



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 07 of 2024
31st JULY 2024

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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: 03-40160817), (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. Malaysian Marine Safety Information Online (My MSI Online) can be accessed directly from NHC website. (<https://hydro.gov.my>)

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.

INDEX OF CHARTS AFFECTED			
MAL 5	137(T)*/2024, 146(T)*/2024	MAL 645	148(T)*/2024
MAL 515	143(T)*/2024	MAL 65	146(T)*/2024
MAL 5239	144(T)*/2024	MAL 6522	141*/2024
MAL 532	137(T)*/2024, 144(T)*/2024	MAL 654	142(P)*/2024, 147(T)*/2024
MAL 54	137(T)*/2024	MAL 655	148(T)*/2024
MAL 540	137(T)*/2024	MAL 68	142(P)*/2024, 147(T)*/2024, 148(T)*/2024
MAL 6	146(T)*/2024	MAL 7215	138*/2024
MAL 6124	143(T)*/2024	MAL 740	138*/2024
MAL 6147	143(T)*/2024	MAL 741	138*/2024
MAL 625	140*/2024, 150(T)*/2024	MAL 751	138*/2024
MAL 6257	150(T)*/2024	MAL 754	149(T)*/2024
MAL 6359	145(T)*/2024	MAL 865	139*/2024
MAL 6416	148(T)*/2024	MAL 872	139*/2024

SECTION II

CORRECTIONS TO CHARTS

137/2024(T) MALAYSIA – Selangor – One Fathom Bank – Racon.

Source: Marine Department of Malaysia No.92/2024(T).

Chart MAL 5 (Last Correction 114/2024) WGS 84 DATUM

Insert	legend (Racon Out) for One Fathom Bank, Racon(O)	02°53'.31N,	100°59'.71E
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Chart MAL 532 (Last Correction 117/2024) WGS 84 DATUM

legend (Racon Out) for One Fathom Bank, Racon(O)	02°53'.31N,	100°59'.71E
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Chart MAL 54 (Last Correction 114/2024) WGS 84 DATUM

legend (Racon Out) for One Fathom Bank, Racon(O)	02°53'.31N,	100°59'.71E
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Chart MAL 540 (Last Correction 137/2024) WGS 84 DATUM

legend (Racon Out) for One Fathom Bank, Racon(O)	02°53'.31N,	100°59'.71E
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138*/2024 MALAYSIA – Sarawak – Tanjung Sirik – Obstructions.

Source: Sarawak Marine Department No. 100/2024, 108/2024.

Chart MAL 7215 (Last Correction 47/2024) WGS 84 DATUM

Insert	 <i>Obstn</i>	02° 15'.04N,	111° 02'.48E
	 <i>Obstn</i>	02° 13'.50N,	111° 01'.74E

Chart MAL 740 (Last Correction 47/2024) WGS 84 DATUM











Insert	 <i>Obstn</i>	03° 02'.86N,	112° 00'.35E
	 <i>Obstn</i>	03° 06'.36N,	111° 56'.86E
	 <i>Obstn</i>	03° 03'.63N,	111° 49'.71E
	 <i>Obstn</i>	03° 01'.11N,	111° 51'.67E
	 <i>Obstn</i>	03° 01'.66N,	111° 44'.24E
	 <i>Obstn</i>	03° 04'.01N,	111° 40'.99E
	 <i>Obstn</i>	02° 24'.19N,	111° 04'.50E
	 <i>Obstn</i>	02° 20'.58N,	111° 04'.08E
	 <i>Obstn</i>	02° 15'.04N,	111° 02'.48E
	 <i>Obstn</i>	02° 59'.30N,	111° 52'.80E

Chart MAL 741 (Last Correction 30/2024) WGS 84 DATUM

Insert	 <i>Obstn</i>	03° 12'.51N,	112° 12'.28E
	 <i>Obstn</i>	03° 08'.45N,	112° 14'.82E
	 <i>Obstn</i>	03° 11'.75N,	112° 09'.31E
	 <i>Obstn</i>	03° 08'.98N,	112° 09'.60E
	 <i>Obstn</i>	03° 09'.75N,	112° 03'.64E
	 <i>Obstn</i>	03° 06'.06N,	112° 06'.52E

Chart MAL 751 (Last Correction 30/2024) WGS 84 DATUM

Insert	 <i>Obstn</i>	03° 12'.51N,	112° 12'.28E
	 <i>Obstn</i>	03° 08'.45N,	112° 14'.82E
	 <i>Obstn</i>	03° 11'.75N,	112° 09'.31E
	 <i>Obstn</i>	03° 08'.98N,	112° 09'.60E
	 <i>Obstn</i>	03° 09'.75N,	112° 03'.64E
	 <i>Obstn</i>	03° 06'.06N,	112° 06'.52E

139*/2024 MALAYSIA – Sabah – Pulau Usukan – Beacon.

Source: KD PERANTAU.

Chart MAL 865 (Last Correction 122/2024) WGS 84 DATUM

Insert	 FI(2)15s	06° 23'.70N,	116° 19'.60E
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Chart MAL 872 (Last Correction 122/2024) WGS 84 DATUM

 FI(2)15s	06° 23'.70N,	116° 19'.60E
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140*/2024 MALAYSIA – Pahang – Kuala Endau – Light bouy.

Source: Marine Department of Malaysia No. 136/2024.

1. Kuala Endau 1G, *Fl.G.2s*, in position 02°41'.04N, 103°40'.58E is restored to normal.
 2. Former Notice No. 41(T)*/2019 is cancelled.
(WGS84)
 3. Charts affected – MAL 625.
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141*/2024 MALAYSIA – Terengganu – Kuala Terengganu – Light Buoy.

Source: Marine Department of Malaysia No. 135/2024.

1. Kuala Terengganu 2Y, *Fl(4)Y.10s*, in position 05°20'.51N, 103°07'.84E is restored to normal.
 2. Former Notice No. 105(T)*/24 is cancelled.
(WGS84)
 3. Chart affected – MAL 6522.
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142(P)*/2024 Malaysia – Terengganu – Batuan Rakit – Works.

Source: Marine Department of Malaysia No. 127(T)/2024.

1. Works are in progress to construct the new breakwater.
 2. New breakwater have been established in the vicinity of position:
 - (a) 05° 28'.84N, 103° 01'.52E
 - (b) 05° 26'.83N, 103° 04'.87E
 3. Mariners are advised to navigate with caution and keep a safe distance.
 4. These changes will be included on the affected charts where futher information become available.
 5. Chart affected – MAL 654 – MAL 68.
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143(T)*/2024 MALAYSIA – Johor – Pengerang – Light Buoy.

Source: Marine Department of Malaysia No. 125(T)/2024.

1. Isolated danger mark, *Fl(2)10s*, in position 01°17'.68N, 104°11'.09E is unlit.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 515 – MAL 6124 – MAL 6147.
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144(T)*/2024 MALAYSIA – Negeri Sembilan – Port Dickson – Light Buoy.

Source: Marine Department of Malaysia No. 129(T)/2024.

1. Port Dickson No. 2 Light Buoy, *Fl.G.7s*, in position 02°32'.15N, 101°45'.52E is off station.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 5239 – MAL 532.
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145(T)*/2024 MALAYSIA – Pahang – Kuala Kuantan – Light Buoy.

Source: Marine Department of Malaysia No. 130(T)/2024.

1. Sungai Kuantan Wreck Light Bouy *FL.Y.5s*, in position 03°47'.45N, 103°21'.16E is unlit.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Chart affected – MAL 6359.
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SECTION III

NAVIGATIONAL WARNINGS

146(T)*/2024 MALAYSIA – Terengganu – South China Sea – Exploration Drilling.

Source: Marine Department of Malaysia No. 122/2024(T).

1. Exploration Drilling – 10 Jul to 31 Oct 24. Positions as follow:
 - (1) 05° 08'.77N 111° 49'.29E.
 - (2) 04° 52'.65N 104° 46'.47E.
 2. Vessels involved – MV Sapura Alliance, MV MM Teguh and MV Taha Assafa.
 3. Wide berth requested.
 4. Charts affected: MAL 5, MAL 6 and MAL 65.
 5. Cancel this notice 1 Nov 24.
(WGS 84)
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147(T)*/2024 MALAYSIA – Terengganu – Kuala Terengganu – Breakwater Construction Work.

Source: Marine Department of Malaysia No. 127/2024(T).

1. Breakwater Construction Work – 12 Jul 24 to 31 Aug 26. Positions as follow:
 - (1) 05° 28'.84N 103° 01'.52E.
 - (2) 05° 26'.83N 103° 04'.87E.
 2. Vessels involved – TUG Smart Ocean, TUG Marvel 3, Barge Classic 2701 and Barge Serudong.
 3. Wide berth requested.
 4. Charts affected: MAL 654 and MAL 68.
 5. Cancel this notice 1 Sep 26.
(WGS 84)
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148(T)*/2024 MALAYSIA – Terengganu – South China Sea – Drilling Work.

Source: Marine Department of Malaysia No. 121/2024(T).

1. Drilling Work – 12 Jul to 31 Aug 24. Positions as follow:
 - (1) 04° 16'.26N 103° 30'.50E.
 - (2) 04° 44'.83N 103° 57'.95E.
 - (3) 04° 35'.60N 103° 50'.83E.
 - (4) 06° 25'.42N 103° 58'.97E.
 - (5) 06° 36'.60N 103° 28'.47E.
 2. Vessels involved – Rig Drilling VI, MV GH Voyager, MV SK Pioneer.
 3. Wide berth requested.
 4. Charts affected: MAL 6416, MAL 645, MAL 655 and MAL 68.
 5. Cancel this notice 1 Sep 24.
(WGS 84)
-

149(T)*/2024 MALAYSIA – Sabah – Kinabalu Oil Field – Rehabilitation Work.

Source: Sabah Marine Department No. 21/2024(T).

1. Rehabilitation Work – 17 Jul to 7 Oct 24 at 05° 26'.36N 114°42'.62E.
 2. Vessels involved – MV Bridgewater 132, MV GH Columbia, MV JM Bayu.
 3. Wide berth requested.
 4. Charts affected: MAL 754.
 5. Cancel this notice 8 Oct 24.
(WGS 84)
-

Source: Marine Department of Malaysia No. 133/2024(T).

1. Construction Of New Jetty – 15 Jul to 14 Aug 24. Position as follow:
 - (1) 02° 34'.91N 104° 18'.99E.
 - (2) 02° 34'.81N 104° 18'.90E.
 - (3) 02° 34'.77N 104° 18'.96E.
 - (4) 02° 34'.90N 104° 18'.99E.
 2. Vessel involved – Tug Sea Horse 2 and Barge Loyalman 109.
 3. Wide berth requested.
 4. Charts affected: MAL 625 and MAL 6257.
 5. Cancel this notice 15 Aug 24.
(WGS 84)
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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 of 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. **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.....