



# MALAYSIAN NOTICES TO MARINERS

Monthly Edition 08 of 2017  
31<sup>st</sup> AUGUST 2017

## CONTENTS

- 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: [nhc@hydro.gov.my](mailto: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.

<b>INDEX OF CHARTS AFFECTED</b>			
MAL 5	149*/2017	MAL 654	163(T)*/2017
MAL 5230	165(T)*/2017	MAL 655	163(T)*/2017
MAL 5239	165(T)*/2017	MAL 68	162(T)*/2017, 163(T)*/2017
MAL 5300	149*/2017	MAL 7317	155/2017, 159(T)*/2017
MAL 532	149*/2017, 161(T)*/2017, 165(T)*/2017	MAL 7332	155/2017, 159(T)*/2017
MAL 54	161(T)*/2017	MAL 741	156*/2017
MAL 540	161(T)*/2017	MAL 750	164(T)*/2017
MAL 5416	151*/2017	MAL 751	156*/2017, 164(T)*/2017
MAL 5425	151*/2017	MAL 754	164(T)*/2017
MAL 5529	152*/2017	MAL 762	164(T)*/2017
MAL 5625	153*/2017	MAL 8503	157*/2017
MAL 5630	153*/2017	MAL 8553	158*/2017, 160(T)*/2017
MAL 565	150*/2017, 153*/2017	MAL 8617	158*/2017, 160(T)*/2017
MAL 6124	154*/2017		

**SECTION II**  
**CORRECTIONS TO CHARTS**

**149\*/2017 MALAYSIA – Selangor – Tg. Rhu – Light.**

**Source: Marine Department of Malaysia No. 53/2017.**

Chart MAL 5 (Last Correction 124/2017) WGS 84 DATUM

**Amend** range of light to, 15M 02° 50'.35N, 101° 17'.05E

Chart MAL 5300 (Last Correction 110/2017) WGS 84 DATUM

**Amend** range of light to, 15M 02° 50'.35N, 101° 17'.05E

Chart MAL 532 (Last Correction 138/2017) WGS 84 DATUM

**Amend** range of light to, 15M 02° 50'.35N, 101° 17'.05E

**150\*/2017 MALAYSIA – Kedah – Kuala Perlis, N Ko Tarutao – Geographical Name, Depth.**

**Source: National Hydrographic Centre.**

Chart MAL 565 (Last Correction 79/2017) WGS 84 DATUM

**Delete** Batuan Layang(9) 06° 20'.71N, 100° 08'.51E

**Replace** depth,  $\textcircled{13}^R$  with depth,  $\textcircled{13}^R$  06° 50'.61N, 099° 36'.73E

**151\*/2017 Malaysia – Perak – Sungai Manjung (Dinding) – Tidal streams. Light.**

**Source: National Hydrographic Centre.**

Chart MAL 5416 (Last Correction 129/2017) WGS 84 DATUM

**Insert** the accompanying block, *Tidal Streams*  
centred on: 04° 14'.20N, 100° 39'.45E



04° 14'.77N, 100° 38'.82E

Chart MAL 5425 (Last Correction 129/2017) WGS 84 DATUM

**Insert** the accompanying block, *Tidal Streams*  
centred on: 04° 24'.70N, 100° 36'.50E

**Delete**  04° 15'.31N, 100° 34'.45E

**152\*/2017 Malaysia – Pulau Pinang – Permatang Tengah – Light.**

**Source: Marine Department of Malaysia No.66/2011.**

Chart MAL 5529 (Last Correction 87/2017) WGS 84 DATUM

**Amend** light to, Fl.G.2s12m5M 05° 22'.47N, 100° 19'.54E

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**153\*/2017 MALAYSIA – Perlis – Kuala Perlis – Light buoy.**

**Source: Marine Department of Malaysia No. 52/2017.**

**Note: Notice 184/2016(T) is cancelled.**

Chart MAL 5625 (Last Correction 184/2016) WGS 84 DATUM

**Move**  Fl.G.4s from: 06° 24'.03N, 100° 05'.88E  
to: 06° 24'.05N, 100° 05'.97E

Chart MAL 5630 (Last Correction 131/2017) WGS 84 DATUM

**Move**  Fl.G.4s from: 06° 24'.19N, 100° 05'.77E  
to: 06° 24'.05N, 100° 05'.97E

Chart MAL 565 (Last Correction 150/2017) WGS 84 DATUM

**Move**  Fl.G.4s from: 06° 24'.15N, 100° 05'.67E  
to: 06° 24'.05N, 100° 05'.97E

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**154\*/2017 Malaysia – Johor – Terminal Pengerang – Lights.**

**Source: DIALOG Pengerang Marine Operations Sdn Bhd.**

Chart MAL 6124 (Last Correction 140/2017) WGS 84 DATUM

**Amend** light to, Fl.G.5s 01° 19'.74N, 104° 10'.59E  
light to, Fl.G.5s 01° 19'.43N, 104° 10'.49E  
light to, Iso.W.8s 01° 20'.49N, 104° 09'.93E  
light to, Iso.W.8s 01° 20'.81N, 104° 10'.10E

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**155/2017 MALAYSIA – Sarawak – Pelabuhan Bintulu – Depth, Light beacon, Wreck,  
Light buoy, Racon and Light.**

**Source: British Admiralty.**

Chart MAL 7317 (Last Correction 94/2017) WGS 84 DATUM

**Replace** depth, 11<sub>3</sub>, with depth, 12<sub>2</sub>, 03° 15'.33N, 113° 02'.07E

Chart MAL 7332 (Last Correction 48/2017) WGS 84 DATUM

**Insert**  Q. 6m8M  
BPA 03° 15'.34N, 113° 02'.79E

**Replace** with  03° 11'.75N, 113° 01'.44E

 Iso.2s10M  
Racon (B) with  Iso.2s10m  
Racon (B) 03° 16'.38N, 112° 57'.30E

 Fl.G.5s  
NO. 12 with  Fl.R.5s  
NO. 12 03° 15'.65N, 113° 02'.99E

**Amend** light to, Fl.G.12s '101A' & Fl.R.3s 'B5' 03° 15'.07N, 113° 03'.49E

**156\*/2017 MALAYSIA – Sarawak – Tg. Similajau – Light buoy and Racon.**

**Source: Sarawak Marine Department No.\*87/2017.**

Chart MAL 741 (Last Correction 133/2017) WGS 84 DATUM

**Insert**  Fl.5s  
Racon (C) 03° 38'.03N, 113° 15'.30E

Chart MAL 751 (Last Correction 133/2017) WGS 84 DATUM

**Insert**  Fl.5s  
Racon (C) 03° 38'.03N, 113° 15'.30E

**157\*/2017 MALAYSIA – Sabah – Lahat Datu and Permatang Sentry – Sea Basing.**

**Source: National Hydrographic Centre.**

Chart MAL 8503 (Last Correction 221/2016) WGS 84 DATUM

**Move**  from: 04°43'.90N, 118°46'.40E  
to: 04°44'.10N, 118°46'.28E

**158\*/2017 MALAYSIA – Sabah – Pulau Tiong Kechil – Light beacons.**

**Source: Sandakan Hydrographic Office.**

Chart MAL 8553 (Last Correction 53/2017) WGS 84 DATUM

<b>Insert</b>	 R Fl. R.2s	05°46'.87N, 118°01'.55E
	 Fl. R.2s	05°46'.91N, 118°01'.38E
	 R	05°46'.91N, 118°01'.38E

Chart MAL 8617 (Last Correction 116/2017) WGS 84 DATUM

<b>Insert</b>	 R Fl.R.2s	05°46'.87N,	118°01'.55E
	 R Fl.R.2s	05°46'.91N,	118°01'.38E
	 R Fl.R.2s	05°47'.26N,	118°00'.83E

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**159(T)\*/2017 MALAYSIA – Sarawak – Pelabuhan Bintulu – Buoy.**

**Source: Sarawak Marine Department No. 93/2017(T).**

1. The special mark Buoy *F*, *Fl.5s*, in position 03°15'.55N., 113°01'.16E. is reported missing.
2. Mariners are advised to navigate with caution in the area. (WGS84 DATUM)
3. Charts affected – MAL 7317 – MAL 7332.

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**160(T)\*/2017 MALAYSIA – Sabah – Pulau Tiong Kechil – Buoy.**

**Source: Sandakan Hydrographic Office.**

1. The red conical buoy, in position 05°47'.00N., 118°02'.00E. is reported missing.
  2. Mariners are advised to navigate with caution in the area. (WGS84 DATUM)
  3. Charts affected – MAL 8553 – MAL 8617.
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## SECTION III

### NAVIGATIONAL WARNINGS

#### 161(T)\*/2017 MALAYSIA – Selangor – Pulau Ketam – Seismic Survey.

**Source: Marine Department of Malaysia No.57/2011(T).**

1. Seismic survey  
– 31 Aug to 04 Oct 17 at area bounded by:  
  
(1) 03°01'.35N, 100°53'.67E.  
(2) 03°10'.00N, 101°00'.67E.  
(3) 03°02'.92N, 101°08'.70E.  
(4) 02°54'.42N, 101°01'.95E.
  2. Vessel involved – R.V WG Vespucci, MV Ultra Jaya, MV SK Line 800 and MV Bonspeed 10.
  3. Wide berth of 3 nm requested.
  4. Chart affected: MAL 532, MAL 540 and MAL 54.
  5. Cancel this Notice 05 Oct 17.
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#### 162(T)\*/2017 MALAYSIA – Bunga Kekwa Field – Platform Installation Work.

**Source: Marine Department of Malaysia No.54/2011(T).**

1. Platform installation work – 17 Aug to 05 Oct 17 at 07°13'.77N, 103°43'.99E.
  2. Vessel involved – MV Sapurakencana 3500, MV Tanjung Huma, MV Omni Emery 1, MV Seputeh, MV Gemia, MV JM Tenang and MV Sapurakencana Constructor.
  3. Wide berth requested.
  4. Chart affected: MAL 68.
  5. Cancel this Notice 06 Oct 17.
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#### 163(T)\*/2017 MALAYSIA – Terengganu – Tapis Oil Field – Drilling Operation.

**Source: Marine Department of Malaysia No.61/2011(T).**

1. Drilling operation – 24 Aug 17 to 15 Mac 18 at 05°50'.41N, 104°27'.39E.
  2. Vessel involved – Drilling Rig Tioman 9.
  3. Wide berth of 2 nm requested.
  4. Chart affected: MAL 654, MAL 655 and MAL 68 .
  5. Cancel this Notice 16 Mac 18.
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#### 164(T)\*/2017 MALAYSIA – Sarawak – Baronia Oil Field – Seismic Survey.

**Source: Sarawak Marine Department No. 97/2017(T).**

1. Seismic survey  
– 01 to 30 Sep 17 at area bounded by:  
  
(1) 04°44'.45N, 113°36'.22E.  
(2) 04°52'.74N, 113°35'.47E.  
(3) 04°51'.72N, 113°24'.34E.  
(4) 04°49'.22N, 113°19'.24E.  
(5) 04°45'.37N, 113°19'.59E.  
(6) 04°43'.48N, 113°25'.65E.
2. Vessel involved – MV Polarcus Naila, MV Dayang Aisyah, MV Aishah Aims 2, MV Sealink 161 and MV Nordic Bahari.
3. Wide berth of 2 nm requested.
4. Chart affected: MAL 750, MAL 751, MAL 754 and MAL 762.
5. Cancel this Notice 01 Oct 17.

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**165(T)\*/2017 MALAYSIA – Negeri Sembilan – Port Dickson – Hydrographic Survey.**

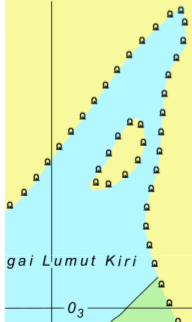
**Source: National Hydrographic Centre.**

1. Hydrographic survey  
– 06 to 30 Sep 17 at positions as follows:
    - (1) 02°32'.93N, 101°43'.34E.
    - (2) 02°32'.35N, 101°44'.29E.
    - (3) 02°31'.58N, 101°45'.22E.
    - (4) 02°29'.00N, 101°47'.77E.
    - (5) 02°29'.00N, 101°43'.64E.
    - (6) 02°28'.01N, 101°43'.64E.
    - (7) 02°28'.01N, 101°40'.00E.
    - (8) 02°30'.88N, 101°40'.00E.
    - (9) 02°32'.90N, 101°41'.33E.
    - (10) 02°30'.53N, 101°41'.33E.
    - (11) 02°30'.53N, 101°43'.34E.
  2. Vessel involved – Boat Sri Perkasa 81.
  3. Wide berth requested.
  4. Chart affected: MAL 5230, MAL 5239 and MAL 532.
  5. Cancel this Notice 01 Oct 17.
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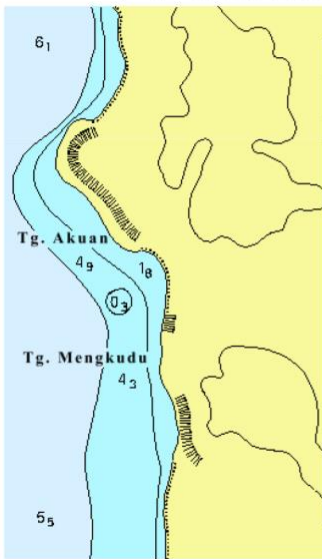
To Accompany Malaysian Notices to Mariners No. 151 of 2017

Aliran Pasang Surut merujuk kepada Air Pasang di LUMUT Tidal Streams referred to High Water at LUMUT																					
Jam Hours	Kedudukan Geografi Geographical Position	A	04° 13'.98 N 100° 35'.32 E			B	04° 14'.68 N 100° 35'.12 E			C	04° 14'.98 N 100° 35'.22 E			D	04° 14'.39 N 100° 37'.92 E			E	04° 14'.77 N 100° 38'.82 E		
Sebelum Air Pasang Before High Water	-6	Arah Aliran ( darjah ) Directions of streams ( degrees )	Kadar semasa pasang surut perbani ( knot ) Rates at spring tides ( knot )	Kadar semasa pasang surut anak ( knot ) Rates at neap tides ( knot )	197	0.1	0.0	006	0.3	0.1	193	0.2	0.1	180	0.1	0.0	215	0.2	0.0		
	-5				158	0.3	0.1	113	0.3	0.1	122	0.6	0.2	081	0.3	0.1	215	0.4	0.1		
	-4				161	0.5	0.2	159	0.7	0.3	120	1.1	0.4	082	0.8	0.3	061	0.5	0.2		
	-3				148	0.6	0.2	173	0.1	0.1	119	0.9	0.3	080	0.8	0.3	47.5	0.5	0.2		
	-2				180	0.5	0.2	174	1.1	0.4	124	0.8	0.3	086	0.7	0.3	048	0.5	0.2		
	-1				174	0.4	0.1	170	0.8	0.3	125	0.6	0.2	102	0.4	0.1	047	0.3	0.1		
	HW				205	0.4	0.1	211	0.2	0.1	110	0.3	0.1	286	0.2	0.1	043	0.1	0.0		
Selepas Air Pasang After High Water	+1	Arah Aliran ( darjah ) Directions of streams ( degrees )	Kadar semasa pasang surut perbani ( knot ) Rates at spring tides ( knot )	Kadar semasa pasang surut anak ( knot ) Rates at neap tides ( knot )	329	0.1	0.1	345	0.4	0.1	294	0.4	0.2	243	0.4	0.1	215	0.3	0.1		
	+2				351	0.7	0.3	345	0.8	0.3	308	1.1	0.4	266	1.0	0.4	232	0.5	0.2		
	+3				347	0.8	0.3	345	1.1	0.4	302	1.3	0.5	272	1.0	0.4	232	0.6	0.2		
	+4				347	0.5	0.2	352	0.9	0.3	303	1.2	0.4	273	0.5	0.2	229	0.5	0.2		
	+5				351	0.4	0.1	001	0.5	0.2	302	0.7	0.3	274	0.2	0.1	226	0.3	0.1		
	+6				002	0.2	0.1	007	0.3	0.1	270	0.2	0.1	198	0.1	0.0	228	0.2	0.1		



Block for Chart MAL 5416

To Accompany Malaysian Notices to Mariners No. 151 of 2017



Aliran Pasang Surut merujuk kepada Air Pasang di LUMUT Tidal Streams referred to High Water at LUMUT										
Jam Hours	Kedudukan Geografi Geographical Position	A	4° 13'.98 N 100° 35'.31 E		B	4° 14'.68 N 100° 35'.12 E		C	4° 14'.98 N 100° 35'.22 E	
- 6	Arah aliran (darjah) Direction of streams (degree)	197	0.1	0.0	006	0.3	0.1	193	0.2	0.1
- 5		158	0.3	0.1	113	0.3	0.1	122	0.6	0.2
- 4		161	0.5	0.2	159	0.7	0.3	120	1.1	0.4
- 3		148	0.6	0.2	173	0.1	0.1	119	0.9	0.3
- 2		180	0.5	0.2	174	1.1	0.4	124	0.8	0.3
- 1		174	0.4	0.1	170	0.8	0.3	125	0.6	0.2
HW		205	0.4	0.1	211	0.2	0.1	110	0.3	0.1
+ 1		329	0.1	0.1	345	0.4	0.1	294	0.4	0.2
+ 2		351	0.7	0.3	345	0.8	0.3	308	1.1	0.4
+ 3		347	0.8	0.3	345	1.1	0.4	302	1.3	0.5
+ 4		347	0.5	0.2	352	0.9	0.3	303	1.2	0.4
+ 5		351	0.4	0.1	001	0.5	0.2	302	0.7	0.3
+ 6		002	0.2	0.1	007	0.3	0.1	270	0.2	0.1

Block for Chart MAL 5425

4°25'23"N  
100°37'55"E

**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.	<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.....