



# MALAYSIAN NOTICES TO MARINERS

Monthly Edition 03 of 2016  
31<sup>ST</sup> MARCH 2016

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- 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, Malaysian 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 5	84/2016(T)	MAL 6416	78/2016
MAL 5129	71/2016	MAL 6441	79/2016
MAL 515	71/2016	MAL 645	79/2016, 84/2016(T)
MAL 521	71/2016	MAL 65	84/2016(T)
MAL 5239	72/2016	MAL 655	79/2016
MAL 532	72/2016	MAL 68	80/2016(T)
MAL 54	71/2016	MAL 7139	81/2016
MAL 5529	73/2016(T)	MAL 7215	82/2016(T)
MAL 5622	74/2016	MAL 723	83/2016(T)
MAL 5630	74/2016, 75/2016	MAL 750	85/2016(T)
MAL 565	75/2016	MAL 751	85/2016(T)
MAL 58	75/2016	MAL 752	85/2016(T)
MAL 6	85/2016(T), 86/2016(T)	MAL 754	85/2016(T)
MAL 6124	76/2016	MAL 762	85/2016(T)
MAL 6134	76/2016	MAL 781	86/2016(T)
MAL 625	76/2016, 84/2016(T)	MAL 864	86/2016(T)
MAL 6359	77/2016		

**SECTION II**

**71/2016 MALAYSIA – Malacca Strait – Permatang Alur Mudah – Racon.**

**Source: Marine Department of Malaysia No 32/2016.**

Chart MAL 5129 (Last Correction 26/2016) WGS 84 DATUM


**Insert**  Racon (O) 01° 25'.22N, 103° 11'.22E  
Notice No. 112/2015(T) is hereby cancelled

Chart MAL 515 (Last Correction 47/2016) WGS 84 DATUM


**Insert**  Racon (O) 01° 25'.22N, 103° 11'.22E  
Notice No. 112/2015(T) is hereby cancelled

Chart MAL 521 (Last Correction 148/2015) WGS 84 DATUM



**Insert**  Racon (O) 01° 25'.22N, 103° 11'.22E  
Notice No. 112/2015(T) is hereby cancelled








Chart MAL 54 (Last Correction 27/2016) WGS 84 DATUM

**Insert**  Racon (O) 01° 25'.22N, 103° 11'.22E  
Notice No. 112/2015(T) is hereby cancelled

**72/2016 MALAYSIA – Sekitar Perairan Port Dickson – Mooring Bouy, Pipeline and Depth.**

**Source: Petron Refining and Marketing Berhad.**

Chart MAL 5239 (Last Correction 133/2015) WGS 84 DATUM

**Delete**  *Fl* (4) *Y*.15s 02°30'.27N, 101°45'.19E  
 *F*.*Y*, close SW of:  
 *F*.*Y*, close SE of:  
 *F*.*Y*, close SE of:  
 *Fl* (2+1)*Y*.10s, close SE of:  
 *F*.*Y*, close SE of:  
 Pipeline,  joining: (a) 02°30'.17N, 101°45'.26E

- (b) 02°30'.29N, 101°46'.62E
- (c) 02°29'.97N, 101°47'.38E
- (d) 02°29'.94N, 101°47'.68E
- (e) 02°29'.99N, 101°47'.89E
- (f) 02°31'.00N, 101°49'.41E


**Substitute** depth, 12<sub>7</sub> for 12<sub>1</sub> 02°32'.06N, 101°46'.70E

Chart MAL 5239 (See Plan) WGS 84 DATUM

**Insert** *Fl.Q.R* 02°31'.36N, 101°47'.24E

**Amend** light to, Fl.W.5s5M 02°31'.82N, 101°47'.11E

Chart MAL 532 (Last Correction 26/2016) WGS 84 DATUM

**Delete** Pipeline,  joining:

- (a) 02°30'.17N, 101°45'.26E
- (b) 02°30'.29N, 101°46'.62E
- (c) 02°29'.97N, 101°47'.38E
- (d) 02°29'.82N, 101°47'.61E
- (e) 02°29'.99N, 101°47'.89E
- (f) 02°31'.00N, 101°49'.41E



*F.Y No 1*


02°30'.20N, 101°45'.14E

**73/2016(T) MALAYSIA – Pelabuhan Pulau Pinang – Light Buoys.**

**Source: Marine Department of Malaysia No. 30/2016.**

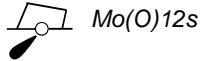
Chart MAL 5529 (Last Correction 113/2014) WGS 84 DATUM

**Insert**  *Mo(O)12s* 05° 28'.21N, 100° 19'.00E

 *Mo(O)12s* 05° 28'.22N, 100° 19'.70E

 *Mo(O)12s* 05° 27'.27N, 100° 20'.01E

 *Mo(O)12s* 05° 26'.24N, 100° 20'.33E



05° 25'.89N, 100° 19'.90E

**74/2016 MALAYSIA – Kedah – Langkawi – Tg. Chawat – Light Buoy.**

**Source: Marine Department of Malaysia No. 24/2016.**

Chart MAL 5622 (Last Correction 31/2016) WGS 84 DATUM

**Insert**



*Fl.G.5s 5m 5M*

06° 17'.60N, 099° 51'.65E

Chart MAL 5630 (Last Correction 60/2016) WGS 84 DATUM

**Insert**



*Fl.G.5s 5m 5M*

06° 17'.60N, 099° 51'.65E

**75/2016 Malaysia – Pulau Langkawi – Kuala Kedah – Light Buoys.**

**Source: Marine Department of Malaysia No. 25, 29/2016.**

Chart MAL 58 (Last Correction 60/2016) WGS 84 DATUM

**Delete**



*Fl.Y.10s  
Enggang 1Y*

06° 14'. 20N, 099° 53'. 40E



*Fl(4)Y.10s  
Enggang 2Y*

06° 15'. 00N, 099° 53'. 50E



*Fl.Y.10s  
Kuala Kedah 1Y*

06° 05'. 50N, 100° 14'. 70E



*Fl(4)Y.10s  
Kuala Kedah 2Y*

06° 04'. 90N, 100° 14'. 30E

Chart MAL 565 (Last Correction 60/2016) WGS 84 DATUM

**Delete**



*Fl.Y.10s  
Enggang 1Y*

06° 14'. 20N, 099° 53'. 40E



*Fl(4)Y.10s  
Enggang 2Y*

06° 15'. 00N, 099° 53'. 50E



*Fl.Y.10s  
Kuala Kedah 1Y*

06° 05'. 50N, 100° 14'. 70E



*Fl(4)Y.10s  
Kuala Kedah 2Y*

06° 04'. 90N, 100° 14'. 30E

Chart MAL 5622 (Last Correction 74/2016) WGS 84 DATUM

<b>Delete</b>	 FI.Y.10s Enggang 1Y	06° 14'. 20N,	099° 53'. 40E
	 FI(4)Y.10s Enggang 2Y	06° 15'. 00N,	099° 53'. 50E

Chart MAL 5630 (Last Correction 74/2016) WGS 84 DATUM

<b>Delete</b>	 FI.Y.10s Enggang 1Y	06° 14'. 20N,	099° 53'. 40E
	 FI(4)Y.10s Enggang 2Y	06° 15'. 00N,	099° 53'. 50E

**76/2016 MALAYSIA – Johor – Tg. Pengelih and Mersing – Light Beacons.**

**Source: Marine Department of Malaysia No. 15/2016.**

Chart MAL 6124 (Last Correction 32/2016) WGS 84 DATUM

<b>Insert</b>	 FI.R	01° 22'.24N,	104° 05'.34E
	 FI.G	01° 22'.23N,	104° 05'.30E

Chart MAL 6134 (Last Correction 185/2015) WGS 84 DATUM

<b>Insert</b>	 FI.R	01° 22'.24N,	104° 05'.34E
	 FI.G	01° 22'.23N,	104° 05'.30E

Chart MAL 6134 (See Plan) WGS 84 DATUM

<b>Insert</b>	 FI.R.5s	01° 22'.24N,	104° 05'.34E
	 FI.G.5s	01° 22'.23N,	104° 05'.30E

Chart MAL 625 (Last Correction 200/2015) WGS 84 DATUM

<b>Insert</b>	 FI.G	02° 26'.09N,	103° 50'.34E
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**77/2016 MALAYSIA – Pahang – Sungai Kuantan – Buoy.**

**Source: Marine Department of Malaysia Notice No. 28/2016.**

Chart MAL 6359 (Last Correction 136/2015) WGS 84 DATUM

**Move**  *FL.G.10s* from: 03° 47'.22N, 103° 21'.30E  
to: 03° 47'.01N, 103° 21'.35E

Notice No. 48/2014(T) is hereby cancelled

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**78/2016 MALAYSIA – Terengganu – Sungai Kemaman – Buoy.**

**Source: Marine Department of Malaysia Notice No. 26/2016.**

Chart MAL 6416 (Last Correction 217/2015) WGS 84 DATUM

**Move**  *Fl.R.5s Outer* from: 04° 14'.58N, 103° 26'.15E  
to: 04° 14'.60N, 103° 26'.25E

Notice No. 30/2014(T) is hereby cancelled

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**79/2016 Malaysia – Terengganu – Approaches to Paka – Kerteh – Sea Buoy.**

**Source: Marine Department of Malaysia Notice No. 27/2016.**

Chart MAL 6441 (Last Correction 53/2016) WGS 84 DATUM

**Delete**  *Fl.10s8M* 04° 31'.99N, 103° 33'.90E

**Insert**  *LFl.10s* 04° 32'.00N, 103° 34'.00E

Chart MAL 645 (Last Correction 53/2016) WGS 84 DATUM

**Delete**  *Fl.10s8M* 04° 32'.00N, 103° 34'.00E

**Insert**  *LFl.10s* 04° 32'.00N, 103° 34'.00E

Chart MAL 655 (Last Correction 123/2014) WGS 84 DATUM

**Delete**  *Fl.10s8M* 04° 32'.00N, 103° 34'.00E


**Insert**  *LFl.10s* 04° 32'.00N, 103° 34'.00E

80/2016(T) MALAYSIA – Terengganu – Laut China Selatan – Platform. Submarine Pipeline.

Source: Hess Exploration & Production Malaysia B.V. dated 1<sup>ST</sup> Mar 2016.

Chart MAL 68 (Last Correction 48/2016) WGS 84 DATUM

Insert	 RWHP KESUMBA	(a)	06° 57'.30N,	103° 27'.05E
	 RWHP BERGADING C	(b)	07° 07'.18N,	103° 22'.54E
	 RWHP BERGADING D	(c)	07° 04'.84N,	103° 27'.04E

submarine pipeline,  joining:

(a) start	
07° 07'.97N,	103° 25'.22E
(end)	
(b) start	
07° 07'.97N,	103° 25'.21E
(end)	
(c) start	
07° 08'.00N,	103° 25'.26E
(end)	
(d)07° 07'.98N,	103° 25'.21E
(e)07° 01'.64N,	103° 17'.64E

81/2016 MALAYSIA – Sarawak – Tg. Renard – Light Beacon.

Source: Sarawak Marine Department No. 22/2016\*.

Chart MAL 7139 (Last Correction 86/2012) WGS 84 DATUM

Move	 Q.G.15m4M from:	01°35'.51N,	110°27'.67E
	to:	01°35'.51N,	110°27'.65E

82/2016(T) MALAYSIA – Sarawak – Tg. Sebulal – Wk Bouy.

Source: Sarawak Marine Department No. 20/2016(T).

Chart MAL 7215 (Last Correction 54/2016) WGS 84 DATUM

Delete	 FI(2)10s	02°06'.38N,	111°19'.03E
Insert	 FI(2)10s	02°08'.24N,	111°15'.41E



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**83/2016(T) MALAYSIA – Sarawak – Kuala Sematan – Fairway Beacon.**

**Source: Sarawak Marine Department No. 21/2016(T).**

Chart MAL 723 (Last Correction 34/2016) WGS 84 DATUM

**Insert**

legend, (**collapsed**) for  
Fairway Beacon, *Fl. 10s*

01°50'.00N, 109°47'.57E

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SECTION III

NAVIGATIONAL WARNINGS

**84/2016(T) MALAYSIA – Mersing And Kemaman – Underwater Cable Route Survey (SKR1M).**

**Source: Marine Department of Malaysia Notice No. 21/2016(T).**

1. UNDERWATER CABLE ROUTE SURVEY (SKR1M) - 14 FEB TO 30 APR 16 AT AREA BOUNDED BY:
  - (A) SURVEY COORDINATE MERSING SEGMENT.
    - (1) 02° 25'.35N, 104° 05'.89E.
    - (2) 02° 30'.08N, 104° 19'.06E.
    - (3) 02° 31'.59N, 104° 22'.39E.
    - (4) 02° 34'.57N, 104° 32'.32E.
    - (5) 02° 38'.91N, 104° 46'.38E.
    - (6) 02° 42'.10N, 104° 55'.13E.
  - (B) SURVEY COORDINATE CHERATING SEGMENT.
    - (1) 04° 06'.15N, 103° 25'.36E.
    - (2) 04° 05'.78N, 103° 29'.21E.
    - (3) 04° 04'.89N, 103° 37'.19E.
    - (4) 04° 08'.30N, 103° 41'.63E.
    - (5) 04° 14'.79N, 104° 07'.67E.
    - (6) 04° 19'.16N, 104° 49'.20E.

2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 01 MAY 16.

3. CHART AFFECTED: MAL 5, MAL 625, MAL 645, AND MAL 65.

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**85/2016(T) MALAYSIA – Sarawak - Miri – Installation of Gas Pipelines.**

**Source: Sarawak Marine Department Notice No. 27/2016(T).**

1. INSTALLATION OF GAS PIPELINES - 22 MAR TO 22 SEP 16 AT POSITION AS FOLLOW:
    - (1) 04° 44'.40N, 113° 43'.71E.
    - (2) 04° 26'.27N, 113° 48'.12E.
    - (3) 04° 18'.36N, 112° 43'.92E.
  2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 23 SEP 16.
  3. CHART AFFECTED: MAL 6, MAL 750, MAL 751, MAL 752, MAL 754 AND MAL762.
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**86/2016(T) MALAYSIA – South China Sea – Firing Exercise.**

**Source: Royal Malaysia Navy.**

1. FIRING EXERCISE - 9 MAR TO 20 MAY 16 AT POSITION AS FOLLOW:
    - (1) 06° 40'.00N, 114° 25'.00E.
    - (2) 06° 40'.00N, 114° 55'.00E.
    - (3) 06° 20'.00N, 114° 25'.00E.
    - (4) 06° 20'.00N, 114° 55'.00E.
  2. WIDE BERTH OF 5 NM REQUESTED. CANCEL THIS NOTICE 21 MAY 16.
  3. CHART AFFECTED: MAL 6, MAL 781, AND MAL 864.
-

**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 be 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 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.....