



# MALAYSIAN NOTICES TO MARINERS

Monthly Edition 03 of 2020  
31<sup>st</sup> MARCH 2020

## 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) / [nhc@navy.mil.my](mailto:nhc@navy.mil.my) immediately upon the discovery of new dangers, changes or defects in aids to navigation and shortcoming in Malaysian charts or publications. Malaysian Notice to Mariners Online (MyNTM Online) can be accessed directly from link below: <https://goo.gl/yCXdSV>.

*DATO' HANAFIAH BIN HASSAN*  
*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 and preliminary 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.

<b>INDEX OF CHARTS AFFECTED</b>			
MAL 5	54*/2020, 55*/2020, 58(T)*/2020	MAL 664	57*/2020
MAL 5123	56(T)*/2020	MAL 68	54*/2020
MAL 5129	56(T)*/2020	MAL 7139	61(T)*/2020
MAL 515	56(T)*/2020	MAL 7150	61(T)*/2020
MAL 521	56(T)*/2020	MAL 723	61(T)*/2020
MAL 532	58(T)*/2020	MAL 731	61(T)*/2020
MAL 54	58(T)*/2020	MAL 741	62(T)*/2020
MAL 540	58(T)*/2020	MAL 751	62(T)*/2020
MAL 565	55*/2020	MAL 781	63(T)*/2020
MAL 58	55*/2020	MAL 864	63(T)*/2020
MAL 6	59(T)*/2020	MAL 871	60(T)*/2020
MAL 65	54*/2020	MAL 872	60(T)*/2020
MAL 654	54*/2020	MAL 885	60(T)*/2020
MAL 655	54*/2020		

**SECTION II**

**CORRECTIONS TO CHARTS**

**54\*/2020 MALAYSIA – Terengganu – E P. Kapas – Platform. FPSO.**

**Source: Marine Department of Malaysia No. 33, 34/2020.**

Chart MAL 5 (Last Correction 46/2020) WGS 84 DATUM

<b>Insert</b>		Jitang	05° 16'.82N,	104° 23'.11E
		FPSO MTC Ledang	05° 16'.97N,	104° 22'.97E

Chart MAL 65 (Last Correction 265/2019) WGS 84 DATUM


<b>Insert</b>		Jitang	05° 16'.82N,	104° 23'.11E
		FPSO MTC Ledang	05° 16'.97N,	104° 22'.97E


Chart MAL 654 (Last Correction 31/2020) WGS 84 DATUM

<b>Insert</b>		Jitang	05° 16'.82N,	104° 23'.11E
		FPSO MTC Ledang	05° 16'.97N,	104° 22'.97E

Chart MAL 655 (Last Correction 235/2019) WGS 84 DATUM

<b>Insert</b>		Jitang	05° 16'.82N,	104° 23'.11E
		FPSO MTC Ledang	05° 16'.97N,	104° 22'.97E

Chart MAL 68 (Last Correction 46/2020) WGS 84 DATUM

<b>Insert</b>		Jitang	05° 16'.82N,	104° 23'.11E
		FPSO MTC Ledang	05° 16'.97N,	104° 22'.97E

**55/2020 INDONESIA – Sumatera – Moored storage tanker. Platform.**

**Source: British Admiralty Notice No. 1563/20.**

Chart MAL 5 (Last Correction 54/2020) WGS 84 DATUM

<b>Delete</b>		Langsa Venture	05° 18'.92N,	098° 02'.73E
			05° 18'.96N,	098° 03'.66E

Chart MAL 565 (Last Correction 33/2020) WGS 84 DATUM

<b>Delete</b>		Langsa Venture FI.5s 12M	05° 18'.92N,	098° 02'.73E
			05° 18'.96N,	098° 03'.66E

Chart MAL 58 (Last Correction 33/2020) WGS 84 DATUM

<b>Delete</b>		Langsa Venture	05° 18'.92N,	098° 02'.73E
			05° 18'.96N,	098° 03'.66E

**56(T)\*/2020 MALAYSIA – Johor – Tg. Piai – Anchorage area.**

**Source: Marine Department of Malaysia No. 39/2020.**

Chart MAL 5123 (Last Correction 236/2019) WGS 84 DATUM


<b>Insert</b>	limit of anchorage area, pecked line, joining:	(a)	01° 14'.77N,	103° 29'.89E
		(b)	01° 15'.00N,	103° 28'.94E
		(c)	01° 16'.10N,	103° 26'.80E
		(d)	01° 15'.20N,	103° 26'.80E
		(e)	01° 14'.50N,	103° 29'.60E
		legend,  within:		(a)-(e) above

Chart MAL 5129 (Last Correction 236/2019) WGS 84 DATUM


<b>Insert</b>	limit of anchorage area, pecked line, joining:	(a)	01° 14'.77N,	103° 29'.89E
		(b)	01° 15'.00N,	103° 28'.94E
		(c)	01° 16'.10N,	103° 26'.80E
		(d)	01° 15'.20N,	103° 26'.80E
		(e)	01° 14'.50N,	103° 29'.60E
		legend,  within:		(a)-(e) above

Chart MAL 515 (Last Correction 44/2020) WGS 84 DATUM



<b>Insert</b>	limit of anchorage area, pecked line, joining:	(a)	01° 14'.77N,	103° 29'.89E
		(b)	01° 15'.00N,	103° 28'.94E
		(c)	01° 16'.10N,	103° 26'.80E
		(d)	01° 15'.20N,	103° 26'.80E
		(e)	01° 14'.50N,	103° 29'.60E
		legend,  within:		(a)-(e) above

Chart MAL 521 (Last Correction 47/2020) WGS 84 DATUM

<b>Insert</b>	limit of anchorage area, pecked line, joining:	(a)	01° 14'.77N,	103° 29'.89E
		(b)	01° 15'.00N,	103° 28'.94E
		(c)	01° 16'.10N,	103° 26'.80E
		(d)	01° 15'.20N,	103° 26'.80E
		(e)	01° 14'.50N,	103° 29'.60E
		legend,  within:		(a)-(e) above

**57\*/2020 MALAYSIA – Kelantan – Kuala Tok Bali – Buoys.**

**Source: Marine Department of Malaysia No. 29, 30/2020.**

1. Tok Bali 1G buoy, *Fl(2)G.6s*, in position 05°54'.35N, 102°29'.34E and Tok Bali 1R buoy, *Fl(2)R.6s*, in position 05°54'.72N, 102°29'.63E is restored to normal.
  2. Former Notice No. 272/2019(T) is cancelled.
  3. Charts affected – MAL 664.
- .....

**58(T)\*/2020 MALAYSIA – Selangor – Permatang Sedepa – Lighthouse.**

**Source: Marine Department of Malaysia No. 36(T)/2020.**

1. One fathom bank lighthouse, in position 02°53'.31N, 100°59'.72E is temporarily operating on reduced power and light nominal range is reduced to 15M.
  2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)
  3. Charts affected – MAL 5 – MAL 532 – MAL 54 – MAL 540.
- .....

### SECTION III

#### NAVIGATIONAL WARNINGS

##### **59(T)\*/2020 MALAYSIA – Sarawak – Terumbu Sahap – Transportation and Installation Campaign.**

**Source: Sarawak Marine Department No. 19/2020(T).**

1. Transportation and Installation Campaign – 02 Mac to 30 Apr 20. Positions as follow:  
( 1 ) 05° 00'.07N 111° 57'.14E.  
( 2 ) 05° 01'.27N 111° 55'.24E.
  2. Vessels involved – MV Sapura 3000, MV Efogen Altamis, MV Seagood Victoria 6, MV MS Amin, MV Poe Giant 11, MV Ena Samurai, Barge Sapura FLB-1, MV Pioneer 3703, MV Myclin 3301, MV Pioneer 5002, MV Poe Giant 19, MV Pioneer 3702, MV Poe Giant and MV Icon Azra.
  3. Berth of 5 Nm requested.
  4. Chart affected: MAL 6.
  5. Cancel this notice 01 May 20.  
(WGS 84 DATUM)
- 

##### **60(T)\*/2020 MALAYSIA – Sabah – South China Sea – Offshore Activities.**

**Source: Sabah Marine Department No. 04/2020(T).**

1. Offshore Activities – 01 Feb to 30 Nov 20 at 07°22'.95N, 115°51'.09E.
  2. Vessels involved – PFLNG-2, MV Terasea Hawk, MV Terasea Falcon, MV Posh Conquest, MV Posh Constant, MV Maersk, MV Sapura Kencana Duyong and MV Nautica Tanjung Puteri XXXVII.
  3. Berth of 5 Nm requested.
  4. Charts affected: MAL 871, MAL 872 and MAL 885.
  5. Cancel this notice 01 Dec 20.  
(WGS 84)
- 

##### **61(T)\*/2020 MALAYSIA – Sarawak – Tanjung Po – Capital Dredging Works.**

**Source: Sarawak Marine Department No. 23/2020(T).**

1. Capital Dredging Works – 02 Mac to 10 Jun 20. Positions as follow:  
Dredging Area  
( 1 ) 01° 32'.99N 110° 23'.67E.  
( 2 ) 01° 42'.31N 110° 33'.20E.  
( 3 ) 01°48'.61N 110° 30'.73E.  
  
Offshore Dumping  
( 1 ) 01° 53'.40N 110° 35'.29E.  
( 2 ) 01° 53'.40N 110° 37'.29E.  
( 3 ) 01° 51'.40N 110° 35'.29E.  
( 4 ) 01° 51'.40N 110° 37'.29E.
  2. Vessel involved – MV Inai Tecoma.
  3. Wide berth requested.
  4. Charts affected: MAL 7139, MAL 7150, MAL 723 and MAL 731.
  5. Cancel this notice 11 Jun 20.  
(WGS 84 DATUM)
-

**62(T)\*/2020 MALAYSIA – Sarawak – D 18 Field – Naga-5 Jack Up Rig Move Within D18 Field.**

**Source: Sarawak Marine Department No. 16/2020(T).**

1. Naga-5 Jack Up Rig Move Within D18 Field – 23 Mac to 03 May 20. Positions as follow:  
( 1 ) 03° 35'.58N 112° 23'.75E.  
( 2 ) 03° 36'.72N 112° 22'.93E.  
( 3 ) 03° 36'.07N 112° 23'.42E.
  2. Vessels involved – Rig Naga-5, MV JM Bayu, MV Perdana Adventurer and MV Anggun.
  3. Wide berth requested.
  4. Charts affected: MAL 741 and MAL 751.
  5. Cancel this notice 04 May 20.  
(WGS 84 DATUM)
- 

**63(T)\*/2020 MALAYSIA – Sabah – Kikeh Field and W Kinarut FieldE – Offshore Activities.**

**Source: Sabah Marine Department No. 08/2020(T).**

1. Exploration and Production Offshore Activities – 20 Mac to 30 Apr 20. Positions as follow:  
( 1 ) 05° 49'.60N 114° 20'.42E.  
( 2 ) 06° 20'.91N 115° 06'.29E.
  2. Vessel involved –MV Sapura Jane.
  3. Berth of 5 Nm requested.
  4. Charts affected: MAL 781 and MAL 864.
  5. Cancel this notice 01 May 20.  
(WGS 84 DATUM)
-

**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 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.
<b>13.</b>	<b>SERVICES</b>  Medical De-ratting Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.
<b>14.</b>	<b>COMMUNICATIONS</b>  Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.
<b>15.</b>	<b>PORT AUTHORITY</b>  Designation, address and telephone number.
<b>16.</b>	<b>SMALL CRAFT FACILITIES</b>  Information and facilities for small craft (e.g. yachts) visiting the port. Yacht Clubs, berth, etc.
<b>17.</b>	<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.....