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Firing Areas

Most Malaysian firing and bombing practice areas are located off the W coast of Malaysia and are listed in Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean.

The below listed areas are used for firing or various training purposes off the E coast of Peninsular Malaysia and off the N coast of East Malaysia.

Penor

Air to surface firing area beginning at position 3°42'N, 103°23'E; to 3°39'N, 103°26'E; to 3°36'N, 103°22'E; to 3°39'N, 103°19'E, to point of origin.

Sarawak

Helicopter Training Area between the parallels 1°45'N and 1°35'N, and meridians 110°01'E and 110°11'E.

Labuan

Helicopter Training Area between the parallels 5°15'N and 5°48'N, and meridians 115°19'E and 115°41'E.

Government

Malaysia is constitutional monarchy headed by the paramount ruler (King) and a bicameral Parliament.

Sabah is a self-governing state within the Malaysian administration and holds 20 seats in the House of Representatives. Sarawak is also self-governing and holds 27 seats.

The capital of Peninsular Malaysia is Kuala Lumpur.

Holidays

The following holidays are observed:

General

Malaysia, the federal state of Malaysia comprise the 11 states is located in Southeastern Asia, a peninsula and N one-third of the island of Borneo bordering the Java Sea and the South China Sea, S of Vietnam.

The climate is tropical. There are SW monsoons from April to October and NE monsoons are usually from October to February.

The terrain is mostly coastal plains rising to hills and mountains.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the ringgit, consisting of 100 sen.

January 1, New Year's Day, Peninsular Malaysia; January 4, Hari Raya Hafi, Peninsular Malaysia and Sabah; Chinese New Year (3 days in January or February), Peninsular Malaysia; April 5, Birthday of Mohammed, Peninsular Malaysia; May 1, Labor Day, Peninsular Malaysia and Sarawak; May 6, Wesak Day, Peninsular Malaysia; June 1, Dayah Festival Day, Sarawak; June 5, Birthday of Yang di Pertuan Agong, Peninsular Malaysia; August 9, Governor of Malacca's Birthday, Peninsular Malaysia; August 31, Malaysia Day, Peninsular Malaysia; September 11-17, Hari Raya Puasa, Sabah; September 17, Hari Raya Puasa, Sarawak; October 17-18, Hari Raya Puasa, Peninsular Malaysia; November 13, Deepavali, Peninsular Malaysia; December 24, Hari Raya Haji, Peninsular Malaysia; and December 25, Christmas Day, Peninsular Malaysia, Sabah, and Sarawak.

Industries

The main industries are based on rubber and oil palm processing and manufacturing, light manufacturing industry, electronics, tin mining and smelting, logging and processing timber, petroleum production, and agriculture processing.

Languages

The official language of Malaysia is Malay. Chinese and English are also in use. Malay, English, and various tribal dialects are spoken in Sabah. English, Malay, Mandarin, and numerous tribal dialects are spoken in Sarawak.

Pilotage

Pilotage for the ports of Peninsular Malaysia is reported compulsory. Standard signals are in use for requesting pilots.

Pilotage is optional for ports in Sarawak and Sabah, except at Miri.

Pilots for minor ports can be arranged through Kuching, provided sufficient notice is given.

When a pilot is available and a vessel requires his services, the standard flag and flashing light signals for requesting a pilot should be made.

A vessel arriving at night and not immediately requiring the services of a pilot, should display Flag G at daybreak.

Where the harbor master acts as a pilot, prior notice should be given by the ship's agent.

Regulations

The following are extracts from the Malaysian Navigation and Port Regulations:

Rules for Navigation

3. Every vessel, other than an open boat, when underway within port limits between the hours of sunset and sunrise shall carry a green light on the starboard side and a red light on the port side of the vessel, and such lights shall be screened so that they may be visible over an arc of the horizon of 10 points of the compass, namely from right ahead to 2 points abaft the beam on their respective sides, and at a distance of not less than 1 mile on a dark clear night.

4. Every open boat when underway between the hours of sunset and sunrise shall carry a lighted lantern which shall be exhibited on the approach of or to other boats.

5. Every power vessel of less than 40 tons gross when underway within port limits between the hours of sunset and sunrise shall carry the lights prescribed in Rule 3 and shall also exhibit a white unobscured light at a height above the gunwale of not less than 2.7m visible over an arc of the horizon of 20 points of the compass, namely from right ahead to 2 points abaft the beam on either side, and at a distance of at least 2 miles.

6. Every power vessel of less than 40 tons gross when towing another vessel or vessels within port limits shall in addition to the lights prescribed in Rule 3 carry two white lights in a vertical line one over the other and not less than 0.9m apart. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Rule 5 except the additional light, which may be carried at a height of not less than 1.8m above the gunwale.

7. Every vessel being towed shall carry the lights prescribed by Rule 3 or in the case of an open boat, the light prescribed by Rule 4, visible all round the horizon at a distance of 1 mile.

Provided that junks, tongkangs and lighters, other than seagoing lighters, being towed within port limits may, instead of the lights prescribed by Rule 3, carry at or near the stern and at a height of not less than 1.8m above the gunwale, one white light visible all round the horizon at a distance of not less than 1 mile. Provided further that when more than one junk, tongkang or lighter is being towed the light shall be exhibited by the rearmost vessel to denote the end of the tow.

8. The collision regulations are to be observed within port limits unless where modified by these Rules.

Arrival and Departure

9. The Master of every seagoing vessel shall, during the time the vessel is in port, produce or cause to be produced for examination at the Port Office, the ship's documents, certificates of crew, and any safety or other certificate as required by the Port Officer.

The Port Officer may exempt any vessel from the requirements of this rule if the vessel's last port of call was a port in Malaysia and if he considers that the examination is not necessary.

10. The Master of every seagoing vessel which has arrived at a port shall correctly fill out, or cause to be filled out, and sign a copy of the Arrival Report form available at the Port Office. A report of any casualties, accidents, births, or deaths which have occurred during the voyage shall also be reported.

A list of all arms and explosives which form part of the ordinary armament or of the cargo of any vessel, or are required for the service of any vessel, for the use of the crew, or the passengers, shall be furnished to the Port Officer on arrival. The Master, owner, or agent of every vessel carrying or about to carry dangerous goods shall in each case notify the Port Officer of the nature, quantity and mode of stowage of such cargo.

11. No person other than the Port Officer or the Port Health Officer or their deputies may without the written permission of the Port Officer board or disembark from any ship, whether at anchor or alongside a wharf, until the quarantine signal, if any, has been lowered. No boatman or other persons shall bring a boat, other than a vessel employed in mooring, alongside any vessel on her arrival in port until such vessel be properly anchored or moored and the quarantine signal, if any, has been lowered.

12. Vessels arriving in quarantine shall fly or show the appropriate International Quarantine Signal by day or by night and no person other than the Port Officer and Port Health Officer or their deputies may board the vessel and no person may disembark until the vessel is cleared.

13. The Master of every native sailing ship shall report the arrival of his vessel to the Port Officer immediately after arrival and shall make declaration on the form provided as to cargo, arms, and explosives aboard his vessel, and as to whether any casualty, accident, or death has occurred during the voyage.

14. The Master of every power vessel about to depart from a port shall cause the "Blue Peter" (International Code Flag "P") to be hoisted during daylight hours for at least 4 hours before the vessel is due to sail.

15. The Master or the agent of every vessel about to depart from a port shall, on demand by a Port Officer produce for inspection the port clearance issued to him under Part V of the Customs Ordinance.

16. Nothing contained in Rules 9, 10, 11, 13, and 14 shall be held to apply to vessels of war or vessels belonging to the Government of the Federation, and nothing in Rule 15 shall apply to any vessel exempted from provisions relating to port clearances contained in Part V of the Customs Ordinance.

Mooring and Berthing

17. Masters of vessels in a port shall obey all directions which may be given by the Port Officer as to berths and stations to be occupied by their vessels.

18. The Master of every vessel loaded with or about to be loaded with dangerous goods shall anchor or moor at such place as the Port Officer may direct and shall not move his vessel, except for the purpose of leaving the port, without the written permission of the Port Officer.

19. The mooring of all vessels and the securing alongside of all vessels shall be carried out to the satisfaction of the Port Officer.

20. Vessels required by the Port Officer to shift their berths shall do so at their own expense and shall also be liable to any expenses caused to any person by any delay in shifting.

21. Subject to the provisions of Rule 17 and of any special rules having effect only in particular ports, every vessel coming within port limits shall anchor or be efficiently secured to a wharf or a buoy before discharging passengers or cargo.

22. Vessels required to lie to a double mooring shall keep a clear hawse.

23. Subject to the provisions of Rule 17 no vessel shall anchor at a lesser distance from another vessel or buoy

than one and one half times the length of the larger vessel. All harbor craft anchoring in a port shall do so well inshore and in accordance with Rule 17.

24. No vessel shall anchor within 183m of any submarine telegraph cable.

25. The Master of any vessel taking in or discharging ballast or cargo while lying alongside a wharf shall rig between his vessel and the wharf a proper gangway, having double rails or stanchions with ropes rove taut through the same, the top rail or rope being not less than 1m high, and shall securely fix one end of such gangway to the deck of the vessel. Vessels when at anchor or moored to a buoy shall provide an efficient gangway or means of boarding.

26. Vessels alongside a wharf shall carefully tend their securing hawsers, especially when other vessels are passing and during the rise and fall of the tide.

27. No person shall make fast any vessel or raft to any navigational buoy, beacon, or float.

Regulating Traffic and Obstructions

28. Subject to the provisions of Rule 17, no vessel shall anchor or lie in such a manner as to obstruct or render less convenient the use of any pier, jetty, landing place, wharf, dock, or other similar work. No vessel or raft shall anchor in or otherwise obstruct the fairway of any river or channel or secure to or under any bridge. No vessel shall anchor so as to obstruct the free passage of any recognized public ferry within port limits.

29. No harbor craft shall remain alongside any public stairs, jetty or landing place longer than is necessary to embark or disembark passengers except with the permission of the Port Officer.

When so directed by the Port Officer or by any Police Officer such vessels shall move away without undue delay.

30. Power vessels when going alongside any jetty, pier, wharf, ladder dock entrance, or another vessel shall navigate at slow speed.

31. Harbor craft and native sailing craft shall not cross the bows or otherwise impede the movements of seagoing vessels underway within port limits and shall give such vessels as wide a berth as possible. This Rule shall not relieve the Master or pilot of a seagoing vessel from his duty to prevent a collision or accident.

32. The Master of a vessel shall report immediately to the Port Officer the loss of an anchor or any obstruction caused by his vessel within port limits stating the position on the chart.

33. No person shall land, and no person in charge of any launch, boat or sampan shall set down, any person or the baggage of any person outside an authorized landing place where landing places are provided within a port.

No person shall board or disembark from any vessel which is arriving, or has arrived, alongside any wharf, pier or jetty, or from any vessel anchoring in the harbor, until such vessel is properly secured or properly moored, nor otherwise than by the gangway or other regular means provided for that purpose.

34. No person shall loiter, and no person shall solicit for hire, sell, hawk, or peddle wares on any public wharf, pier, or landing place within port limits.

35. Harbor craft of all descriptions within a port shall on the order of the Port Officer or a Police Officer stop or proceed as directed by such officer.

Loading and Discharging

36. No vessel undergoing repairs, lying up, or not working cargo for more than 24 hours shall occupy a loading or discharging berth.

37. No vessel may load or discharge dangerous goods within a port without the written permission of the Port Officer.

Except with the permission in writing of the Port Officer, dangerous goods shall not be loaded or unloaded except between the hours of 0530 and 1830, nor shall any harbor craft containing dangerous goods lie alongside any vessel, wharf, or other landing place.

Subject to any local bylaw or rule to the contrary, dangerous goods shall be removed from any landing place immediately upon being unloaded, and dangerous goods shall be loaded immediately as they arrive at any loading place, failing which the Port Officer may remove, guard, or destroy the goods at the expense of the owner, agent, or consignee who shall also be held responsible for any damage or loss that may result from any resulting accident. This sub-rule shall not apply to dangerous goods to be landed or loaded on the premises of the Penang Harbor Board.

No defective packages or containers containing dangerous goods shall be loaded or unloaded except with the permission of the Port Officer.

The packing and stowage of dangerous goods shall be certified by the master or his agent on behalf of the owner of a vessel in the case of cargo being landed from a vessel, and by the shippers in the case of cargo being loaded into a vessel, to be strictly in accordance with regulations for the carriage of dangerous goods.

The Port Officer may, while any dangerous goods are being lightered, landed, loaded, or unloaded, control the use of fires and naked lights in such area as he may deem fit and may totally prohibit in such area any smoking or the use of fires or naked lights or flames of any description. Any person who fails to comply with any direction of the Port Officer lawfully made under this sub-rule shall be deemed to have committed a breach.

38. Vessels with explosives or petroleum onboard shall hoist the appropriate signal listed in the Schedule to these Rules.

39. Except with the permission of the Port Officer, not more than two lighters or tongkangs may lie alongside any vessel abreast of each other and not more than two lighters shall be moored astern of a vessel.

Safety in Port

40. In the event of any accident, damage to private or public property, or any birth or death, or any casualty occurring to or onboard any vessel or boat within the port, the master or a person in charge shall report the same in writing to the Port Officer.

41. No steam whistle, siren, mechanical horn, or other like instrument shall be used within port limits except as a signal of danger or emergency as listed in the Schedule to

these Rules or in conformity with the collision regulations or any special port rule.

The use of radio communication transmitters is permitted within port limits subject to the restrictions imposed by the Telecommunications Ordinance.

42. In the case of fire breaking out aboard any vessel within a port, by day, the master shall hoist International Code Flags "DQ" and keep the ship's bell ringing and the ship's whistle blowing until assistance arrives.

At night, the master shall attract attention by means of flares or other appropriate means and keep the ship's bell ringing and the ship's whistle blowing until assistance arrives.

The master shall cause any powder, spirits, or other explosive or inflammable substance onboard to be removed from a vessel as soon as possible after the fire is discovered.

The master of any vessel on fire shall obey or cause to be obeyed such orders relating to the movement or berthing of his vessel as may be given to him by the Port Officer.

43. Where any accident occurs aboard a ship within the port and assistance is required from the shore, such ship not being in distress or on fire, the emergency signals listed in the Schedule to these Rules shall be used.

44. Vessels loading, discharging, or having aboard explosives or petroleum shall have secured both forward and aft, and on the seaward side of a vessel alongside a wharf, a suitable towing wire with a steel shackle screwed to the eye splice or thimble. Such towing wire shall be ready for lowering over the side at all times.

45. Every vessel shall have all ropes and appliances ready for moving whenever called upon to do so by the Port Officer.

Dangerous Goods

47. Except with the permission of the Port Officer, no person shall use or cause, suffer or permit to be used any vessel whatever for the lighterage, landing, loading or unloading of any dangerous goods within the port unless such vessel shall have been expressly licensed for that purpose with respect to the dangerous goods concerned in accordance with this rule.

Any person desirous of having any vessel licensed for any of such purposes shall apply to the Port Officer, who shall either examine the vessel or cause it to be examined and if he thinks it proper to do so, and subject to such conditions as he may deem fit to impose in the case of any particular vessel, may cause the vessel to be licensed for use for the lighterage, landing, loading, or unloading within the port of such class or classes of dangerous goods, as he may deem fit.

Subject to the sub-rule every such license shall expire on the 31st day of December of the year for which it is issued, but upon application to the Port Officer may, if such officer thinks it proper to do so and subject to such further examination of the vessel as he may require, be renewed annually with such variations, additions or omissions in the license or the conditions thereof as the Port Officer may deem fit to make.

The Port Officer may at any time cancel any license issued under this rule.

The owner of any vessel so licensed shall cause such license to be kept at all times onboard such vessel in custody of the person in charge of the vessel and such last-mentioned person shall on demand exhibit the same to the Port Officer or any Police Officer or employer.

48. No person shall unload any calcium carbide from any vessel within the port into any lighter or other harbor craft or onto any wharf, jetty, or other landing place within the port except with the permission in writing of the Port Officer.

Applications for such permission shall be made by the person to whom the calcium is consigned or his agent and such permission shall not be granted unless the applicant proves to the satisfaction of the Port Officer that adequate arrangements have been made for the removal and storage of such calcium carbide immediately after landing in a place in which the same may lawfully be stored.

Such permission may be granted subject to such conditions as the Port Officer may deem fit to impose in any particular case.

49. No oil or substance containing oil of any description shall be discharged or allowed to escape, and no ashes, rubbish or other nuisance likely to be detrimental to shipping or to pollute the harbor shall be discharged or thrown overboard within port limits.

50. No captain or master of any vessel shall permit within port limits any searchlight or other projector of any description to be used onboard such vessel without the permission of the Port Officer, provided that this Rule shall not apply to any vessel belonging to or in the service of Her Majesty.

52. No vessel may lay up within a port, other than for repairs, without the written permission of the Port Officer: and no vessel shall lie up for repairs for more than 14 days without the written permission of the Port Officer. Where any vessel is lying up in accordance with this Rule the Port Officer may direct such vessel to a suitable berth or station.

53. No firearms or rocket signals may be discharged onboard any vessel within a port except as provided in the Schedule to these Rules.

54. No person shall remove or carry away any rock, stone, shingle, gravel, sand, soil, or any artificial protection from any part of the bank or shore of any port, river, or channel, and no person shall sink or bury in any part of such bank or shore any mooring post, anchor, or any other thing which is likely to injure or to be used to injure such bank or shore, except with the written permission of the Port Officer and with the aid or under the supervision of such person or persons, if any, as he may appoint to take part in or overlook the performance of such work.

55. These Rules shall be in addition to and not in derogation from any Rules applicable to individual ports which may, from time to time, be in force.

Signals

Within the limits of ports in Malaysia, signals are in use by day and night.

A red flag, as a day signal, when displayed by a port service craft or buoy tender, will indicate that she is buoying, sweeping, or has a diver down, and a vessel must keep well clear and reduce speed to dead slow when passing.

As a day signal, a red flag at both main yardarms, when shown on a dredger, indicates to keep well clear on either side.

The night signal will consist of red lights at both main yardarms.

As a day signal, a black ball at the main yardarm and a red flag at the main yardarm, when shown on a dredger will indicate to not pass on the side of the red flag or red light.

The night signal is a white light at the main yardarm and a red light at the main yardarm.

All lights, shapes and signals required by the Regulations for Preventing Collision at Sea, and all the flags and meanings of the International Code of Signals will be recognized within the port limits with the above modifications and additions.

Diving Operations

A vessel attending underwater swimmers or divers will display a red flag with a white diagonal cross as a warning to shipping to proceed at reduced speed in her vicinity.

At night, a red light waved slowly from side to side has the same significance.

Ammunition and Explosives

Vessels employed in dumping ammunition and other explosives at sea display a red flag by day at a height of not less than 3.6m above the upper deck.

At night a red light replaces the flag. These vessels should be given a wide berth.

Tide and Depth Signals

The following tide and depth signals are shown at ports in Sarawak with some variations:

1. In a position on the NE yardarm, one white ball indicates a flood tide. One red ball indicates an ebb tide.
2. In a position on the SW yardarm, three white balls indicate 2.1m or more on the bar. Two white balls indicate 1.8m on the bar. One white ball indicates 1.2m on the bar.
3. If there is no signal, this shall mean there is less than 1.2m on the bar.
4. At night, red and white lights are exhibited instead of red and white balls.

Tide and Berthing Signals

Tide signals are shown in some ports of Sabah, as follows:

1. A cone, point down indicates a flood stream.
2. A cone, point up indicates an ebb stream.
3. A ball indicates slack water.

Berthing signals are shown at some ports in Sabah which indicate assigned berths by flags and pennants.

Mariners should consult Pub. 163, Sailing Directions (Enroute) Borneo, Java, Sulawesi and Nusa Tenggara for further signal details.

Time Zone

The Time Zone description is HOTEL (-8).

U.S. Embassy

The U.S. Embassy is situated at 376 Jalan Tun Razak, 50400 in Kuala Lumpur.

The mailing address is P.O. Box 10035, 50700 Kuala Lumpur, APO AP 96535-8152.