



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 02 of 2022
28th FEBRUARY 2022

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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: +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. Malaysian Notice to Mariners Online (MyNTM Online) can be accessed directly from NHC website.

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 5123	35*/2022	MAL 635	42(T)*/2022
MAL 5129	35*/2022	MAL 6400	43(T)*/2022, 44(T)*/2022
MAL 521	36/2022	MAL 6416	39*/2022
MAL 5239	37*/2022	MAL 645	43(T)*/2022, 44(T)*/2022
MAL 54	43(T)*/2022, 44(T)*/2022	MAL 7257	41(T)*/2022
MAL 565	38/2022	MAL 731	46(T)*/2022
MAL 58	38/2022	MAL 740	41(T)*/2022, 46(T)*/2022
MAL 6	45(T)*/2022, 46(T)*/2022	MAL 750	40(T)*/2022, 45(T)*/2022
MAL 625	42(T)*/2022	MAL 752	40(T)*/2022
MAL 6257	42(T)*/2022	MAL 754	40(T)*/2022, 45(T)*/2022

SECTION II

CORRECTIONS TO CHARTS

35*/2022 MALAYSIA – Johor – Tg. Piai – Light Buoy.

Source: Marine Department of Malaysia No. 18/2022.

Chart MAL 5123 (Last Correction 233/2021) WGS 84 DATUM

Delete		MDC -LPJ Fl. Y. 5s	01° 16'.01N,	103° 32'.90E
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Chart MAL 5129 (Last Correction 233/2021) WGS 84 DATUM

Delete		MDC -LPJ Fl. Y. 5s	01° 16'.01N,	103° 32'.90E
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36/2022 INDONESIA – Selat Bengkalis – Wrecks.

Source: Indonesian Notice 027,028,029,030,031/2022.

Chart MAL 521 (Last Correction 01/2022) WGS 84 DATUM

Insert		Wk	01° 22'.61N,	102° 09'.78E
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		Wk	01° 21'.87N,	102° 11'.07E
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Delete			01° 23'.03N,	102° 10'.00E
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			01° 21'.66N,	102° 11'.10E
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			01° 20'.38N,	102° 10'.00E
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37*/2022 MALAYSIA – Negeri Sembilan – Port Dickson – Light Buoy.

Source: Marine Department of Malaysia No. 19/2022.

Chart MAL 5239 (Last Correction 193/2021) WGS 84 DATUM

Insert		PD A Fl. Y. 5s	02° 31'.20N,	101° 47'.36E
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		PD B Fl. Y. 10s	02° 31'.11N,	101° 47'.45E
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38/2022 INDONESIA – Malacca Strait – Obstructions.

Source: Indonesian Notice 040,051/2022.

Chart MAL 565 (Last Correction 223/2021) WGS 84 DATUM

Insert  *Obstn* 05° 18'.31N, 098° 02'.56E

 *Obstn* 05° 19'.59N, 098° 04'.51E

Chart MAL 58 (Last Correction 234/2021) WGS 84 DATUM

 *Obstn* 05° 18'.31N, 098° 02'.56E

 *Obstn* 05° 19'.59N, 098° 04'.51E

39*/2022 MALAYSIA – Terengganu – Kuala Kemaman – Wreck.

Source: Marine Department of Malaysia No. 28/2022.

Chart MAL 6416 (Last Correction 237/2021) WGS 84 DATUM

Insert  *PA* 04° 13'.87N, 103° 27'.08E

40(T)*/2022 MALAYSIA – Sarawak – Kuala Baram – Buoy.

Source: Sarawak Marine Department No. 14/2022(T).

1. Port Hand Buoy No.2 *Fl.R.4s*, in position 04°37'.27N, 113°56'.18E is missing.
 2. Mariners are advised to navigate with caution in the area.
(WGS 84)
 3. Charts affected – MAL 750 – MAL 752 – MAL 754
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41(T)*/2022 MALAYSIA – Sarawak – Pasir Dua Belas – Buoy.

Source: Sarawak Marine Department No. 29/2022(T).

1. Outer Bouy Muara Lassa *Fl.G.3s*, in position 02°52'.43N, 111°24'.51E is missing.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 7257 – MAL 740.
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42(T)*/2022 MALAYSIA – Pahang – Pulau Tioman – Light Beacon.

Source: Marine Department of Malaysia No. 16/2022(T).

1. Tanjung Layar Light Beacon Fl(2)5s, in position 02°51'.29N, 104°08'.98E is temporarily unlit.
 2. Mariners are advised to navigate with caution in the area.
(WGS 84)
 3. Charts affected – MAL 625 – MAL 6257 – MAL 635
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SECTION III

NAVIGATIONAL WARNINGS

43(T)*/2022 MALAYSIA – Pahang – W Coast Pelabuhan Kuantan – Repair and Route Change Work.

Source: Marine Department of Malaysia Notice No. 22/2022(T).

1. Repair and Route Change Work – 18 Feb to 18 May 22. Area bounded by:
 - (1) 04°05'.85N 103°38'.13E
 - (2) 03°57'.83N 103°37'.39E
 - (3) 04°01'.70N 104°20'.00E
 - (4) 03°53'.71N 104°19'.26E
 2. Vessels involved: TUG Sue Ann and Tug Joyce.
 3. Wide berth requested.
 4. Charts affected: MAL 54, MAL 6400 and MAL 645.
 5. Cancel this notice 19 May 22.
(WGS 84)
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44(T)*/2022 MALAYSIA – Pahang – W Coast Pelabuhan Kuantan – Cable Installation.

Source: Marine Department of Malaysia Notice No. 23/2022(T).

1. Cable Installation - 18 Feb to 18 May 22. Area bounded by:
 - (1) 04°05'.85N 103°38'.13E
 - (2) 03°57'.83N 103°37'.39E
 - (3) 04°01'.70N 104°20'.00E
 - (4) 03°53'.17N 104°19'.26E
 2. Vessels involved – TUG Sue Ann and TUG Joyce.
 3. Wide berth requested.
 4. Charts affected: MAL 54, MAL 6400 and MAL 645.
 5. Cancel this Notice 19 May 22.
(WGS 84)
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45(T)*/2022 MALAYSIA – Sarawak – Bokor Oil Field – Hook Up and Commissioning Activities.

Source: Sarawak Marine Department No. 18/2022(T).

1. Hook Up and Commissioning Activities – 08 Feb to 30 Apr 22 at 04°32'.66N 113°37'.93E.
 2. Vessel involved – MV Keyfield Compassion.
 3. Wide berth requested.
 4. Charts affected: MAL 6, MAL 750 and MAL 754.
 5. Cancel this notice 01 May 22.
(WGS 84)
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46(T)*/2022 MALAYSIA – Sarawak – South China Sea – Seismic Survey.

Source: Sarawak Marine Department No. 20/2022(T).

1. Seismic Survey - 20 Oct 21 to 01 May 22. Positions as follow:
 - (1) 05°20'.12N 111°43'.35E
 - (2) 04°52'.21N 111°24'.62E
 - (3) 04°30'.72N 111°23'.14E
 - (4) 04°30'.72N 111°12'.24E
 - (5) 04°06'.61N 111°11'.06E
 - (6) 04°06'.61N 111°20'.58E
 - (7) 03°37'.77N 111°53'.30E
 - (8) 02°57'.60N 111°28'.55E
 - (9) 03°09'.34N 111°09'.84E

- (10) 02°44'.21N 110°53'.69E
 - (11) 02°56'.23N 110°35'.18E
 - (12) 03°41'.64N 111°03'.90E
 - (13) 04°30'.90N 111°05'.65E
 - (14) 04°30'.90N 110°01'.58E
 - (15) 04°39'.95N 110°02'.07E
 - (16) 04°52'.46N 110°01'.72E
 - (17) 04°52'.46N 111°01'.70E
 - (18) 04°52'.33N 111°13'.28E
 - (19) 04°52'.36N 111°13'.28E
 - (20) 05°32'.90N 111°22'.38E
 - (21) 05°33'.05N 111°43'.20E
 - (22) 05°20'.12N 111°43'.35E
- 2. Vessels involved – MV Ramform Sovereign, MV Thor Modi, MV Nur Cekal and MV Johan Pioneer 2.
 - 3. Berth of 3 Nm and 10Nm astern requested
 - 4. Charts affected: MAL 6, MAL 731 and MAL 740.
 - 5. Cancel NTM 228(T)*/2021.Cancel this notice 02 May 22.
(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.....