



MALAYSIAN NOTICES TO MARINERS (CONFIDENTIAL)

Monthly Edition 11 of 2021
30th NOVEMBER 2021

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RMN Submarine Ships are requested to inform The Hydrographer, National Hydrographic Centre, Bandar Armada Putra, Pulau Indah, 42009 PORT KLANG, Selangor Darul Ehsan, Malaysia. (Tel: +603 3169 4500), (Fax: +603 3101 3111), E-mail: 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.

DATO' HANAFIAH BIN HASSAN
Rear Admiral
The Hydrographer

SECTION I
EXPLANATORY NOTES

Confidential Charts

The notices in Section II give instructions for the correction of Confidential Malaysian Chart (MAL). 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 Confidential 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.

Confidential NTM Series

The first 6 to 7 number indicate the reference for notices specifically for restricted and classified charts. The other 6 to 7 number displayed in bracket is refer to the notices that published in regular or public domain charts.

INDEX OF CHARTS AFFECTED			
MAL 753(SKS)	08*/2021(219*/2021)	MAL 754(SKS)	09*/2021(T) (219(T)*/2021)

SECTION II
CORRECTIONS TO CHARTS

08*/2021(218*/2021) MALAYSIA – Sarawak – South China Sea – Platform.

Source: National Hydrographic Centre.

Chart MAL 753(SKS) (Last Correction 06/2021) WGS 84 DATUM

Delete	<input type="checkbox"/> BADP-G	04° 41'.42N,	110° 45'.59E
	<input type="checkbox"/> BAP-AA	04° 42'.37N,	110° 45'.11E
	<input type="checkbox"/> BNP-A	04° 44'.75N,	110° 33'.42E
	<input type="checkbox"/> BAP-B	04° 40'.70N,	110° 40'.02E

09*/2021(T) (219(T)*/2021) MALAYSIA – Sarawak – Tg.Baram – Buoy.

Source: Sarawak Marine Department No. 180/2021(T).

1. Special Mark Buoy (A) *Fl. Y. 5s*, in position 04°36'.28N, 113°54'.67E is missing.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 754(SKS)
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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 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.	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.....