



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 03 of 2022
31st MARCH 2022

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- 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 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 5	47*/2022	MAL 645	57(T)*/2022, 62(T)*/2022
MAL 515	49*/2022, 63(T)*/2022	MAL 65	47*/2022, 62(T)*/2022, 63(T)*/2022
MAL 5123	48/2022	MAL 654	51*/2022, 60(T)*/2022
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MAL 5239	50*/2022	MAL 664	52*/2022
MAL 532	50*/2022, 58(T)*/2022	MAL 673	52*/2022
MAL 54	50*/2022, 58(T)*/2022	MAL 68	47*/2022, 51*/2022, 52*/2022, 59(T)*/2022, 60(T)*/2022
MAL 5410	56(T)*/2022	MAL 750	53*/2022, 54*/2022, 55*/2022, 64(T)*/2022, 66(T)*/2022
MAL 5425	56(T)*/2022	MAL 751	64(T)*/2022, 66(T)*/2022
MAL 554	56(T)*/2022	MAL 752	54*/2022, 55*/2022
MAL 6	61(T)*/2022	MAL 754	53*/2022, 54*/2022, 55*/2022
MAL 6124	49*/2022	MAL 762	64(T)*/2022, 66(T)*/2022
MAL 6147	49*/2022	MAL 781	65(T)*/2022
MAL 6400	57(T)*/2022		

SECTION II

CORRECTIONS TO CHARTS

47*/2022 MALAYSIA – Terengganu – Oil Field Tapis – Platforms. Submarine pipeline. Legend.

Source: National Hydrographic Centre.

Chart MAL 5 (Last Correction 195/2021) WGS 84 DATUM





Delete	 BsDP-B	05° 06'.83N,	105° 02'.37E
	submarine pipeline,  , joining:	(a) 05° 06'.83N,	105° 02'.37E() above
	legend, <i>Minyak & Gas/ Oil & Gas</i> , along:	(b) 05° 08'.13N,	104° 58'.72E() (a)-(b) above

Chart MAL 65 (Last Correction 195/2021) WGS 84 DATUM





 BsDP-B	05° 06'.83N,	105° 02'.37E	
	submarine pipeline,  , joining:	(a) 05° 06'.83N,	105° 02'.37E() above
	legend, <i>Minyak & Gas/ Oil & Gas</i> , along:	(b) 05° 08'.13N,	104° 58'.72E() (a)-(b) above

Chart MAL 655 (Last Correction 108/2020) WGS 84 DATUM









 BsDP-B	05° 06'.83N,	105° 02'.37E	
	submarine pipeline,  , joining:	(a) 05° 06'.83N,	105° 02'.37E() above
	legend, <i>Minyak & Gas/ Oil & Gas</i> , along:	(b) 05° 08'.13N,	104° 58'.72E() (a)-(b) above


Chart MAL 68 (Last Correction 31/2022) WGS 84 DATUM

 BsDP-B	05° 06'.83N,	105° 02'.37E	
	submarine pipeline,  , joining:	(a) 05° 06'.83N,	105° 02'.37E() above
	legend, <i>Minyak & Gas/ Oil & Gas</i> , along:	(b) 05° 08'.13N,	104° 58'.72E() (a)-(b) above

48/2022 SINGAPORE – Tuas View – Beacon.

Source: Maritime and Port Authority of Singapore NM 12/2022.

Chart MAL 5123 (Last Correction 35/2022) WGS 84 DATUM

Move	 FI.Y	from:	01° 16'.73N,	103° 38'.85E
		to:	01° 16'.77N,	103° 38'.97E

49*/2022 MALAYSIA – Johor – Pengerang – Buoys.

Source: National Hydrographic Centre.

Chart MAL 515 (Last Correction 29/2022) WGS 84 DATUM





Replace	 FI(2)G.5s	with	 FI(2)G.5s	01° 19'.14N,	104° 11'.88E
	 FI.G.2s	with	 FI.G.2s	01° 19'.70N,	104° 12'.53E

Chart MAL 6124 (Last Correction 215/2021) WGS 84 DATUM













 FI(2)G.5s	with	 FI(2)G.5s	01° 19'.14N,	104° 11'.88E
 FI.G.2s	with	 FI.G.2s	01° 19'.70N,	104° 12'.53E
 FI.G.2s	with	 FI.G.2s	01° 19'.57N,	104° 12'.54E

Chart MAL 6147 (Last Correction NE/2021) WGS 84 DATUM

 FI(2)G.5s	with	 FI(2)G.5s	01° 19'.14N,	104° 11'.88E
 FI.G.2s	with	 FI.G.2s	01° 19'.70N,	104° 12'.53E
 FI.G.2s	with	 FI.G.2s	01° 19'.57N,	104° 12'.54E

50*/2022 Malaysia – Negeri Sembilan – Port Dickson – Submarine pipeline.

Source: National Hydrographic Centre.

Chart MAL 5239 (Last Correction 37/2022) WGS 84 DATUM


Insert	submarine pipeline,  joining:	(a)	02° 30'.22N,	101° 45'.37E
		(b)	02° 30'.25N,	101° 45'.90E
		(c)	02° 30'.25N,	101° 46'.73E
		(d)	02° 30'.04N,	101° 47'.23E
		(e)	02° 30'.00N,	101° 47'.75E
		(f)	02° 31'.01N,	101° 49'.44E
	legend, <i>Minyak / Oil</i> along:		(a)-(f) above	

Chart MAL 532 (Last Correction 193/2021) WGS 84 DATUM



submarine pipeline,  joining:	(a)	02° 30'.22N,	101° 45'.37E
	(b)	02° 30'.25N,	101° 46'.73E
	(c)	02° 30'.00N,	101° 47'.75E
	(d)	02° 31'.01N,	101° 49'.44E
			(a)-(d) above

Chart MAL 54 (Last Correction 234/2021) WGS 84 DATUM

submarine pipeline,  joining:	(a)	02° 30'.22N,	101° 45'.37E
	(b)	02° 30'.00N,	101° 47'.75E
	(c)	02° 31'.01N,	101° 49'.44E
			(a)-(c) above

51*/2022 MALAYSIA – Terengganu – South China Sea – Light Buoy.

Source: Marine Department of Malaysia No. 34/2022.

Chart MAL 654 (Last Correction 123/2021) WGS 84 DATUM

Delete	 Q. Y	05° 50'.62N,	104° 12'.51E

Chart MAL 68 (Last Correction 47/2022) WGS 84 DATUM

 Q. Y	05° 50'.62N,	104° 12'.51E
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52*/2022 MALAYSIA – Kelantan – Kg. Sabak – Wreck.

Source: Marine Department of Malaysia No. 11/2022.

Chart MAL 664 (Last Correction 31/2022) WGS 84 DATUM

Delete		06° 11'.40N,	102° 22'.47E
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Chart MAL 673 (Last Correction 31/2022) WGS 84 DATUM

	06° 11'.40N,	102° 22'.47E
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Chart MAL 68 (Last Correction 51/2022) WGS 84 DATUM

	06° 11'.40N,	102° 22'.47E
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53*/2022 MALAYSIA – Sarawak – Sungai Miri – Beacon.

Source: Sarawak Marine Department No. 02/2022.

Chart MAL 750 (Last Correction 40/2022) WGS 84 DATUM

Insert  FI(2)10s 04° 24'.04N, 113° 59'.14E

Chart MAL 754 (Last Correction 40/2022) WGS 84 DATUM

 FI(2)10s 04° 24'.04N, 113° 59'.14E

54*/2022 MALAYSIA – Sarawak – Tg.Baram – Buoy.

Source: Sarawak Marine Department No. 37/2022(T).

1. Special Mark Buoy (A) *Fl. Y. 5s*, in position 04°36'.28N, 113°54'.67E is restored to normal.
 2. Former Notice No. 219(T)*/21 is cancelled.
(WGS84)
 3. Charts affected – MAL 750 – MAL 752 – MAL 754
-

55*/2022 MALAYSIA – Sarawak – Kuala Baram – Buoy.

Source: Sarawak Marine Department No. 38/2022(T).

1. Port Hand Buoy No.2 *Fl. R. 4s*, in position 04°37'.27N, 113°56'.18E is restored to normal.
 2. Former Notice No. 40(T)*/22 is cancelled.
(WGS84)
 3. Charts affected – MAL 750 – MAL 752 – MAL 754
-

56(T)*/2022 MALAYSIA – Perak – Teluk Rubiah – Light bouy.

Source: Marine Department of Malaysia No. 43/2022(T).

1. Light bouy *VALE No.6 Oc(2+1)R. 15s.3M*, in position 04°09'.29N, 100°35'.09E is off station.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 5410 – MAL 5425 – MAL 554
-

57(T)*/2022 MALAYSIA – Pahang – Tg. Gelang – Light Buoy.

Source: Marine Department of Malaysia No. 29R/2022.

1. Outer Light Buoy *Iso. 6s6M*, in position 03°55'.73N, 103°33'.05E is destroyed and move to 03°54'.75N, 103°33'.19E.
 2. Mariners are advised to navigate with caution in the area.
(WGS84 DATUM)
 3. Charts affected – MAL 6400 – MAL 645
-

58(T)*/2022 MALAYSIA – Melaka – Kuala Linggi – Light Buoy.

Source: Marine Department of Malaysia No. 45/2022(T).

1. Kuala Linggi Light Buoy *F(2)10s*, in position 02°19'.42N, 101°57'.63E is temporarily unlit.
 2. Mariners are advised to navigate with caution in the area.
(WGS 84)
 3. Charts affected – MAL 5230 – MAL 532 – MAL 54
-

SECTION III

NAVIGATIONAL WARNINGS

59(T)*/2022 MALAYSIA – Terengganu – Cakerawala Oil Field – Pipeline and Platform Installation.

Source: Marine Department of Malaysia Notice No. 41/2022(T).

1. Pipeline and Platform Installation – 17 Mac to 11 May 22. Positions as follow:
 - (1) 07°07'.98N 103°25'.25E
 - (2) 07°11'.13N 103°26'.49E
 2. Vessels involved: MV Sapura 2000, MV Omni Victory, MV CMS Robiah, MV Sealink 178 and MV Jason Dua.
 3. Wide berth requested.
 4. Chart affected: MAL 68.
 5. Cancel this notice 12 May 22.
(WGS 84)
-

60(T)*/2022 MALAYSIA – Terengganu –Tapis Oil Field – Rig Mobilization and Drilling Activities.

Source: Marine Department of Malaysia Notice No. 39/2022(T).

1. Rig Mobilization and Drilling Activities - 20 Mac to 25 Jun 22 at 05°49'.75N 104°09'.44E.
 2. Vessels involved – RIG Sapura T9, MV MM Teguh, MV Sealink 179, MV Taha Assalam and MV Perdana Adventure.
 3. Wide berth requested.
 4. Charts affected: MAL 654, MAL 655 and MAL 68.
 5. Cancel this Notice 26 Jun 22.
(WGS 84)
-

61(T)*/2022 MALAYSIA – Sarawak – NW Tg Sirik – Hydrographic Survey.

Source: National Hydrographic Centre.

1. Hydrographic Survey – 16 Mac to 16 Apr 22. Area bounded by:
 - Sector 4_A
 - 1) 04°09'.00N 109°59'.82E.
 - 2) 04°30'.54N 110°33'.18E.
 - 3) 03°55'.47N 110°33'.27E.
 - 4) 03°34'.47N 109°57'.45E.
 - Sector 4_B
 - 1) 04°30'.54N 110°33'.18E.
 - 2) 04°43'.18N 110°53'.76E.
 - 3) 04°43'.88N 111°08'.39E.
 - 4) 04°16'.88N 111°08'.62E.
 - 5) 03°55'.72N 110°33'.27E.
 2. Vessels involved – MV Danum 161 and MV Danum 162.
 3. Wide berth requested.
 4. Chart affected: MAL 6.
 5. Cancel this notice 17 Apr 22.
(WGS 84)
-

62(T)*/2022 MALAYSIA – Terengganu – SE Kemaman – Cable Installation.

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

1. Cable Installation -18 Feb to 18 May 22. Positions as follow:
 - (1) 04°10'.00N 103°32'.85E.
 - (2) 04°05'.61N 103°33'.98E.
 - (3) 04°17'.82N 104°18'.05E.
 - (4) 04°14'.36N 103°18'.43E.
 - (5) 04°25'.99N 105°05'.64E.
 - (6) 04°23'.17N 105°03'.95E.
 2. Vessels involved – TUG Sue Ann and TUG Joyce.
 3. Wide berth requested
 4. Charts affected: MAL 645 and MAL 65.
 5. Cancel this notice 19 May 22.
(WGS 84)
-

63(T)*/2022 MALAYSIA – E Beting Ramunia – Cable Installation Work.

Source: Marine Department of Malaysia Notice No. 31/2022(T).

1. Cable Installation Work - 03 Mac to 30 Apr 22. Positions as follow:
Area S3.14
 - 1) 01°29'.43N 104°32'.57E.
 - 2) 01°29'.26N 104°32'.58E.
 - 3) 01°29'.58N 104°36'.23E.
 - 4) 01°29'.41N 104°36'.27E.Area S3.15
 - 1) 01°33'.48N 104°39'.38E.
 - 2) 01°33'.38N 104°39'.17E.
 - 3) 01°34'.39N 104°39'.44E.
 - 4) 01°34'.29N 104°39'.56E.
 2. Vessel involved – MV Miclyn Enterprise.
 3. Wide berth requested.
 4. Charts affected: MAL 515 and MAL 65.
 5. Cancel this notice 01 May 22.
(WGS 84)
-

64(T)*/2022 MALAYSIA – Sarawak – Central Luconia Gas Field - Drilling Activity.

Source: Marine Department of Malaysia Notice No. 39/2022(T).

1. Drilling Activity - 30 Mac to 01 May 22. Positions as follow:
 - (1) 04°35'.67N 112°42'.30E.
 - (2) 04°37'.62N 112°33'.52E.
 - (3) 04°33'.37N 112°38'.65E.
 - (4) 04°38'.40N 112°29'.30E.
 - (5) 04°35'.88N 112°22'.98E.
 - (6) 04°36'.83N 112°25'.50E.
 2. Vessels involved – RIG Naga 4, MV MMA Majestic, MV Executive Honour, TUG SK Phoenix and MV Robusht 3.
 3. Berth of 5 NM requested.
 4. Charts affected: MAL 750, MAL 751 and MAL 762.
 5. Cancel this notice 02 May 22.
(WGS 84)
-

65(T)*/2022 MALAYSIA – Sabah – Kikeh Oil Field - Underwater Inspection.

Source: Sabah Marine Department No. 05/2022(T).

1. Underwater Inspection – 11 Mac to 05 Jun 22. Positions as follow:
 - (1) 05°52'.71N 114°17'.63E.
 - (2) 05°51'.93N 114°18'.40E.
 2. Vessel involved – MV Sapura Jane.
 3. Wide berth requested.
 4. Chart affected: MAL 781.
 5. Cancel this notice 06 Jun 22.
(WGS 84)
-

66(T)*/2022 MALAYSIA – Sarawak – Central Luconia Gas Field – Environmental Impact Assessment Baseline and Monitoring Campaign, Pipeline and Debris Survey.

Source: Sarawak Marine Department No. 36/2022(T).

1. Environmental Impact Assessment Baseline and Monitoring Campaign, Pipeline and Debris Survey
22 Mac to 31 May 22. Positions as follow:
 - (1) 04°16'.50N 112°22'.85E.
 - (2) 04°36'.90N 112°37'.18E.
 - (3) 04°31'.00N 112°18'.28E.
 - (4) 04°35'.83N 112°04'.12E.
 - (5) 04°38'.37N 112°18'.33E.
 - (6) 04°56'.88N 112°31'.70E.
 - (7) 04°41'.27N 112°29'.65E.
 - (8) 04°37'.28N 112°41'.77E.
 - (9) 04°36'.83N 112°25'.48E.
 - (10) 04°34'.93N 112°30'.42E.
 - (11) 04°40'.82N 112°31'.72E.
 - (12) 04°23'.20N 112°29'.45E.
 2. Vessel involved – MV Sealink 161.
 3. Wide berth requested.
 4. Charts affected: MAL 750, MAL 751 and MAL 762.
 5. Cancel this notice 01 Jun 22.
(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.	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.....