



MALAYSIAN NOTICES TO MARINERS

Monthly Edition 04 of 2017
30th APRIL 2017

CONTENTS

- I - Explanatory Notes / Index of Charts Affected.
- II - Corrections to Charts.
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- IV - Information Concerning Submarine.

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 4400), (Fax: +603 3101 3111), E-mail: nhc@hydro.gov.my immediately upon the discovery of new dangers, changes or defects in aids to navigation and shortcoming in Malaysian charts or publications.

DATO' FADZILAH BIN MOHD SALLEH
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. Section IV give Information Concerning Submarine and Malaysian Submarine Exercise Area. 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 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.

Malaysian Notice (MN)

Mariners are to take note the legend MN indicates Malaysian Notice.

INDEX OF CHARTS AFFECTED			
MAL 4508	76/2017	MAL 741	84/2017(T)
MAL 5123	77/2017(T)	MAL 750	83/2017*(T)
MAL 515	77/2017(T)	MAL 751	84/2017(T), 85/2017*(T)
MAL 5536	78/2017	MAL 752	81/2017*, 83/2017*(T)
MAL 554	78/2017	MAL 754	81/2017*, 83/2017*(T)
MAL 565	79/2017*	MAL 762	85/2017*(T)
MAL 6	76/2017	MAL 8645	80/2017*(T)
MAL 655	82/2017*(T)	MAL 8715	80/2017*(T)
MAL 68	82/2017*(T)	MAL 872	81/2017*
MAL 7332	84/2017(T)	MAL 864	81/2017*

SECTION II
CORRECTIONS TO CHARTS

76/2017 SOUTH CHINA SEA – Vanguard Bank – Depth. Light.

Source: British Admiralty Notice No. 1629/17.

Chart MAL 4508 (Last Correction 206/2016) WGS 84 DATUM




Insert		(a)	07° 30'.40N,	109° 54'.90E
Replace	depth, 16, with 		07° 29'.30N,	109° 37'.80E
Delete	depth, 16, close NW of:	(a) above		
			07° 32'.60N,	109° 48'.20E

Chart MAL 6 (Last Correction 62/2017) WGS 84 DATUM

Insert			07° 30'.40N,	109° 54'.90E
Replace	depth, 16 ₄ , with 		07° 29'.30N,	109° 37'.80E
Delete	 FI(3)12M		07° 32'.60N,	109° 48'.20E

77/2017(T) SINGAPORE – Pulau Jurong – Racon.

Source: Maritime and Port Authority of Singapore NM 21T/2017*.

Chart MAL 5123 (Last Correction 42/2017) WGS 84 DATUM

Insert	legend, (<i>Unlit</i>) for Racon Morse (K) at Sultan Shoal Lighthouse	01°14'.38N,	103°38'.88E
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Chart MAL 515 (Last Correction 60/2017) WGS 84 DATUM

Insert	legend, (<i>Unlit</i>) for Racon Morse (K) at Sultan Shoal Lighthouse	01°14'.38N,	103°38'.88E
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78/2017 ANDAMAN SEA – Hnget-Taung Kyun to Pulau Pinang – Submarine cable.

Source: British Admiralty Notice No. 1698/17*.

Chart MAL 5536 (Last Correction NC/2016) WGS 84 DATUM

Insert	submarine cable, ~~~~~, joining:	05°36'.48N,	100°13'.17E
		(N border)	
		05°35'.93N,	100°13'.18E
		05°31'.68N,	100°19'.99E
		05°29'.69N,	100°22'.60E
		(shore)	

Chart MAL 554 (Last Correction 35/2017) WGS 84 DATUM

Insert	submarine cable, ~~~~~~ , joining:	05°39'.22N,	100°11'.40E
		(N border)	
		05°38'.09N,	100°13'.07E
		05°35'.93N,	100°13'.18E
		05°31'.68N,	100°19'.99E
		05°29'.69N,	100°22'.60E
		(shore)	

79/2017* MALAYSIA – Pulau Pinang – Pulau perak – Block.

Source: National Hydrographic Centre.

Chart MAL 565 (Last Correction 35/2017) WGS 84 DATUM

Insert	the accompanying block, centred on:	05° 40'.00N, 098° 56'.00E
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80/2017*(T) MALAYSIA – Sabah – Selat Malawali – Light Beacon.

Source: Royal Malaysian Navy.

Chart MAL 8645 (Last Correction 117/2016) WGS 84 DATUM

Insert	legend, (Unlit) for		
	Beacon, Fl.G.5s6m5M	06° 44'.50N,	117° 37'.60E

Chart MAL 8715 (Last Correction 237/2016) WGS 84 DATUM

Insert	legend, (Unlit) for		
	Beacon, Fl(2)8s11m5M	06° 51'.41N,	117° 31'.85E
	legend, (Unlit) for		
	Beacon, Fl.G.5s6m5M	06° 44'.50N,	117° 37'.60E

81/2017* MISCELLANEOUS UPDATES TO CHARTS

Source: National Hydrographic Centre.

Chart MAL 752 (Last Correction 52/2017) WGS 84 DATUM

Insert	Magenta limit and chart number, MAL 8523, as follows:	(a)	05° 17'.00N,	115° 13'.37E
		(b)	05° 17'.00N,	115° 16'.18E(border)
		(c)	05° 23'.83N,	115° 16'.18E(border)
		(d)	05° 23'.83N,	115° 13'.37E
			(a)-(d) close	

Chart MAL 754 (Last Correction 52/2017) WGS 84 DATUM

Insert	Magenta limit and chart number, MAL 8523, as follows:	(a)	05° 17'.00N,	115° 13'.37E
		(b)	05° 17'.00N,	115° 24'.00E
		(c)	05° 23'.83N,	115° 24'.00E
		(d)	05° 23'.83N,	115° 13'.37E
			(a)-(d) close	

Chart MAL 872 (Last Correction 62/2017) WGS 84 DATUM

Insert	Magenta limit and chart number, MAL 8523, as follows:	(a)	05° 17'.00N,	115° 13'.37E
		(b)	05° 17'.00N,	115° 24'.00E
		(c)	05° 23'.83N,	115° 24'.00E
		(d)	05° 23'.83N,	115° 13'.37E
		(a)-(d) close		

Chart MAL 864 (Last Correction 66/2017) WGS 84 DATUM

Insert	Magenta limit and chart number, MAL 8523, as follows:	(a)	05° 17'.00N,	115° 13'.37E
		(b)	05° 17'.00N,	115° 24'.00E
		(c)	05° 23'.83N,	115° 24'.00E
		(d)	05° 23'.83N,	115° 13'.37E
		(a)-(d) close		

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SECTION III

NAVIGATIONAL WARNINGS

82/2017*(T) MALAYSIA – Offshore Terengganu – Platform Installation Activities.

Source: Marine Department of Malaysia No. 26/2017(T).

1. PLATFORM INSTALLATION ACTIVITIES – 27 MAR TO 25 JUL 17 AT 05°16'.97N, 105°15'.70E.
 2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 26 JUL 17.
 3. CHART AFFECTED: MAL 655 AND MAL 68.
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83/2017*(T) MALAYSIA – Sarawak – Tanjung Baram – Oil Rigs Modification Works.

Source: Sarawak Marine Department No. 34/2017(T).

1. OIL RIGS MODIFICATION WORKS – 01 APR TO 31 OCT 17 AT 04°44'.39N, 113°43'.71E.
 2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 01 NOV 17.
 3. CHART AFFECTED: MAL 750, MAL 752 AND MAL 754.
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84/2017*(T) MALAYSIA – Sarawak – Pelabuhan Bintulu – Underwater Cable Repair.

Source: Optic Marine Services Sdn Bhd.

1. UNDERWATER CABLE REPAIR – 06 MAY TO 13 JUN 17 AT
AREA BOUNDED BY:

(1) 03°23'.46N, 113°03'.37E.
(2) 03°23'.26N, 113°03'.43E.
(3) 03°23'.41N, 113°03'.99E.
(4) 03°23'.60N, 113°03'.93E.
 2. WIDE BERTH OF 1 NM REQUESTED. CANCEL THIS NOTICE 14 JUN 17.
 3. CHART AFFECTED: MAL 7332, MAL 741 AND MAL 751.
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85/2017*(T) MALAYSIA – Sarawak – SW Beting Patinggi Ali – Drilling Operation.

Source: Sarawak Marine Department No. 41/2017(T).

1. DRILLING OPERATION – 12 APR TO 30 SEP 17 AT 04°54'.05N, 112°17'.75E.
 2. WIDE BERTH REQUESTED. CANCEL THIS NOTICE 01 OCT 17.
 3. CHART AFFECTED: MAL 751 AND MAL 762.
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SECTION IV
INFORMATION CONCERNING SUBMARINE

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ABBREVIATION

ABBREVIATION	MEANING
CATAS	Critical Angle Towed Array Sonar
DTAS	Depressed Towed Array Sonar
MCM	Mine Counter Measure
MDV	Mine Disposal Vehicle
MMEA	Malaysian Maritime Enforcement Agency
MSEA	Malaysian Submarine Exercise Area
RMN	Royal Malaysian Navy
RMN SUBOPAUTH	RMN Submarine Operating Authority
RMN SC HQ	RMN Submarine Command Headquarters
ROV	Remotely Operated Vehicle
SARSAT	Search and Rescue Satellite
SCC	Submarine Control Centre
SERB	Submarine Emergency Radio Beacon
SLOT BUOY	Submarine Launched One-Way Transmission Buoy

Malaysian Submarine Exercise Area

1. The Malaysian Government has established a Permanent Submarine Exercise Area known as the **MSEA** within Malaysian waters. MSEA is aimed to provide a safe area for Malaysian submarines to conduct its operations.

2. The MSEA is established in three (3) areas as follows:

a. **MSEA 1** is bounded by the following coordinates (see **Annex 1**):

- (1) 08° 20.00'N 113° 35.00'E.
- (2) 08° 20.00'N 115° 45.00'E.
- (3) 06° 52.26'N 115° 45.00'E.
- (4) 06° 22.97'N 116° 19.76'E.
- (5) 06° 14.52'N 116° 11.40'E.
- (6) 06° 02.79'N 116° 06.72'E.
- (7) 05° 51.00'N 116° 02.00'E.
- (8) 06° 01.36'N 115° 50.00'E.
- (9) 06° 00.00'N 115° 36.00'E.
- (10) 06° 00.00'N 114° 10.00'E.
- (11) 06° 40.00'N 113° 35.00'E.

b. **MSEA 2** is bounded by the following coordinates (see **Annex 2**):

- (1) 06° 20.00'N 110° 30.00'E.
- (2) 04° 40.00'N 110° 30.00'E.
- (3) 04° 40.00'N 113° 45.00'E.
- (4) 05° 00.00'N 113° 45.00'E.
- (5) 05° 00.00'N 113° 30.00'E.
- (6) 06° 20.00'N 112° 30.00'E.

c. **MSEA 3** is bounded by the following coordinates (see **Annex 3**):

- (1) 05° 20.00'N 104° 00.00'E.
- (2) 05° 19.74'N 105° 36.57'E.
- (3) 05° 04.68'N 105° 28.93'E.
- (4) 04° 02.98'N 104° 52.03'E.

- (5) 03° 50.08'N 104° 46.63'E.
- (6) 02° 55.08'N 104° 51.63'E.
- (7) 02° 22.48'N 105° 01.33'E.
- (8) 01° 54.38'N 105° 05.33'E.
- (9) 01° 37.98'N 104° 53.13'E.
- (10) 01° 23.88'N 104° 29.63'E.
- (11) 01° 16.95'N 104° 29.22'E.
- (12) 01° 15.55'N 104° 28.34'E.
- (13) 01° 16.49'N 104° 19.69'E.
- (14) 01° 16.19'N 104° 16.04'E.
- (15) 01° 13.65'N 104° 12.56'E.
- (16) 01° 15.65'N 104° 09.36'E.
- (17) 01° 16.19'N 104° 06.97'E.
- (18) 01° 17.29'N 104° 04.49'E.
- (19) 01° 17.42'N 104° 02.79'E.
- (20) 01° 17.63'N 104° 07.39'E.
- (21) 01° 22.06'N 104° 17.49'E.
- (22) 01° 28.00'N 104° 20.00'E.
- (23) 01° 40.00'N 104° 15.00'E.
- (24) 02° 00.00'N 104° 15.00'E.
- (25) 02° 20.00'N 104° 00.00'E.

Activities Affecting Submarine Operations

3. To facilitate the safety of Malaysian submarine operations, the conduct of any of the following activities in the MSEA shall be notified to the Coordinating Agency (see paragraph 4) and RMN SUBOPAUTH as stated in paragraph 5:

- a. Weapon firing serials (including serials where ordnance is released from aircraft);
- b. Towed bodies and arrays operations i.e. Variable Depth Sonar (VDS), DTAS and CATAS;
- c. Mine Counter Measure (MCM) and Mine Warfare Operations including Mine Disposal Vehicle (MDV) activities;
- d. Dived submersible operations i.e. Submarine Rescue Vehicle (SRV);
- e. ROV operations;
- f. Diving operations;
- g. Deep-sea coring and drilling activities;
- h. Hydrocarbon exploration and exploitation activities;
- i. Any type of survey at sea; or
- j. Any other activities that may jeopardise the safety of the submarines.

Coordinating Agency

4. The Coordinating Agency for MSEA is the Malaysian National Security Council. The coordinating agency is responsible for supervision and coordination of the MSEA with the support of the RMN SUBOPAUTH based in the RMN SC HQ in Kota Kinabalu, Sabah, Malaysia.

5. A Submarine Control Centre (SCC) has been established in the RMN SC HQ to assist RMN SUBOPAUTH in the management of the MSEA.

Disclaimer

6. The Malaysian Government shall not be responsible for any damage to or loss of ships, equipment, and life, caused by the failure to inform the usage of MSEA in advance to the Coordinating Agency and RMN SUBOPAUTH.

Notification

7. Notification for the use of MSEA shall be made 7 days prior to the commencement of any activity to the Coordinating Agency in the form as per **Annex 4**.

Point of Contact

8. Any enquiries concerning MSEA may be directed to either of the following agencies:

a. National Security Council (Coordinating Agency):

Level 2, West Block
Perdana Putra Building
Federal Government Administrative Centre
62502 PUTRAJAYA
Malaysia

Phone : +603-88726846/88882010
Fax : +603-88883091/88883022
Email : bkkm@mkn.gov.my/bppon@mkn.gov.my

b. RMN SUBOPAUTH/RMN SCC:

RMN Submarine Command Headquarters
Kota Kinabalu Naval Base
Sepangar Bay
88846 KOTA KINABALU
Sabah, Malaysia

Phone : +6088-473390/478002/478010
Fax : +6088-473514
Email : pkkstldm@navy.mil.my

INFORMATION CONCERNING SUBMARINES

Warning Signals

1. Mariners are warned that considerable hazard to life may result from the disregard of the following signals which denote the presence of submarines:

a. **Visual Signals.** Warships fly the International Code Group 'NE2' to denote that submarines which may be submerged are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying this signal. If from any cause it is necessary to approach her, a good lookout must be kept for submarines whose presence may be indicated only by their periscopes or snort masts showing above the water.

b. **Pyrotechnics and Smoke Candles.** The following signals are used by submerged submarines:

Signal	Signification
White smoke candle (with flame)..... Yellow smoke candles Yellow and green pyrotechnic flares	Indicates position in response to request from ship or aircraft or as required.
Red pyrotechnic flares..... (may be accompanied by smoke candles repeated as often as possible)	Keep clear I am carrying out emergency surfacing procedure. Do not stop propellers. Clear the immediate area, but stand by to render assistance

Note: If the red pyrotechnic flare signal is sighted and the submarine does not surface within 5 minutes it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

2. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

Submarines Operating in Areas Outside the Promulgated MSEA

3. The legend 'Submarine Exercise Area' on certain charts should not be read to mean that submarines do not exercise outside such areas. Under normal circumstances, the majority of submarine exercise activity will be limited to MSEA. However, this does not preclude exercises or operations in other areas, in such cases participating units will make or display appropriate warning signals. Under certain circumstances, warnings that submarines are exercising in specified areas may be promulgated in printed Navigational Warnings or Notices To Mariners. These areas are known as Submarine Operating Areas.

Navigation Lights

4. Malaysian submarines have their masthead light and sidelights placed well forward and very low over the water in proportion to the length and tonnage of these vessels. In particular:
 - a. Some submarines can only show a forward masthead light in calm confined waters;
 - b. The main masthead light may be well forward of the mid-point of the submarine's length.
5. There are two stern lights fitted onboard. One is placed at the aft part of the bridge fin and the other one is placed on the upper part of the rudder. Both of these lights may at any time will be partially obscured by spray and wash. In some cases, if the stern light on the aft part of the bridge fin is lit, it will be quite close to the masthead light of the submarine, and thus will not give a true indication of the submarine's length. However, if the stern light on the upper part of the rudder is lit, extra caution must be taken to avoid confusion with two separate vessels of less than 50 meters in length. They are both invariably lower than the sidelights.
6. The overall arrangement of submarine lights is therefore unusual and may well give the impression of markedly smaller and shorter vessels than they are. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching them.
7. Nearly all submarines are fitted with an amber quick-flashing light situated above or abaft the main steaming light. This additional light is for use as an aid to identification in narrow waters and areas of dense traffic as well as in unfavourable weather conditions such as heavy rain and fog. Malaysian SCORPENE class submarines exhibit a very quick flashing yellow (VQ.Y) identification light of 120 flashes per minute. This identification light should not be confused with an air cushion vessel operating in a non-displacement mode that displays the same light.

Sunken Submarine

8. A bottomed submarine which is unable to surface will try to indicate distress by launching a red pyrotechnic flare and shall mark her position upon located to the assisting vessel by firing candles giving off white smoke or any colour available either on the approach of the surface vessel or at a regular basis.

Note: It should be remembered that it might be impossible for a submarine to fire her smoke candles. Correspondingly a partially flooded submarine may have limited number of smoke candles available and searching ships should not therefore expect many to appear.

9. Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the submarine probability area. Searching ships and aircrafts can waste many valuable hours investigating these false contacts.

10. The sighting of any beacon answering the attached description should at once be reported by the quickest available means to the RMN SC HQ. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident. Every effort should be made to include in the report the serial number of the beacon; this number is affixed on top of the SERB.

11. At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until:

- a. Rescue vessels are known to be standing by; or
- b. Conditions inside the submarine deteriorate to such an extent that an attempt to escape must be made.

12. It should be noted that in certain circumstances the situation described in paragraph 11(b) above might not arise through lack of air supply until a time after the accident of several days. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a SERB should not therefore leave the position but stand by well clear ready to pick up survivors. The latter will ascent nearly vertically, and it is plainly important plenty of sea room is given to enable them to do so in safety. On arrival on the surface men may be exhausted or ill, and if circumstances are favourable therefore the presence of a boat already lowered is very desirable. Some men may require a recompression chamber, and it will therefore be the aim of the RMN authorities to get such a chamber to the scene as soon as possible.

13. In order that those trapped in the submarine shall be made aware that help is at hand, RMN vessels may drop small charges into the sea, which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since men in the process of making ascents are particularly vulnerable to underwater explosions and may easily receive fatal injuries. A distance of a quarter of a mile is considered to be safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the water-line is likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

14. Submarines at any time may release pyrotechnic, which on reaching the surface burn with flame and/or smoke thus serving to mark the position of the wreck. They are likely to acknowledge sound signals by this means.

15. To sum up, the aims of a submarine rescue operation are:

- a. To fix the exact position of the submarine.
- b. To get a ship standing by to pick up survivors if practicable with boats already lowered.
- c. To get medical assistance to survivors picked up.

- d. To get a diver's decompression chamber to the scene in case this is required by those seriously ill after being exposed to great pressure.
- e. To inform the trapped men that help is at hand.
- f. To notify appropriate authorities.

16. There is a RMN organisation designed to fulfil these aims that are always kept at instant readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, and if she takes prompt and correct action as described above she may be in a position to play a vital part.

Submarine Emergency Radio Beacon (SERB)

17. This beacon is made of aluminium, orange in colour, cylindrical shaped and equipped with two whip aerials. The beacon is fitted with an automatic transmitting unit, battery life of 48 hours operating on the following frequencies:

- a. 406.025 MHz COSPAS/SARSAT.
- b. 243 MHz Military Air Guard.
- c. 121.5 MHz Civil Air Guard.

Submarine Launched One-Way Transmission (SLOT) Buoy

18. This buoy is used for one-way communications between submarines and warships/aircrafts. It also can be launched in an emergency default mode in which case it will transmit on 243 MHz Military Air Guard.

19. Both of the SERB and SLOT Buoy may frequently be encountered in areas where warships and aircraft exercise, whether or not submarines are present, and should not be confused with submarine emergency buoys and beacons. In case of doubt, the object should be approached to confirm, visually, whether or not it is a submarine emergency buoy or beacon before reporting it.

SUBMARINES AND FISHING VESSEL

Periscope Depth

1. The RMN practises the safe conduct of submarine operations at all times especially in the vicinity of fishing vessels. The Commanding Officer and the submarine's crew are always on high alert and adhere to procedures that have been developed for the dived submarine operations in the areas with a high concentration of fishing vessels. Procedures are designed to ensure overall safety for both submarine and fishing vessels. The submarine's Commanding Officer is expected to be very familiar with the procedures, ensure strict adherence and squarely responsible for fishing vessel avoidance when dived. Foreign submarines which dive in MSEA are also expected to ensure the safe submarine dive operations when operating in vicinity of fishing vessels.
2. The modern submarine sonar is capable to detect noise from engines, propeller and other machineries thus providing all round coverage. Under certain circumstances there can be some limitations in the sonar effectiveness; however submarines are normally able to detect any fishing vessels in vicinity that engaged in normal fishing activities so as to enable avoidance actions. Submarine dived below Periscope Depth (PD) must remain at least 4000 yards (2 nautical miles) clear of any fishing vessels engage in fishing. The submarine would return to PD when it is deemed necessary to ensure the situation is safe.
3. During any submarine exercises that involve surface ships and aircrafts, normally a specific unit will be assigned as a Fishing Vessel Safety Ship (FVSS). This is to ensure situational awareness among the participating units and make fishing vessels aware of the submarine activity in vicinity. To assist submarines in identifying fishing vessels and maintaining the safe separation distances during exercise, FVSS will coordinate and ensures all participating units within the vicinity of fishing vessels are to inform the submarines whenever a fishing vessel approaches within 6000 yards (3 nautical miles) of the ship.

Recommended Action for Fishing Vessel when Operating within MSEA

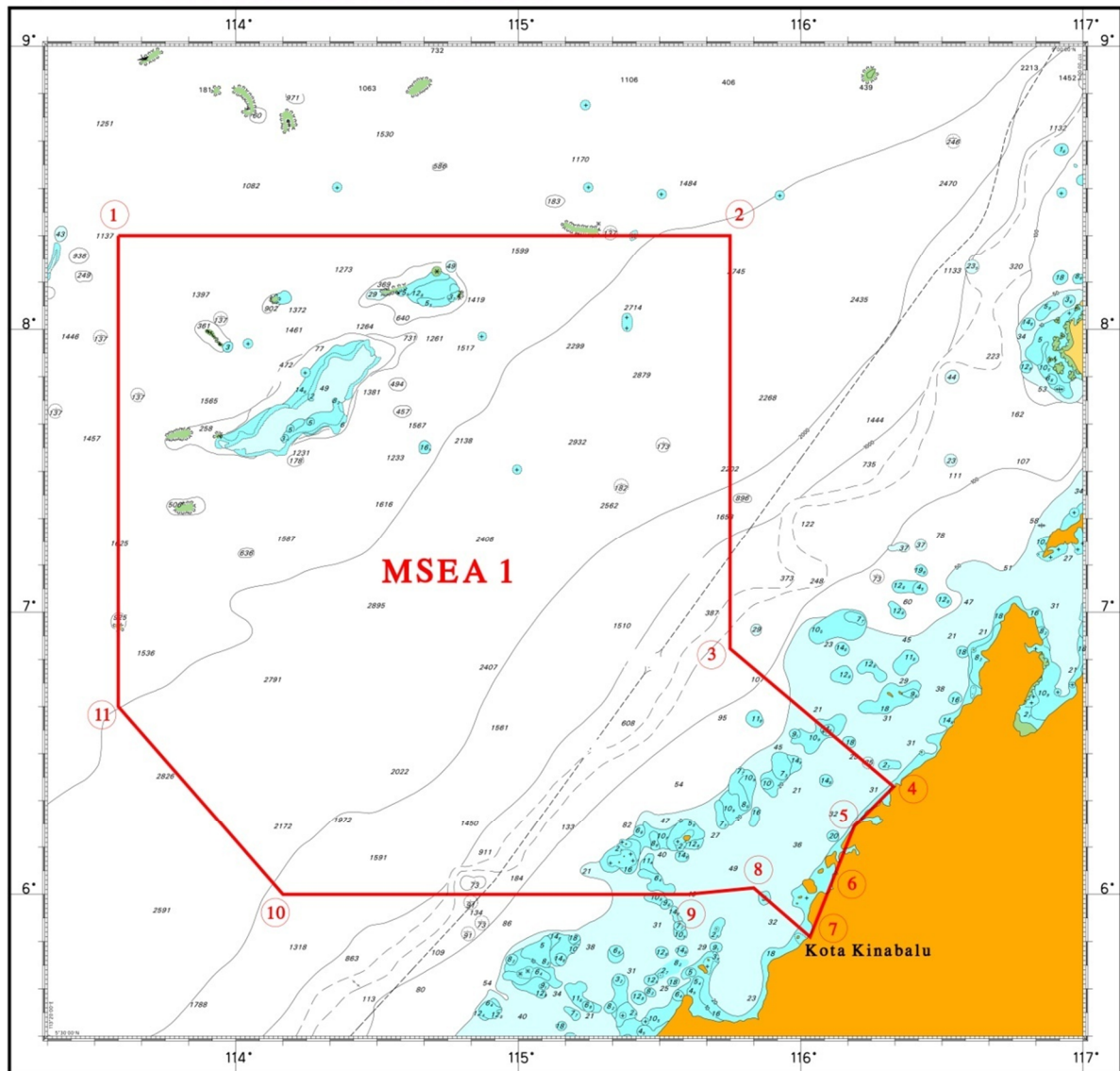
4. Before carrying out, and during, fishing operations in a known submarine exercise area, skippers are strongly advised to make use of the NAVTEX and NTM broadcasts or the other means of information. It is paramount that the skipper is aware of the submarine exercise is ongoing in the vicinity to ensure normal fishing operations. Skippers need to ensure that proper navigational and radio watch on VHF Channel 16 is maintained. If there is any doubt, a sufficient radiated noise has to be made to facilitate the submarine's detection capability.
5. In the event of a total power failure, there would be no radiated noise from the fishing vessel for a submarine to detect. If this were to occur in a known submarine exercise area, which had been declared active, the skipper should immediately advise the FVSS's dedicated frequency of his situation and for the best interest of safe navigation. Additionally, the skipper should consider marking and releasing the fishing gear for later recovery.

6. If the fishing vessel has stopped in the water but power to work the nets and any other machinery is available, then provided the nets or other machinery are being operated, the radiated noise should be sufficient to alert the submarine. Skippers should also ensure that all electronic equipment which generates impulses in the water (e.g. Sonar/Echo Sounder) is operating. If motive power is unavailable, defective or cannot be restored in a short time scale, or there are any doubts about the vessel's capacity to generate sufficient radiated noise, the skipper should contact FVSS to advise them of his situation.

7. Submarines at PD are expected to make a careful and constant visual assessment of the surface situation. However, it requires equal effort by fishing vessels to be conversant to all precautionary measures. Incidents could have occurred due to incorrect navigations lights shown by surface crafts and some operate without any lights at all. It is therefore important for vessels to display correct lights and signals in accordance with the International Regulations for Preventing Collisions at Sea.

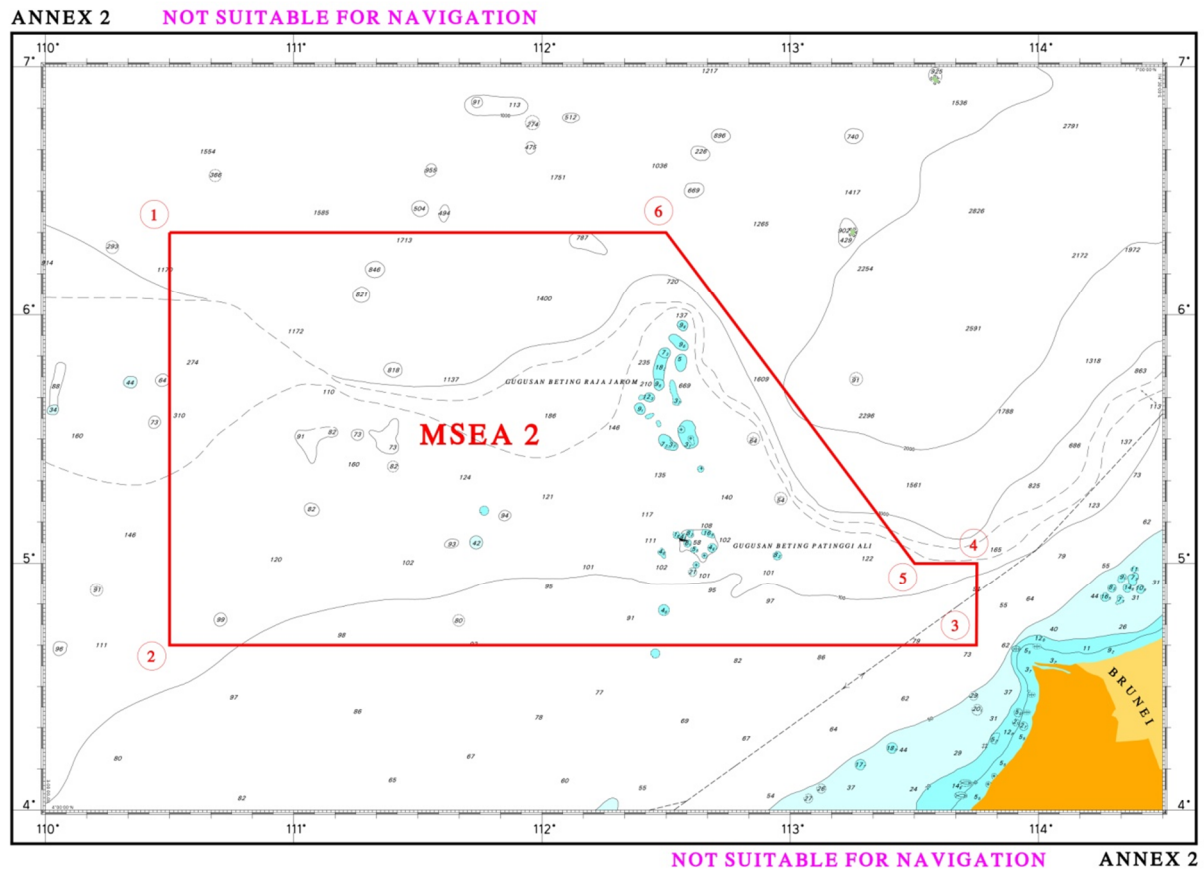
MSEA 1

ANNEX 1 NOT SUITABLE FOR NAVIGATION



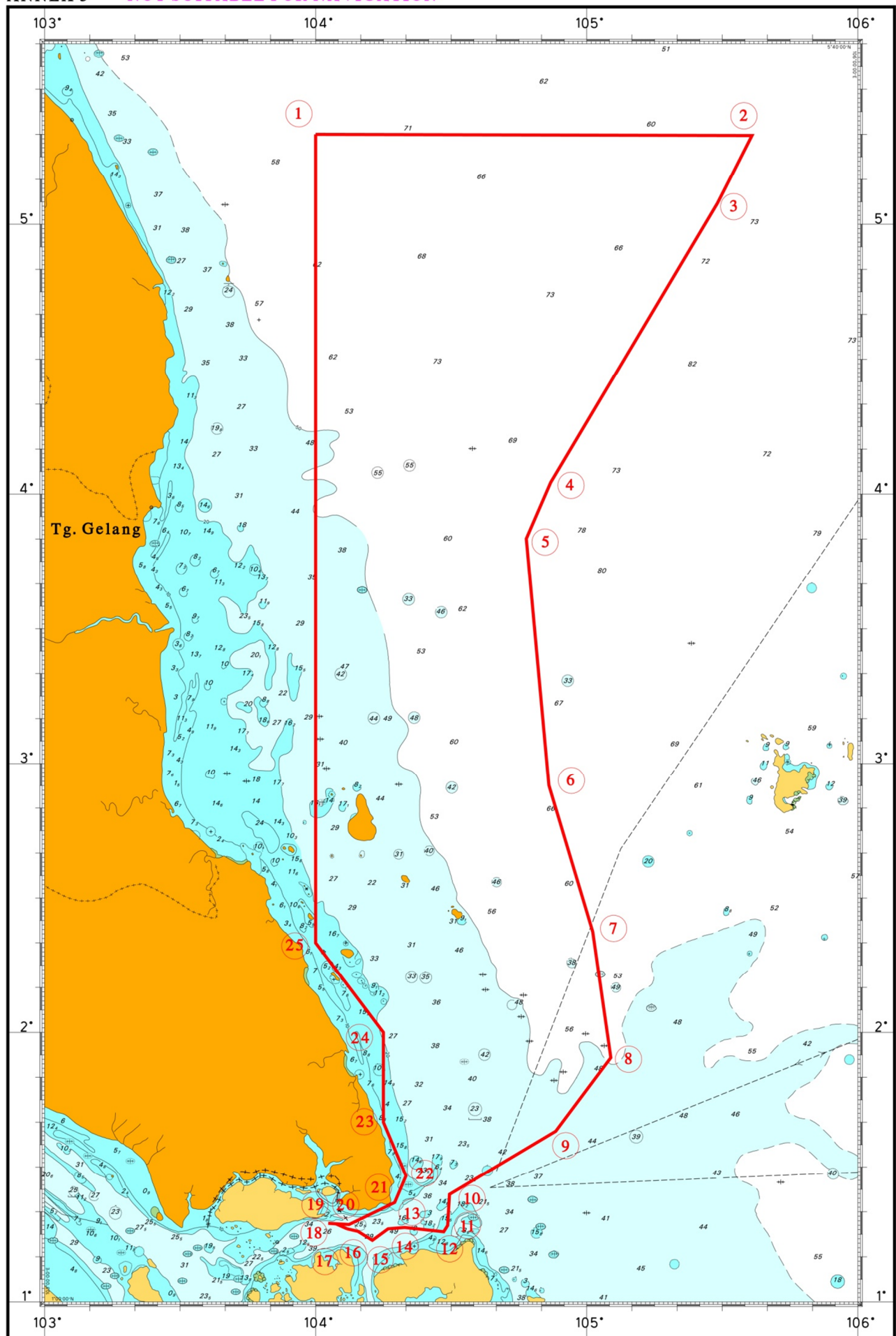
NOT SUITABLE FOR NAVIGATION ANNEX 1

MSEA 2



MSEA 3

ANNEX 3 NOT SUITABLE FOR NAVIGATION



NOT SUITABLE FOR NAVIGATION

ANNEX 3

MALAYSIAN SUBMARINE EXERCISE AREA USAGE FORM

To:
National Security Council (Coordinating Agency)
 Level 2, West Wing
 Perdana Putra Building
 Federal Government Administrative Center
 62502 PUTRAJAYA
 Malaysia

Phone : +603-88726846/88882010
 Fax : +603-88883091/88883022
 Email : bkkm@mkn.gov.my/bppon@mkn.gov.my

Copy to:
RMN Submarine Command Headquarters
 Kota Kinabalu Naval Base, Sepangar Bay
 88846 KOTA KINABALU
 Sabah
 Malaysia

Phone : +6088-473390/478002/478010
 Fax : +6088-473514
 Email : pkkstldm@navy.mil.my

Part I – Ship Data			
Vessel's Name		Type	
IMO Registration No		Flag State	
Max Breadth (m)		Draught (m)	
Displacement (Tonnes)		Height of Mast (M)	
Length (m)			
Part II – Operations			
Commencing Date & Time		Ending Date & Time	
Nature of Works		Latitude (WGS 84)	Longitude (WGS 84)
Depth of Water Engaged (m)		North	East
MSEA's Area Concerned	1/ 2/ 3		
Part III– Ship's Complement			
Name of Master			
Number of Crew			
Part IV – Communications / Radio Transmission			
Ship's Call Sign		Satellite Phone No	
Type of Emission		E-mail	
Frequency			
Part V – Other Relevant Information			
Applicant's Signature		Designation	
Applicant's Name		Date (dd/mm/yy)	

Part VI - Remarks (Official Use Only)			
<u>Coordinating Agency</u>		<u>RMN Submarine Commander</u>	
Signature		Signature	
Name		Name	
Appointment		Rank	
Date (dd/mm/yy)		Date (dd/mm/yy)	
(Official Stamp)		(Official Stamp)	

To Accompany Malaysia Notice To Mariners No.79 of 2017

Pulau Perak (115)
(Malaysia)
FK2/10s128m16M

89

(101)

91

99

Block For Chart MAL 565

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 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.....