



# MALAYSIAN NOTICES TO MARINERS

**Monthly Edition 02 of 2025  
28<sup>th</sup> FEBRUARY 2025**

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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: 03-40160817), (Fax: +603 3101 3111), E-mail: [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 Notices to Mariners 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	50*/2025	MAL 6558	59(T)*/2025
MAL 515	51*/2025, 57(T)*/2025	MAL 6603	59(T)*/2025
MAL 5123	51*/2025, 53/2025, 57(T)*/2025, 58(T)*/2025	MAL 664	60(T)*/2025
MAL 5129	51*/2025, 53/2025, 58(T)*/2025	MAL 68	50*/2025
MAL 521	57(T)*/2025	MAL 673	60(T)*/2025
MAL 5416	52/2025, 64(T)/2025	MAL 7332	61(T)/2025
MAL 5419	52/2025, 64(T)/2025	MAL 740	62(T)/2025, 63(T)/2025
MAL 5425	64(T)/2025	MAL 741	56*/2025, 61(T)/2025, 62(T)/2025, 63(T)/2025
MAL 5536	54*/2025	MAL 750	55*/2025, 62(T)/2025
MAL 554	54*/2025, 64(T)/2025	MAL 751	55*/2025, 56*/2025, 61(T)/2025, 62(T)/2025, 63(T)/2025
MAL 6	55*/2025, 62(T)/2025	MAL 754	55*/2025
MAL 6124	53/2025	MAL 762	55*/2025, 62(T)/2025
MAL 6134	53/2025		

## SECTION II

### CORRECTIONS TO CHARTS

**50\*/2025 MALAYSIA – Terengganu – Cakerawala Field – Wreck.**

**Source: Marine Department of Malaysia No. 39(T)/2025.**

Chart MAL 5 (Last Correction 227/2024) WGS 84 DATUM

**Insert**



07° 08'.14N, 102° 49'.21E

Chart MAL 68 (Last Correction 182/2024) WGS 84 DATUM



07° 08'.14N, 102° 49'.21E

**51\*/2025 MALAYSIA – Johor – Tanjung Pelepas – Port Limit.**

**Source: Federal Government Gazette.(P.U.(B) 8 dated 9 Jan 2025)**

Chart MAL 515 (Last Correction 43/2025) WGS 84 DATUM

**Amend**

port limit, pecked line joining

(a) 01° 15'.96N, 103° 30'.71E  
(b) 01° 14'.50N, 103° 29'.60E  
(c) 01° 13'.50N, 103° 33'.57E  
(d) 01° 15'.35N, 103° 33'.93E  
(e) 01° 15'.95N, 103° 35'.11E  
(f) 01° 18'.00N, 103° 36'.00E  
(g) 01° 21'.15N, 103° 37'.65E  
(h) 01° 21'.47N, 103° 37'.23E  
(a)-(h) above

Chart MAL 5123 (Last Correction 212/2024) WGS 84 DATUM

port limit, pecked line joining

(a) 01° 15'.96N, 103° 30'.71E  
(b) 01° 14'.50N, 103° 29'.60E  
(c) 01° 13'.50N, 103° 33'.57E  
(d) 01° 15'.35N, 103° 33'.93E  
(e) 01° 15'.95N, 103° 35'.11E  
(f) 01° 18'.00N, 103° 36'.00E  
(g) 01° 21'.15N, 103° 37'.65E  
(h) 01° 21'.47N, 103° 37'.23E  
(a)-(h) above

Chart MAL 5129 (Last Correction 28/2025) WGS 84 DATUM

port limit, pecked line joining

(a) 01° 15'.96N, 103° 30'.71E  
(b) 01° 14'.50N, 103° 29'.60E  
(c) 01° 13'.50N, 103° 33'.57E  
(d) 01° 15'.35N, 103° 33'.93E  
(e) 01° 15'.95N, 103° 35'.11E  
(f) 01° 18'.00N, 103° 36'.00E  
(g) 01° 21'.15N, 103° 37'.65E  
(h) 01° 21'.47N, 103° 37'.23E  
(a)-(h) above

**52/2025 MALAYSIA – Perak – Selat Dinding – Depths.****Source: National Hydrographic Centre.**

Chart MAL 5416 (Last Correction 67/2024) WGS 84 DATUM

<b>Insert</b>	depth, $3_1$ , enclosed by 5m contour	04° 14'.03N,	100° 35'.43E
	depth, $0_4$	04° 14'.60N,	100° 35'.30E

Chart MAL 5419 (Last Correction 231/2024) WGS 84 DATUM

<b>Insert</b>	depth, $3_1$ , enclosed by 5m contour	04° 14'.03N,	100° 35'.43E
	depth, $0_4$	04° 14'.60N,	100° 35'.30E
<b>Amend</b>	depth, $13$ to depth, $1_3$	04° 14'.59N,	100° 35'.46E

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**53/2025 SINGAPORE – Tuas and Changi – Obstructions and Special Marks.****Source: Maritime and Port Authority of Singapore Notice No. 13/2025 and 14/2025.**

Chart MAL 5123 (Last Correction 51/2025) WGS 84 DATUM

<b>Insert</b>	 <i>Obstn</i>	01° 15'.84N,	103° 36'.29E
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Chart MAL 5129 (Last Correction 51/2025) WGS 84 DATUM

	 <i>Obstn</i>	01° 15'.84N,	103° 36'.29E
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Chart MAL 6124 (Last Correction 43/2025) WGS 84 DATUM

<b>Delete</b>	 <i>Fl. Y. 5s DH-CESS-2</i>	01° 19'.16N,	104° 03'.13E
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Chart MAL 6134 (Last Correction 235/2024) WGS 84 DATUM

	 <i>Fl. Y. 5s DH-CESS-2</i>	01° 19'.16N,	104° 03'.13E
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**54\*/2025 MALAYSIA – Pulau Pinang – Pulau Jerejak – Buoy.****Source: Marine Department of Malaysia No. 42/2025.**

Chart MAL 5536 (Last Correction 223/2021) WGS 84 DATUM

<b>Insert</b>	 <i>Fl. R. 4s Rimau 3R</i>	05° 17'.23N,	100° 18'.60E
<b>Delete</b>	 <i>Fl. R. 3s Rimau 3R</i>	05° 17'.23N,	100° 18'.46E

Chart MAL 554 (Last Correction 203/2024) WGS 84 DATUM

<b>Insert</b>		<i>Fl.R.4s</i> <i>Rimau 3R</i>	05° 17'.23N,	100° 18'.60E
<b>Delete</b>		<i>Fl.R.3s</i> <i>Rimau 3R</i>	05° 17'.23N,	100° 18'.46E

55\*/2025 Malaysia – Sarawak – W Oil Fiel Baronia – Pipelines.

Source: JX Nippon Oil & Gas Exploration (Malaysia) Limited dated: 16 Dec 2024.

Chart MAL 6 (Last Correction 33/2025) WGS 84 DATUM



<b>Insert</b>	submarine pipeline, 	(a)	04° 47'.06N,	113° 28'.21E( □ )
		(b)	04° 47'.21N,	113° 29'.70E
		(c)	04° 47'.16N,	113° 32'.00E( □ )
			(a)-(c) above	

Chart MAL 750 (Last Correction 240/2024) WGS 84 DATUM

submarine pipeline, 	(a)	04° 47'.06N,	113° 28'.21E( □ )
	(b)	04° 47'.05N,	113° 29'.15E
	(c)	04° 47'.21N,	113° 29'.70E
	(d)	04° 47'.20N,	113° 30'.28E
	(e)	04° 47'.19N,	113° 31'.16E
	(f)	04° 47'.16N,	113° 32'.00E( □ )
		(a)-(f) above	


submarine pipeline, 	(a)	04° 47'.24N,	113° 29'.48E( □ )
	(b)	04° 46'.98N,	113° 29'.19E
	(c)	04° 46'.96N,	113° 28'.99E
	(d)	04° 47'.06N,	113° 28'.21E( □ )
		(a)-(d) above	

Chart MAL 751 (Last Correction 240/2025) WGS 84 DATUM




submarine pipeline, 	(a)	04° 47'.06N,	113° 28'.21E( □ )
	(b)	04° 47'.05N,	113° 29'.15E
	(c)	04° 47'.21N,	113° 29'.70E
	(d)	04° 47'.20N,	113° 30'.00E(E Border)
		(a)-(d) above	
submarine pipeline, 	(a)	04° 47'.24N,	113° 29'.48E( □ )
	(b)	04° 46'.98N,	113° 29'.19E
	(c)	04° 46'.96N,	113° 28'.99E
	(d)	04° 47'.06N,	113° 28'.21E( □ )
		(a)-(d) above	

Chart MAL 754 (Last Correction 241/2024) WGS 84 DATUM

**Insert** submarine pipeline,  joining: (a) 04° 47'.06N, 113° 28'.21E(□)  
 (b) 04° 47'.05N, 113° 29'.15E  
 (c) 04° 47'.21N, 113° 29'.70E  
 (d) 04° 47'.20N, 113° 30'.28E  
 (e) 04° 47'.19N, 113° 31'.16E  
 (f) 04° 47'.16N, 113° 32'.00E(□)  
 (a)-(f) above





submarine pipeline,  joining: (a) 04° 47'.24N, 113° 29'.48E(□)  
 (b) 04° 46'.98N, 113° 29'.19E  
 (c) 04° 46'.96N, 113° 28'.99E  
 (d) 04° 47'.06N, 113° 28'.21E(□)  
 (a)-(d) above

Chart MAL 762 (Last Correction 233/2024) WGS 84 DATUM

**Insert**  LAYANG 04° 47'.16N, 113° 32'.00E

submarine pipeline,  joining: (a) 04° 47'.06N, 113° 28'.21E(□)  
 (b) 04° 47'.05N, 113° 29'.15E  
 (c) 04° 47'.21N, 113° 29'.70E  
 (d) 04° 47'.20N, 113° 30'.28E  
 (e) 04° 47'.19N, 113° 31'.16E  
 (f) 04° 47'.16N, 113° 32'.00E(□)  
 (a)-(f) above

submarine pipeline,  joining: (a) 04° 47'.24N, 113° 29'.48E(□)  
 (b) 04° 46'.98N, 113° 29'.19E  
 (c) 04° 46'.96N, 113° 28'.99E  
 (d) 04° 47'.06N, 113° 28'.21E(□)  
 (a)-(d) above

56\*/2025 MALAYSIA – Sarawak – Kuala Balingian – Wreck.

Source: Sarawak Marine Department No. 15/2025.

Chart MAL 741 (Last Correction 240/2024) WGS 84 DATUM

**Insert**  03° 08'.84N, 112° 33'.13E

Chart MAL 751 (Last Correction 55/2025) WGS 84 DATUM

 03° 08'.84N, 112° 33'.13E

**57(T)\*/2025 MALAYSIA – Johor – Pulau Kukup – Light Buoy.**

**Source: Marine Department of Malaysia No. 33 (T)/2025.**

1. Kukup S1 Light Bouy, *Fl(2)G.5s5M*, in position 01°16'.90N, 103°26'.76E is unlit.
  2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)
  3. Charts affected – MAL 5123 – MAL 515 – MAL 521.
- .....

**58(T)\*/2025 MALAYSIA – Johor – Pelabuhan Tg. Pelepas – Light Buoy.**

**Source: Marine Department of Malaysia No. 36(T)/2025.**

1. PTP2 Light Buoy, *F.R.2s*, in position 01°16'.05N, 103°32'.54E is unlit.
  2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)
  3. Charts affected – MAL 5123 – MAL 5129.
- .....

**59(T)\*/2025 MALAYSIA – Kelantan – Tok Bali – Light Buoy.**

**Source: Marine Department of Malaysia No. 41(T)/2024.**

1. Tok Bali Port Limit No.1 Light Buoy, *Fl.Y.5s*, in position 05°57'.80N, 102°30'.11E is off station.
  2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)
  3. Charts affected – MAL 6558 – MAL 6603.
- .....

**60(T)\*/2025 MALAYSIA – Kelantan – Kuala Besar – Light Buoy.**

**Source: Marine Department of Malaysia No. 27(T)/2024.**

1. Kuala Besar Fairway Light Buoy, *FLI.10s*, in position 06°14'.00N, 102°14'.12E is off station.
  2. Mariners are advised to navigate with caution in the area.  
(WGS84 DATUM)
  3. Charts affected – MAL 664 – MAL 673.
- .....

### SECTION III

#### NAVIGATIONAL WARNINGS

**61(T)/2025 MALAYSIA – Sarawak – South China Sea – Drilling Activity.**

**Source: Sarawak Marine Department No. 9/2025(T).**

1. Drilling Activity – 18 Jan to 20 Mar 25 at 03° 31'.10N 112°54'.67E.
  2. Vessels involved – Rig Velesto Naga 6, Permata Ratu, Bahtera Hamos and Perdana Horizon.
  3. Wide berth requested.
  4. Charts affected: MAL 7332, MAL 741 and MAL 751.
  5. Cancel this notice 21 Mar 25.  
(WGS 84)
- 

**62(T)/2025 MALAYSIA – Sarawak – South China Sea – Analogue Survey Activity.**

**Source: Sarawak Marine Department No. 13/2025(T).**

1. Analogue Survey Activity – 17 Feb to 5 Mar 25. Positions as follow:
    - (1) 04° 44'.90N 112° 41'.47E.
    - (2) 03° 37'.40N 111° 38'.70E.
    - (3) 03° 49'.05N 110° 57'.35E.
    - (4) 05° 08'.87N 112° 55'.98E.
    - (5) 04° 08'.03N 112° 21'.37E.
    - (6) 04° 19'.98N 112° 40'.90E.
    - (7) 04° 16'.52N 112° 22'.85E.
    - (8) 03° 45'.82N 112° 03'.93E.
  2. Vessel involved – MV Cassandra No.5.
  3. Wide berth of 5 requested.
  4. Charts affected: MAL 6, MAL 740, MAL 741, 750, MAL 751 and MAL 762.
  5. Cancel this notice 6 Mar 25.  
(WGS 84)
- 

**63(T)/2025 MALAYSIA – Sarawak – South China Sea – Marine Geohazards Survey.**

**Source: Sarawak Marine Department No. 16/2025(T).**

1. Marine Geohazards Survey – 26 Feb to 11 Mar 25. Positions as follow:
    - (1) 03° 26'.24N 112° 22'.62E.
    - (2) 03° 45'.86N 112° 03'.95E.
    - (3) 03° 50'.37N 112° 06'.39E.
  2. Vessel involved – MV Cassandra VI.
  3. Wide berth requested.
  4. Charts affected: MAL 740, MAL 741 and MAL 751.
  5. Cancel this notice 12 Mar 25.  
(WGS 84)
-



**Source: National Hydrographic centre.**

1. Hydrographic Survey – 5 to 31 Mar 25. Area bounded by:

Sector A:

- (1) 04° 15'.20N 100° 34'.72E
- (2) 04° 15'.20N 100° 35'.33E
- (3) 04° 14'.59N 100° 35'.54E
- (4) 04° 14'.57N 100° 35'.46E
- (5) 04° 14'.06N 100° 35'.48E
- (6) 04° 13'.79N 100° 35'.56E
- (7) 04° 13'.79N 100° 35'.14E

Sector B:

- (1) 04° 22'.85N 100° 25'.18E
- (2) 04° 22'.85N 100° 31'.10E
- (3) 04° 19'.33N 100° 31'.10E
- (4) 04° 19'.33N 100° 29'.77E

2. Vessel involved – Bot Hidrografi 1.

3. Wide berth requested.

4. Charts affected: MAL 5416, MAL 5419, MAL 5425 and MAL 554.

5. Cancel this notice 1 Apr 25.  
(WGS 84)
-

**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.	<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.....