 07'.90E
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			01° 24'.71N, 103° 08'.32E
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Chart MAL 521 (Last Correction 109/2016) WGS 84 DATUM

<b>Delete</b>	 Q	01° 24'.73N,	103° 07'.90E
	 Q(3)10s	01° 24'.71N,	103° 08'.32E

Chart MAL 54 (Last Correction 108/2016) WGS 84 DATUM

<b>Delete</b>	 Q	01° 24'.73N,	103° 07'.90E
	 Q(3)10s	01° 24'.71N,	103° 08'.32E

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**126/2016 INDONESIA – Pulau Bintan – Tg. Tondang – Wreck.**

**Source: Maritime and Port Authority of Singapore Edition No. 5/2016/502.**

Chart MAL 515 (Last Correction 125/2016) WGS 84 DATUM

<b>Replace</b>	 with 	01° 10'.62N,	104° 15'.94E
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**127/2016 SINGAPORE – Sentosa, Main Strait and Eastern Bunkering A Anchorage – Wrecks.**

**Source: British Admiralty Notice No. 2506/16\*.**

Chart MAL 515 (Last Correction 126/2016) WGS 84 DATUM

<b>Replace</b>	 Wk, with  Wk	01° 17'.76N,	104° 03'.60E
<b>Move</b>	 , from:	01° 12'.81N,	103° 54'.90E
	to:	01° 12'.87N,	103° 54'.96E

Chart MAL 6124 (Last Correction 111/2016) WGS 84 DATUM

<b>Replace</b>	 Wk, with  Wk	01° 17'.76N,	104° 03'.60E
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**128/2016 SOUTH CHINA SEA – Indonesia – Pulau Bunguran – T. Senubing – Light.**

**Source: British Admiralty Notice No. 2264/16.**

Chart MAL 6 (Last Correction 51/2016) WGS 84 DATUM



<b>Amend</b>	light to, Fl.4s88m26M	03° 57'.60N,	108° 24'.00E
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**129/2016 VIETNAM – South China Sea – Submarine Pipeline. Platform.**

**Source: British Admiralty Notice No. 2560/16.**

Chart MAL 6 (Last Correction 128/2016) WGS 84 DATUM

<b>Insert</b>		(a)	08° 33'.60N,	108° 46'.70E
	Submarine pipeline,  joining:		(a) above	
			08° 33'.20N,	108° 44'.30E
			08° 46'.40N,	108° 33'.80E
			08° 49'.96N,	108° 32'.32E
			(Border)	

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**130/2016 MALAYSIA – Johor – Tanjung Setapa – Light Buoys.**

**Source: Marine Department of Malaysia No.53/2016.**

Chart MAL 6124 (Last Correction 127/2016) WGS 84 DATUM

<b>Insert</b>	 <i>FI.G.3s MOLF 1</i>		01° 19'.88N,	104° 08'.16E
	 <i>FI.R.3s MOLF 2</i>		01° 19'.88N,	104° 07'.96E
	 <i>FI(2).G.10s MOLF 3</i>		01° 20'.06N,	104° 08'.23E
	 <i>FI(2).R.10s MOLF 4</i>		01° 20'.13N,	104° 08'.06E
	 <i>FI.Y.5s MOLFSY</i>		01° 20'.34N,	104° 08'.35E

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**131/2016\* MALAYSIA – Sandakan – Permatang Bai – Beacon.**

**Source: National Hydrographic Centre.**

Chart MAL 8617 (Last Correction 41/2016) WGS 84 DATUM

<b>Delete</b>			05° 47'.03N,	118° 05.46E
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**132/2016 PHILIPPINE ISLANDS – Balabac Island and Balabac Strait – Depths.**

**Source: British Admiralty Notice No. 4104/16.**

Chart MAL 880 (Last Correction 119/2016) WGS 84 DATUM

<b>Insert</b>	depth, <b>19<sub>2</sub></b> , enclosed by 20m contour	(a)	07° 52'.11N,	117° 19.40E
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depth, <b>91</b> , enclosed by 100m contour		07° 43'.79N,	116° 44.76E
depth, <b>74</b>	(b)	07° 42'.95N,	116° 50'.33E
depth, <b>68</b>	(c)	07° 42'.41N,	116° 53'.90E

100m contour to enclose (b) and (c) above

**Delete**

depth, **27** close NW of: (a) above

depth, **146**, close NW of: (c) above

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### SECTION III

#### NAVIGATIONAL WARNINGS

**133/2016(T) MALAYSIA – Terengganu – Setiu – Construction of New Jetty.**

**Source: Marine Department of Malaysia No.57/2016(T).**

1. CONSTRUCTION OF NEW JETTY – 1 JUN TO 2 AUG 16 AT AREA BOUNDED BY:
    - (1) 05°34'.52N, 102°52'.05E.
    - (2) 05°34'.31N, 102°52'.43E.
    - (3) 05°33'.86N, 102°52'.17E.
    - (4) 05°34'.08N, 102°52'.80E.
  2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 3 AUG 16.
  3. CHART AFFECTED: MAL 654.
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**134/2016(T) MALAYSIA – Johor – Tanjung Ayam – Underwater Cable Repair and Maintenance.**

**Source: Marine Department of Malaysia No.58/2016(T).**

1. UNDERWATER CABLE REPAIR AND MAINTENANCE – 14 JUN TO 14 JUL 16 AT AREA BOUNDED BY:
    - (1) 01°18'.23N, 104°13'.64E.
    - (2) 01°18'.38N, 104°14'.24E.
    - (3) 01°18'.36N, 104°15'.32E.
    - (4) 01°18'.04N, 104°15'.24E.
    - (5) 01°18'.05N, 104°14'.24E.
    - (6) 01°17'.92N, 104°13'.72E.
  2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 15 JUL 16.
  3. CHART AFFECTED: MAL 515 AND MAL 6124.
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**135/2016(T) MALAYSIA – Sabah – Permatang Samarang – Drilling Operation.**

**Source: Petronas Carigali Sdn. Bhd.**

1. DRILLING OPERATION – 29 JUN TO 27 AUG 16 AT 05°51'.56N, 114°27'.96E.
  2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 28 AUG 16.
  3. CHART AFFECTED: MAL 781.
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**136/2016(T) MALAYSIA – Terengganu – Pelabuhan Kemaman – Maintenance Dredging and Dumping Activities.**

**Source: Marine Department of Malaysia No.60/2016(T).**

1. MAINTENANCE DREDGING AND DUMPING ACTIVITIES – 13 JUN TO 18 SEP 16 AT AREA BOUNDED BY:
  - (a) DREDGING:
    - (1) 04°12'.08N, 103°31'.90E.
    - (2) 04°12'.68N, 103°32'.00E.
    - (3) 04°13'.11N, 103°31'.07E.
    - (4) 04°12'.94N, 103°29'.83E.
    - (5) 04°13'.73N, 103°29'.26E.

- (6) 04°13'.57N, 103°29'.13E.
- (7) 04°14'.28N, 103°28'.64E.
- (8) 04°14'.31N, 103°28'.25E.
- (9) 04°14'.97N, 103°28'.14E.
- (10) 04°14'.77N, 103°27'.95E.

(b) DUMPING GROUND:

- (1) 04°12'.50N, 103°35'.50E.
- (2) 04°12'.00N, 103°35'.50E.
- (3) 04°12'.50N, 103°35'.02E.
- (4) 04°12'.00N, 103°35'.02E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 19 SEP 16.

3. CHART AFFECTED: MAL 6416 AND 645.

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**137/2016(T) MALAYSIA – Johor, Sarawak, Sabah and Pahang – Pre-Lay Grapnel Run and Route Clearance (SKR1M).**

**Source: Optic Marine Services Sdn. Bhd.**

1. PRE-LAY GRAPNEL RUN AND ROUTE CLEARANCE – 12 JUL TO 30 NOV 16 AT AREA BOUNDED BY:

(a) SEGMENT S1 - MERSING.

- (1) 02°25'.35N, 104°05'.89E.
- (2) 02°25'.39N, 104°06'.19E.
- (3) 02°30'.08N, 104°19'.06E.
- (4) 02°30'.69N, 104°19'.52E.
- (5) 02°31'.59N, 104°22'.39E.
- (6) 02°33'.96N, 104°31'.82E.
- (7) 02°34'.57N, 104°32'.32E.
- (8) 02°35'.74N, 104°33'.81E.
- (9) 02°37'.16N, 104°38'.13E.
- (10) 02°38'.91N, 104°46'.38E.
- (11) 02°40'.88N, 104°53'.55E.
- (12) 02°41'.33N, 104°54'.54E.
- (13) 02°42'.10N, 104°55'.13E.

(b) SEGMENT S1 - KUCHING.

- (1) 02°19'.61N, 109°43'.20E.
- (2) 02°02'.60N, 109°50'.60E.
- (3) 02°01'.03N, 109°52'.37E.
- (4) 01°58'.22N, 110°13'.70E.
- (5) 01°57'.75N, 110°14'.94E.
- (6) 01°54'.61N, 110°18'.91E.
- (7) 01°53'.26N, 110°21'.52E.
- (8) 01°52'.76N, 110°21'.98E.
- (9) 01°46'.77N, 110°23'.06E.
- (10) 01°46'.34N, 110°23'.02E.
- (11) 01°43'.21N, 110°21'.47E.
- (12) 01°42'.93N, 110°21'.31E.

(c) SEGMENT S2 – KUCHING-BINTULU.

- (1) 01°53'.74N, 110°28'.87E.
- (2) 03°12'.85N, 111°03'.36E.
- (3) 03°44'.19N, 111°26'.02E.
- (4) 03°53'.22N, 112°03'.55E.
- (5) 03°48'.85N, 112°21'.49E.
- (6) 03°33'.12N, 112°37'.00E.
- (7) 03°30'.61N, 112°47'.04E.
- (8) 03°28'.92N, 112°56'.27E.
- (9) 03°23'.42N, 113°02'.60E.



(10) 03°23.32N, 113°03'.94E.

(d) SEGMENT S3 – BINTULU-MIRI.

- (1) 03°20.86N 113°05.23E.
- (2) 03°26.28N 113°03.28E.
- (3) 03°34.73N 113°04.68E.
- (4) 04°10.13N 113°08.88E.
- (5) 04°15.40N 113°28.47E.
- (6) 04°14.12N 113°47.02E.

(e) SEGMENT S4 – MIRI-KOTA KINABALU.

- (1) 04° 20.96N 113° 53.49E.
- (2) 04° 15.84N 113° 45.36E.
- (3) 04° 22.52N 113° 40.21E.
- (4) 04° 37.62N 113° 33.64E.
- (5) 04° 44.29N 113° 39.74E.
- (6) 05° 07.61N 113° 40.48E.
- (7) 05° 50.97N 114° 57.00E.
- (8) 05° 56.31N 115° 13.15E.
- (9) 05° 51.98N 115° 37.71E.
- (10) 05° 55.63N 116° 01.40E.

(f) SEGMENT S5 – KOTA KINABALU.

- (1) 05°41.05N 110° 11.84E.
- (2) 05°43.62N 110° 22.55E.
- (3) 06°22.68N 111° 05.91E.
- (4) 06°25.02N 112° 37.40E.
- (5) 06°09.67N 114° 50.02E.
- (6) 06°05.03N 115° 03.28E.
- (7) 05°59.02N 115° 31.60E.
- (8) 05°56.55N 116° 01.67E.

(g) SEGMENT S5 – CHERATING.

- (1) 04 06.15N 103°25.36E.
- (2) 04 05.08N 103°35.62E.
- (3) 04 04.89N 103°39.08E.
- (4) 04 09.93N 103°46.42E.
- (5) 04 18.09N 104°26.26E.
- (6) 04 20.50N 104°01.36E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 1 DES 16.

3. CHART AFFECTED: MAL 625, MAL 645, MAL 7150, MAL 723, MAL 7257, MAL 731, MAL 7332,  
MAL 740, MAL 741, MAL 750, MAL 751, MAL 752, MAL 754, MAL 762,  
MAL 781, MAL 8608, MAL 864, MAL 865, AND MAL 872.

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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 berecognised 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 receive 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 list 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.	<b>NAME OF PORT</b>
2.	<b>GENERAL REMARKS</b>  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.	<b>ANCHORAGES</b>  Designation, depths holding ground, shelter afforded
4.	<b>PILOTAGE</b>  Authority for requests. Embarkation position. Regulations.
5.	<b>DIRECTIONS</b>  Entry and berthing information Tidal Streams. Navigational aids
6.	<b>TUGS</b>  Number available and max. hp.
7.	<b>WHARVES</b>  Names, number or positions. Lengths. Depth alongside. Height above Chart Datum Facilities available
8.	<b>CARGO HANDLING</b>  Container, lighters, Ro – Ro etc.
9.	<b>CRANES</b>  Brief details and max. capacity
10.	<b>REPAIRS</b>  Hull, machinery and underwater. Ship and boat yards. Docking or shipping facilities. Gives sizes of vessels handled or dimensions. Hard and ramps. Divers.
11.	<b>RESCUE AND DISTRESS</b>  Salvage, lifeboat Coastguard, etc.
12.	<b>SUPPLIES</b>  Fuel with type and quantities available

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

Signature of observer/reporter.....