



## **Sea - Seek**

Ebook Sailing guide / Guide nautique

# **Andaman sea**

Mer du Nord

August 2024

## Andaman sea



## Andaman sea



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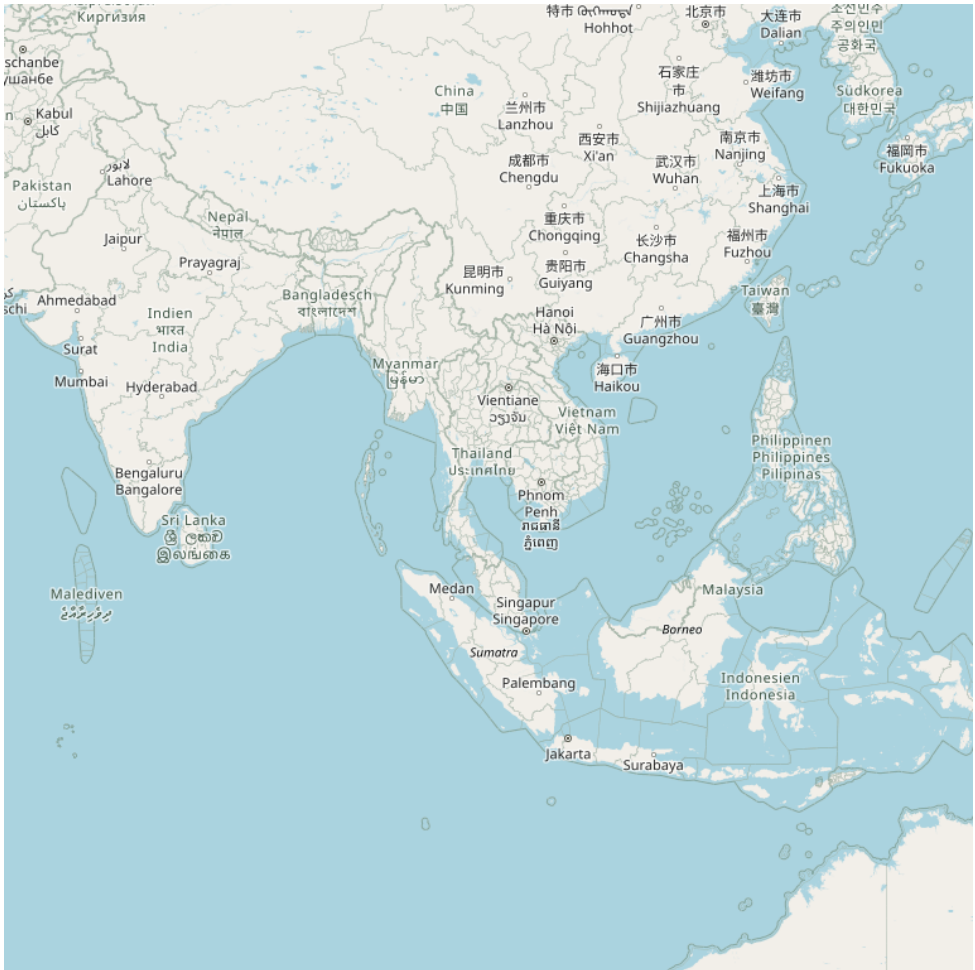
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## Andaman sea

10°14.73 N  
95°20.35 E

Mer du Nord - Andaman sea



 The Andaman Sea (or Burma sea in Thai) is a body of water to the southeast of the Bay of Bengal, south of Myanmar, west of Thailand and east of the Andaman Islands; it is a part of Indian Ocean.

The sea has been traditionally used for fishery and transportation of goods between the coastal countries and its coral reefs and islands are popular tourist destinations.

At its southeastern reaches, the Andaman Sea narrows to form the Straits of Malacca, which separate the Malay Peninsula from the island of Sumatra.

On the Southwest. A line running from Oedjong Raja in Sumatra to Poeloe Bras



(Breuëh) and on through the Western Islands of the Nicobar Group to Sandy Point in Little Andaman Island, in such a way that all the narrow waters appertain to the Burma Sea.

On the Northwest. The Eastern limit of the Bay of Bengal [A line running from Cape Negrais (16°03'N) in Burma through the larger islands of the Andaman group, in such a way that all the narrow waters between the islands lie to the Eastward of the line and are excluded from the Bay of Bengal, as far as a point in Little Andaman Island].

On the Southeast. A line joining Lem Voalan in Siam [Thailand], and Pedropuntin Sumatra.

## Diving


The andaman sea is with a good reason one of the top 50 dive sites in the world, why? simple because the encounters in this waters are just amazing like the country part of the andaman sea belongs to, thailand.

With the group of similand island national park and marine sanctuary, the dives in this areas are spectacular and unpredictable, whale sharks manta rays and different kinds of shark easily are spotted here, plus a huge quantities of tropical fishes coral formations and so on.

Diving in this waters is a dream for all kind of divers, the perfect surrounding also are a perfect frame for dive safaries, krabidivers.com is the specialist of the andaman sea, since year 2000 the staff of krabidivers.com has been diving in the andaman sea, an extended experience in this areas, makes krabidivers.com the best choise for sout east asia diving centers. Contact for more info <http://www.krabidivers.com>



## Andaman sea

 La Mer Andaman (ou la mer de la Birmanie dans thaï) est un plan d'eau au sud-est du Golfe du Bengale, au sud du Myanmar, à l'ouest de la Thaïlande et à l'est des Îles Andaman; c'est une partie de l'océan Indien.

La mer a été traditionnellement utilisée pour la pêche et le transport de marchandises entre les pays côtiers et ses récifs de corail et les îles sont des destinations touristiques populaires.

Au Sud-Est, la Mer Andaman se

rétrécit pour

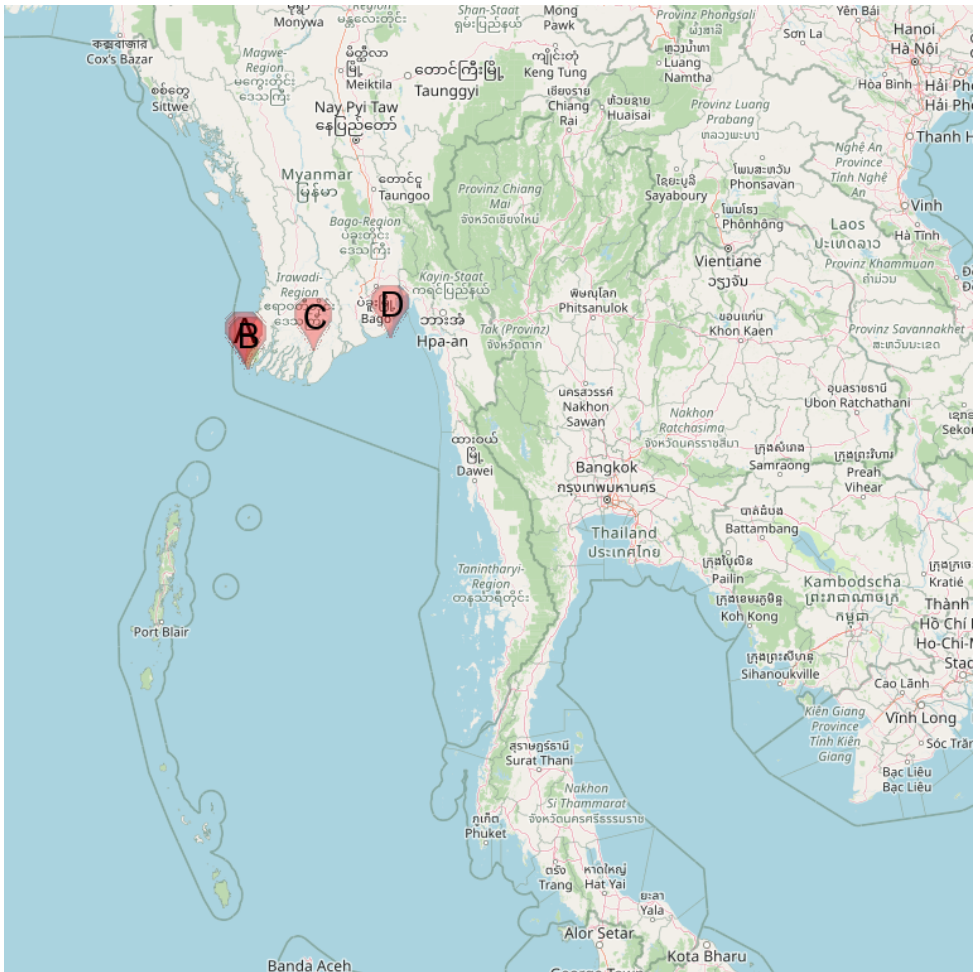
former les détroits de Malacca, qui séparent la Péninsule malaise de l'île de Sumatra.

La mer andaman est un des premiers 50 site de plonge dans le monde.


# 1 - Cape Negrais to Sittang River

16°31.89 N  
95°41.75 E

Mer du Nord - Andaman sea - Cape Negrais to Sittang River



- A Cape Negrais (Burma)
- B Mawdin Point (Burma)
- C Irrawaddy river delta (Burma)
- D Gulf of Martaban (Burma)

 From Cape Negrais, the coast of the Irrawaddy Delta is low along its entire length between the Bassein River and the Sittang River.

The only high coastal ground lies on the W side of the mouth of the Bassein River; here the S extremity of the Arakan Yoma Range terminates in the vicinity of Maw Dengi.

Between the Bassein River and the China Bakir River there are no landmarks

and the navigational aids are few in number.

Depths? Limitations.? Between positions S of Purian Point and Baragua Point, the 20m curve lies about 10 to 20 miles offshore. The 10m curve roughly parallels the 20m curves at distances of about 2 to 8 miles within the latter curve.

Shoal depths of 5.5m and less lie between the 11m curve and the shore.

The 20m curves lies about 18 miles SE and 21 miles E of Baragua Point and then extends E to the vicinity of Kalegauk Island, and approximates the outer limits of the Gulf of Martaban.

The 10m curve to the SE and E of Baragua Point lies only about 1 to 2 miles within the 20m curve, but to the ENE it lies between 8 and 30 miles offshore.

A shoal, with a depth of 9.1m, was reported to lie about 46 miles S of Elephant Point.

Caution.? Vessels should not approach within a distance of 3 miles of the coast in the vicinity of Cape Negrais. A fringing reef and off-lying rocks make caution advisable even outside this distance.

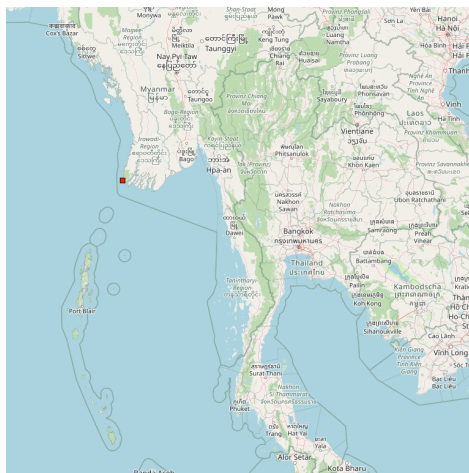
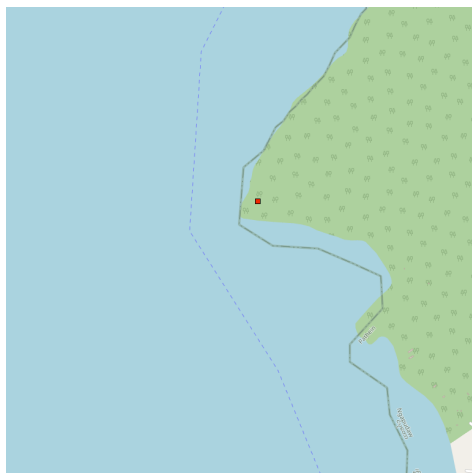
The shallow bank, which fronts the delta shore between Purian Point and Baragua Point, should not be shoaled to depths of less than 18.3m.


## 1.1 - Cape Negrais (Burma)

16°02.59 N

94°11.54 E

Mer du Nord - Andaman sea - Cape Negrais to Sittang River



 Cape Negrais, the seaward extremity of a spur of the Arakan Yoma range, in the Bay of Bengal, is fronted by conspicuous cliffs which rise about 0.8 mile inland to a high summit. The cape has been reported to be a good radar target up

to 24 miles.

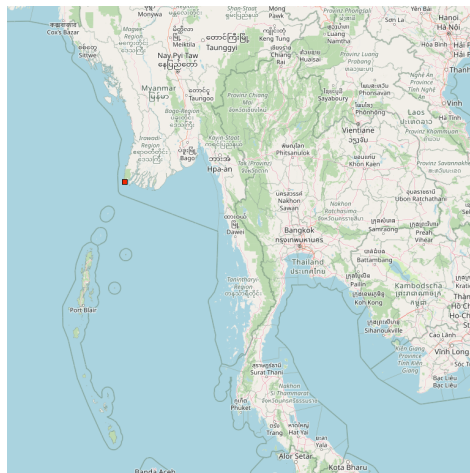
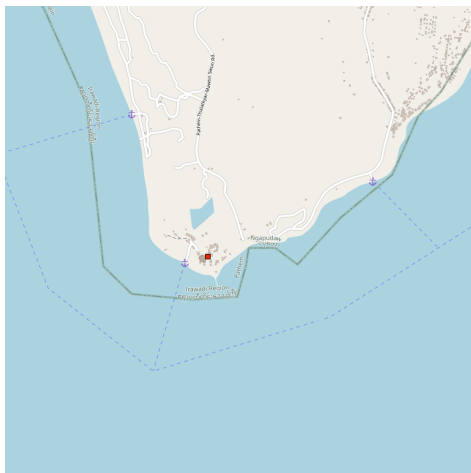
The coast between Cape Negrais and Mawdin Point, about 6 miles SSE, consists of a series of low densely-wooded hills. In the vicinity of Mawdin Point these hills have some conspicuous, reddish slopes of driven sand which leave well-defined edges of dark foliage near their summits.


The coast between Cape Negrais and Mawdin Point is fringed by reefs and shoal patches which extend up to 1.3 miles offshore in places.

## 1.2 - Mawdin Point (Burma)

15°57.29 N  
94°14.63 E

Mer du Nord - Andaman sea - Cape Negrais to Sittang River



 Mawdin Point (Pagoda Point), about 30m high and flat, terminates in a bare bluff.

A pagoda lies on the point and is visible above the trees.

A small 2.7m high obelisk lies on the reef on the SE extremity of Mawdin Point.

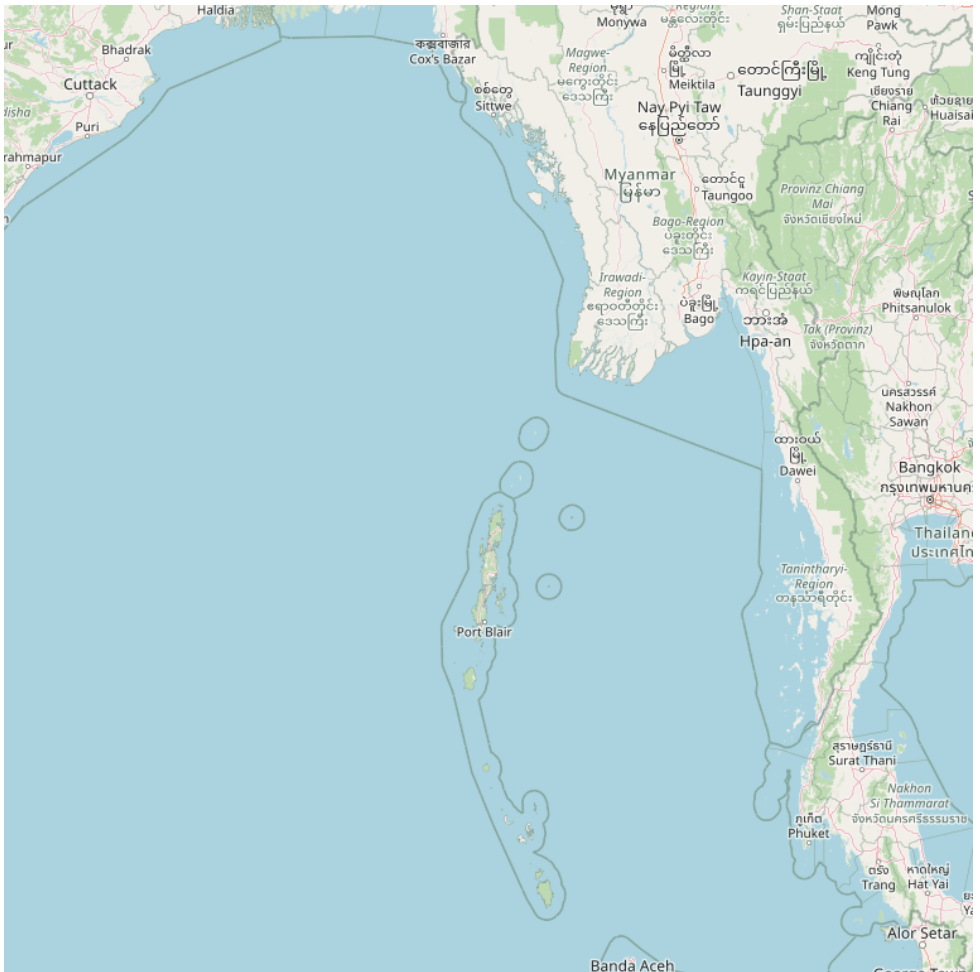
A shoal, with depths of 5.5m and less, lies up to 0.5 mile S and W respectively of the point. A detached 5.5m patch lies about 1 mile W of the point.



### 1.3 - Irrawaddy river delta (Burma)

16°16.16 N  
95°24.11 E

Mer du Nord - Andaman sea - Cape Negrais to Sittang River - Irrawaddy river delta (Burma)



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The Irrawaddy River or Ayeyarwady River is a river that flows from north to south through Burma (Myanmar). It is the country's largest river and most important commercial waterway.

Originating from the confluence of the N'mai and Mali rivers, it flows relatively straight North-South before emptying through the Irrawaddy Delta into the Andaman Sea. Its drainage area of about 255,081 km<sup>2</sup> covers a large part of



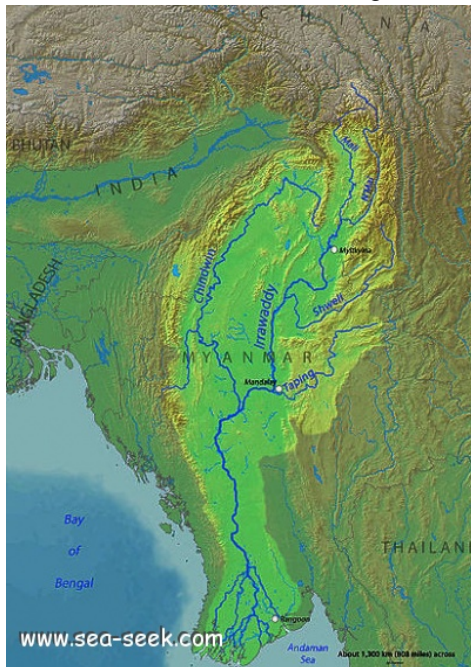
Burma.

After Rudyard Kipling's poem, it is sometimes referred to as 'The Road to Mandalay'.

The Irrawaddy River rises in the N part of Burma and generally flows to the S. Augmented by numerous tributaries, the Irrawaddy River flows into the Bay of Bengal by way of several channels through an extensive delta lying approximately between the meridians of 94°15'E and 96°50'E. This delta is being constantly extended seaward by the deposit of silt.

Many low islands are formed near its seaward extremity by tidal backwaters and smaller cross channels which connect with the main channels.

The only channels through the Irrawaddy Delta used by ocean-going vessels are the Bassein River and the Rangoon River, the furthest W and E, respectively.



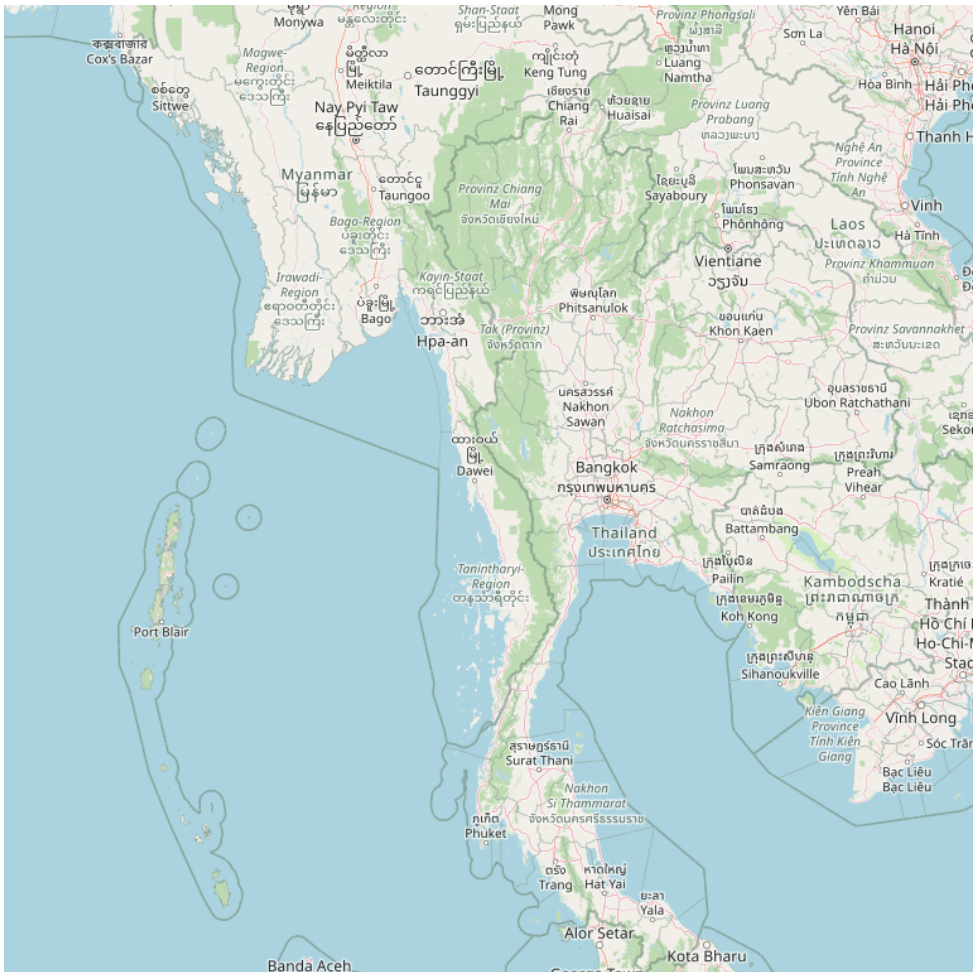
***Irrawaddy river delta (Burma)***



## 1.4 - Gulf of Martaban (Burma)

16°28.90 N  
96°44.29 E

Mer du Nord - Andaman sea - Cape Negrais to Sittang River - Gulf of Martaban (Burma)



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The Gulf of Martaban is entered between Baragua Point and the coast extending N abreast of Kalegauk Island, about 140 miles to the E.

The Sittang River flows into the head of the gulf, about 75 miles N of the entrance. The Rangoon River and the Moulmein River enter the sea on the NW and E sides, respectively, of the gulf.

The entire area of the gulf is shallow and anchorage can be taken anywhere with

a suitable draft, but prior to anchoring the direction of the tidal current should be noted and very little chain veered until the vessel stems it.

In 1981, a dangerous wreck was reported to lie in position 15°20'20"N, 96°36'12"E, about 60 miles SSE of Rangoon River Western Channel Entrance.

In 1985, natural gas was discovered in large quantities up to 100 miles offshore in the Gulf of Martaban.

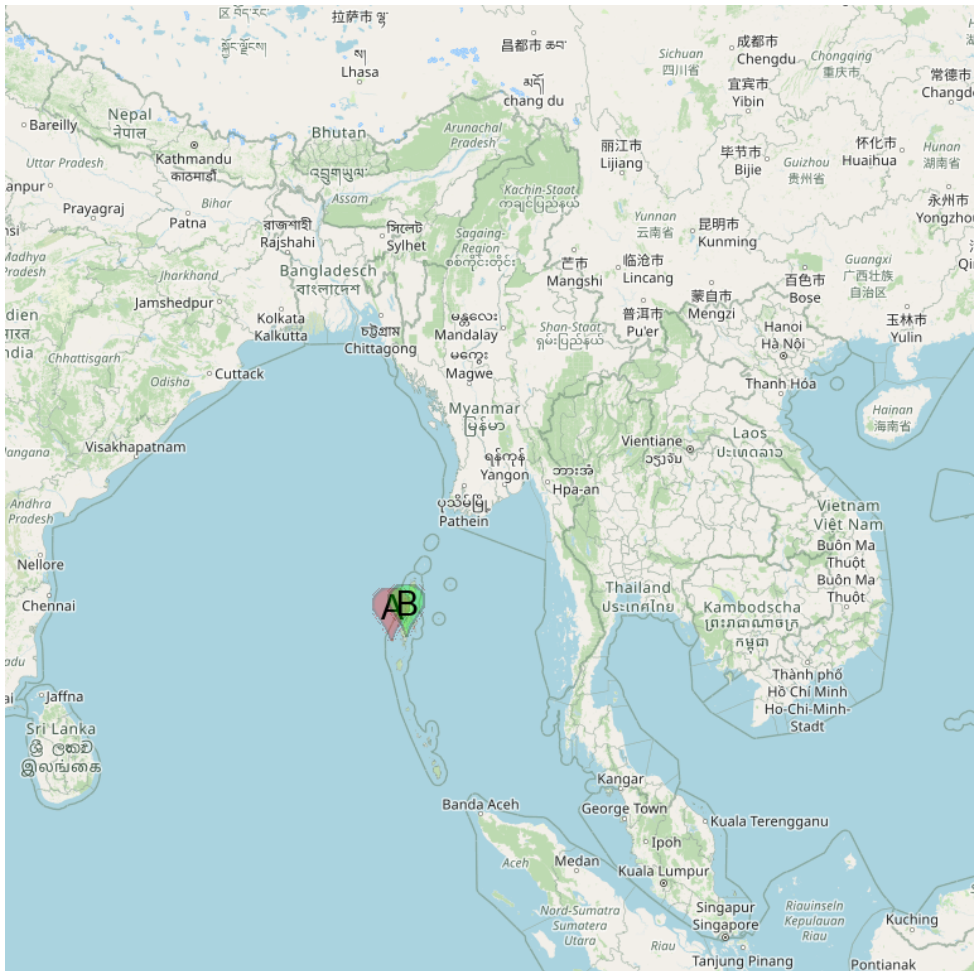


***Gulf of Martaban (Burma)***

## 2 - Andaman Islands

12°35.68 N  
92°40.49 E


Mer du Nord - Andaman sea - Andaman Islands



 North Sentinel Island

 Port Blair

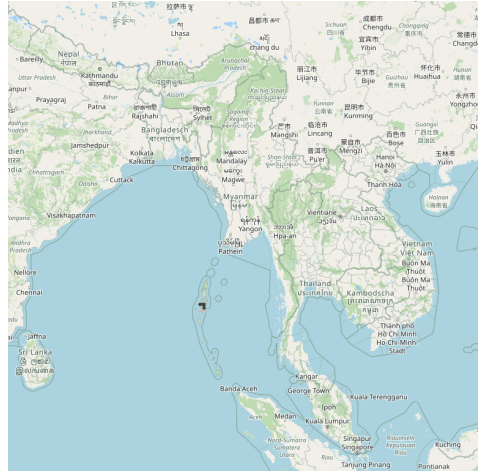
trani

 The Andaman Islands are a group of Indian Ocean archipelagic islands in the Bay of Bengal, between India to the west and Burma to the north and east. Most of the islands are part of the Andaman and Nicobar Islands Union Territory of India, while a small number in the north of the archipelago belong to Burma.


### 2.1 - Port Blair

11°40.29 N  
92°44.99 E

Mer du Nord - Andaman sea - Andaman Islands



 Port.

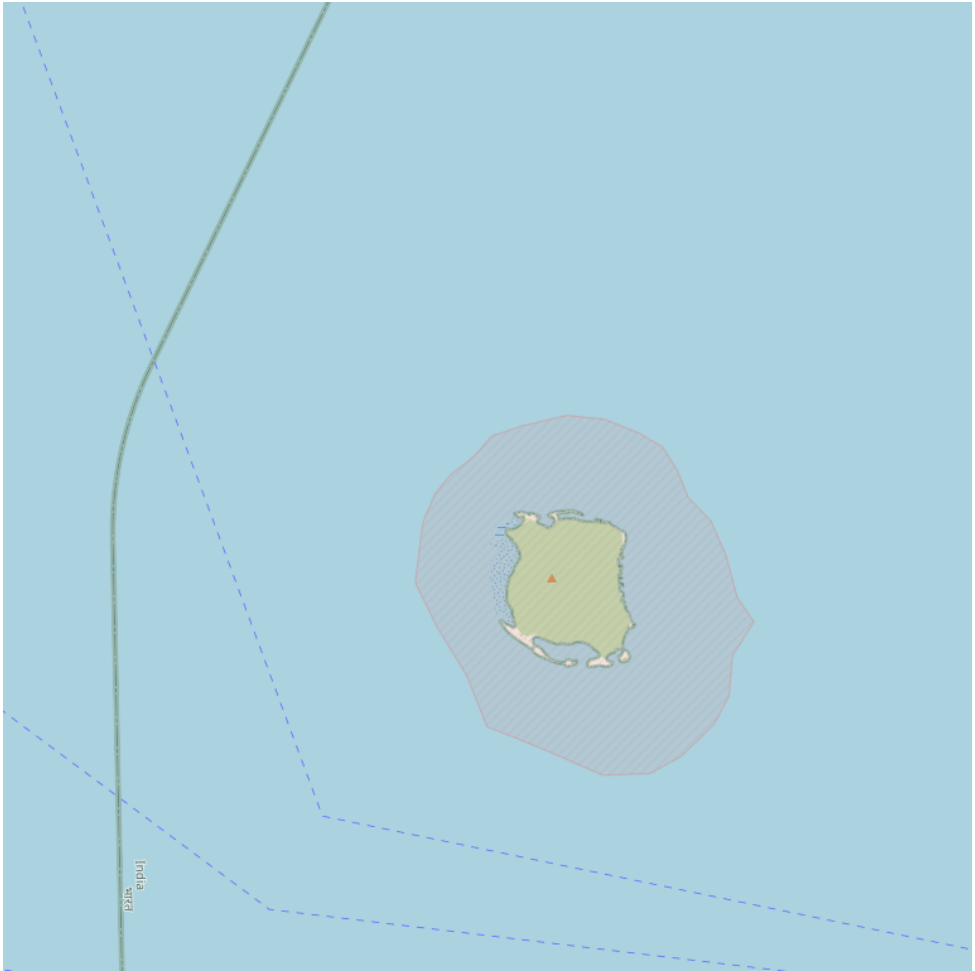
 Port côtier.



## 2.2 - North Sentinel Island


11°33.31 N  
92°14.11 E

Mer du Nord - Andaman sea - Andaman Islands - North Sentinel Island



160

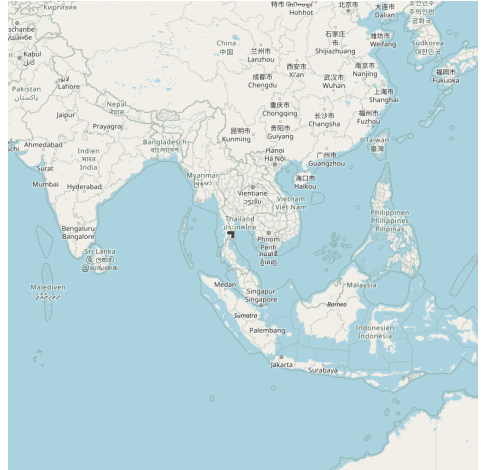
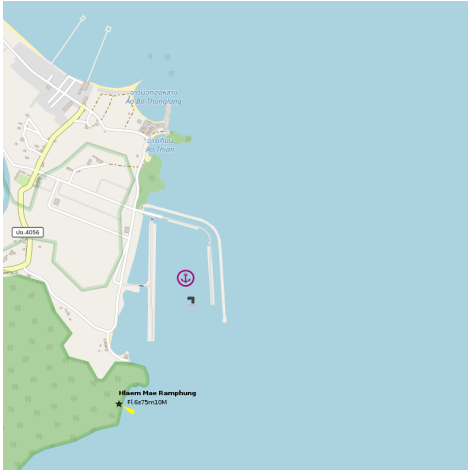


 The North Sentinel Island is a 72 sq km island on the east of the Andaman Islands. It is inhabited by the Sentinelese, one of the last uncontacted tribes and the island's shores are protected for 3 km.


## 3 - Bang Saphan

11°12.05 N  
99°34.93 E

Mer du Nord - Andaman sea



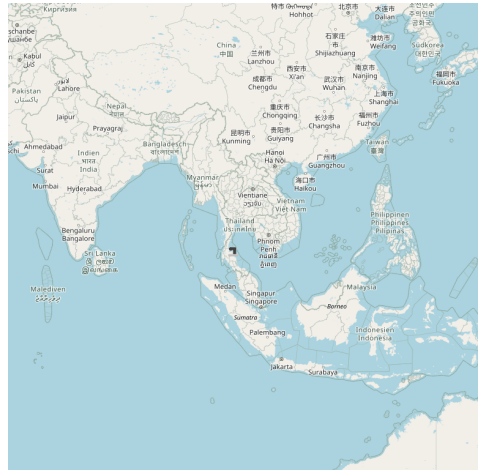
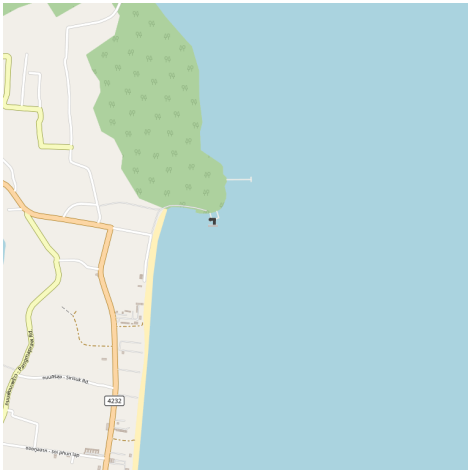
 Small port.

 Petit port côtier.


## 4 - Khanom

9°12.37 N  
99°52.82 E

Mer du Nord - Andaman sea



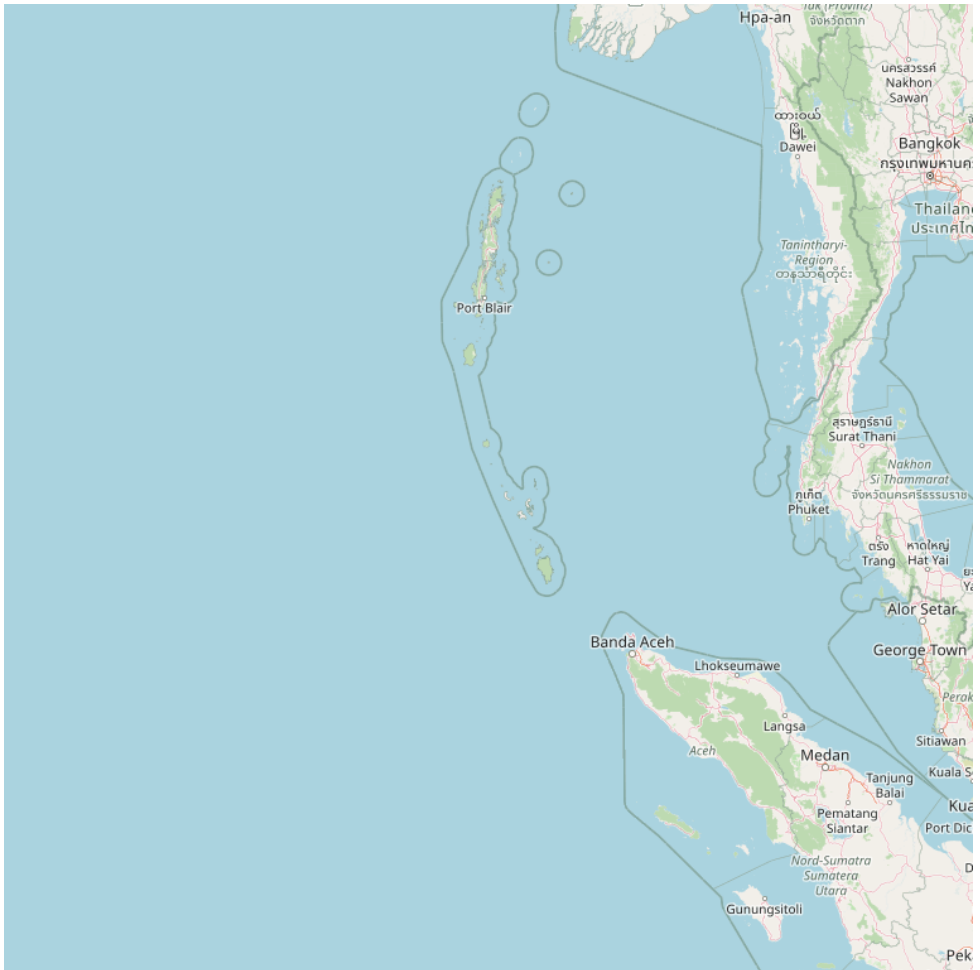
 Small port.

 Petit port côtier.

## 5 - Nicobar Islands (India)

8°00.88 N  
93°21.29 E

Mer du Nord - Andaman sea - Nicobar Islands (India)



The Nicobar islands archipelago are situated south of the neighboring Andaman Islands archipelago, in the eastern Indian Ocean. It is separated from Thailand to the E by the Andaman sea and it is composed of three groups.

The northern group includes: Car Nicobar (127 km<sup>2</sup>)

Batti Malv (2 km<sup>2</sup>) - which is uninhabited, and a nationally-designated wildlife sanctuary

The central group includes Chowra (8 km<sup>2</sup>)

Teressa (101 km<sup>2</sup>)

Poahat (13.3 km<sup>2</sup>)

Katchal (174 km<sup>2</sup>)

Camorta (188 km<sup>2</sup>)

Nancowry (67 km<sup>2</sup>)

Trinket (86 km<sup>2</sup>)

Isle of Man and Tillangchong (17 km<sup>2</sup>) - which are both uninhabited, with Tillangchong being a designated wildlife sanctuary.

The southern group includes

Great Nicobar (1045 km<sup>2</sup>)

Little Nicobar (157 km<sup>2</sup>)

Kondul (4 km<sup>2</sup>)

Pulomilo (1 km<sup>2</sup>)

Meroe, Trak, Treis, Menchal, Kabra, Pigeon and Megapod - all of which are uninhabited islets, with Megapod being a designated wildlife sanctuary.

On 26 December 2004, several islands were heavily damaged with initial reports of islands broken in two or three pieces and coral reefs moved above water.

### **Winds/Weather:**

In the Nicobar Islands, heavy rains occur from May through November. More moderate amounts occur from December through mid-January, and relatively small amounts from January through April.

As a rule, the islands with the higher elevation receive the greatest amount of rain.

Thunderstorm frequency varies from island to island. The greatest activity occurs during those months immediately preceding and the first few weeks immediately following the onset of the Southwest Monsoon. Thunderstorms occur most frequently during May and June at Port Blair, when about 4 to 6 days per month have them. In November, thunderstorms occur on the average of 3 days per month at this port.

The cloud cover is more uniform, with cloud amounts increasing from N to S. During the Southwest Monsoon, there is little diurnal variation in cloud cover. During the remainder of the year the cloud cover is more extensive in the afternoons.

The cloudiest months are June through September. During these months the cloud coverage amounts to 70 to 80 per cent, with few clear days. February and March are the months with least cloud coverage. During these months there is 30 to 40 per cent coverage in the N and 50 to 60 per cent coverage in the S.

The visibility is good except during heavy rains.



### **Tide/Currents:**

The currents in the vicinity of Car Nicobar Island flow rapidly enough to cause tide races, particularly N of the island. During the month of February, usually a calm month, from a position about 6 to 8 miles E of the island, a current setting SW at a rate of 7 knots has been experienced about 1.5 hours after HW.

The tidal currents in the vicinity of Chowra Island set NE during the rising tide and SW during the falling tide.

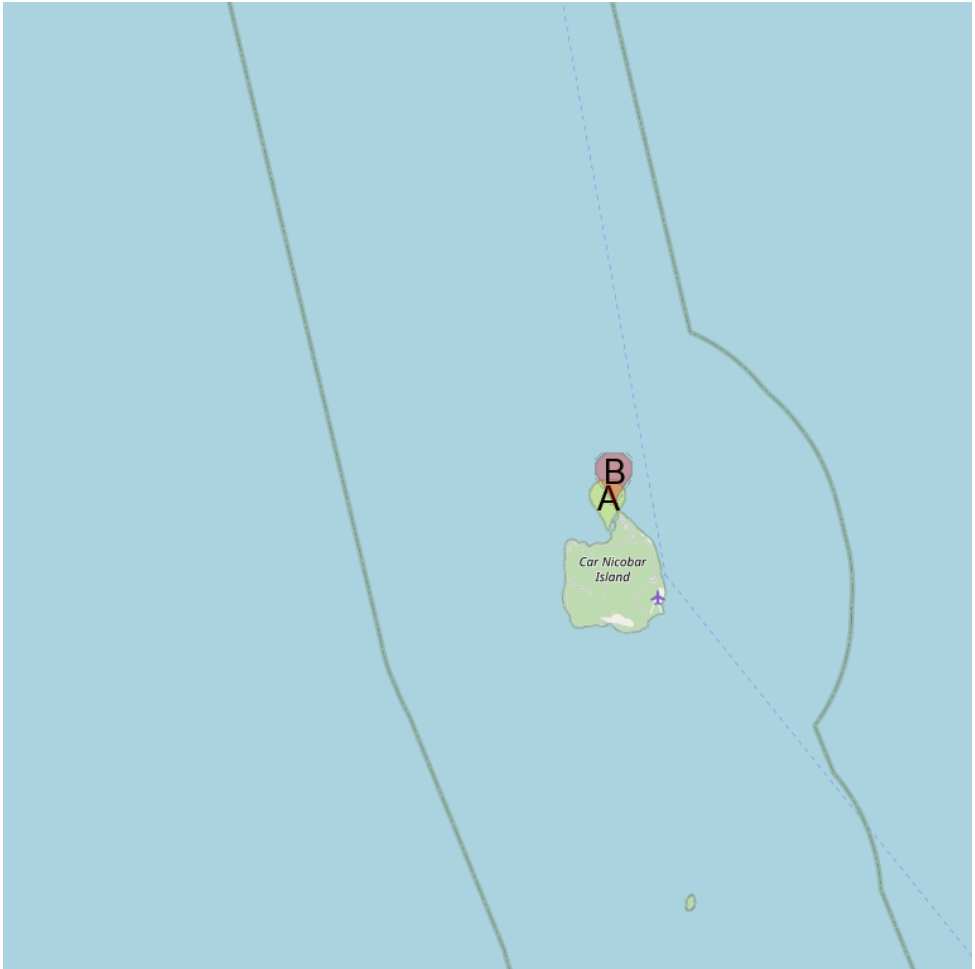
The tidal currents in the vicinity of Chowra Island set NE during the rising tide and SW during the falling tide.


The tidal currents in St. Georges Channel are strong and set NE through the channel on the rising tide, and SW through the channel on the falling tide.


## 5.1 - Car Nicobar islands (India)


9°10.72 N  
92°46.87 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Car Nicobar islands (India)



 A Sawai bay (Car Nicobar)

 B Keating Point Lighthouse (Car Nicobar)

 Car Nicobar island, or PU in the local language, the N island of the group, lies about 77 miles SSE of Little Andaman Island.

The island is densely wooded, mostly coconut trees.

The island has been reported to be a good radar target up to 14 miles.

The Car Nicobar is a very small Island, if compared with the Middle Andaman or South Andaman. The area of Car Nicobar Island is around 127 Sq km. There are clusters of 15 villages, which are inhabited areas, the largest being Malacca.

The 15 villages of Car Nicobar Island include Mus, Kinmai, Small Lapathy, Big Lapathy, Tapoiming, Chukchucha, Kinyuka, Tamalu, Perka, Malacca, Kakana, Kimius, Arong, Sawai and Titop.

The Car Nicobar Island was ravaged by the 2004 tsunami. Car Nicobar lies 750 km (465 miles) from the epicenter of the 2004

Indian Ocean earthquake, and the resultant tsunamis struck it with immense force and witnesses reported that the waves were as high as 30 ft (9 m).

As of December 30, 2004, the number of casualties is actually unknown, but seemed likely to be high. One survivor told the Associated Press that there was not a single hut, which was standing. Most of the people went up to the hills and were afraid to come down.

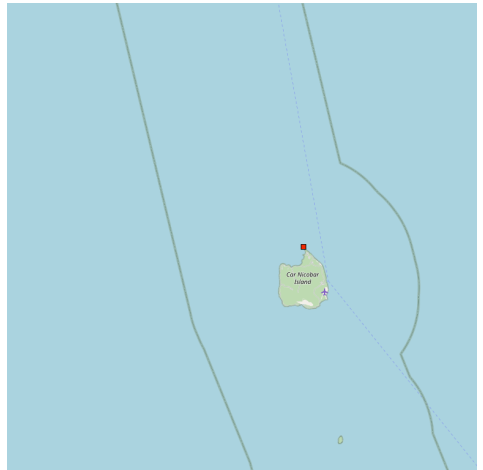
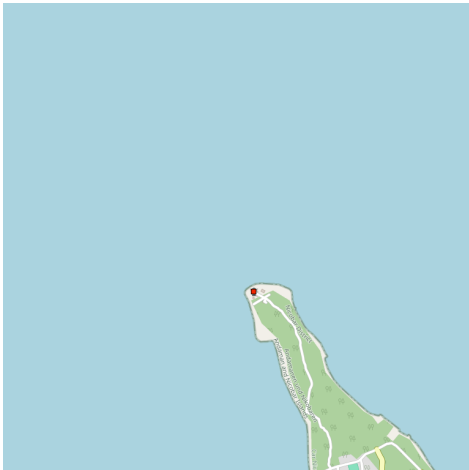


***Car Nicobar islands (Indian)***

### 5.1.1 - Keating Point Lighthouse (Car Nicobar)

9°15.33 N  
92°46.50 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Car Nicobar islands (India)

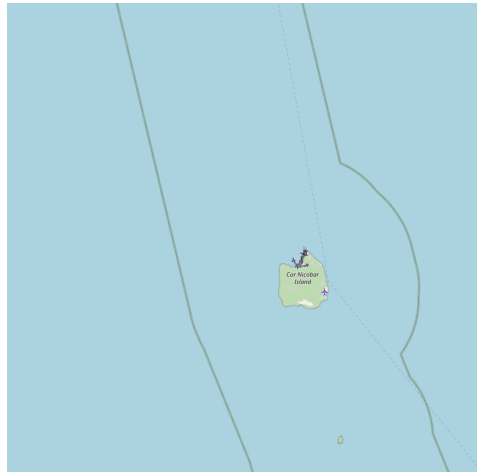





### 5.1.2 - Sawai bay (Car Nicobar)

9°13.63 N  
92°46.04 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Car Nicobar islands (India)



 Sawai Bay indents the NW coast, between Keating Point and Hog Point, about 3.5 miles to SW.

Foul ground extends 1 mile N from Keating Point and 0.5 mile N from Hog Point. Sawai Village lies 0.5 mile SE of Hog Point.

The tidal currents off Sawai Bay set NE on the flood tide. An observation spot lies on a small promontory that extends WNW from the coast about 1 mile S of Keating Point. Keating Point Light is shown from a round metal tower on the point; a racon and a radio beacon transmit from the tower.

A coral patch, with a least depth of 10.1m, was reported to lie about 0.7 mile NW of the observation spot. A 9.1m patch lies 0.8 mile WNW of the same spot.

Anchorage can be taken, in a depth of 21.9m, rock and coral over a thin layer of

sand, about 0.8 mile N of Sawi Village.

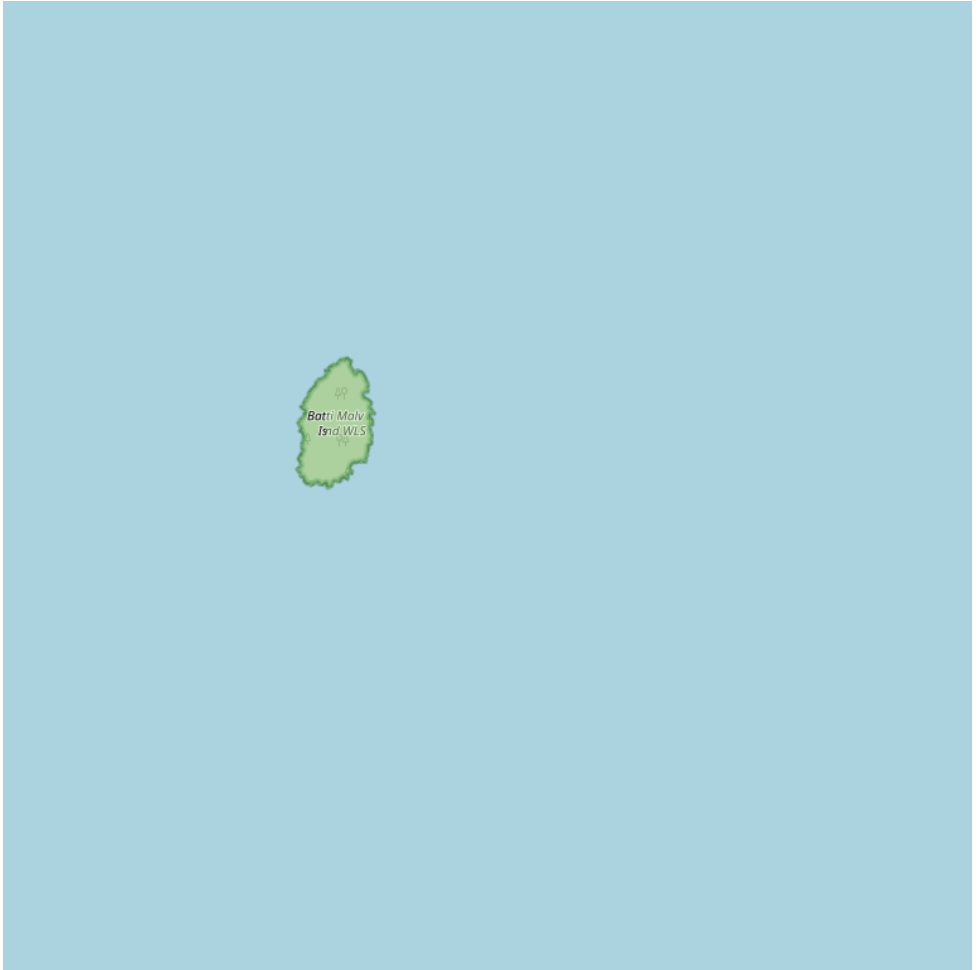
Anchorage can also be taken in similar depths just over 1 mile W of the observation spot.




## 5.2 - Batti Malv island (India)

8°49.67 N  
92°51.49 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Batti Malv island (India)



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 Batti Malv Island (or Kuono), which lies about 17 miles SSE of Car Nicobar, appears wedge-shaped from the offing. It's an uninhabited island that covers an area of 2 square kilometers.

This very small island rises to a densely wooded peak about 73m high. The NW end of the island is low, but rocky cliffs lie on the other sides. Reefs appear to extend 0.5 mile off the NW, SW, and SE sides of the island.

The 40m curve surrounding the island lies up to 5 miles SE and 2.8 miles N of the island.

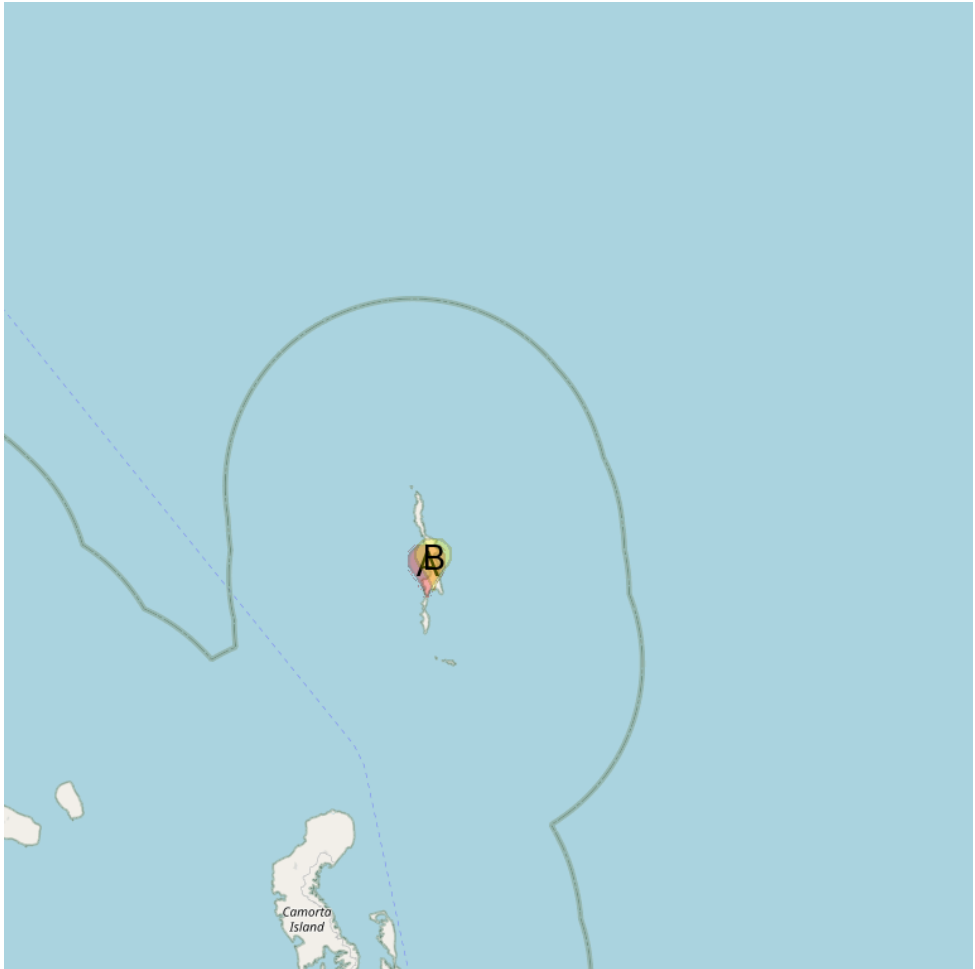
A light is shown from a metal framework tower, 12m high, on the N side of Batti Malv.

Batti Malv Island has been reported to be a good radar target up to 11 miles.

## 5.3 - Tillanchang Dwip (India)


8°29.15 N  
93°37.97 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tillanchang Dwip (India)



**A** Tillanchang Dwip lighthouse

**B** Castle Bay (Tillanchang)

 Tillanchang Dwip lies about 34 NM E of Chaowra island. Maharani peak, the highest of several peaks forming a jagged ridge along the length of the island, lies in the center of the island and attains elevation of 244 m.

Tillanchang is an uninhabited island and has been declared a sanctuary by the Government of India. There is thick vegetation on the island. On the coast, coconut palms have been planted by the islanders from Chowra and Teressa who visit the island quite often. The island is infested by non poisonous snakes.



Paira Rock, 86m high, lies 0.5 mile NNW of Cape Maud, the N extremity of the island. Several detached rocks lie up to 1 mile off the W side of the island. Paria Rock has been reported to be a good radar target up to 19 miles.

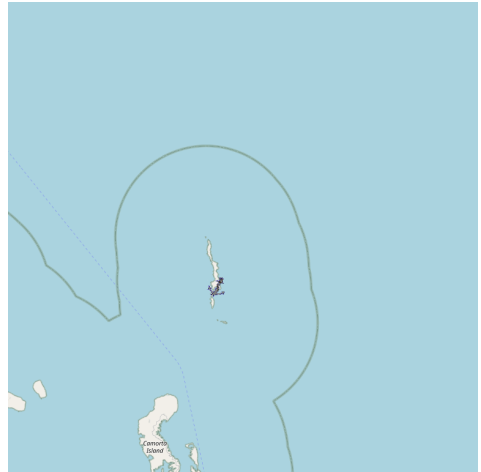
Isle of Man, a detached rock, 111m high, lies about 2.8 miles SE of Cape Winifred. A chain of needle-like rocks lie between this rock and the cape.


An unexamined detached shoal, with a least depth of 20.1m, lies about 9.5 miles SW of Cape Winifred.

### 5.3.1 - Castle Bay (Tillanchang)

8°28.11 N  
93°37.88 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tillanchang Dwip (India)



 Castle Bay, which lies on the SE coast of the island about 2 miles N of Cape Winifred, is deep and clear in its central part.

A rock, awash, lies about 0.3 mile S of Castle Bay Point, the N entrance point of the bay. Foul ground, with depths of less than 9.1m, extends about 0.2 mile S from the rock.

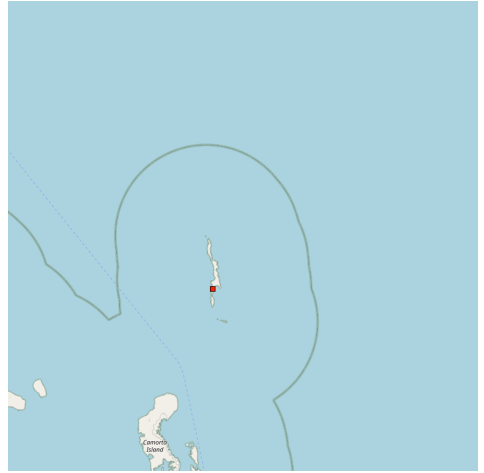
A dangerous wreck lies in shoal water about 0.3 mile SSW of Castle Bay Point. During fair weather, anchorage can be taken, in depths of 25.6 to 27.4m, with Castle Bay Point bearing 062°, distant about 0.5 mile.

### 5.3.2 - Tillanchang Dwip lighthouse

8°27.74 N  
93°37.46 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tillanchang Dwip (India)





🇬🇧 Tillamang is 15 km long and about 1 km in wide Island and lies on the Eastern periphery of Indian waters. It is the Eastern most island in the Nicobar Group of islands. The 30 m high GI trestle tower was erected expeditiously and the 300 mm equipment with electronic flasher, halogen lamp etc all supplied by the Lighthouse Workshop and Electronic Laboratory, Jamnagar was installed on the tower in March 1998. The light was exhibited on 30th March 1998. It is interesting to note that the GI trestle, equipment and all items for the work were brought to the island on board MV Sagardeep directly from Okha port ( Jamnagar).

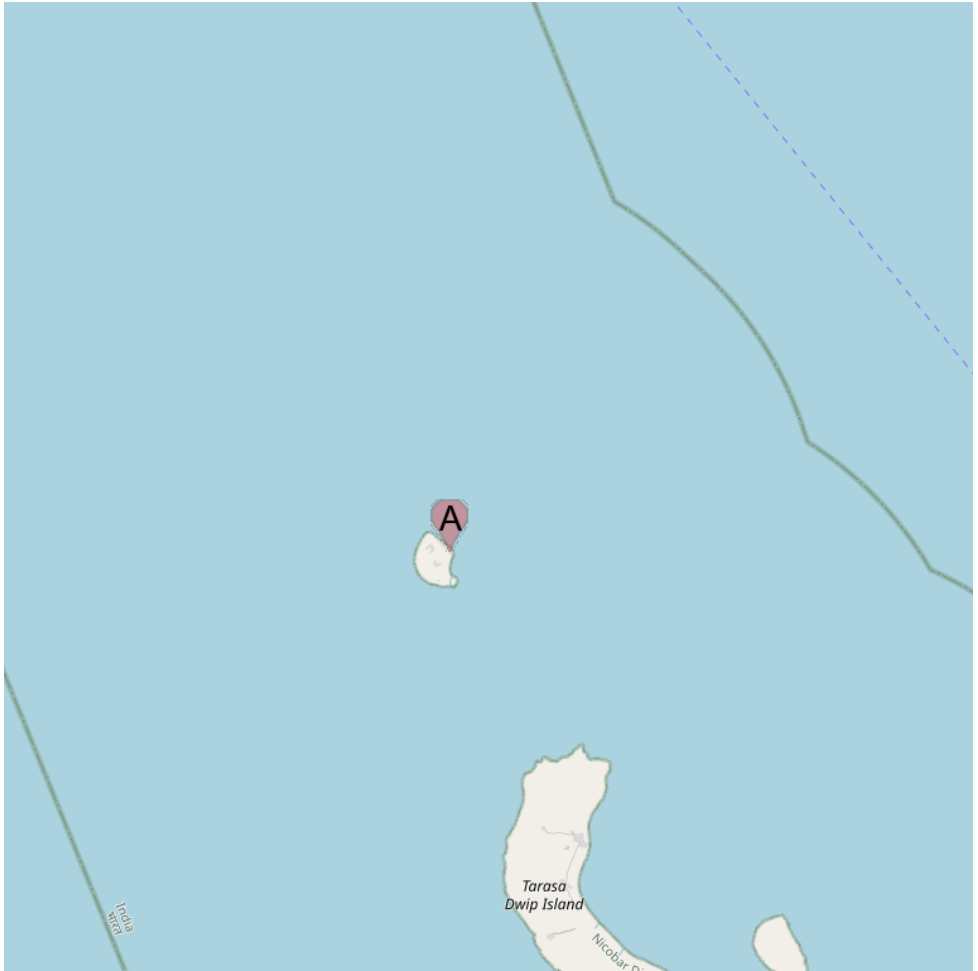
Tillamang Dwip has been reported to be a good radar target up to 17 miles.





## 5.4 - Chowra island (India)

8°27.48 N  
93°03.29 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Chowra island (India)



 Chowra lighthouse (India)

 Chowra Island, which lies about 24 miles SSE of Batti Malv Island, is generally low but rises to a 104.5m high rocky pinnacle at its S end.

The island looks like a hat from the offing. Sanenya, the principal village, lies on the NE coast.

It has area of 8.2 sq km with a population of two thousand people.

Reefs extend about 1.5 miles from the NW side of the island.

A shoal, with a least depth of 2.4m, lies between 2.5 miles NW and 4 miles NNW of the N point of Chowra Island.

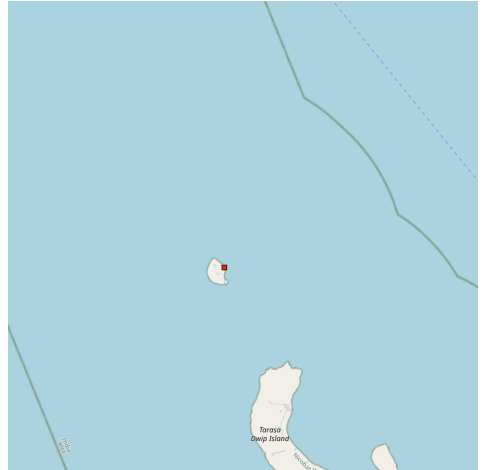
Depths of 16.5 to 18.3m are found between the shoal and the island reef.


Chowra has no safe berthing due to the coral formation around the island but anchorage can be taken, in depths of 16.5 to 18.3m, abreast of Sanenya Village.. There is no source of drinking water on this island.

### 5.4.1 - Chowra lighthouse (India)

8°27.54 N  
93°03.31 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Chowra island (India)



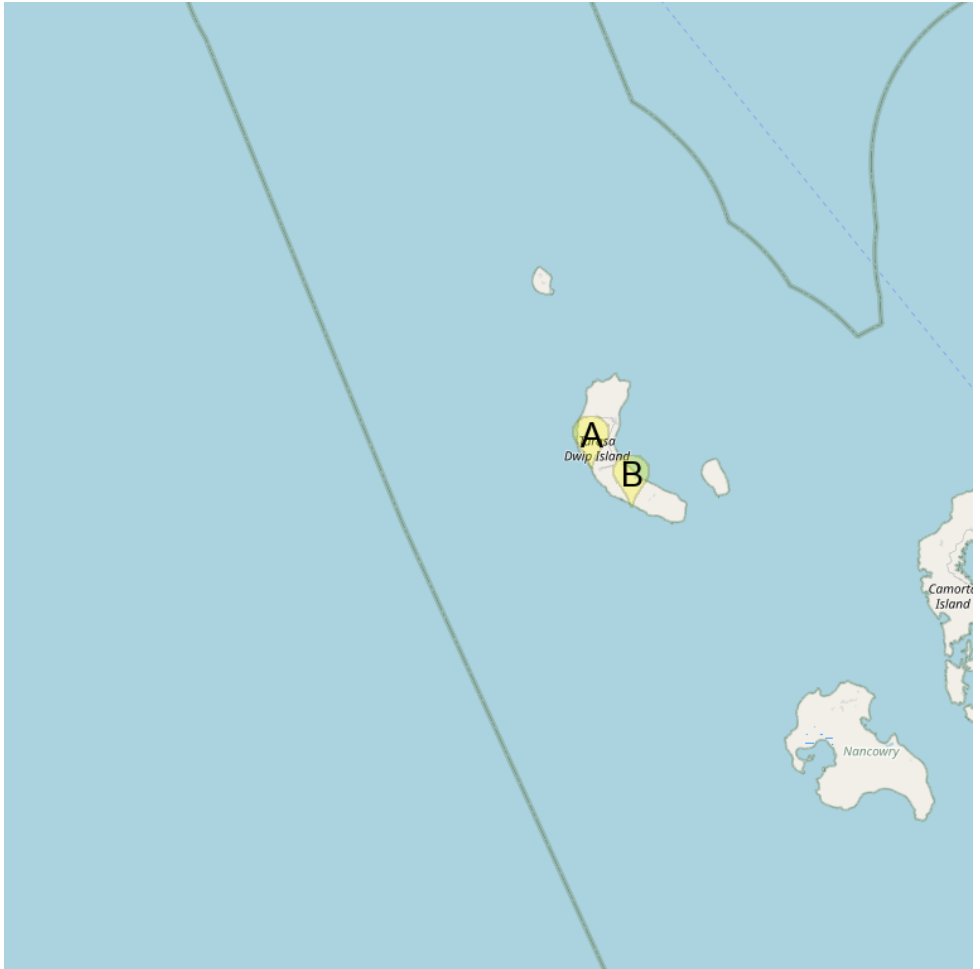
 Chowra Island has been reported to be a good radar target up to 23 miles.



## 5.5 - Tarasa Dwip (India)


8°16.35 N  
93°08.42 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tarasa Dwip (India)



**A** Hinam village (Tarasa Dwip)

**B** Laksi (Kola-rue) village (Tarasa Dwip)

 Teressa Island (Tarasa Dwip), roughly crescent-shaped and low in its central part, lies 6.5 miles SE of Chowra Island. The island has a surface area of 101.26 km<sup>2</sup>.

It appears as two separate islands from the offing. The N end of the island is 250m high. Hinam Village lies 4.5 miles SSE of the N summit and is only visible from seaward on a NE bearing. Laksi Village, which consists of some huts amongst the trees, lies 4 miles SE of Hinam Village.

The village is hard to identify from seaward. Bengala Village lies on the E side of

the island about 2 miles S of its NE extremity. Karawa Village lies 3.5 miles farther S.

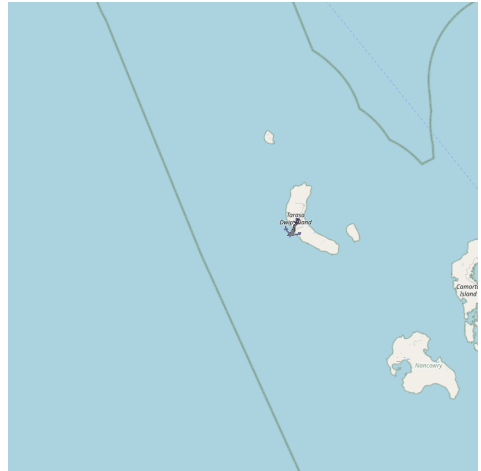
Reefs extend over 1 mile from the N and S ends of the island, but less off the W coast.


On 26 december 2004, the Tsunami has damaged Teressa island that has been split into two pieces.

### 5.5.1 - Hinam village (Tarasa Dwip)

8°15.16 N  
93°05.97 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tarasa Dwip (India)



 Anchorage can be taken by small vessels with local knowledge close off Hinam Village, in depths of 11 to 25.6m.

### 5.5.2 - Laksi (Kola-rue) village (Tarasa Dwip)

8°12.64 N  
93°08.66 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Tarasa Dwip (India)





🇬🇧 Small vessels can anchor, in a depth of 25.6m, coral and coarse sand, SSW of Laksi Village, about 0.5 mile seaward of the coastal reef.







## 5.6 - Bompoka island (India)

8°14.61 N  
93°14.31 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Bompoka island (India)



 Bompoka lighthouse (India)

 Bompoka island lies about 1,8 NM east from southern end of nearby Teressa Island in the Nicobar group of islands.

The hills on the island rise upto 193 m. The island has dense forest and some portions have grass growth. There is thick coconut palm growth on shores all round the island.

Poahat Village lies on the W side of the island.

The portion of sea

between the Teressa and Bompoka islands provides a good shelter for

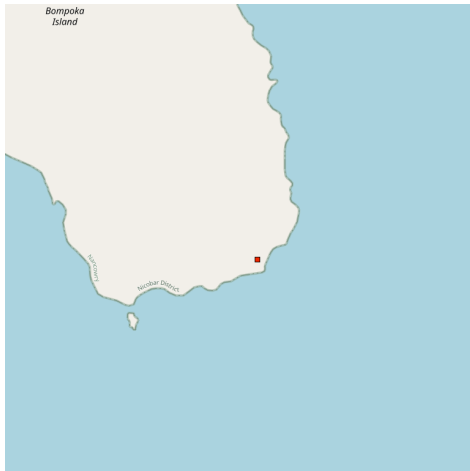
the ships.


The island has a few inhabitants who mainly depend for all their requirements on Teressa Island. In fact they are the part of the original populace of Teressa Island only. Teressa island is visited by passenger vessels regularly.

### 5.6.1 - Bompoka lighthouse (India)

8°13.57 N  
93°14.86 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Bompoka island (India)



 Bompoka lighthouse is on SW point of the island.

Only the locals can approach the landing point safely as there are submerged rocks around.

From the landing point the

Lighthouse is about 4 km through forest and hilly track. It is advisable to visit Bompoka island by engaging a boat from Teressa island. They possess the local knowledge about the submerged rocks and depth of water.

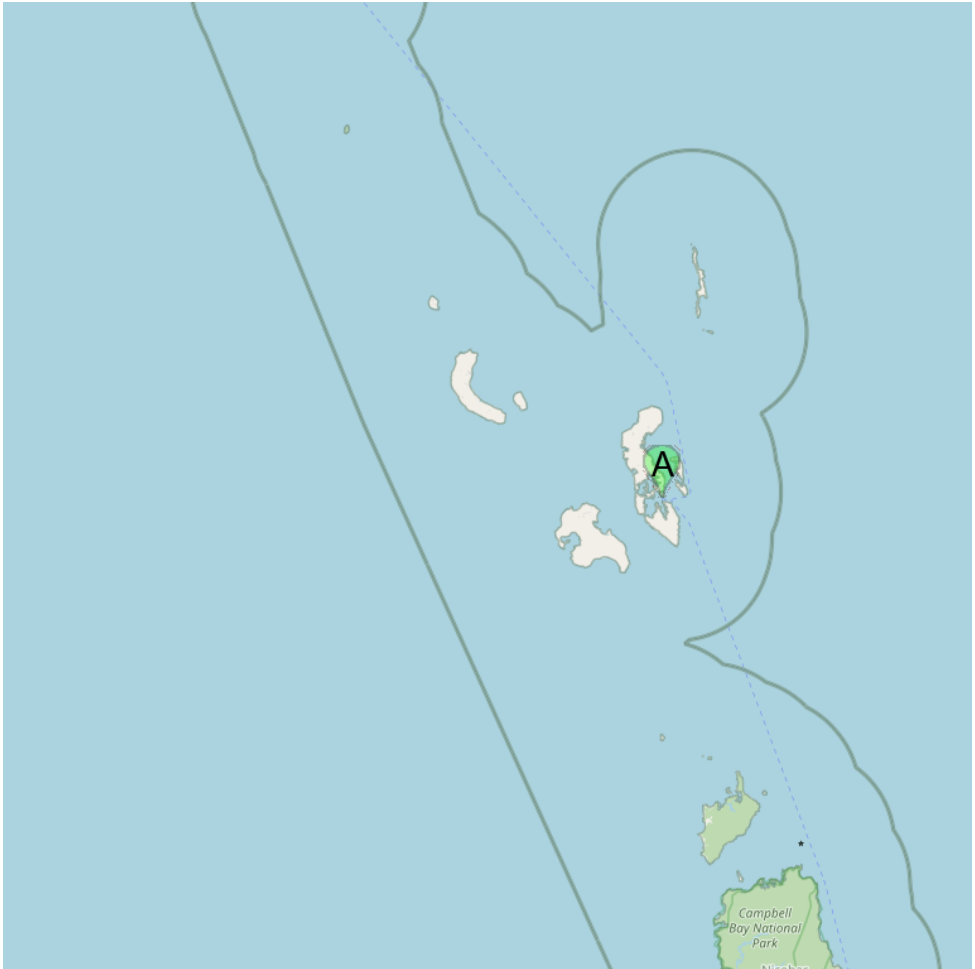
The GI trestle tower was erected in 1989.





## 5.7 - Camorta island (India)

8°07.34 N  
93°30.43 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Camorta island (India)



 Cross harbor Camorta

 Camorta Island, separated from Tillanchang Dwip to the NNE by a channel about 12 miles wide, is very irregular in shape and hilly. Its area is 188 km<sup>2</sup>.

A 52m hill lies close to the NE end of the island; a 186m high hill lies 1 mile N of the S end of the island. A 132m hill lies at the SE end of a range of hills that extends 4 miles SE from a position 1 mile SE of the NW end of the island. Mount Edgumbe, a tree-covered hill 109m high, lies about 4.3 miles N of the S end of the island.

Several villages and huts lie along the shores of the island. The W coast is

indented by bays which form Dring Harbor and Expedition Harbor.

The NE coast of Camorta Island has not been closely examined.

The SE side of the island is separated from Trinkat Island by Beresford Channel. A coral bank, with depths of 25.6 to 27.4m, lies about 6 miles ENE of Horace Point, the N extremity of Camorta Island.

Tides? Currents.? The tidal currents off the E coast of Camorta Island, between a position about 2 miles WNW of the NW end of that island and a position between the entrances of Expedition and Nancowry Harbors, set S on the flood and N on the ebb. At springs, the N current attains a rate of 3 knots about 2 to 3 miles offshore. The S current attains a rate of 0.8 to 1.3 knots. At neaps, the N current attains a rate of 0.8 to 1.3 knots and the S current a rate of 0.3 to 0.8 knot.

At springs, tide rips frequently occur at various places all along the coast at variable distances offshore.

The W coast of Camorta Island, between Horace Point and Kaihoa Village, almost 3.8 miles SW, is reef-fringed up to 0.5 mile offshore. From the village the coast extends SW for 1.3 miles and then S for 7.5 miles to Cave Point, the N entrance point of Expedition Harbor.

Dring Harbor, which is available only to boats, is entered 2.3 miles N of Cave Point.

A 22m shoal lies about 6.5 miles NW of Cave Point.

The coast, between Satellite Point, the S entrance point of Expedition Harbor, and Reef Point, the S extremity of the island, is fringed by a narrow reef. This latter point is the N entrance point of the W entrance of Nancowry Harbor.

Perseus Reef extends about 0.8 mile W from the NW end of the island. A shoal, as defined by the 20m curve, extends about 1.8 miles NW from the same point.

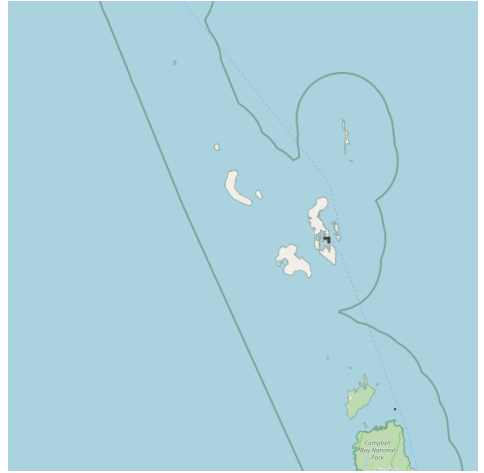
### 5.7.1 - Cross harbor Camorta


8°02.19 N  
93°32.61 E

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Mer du Nord - Andaman sea - Nicobar Islands (India) - Camorta island (India)





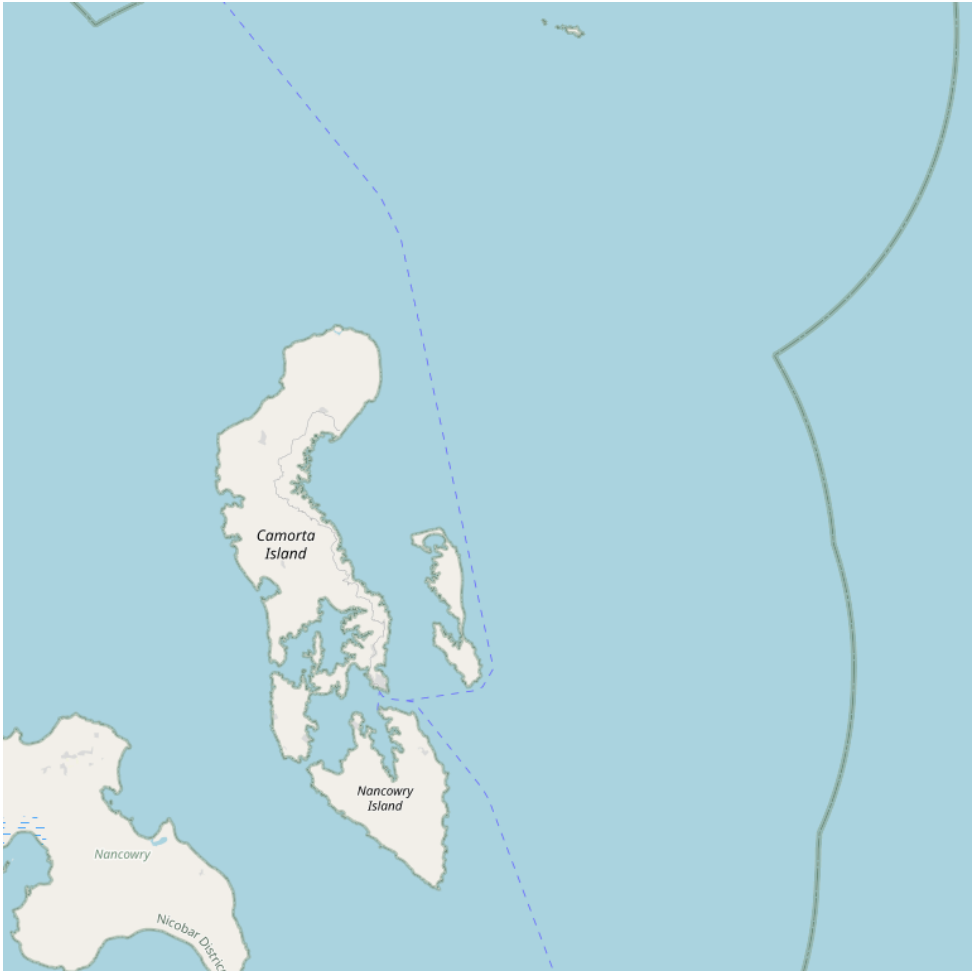
 Cross Harbor is entered from the W between Alfred and Leda Points and from the E between Naval and Mayo Points. Depths in the harbor area range from 21.9 to 53.1m, mud.




## 5.8 - Trinkat island Nicobar (India)

8°04.87 N  
93°35.03 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Trinkat island Nicobar (India)



160 

 Trinkat Island, which lies between 1.5 and 2.5 miles E of the S part of Camorta Island, is separated from that island to the W and NW by False Bay and Beresford Channel.

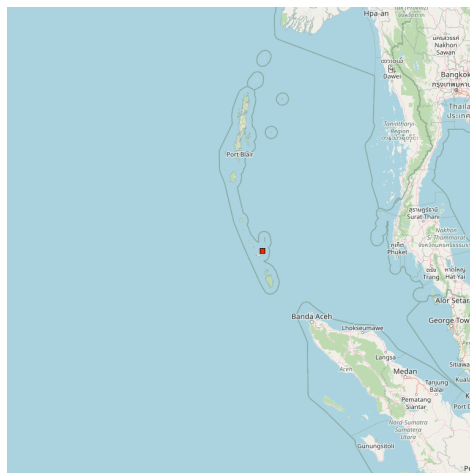
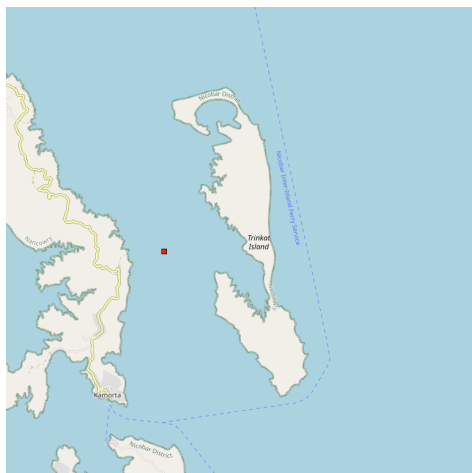
Trinkat Island is low, level, and covered by coconut trees. An extensive reef surrounds the island. Morrel Point, the S end of the island, is marked by a beacon.

The Tsunami of 26 december 2004 has split Trinkat island into three pieces.

## 5.9 - Beresford channel Nicobar

8°04.69 N  
93°33.60 E

Mer du Nord - Andaman sea - Nicobar Islands (India)



Beresford Channel is entered from the S through False Bay. Both shores are fronted by reefs and shoals that extend almost 0.8 mile offshore.

A number of shoals, with depths of 5.5 to 11m, lie in the middle of the S part of the channel. The channel on both sides of Middle Reef, which lies about 3.5 miles NNW of Morrel Point, is about 183m wide.

The W channel has depths of 7.6 to 25.6m and the E channel has depths of 5.8 to 20.1m. The area N of Trinkat Island has not been closely examined.

A channel, about 91m wide and having depths of over 18.3m, forms the inner entrance of Expedition Harbor, between the reefs fringing Wasp Point and Satellite Point. The channel passes about 91m N of the latter point.

Middle Reef, an extensive drying shoal, lies in the middle of the fairway, abreast of Devils Point. A channel, about 183m wide and having depths of 12.4m, leads between the SE end of Middle Reef and the reef fringing Edgecumbe Point.

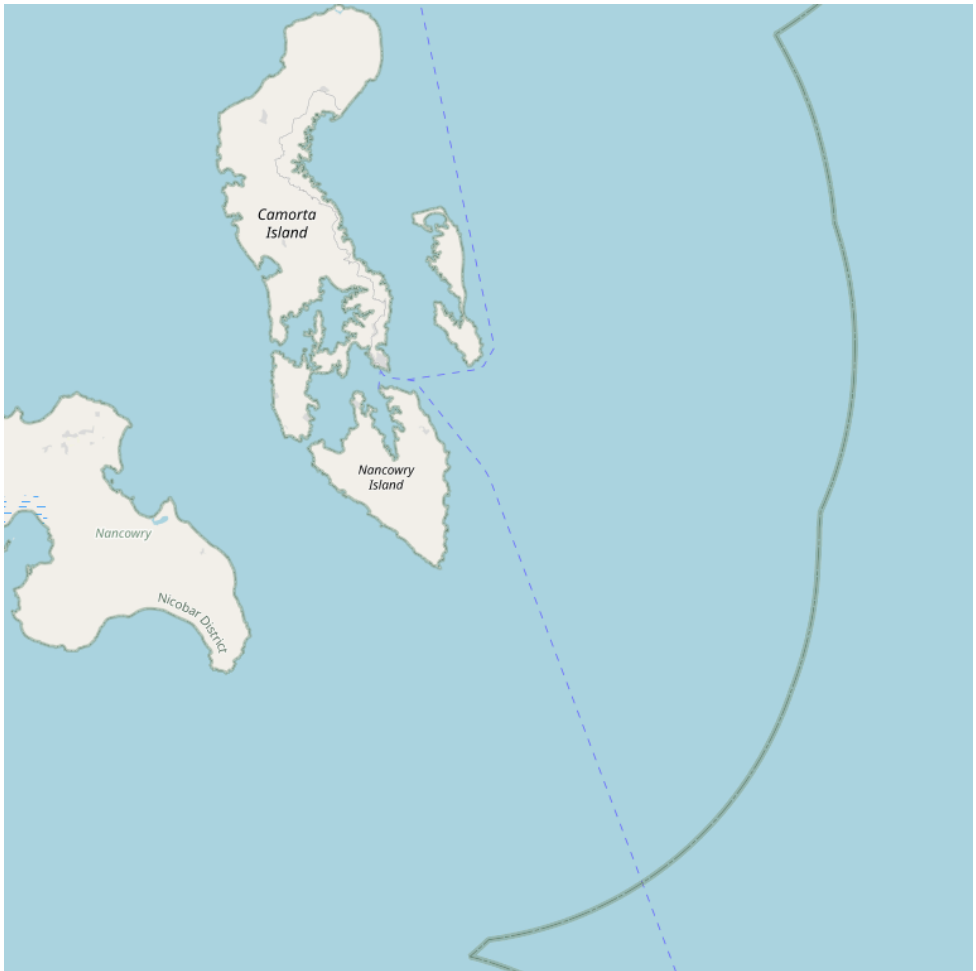
A drying reef extends 0.2 mile SE from Foul Point, about 0.5 mile NE of Devils Point. A channel, about 183m wide with a least depth of 23.8m, leads between the SW end of this reef and the N end of Middle Reef.




## 5.10 - Nancowry island (India)

7°58.62 N  
93°32.56 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Nancowry island (India)



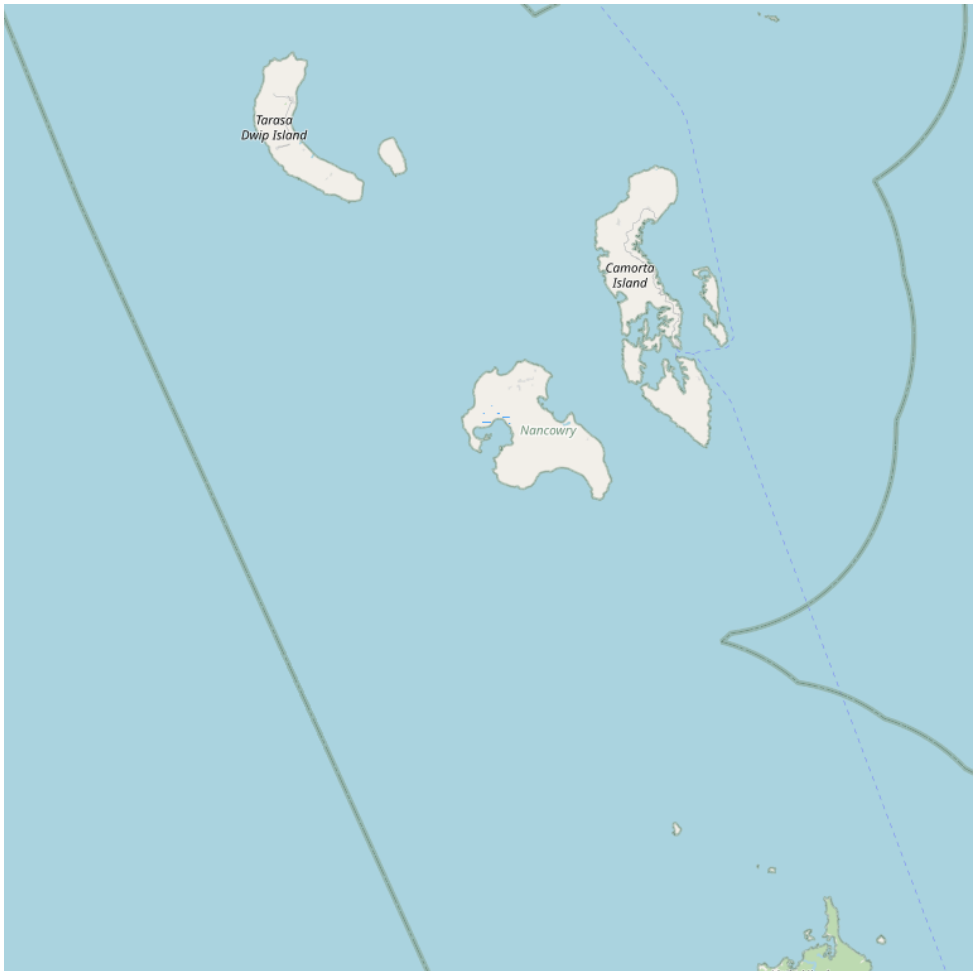
160 

 Nancowry Island lies close S of and overlaps the S end of Camorta Island. Nancowry Harbor, a secure landlocked inlet, lies between them. The E entrance of Nancowry Harbor lies between the SE end of Camorta Island and the NE end of Nancowry Island. The approach to this entrance leads through Beresford Channel.

## 5.11 - Katchall island Nicobar


7°57.19 N  
93°23.88 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Katchall island Nicobar



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 Katchall Island is separated from Camorta Island and Nancowry Island to the NE by Revello Channel, which is about 3.8 miles wide and apparently free from dangers, except for a detached 12.8m patch which lies about 4.5 miles NE of the SE end of Katchall Island.

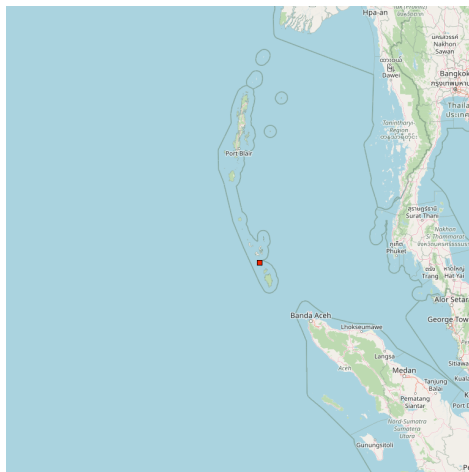
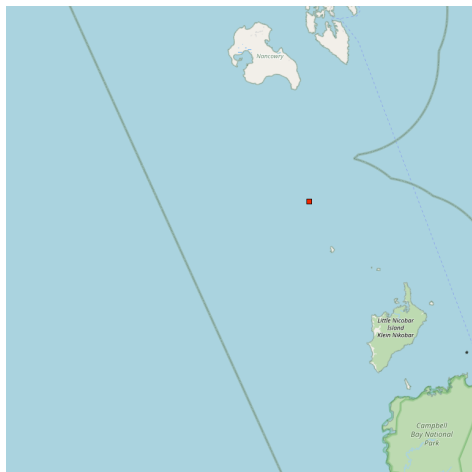
The island is densely wooded and rises to a height of 227m in its central part.


Katchall Island has been reported to be a good radar target up to 18 miles. Depths off the W side of the island are very irregular. Some 16.5 to 18.3m patches lie up to 4 miles off this coast. On 26 December 2004, several islands were heavily damaged by the Tsunami.

### 5.12 - Somborian channel Nicobar

7°37.44 N  
93°29.61 E

Mer du Nord - Andaman sea - Nicobar Islands (India)



 Sombrero Channel separates the central and S groups of the Nicobar Islands. The channel is 30 miles wide between Cape Albany and Sombrero Point, the N extremity of Little Nicobar Island.

The depths in the channel are irregular, but there is deep water in mid-channel.Strong tidal currents set through this channel.

A yellow clay patch, with a depth of 21.9m, lies in the W approach to Sombrero Channel about 12 miles WSW of Cape Albany.

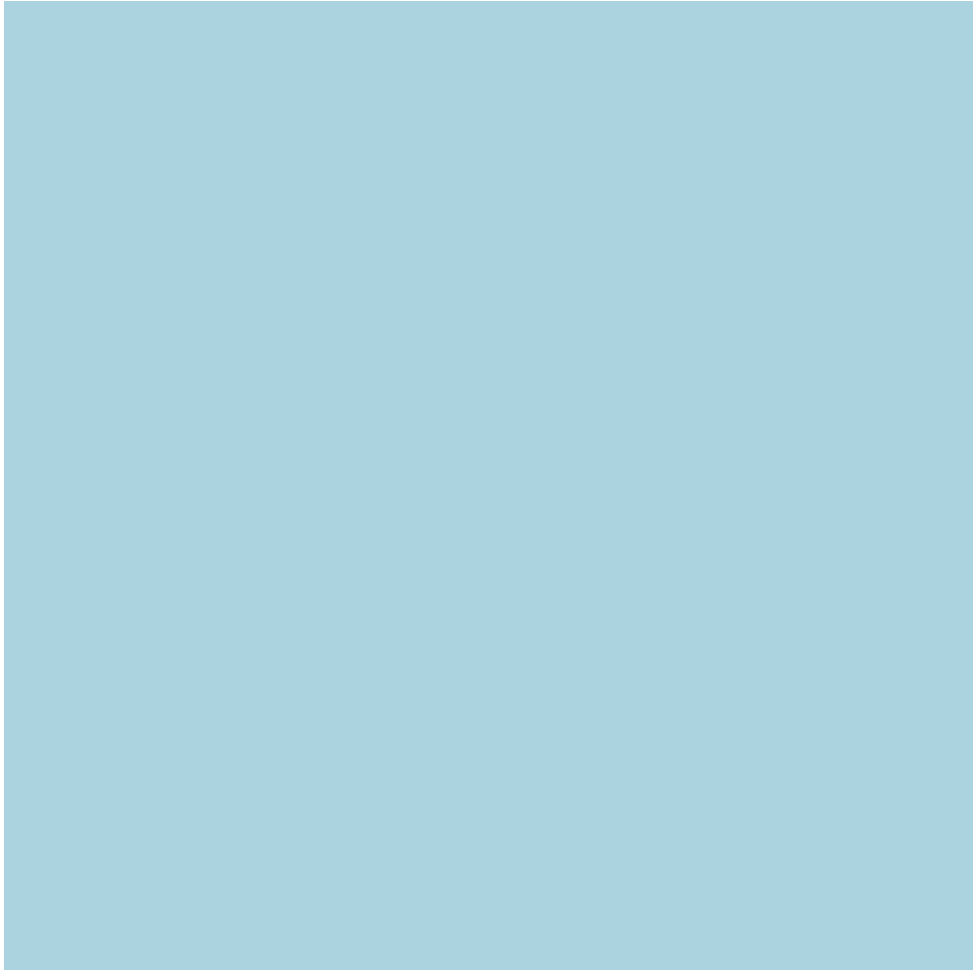
Shoal patches may exist in this area.

A detached coral bank, with a least depth of 17.1m, extends up to 12 miles SSW of Cape Albany. Depths elsewhere on this bank range from 20.1 to 31.1m. This bank has been reported to be extending to the W.


## 5.13 - Meroe island Nicobar

7°29.32 N  
93°32.47 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Meroe island Nicobar



160  

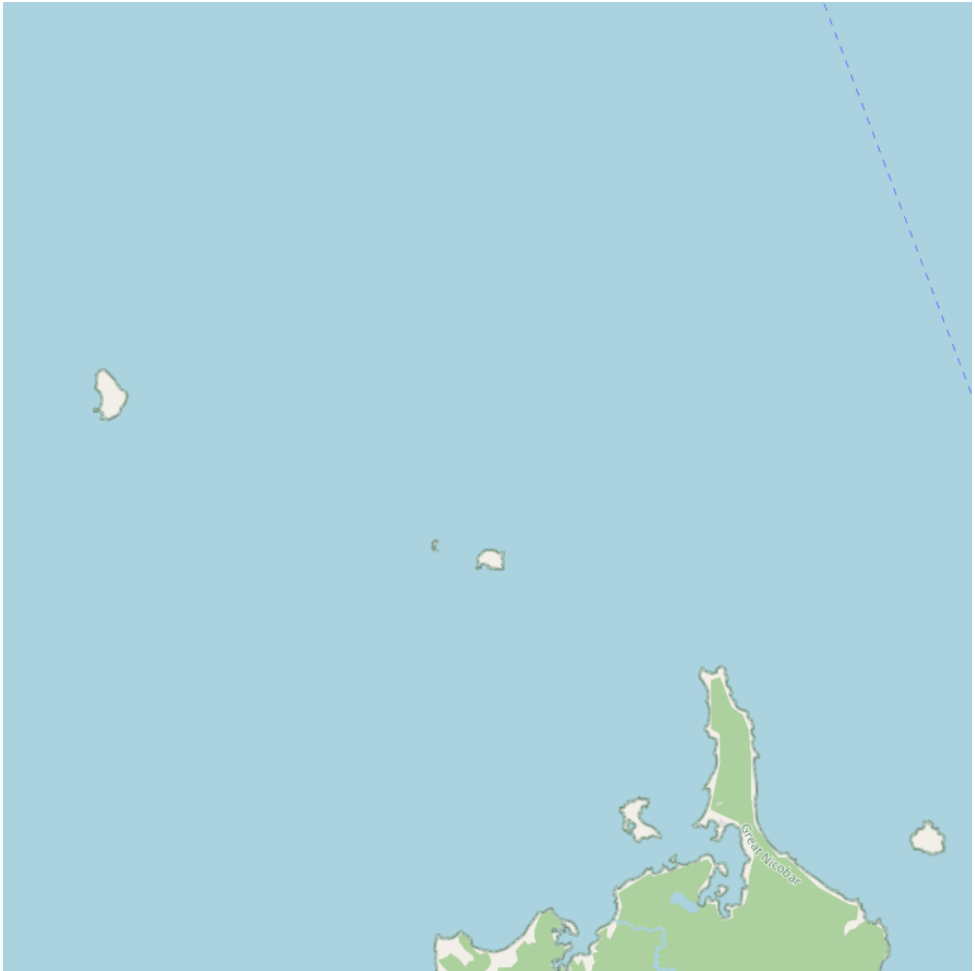
 Miroe Island, low and small, lies 10.5 miles WNW of Sombrero Point, the N extremity of Little Nicobar Island.

Miroe Island has been reported to be a good radar target up to 19 miles.

## 5.14 - Trak and Treis islands Nicobar

7°28.65 N  
93°38.55 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Trak and Treis islands Nicobar



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Trak Island lies 5 miles WNW of Sombrero Point; Treis Island lies 1 mile SE of Trak Island.

Both islands are small, reef-fringed, and surrounded by sunken rocks.

A rock, which has a depth of less than 1.8m, lies about midway between Treis Island and Sombrero Point.


## 5.15 - Little Nicobar island

7°20.21 N  
93°41.31 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Little Nicobar island



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 Little Nicobar Island is densely wooded, with Mount Deoban rising to a height of 413m on the central part, and the Empress Peak rising to 401m on the NE part of the island.

Little Nicobar Island has been reported to be a good radar target up to 23 miles. The NW coast between Sombrero Point and Pahu, about 6 miles SW and then about 7.5 miles S to Cape Edinburg, is fringed by a reef which extends up to 0.5

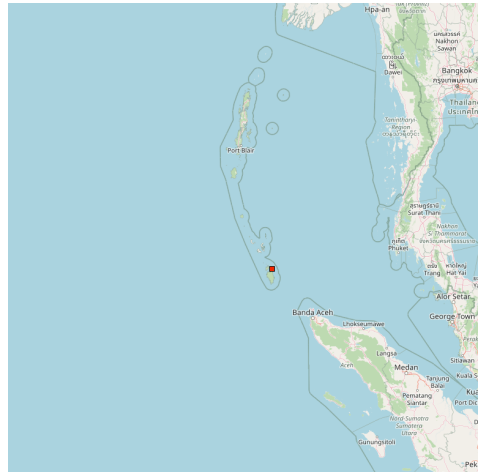
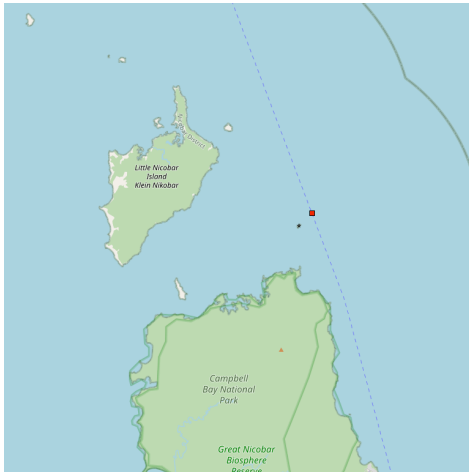
mile offshore.


On 26 December 2004, the coast of the Nicobar Islands was devastated by a 10-15 m high tsunami following the 2004 Indian Ocean earthquake.

## 5.16 - Kabra islet (Nicobar)

7°18.15 N  
93°51.71 E

Mer du Nord - Andaman sea - Nicobar Islands (India)



 Kabra Island, 63m high, lies in St. Georges Channel almost 3 miles N of Murray Point, the N end of Great Nicobar Island.

It is part of great Nicobar group of Islands. It has thick growth of commercial vegetation.

The inhabitants from nearby

Kondul and Little Nicobar islands visit the islet. They have planted the Coconut and Arracknut trees on this islet.

The light provides

much needed assistance to local fishing boats as well as the vessels sailing on Campbell Bay - Port Blair route.

The island hill is perpendicularly rising from sea on Western side. Only a small stretch of beach on eastern side serves as landing point for the boats.

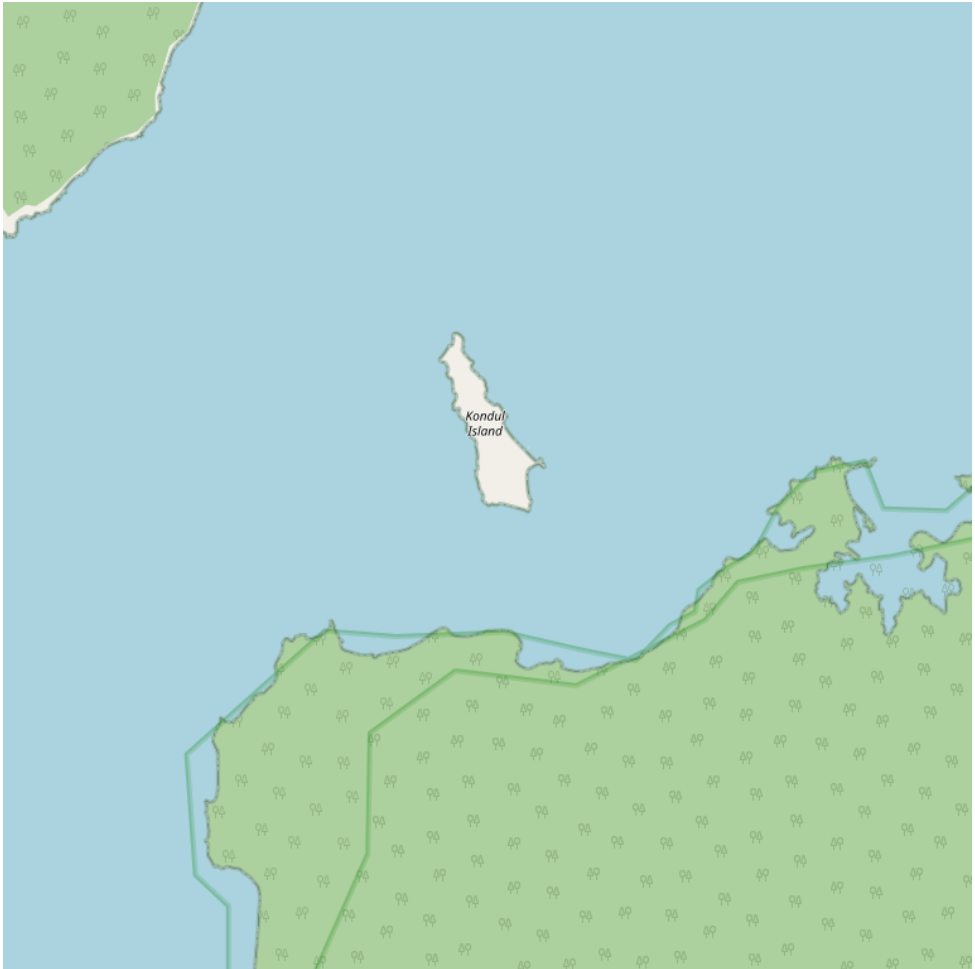





## 5.17 - Kondul island Nicobar

7°13.14 N  
93°42.93 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Kondul island Nicobar



160 

 Kondul island, high and rocky on its N side, rises to a height of 92 m. The shape of this island looks elongated. Kondul was amongst those islands that were devastated by the tsunami of 2004. Population of Kondul Island according to 2001 census is 150. Before tsunami hit this island, people used to live on this island and drew their livelihood from coconut plantations.

It was after the grave attack of tsunami when this island turned partly uninhabitable. People who were fortunate to survive the disaster of tsunami are now moved to transit shelters in Campbell Bay. Now these people live in tin shelters in Campbell Bay and many have built their own houses as well.

The closest city to Kondul is Campbell Bay. This island is located in the middle of Little Nicobar Island and Great Nicobar Island.

Kondul Island is populated with chunky vegetation. There you will find densely populated forests and mangroves. Beaches on this island are shrouded with thick forests. Both the sides of Kondul Island are covered with beaches.

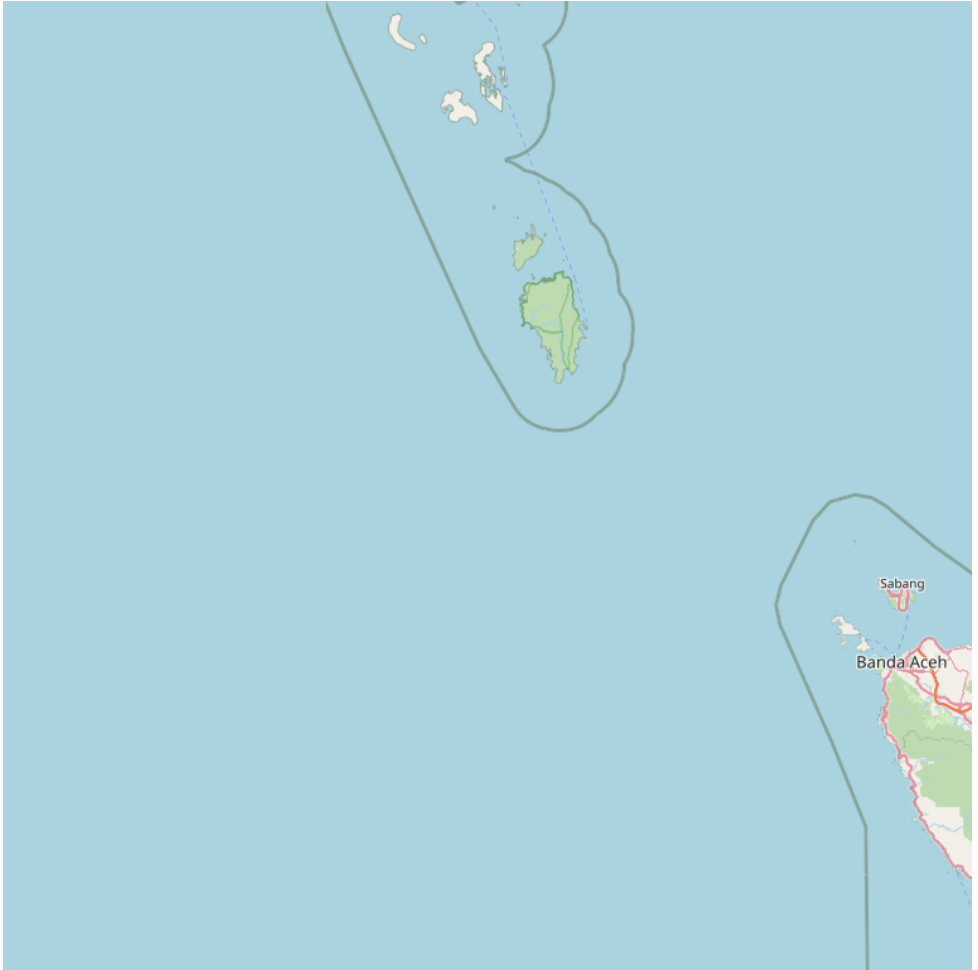


***Kondul island Nicobar***

## 5.18 - Great Nicobar island

6°59.64 N  
93°48.03 E

Mer du Nord - Andaman sea - Nicobar Islands (India) - Great Nicobar island



160 

Great Nicobar is the largest of the Nicobar Islands of India, it is also the southernmost point of India.

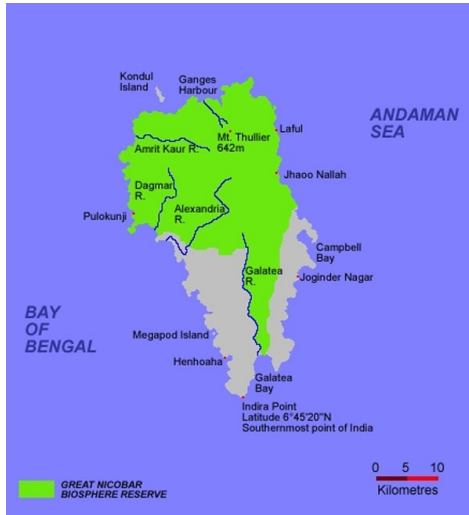
The island covers 1045 km<sup>2</sup> but is sparsely inhabited.

The island was severely affected by the 2004 Indian Ocean earthquake tsunami with many deaths, and was cut off from all outside contact for more than a day.

The island has several rivers, including the Alexandra, Amrit Kaur,

Dogmar and Galathea. Virtually all rivers flow in a southern or southwesterly direction, which is indicative of the general slope of the terrain across the island.

There are undulating hills throughout the island, with the main range running in a north-south orientation. Mount Thuillier, which is part of this range, has the highest elevation of any point in the Nicobars, at 642 m above sea level. Indira Point was submerged in the 2004 tsunami.

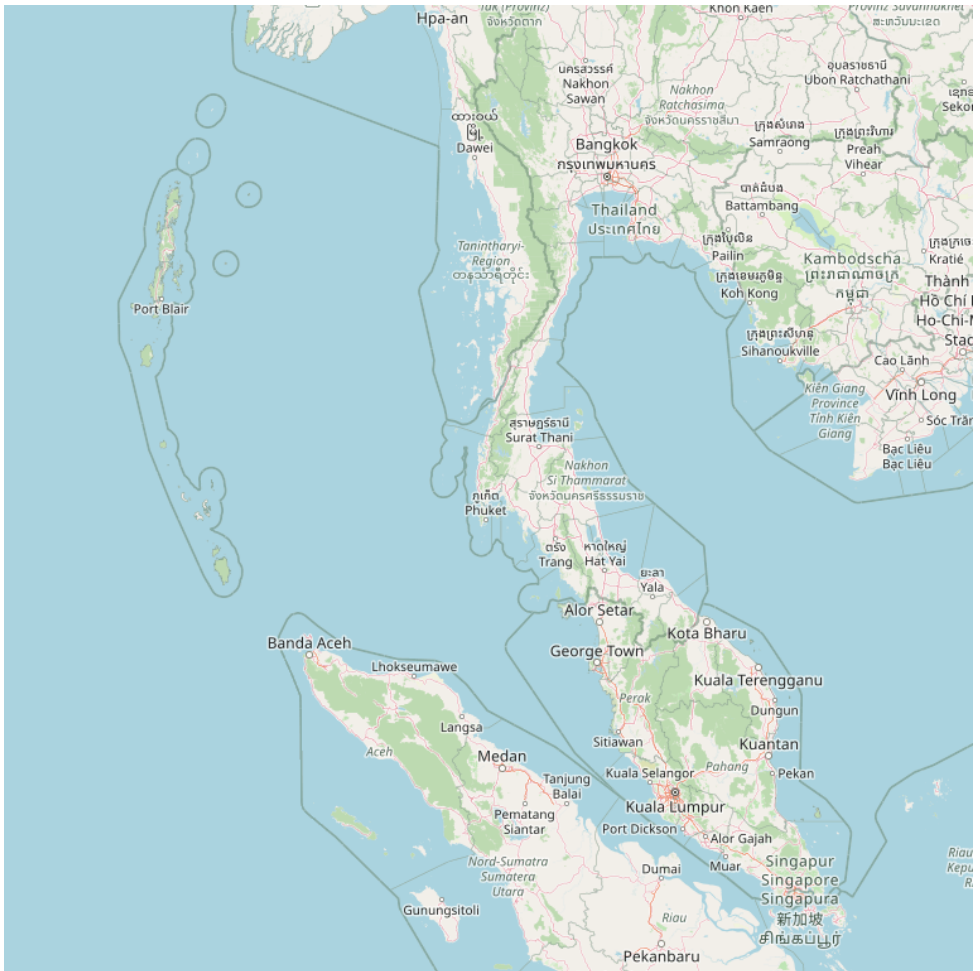



***Great Nicobar island***

## 6 - Ko Phuket (Thailand) to Pulau Pinang (Malaysia)

6°47.66 N  
99°31.73 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia)



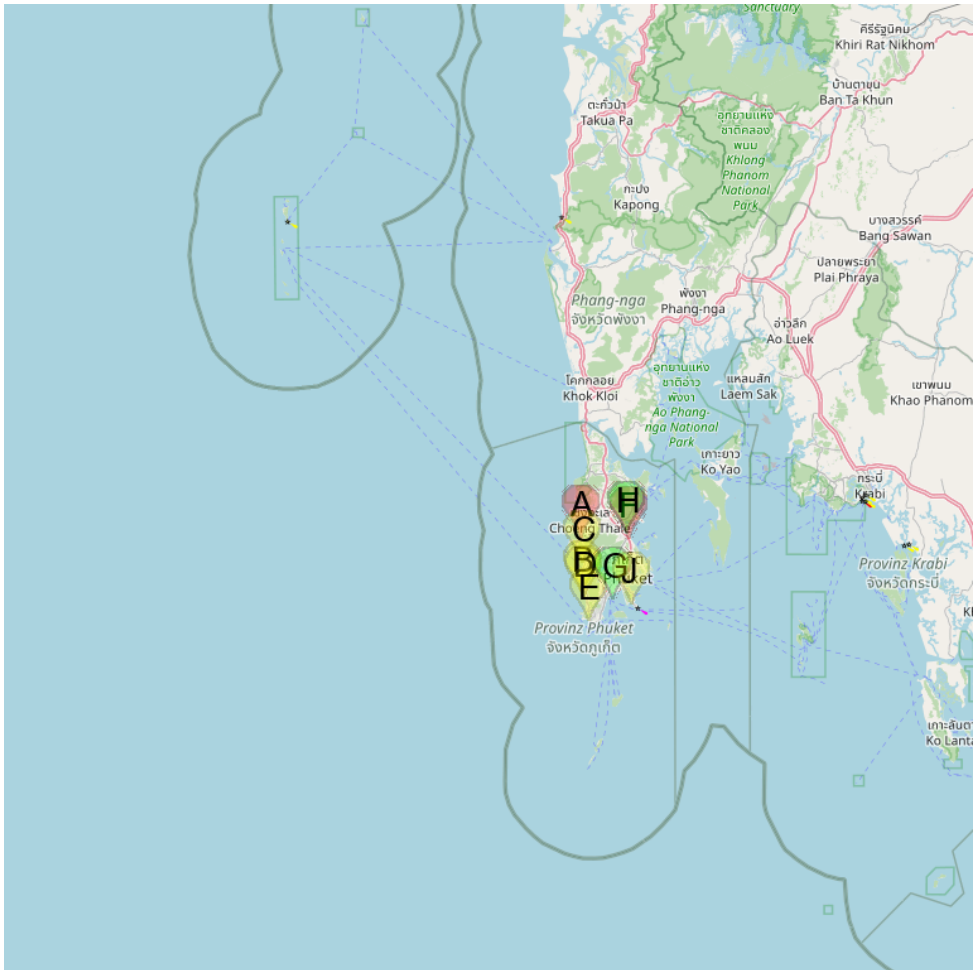
 The coast between Ko Phuket and Pulau Pinang, 180 miles SSE, is generally low with some hills near the mountainous island of Pulau Langkawi. Islands and islets project widely from the coast, fringed by a coastal bank covered by little water.








The mouths of rivers are generally encumbered by bars.


## 6.1 - Ko Phuket (Thailand)

7°57.37 N  
98°22.51 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand)



- |   |   |
|---|---|
|  A Phuket W coast (Thailand) |  B Karon Beach (Phuket)      |
|  C Patong Beach (Phuket)     |  D Kata Beach (Phuket)       |
|  E Nai Harn (Phuket)         |  F Phuket E Coast (Thailand) |
|  G Ao Chalong bay (Thailand) |  H Royal Phuket Marina       |
|  J Laem Phan Wa (Thailand)   |   |

 Ko Phuket (48 km from N to S and 21 km from E to W), which is part of Thailand, in the Andaman sea, is separated from the W coast of the Malay Peninsula by the narrow channel Chong Pak Phra.

## Chong Pak Phra

has a length of 12 miles and a width of about 0.4 mile at its W entrance. The land on both sides is mostly low and wooded with several villages along both shores of the channel. North of the channel are hills of moderate elevation.

Phuket Island is irregularly shaped, with a length of 26 miles N to S and an average width of 8 miles E to W.

Pantong Bay is located on the W side of the island and Makham Bay is located on the SE side.

The name Phuket is derived from two Thai words, phu (mountain) of ket (jewel).

### **Tides/Currents:**

The flood tide sets in from both ends of Chong Pak Phra and meets about 3 miles E of the W entrance.

The current is weak in the middle of the channel, but at the W entrance, it sometimes attains a rate of 6 knots, and a velocity of 3 knots in the E entrance.

### **Depths/Limitations:**

The depth on the bar at the W entrance to Chong Pak Phra is subject to great changes, varying from 1.8 to 5.5m. During the outhwest Monsoon, the sea breaks across the W entrance, but during the Northeast Monsoon, the water is smooth. Chong Pak Phra should only be used with local knowledge and by small craft. In the E entrance of the strait there are several islets, with the innermost having a height of 92m.

### **Anchorage:**

Good anchorage may be obtained by vessels with local knowledge, inside the bar at the W entrance, in a depth of about 9.1m.

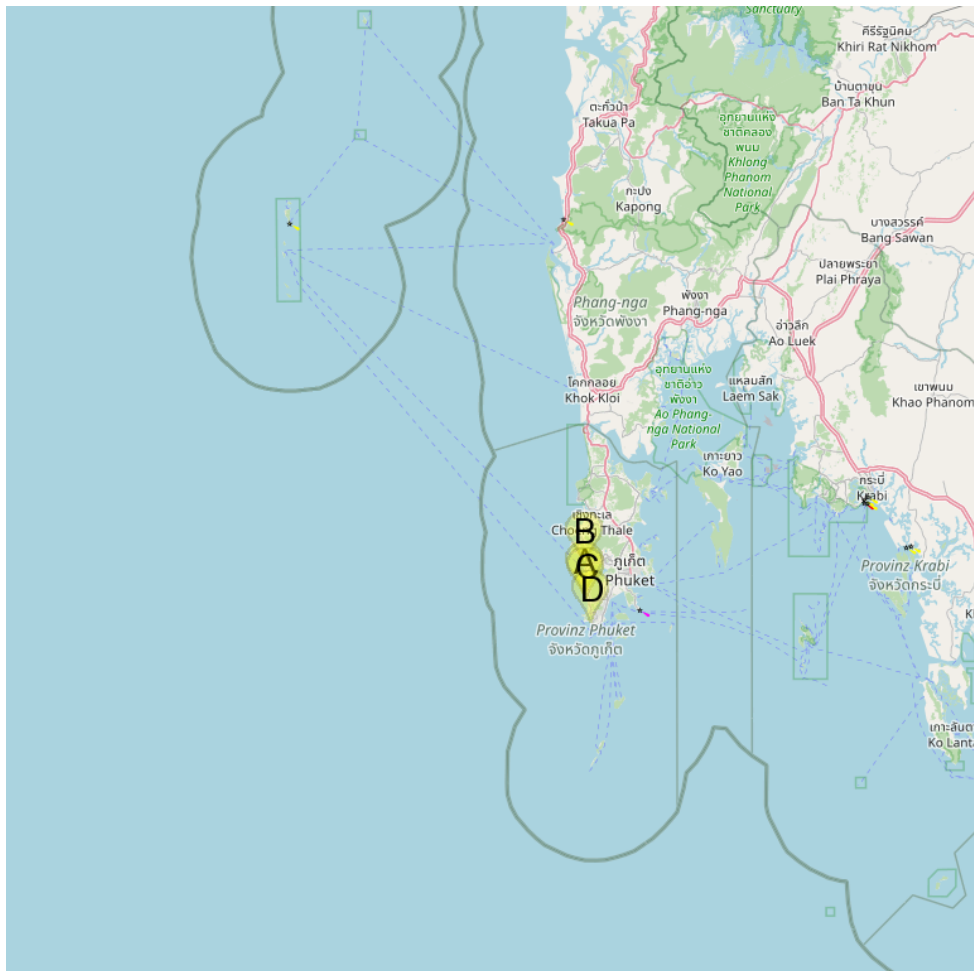
The W side of Ko Phuket is indented by several bays with anchorage depths, but none of these bays afford shelter during the Southwest Monsoon. The N part of this coast except for the first 7 miles, is low and wooded, and the hills immediately within it attain a height of 140 to 258m.

Along the S part of the W coast is a range of densely-wooded mountains, 305 to 559m high, sloping gradually at its N and S ends.

## 6.1.1 - Phuket W coast (Thailand)

7°57.20 N  
98°17.24 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) -  
Phuket W coast (Thailand)



**A** Karon Beach (Phuket)

**B** Patong Beach (Phuket)

**C** Kata Beach (Phuket)

**D** Nai Harn (Phuket)

 During

the NE Monsoon Season (December to April) the bays on the west side of Ko Phuket offer excellent protection from the daily E/NE winds. While anchoring in all bays care must be taken to make sure you set your anchor well in the hard sand.



We dragged twice, once at Patong

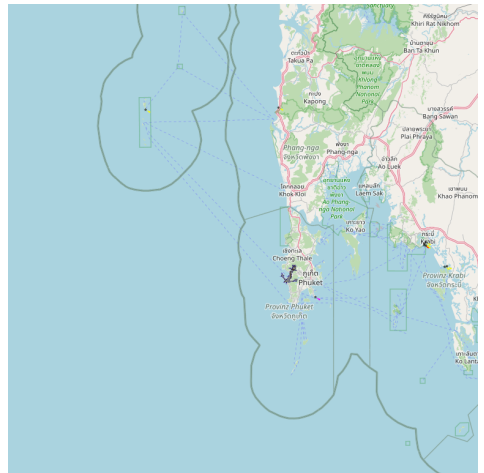
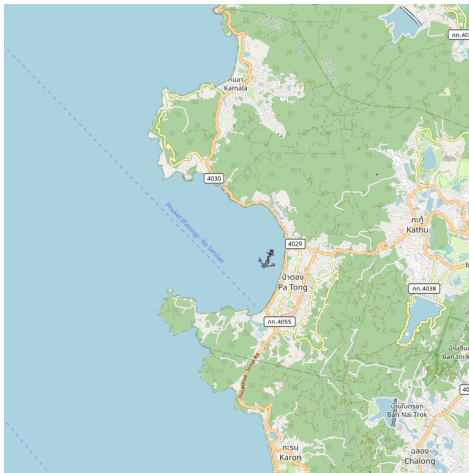
Beach and once at Nai Harn, using our 20 Kg CQR. Because of this we set two anchors, the CQR and our 5 Kg Danforth, and had no trouble after doing this. In fact the Danforth turned out to be the best for these conditions.

All bays have a very gradual slope with 3-5 meters approximately 200 meters offshore.

### 6.1.1.1 - Patong Beach (Phuket)

7°54.06 N  
98°17.48 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) - Phuket W coast (Thailand)



 The

main tourist area of Phuket.

A large bay with best anchorage's located in the

center and southern end of the bay.

Don't park to

close to the shore to avoid the numerous jet skis and parasail boats.

All eating and other preferences are available in Patong, including the transvestites around the Anderman Queen, with the town really coming alive around 2200hrs with some areas going all night.

Two

reasonable small supermarkets and an

Internet Cafe are located towards the southern end of the beach. Numerous small foreshore restaurants serve an excellent English breakfast and the local seafood restaurants are excellent and cheap with you choosing what you want from ice cooled trays along the pavement.

This is where most of the visiting yachts come for the New Year celebrations to watch the spectacular fireworks display. Last year there were approx. 120 yachts anchored over New Year.

Just offshore in the NW of the bay is a spring water hose fixed to a mooring buoy, which is excellent and cheap. A local swims out for the connection.

North

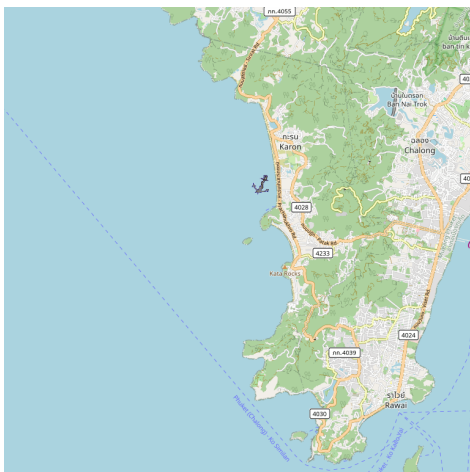
of Patong Beach two small bays, Kamala Beach and Bang Thao Beach offer safe anchorage with small restaurants along the foreshore.



### 6.1.1.2 - Karon Beach (Phuket)

7°50.13 N  
98°17.38 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) - Phuket W coast (Thailand)





 The

next bay up from Kata and much larger than Kata or Patong and therefore more exposed to wind and swell.

Ashore are many good seafood and European restaurants.

Prices both here and Kata are 5-20% cheaper than Patong.

Most yachts prefer to anchor at either Patong or Kata and catch one of the many Bemo's to Karong.

Just north of

Karong is a small bay, which is the location of the 5 star Meridian Resort, sister of the Nai Harn resort.

There is only room for 5-7 boats and a bit of an uphill walk to the main road thru the resort.

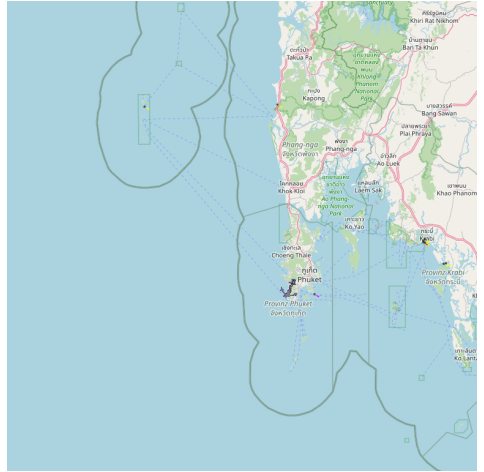
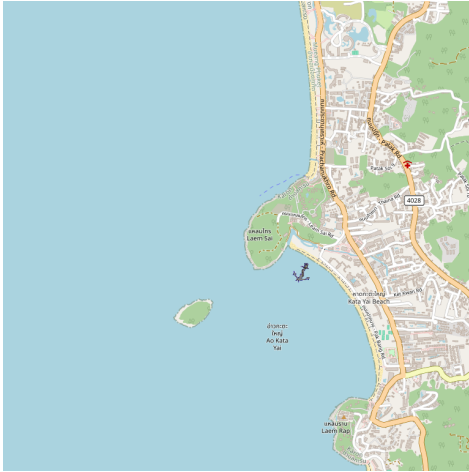



### 6.1.1.3 - Kata Beach (Phuket)

7°49.36 N  
98°17.61 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) - Phuket W coast (Thailand)





 Just north of Nai Harn and a nice anchorage at the southern side of the bay.

Club Med occupy approx. half the northern end of the

bay but the road access along the foreshore allows access to the town behind the northern end of the beach without restriction.

A short

walk inland give access to all restaurant,

bar and shopping

facilities at very reasonable prices.

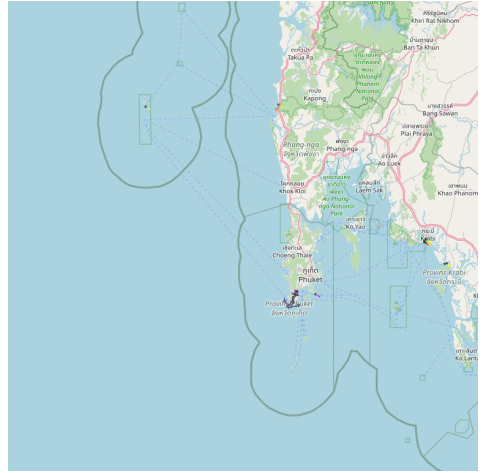
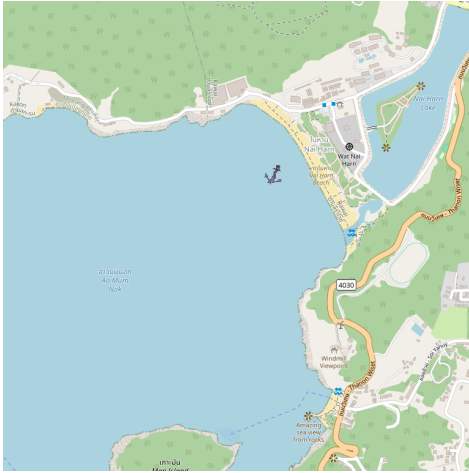
Juste au nord de Nai Harn et une belle ancrage sur le côté sud de la baie. Club Med occupent environ la moitié de l'extrémité nord de la baie, mais l'accès à la route le long du littoral permet d'accéder à la ville derrière l'extrémité nord de la plage sans restriction. Une courte promenade donner accès à toutes les installations restaurant, un bar et des magasins à des prix très raisonnables.

#### 6.1.1.4 - Nai Harn (Phuket)

7°46.54 N  
98°18.24 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) - Phuket W coast (Thailand)





A

nice protected anchorage and the location of the Phuket Yacht Club/Meridian Hotel.

There actually is no yacht club just the Meridian high-class expensive resort.

The bay is quite isolated from the central tourist areas and transport to and from can be a problem, particularly at night.

Exercise caution to avoid submerged rocks at the NW side of the bay.

The Kings Cup races (apart from the Ko Phi Phi to Nai Harn Race) all start from Nai Harn so the bay is full (50+) of boats during the Kings Cup week. During this week the local restaurants and stalls increase their prices up to five times the normal tourist area prices so provision elsewhere during this period.

Best method to get around is after arrival caught a minibus to Phuket Town, approx. 20 Km to the north, and rent a scooter for around USD 5 per day. Small Suzuki 4WD can also be rented for approx. USD 15 per day. Scooters and cars can be safely parked overnight in the car park on the edge of the beach. Motor cycle licenses are not required but the rental companies insist on holding your passport during the rental period. This can be a problem if you need to cash travelers cheques where your passport is required. Helmets are

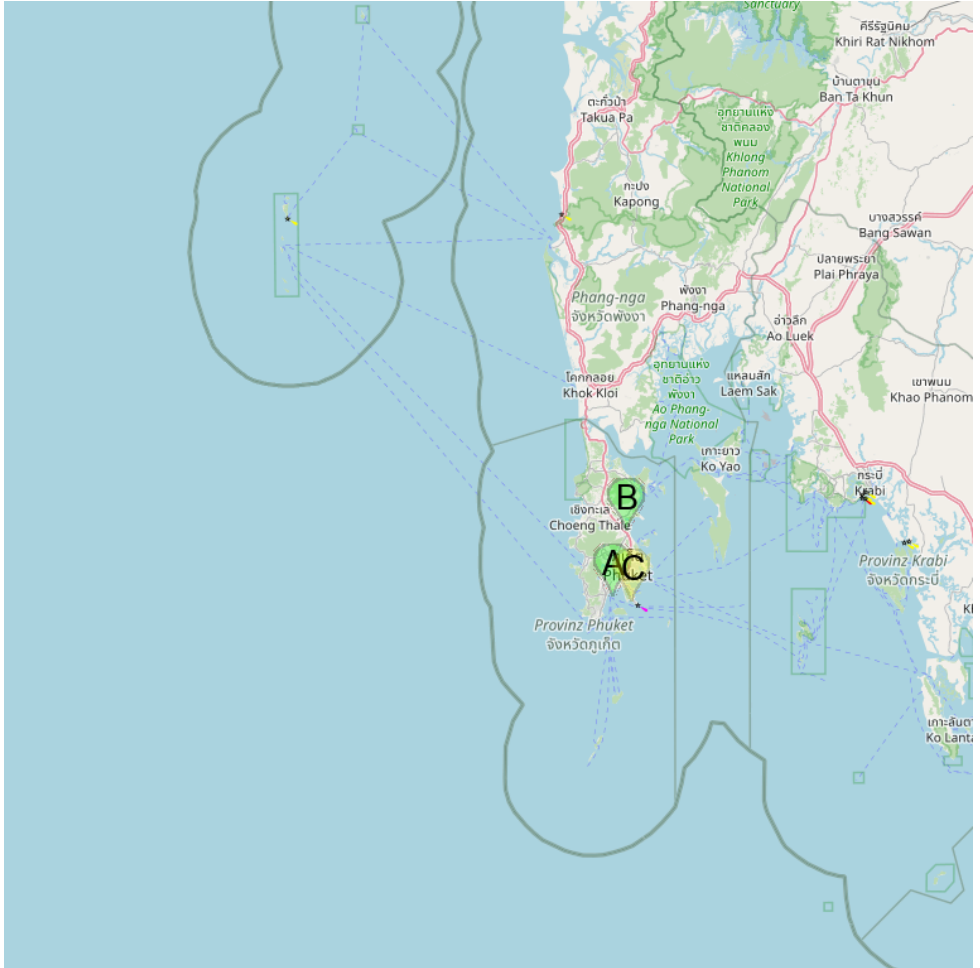
required everywhere however outside Phuket Town most people do not use them. If two handing and only one helmet available then the driver must wear the helmet. I did the opposite with my son on the back and got pinched in Phuket Town. They average a death and 10 serious accidents a day so helmets are highly recommended. Scooter prices in Phuket Town are cheaper than the major tourist areas, where prices increase to USD 20 per day during the peak Xmas/New Year period. When wind gets up (25-35 kts) during this period you can get bullets off the surrounding hills so anchor setting is important.



## 6.1.2 - Phuket E Coast (Thailand)

7°57.11 N  
98°23.56 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) -  
Phuket E Coast (Thailand)



**A** Ao Chalong bay (Thailand)

**B** Royal Phuket Marina

**C** Laem Phan Wa (Thailand)

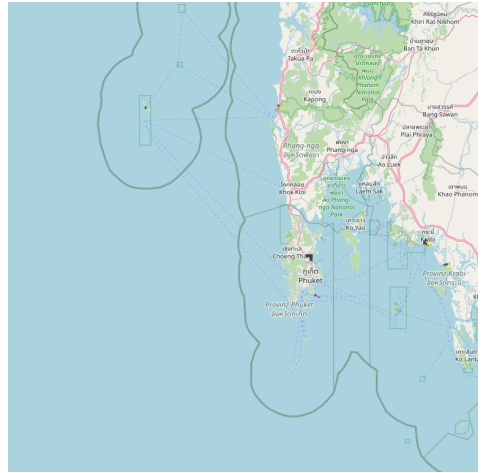
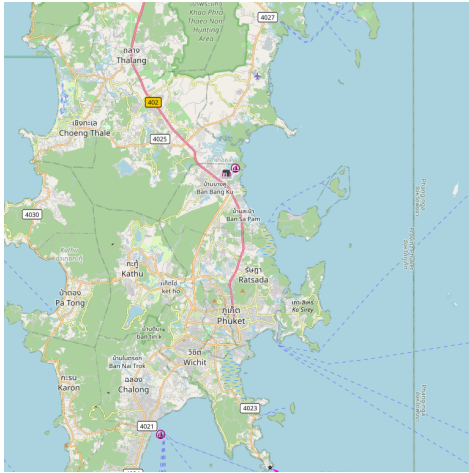
### 6.1.2.1 - Royal Phuket Marina

7°57.80 N  
98°23.20 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) -  
Phuket E Coast (Thailand)







Royal Phuket Marina has opened and is the first international standard marina in Thailand. Full facilities / mooring / hardstanding / repairs / fuel / restaurants etc. Also yacht charter on Sunseeker Predators 60 ft yachts. [www.CharterYachtsPhuket.com](http://www.CharterYachtsPhuket.com)

The photo , the coordonates and this informations stand for Boat Lagoon Marina, situated few meters from Royal

Phuket Marina !!

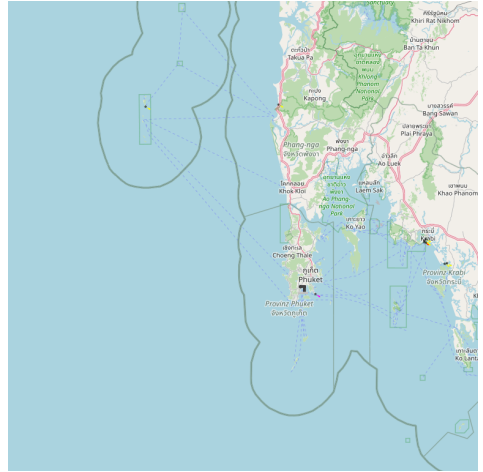
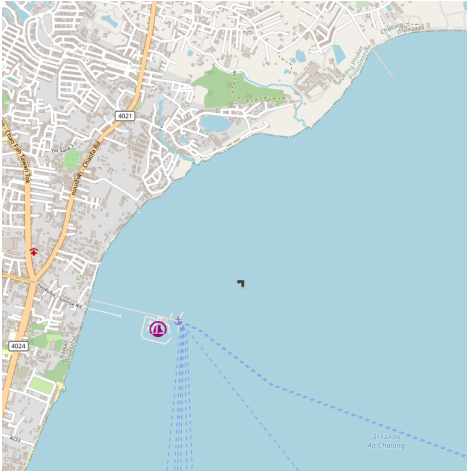
### 6.1.2.2 - Ao Chalong bay (Thaïland)


7°49.31 N  
98°21.32 E

Mer du Nord - Andaman sea - Ko Phuket (Thaïland) to Pulau Pinang (Malaysia) - Ko Phuket (Thaïland) - Phuket E Coast (Thaïland)







 This is Phuket's principal boat anchorage and the island's largest bay, 11 kilometres south of the town.

It is very picturesque but not suitable for swimming.

Boats can be chartered to go to some small island south of Phuket.

The best anchorage is on the north end of the bay just off a resort. The whole bay has a muddy shore with the 2 m tides shore access

can be messy. The local boat club has constructed a "jetty" which can be used for a small monthly fee to tie up the dingy.

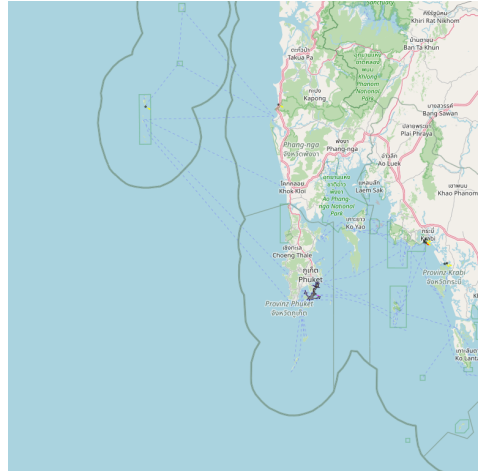
This is the main departure point for the many diving and cruise boats so early mornings and late afternoon get very busy.




### 6.1.2.3 - Laem Phan Wa (Thailand)

7°48.61 N  
98°23.80 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Ko Phuket (Thailand) - Phuket E Coast (Thailand)



 Small bay at  
the very NE

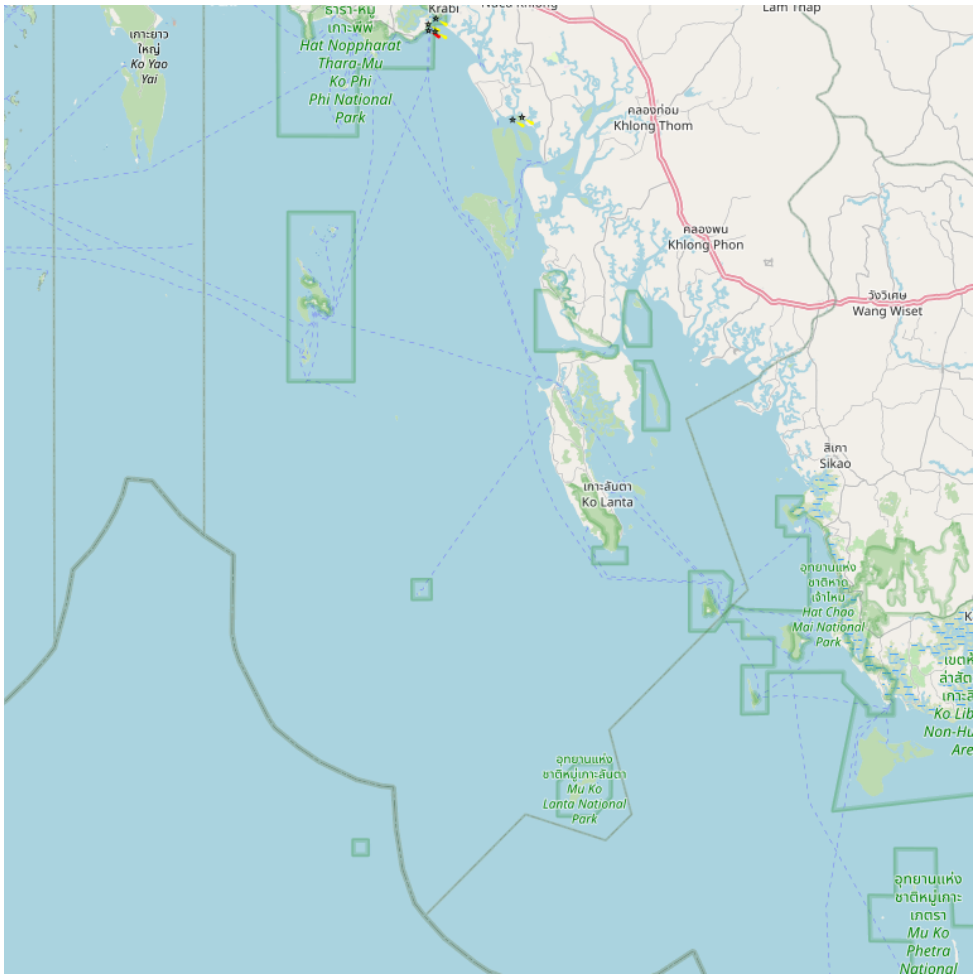
end of the main bay which gave good access to Phuket Town but got  
caught low tide which exposes the fringing reef for the first 100  
meters from the shore.

Picking the right tide makes this an  
excellent anchorage with constant bus services to Phuket Town and the Esso  
diesel fuel barge is moored there.


## 6.2 - Lanta archipelago (Thailand)

7°34.58 N  
99°04.82 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Lanta archipelago (Thailand)



160 

 Ko Lanta Yai and Ko Lanta Noi are islands of Lanta archipelago, in S Thailand, in the Andaman sea.

They are separated from the S side of Ko Klang by a narrow shallow channel.

From seaward these islands appear as one.

The N part of Ko Lanta Yai is mostly flat and low-lying with several isolated hills.

The S part consists of a narrow ridge of steep hills which attain an elevation of

491m.

### Ko Lanta Yai

is a long thin island running north through south, 6 kilometers wide and 40 kilometers long. The west coast (or sunset coast) faces the Andaman Sea with a string of beautiful white-sand beaches that hosts the island's resorts.

### The National

Park office is located at the southern end of the island, and is a fantastic area for bird watching and nature trekking.

### The Ko Lanta

archipelago covers an area of over 180square kilometers and includes a total of 52 islands. It was declared as Thailand's National Park No.62 in 1990, in an offer to protect the fragile coastal environment.

### The

archipelago consists of for small group of islands, mainly known as the Ko Ngai (Hai) group, the Ko Rok group, the Ko Ha group, and the Ko Lanta group.

### 80% of the

archipelago is in the sea, and is protected under the Marine Park authority, ensuring underwater lives and the reefs within remain fresh and unspoiled. Diving and snorkeling within the area offers characteristics unique to these sites alone.

## **Tides/Curents:**

In the channel E of Ko Lanta Yai, the tidal currents set N and S at a rate of 1 knot to 1.5 knots.

## **Weather and Climate:**

### Weather on Ko

Lanta is typically that of a tropical monsoonclimate. The monsoons change direction twice a year. Coming once from the south-west and once from the north-east. This causes Ko Lanta to have only 2 seasons-summer season and rainy season. The tourist season in Ko Lanta runs from October through until May with most visitors arriving from November to March.

### The South-West

monsoons brings rain to the island during low season. Ko Lanta's mountain range blocks some rain and aids jungle regrowth on the west side, as well as filling up the reservoirs.

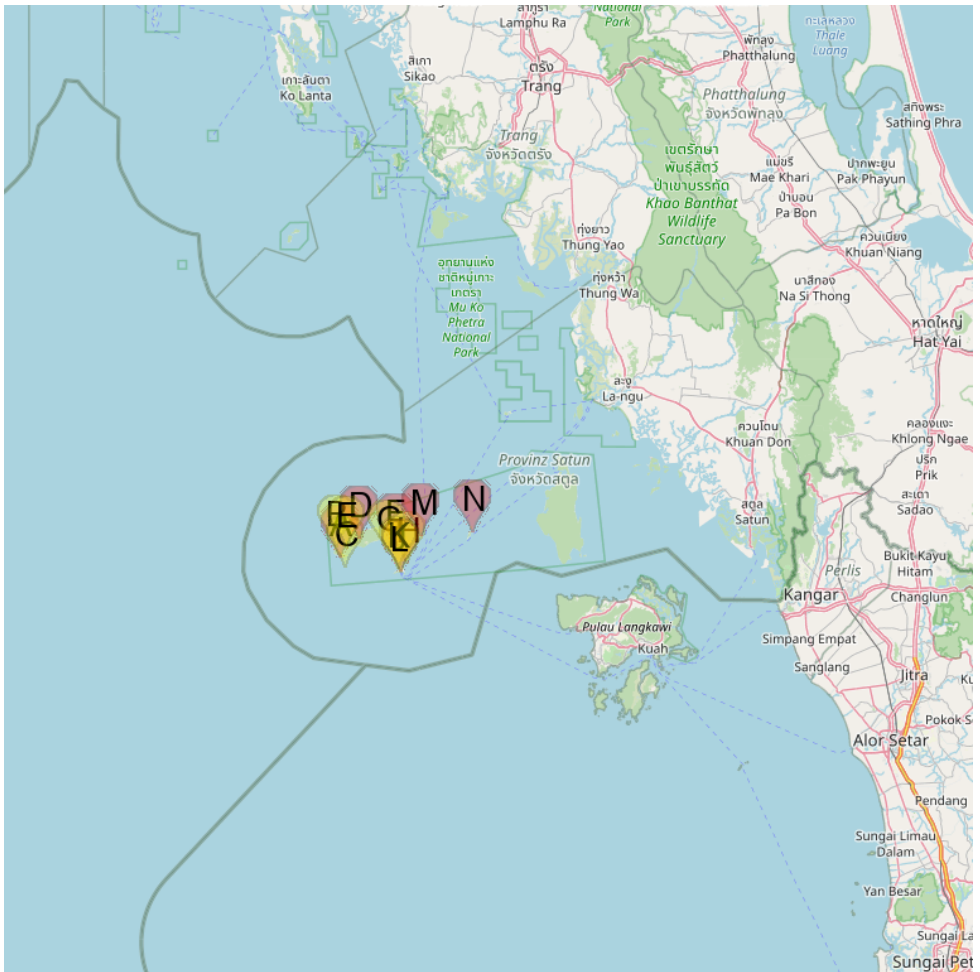
*Lanta archipelago (Thailand)*
















## 6.3 - The Butang group (Thailand)

6°32.58 N  
99°19.95 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)



- |  |  |
|--|--|
|  <b>A</b> Ko Butang (Butang)              |  <b>B</b> Ko Butang NW (Butang)       |
|  <b>C</b> Ko Butang SE (Butang)           |  <b>D</b> Ko Rawi (Butang)            |
|  <b>E</b> Ko Rawi SW (Butang)             |  <b>F</b> Ko Adang (Butang)           |
|  <b>G</b> Ko Adang W (Butang)             |  <b>H</b> W Hin Takon Dukang (Butang) |
|  <b>J</b> Ko Lipe (Butang)                |  <b>K</b> Ko Lipe North (Butang)      |
|  <b>L</b> Ko Lipe South (Butang)          |  <b>M</b> Ko Bitsi (Butang)           |
|  <b>N</b> Ko Tanga and Ko Chuku (Taïland) |  |



The Butang group, part of Tarutao Marine National Park, provides the clearest waters and most beautiful coral gardens in the area. In their efforts to keep the coral in prime condition, the Thai authorities are levying heavy fines for any vessels found to be anchoring on the reefs. Anchor well off the reef edge or pick up a suitable mooring.

These granitic islands are blanketed by rain forest and fringed with white sand beaches similar to those found in the Similan Islands.

Access from the mainland is via Pak Bara, 60 miles from Satun. Ferries run into Koh Adang, Koh Rawi and Koh Lipe, which offer basic accommodation.

The only inhabited island of the archipelago is Ko Lipe.

The Butang group is part of Tarutao National Park.

Tarutao National Marine Park consists of 51 islands located in the Andaman Sea, off the coast of Satun Province of Southern Thailand. The Tarutao National Marine Park consists of two island groups: Tarutao, and Adang-Rawi, which are scattered from 20 to 70 kilometers distance from the southwestern most point of mainland Thailand.

The park covers an area of

1,490 square kilometers (1,260 ocean, 230 island). The southern most end of the Park lies on the border with Malaysia. Tarutao became Thailand's second marine national park on April 19, 1974.

There are essentially 9 islands of note in the Tarutao/Adang-Rawi archipelagoes: Tarutao Archipelago (located approximately 30 km off the Thai coast:

Ko Tarutao

- The largest of the islands, Ko Tarutao is 26.5 km long, and 11 km wide. The highest point is over 700 m. Forest covers over 60% of the island.

Klang Archipelago (located approximately 38 km off the Thai coast)

Ko Klang, Ko Khai, Ko Ta-Nga

Adang Archipelago (located approximately 45 km west of Tarutao)

Ko Adang, Ko Rawi , Ko Lipe, Ko Butang (also written as Tong or Dong;),

Ko Lek In the Adang Archipelago, the small island of Lipe is the most important.

With water available year-round, it is the home of the


largest permanent settlement, of approximately 800, and the gateway for boat transportation in and out of the Adang group.


### 6.3.1 - Ko Butang (Butang)


6°31.06 N  
99°10.23 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Butang (Butang)



 Ko Butang NW (Butang)

 Ko Butang SE (Butang)

 Ko Butang, with its reefs and white sand beaches, is SW island of Butang archipelago.



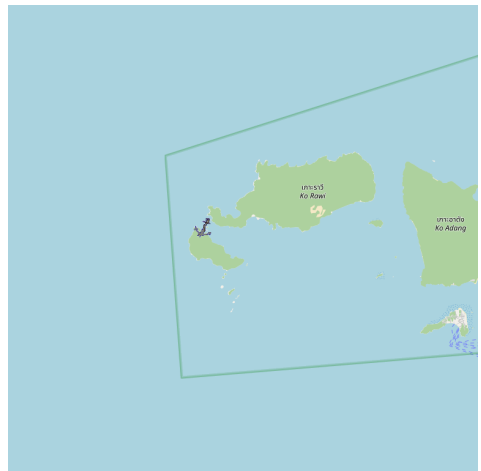
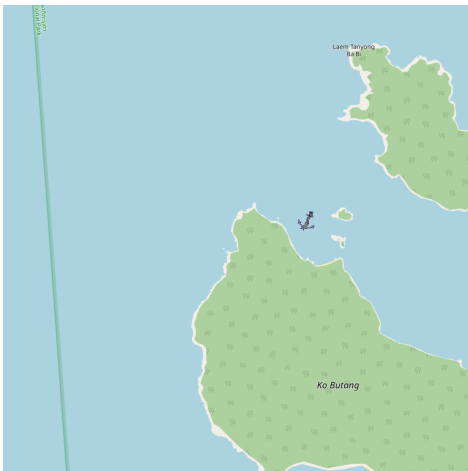



**Ko Butang (Butang)**

### 6.3.1.1 - Ko Butang NW (Butang)

6°32.42 N  
99°09.71 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Butang (Butang)



 Anchor west off the small islands in 8-12 metres with enough swinging room to avoid the fringing reef.

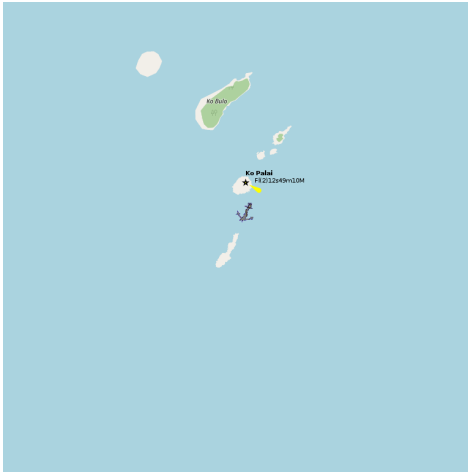
This area is ideal for snorkelling and fishing.




### 6.3.1.2 - Ko Butang SE (Butang)

6°29.82 N  
99°10.77 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Butang (Butang)



 Day anchorage can be found around the islets of Koh Palai and Koh Sawang for the best snorkelling, diving, and fishing in the group.

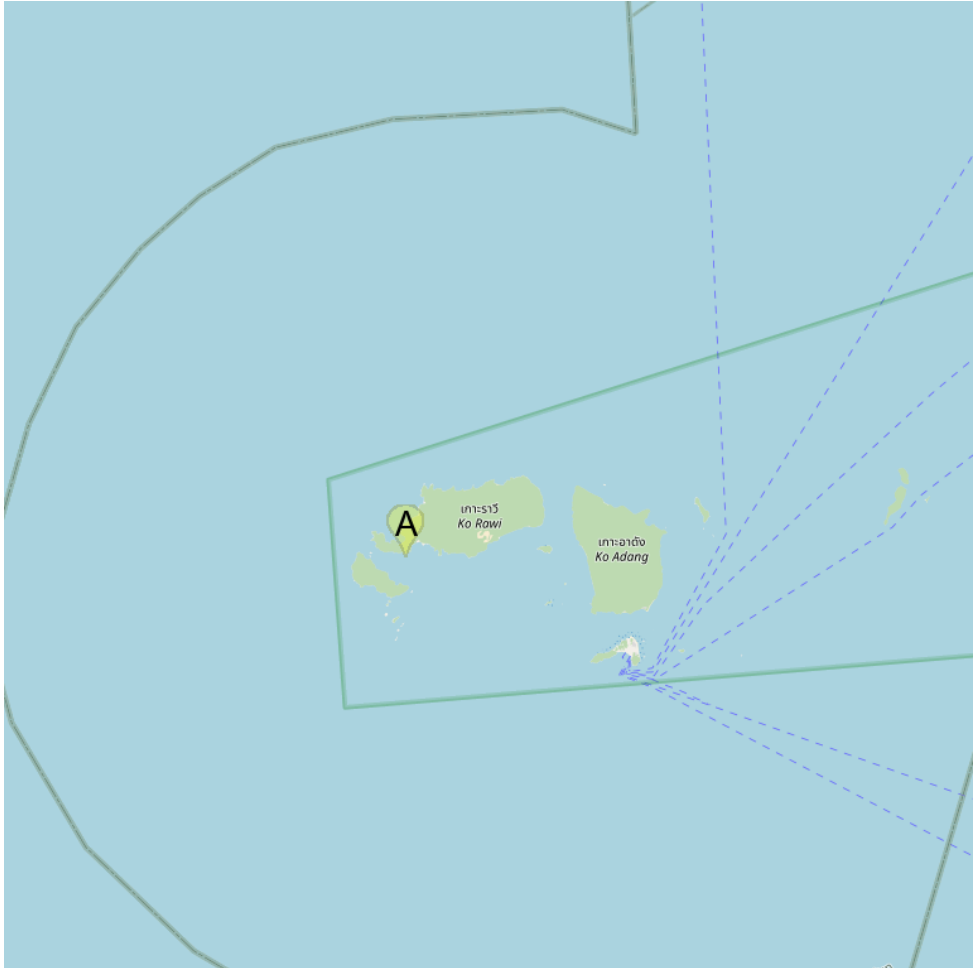
The bottom rises sharply from depths of more than 25 metres around these southern islands, and any day anchorage should be approached with caution.





### 6.3.2 - Ko Rawi (Butang)

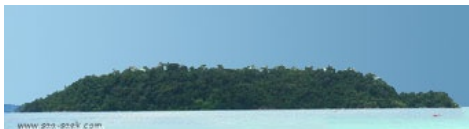
6°33.63 N  
99°12.66 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Rawi (Butang)



 Ko Rawi SW (Butang)

 Big desert island, with a significant advantage over its cousins??, that of having fresh water, Ko Rawi is located N of Ko Butang, E of Ko Adang. Its SE coast is populated with coral reefs and tropical fish.

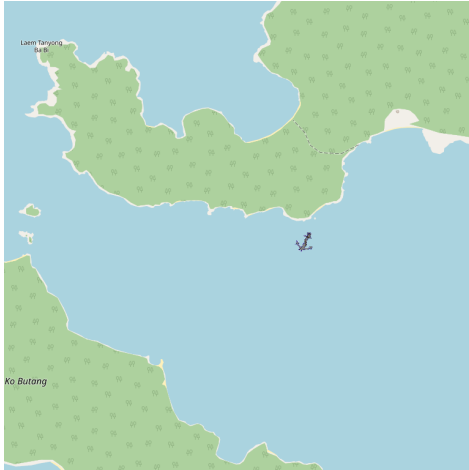


***Ko Rawi (Butang)***

### 6.3.2.1 - Ko Rawi SW (Butang)

6°32.31 N  
99°11.01 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Rawi (Butang)



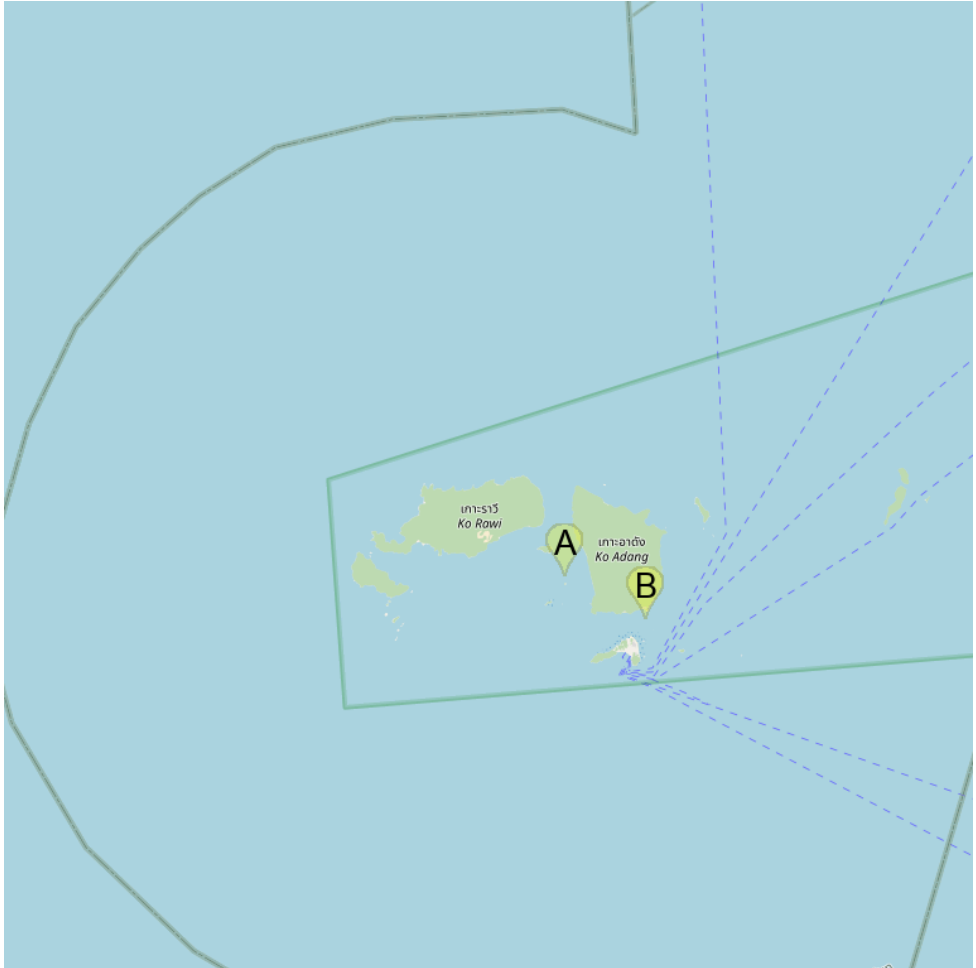
Anchorage and moorings can be found in 20 metres east of the islets, if the northeast ground swell wraps around the SW of Ko Rawi. The current is strong in this passage, and care should be taken when snorkelling.



### 6.3.3 - Ko Adang (Butang)

6°32.53 N  
99°17.45 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Adang (Butang)




**A** Ko Adang W (Butang)

**B** W Hin Takon Dukang (Butang)



### **Ko Adang (Butang)**

 Ko Adang is a wooded island with a long white beach on the W coast. It is 30 km<sup>2</sup> and is part of National Natural Park.


### **6.3.3.1 - Ko Adang W (Butang)**

6°31.72 N

99°16.20 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
 - Ko Adang (Butang)



 Anchorage can be found in 16 metres off the white sand beach east of Koh Barat.

This spot is suitable during both seasons, although it is exposed to ground swells.

Alternatively, around

Koh Barat some shallower spots in and around 8 metres offer good holding in suitable conditions.

Otherwise, the water

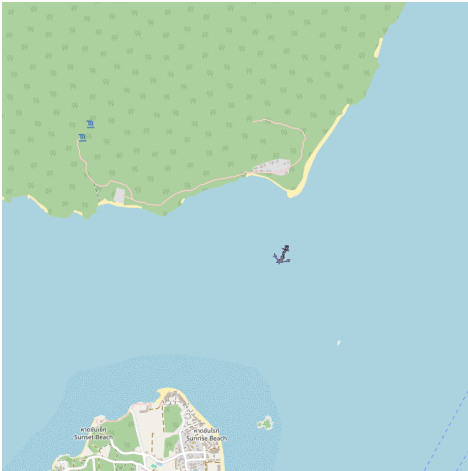
depth is generally 20 metres or more but relatively calm within the entire harbour.




### 6.3.3.2 - W Hin Takon Dukang (Butang)

6°30.30 N  
99°18.84 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Adang (Butang)



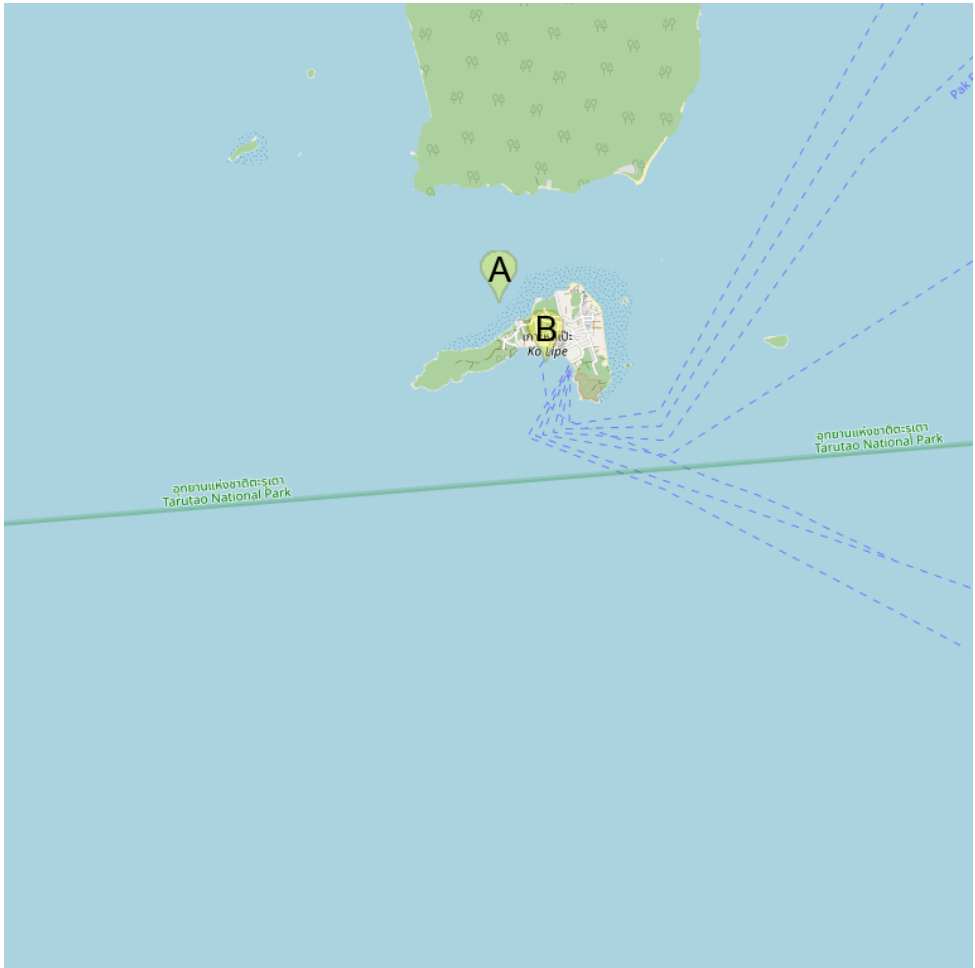
 This anchorage, by 8/10 m, is just W of Hin Takon Dukang rock and is better in the southern season.



### 6.3.4 - Ko Lipe (Butang)


6°29.25 N  
99°18.00 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Lipe (Butang)



**A** Ko Lipe North (Butang)

**B** Ko Lipe South (Butang)

 Koh Lipe is a small island in the Southern part of the Andaman sea. It is located in Satun Province, close to Langkawi island (Malaysia), about 60 Kilometres (38 miles) from the mainland.

It is part of the Tarutao National Marine Park, a large group of over 70 islands, and also part of a smaller cluster of islands called the Butang Islands or Adang Archipelago.



Koh Lipe is famous for diving and snorkeling, and for the beautiful beaches and the relaxed atmosphere.

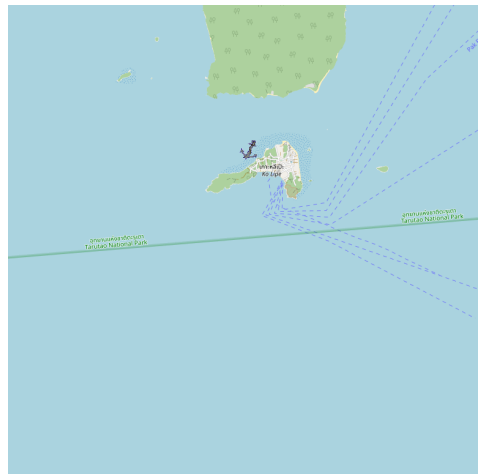
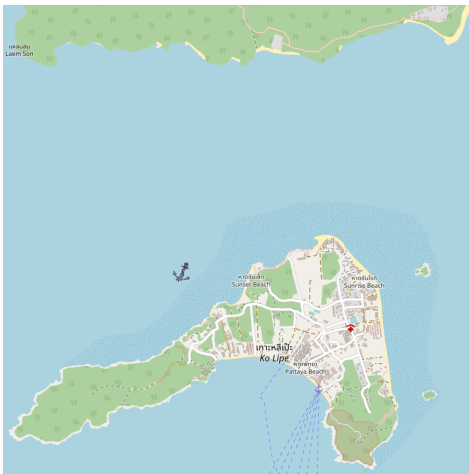



**Ko Lipe (Butang)**

### 6.3.4.1 - Ko Lipe North (Butang)

6°29.58 N  
99°17.75 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Lipe (Butang)



 Anchorage located opposite a Thai fishing station and a large sea gypsy village.

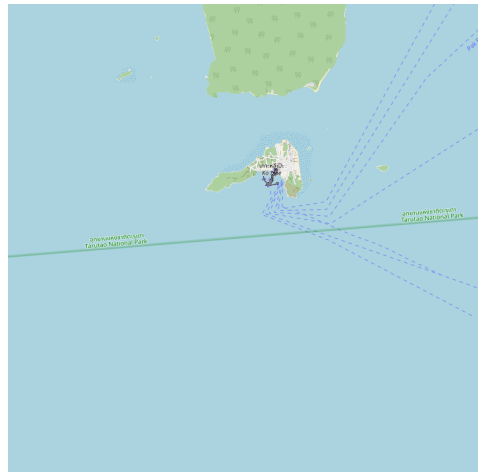
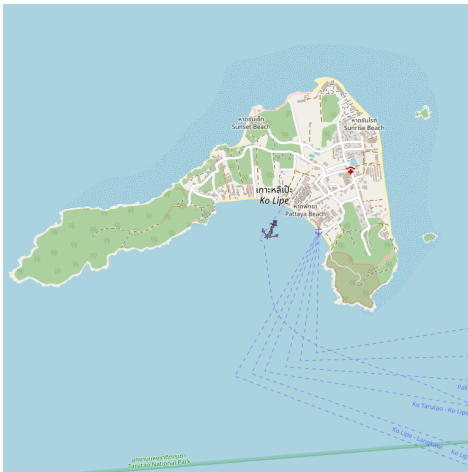
We moor in 12/15 mon muddy bottom.




### 6.3.4.2 - Ko Lipe South (Butang)

6°29.10 N  
99°18.13 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Lipe (Butang)



Langkawi

 This anchorage in 10 metres on a sandy bottom provides a good overnight haven in the northeast monsoon.

A number

of bungalow developments are found in this popular bay. The best beach dinghy landing area is in the east of the bay, where there is a small sandy channel through the coral.

As

you approach from the west there are some exposed rocks at low tide.

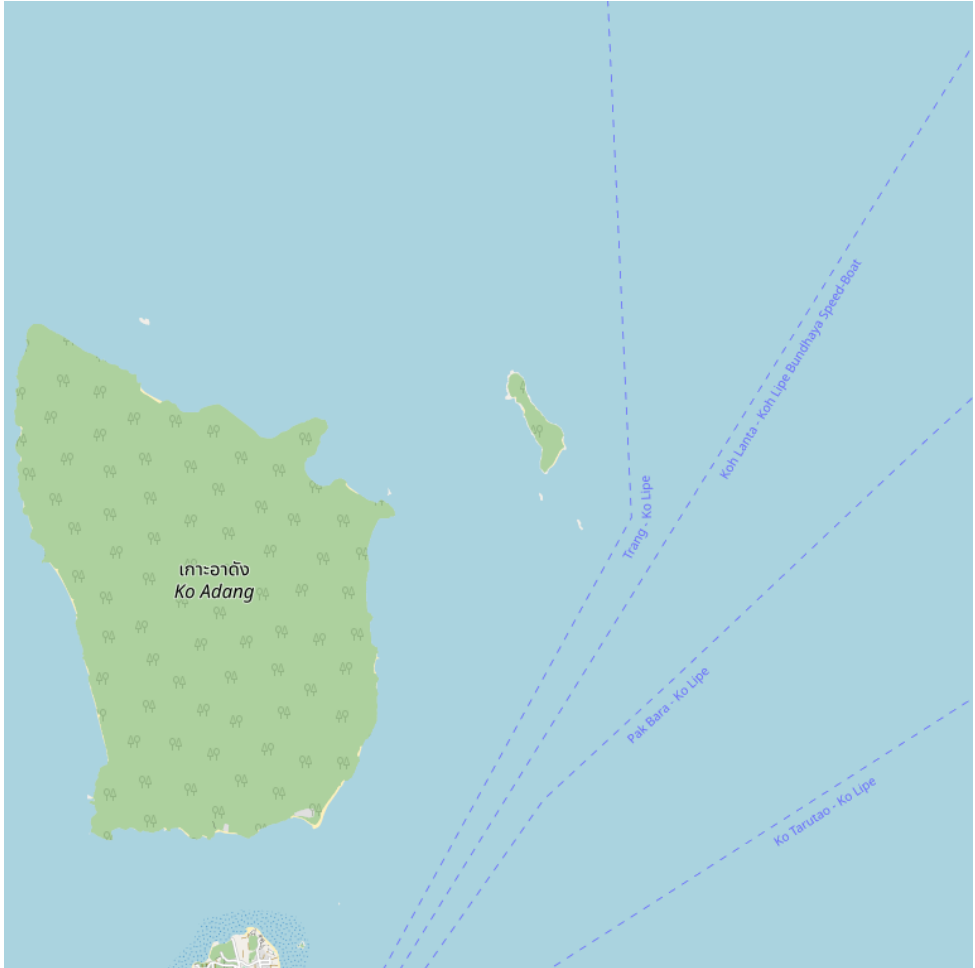


No phetra


## 6.3.5 - Ko Bitsi (Butang)

6°33.82 N  
99°20.73 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Bitsi (Butang)



163  Tarutao National Marine Park

 Ko bitsi, which is uninhabited, has a nice reef where it is pleasant to the mask and snorkelling.

Northeast of Koh Adang is a small island with good holding close to shore on either the east or west coast depending on the season and ground swell.

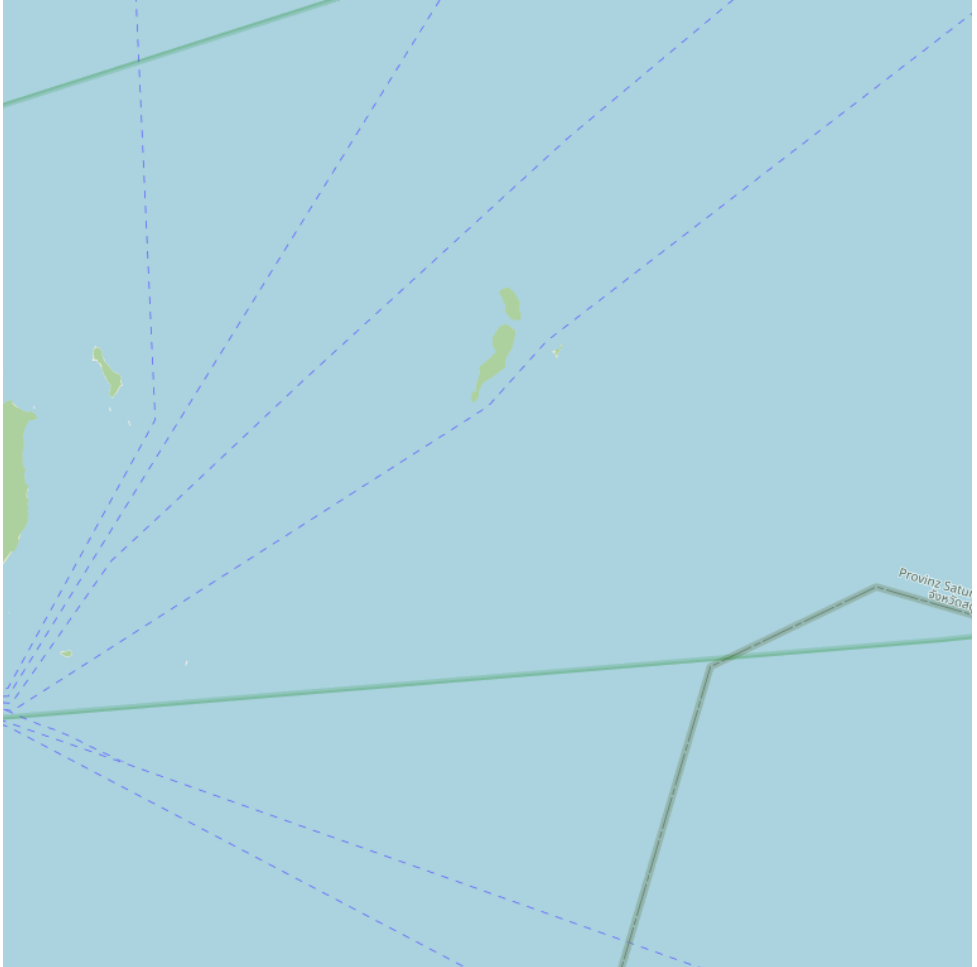


***Ko Bitsi (Butang)***


## 6.3.6 - Ko Tanga and Ko Chuku (Thailand)

6°34.40 N  
99°27.43 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - The Butang group (Thailand)  
- Ko Tanga and Ko Chuku (Thailand)



163  Tarutao National Marine Park

 Koh Tanga and Koh Chuku, halfway between Butang and Tarutao offer great snorkelling, diving and fishing.

The best anchorage is found on the east or west coasts between the north and south Tangas, depending on wind direction and ground swell. Alternative daytime anchorage can be found at in deeper water in 15-20 metres off the

southern end of Koh Tanga.

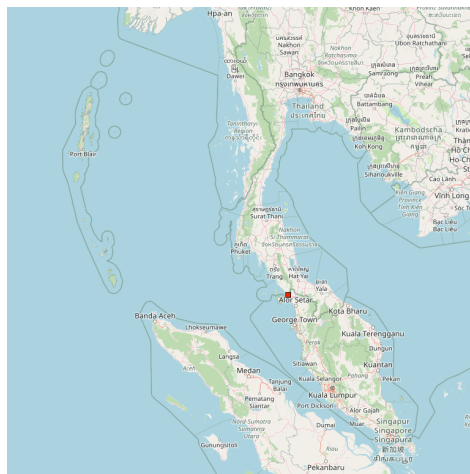
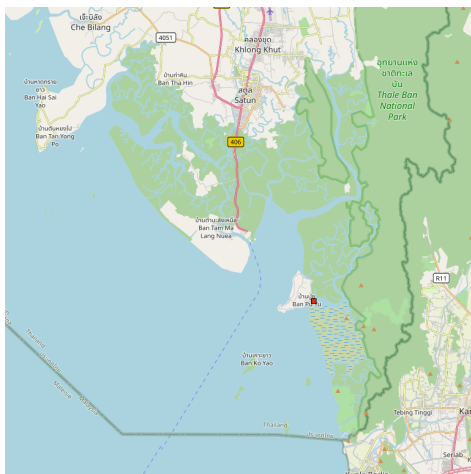
Fantastic daytime anchorages can be found anywhere around Koh Chuku on the sandy bottom. Moorings are available.


Abundance of fish life and baby sharks make this a must stop for aquatic enthusiasts.

## 6.4 - Pak Nam Satun (Thailand)

6°30.01 N  
100°06.31 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia)



 Pak Nam Satun (or Satul) lies about 10 miles NE of Pulau Langkawi and is well sheltered by the islands from the Southwest Monsoon.

Satun is one of the southern provinces of Thailand.

The name Satun is a Thai version of its original Malay name: Setul.

Until 1813 Satun was a district of the Malay state of Kedah, then known as Setul Mambang Segara or Mukim Setul n Malay.

After that date it was administered by a governor sent from Nakhon Si Thammarat.

In 1897 Satun became part of Monthon Saiburi (now Kedah), which in 1909 was divided between British Empire and Siam as part of Anglo-Siamese Treaty of 1909.

While most of Kedah was ceded to Britain, Satun was awarded to Siam because it had a relatively large Thai population.

Satun was then

incorporated into Monthon Phuket. The monthon system was ended in 1933,

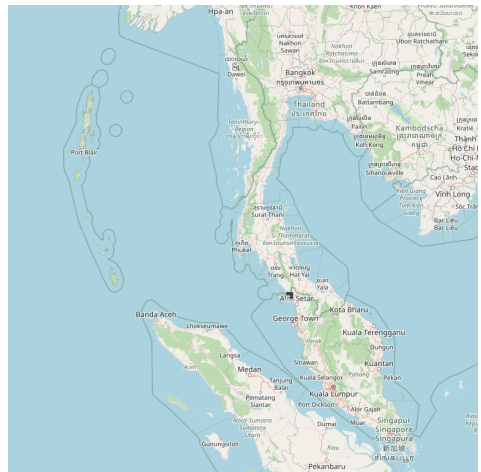
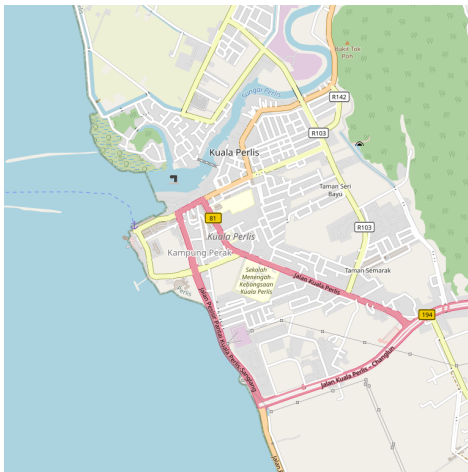
and Satun province became a first-level subdivision of Thailand.



## 6.5 - Kuala Perlis harbour (Malaysia)

6°24.08 N  
100°07.82 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia)



Paknam Satu (Pak Nam Satun) lies about 10 miles NE of Pulau Langkawi and is well sheltered by the islands from the Southwest Monsoon.

The port town of Kuala Perlis (Sungai Perils) lies about 7 miles SSE of Paknam Satu; coasting vessels anchor off it, in 5.5m, SW of a group of four islands.

A mud flat fronts the coast.

Kuala Perlis, located at the mouth of the Sungai Perlis (Perlis River), is the second largest town and the main port of Perlis in Malaysia. It is in extreme northwest Peninsular Malaysia, near the border with Thailand. The older part of town has houses and mosques built on stilts over mangrove swamps.

Kuala Perlis is also famous for its seafood, especially Laksa.

The small port in town is mainly used for fishing and loading or



unloading small-scale cargo arriving from Thailand and Indonesia. There are also customs and immigration offices here, where those going further on into Thailand via Satun province can stamp out before embarking on the 45-minute boat journey to enter Thailand at Thammalang near Satun.

Tel: 6 04 - 9852690

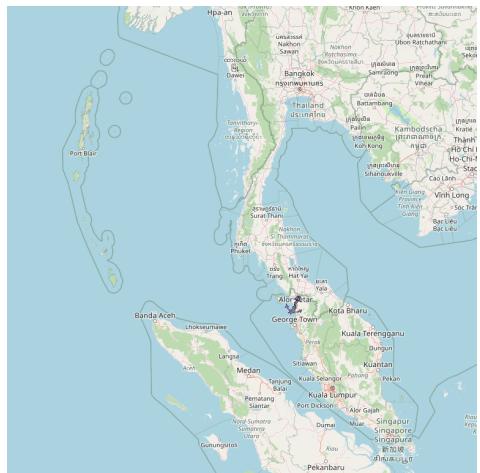
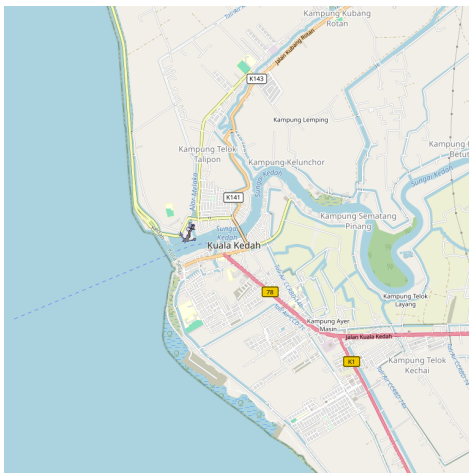
Fax : 6 04 -9852691




## 6.6 - The Sungai Kedah river (Malaysia)

6°06.52 N  
100°17.22 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia)



 The Sungai Kedah, the river entrance which is about 20 miles S of Kuala Perlis, is shallow.

The N entrance point of the Sungai Kedah is marked by a light.

There is an outer anchorage, in about 7m, 3 miles off the Sungai Kedah entrance.

Alor Setar (Alor Star, the capital of Kedah State, is situated approximately 7 miles

above the mouth of the Sungai Kedah. A ferry wharf, 55m in length with a depth of 1.2m alongside, is situated at Alor Setar.

There are no deep-water berthing facilities reported in this port.



From the Sungai Kedah the coast, with an adjoining mud flat, extends in a S direction for a distance of about 26 miles to the entrance of the Sungai Merbok (Merbau River), and continues low and wooded until within 8 or 9 miles of that river, where the conspicuous Gunung Jerai, 1,212m high, is located at a distance of 4 miles from the coast, in position 5°47'N, 100°26'E.

Caution.?In passing between the Sungai Kedah and Pulau Pinang (Penang Island) during the night, care must be taken to keep clear of the numerous fishing stakes which are fixed in places on the banks, some 6 or 7 miles from the coast.

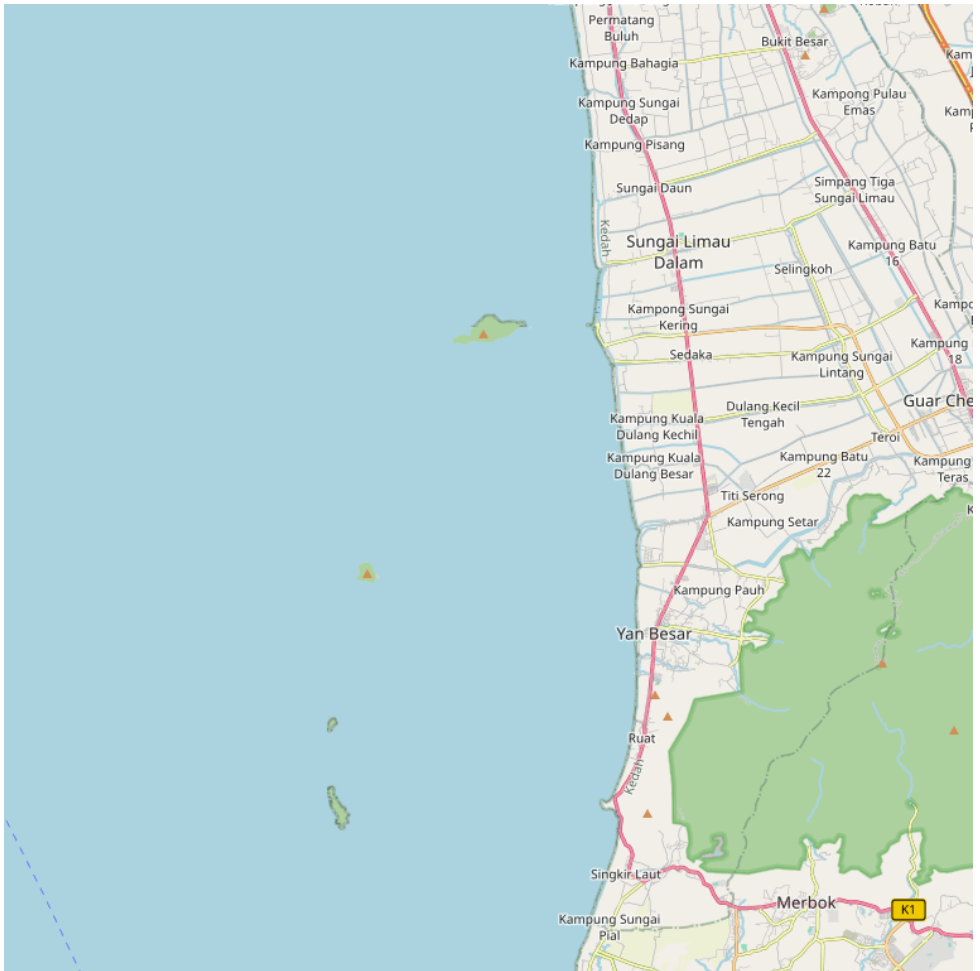


*Sungai Kedah lighthouse*

## 6.7 - Pulau Bunting (Malaysia)

5°52.65 N  
100°19.76 E

Mer du Nord - Andaman sea - Ko Phuket (Thailand) to Pulau Pinang (Malaysia) - Pulau Bunting (Malaysia)



160

Pulau Bunting is the northernmost in a row of islands off Yan District in Kedah. It is also the only one to be linked to the mainland by a bridge. The Pulau Bunting Bridge, or Jambatan Pulau Bunting connects it to the mainland Kedah.

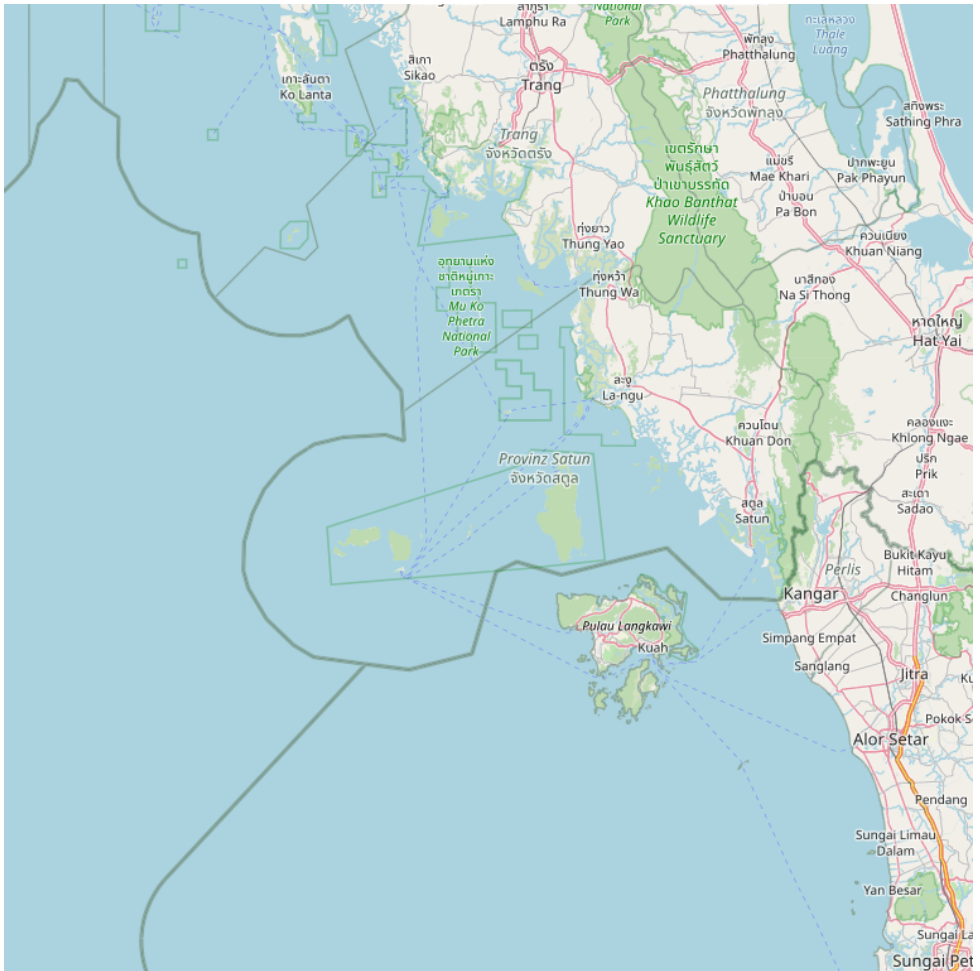


***Pulau Bunting (Malaysia)***

## 7 - Pulau Langkawi (Malaysia)

6°20.92 N  
99°48.45 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



### **Pulau Langkawi (Malaysia)**

 Pulau Langkawi,

officially known as Langkawi, the Jewel of Kedah is an archipelago of 104 islands in the strait of Malacca, some 30 km off the mainland coast of northwestern Malaysia.

The islands are a part of the state of

## Kedah,

which is adjacent to the Thai border.

Langkawi means reddish brown eagle in colloquial Malay. The Malay word for eagle is helang - shortened is "lang". Kawi means the colour reddish brown.

The main island of Langkawi itself has a total of 32,000 hectares. The main island spans about 25 km from north to south and slightly more for east and west. The coastal areas consist of flat, alluvial plains punctuated with limestone ridges. Two-thirds of the island is dominated by forest-covered mountains, hills and natural vegetation.

Only four of the 99 islands are inhabited - Pulau Langkawi (the main island), Pulau Tuba, Pulau Rebak and Pulau Dayang Bunting.

On langkawi island There are two island areas. The Southern Islands, with a heavy tourist

population and the islands to the North East which are more secluded without tourist traffic.


Pulau Langkawi, about 15 miles wide, is mountainous, densely wooded, and formed and flanked by towering masses of limestone.

The E coast of Pulau Langkawi is rocky, but there are a few sandy beaches.

A chain of islets lies SW of Pulau Chorong, the easternmost island of the group.

The W coast of Pulau Langkawi S of Tanjung Chinchin to Tongung Belua, 4.5 miles S, is rocky and steep-to, with a few sandy beaches, backed by precipitous hills covered with jungle.

The bay SE of Tanjung Belua to Pulau Borau is fronted by a long sandy beach, backed by low lying land and small hills.

 Pulau Langkawi, officiellement connue sous Langkawi, le joyau de Kedah est un archipel de 104 îles dans le détroit de Malacca, à environ 30 km au large de la côte continentale du nord-ouest de Malaisie. Les îles sont une partie de l'État de Kedah, qui est adjacente à la frontière thaïlandaise. Langkawi signifie aigle brun rougeâtre en malais familier. Le mot malais pour aigle est helang - raccourci: "lang". Kawi signifie la couleur brun rougeâtre. L'île principale de Langkawi a elle-même un total de 32.000 hectares. L'île principale s'étend sur environ 25 km du nord au sud et un peu plus d'Orient et d'Occident. Les zones côtières se composent des plats, des plaines alluviales ponctué de crêtes calcaires. Deux-tiers de l'île est dominée par des montagnes couvertes de forêts, de collines et la végétation naturelle. Seuls quatre des 99 îles sont habitées - Pulau Langkawi (l'île principale), Pulau Tuba, Pulau Rebak et Pulau Dayang Bunting. Sur l'île de Langkawi Il ya deux zones insulaires. Les îles du sud, avec

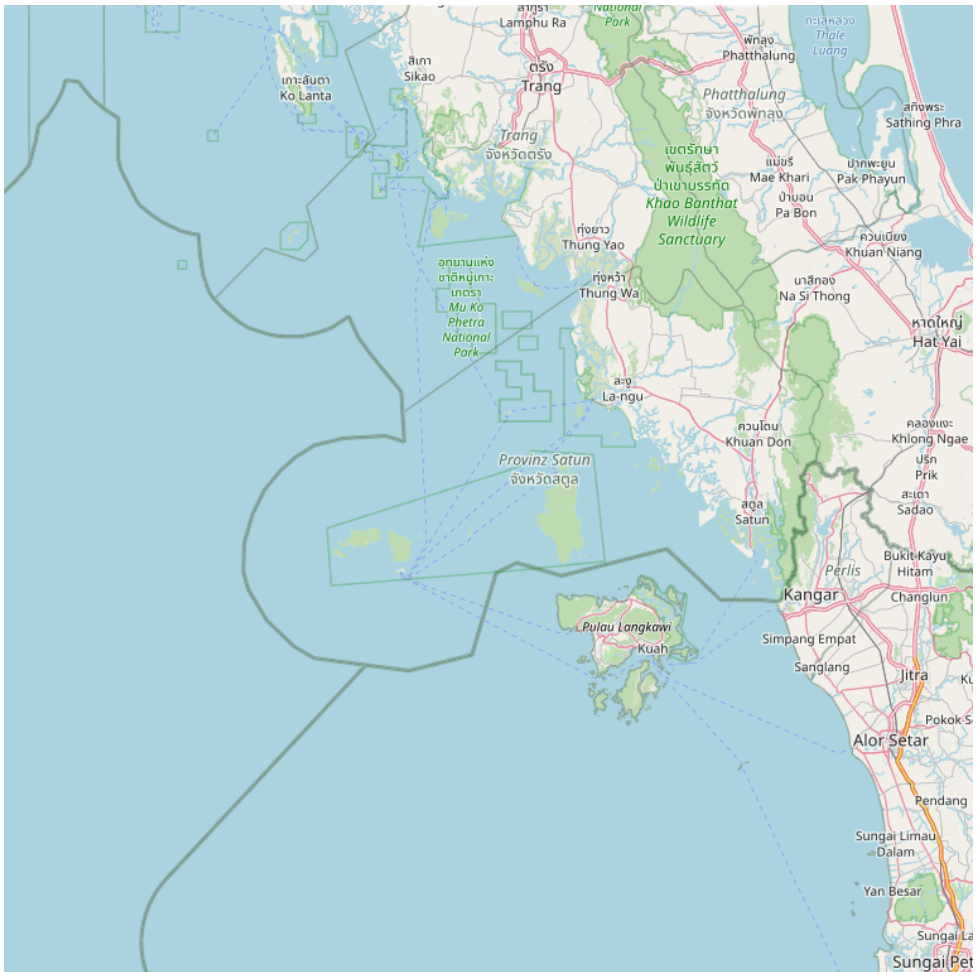
une population touristique lourds et les îles au Nord-Est qui sont plus isolées, sans trafic touristique. Pulau Langkawi, à environ 15 miles de large, est montagneuse, boisée, et a formé et encadré par des masses imposantes de calcaire. La côte E de Pulau Langkawi est rocheux, mais il ya quelques plages de sable fin. Une chaîne d'îlots mensonges SW de Pulau Chorong, l'île la plus orientale du groupe. La côte Ouest de Pulau Langkawi S de Tanjung Chinchin à Tongung Belua, 4,5 miles S, est rocheuse et escarpée à, avec quelques plages de sable fin, soutenu par des collines escarpées couvertes de jungle. Le SE baie de Tanjung Belua Pulau Borau est mené par une longue plage de sable, soutenu par la terre de faible altitude et de petites collines.




## 7.1 - Selat Cincin (Langkawi)

6°30.72 N  
99°47.11 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Selat Cincin (Langkawi)



160  

 Selat Cincin is the channel 4 miles wide between the S end of Ko Tarutao and the N coast of Pulau Langkawi.

The channel trends SE around the NE side of Pulau Langkawi and is bounded on the NE side by the coastal bank off the coast of Thailand.

Tides? Currents? The tidal currents in Selat Cincin are irregular and influenced by the monsoons. During the Northeast Monsoon rates of 2



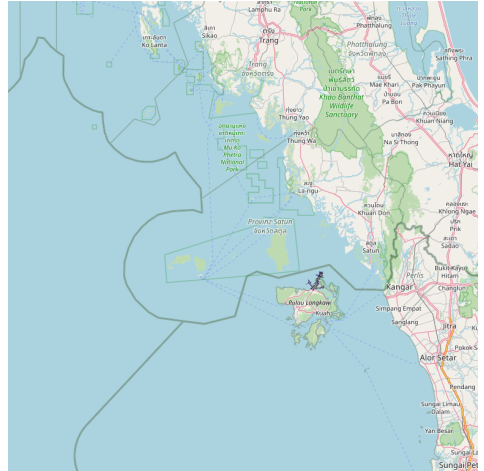
knots setting WSW have been experienced.

Depths in the channel are regular, shoaling gradually ENE and towards each side, with depths of over 18m in the fairway.

## 7.2 - Tanjung Rhu (Langkawi)

6°27.64 N  
99°49.20 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



### 🇬🇧 Tanjung Rhu

has 2 choices of anchorage.

The outer area just after entering the bay from the northern channel is fairly restricted for where you can anchor, as a lot of it has shoals in the southern part.

It can also get lumpy if winds freshen out of the West or NW.

To enter the inner anchorage, keep to the North side of channel past the sand spit and drop the hook in the immediate basin area. Beware that the spit extends out into the channel at low tide, and depths inside vary.

The inner area is protected from all winds. An interesting 3 mile ride in the dinghy is to take the SE arm which goes to "Hole In The Wall".

The Tanjung Rhu Resort is worth a visit to see beautiful landscaping and enjoy a meal in luxurious surroundings.

There's also a cheaper local restaurant on the sand spit, next to the tourist clothing store.

**DANGERS:** Currents are extremely strong. Caution when swimming.



2011:12:10 10:11:13



2011:12:10 10:12:21



2011:12:10 10:11:32



2011:12:10 10:12:50



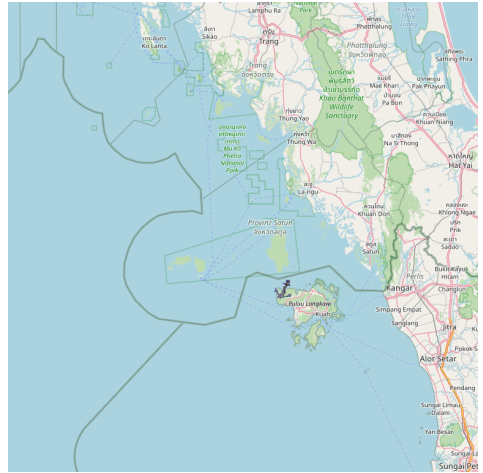
2011:12:10 10:12:11


## 7.3 - Teluk Datai (Langkawi)

6°25.76 N  
99°40.21 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)





 Sheltered anchorage exists in the middle of Teluk Dawai, in depths of 5m, mud.

The bay is free of dangers and is backed by a sandy beach.

The bay can become untenable if a strong NW wind picks up. If anchored there with a NE blowing, best to shelter behind the island at

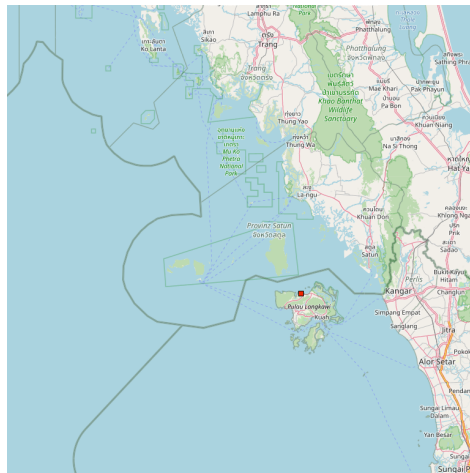
the mouth of the bay. Both of those winds are more likely to occur in Dec-April. Nice beach. Clear water.




## 7.4 - Port of Teluk Ewa (Langkawi)

6°25.54 N  
99°45.59 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



 Langkawi port is situated at Teluk Ewa, on the N side of Pulau Langkawi. It is designed to handle petroleum products, coal, and general cargo. The major exports include cement and clinker. The port is entered through a channel marked with buoys and lighted buoys. The seaward end of the channel is marked with a lighted buoy. From W to E the port offers 4 berths, which

are the Petronas Jetty, Main Jetty, Sub Jetty, and Lada's Barter Trade Jetty.

Pilotage.?Pilotage is compulsory and available 24 hours.


The pilot boarding station, best seen on chart, is situated about 1 mile WNW of Pulau Dangli.

Regulations.?The vessel's ETA should be sent as soon as possible advising arrival draft, date, and time. Further ETAs should be sent 10 days, 5 days, 3 days, 2 days, and 1 day prior to arrival.

Anchorage.?Vessels calling on the port may request to use the designated anchorage areas situated E of the pilot station.

Phone : 04 9594600

Fax : 04 9594598

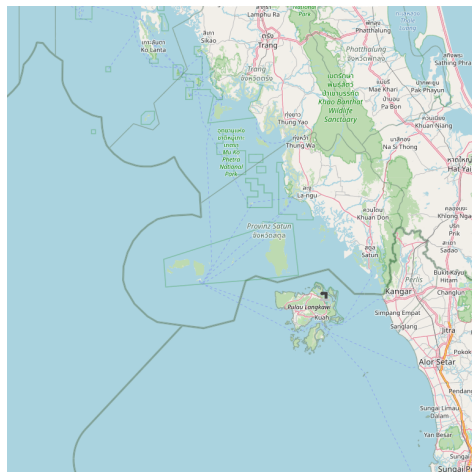
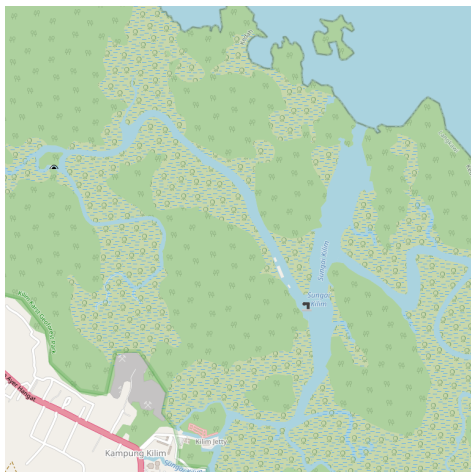
 Langkawi port est situé à Teluk Ewa, sur la côte N de Pulau Langkawi. Il est conçu pour gérer les produits pétroliers, du charbon et des marchandises générales. Les principales exportations comprennent le ciment et le clinker. On accède au port par un chenal balisé par des bouées et des bouées lumineuses. Le côté mer du chenal est marqué par une bouée lumineuse. De l'W à l'E le port offre quatre couchettes, qui sont la jetée Petronas, principal Jetty, Sous Jetty, et Lada Barter Jetty commerce. Pilotage.-pilotage est obligatoire et disponible 24 heures. La station d'embarquement des pilotes est située à environ 1 mile WNW de Pulau Dangli. Regulations.-Le navire ETA doit être envoyé dès l'annonce de l'arrivée, la date et l'heure. ETA supplémentaires devraient être envoyés 10 jours, 5 jours, 3 jours, 2 jours et 1 jour avant l'arrivée. Anchorage.- Les navires qui font escale sur le port peut demander à utiliser les aires de mouillage désignée située E de la station de pilotage. Téléphone: 04 9594600 Fax: 04 9594598



## 7.5 - Hole in the Wall Kilim river (Langkawi)

6°24.86 N  
99°51.89 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)







🇬🇧 On the NE coast of Langkawi, the Hole in the Wall Fishfarm & Restaurant, is not just the only floating restaurant in Langkawi it offers also the only watched yacht parking lot on a river arm inside the Kilim Mangrove Forest. Take your boat up along the southern, eastern and north eastern

coastline and turn into the Kilim river through the Hole in the Wall passage. Continue for approx 1/2 mile to river arm on right.

Anchor by 2/10 m, and proceed by dinghy to Floating Restaurant and speak to Rahmad for directions to your mooring. Staff will assist with mooring. Free water. Internet available.

Current can be strong at springs. Take care if swimming.



2011:12:06 09:46:19

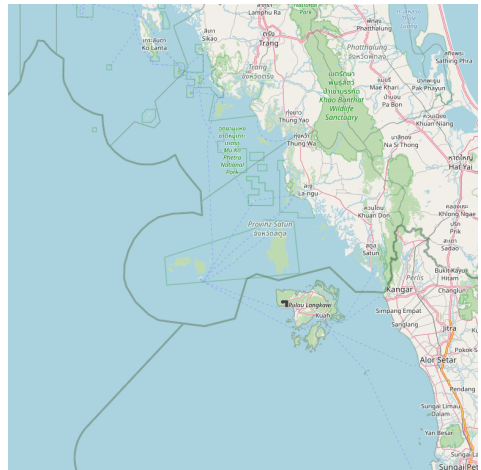
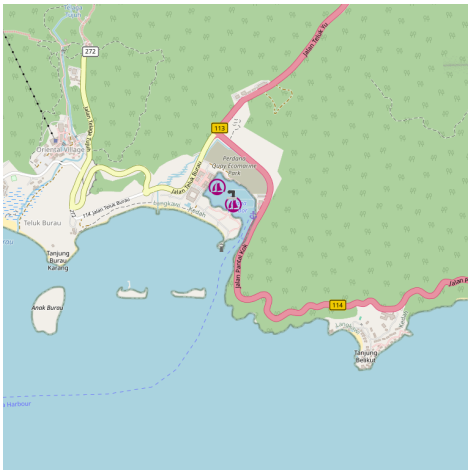



2011:12:06 09:46:27

## 7.6 - Telaga harbour marina (Langkawi)

6°22.04 N  
99°41.04 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



 This safe and sheltered harbour that has evolved from a small fishing village, feature a self-contained township accessible both by road and sea.

The facilities and services available also make it an ideal destination for transient, and home base to yachts of various sizes including mega yachts.

Depth: 3,5 m on channel and 4,5 m in basin

60 rooms for visitors (&lt;25 m)

Mob: +6012 297 9195.

Tel: +604 959 2202

Fax: +604 959 2204

Mail: [info@telagaharbour.com](mailto:info@telagaharbour.com)



 Ce port sûr et protégé, qui a évolué à partir d'un petit village de pêche, dotées d'un canton autonome accessible à la fois par la route et la mer. Les installations et services disponibles en font également une destination idéale pour les passagers, et la base de la maison pour des yachts de différentes tailles, y compris mega yachts. Profondeur: 3,5 m sur 4,5 m de canal et dans le bassin 60 places pour les visiteurs (<25 m) Mob: 6012 297 9195. Tél: +604 959 2202 Fax: +604 959 2204 Mail: [info@telagaharbour.com](mailto:info@telagaharbour.com)



*Telaga harbour*







2011:12:06 10:58:00



2011:12:06 10:57:47

2011:12:06 10:57:53



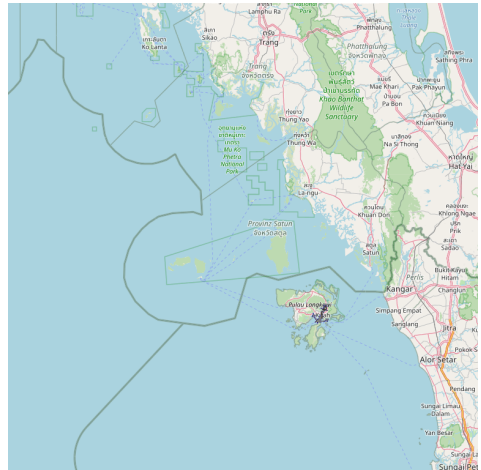
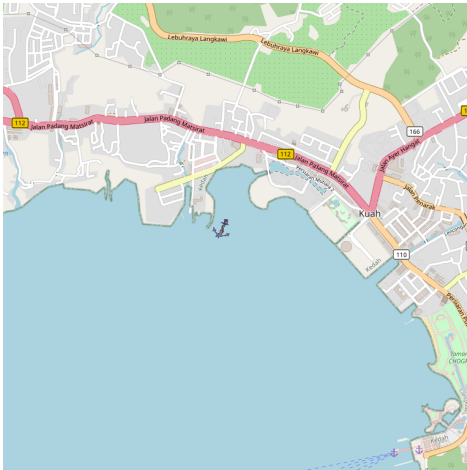
2011:12:06 10:57:53


## 7.7 - Bass harbour Kuah (langkawi)

6°19.28 N

99°50.22 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



 Bass Harbour is the main anchorage for Kuah Town, it is formed between the S coast of Pulau Langkawi and the N coast

of Pulau Dayang Bunting, is 7 miles in length with an average breadth of 1.5 miles and a general depth of 5.5 to 7.5m, mud bottom..

The harbour has two main areas to anchor:

- just west of the Royal Langkawi Yacht Club (RLYC)
- or in front of the Bella Vista Hotel.

At two hours either side of high tide, it is very handy for

provisioning by dinghy, either directly to Teow

Soon Huat supermarket in the NW corner of the bay, or to any suitable location on shore.

If attempting to land dinghy at low tide, it's

best to go Jetty Pelancongan, situated halfway between RLYC and Kuah Town.

This anchorage is only suitable for doing your shopping then moving out if you want to swim or be assured of a good night's sleep.


BEWARE: The holding ground here is poor and your anchor will drag in SW squalls of over 20 knots that occur frequently during May-Nov.

DANGER: A dangerous unmarked rock lies just

beneath the surface at Lat: 06.15.10'N Long: 99.44.90'E (SE of P. Selang at end of Bass harbour).

Best months for anchoring: Dec - April.

Not so good: May - Nov.

 Bass Harbour est l'anchrage principal de ville Kuah, elle est formée entre la côte S de Pulau Langkawi et de la côte nord de Pulau Dayang Bunting, est à 7 miles de long avec une largeur moyenne de 1,5 miles et une profondeur générale de 5,5 à 7,5 m , fond vaseux ..Le port a deux principaux domaines d'anchrage: juste à l'ouest du Club Royal Yacht Langkawi (RLYC) ou en face de l'Hôtel Bella Vista.A deux heures de chaque côté de la marée haute, il est très pratique pour l'approvisionnement en canot, soit directement à Teow supermarché Bientôt Huat dans le coin NO de la baie, ou à tout autre endroit approprié sur le rivage.Si vous essayez d'atterrir dériveur à marée basse, il vaut mieux aller jetée Pelancongan, situé à mi chemin entre RLYC et Kuah Town.Cet ancrage est seulement approprié pour faire vos courses, puis le déplacement si vous voulez nager ou être assuré d'un sommeil de bonne nuit.ATTENTION: Le sol ici est pauvre et votre ancre va traîner par vent de sud ouest qui souffle en rafales de plus de 20 n?uds fréquemment en mai-nov.DANGER: Un rocher dangereux banalisée se trouve juste sous la surface, à la latitude: 15.06.10 'N Long: 99.44.90' E (SE de P. Selang à la fin de Bass harbour).Meilleur mois pour l'anchrage: de décembre à

avril. Pas très bon: de mai à novembre



2011:12:06 09:27:16



2011:12:10 10:57:27



2011:12:10 10:57:38

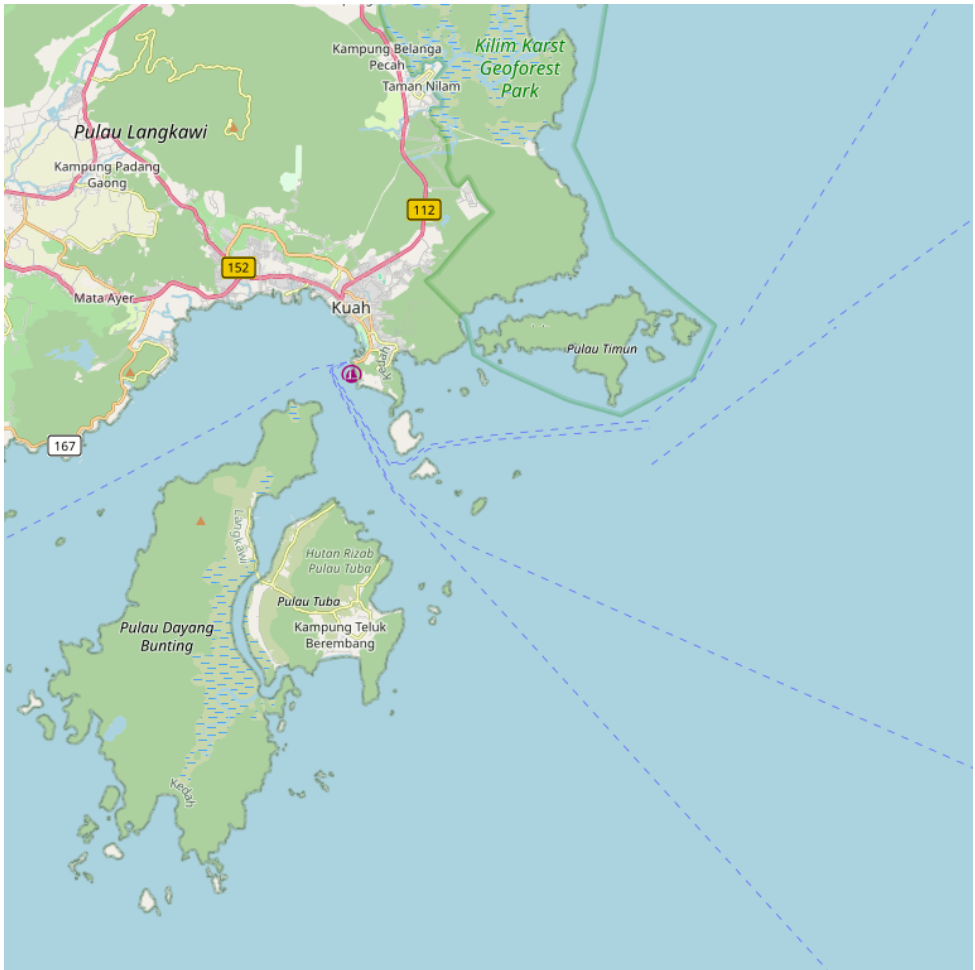


2011:12:10 10:58:05

## 7.8 - Pulau Timun (Langkawi)

6°18.61 N  
99°54.65 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Timun (Langkawi)



160 

 Located E coast of Malaysia.

It's the most easterly anchorage for Langkawi. Being surrounded by a cluster of islands adds to the calm conditions in most winds, but being close to the open sea, sometimes there's a bit of ground swell to contend with.

The water is clean & clear and there is some nice snorkeling to be found

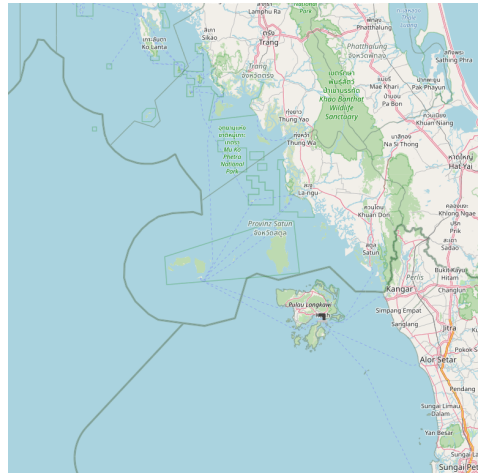
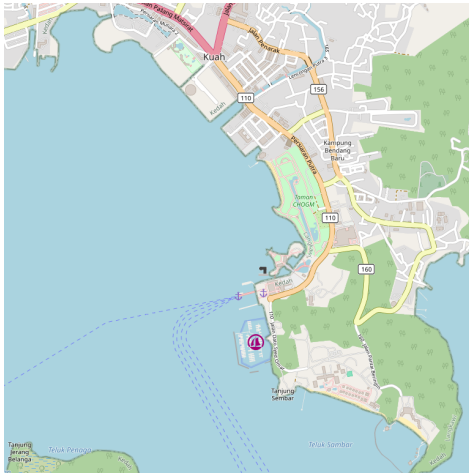
close to the shoreline.

We anchor by 5/10 m at E of the island, good holding in firm mud.


## 7.9 - Kuah jetty (Langkawi)

6°18.45 N  
99°51.05 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



2011:12:08 13:03:46

 A floating jetty, 144m in length, which can accommodate small vessels, is situated N of Batu Kuah Light. A T-shaped jetty, with a depth of 2m alongside, is located just S of the floating jetty.

Tides? Currents? It is HW,

full and change, in Selat Dayang Bunting (Tyson Strait), at 0 hour; springs rise 2.4m.


The flood tide runs to the S out of Pelabuhan Bass (Bass Harbor) from 0.5 to 1 knot, and the ebb current the reverse way.

In the offing, the currents generally set to the N during the Southwest Monsoon and to the S during the Northeast Monsoon.

Caution is advised as cross sets are usually experienced off the entrances of the various channels.

Aspect? The E entrance of the harbor is known as Selat Kuah. The W entrances, Selat Dayang Bunting and that N of Pulau Kentot Besar (Pulau Singha Kintut) have apparently not less than 7.3m, which is found on the bar stretching E of

Tanjong Sawa. They are available for craft with local knowledge.

 Un ponton flottant, 144m de longueur, qui peut accueillir de petits navires, est située N de Batu Kuah Lumière. Une jetée en forme de T, avec une profondeur de 2m côtés, est situé juste au S de la jetée flottante. Marées-Courants.-Elle est HW, et change dans Selat Dayang Bunting (Tyson détroit), à 0 heure; elle monte à 2.4m. La marée montante court au S de Pelabuhan Bass (Bass Harbor) de 0,5 à 1 noeud, et le courant prend le chemin inverse. Au large, les courants généralement fixés au N pendant la mousson du Sud-Ouest et au S pendant la mousson du nord. La prudence est recommandée car des effets croisés sont généralement expérimentés à l'extérieur des entrées des différents canaux. Versant-L'entrée E du port est connu comme Selat Kuah. Les entrées W, Selat Dayang Bunting et N de Pulau Besar Kentot (Pulau Singha Kintut) ont apparemment au moins 7,3 m, et se trouve sur la barre d'étirement E de Tanjong Sawa. Ils sont utilisés par les bateaux avec des connaissances locales.



2011:12:08 13:02:31



2011:12:06 09:22:19

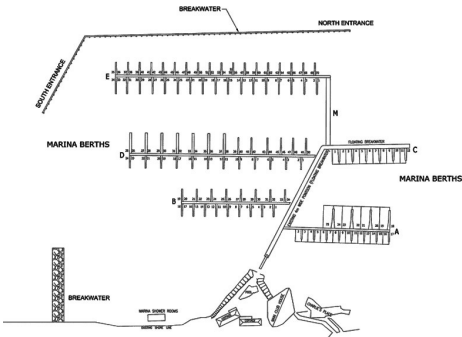
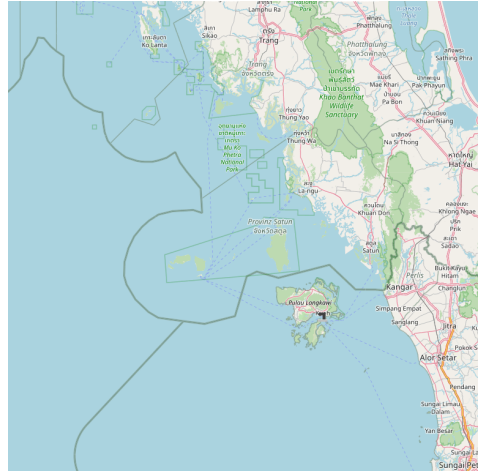
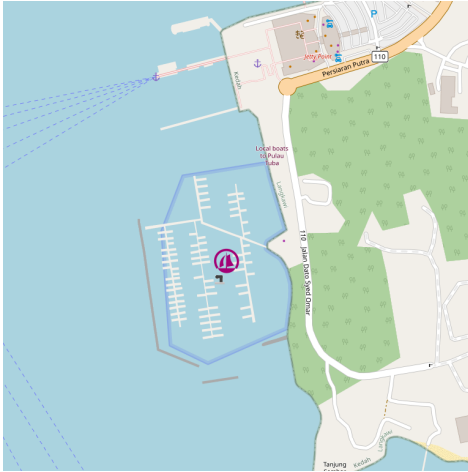
## 7.10 - Royal Langkawi Yacht Club (Langkawi)


6°18.13 N  
99°51.01 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)







 Royal langkawi YC is situated SE corner of Langkawi island close to the island's main town.

Immigration and Customs are conveniently situated just a few minutes walk from RLYC marina.

200 berth (>60 m)

Low tide depth of 3 m minimum in the basin

Tel: +604 966 4078

Fax: +604 966 5078

E-mail: [office@langkawiyahtclub.com](mailto:office@langkawiyahtclub.com)

There is some swell from ferries.

Caution: Strong tidal cross-ways currents can get up to 4 knots during spring tides. Incoming tide runs N to S and outgoing tide runs from S to N. If possible, it's wise to enter or exit only during slack water, about one hour after high or low water.



2011:12:06 09:22:28

Toronto

 YC-Royal Langkawi est situé coin SE de l'île de Langkawi près de la ville

island's main. L'immigration et des douanes sont idéalement situés à quelques minutes à pied de RLYC marina. 200 couchettes (> 60 m) La profondeur à marée basse au minimum de 3 m dans le bassin Tél: +604 966 4078 Fax: +604 966 5078 E-mail: office@langkawiyahtclub.com Il y a une certaine houle de ferries. Attention: Forte marée croisée des chemins courants pouvez obtenir jusqu'à 4 nœuds lors des grandes marées. Marée tourne N à S et marée descendante va de S à N. Si possible, il est sage pour entrer ou sortir que durant l'étalement, environ une heure après la marée haute ou basse



2011:12:06 09:23:41



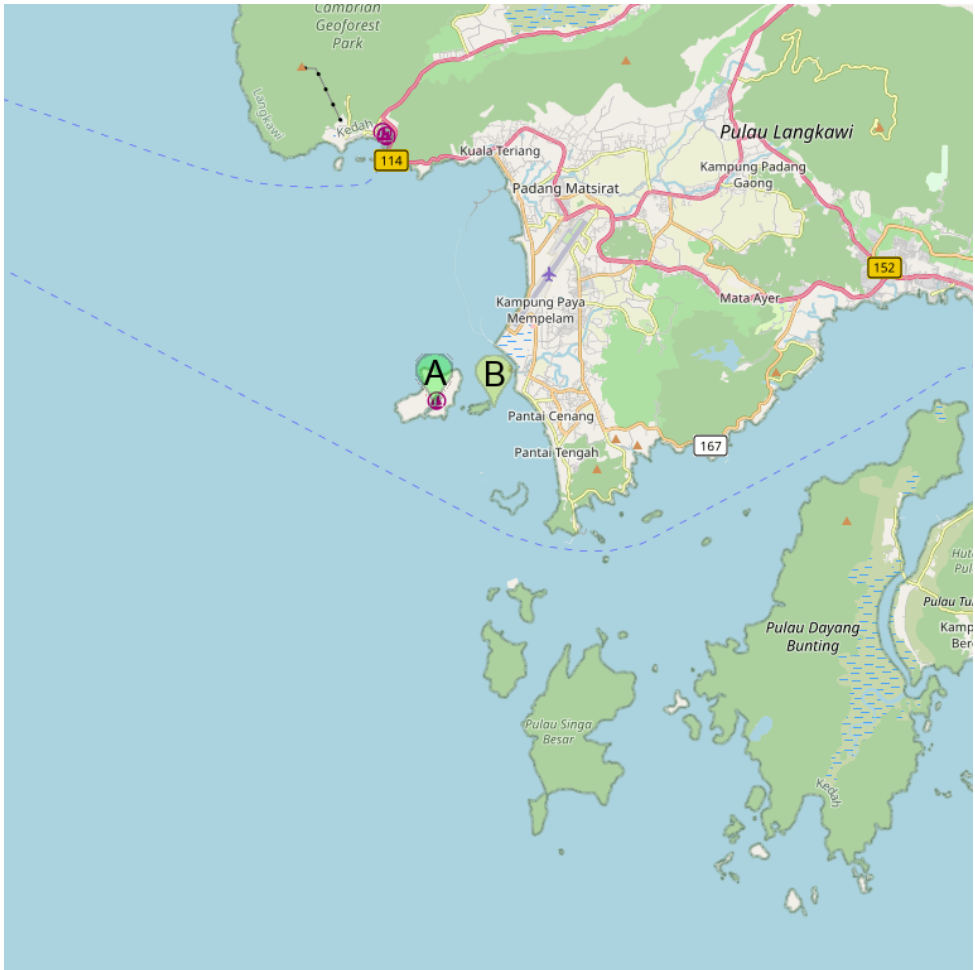
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## 7.11 - Pulau Rebak island (Langkawi)


6°17.79 N  
99°42.05 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Rebak island (Langkawi)



**A** Rebak Marina (Langkawi)

**B** Pulau Rebak Kecil

 2 islands in this area. The main one, "Pulau Besak Besar" and a small one "Pulau Besak Kecil".

"Pulau Rebak Besar" measures 390 acres and is private, is accessible by boat from the the

island's Langkasuka jetty point on a 10-minute ride away. It is located on the SW of Langkawi.

The island is blessed with a balmy climate, stunning rock formations, a lush forest that goes back a million years and pristine, secluded

beaches. A part of nature

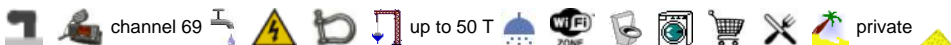
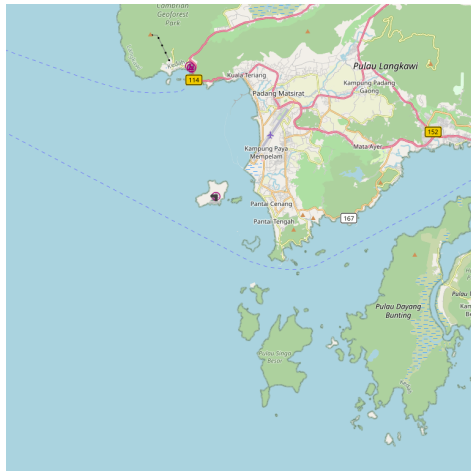
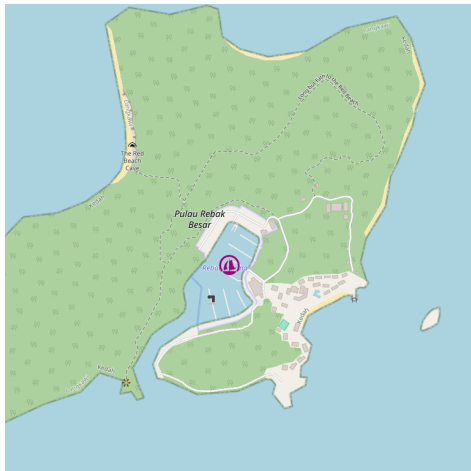
with jungles and forest as old as 100 million years.

It rooms a resort and a marina.

### 7.11.1 - Rebek Marina (Langkawi)

6°17.64 N  
99°41.83 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Rebek island (Langkawi)



Rebek Marina is the name of the resort and is also a little harbour.

Entrance of the marina is on the S of Rebek.

When approaching the marina call marina at VHF 69. Before you enter the channel, the marina office will advise you regarding traffic

in the channel and berthing arrangement. The channel have a minimum depth of 2,5 m.

189 wet berths &lt;35 m)

Tel: 604-966 5566

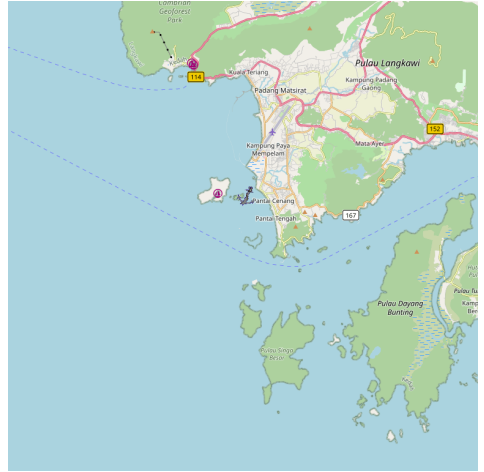
Fax: 604-966 9973

Mail: [rmmarina.malaysia@tajhotels.com](mailto:rmmarina.malaysia@tajhotels.com)

### 7.11.2 - Pulau Rebek Kecil

6°17.61 N  
99°42.80 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Rebek island (Langkawi)



Anchoring Area West from Pulau Rebak Kecil.



**Pulau Rebak island (Langkawi)**

*Pulau Rebak*

## 7.12 - Bumbon islands (Langkawi)


6°17.00 N  
99°52.05 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Bumbon islands (Langkawi)



160

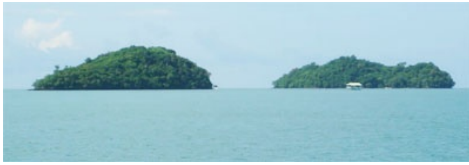


 Pulau Bumbon Besar and Pulau Bumbon Kechil are located less than 3 NM from Kuah, on the SE from Pulau Langkawi.

Pulau Bumbon Besar has the shape of the letter M, with two coves on the southern part.

The island is uninhabited and rarely visited.

It is separated from another island sharing a similar name, Pulau Bumbon Kechil. We anchor by 3/4 m E of the island.

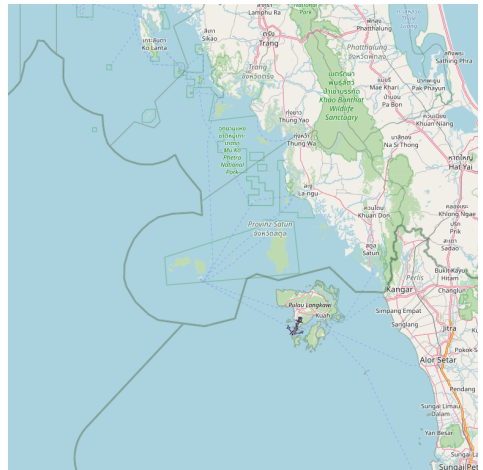
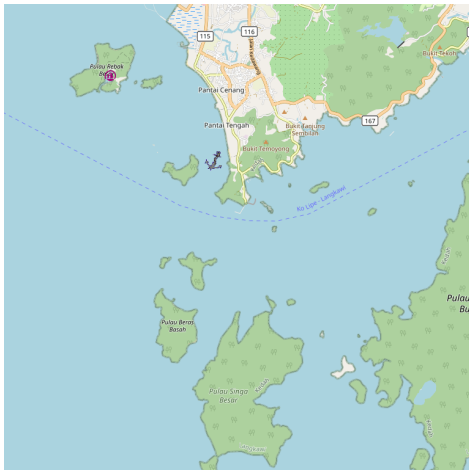


**Bumbon islands (Langkawi)**

## 7.13 - Pantai Cenang (Langkawi)

6°16.27 N  
99°43.60 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



2011:12:05 06:33:34

 This

anchorage is intended to cover the main beaches on the west coast - Pantai Cenang (pronounced Chenang) and Pantai Tengah. (Pantai means 'beach').

As this is the prime tourist area you can expect a lot more activity on

the land and water, such as jet skis, para-sailing /water-skiing.


Cenang needs anchoring at least 200 m off shore. Tengah, (to the South) is deeper in close. Cenang has no protection from the south and can get quite roly if the wind swings around from NE to SW during a late afternoon sea-breeze, which usually stops around sunset.

The difference between high water mark & low water mark during spring tides is over 100m, so dinghies need to be hauled a long way up the beach if ashore for some time.

Various shops available behind in the SE of the beach.



2013:03:25 18:52:00

 Belle plage de sable fin et zone de mouillage importante entre les différentes îles.

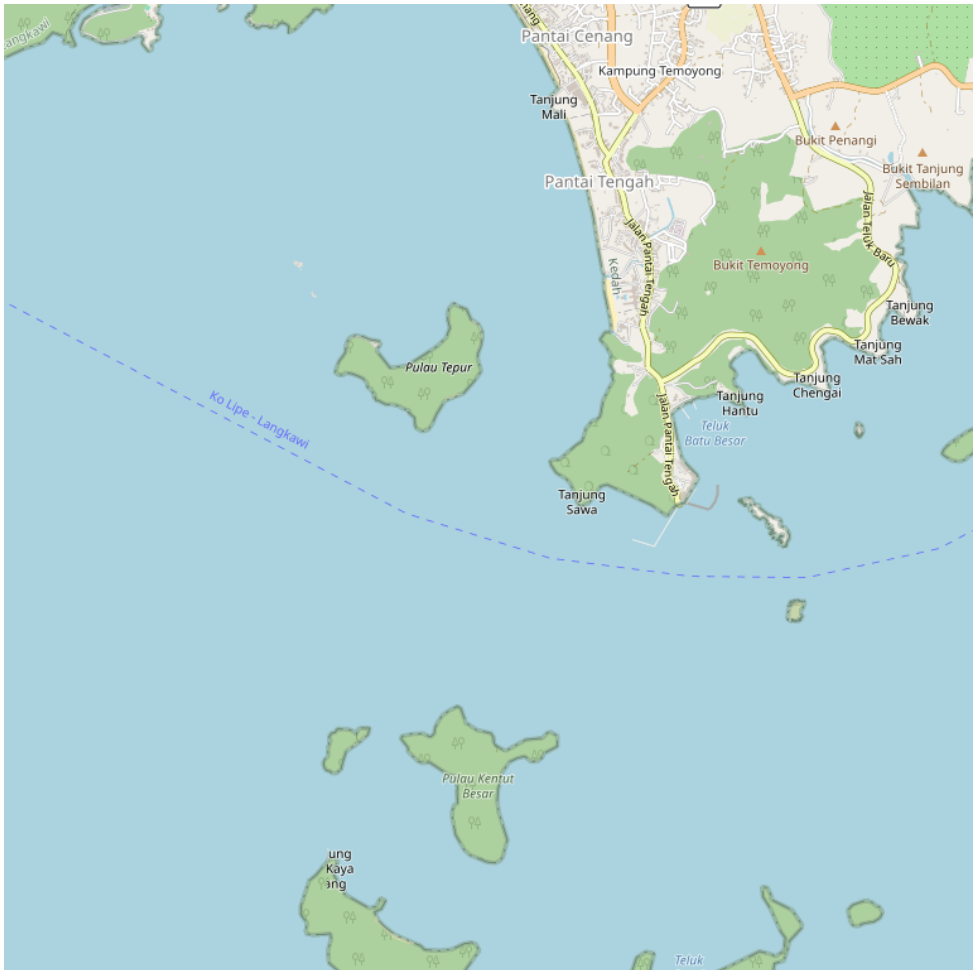


2013:03:25 12:07:54

## 7.14 - Pulau Tepor (Langkawi)


6°16.14 N  
99°43.08 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Tepor (Langkawi)



160



 Pulau Tepor is an island (102 m high), in the Langkawi Archipelago. It is located off the coast of Pantai Tengah, Pulau Langkawi.

The U-shaped island is uninhabited and undeveloped.

It has a nice stretch of beach facing Pulau Langkawi. Occasionally boats carrying tourists stopover on the island.

Just to the east of Pulau Tepor, anchorage can be found in 5-6 metres just off the remote sandy beach. There are no restaurants here but it provides great protection in the southwest season.



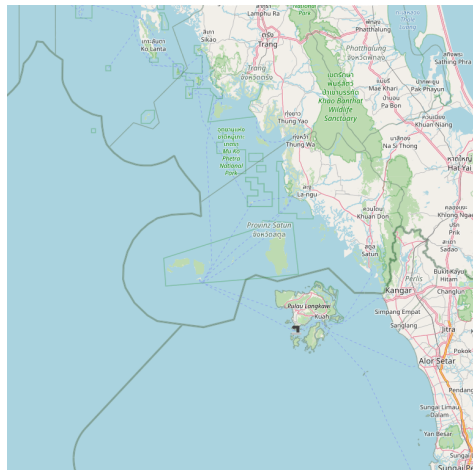
**Pulau Tepor (Langkawi)**


2013:03:30 17:56:57

## 7.15 - Awana Porto Malai (Langkawi)

6°15.49 N  
99°44.19 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



 Not much

berthing available here, except for super yachts and the company's own Star Cruisers, which have their own jetty and wharf.

You can also

anchor off and there are a couple of moorings which may be free at ENE of the NE end of the sea wall. The Awana Porto Malai will hold mail and parcels.

Tel :

04 955 5111

Fax :

04 955 5222





2011:12:10 11:44:12



2011:12:10 11:37:51



2011:12:10 11:37:56

**Porto Malai East**

*Bay at the North East of Porto Malai*

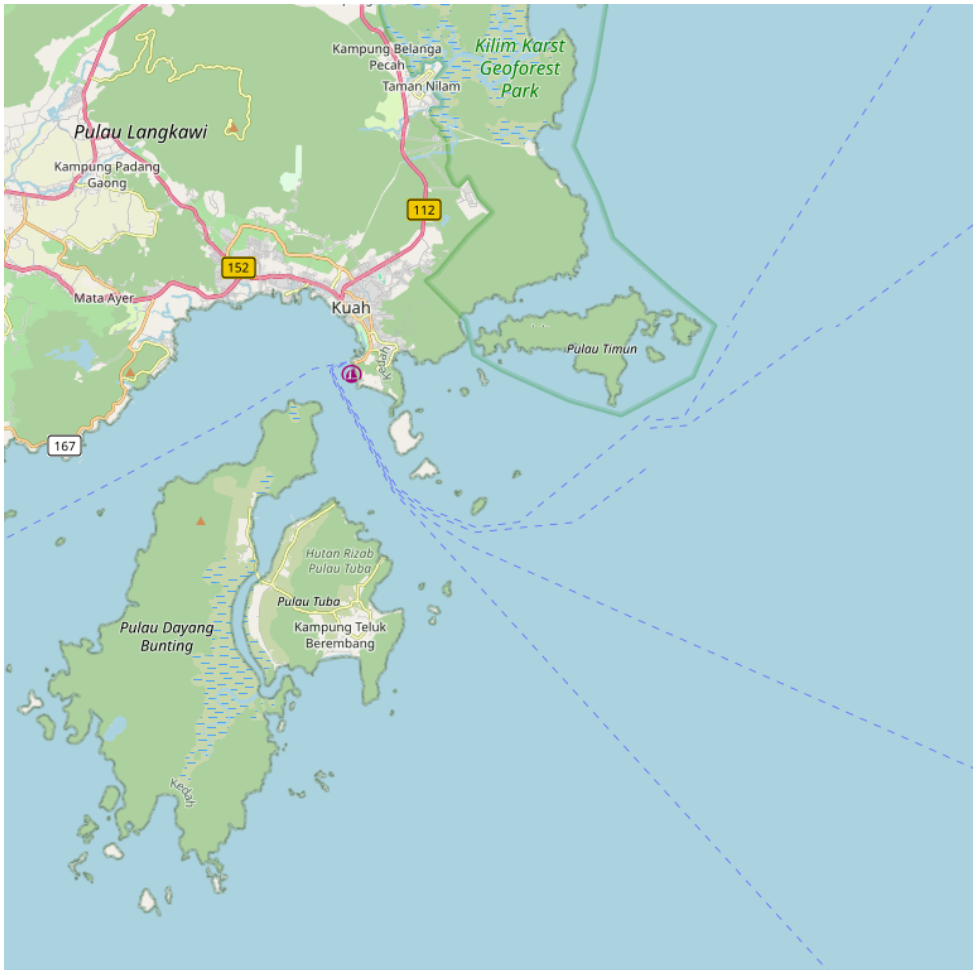
2013:03:29 19:24:58



## 7.16 - Pulau Tuba (Langkawi)


6°14.57 N  
99°50.63 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Tuba (Langkawi)



160



 Pulau Tuba (5 km S of Langkawi) is the only inhabited island besides the main island of Langkawi itself. This Langkawi island gets its name from the tuba roots. It is the only other island that offers accommodation and there are a few places to stay.

At Pulau Tuba, you can experience traditional fishing village life with fishermen returning home

in the evenings in their quaint fishing boats.

Anchor well out in the bay in 4-6 metres. At low tide, enter by dinghy to the long jetty and tie to a fishing boat to avoid the sharp barnacles.

At the Malay fishing village there are basic restaurants ashore.



***Pulau Tuba (Langkawi)***



***Pulau Tuba (Langkawi)***

## 7.17 - Pulau Intan Besar (Langkawi)

6°14.43 N  
99°43.32 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Intan Besar (Langkawi)





### **Pulau Intan Besar (Langkawi)**



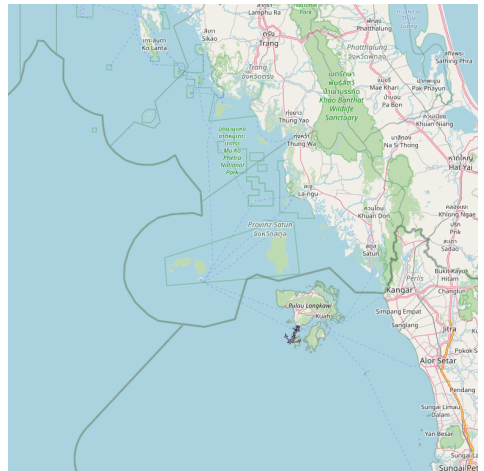
Pulau

Intan Besar is an island modern-day Robinson Crusoes would love to disappear to. This forest-clad and uninhabited island is stunningly beautiful. You can find massive ancient trees covering the central part of the island, while coconut palms line the beaches.

## **7.18 - Sunset Bay (Pulau Beras Basah)**

6°14.12 N  
99°42.93 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia)



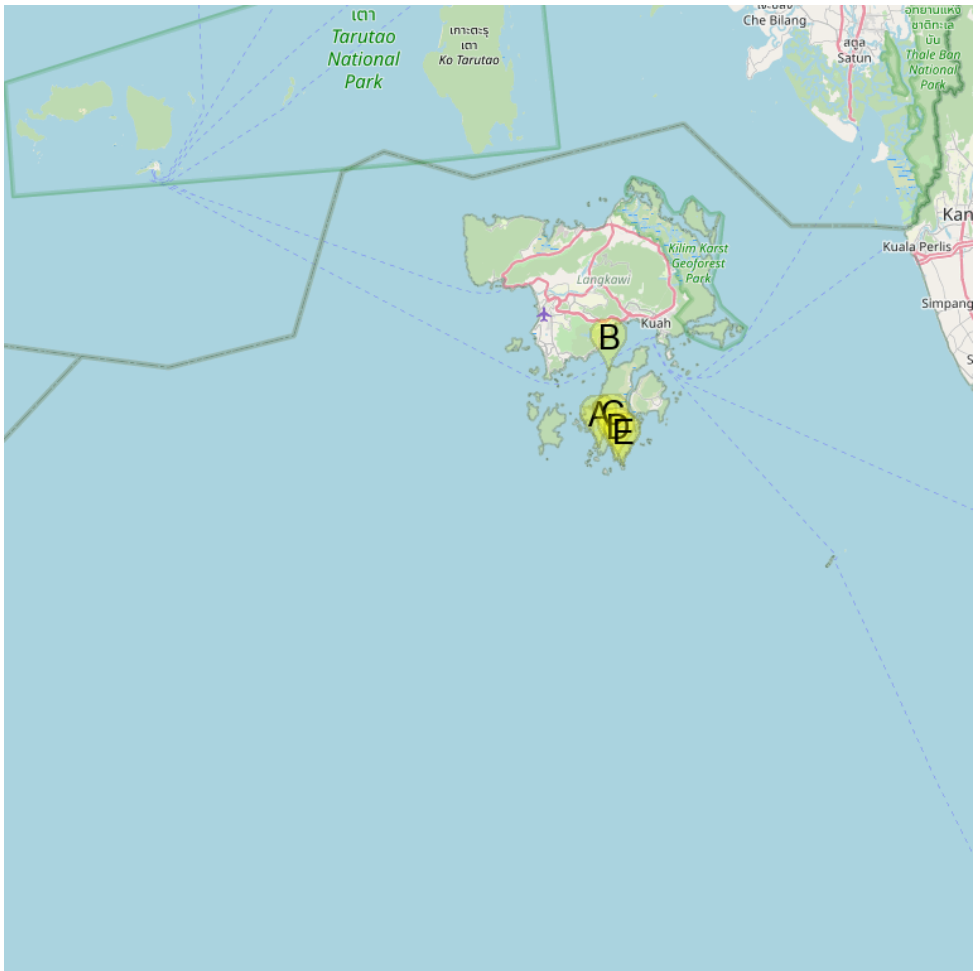
This idyllic anchorage is a little bit off the beaten track for most yachts, who are busy coming or going from Kuah to Telaga or elsewhere and few tour boats come here. So most times you'll have it all to yourself. There's some nice snorkeling to be done on a coral reef at the above island in the NW corner of the anchorage, where there's also a clean sandy beach upon which to relax, or collect driftwood and shells. Anchor by 7/10 m on sand and mud. No shops available. Fishing boats anchor there on occasions.




## 7.19 - Pulau Dayang island (Langkawi)

6°13.59 N  
99°48.19 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)



- A** Fjords Gubang islands (Pulau Dayang)
- B** Monkey beach (Pulau Dayang)
- C** Teluk Ayer Tuan (Pulau Dayang)
- D** Teluk Chawi (Pulau Dayang)
- E** Fisherman's Cove (Pulau Dayang)

 Pulau Dayang Bunting (Island Of The Pregnant Mermaid) is the second largest island of the Langkawi archipelago.

Located at a distance of about 17.6 km from Kuah Town, Pulau Dayang Bunting is accessible from Kuah Jetty or Pantai Cenang.

Gua Langsir (Cave of the Banshee), located on the western shore of the island, is

an attraction of the island.

Pulau Dayang Bunting is famed for the mangrove swamplands and the dense tropical rainforests it encompasses.

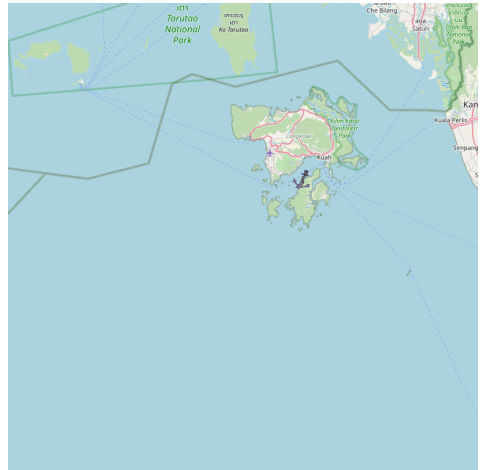
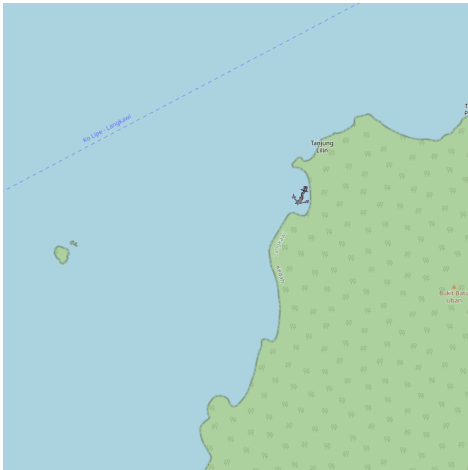



***Pulau Dayang island (Langkawi)***

### 7.19.1 - Monkey beach (Pulau Dayang)

6°16.14 N  
99°47.92 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)



 Monkey beach or Teluk Duyung is Only 5nm from Kuah

Town, so makes a handy day spot to anchor before moving to either Singa Besar or the "Fjords" for a more comfortable night anchorage by 3/4 m. It is protected by the Muka Head Cape. It is

a private land, at one time cultivated with coconuts and durians.

Has barbecues and wood on site.



Good for lunch, but the 'mozzies' arrive at night. Many monkeys wait for scraps. Take care, there are some mean greedy ones that might bite.

About 50mtr in from the beach is a nice cave with stalagmites & stalactites that goes in for 100mtrs. Take a flashlight & wear sneakers.

See waterfall after easy climb from NE corner. It flows May-Dec when fresh water can be collected from a stream at southern end of beach.

This anchorage is fairly exposed and on a lee shore, so you might want to check weather before leaving your boat unattended.

The holding ground here is good in firm mud and clay.

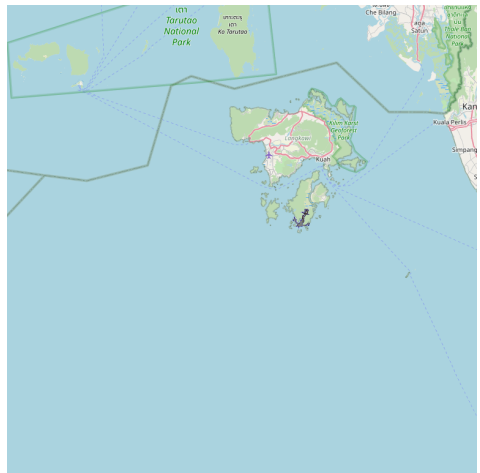
DANGERS: The only danger is an unmarked rock lying just beneath the surface, situated at end of Bass Harbour, SE of Pulau Selang. Don't cut corner if heading SW down channel.



### 7.19.2 - Teluk Ayer Tuan (Pulau Dayang)

6°11.22 N  
99°48.11 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)



 A few years

ago this delightful spot was selected for a yachties special Christmas Day party and has since kept the name.

Although Christmas Bay is quite large, the sandy bottom tapers very slowly to the beach which means keel yachts need to anchor out at least 300 mtrs before reaching the average depth as shown above.

If

stopping for just a few hours, you can sometimes work the tides and sneak in closer. It's great for a swim in clear waters and to relax under the big shady trees.

Even in the high season with prevailing winds out of the NE, the late afternoon sea-breeze can freshen from the SW and make the bay lumpy for a short period, then it settles down again for a quiet night.

Best holding and deeper waters are on the bay's east side between 3 and 4 m. The holding in hard packed sand and mud is excellent.

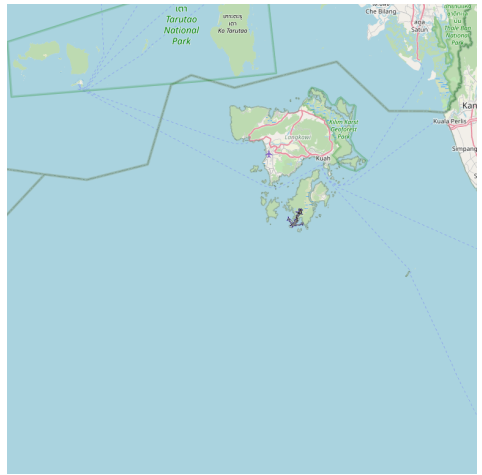


### 7.19.3 - Fjords Gubang islands (Pulau Dayang)

6°11.14 N  
99°47.24 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)





known as "The Fjords" is the name given to this general group of islands SE of Kuah. Quiet and best protection from any nasty weather, it is equal to the "Hole In The Wall" anchorage in the NE of the island.

The entrance is just to the south of the large sign on the cliff saying "Kilim Geoforest Park". On seeing it it is clear why it is called the "Hole in the Wall". Entrance is deep - 16 - 20 m, hallowing to 5 or so for a while once inside, then deepening again. It shallows rapidly just after the branch to the right with moorings.

We anchor by 3/12 m in mud, clay and shale with excellent holding.

While anchored in the Fjords, take a dinghy trip to the "Pregnant Maiden Lake", about 1nm to the NW.

Another option is to anchor your yacht there, but from 1000-1600 there are dozens of long-boats full of tourists to cope with on most days.

Take your bathing suit for a refreshing fresh-water dip in the lake.

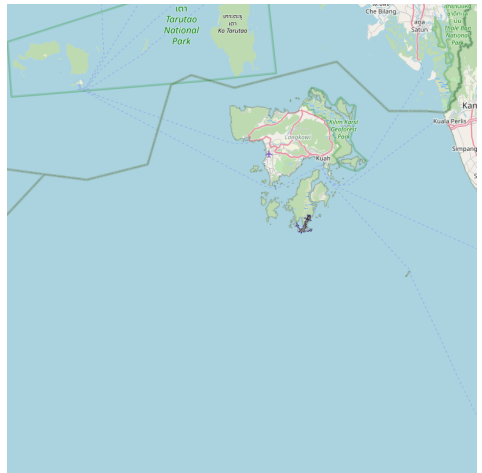
Due to the limited space, this particular anchorage is suitable for only 5 or 6 average size yachts to swing around on tide changes.




## 7.19.4 - Teluk Chawi (Pulau Dayang)

6°10.36 N  
99°48.43 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)



 This is a very quiet, beautiful anchorage under towering cliffs. There are several small beaches nearby to explore.

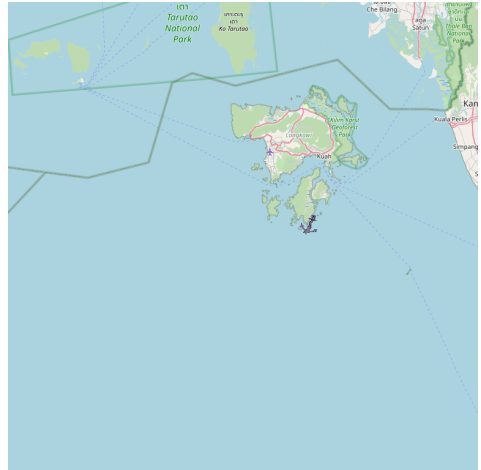
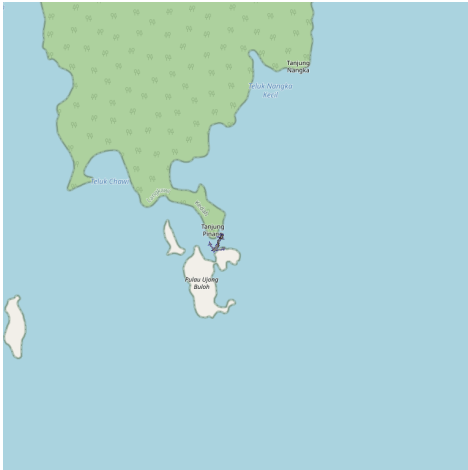
Lots of sea eagles in the area.




## 7.19.5 - Fisherman's Cove (Pulau Dayang)

6°10.04 N  
99°48.88 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Dayang island (Langkawi)



 This small cove offers rooms for 3 or 4 yachts only, it depends on how many fishing boats anchor there.

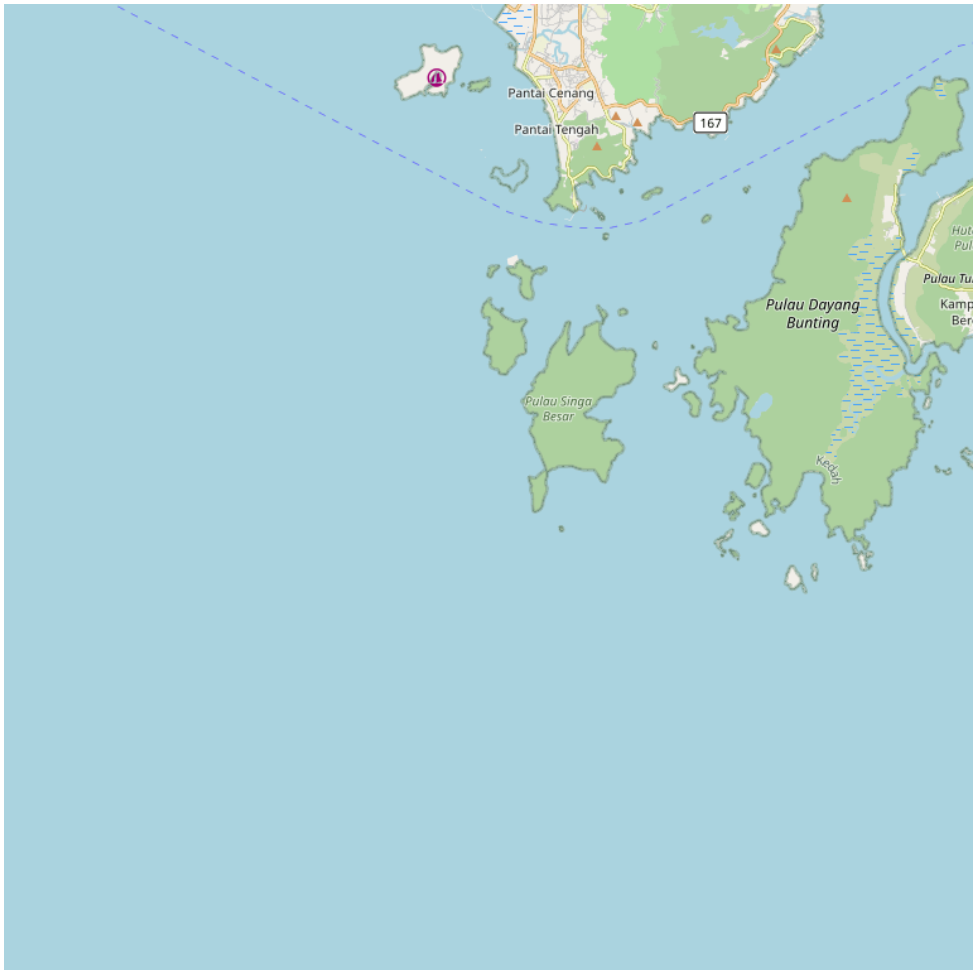
We anchor by 3/4 m on mud with excellent holding. Being surrounded by the high sided islands there is maximum protection from bad weather.



## 7.20 - Pulau Singa Besar (Langkawi)

6°12.32 N  
99°44.18 E

Mer du Nord - Andaman sea - Pulau Langkawi (Malaysia) - Pulau Singa Besar (Langkawi)



160



 Pulau

Singa Besar is located about 17km from Kuah, nestled between the smaller island of Pulau Beras Basah to the west and Pulau Dayang Bunting to the east. The sedimentary rocks on this island are reputed to be among the oldest in Malaysia going back 500 million years.

This island is a wildlife sanctuary where you can find lizards, mouse deer,

macaques, eagles and hornbills roam freely.

At

low tide, parts of the coral bed of Pulau Singa Besar is exposed.

Although rich in coral beds, some of the reefs are dead due to muddy sediments brought by currents from the Straits of Malacca.

Because of its unspoilt natural beauty and prolific flora and fauna, the island was declared as a forest reserve and a permanent bird and animal sanctuary in 1988.

Fresh water is available from a tank on the beach near old building.

You

can have a picnic on the pristine beaches and enjoy swimming in the surrounding waters. There are no hotels or chalets on this island.

Anchor by 3/4 m in mud and shale with excellent holding.

Danger: There's a horse-shoe shaped fringing reef on North side.

Also, beware of submerged rock Lat: 06.15.10'N Long: 99. 44.90'E

***Pulau Singa Besar (Langkawi)***

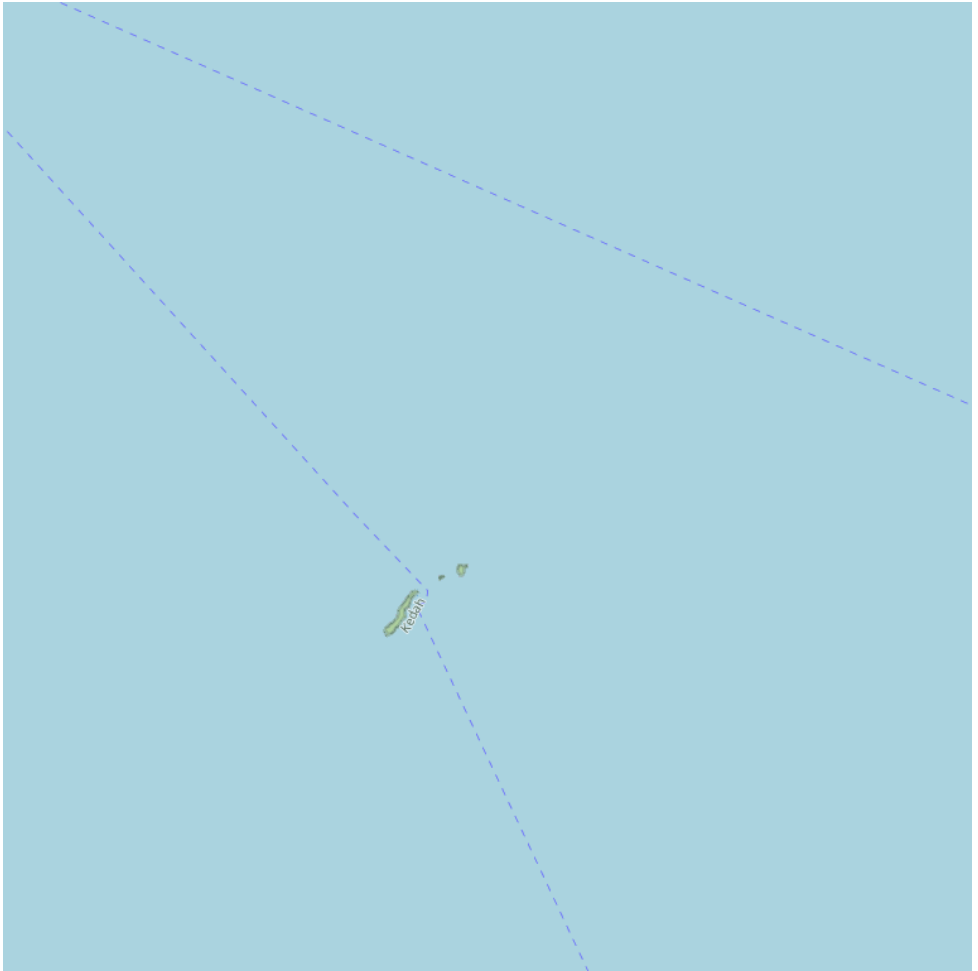





## 8 - Pulau Paya (Langkawi) (Malaysia)

6°03.88 N  
100°02.79 E

Mer du Nord - Andaman sea - Pulau Paya (Langkawi) (Malaysia)



160 

 Pulau Paya lies 6.5 miles E from Pulau Segantang, 88m high, is densely wooded and steep to, except for part of the NE side.

The Pulau Paya Marine Park has been established and special regulations may apply.

Pulau Lembu, 73m high, lies 0.5 mile NE of Pulau Paya. A rock awash lies about 0.1 mile to the N.

In the channel between these two islands lies Pulau Kacha, a rock, 26m high. Near the islands of Pulau Paya and Pulau Lembu there are, with the exceptions mentioned, depths of 23.8 to 29.3m within 0.5 mile of the islands.

A Marine Park, with a radius of approximately 1 mile, encloses Pulau Paya, Pulau Kacha, and Pulau Lembu. Numerous restrictions and prohibitions affect this area.



**Pulau Paya (Malaysia)**

*Pulau Kacha et pulau Lembu*



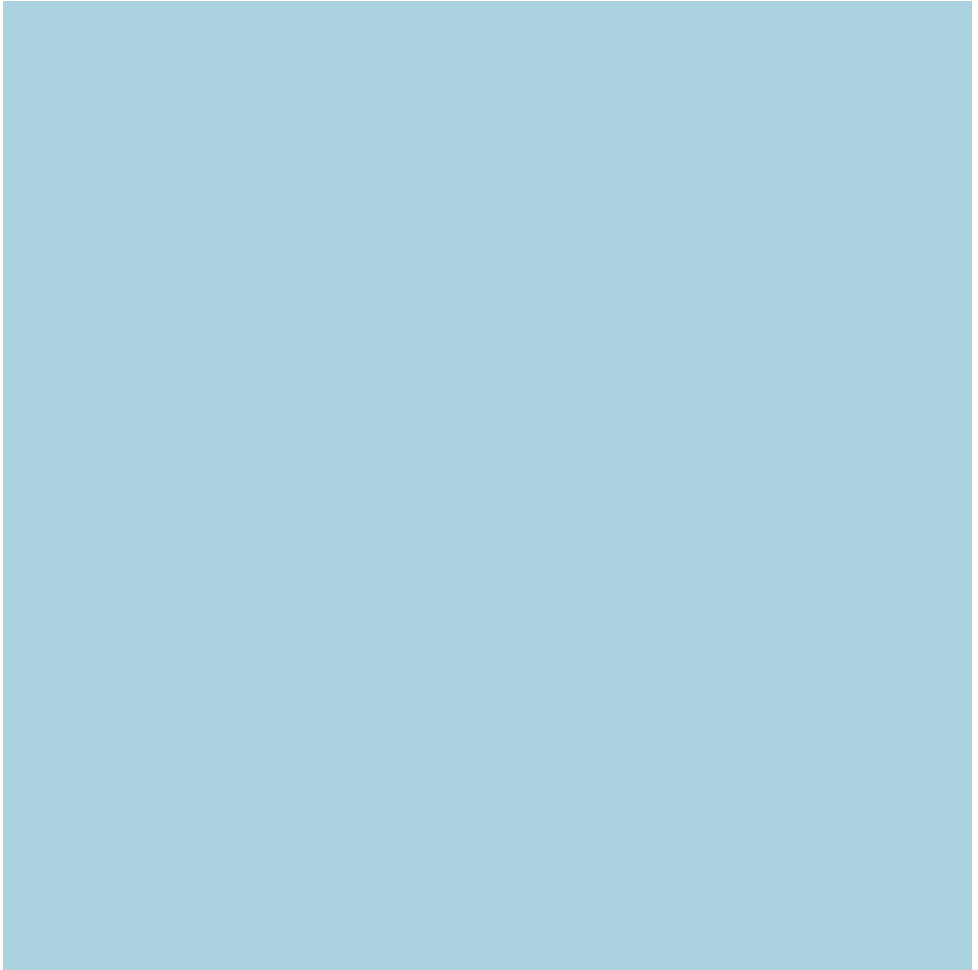
**Pulau Paya (Malaysia)**

*Pulau Paya*

## 9 - Pulau Segantang (Langkawi) (Malaysia)


6°02.53 N  
99°55.72 E

Mer du Nord - Andaman sea - Pulau Segantang (Langkawi) (Malaysia)



160



 Pulau Segantang, consisting of two rocky islets, 25m high, lies about 22 miles W of the Sungai Kedah and 10 miles SE from the S extremity of Pulau Dayang Bunting.

There are depths of 29.3m close to its N and E sides and 34.7m about 2 miles SW.

A Marine Park, with a radius of approximately 1 mile, encloses Pulau Segantang.

Numerous restrictions and prohibitions affect this area.

Caution.?A dangerous wreck, best seen on chart, lies 10 miles SW of Pulau Segantang.

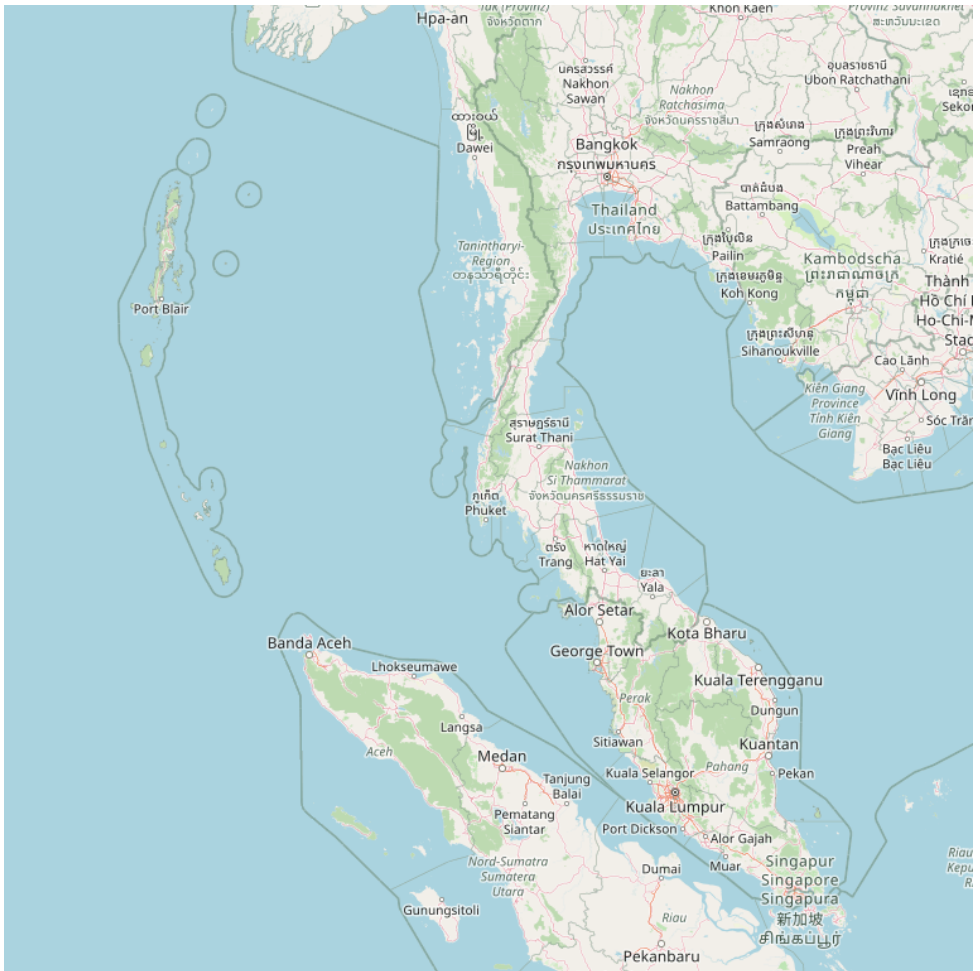
***Pulau Segantang (Malaysia)***




## 10 - North coast of Sumatra (Indonesia)

5°42.50 N  
96°10.14 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 North Sumatra stretches across the island between the Indian ocean and the Strait of Malacca.

It borders Aceh province on the northwest. The province contains a broad, low plain along the Strait of Malacca on which the provincial capital, Medan, is located. In the south and west, the land rises to the mountain range that runs the length of Sumatra; the mountains here are dominated by Lake Toba, formed from the caldera of an ancient volcano.

Several large islands in the Indian Ocean off the coast of Sumatra are part of North Sumatra, most notably Nias, and the Batu Islands.

North Sumatra has international seaport at Belawan, Medan and now to prepare a new seaport at Kuala Tanjung.

**Winds?Weather.**?At the N and NE portion of Sumatera, during the Northeast Monsoon, there is generally a swell on the coast, which gives rise to a considerable sea in the afternoon if accompanied by a stiff sea breeze. Both subside quickly, so that the water is generally smooth at night. At times the monsoon blows strongly for some days, at which times communication with the shore is impracticable.

December and January are considered to be the worst months. The Southwest Monsoon is the best for landing on this portion of Sumatera.

Rain occurs throughout the year in Sumatera. The period of the greater or less rainfall on the N half of the island does not correspond with the periods of the monsoons.

The greatest rainfall on the N coast of Ujung Masam Muka and the off-lying islands usually occurs in the months of October and November, the months preceding the change to the Northeast Monsoon. The least rainfall occurs in February and March, the months preceding the change to the Southwest Monsoon. The rainfall on the off-lying islands is about double that on the N coast. The climate of the N coast of Sumatera (NW extremity) is damp. The temperature ranges from 25° to 35°C. It is subject to great and sudden changes, which may vary in different localities.

On the N and NW coast the months of March and April are hot.

**Tides?Currents.**?The flood sets E on the N coast of Sumatera and the ebb W, rarely exceeding 2 knots at springs.

At neaps, they are sometimes imperceptible, except at the points or over banks and narrow channels.

The currents are affected by the constant current out of the Strait of Malacca, which takes a W direction along the N coast through Sempitan Malaka (Malacca Passage). The currents pass through Selat Benggala (Bengal Passage); for the greater part of the year the ebb current is longer and stronger than the flood current.

**Pilotage.**?Pilotage is compulsory for all the ports of the Republic of Indonesia where pilots are available. Signals for a pilot are in accordance with the International Code of Signals.

**Regulations.**?An extensive prohibited area, in which fishing and other activities not associated with the innocent passage of foreign vessels are prohibited, has been established off the coastline of NW Sumatera and is bound by lines joining

the following positions: a. 5°43.2'N, 94°46.5'E. b. 5°51.0'N, 94°46.7'E. c. 6°13.5'N, 94°59.5'E. d. 6°16.0'N, 95°10.1'E. e. 5°40.4'N, 96°00.5'E. f. 5°29.0'N, 96°49.4'E. g. 5°29.2'N, 97°33.5'E. h. 5°01.0'N, 98°03.4'E. i. 4°33.8'N, 98°25.9'E.

This prohibited area does not apply to foreign vessels supporting offshore terminals. Mariners should consult with local authorities for further information.

Caution. Indonesia has implemented the IALA Maritime Buoyage System. In some areas, however, obsolete systems may still exist. As a result of cataclysmic damage created by a major tsunami in 2004, ports in this sector may be closed; depths, sea bed topography, and buoyage may not be as charted. Mariners are urged to contact local authorities for the latest information.

The coast between Ujung Masam Muka and Tanjung Jambuaair is about 140 miles in length.

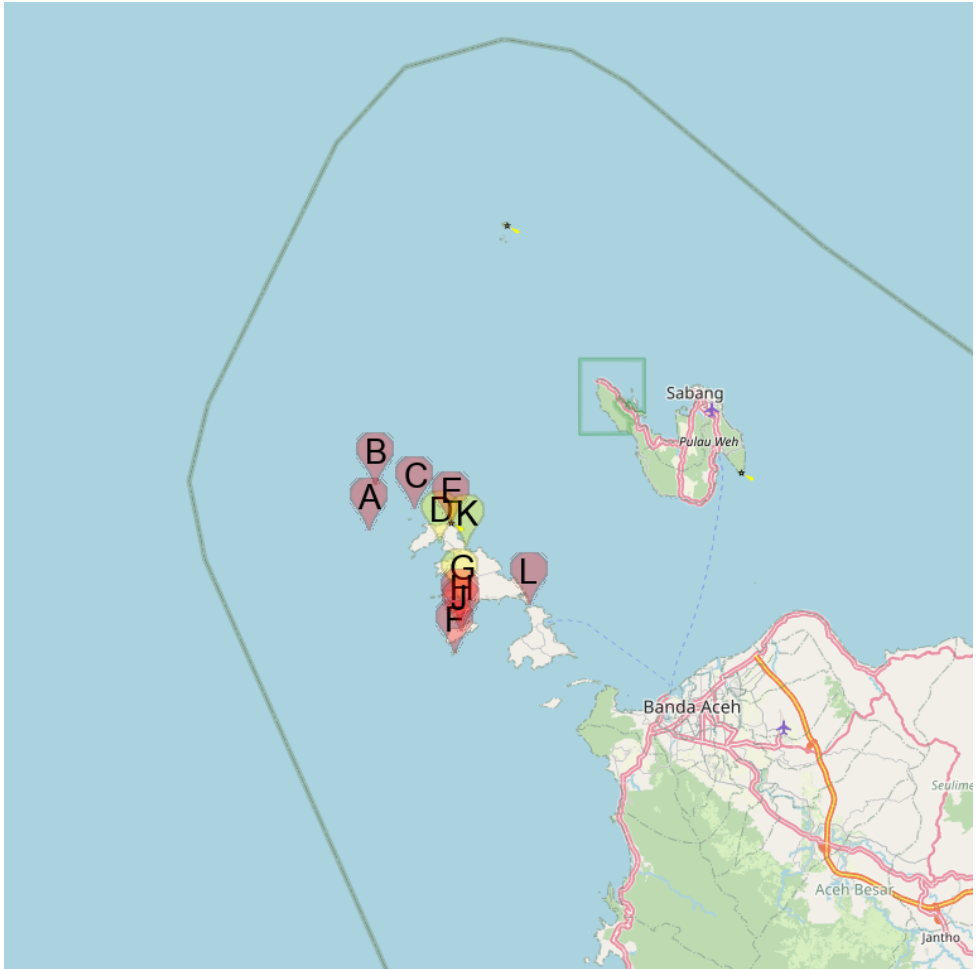
At various distances inland there are several mountain ranges.

Vessels can fix their positions by using these mountain peaks. Many of these peaks are within 12 miles of the coast.


## 10.1 - Pulau Breueh (Aceh - N Sumatra)

5°43.45 N  
95°01.91 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



- |  |                                      |
|--|--------------------------------------|
| <b>A</b> Terumbu Sarang rock (N Breueh)          | <b>B</b> Pulau Benggala (N Breueh)   |
| <b>C</b> Pulau Lheeblah (N Breueh)               | <b>D</b> Balken Bay (NW Breueh)      |
| <b>E</b> Menara Suar Gapeu lighthouse (N Breueh) | <b>F</b> Pulau Gepon (SW Breueh)     |
| <b>G</b> Lhok Lambaro (SE Breueh)                | <b>H</b> Aroith Keureuse (SW Breueh) |
| <b>J</b> Pulau Keureuse (SW Breueh)              | <b>K</b> Lhok Leuenbale (NE Beueh)   |
| <b>L</b> Aroih Lampuyang (SE Breueh)             |                                      |

 Pulau Breueh (pulau Brouch), about 20 NM S of pulau Rondo, is the largest of the westernmost island off Ujung Masam Muka.



It attains a height of 685m at Ceumo (Tjeumo), a summit in the middle of the island.

This is a rugged island, with several bays affording anchorage according to the prevailing monsoon.

A light is shown from the N extremity of the island.

The coast is generally steep and craggy from the sea, but in a few places ledges and rocks extend 0.25 mile offshore; there are sandy beaches within the bays and along almost all the S coast.

Vessels approaching Pulau Beueh (Pulau Breueh) from the W are cautioned to give it a wide berth, because of the tide rips and strong currents off Northwest Island (Pulau Benggala).

Lho Leuen Bale, on the NE side of Pulau Breueh, is nearly 1.5 miles wide between its entrance points, with a depth of about 33m on a line joining them.

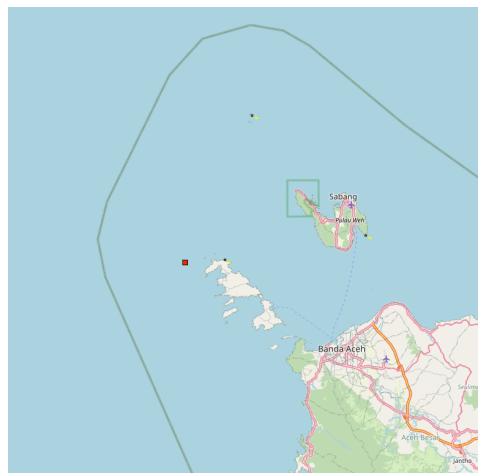
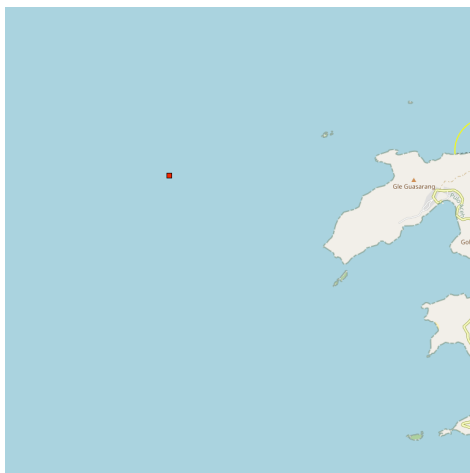
Ujung Puneus (Ujung Peuneu), the N entrance point, is precipitous, with a depth of 34.7m close-to. A strong tidal current usually sets N past Ujung Puneus.


The bays on the W side of Pulau Breueh are not available during the Southwest Monsoon.

### 10.1.1 - Terumbu Sarang rock (N Breueh)

5°44.62 N  
94°58.08 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



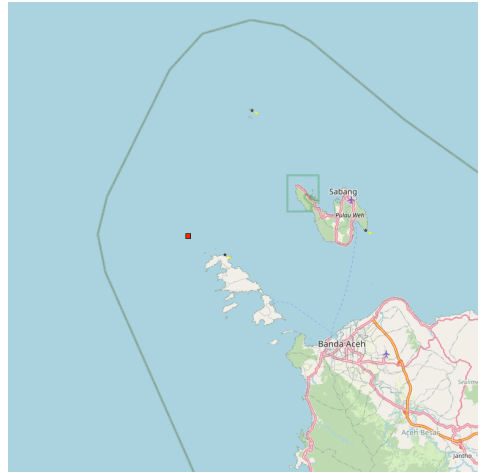
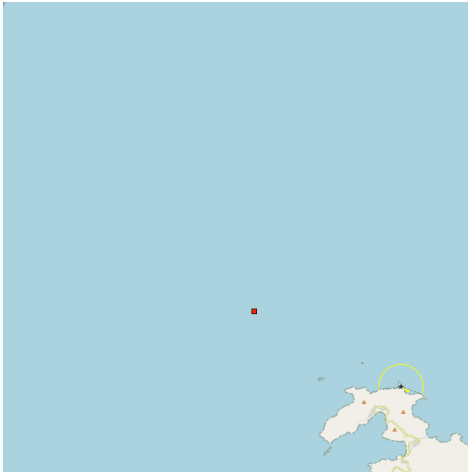
 Terumbu Sarang or "Fleurs Rock", a rock awash, lie 2 NM NW of the W point of Pulau Breueh.


The water in the vicinity of Fleurs Rock is discolored, and breaks at times.

### 10.1.2 - Pulau Benggala (N Breueh)

5°47.56 N  
94°58.49 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)

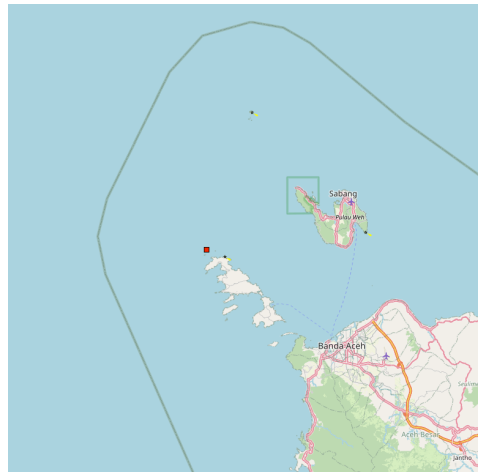
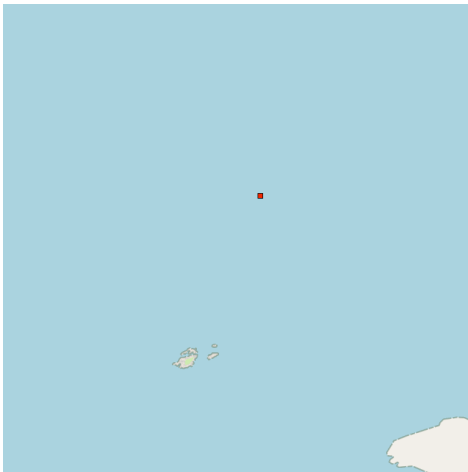



 Pulau Benggala (Northwest Island), bearing 295°, distance about 5.7 miles from the light on Pulau Breueh, is a small, rocky island fringed by a narrow reef of rocks.

### 10.1.3 - Pulau Lheeblah (N Breueh)

5°45.99 N  
95°01.01 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



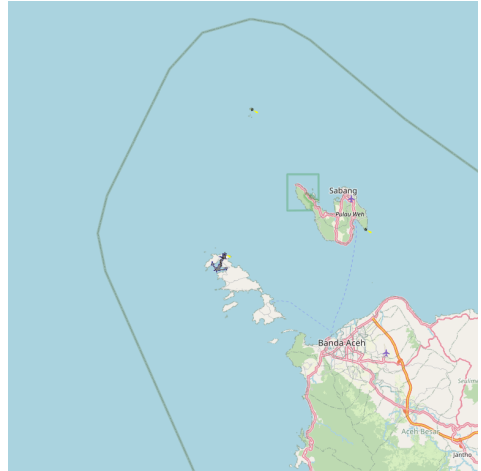
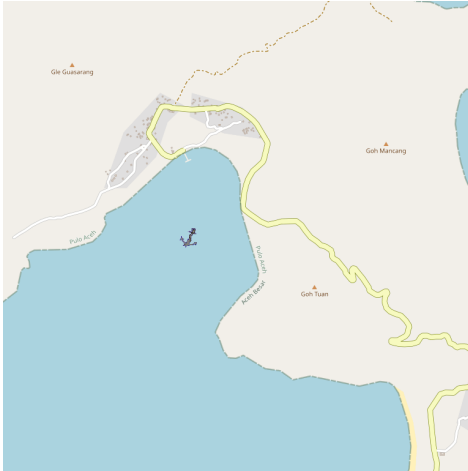
 Pulau Lheeblah (Kegel Island), the N island, lies about 2 miles 305° from the light on pulau Breueh. The sea will break on these islands even in moderate weather.


There is a passage between Pulau Benggala (Northwest Island) and the inner islands but it is recommended to pass outside them all.

## 10.1.4 - Balken Bay (NW Breueh)

5°43.83 N  
95°02.68 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



 During the NE monsoon we can anchor in Balken Bay or Meulingge bay, in depths of from 14,6 to 16,5 m.

In the Southwest Monsoon there is a considerable swell and sea.

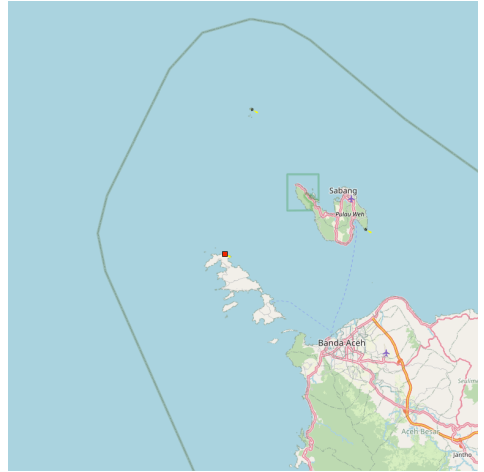
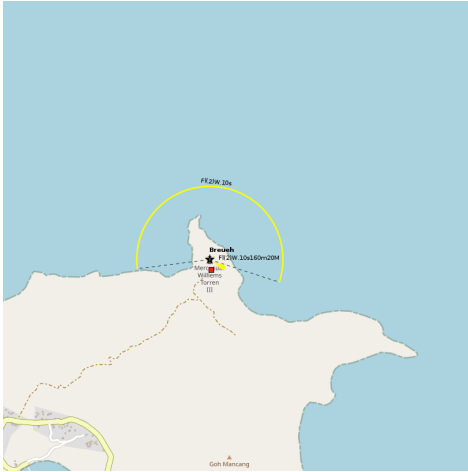



## 10.1.5 - Menara Suar Gapeu lighthouse (N Breueh)

5°45.01 N  
95°03.44 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)





 Stone tower with lantern and gallery, painted red with one very broad white horizontal band.

This light marks the extreme northwestern corner of Indonesia.

Breueh island was devastated by the tsunami of 26 December 2004, but this lighthouse

was far above the waves. Some of its support buildings

were destroyed,  
however.



*In the far north, east of Meulingge the unique historical remnant; the 132 year old light house "Willem's-Toren", still in operation. Willem's Toren is worth a visit. Besides the tall classical tower, there are buildings from three different times.*

*The oldest buildings are intertwined by roots and trees. Two generators from the 1940ies are still producing the needed electricity. The light house staff can help out with information, show you around and to cook some noodles and coffee, but bring the food stuff and give some money in a handshake for their help.*


## 10.1.6 - Pulau Gepon (SW Breueh)

5°36.67 N  
95°03.64 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra) - Pulau Gepon (SW Breueh)



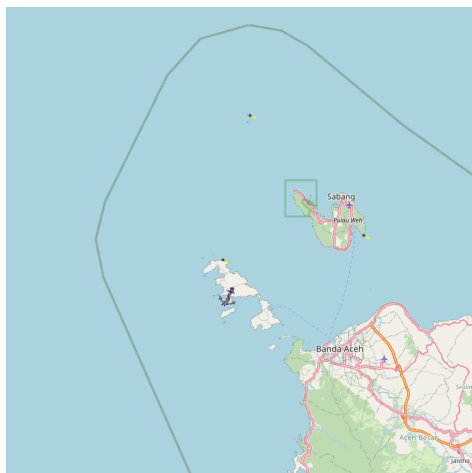
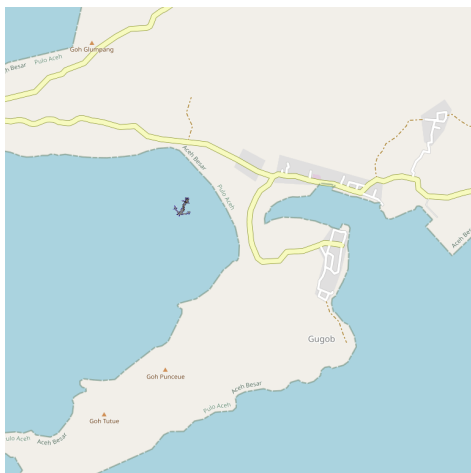
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 Pulau Gepon is a group of four islands 0.5 mile in length, lying about 0.5 mile off the S side of Pulau Keureuse. The area has not been closely surveyed. The islands may be approached close-to as all the rocks dry and are located near the shore. The tidal currents are weak between Pulau Gepon and Pulau Kereuse.

## 10.1.7 - Lhok Lambaro (SE Breueh)

5°40.05 N  
95°03.96 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



 S of Balken Bay, affords anchorage during the Northeast Monsoon.

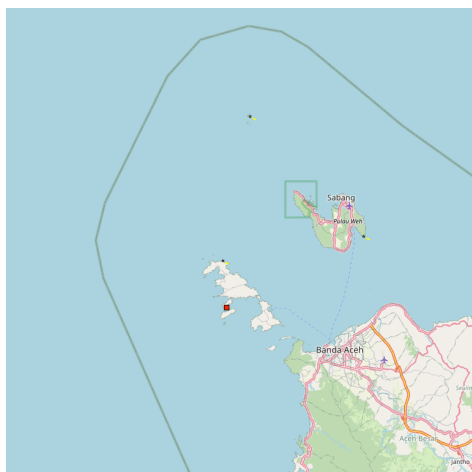
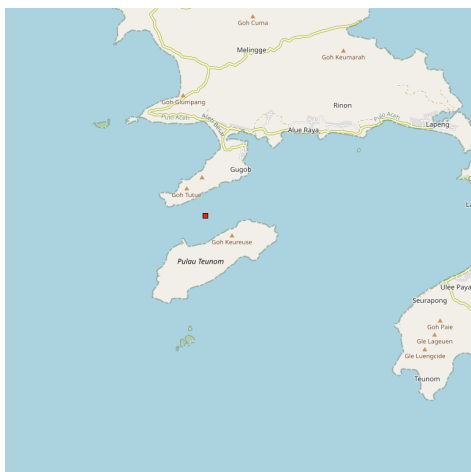
A good position, in a depth of 16.5m, is with the NW point of the bay bearing 292°, and the S point 190°.

The passage between the N entrance point of Lhok Lambaro and the W side of Pulau (Poelau) Klappa is not recommended even though it has adequate depths because of its seas and currents.

### 10.1.8 - Aroith Keureuse (SW Breueh)

5°38.72 N  
95°03.96 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



Aroih Keureuse is the passage between Pulau Breueh and Pulau Keureuse. The passage has a least depth of 12.8m with a least width of about 0.4 mile and is navigable.

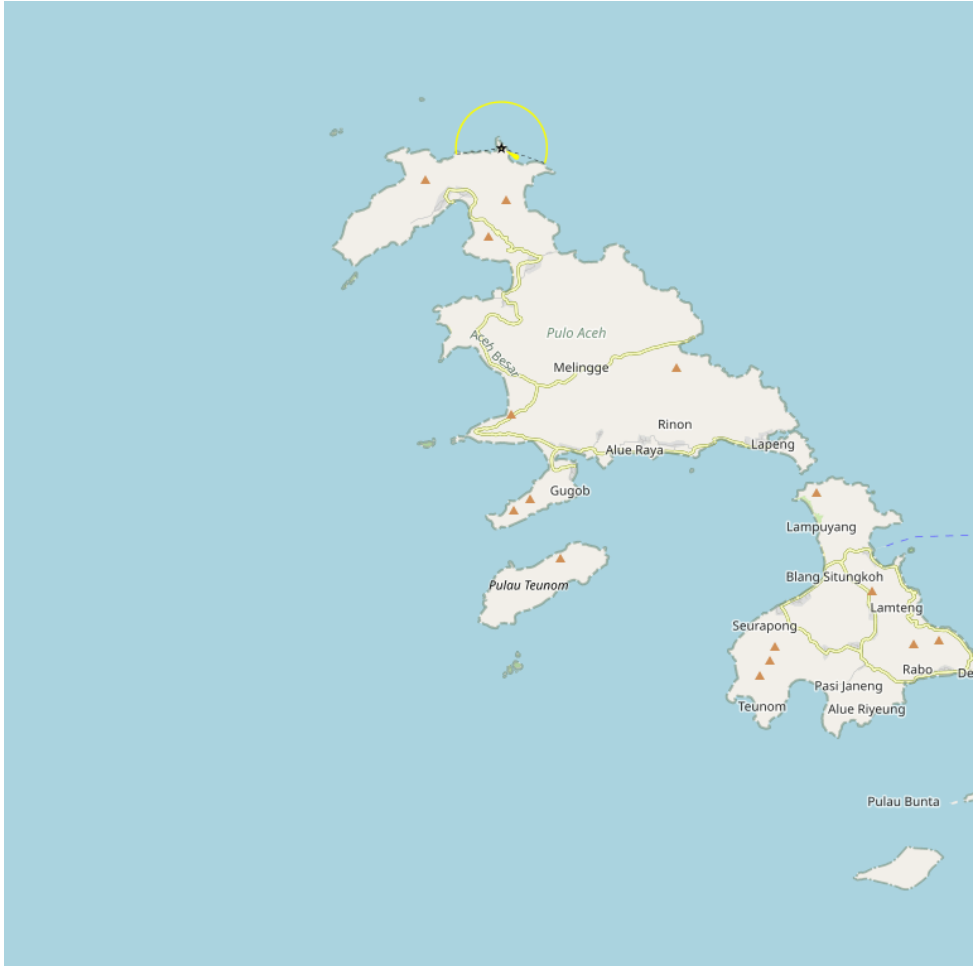
The tidal currents are strong, attaining a maximum velocity of 5 knots.




## 10.1.9 - Pulau Keureuse (SW Breueh)

5°38.04 N  
95°04.08 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra) - Pulau Keureuse (SW Breueh)



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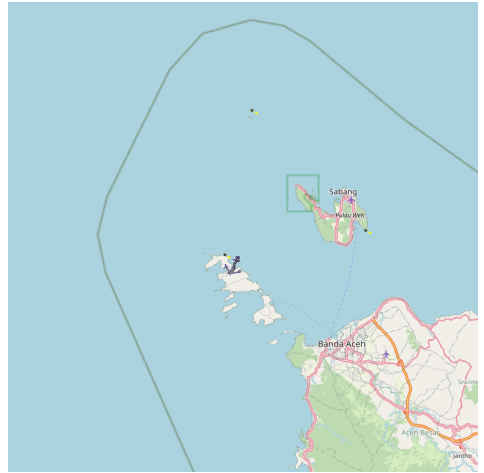
 Pulau Keureuse (Nasi Kecil) or pulau Teunom, lies about 0.6 mile off the SW end of Pulau Breueh.


A sand bank, with depths of less than 5.5m, extends NE for a distance of about 0.3 mile from the NE coast.

## 10.1.10 - Lhok Leuenbale (NE Beueh)

5°43.52 N  
95°04.45 E

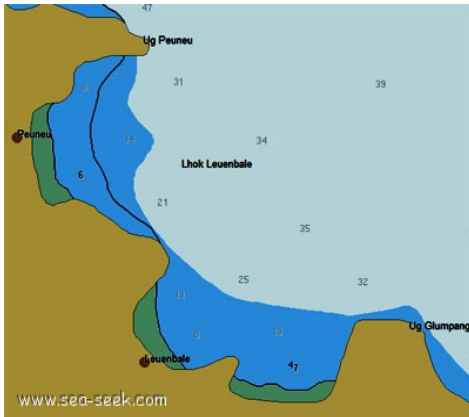
Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



 Good anchorage may be obtained during the Southwest Monsoon, in a depth of 12.8m, in Lhok Leuenbale, close SW of Ujung Puneus, on NE of Breueh island.

Squalls from the hills are sometimes violent, the water is smooth, but a considerable sea sets in during the Northeast Monsoon.

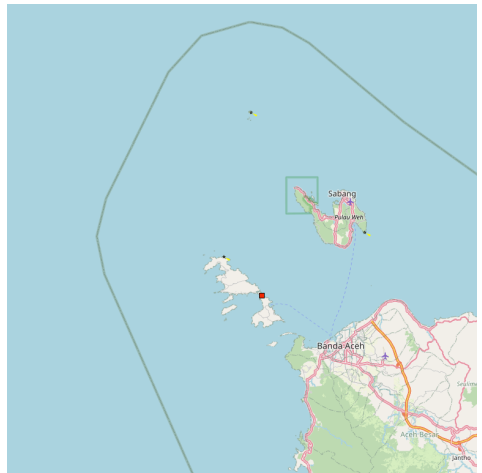
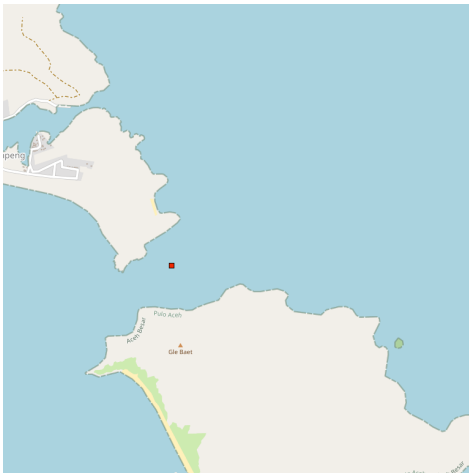





### 10.1.11 - Aroih Lampuyang (SE Breueh)

5°39.79 N  
95°08.54 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Breueh (Aceh - N Sumatra)



 Aroih Lampuyang is a rocky channel about 183 m wide, with a fairway depth of 20.1m.

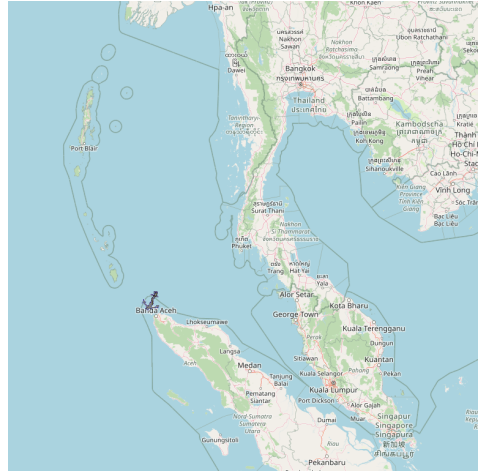
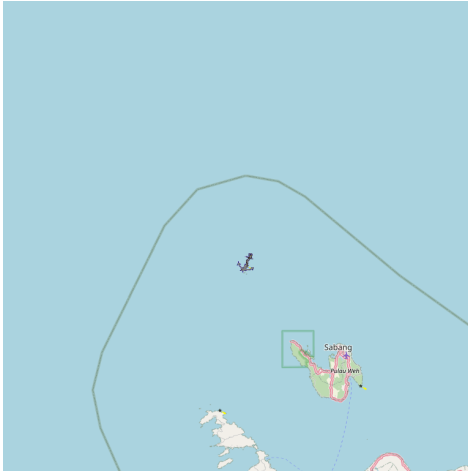
The passage should only be used by small vessels as the tidal currents are uncertain and the shoals bordering the fairway are unmarke.


### 10.2 - Pulo Rondo (Aceh - N Sumatra)

6°04.76 N  
95°06.81 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)





 Pulau Rondo is the northwesternmost of the islands lying off Ujung Masam Muka, the NW point of Sumatera, about 15 NM NW of Beueh island.

The island is 153m high, wooded, steep-to on its N side, and about 30 miles offshore. It appears from all sides as a flattened half sphere. Rocky islets lie on a reef which extends about 1 mile S from the islands SW side and is steep-to on its outer edge. Ocean-going vessels bound E pass N of Pulau Rondo.

The island

is inhabited and is sometimes visited by scuba divers. There is also a small Indonesian military outpost on the island. Accessible only boat.

An off-lying bank, with a least depth of 51m, coral rock and sand, lies with its center located about 13 miles NW of Pulau Rondo.

Anchorage may be obtained, in a depth of about 14m, during the Northeast Monsoon, with the SW extremity of Pulau Rondo bearing 103° and the NW extremity bearing 044°.

There are strong tide rips off the island and up to 20 miles WNW.

Pulau Rondo has askeletal tower with lantern and gallery, painted white.



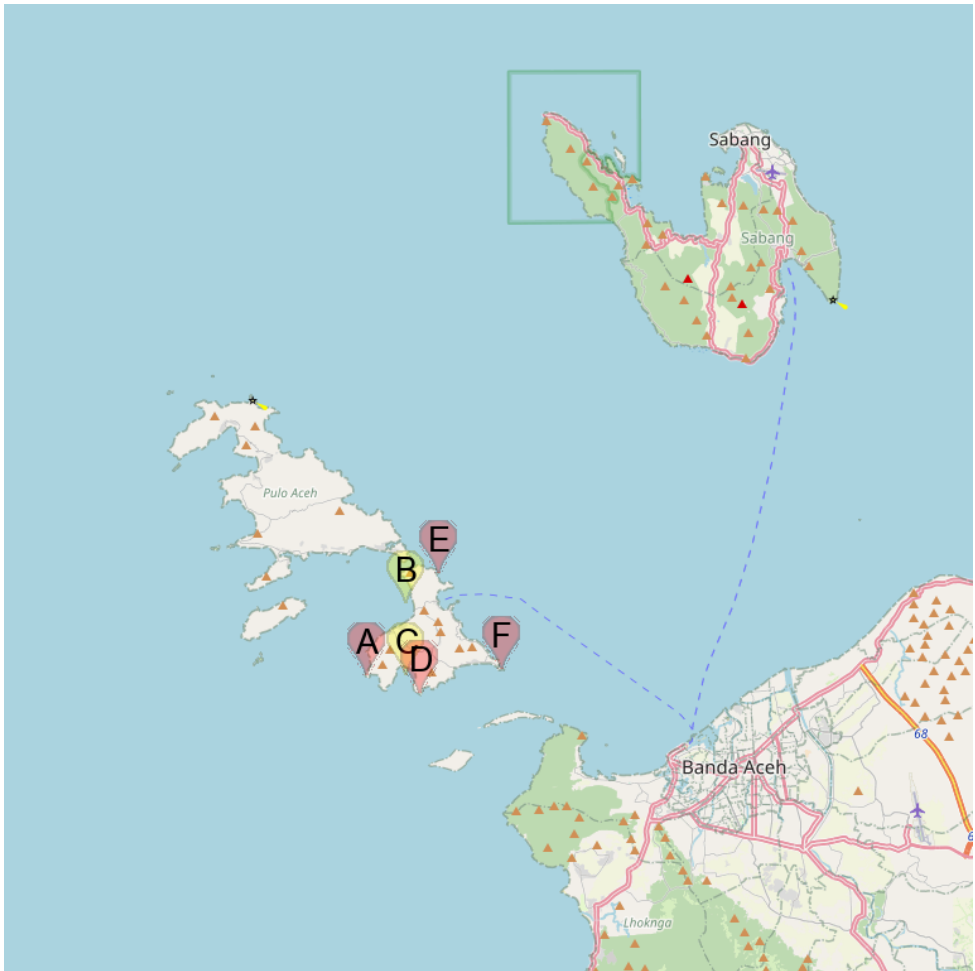
*Rondo spot*  
*Pulau Rondo lighthouse*



## 10.3 - Pulau Peunasoe (Nasi) (SE Breueh)

5°37.35 N  
95°09.27 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)



**A** Ujung Naleueng (NW P Nasi)


**B** Lhok Pasijaning (NW P Nasi)

**C** Lhok Alurayeun (SW P Nasi)

**D** Ujung Bau (S Nasi)

**E** Pulau Tangkora (NE P Nasi)

**F** Ujung Eumpee (SE P Nasi)

 Pulau Nasi (Peunasoe or Aceh island), nearly joins the SE point of Pulau Breueh, being separated by Aroih Lam Puyang.

The coast line is rocky in places with sandy beaches chiefly on the W side.

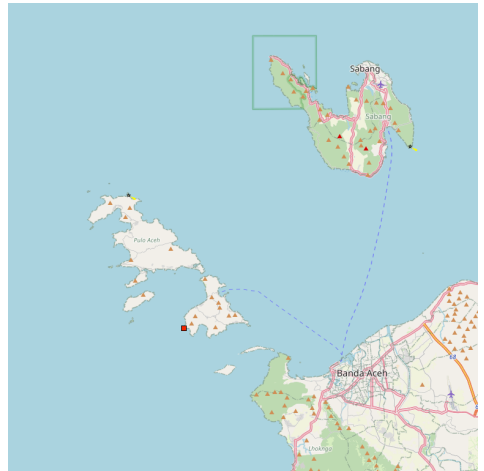
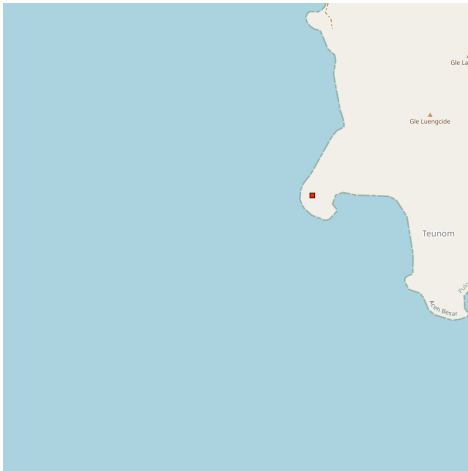



**Pulau Peunasoe (Nasi) (SE Breueh)**

### 10.3.1 - Ujung Naleueng (NW P Nasi)

5°36.15 N  
95°07.16 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)



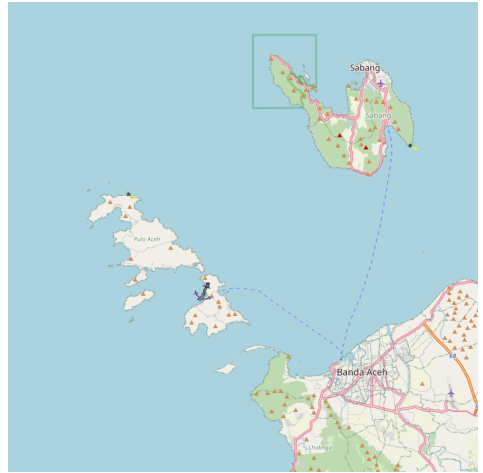
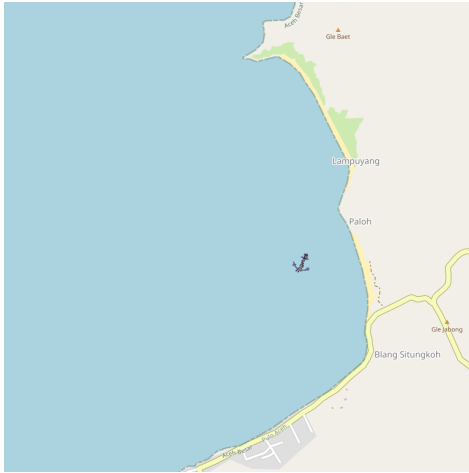
 Ug Naleueng (Ug Batee), the SW extremity of Pulau Nasi, is the NW point of W entrance.


### 10.3.2 - Lhok Pasijaning (NW P Nasi)

5°38.48 N  
95°08.42 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)





 On the W side of Pulau Nasi is Lhok Pasijanang.  
 During the Northeast Monsoon, there is good anchorage, in depths of 11 to 14.6m, fine sand. It is not available to anchor during the Southwest Monsoon.



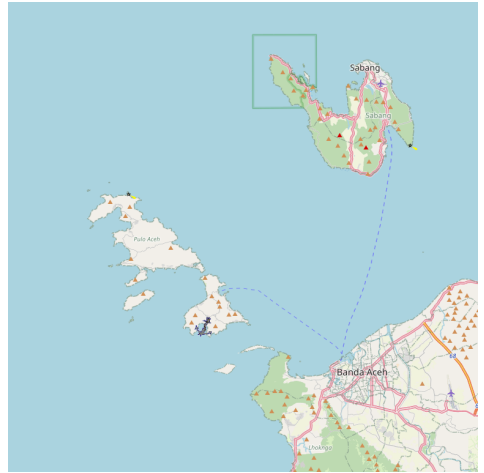
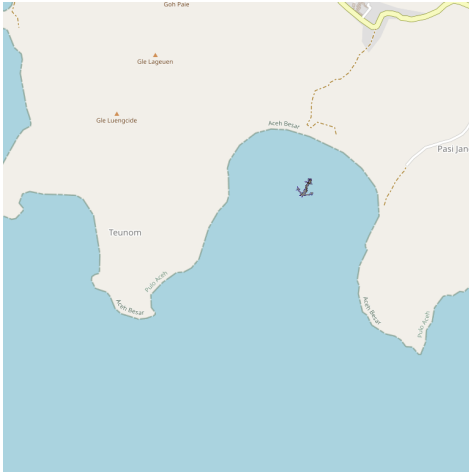
### 10.3.3 - Lhok Alurayeun (SW P Nasi)

5°36.17 N  
95°08.44 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)







🇬🇧 Lhok Alurayeun is on SWside of Pulau Nasi.  
 It's a temporary anchorage by about 12,8 to 18,3 m.  
 During W winds the anchorage is not tenable.

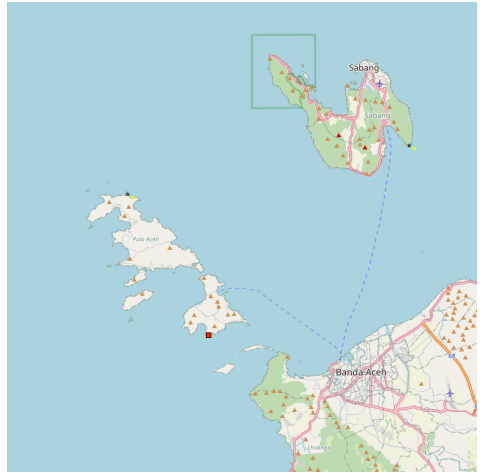
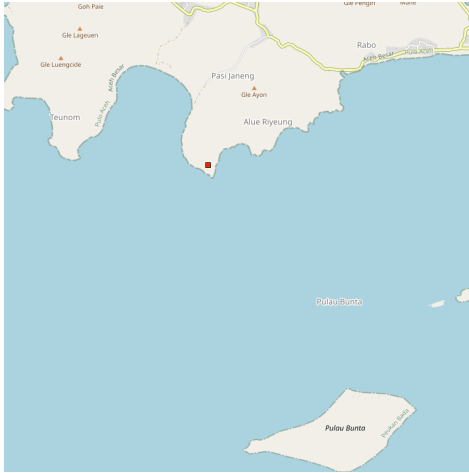



### 10.3.4 - Ujung Bau (S Nasi))

5°35.59 N  
 95°08.90 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)



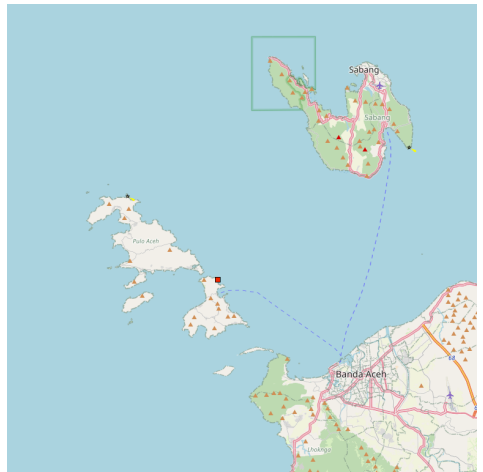
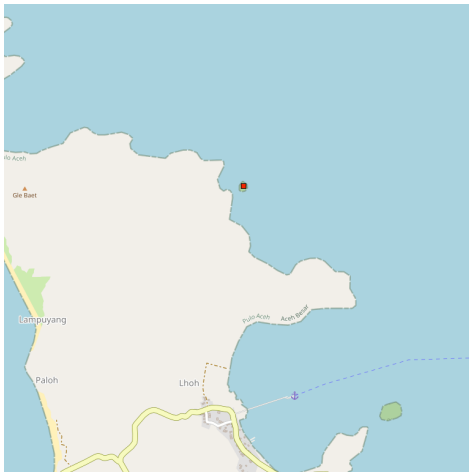



 Ujung Bau (or Baku, Oedjoeng Baoe) is a cape in the region of Aceh, the country of Indonesia with an average elevation of 80 meter above sea level. The location is sparsely populated

### 10.3.5 - Pulau Tangkora (NE P Nasi)

5°39.47 N  
95°09.50 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)



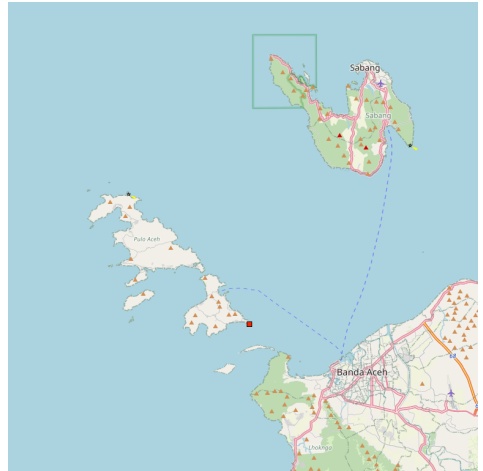
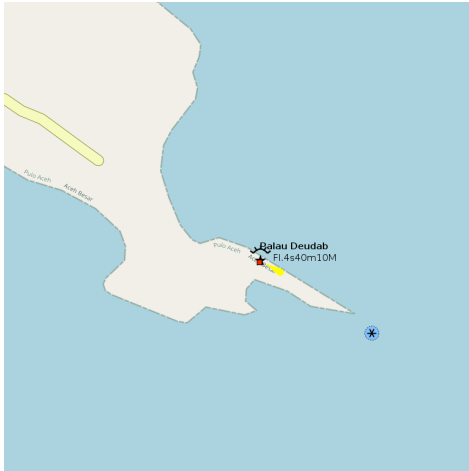
 On the NE side of Pulau Nasi sunken rocks extend out of the 10 m curve. Vessel without local knowledge should not go inside the line.

### 10.3.6 - Ujung Eumpee (SE P Nasi)

5°36.35 N  
95°11.56 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Peunasoe (Nasi) (SE Breueh)





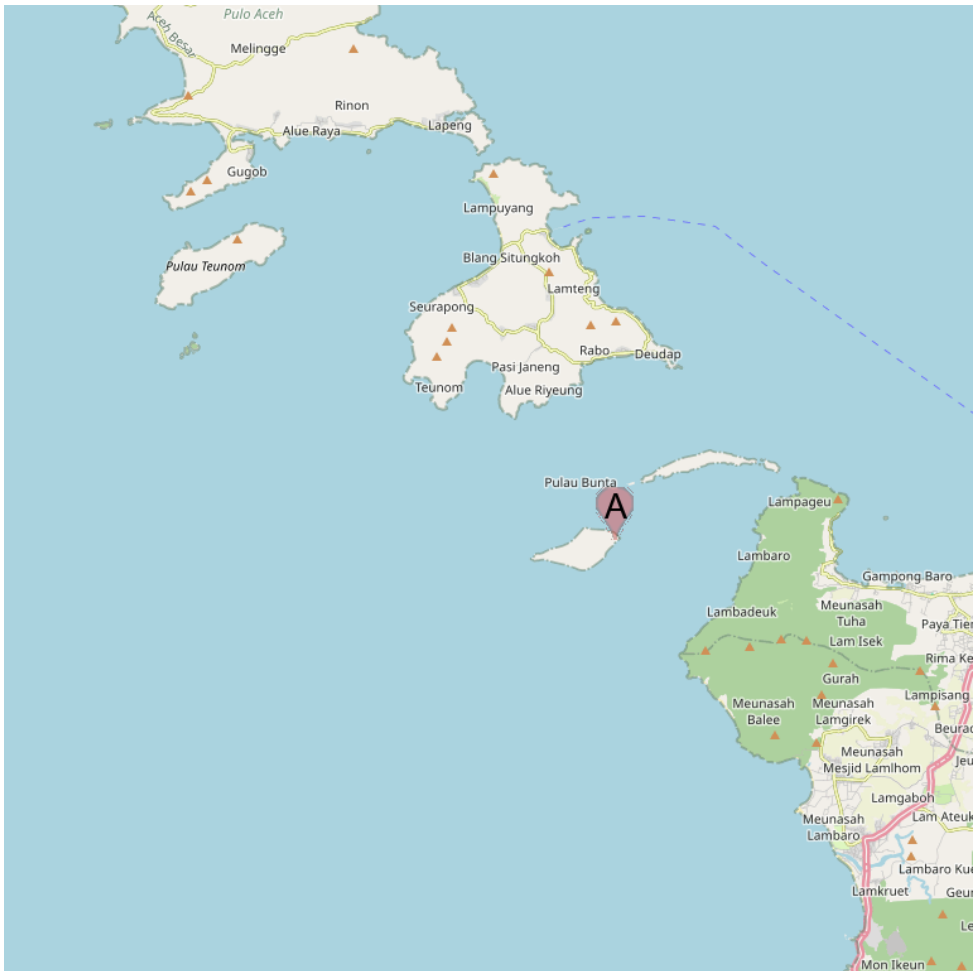
🇬🇧 Located at the SE extremity of Pulau Nasi.





## 10.4 - Pulau Bunta (S P Nasi)

5°33.36 N  
95°09.81 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Bunta (S P Nasi)



 Ujung Bada (P Bunta)

 Pulau Bunta (Pulau Boenta) lies between Aroiha Raya and Aroiha Cut (Aroiha Tjoet).

Pulo Bunta is the least interesting of the bigger islands in Pulo Aceh. It has a light house and a few beaches, but difficult to swim due to the barrier reefs and strong currents. There are no people living here except the lighthouse staff.

A vessel approaching from the S should give the W point of Pulau Bunta a berth of at least 1 mile. When the N point of that island bears 090°, pass N, and then

NE.

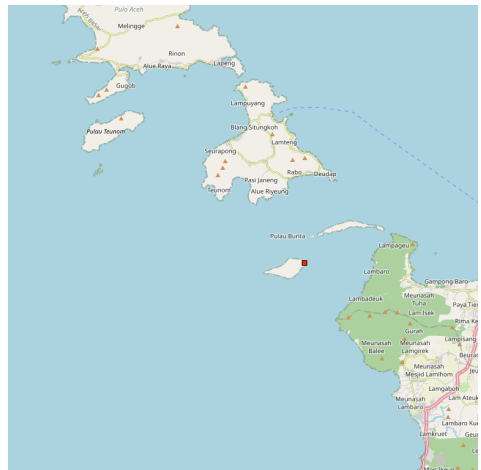



***Pulau Bunta (S P Nasi)***

#### 10.4.1 - Ujung Bada (P Bunta)

5°33.52 N  
95°10.57 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Bunta (S P Nasi)



 Approx. 40 m square skeletal tower with lantern and gallery, painted white.

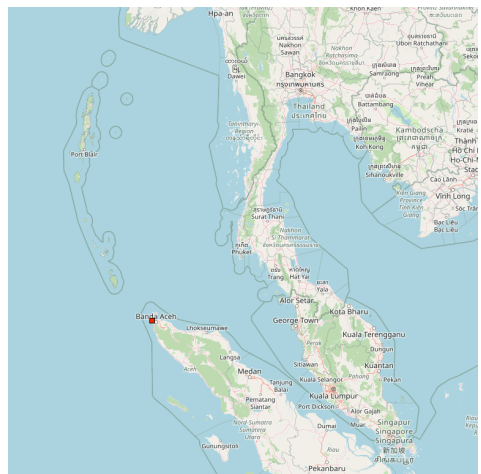
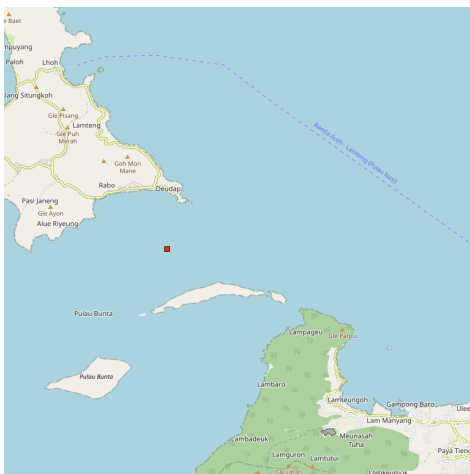
This light marks the beginning of the approach to Banda Aceh from the Indian Ocean.



## 10.5 - Aroiha Raya (Cedar passage) (SE P Nasi)

5°35.51 N  
95°11.24 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



Aroiha Raya (Cedar passage) lies between Pulau Nasi on the N and Pulau Bunta (Boenta) and pulau Batee on the S. It is about 1,7 NM wide.

A rock, awash, with sunken rocks N of it, lies about midway between the

entrances to Cedar Passage.

In Aroi h Raya, the current reaches its greatest strength along the N coast of Pulau Batee. Vessels must beware of an eddy at ebb tide flowing due S of the SE point of Pulau Peunasoe and a strong current setting in between the W point of Pulau Batee.

Tides rips, at times appearing almost like breakers, form in Aroi h Raya and Aroi h Cut. They are most violent during the ebb current in the Southwest Monsoon and during the flood in the Northeast Monsoon, that is, with the wind against the current.

In the latter season they are comparatively moderate.

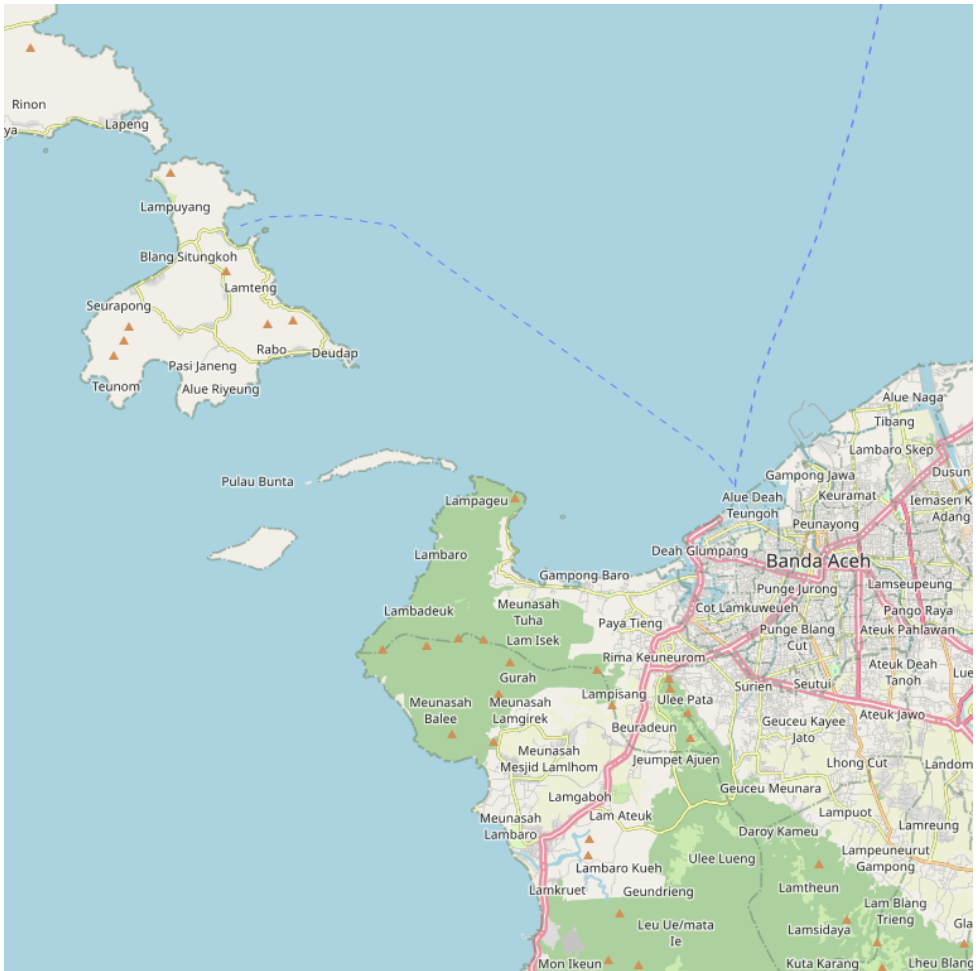
They are sometimes dangerous to small vessels at anchor in the passages.

Directions.?Aroi h Raya should be used only by power vessels because of the strong tidal currents.

## 10.6 - Pulau Batee (S P Nasi)


5°34.71 N  
95°11.95 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Batee (S P Nasi)



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 Pulau Batee, lying about 1 mile NE of the E end of Pulau Bunta, is mostly wooded, and rises to 129m.

The island is long and narrow. The mountain range runs along its NE side.

Pulau Batee is bordered at its E side by Pulau Lumpai and at the W side, by Pulau Usamlakoh .

The spectacular scenery and abundance of marine life make Pulau Batee a



favourite spot for divers.

On that island you can enjoy fishing and snorkelling, as well as jungle trekking or explore under water caves.

The flood sets E from about LW to about HW at rates of from 3.5 to 4 knots and the ebb W at rates of 4.5 to 5 knots. The ebb is usually of longer duration than the flood and there is but little slack water. At neap tides and also during the Northeast Monsoon there is little or no or flood or ebb current.

A dangerous eddy is off Lumpat; when combined with the tidal current between Pulau Bunta and Pulau Batee, it can cause a confused sea. Sometimes this assumes the character of a whirlpool.

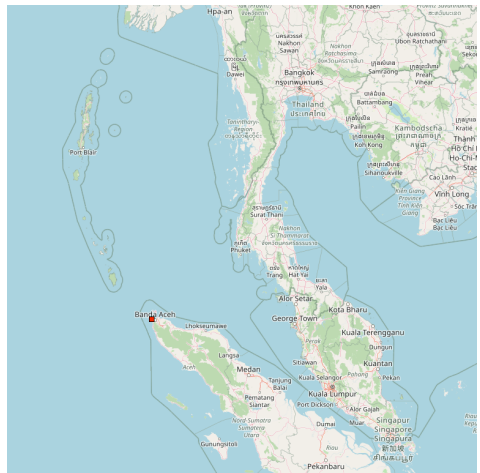
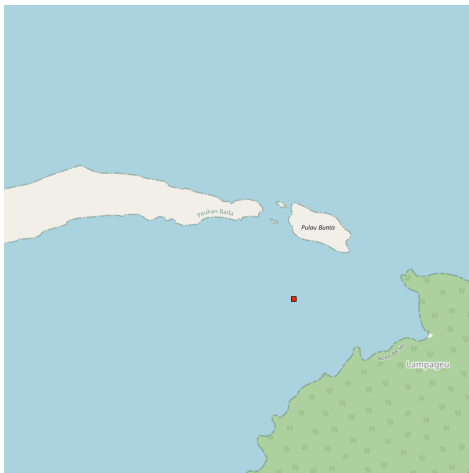
### ***Pulau Batee (S P Nasi)***



## **10.7 - Aroih Cut (Aroih Tjoet) (S P Batee)**

5°34.41 N  
95°13.01 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



**Aroih Cut (Aroih Tjoet) is funnel-shaped and narrows from about 2 miles in its**

W entrance to less than 0.2 mile at Ujung Masammuka, with depths of 16.5 to 49.3m.

The flood current sets NE directly through the passage, and the ebb in the opposite direction, at rates of 5 to 6 knots at springs.

In the narrowest part, abreast of Lumpai the eddies make steering difficult.

Depths from 33 to 59m were reported to lie about 3 miles N of Ujung Bau.

Aroi Cut (Aroi Tjoet) may be used by small vessels with a speed of not less than 8 knots.

A vessel approaching from S should steer for Ujung Raya, which is difficult to identify from a distance.

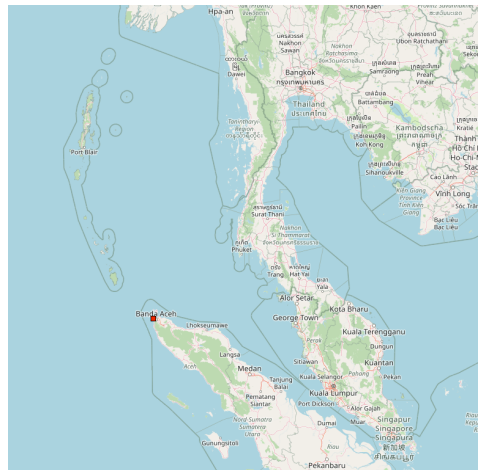
After rounding this point steer for the NE entrance of the strait. A good speed must be maintained when passing through this narrow passage.


A vessel bound W through Aroi Cut (Aroi Tjoet) should steer for the summit of Pulau Bunta, bearing about 247°, passing midway between Ujung Masammuka and Lumpai, then closing the SE shore of the passage, especially during the W currents.

## 10.8 - Ujung Masammuka (NW Sumatra coast)

5°34.48 N  
95°13.55 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Ujung Masammuka ( or Masam Muka) with Ug Raya located 3,5 miles to SSW of it, form the extremity of the island of Sumatra.

Between Masammuka and Ujung Baka, about 14 miles ENE, the coast is rocky and steep for about 1 mile SE of the former, then it is sandy.

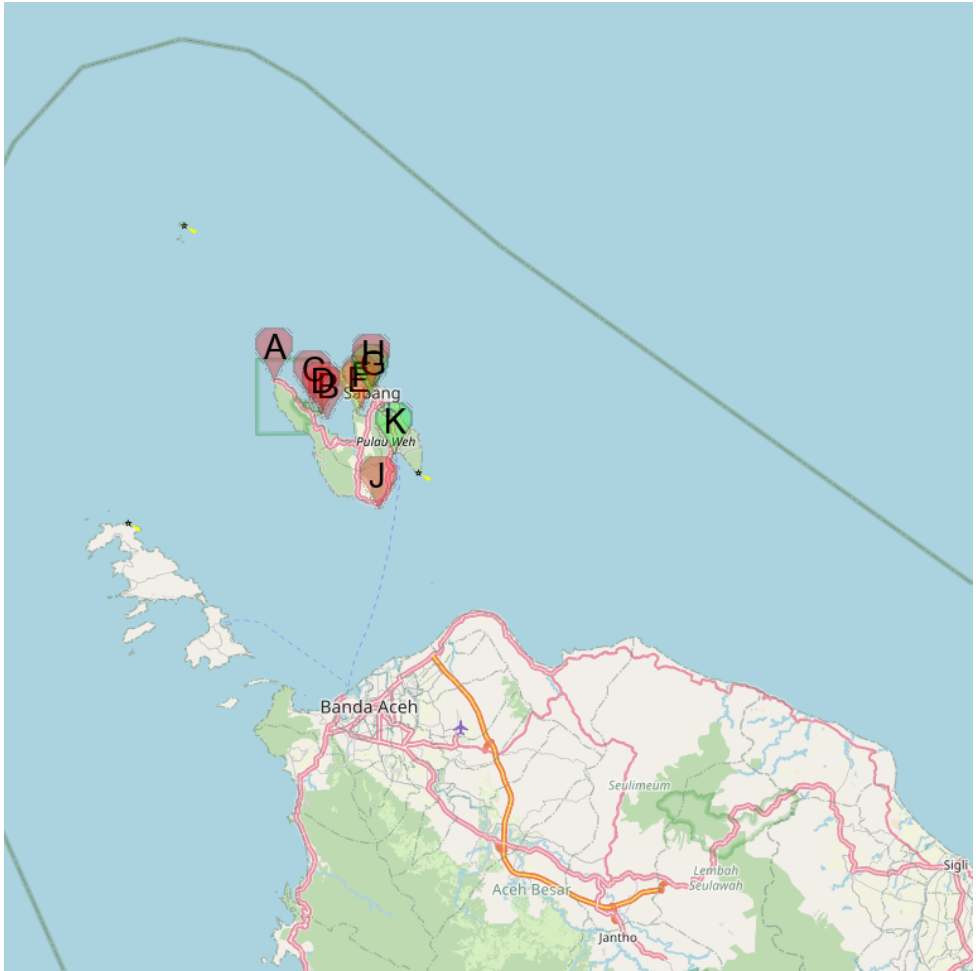
Except off Ujung Masam Muka, the depths decrease gradually towards the coast. The bottom is composed of black sand for about 3 miles offshore, and white sand and shells beyond that.

The mouth of a shallow lagoon lies close E of Ujung Pantu (Ujung Pantjoe), located about 1 mile ESE of Ujung Masam Muka.

## 10.9 - Pulau Weh (N Sumatra)

5°50.21 N  
95°17.77 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)




- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| <b>A</b> Ujung Bau (NW Weh)           | <b>B</b> Lhok Prialaut (N Weh)        |
| <b>C</b> Pulau Rubiah (N Weh)         | <b>D</b> Ujung Batumeurunrung (N Weh) |
| <b>E</b> Lhok Kruengraya (NW Weh)     | <b>F</b> Pulau Klah (Teluk Sabang)    |
| <b>G</b> Teluk Sabang (NE Weh)        | <b>H</b> Ujung Tapagajah (NE Weh)     |
| <b>J</b> Karang Berduri rock (SW Weh) | <b>K</b> Teluk Balohan (SE Weh)       |



### Pulau Weh (N Sumatra)

Saya sangat senang sekali. Karena sangat indah dan gk kotor

 Pulau Weh ((by the local population commonly referred to only as "Sabang", the name of the largest city), the largest of the islands off the N coast of Sumatra, is separated from the coast of Sumatra by Sempitan Malacca (Malacca passage), about 9 NM wide.

Kulam, the highest point of the island, is 657m high and is located 2 miles N of the SW point of the island.

Except in a few places the coast is rocky, with the exception of Karang Berduri located off the S extremity of the island. Vessels can approach the island fairly close at any point. The E and W coasts are fairly straight, with deep water generally close to the N coast is indented by Lhok Perialakot and Teluk Sabang, and the S coast by Teluk Balohan.

Safe anchorage can only be obtained in the innermost portion of the large bays near the shore.

The W coast is bold, except for a sandy bay near its center. There is an explosive dumping ground centered 7 miles WNW of Ujung Bau.

The island is known for its ecosystem; the Indonesian government has declared 60 square kilometres (23 sq mi) of inland and sea around the island as a wildlife protection area.

Coral reef areas around the island are known for their large variety of fish species.

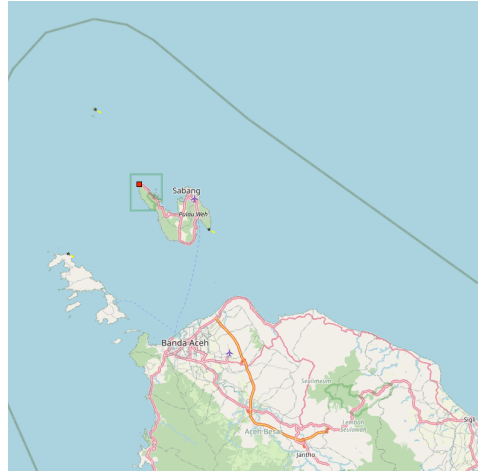
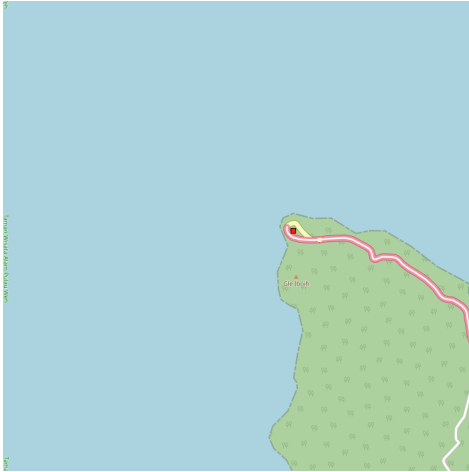
There are four islets surrounding Weh Island: Klah, Rubiah, Seulako, and Rondo. Among those, Rubiah is well known for diving tourism, because of its coral reefs.


### 10.9.1 - Ujung Bau (NW Weh)

5°54.35 N  
95°13.01 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)





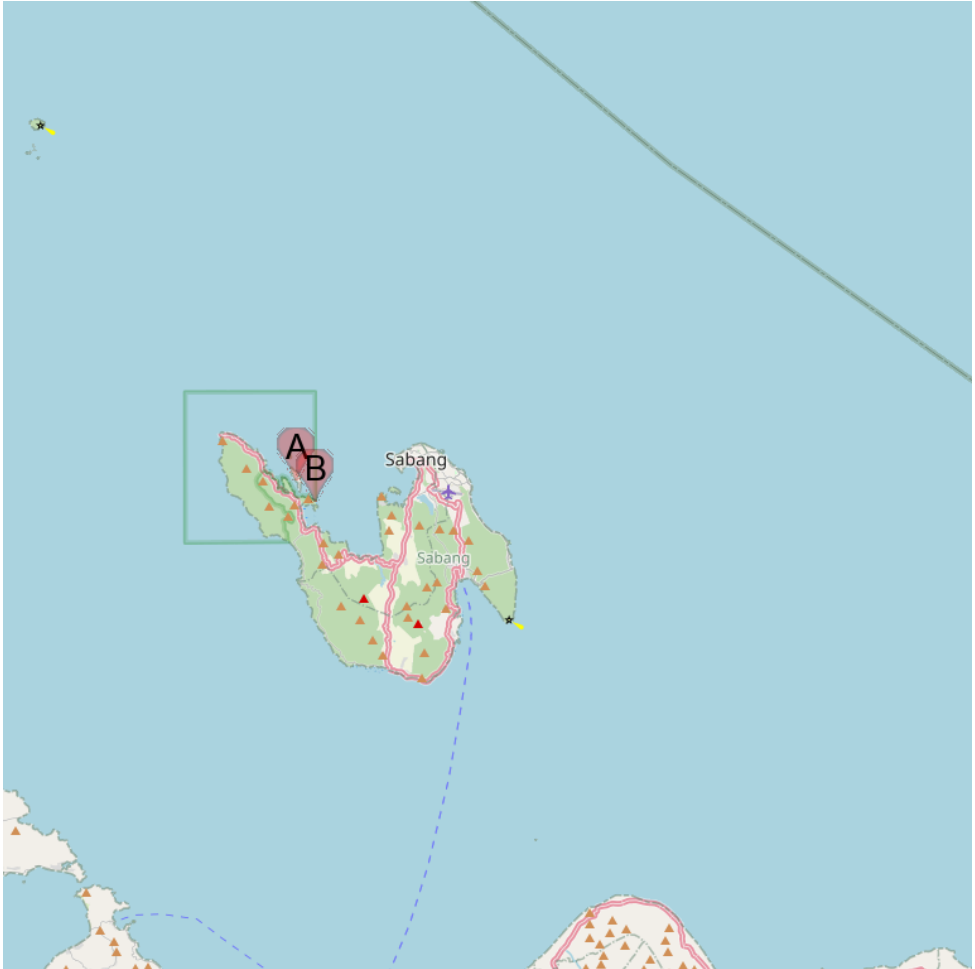
 Ujung Bau, the NW extremity of Pulau We descends from the mountain to the sea.

A rock, over which there is very little water, is reported to lie about 0.3 mile off the W coast in the vicinity of Ujung Bau.

## 10.9.2 - Lhok Prialaut (N Weh)


5°51.85 N  
95°16.47 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra) - Lhok Prialaut (N Weh)



**A** Pulau Rubiah (N Weh)

**B** Ujung Batumeurunrung (N Weh)

 Lhok Prialaut is the bay lying between Ug Bau and Ug Seukundo. 6,5 NM appart, between wich points the bay extends S for about 4 NM, with Teluk Sabang on its E shore.

Lhok Prialaut is about 2 miles in length and breadth, with good anchorage near its head, in 16.5 to 21.9m.

Tides?Currents.?The flood, or SE current, increased by the E current which prevails N of Pulau We, sets into the strait between Pulau Rubiah and the main

island at the rate of 3 knots at springs; the ebb current is much weaker.

Selat Benggala (Bengalen Passage), formed between Pulau Beueh and Pulau Weh, is about 10 miles wide and deep. It is the best approach for coastal vessels with local knowledge to the Strait of Malacca from W. Southwest or NE winds, according to the time of year, always prevail, and are fairly steady.

Vessels should approach the passage from E of Pulau Benggala (Northwest Island) to avoid the dangers between it and Pulau Breueh. There is generally a NW current of from 1 to 2 knots through the fairway of Selat Benggala.

Caution.?A small area located between the SW side of Pulau Rubiah and the main island is reported to be dangerous due to the presence mines.



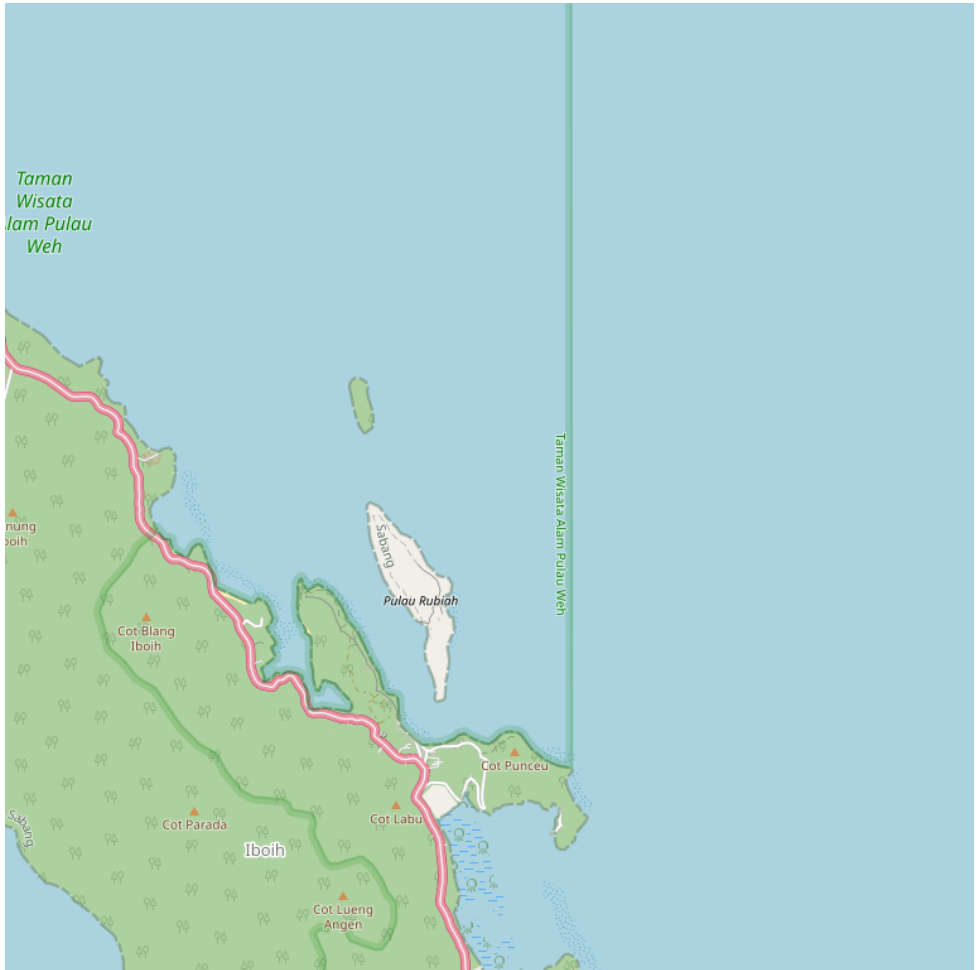
***Lhok Prialaut (N Weh)***



## 10.9.2.1 - Pulau Rubiah (N Weh)


5°52.89 N  
95°15.44 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra) - Lhok Prialaut (N Weh) - Pulau Rubiah (N Weh)



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 Pulau Rubiah is a small island, nearly 0,9 mile in length, in a NW and SSE direction, consist of small wooded hillocks, the highest being 40 m in height.



**Pulau Rubiah (N Weh)**

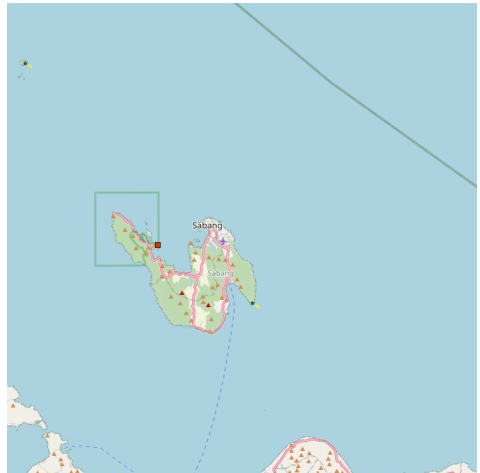



**Pulau Rubiah (N Weh)**

### 10.9.2.2 - Ujung Batumeurunrung (N Weh)

5°52.19 N  
95°16.05 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra) - Lhok Prialaut (N Weh)



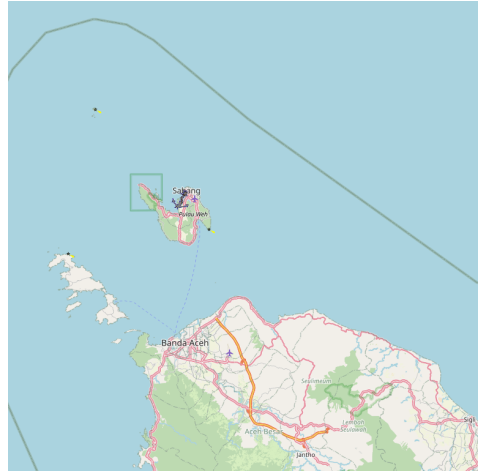
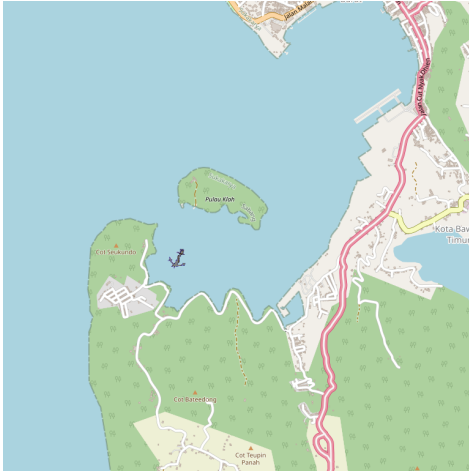
 Ug Batumeurunrung, the E extremity of the bight in wich Pulau Rubiah is located, has above-water rocks on the reef which extends about 0.1 mile NNE.


### 10.9.3 - Lhok Kruengraya (NW Weh)

5°52.27 N  
95°18.45 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)





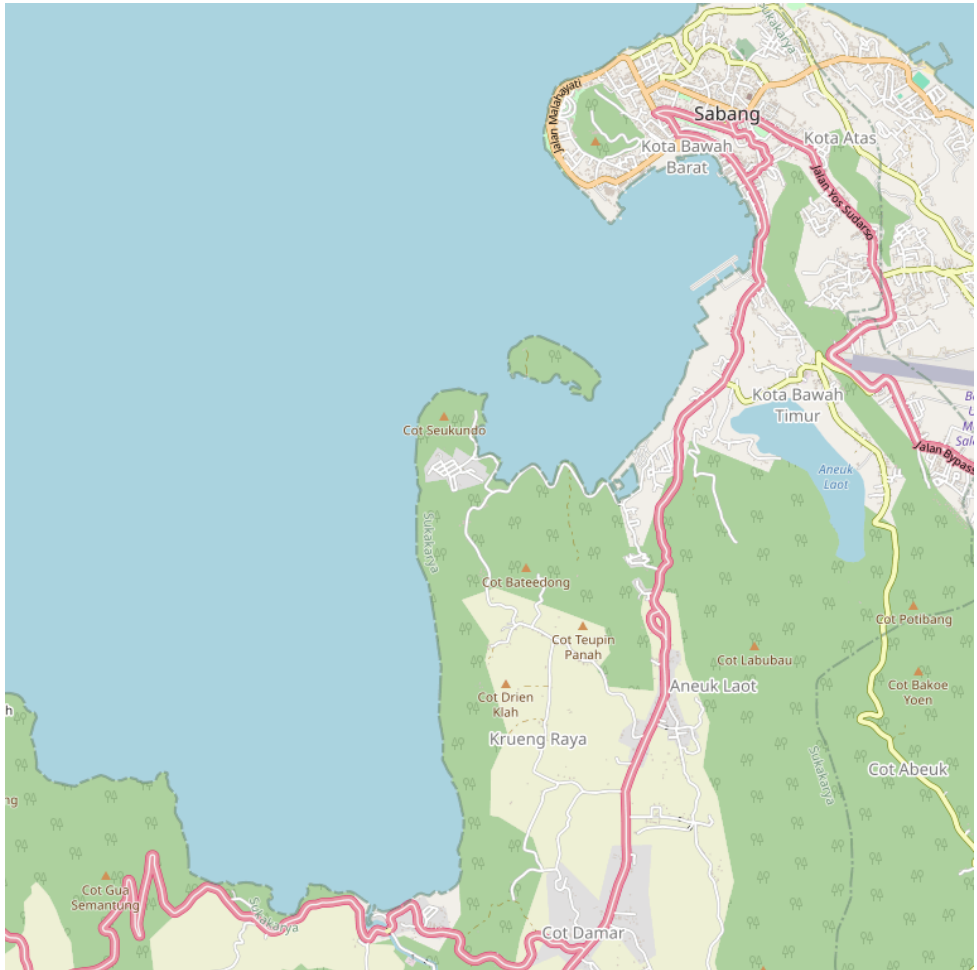
 To the S of Pulau Klah near the head of Teluk Sabang, is Lho Krueng Raja, a small bay about 0.5 mile long and 0.25 mile wide. It is approached by a channel less than 183m in width to the E of Pulau Klah, with depths of about 5 to 6.9m, but inside it deepens to 18.3m over mud.



## 10.9.4 - Pulau Klah (Teluk Sabang)


5°52.53 N  
95°18.66 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra) - Pulau Klah (Teluk Sabang)



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 Island located in Sabang bay, with an average elevation of 56 m above the sea level and can only be travelled by boat or small boat.

In this island there is a beacon to guide shipping traffic at night.

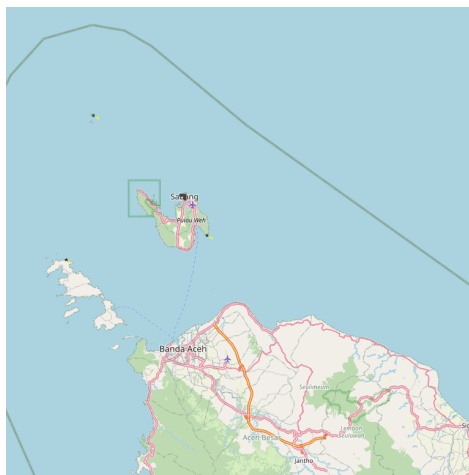
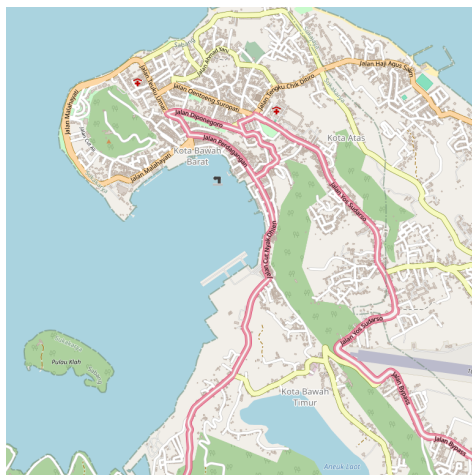
**Pulau Klah (Teluk Sabang)**


### 10.9.5 - Teluk Sabang (NE Weh)

5°53.28 N

95°19.27 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)



 Teluk Sabang is nearly 1 mile in length, the entrance being about 0.4 mile wide and the depths from 20 to 40m, with a bottom of sand, coral, and gravel.

A light is shown from the N side of the entrance of Teluk Sabang.

The E side of Teluk Sabang is fronted by a bank with depths under 5.5m to a distance of 183m.

Sabang is situated at the N end of the bay and offers good shelter year round.

Sabang is a free port, a small commercial port and naval base are situated here.

Depths? Limitations.? A general quay, 328m in length, with a depth of 8m alongside, lies at the N end of the harbor.

A tanker berth, 15m in length, with a depth of 9m alongside, is situated on the SE side of Tanjung Lhok Me.

The naval base has 180m of berthing, with 9m alongside. The PBS Quay is 50m in length, with 8m alongside.

Tides? Currents.? The range of the tide is 1.4m. No currents are experienced in

Teluk Sabang or at the entrance. However, there is always a strong E current directly N of the entrance off Ujung Masam.

Pilotage.?Pilotage is compulsory. The signal station is on Peunimpun Hill. Pilots act as harbormasters for anchoring and berthing. Vessels should request the service of a pilot as early as possible. A small tug is available if ordered in advance.

Communications with the Peunimpun Hill Signal Station can be carried out by signal flag during daylight and by flashing light at night.

Anchorage.?Anchorage may be obtained in Teluk Sabang, about 0.3 mile E of Ujung Lho Me, on the N side of the bay. A depth of 36.6m, good holding ground, mud, is available.

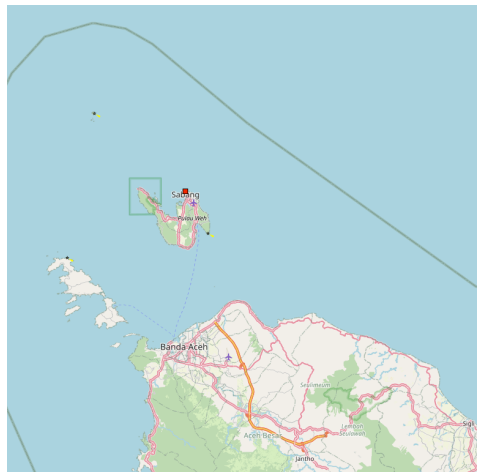
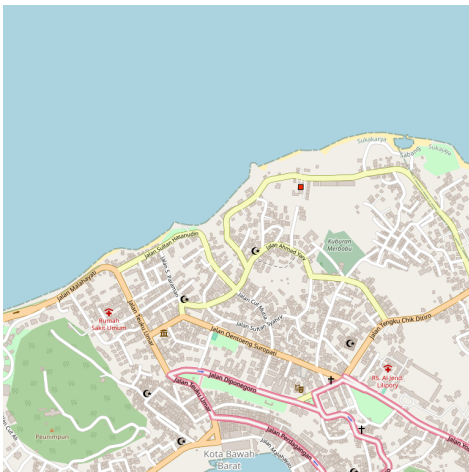
Directions.?Vessels approaching Teluk Sabang from the N should steer for Pulau Klah, keeping at least 1 mile offshore, especially in the vicinity of Ujung Masam, in order to allow for the E current, until the bay is well open.



## 10.9.6 - Ujung Tapagajah (NE Weh)

5°53.95 N  
95°19.34 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)





Ujung Tapagajah, the NE point of the island, is marked by a light, from which a radiobeacon transmits.

The

lighthouse is high enough to have escaped damage from the tsunami of 26 December 2004, but might have been damaged by the earthquake.

Located on a small island in the entrance to the harbor of Sabang, about 40 km north of Banda Aceh.

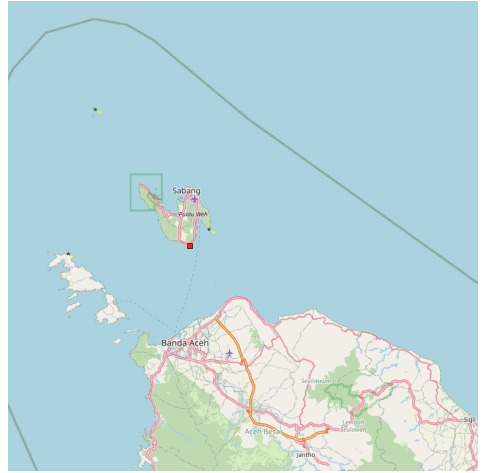
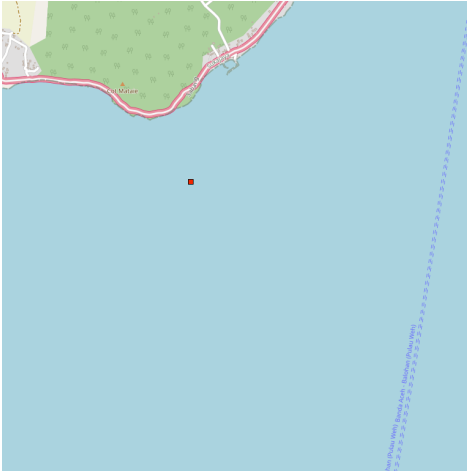



### 10.9.7 - Karang Berduri rock (SW Weh)

5°46.04 N  
95°19.83 E

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Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)



 Karang Berduri, a rock small and awash, lies about 0.3 mile S of the S extremity of the island.

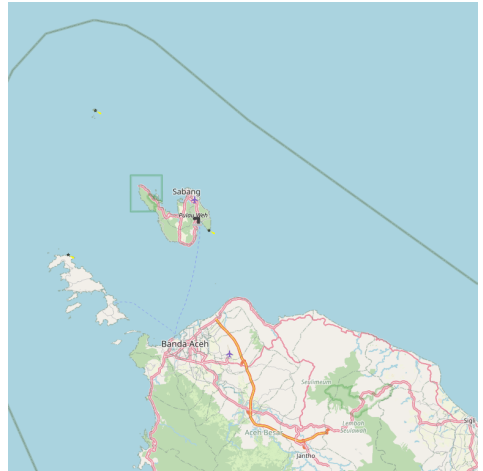
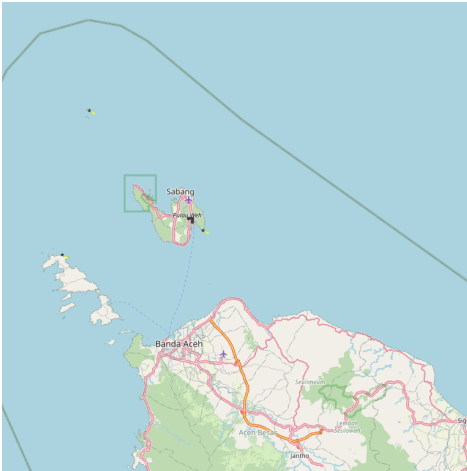
A rock with a depth of 5.5m lies about 0.2 mile SE of the same point.


There are usually strong tide rips or overfalls near these rocks and frequently they have been observed as breakers.

### 10.9.8 - Teluk Balohan (SE Weh)

5°49.53 N  
95°20.81 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Pulau Weh (N Sumatra)



 Teluk Balohan, on the SE side of Pulau We, is nearly 2 miles in length, and 1.5 miles in breadth across the entrance, with depths of from 54.9 to 128m in the outer part.



A reef fringes the E and W shores of the bay for a distance of 91m. A narrow coral bank fringes the shores of the bay.

Anchorage may be obtained, in not less than 29.3m, about 91m off the sandy shore at the head of the bay.

It can be used in both monsoons, but most shelter is afforded during the Southwest Monsoon.

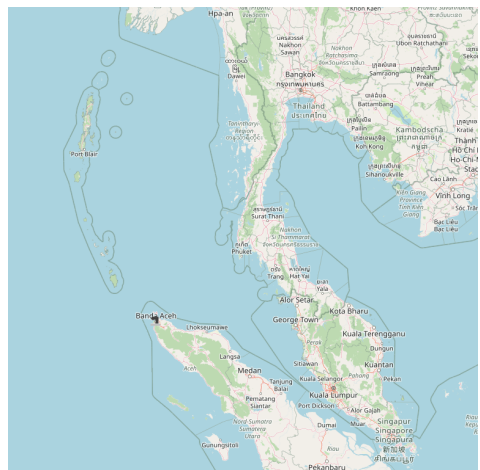
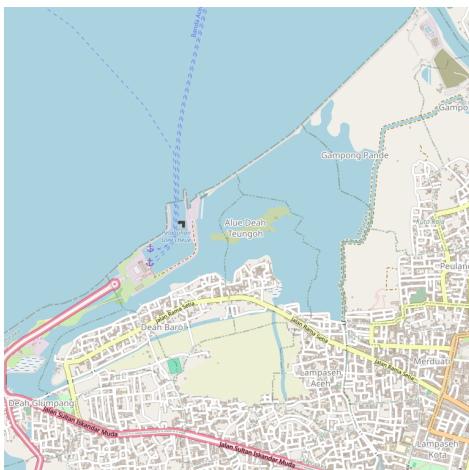
A Ferry harbor is at the bottom of this natural bay where is a fisherman's village.




## 10.10 - Ulee Lheue Port (Aceh - N Sumatra)

5°34.07 N  
95°17.81 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)





 Ulee Lheue was a coastal port town near Banda Aceh, North Sumatra Indonesia. The name was made of two words. Ulèë means "head" and lheuë means? little peninsula?.

Ulee Lheue is a coastal town on the tip of Sumatra Island. was a coastal port town near Banda Aceh, North Sumatra Indonesia.

The name was made of two words. Ulèë means "head" and lheuë means? little peninsula?. Ulee Lheue is a coastal town on a narrow spit of land separating a lagoon from the sea.

In 1963, Sabang was officially declared a ?Free Port?. Port Lee Lheue became the gateway to

Banda Aceh for all import cargo transiting over Sabang Free Port.

Ulee Lheue Port was completely destroyed by the tsunami of 26 December 2004. The tsunami destroyed all of the buildings in close proximity to Ulee Lheue, except for the mosque and turned the harbor and its immediate surroundings into an island. The port authority building was destroyed, but surprisingly the main wharf and the terminal, where a floating power station had been moored, (which was lifted by the force of the sea and deposited some kilometres in land), remained in tact.

In june 2005 port reconstruction was undertaken.

Ulee Lheue port information: Channel width 80 meters, harbour pond 375 meters x 150 meters, Depth 5 - 6 meters, draft along wharf 3 - 4 meters.

Fishing wharf: 100m length wharf for fish landing operations, located at the river mouth, adjacent to the bridge on the road, approaching to Ulee Lheue port.

Following major improvements to the 1.4 km breakwater and the construction of a new jetty and temporary ferry terminal, the port now manages over 900 people a day transiting the terminal, equates to a daily traffic increase by over 50 percent since 2005.

Winds?Weather.?During the Southwest Monsoon, violent gusts blow from the valley S of Ujung Masam Muka. During the Northeast Monsoon the sea and swell are heavy. The sea almost breaks in 5.5m. Land and sea breezes often blow during both seasons.

Tides?Currents.?The flood setting against the prevailing W current is weak. The ebb or W current runs longer and with greater strength than the flood. The mean rate of the flood is 0.5 knot; the ebb rate is 0.75 knot. During the Southwest Monsoon, the currents are weak.



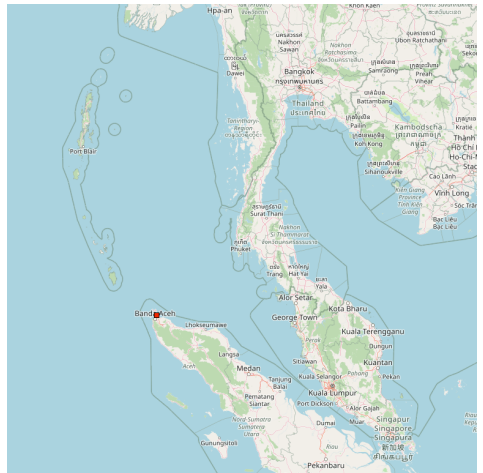
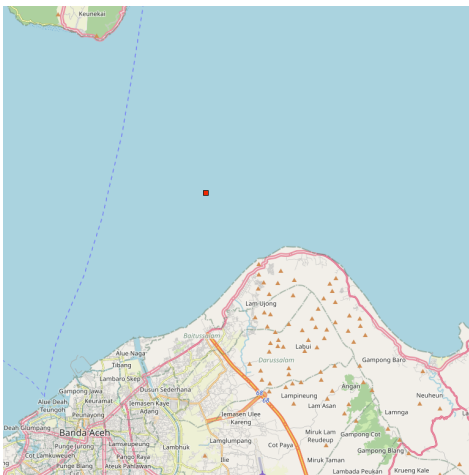
Fishing wharf




## 10.11 - Pulau Buro (Aceh - N Sumatra)

5°41.19 N  
95°23.24 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Pulau Buro, a rocky cone-shaped island, lies in Sempitan Malaka (Malacca Passage), about 4 miles WNW of Ujung Baka (Pedropunt).

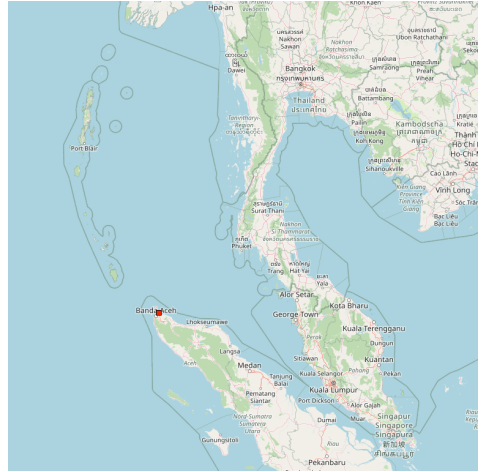
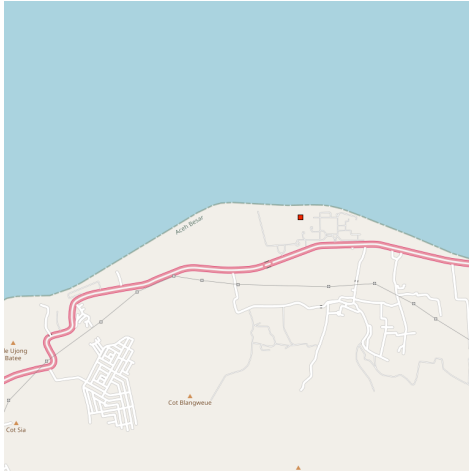
Caution is necessary when approaching the island during light winds, as the tidal currents set strongly over the surrounding reef.


A light is shown from the island.

## 10.12 - Ujung Baka (N Sumatra)

5°39.33 N  
95°26.22 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



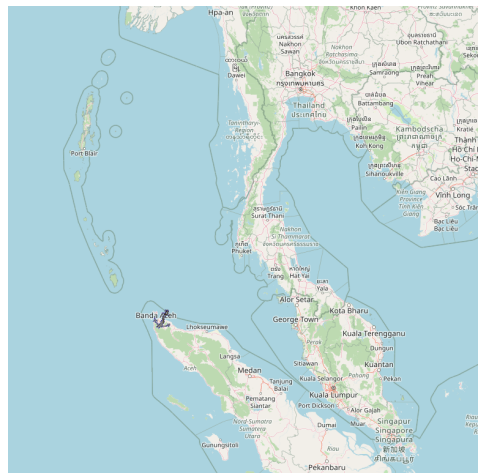
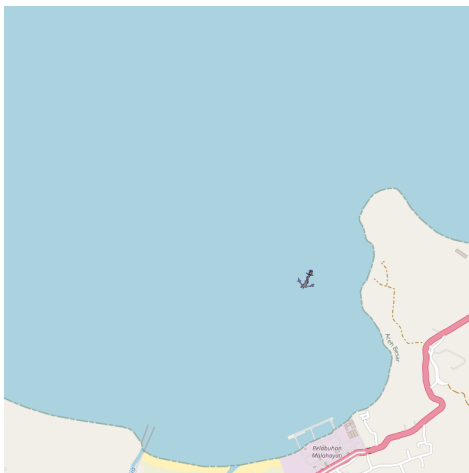
 Ujung Baka (Pedro point or Pedropunt), is the N point of Sumatra. The appearance of the coast has changes at Ujung Baka. W of it the coast is flat, but eastward it is hilly.


### 10.13 - Teluk Kruengraya (N Sumatra)

5°36.46 N

95°31.51 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Teluk Kruengraya is deep for anchorage and the bottom on the W side of the bay is foul. However, Teluk Kruengraya does provide the only anchorage on the N coast of Sumatra that is usually free from swell in both monsoons.

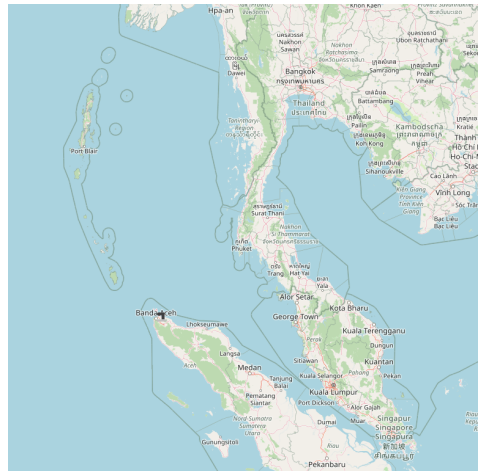
The recommended position is at the head of the bay, 0.3 mile offshore, in a depth of 32m. Temporary anchorage may be obtained on the 10m coral patch.



## 10.14 - Kruengraya port (N Sumatra)

5°35.94 N  
95°31.52 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



The flat swamp shore only attains any considerable breadth on the W and S sides of Teluk Kruengraya (Krung Raya Bay).

Kruengraya (Malahayati Port) has one concrete jetty in good condition.

Krueng Raya has for centuries enjoyed renown as a busy fishing port.

People from various important places in the world such as Kota Raja in Banda Aceh and Gujarat in India called on the port.

Krueng Raya is known as Aceh's capital of *teri nasi* (tiny sea fish). In the bay, the delicious tiny fish are caught, boiled, sun-dried and then loaded onto trucks to be delivered to Banda Aceh, Medan and even Jakarta.

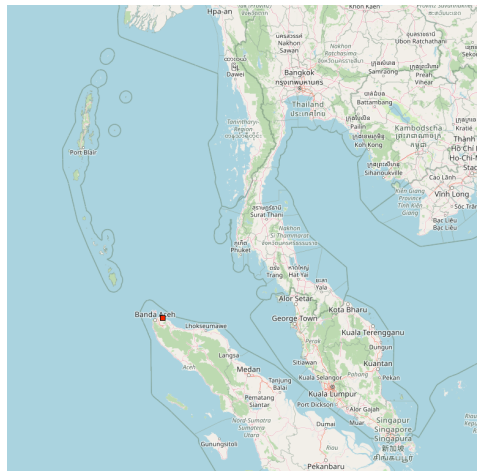
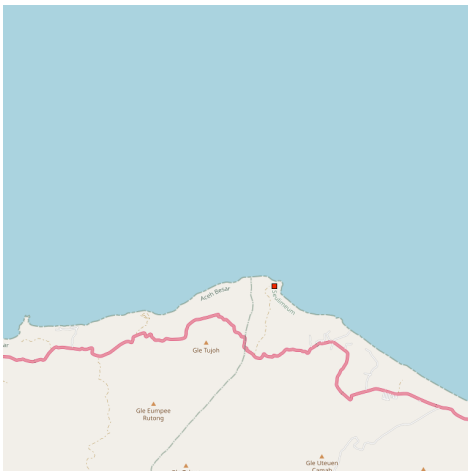
**Depths/Limitations.** The T-head jetty is 100m long and 15m wide, with a depth of 6.7m alongside. There is a mooring dolphin on each side of the jetty head. A connecting bridge extends 100m from the shore to the T-head. One vessel up to 10,000 dwt, with a length of 80m and a draft of 8m, can be accommodated.





5°37.49 N  
95°36.80 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



<http://www.sea-seek.com>

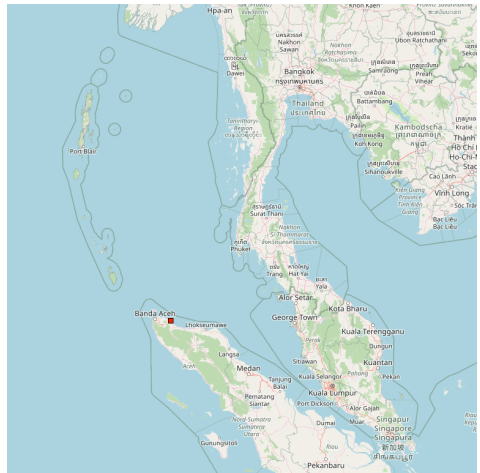
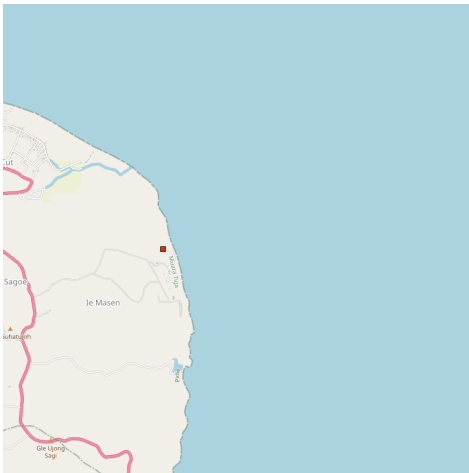
A 16 m skeletal tower, painted white is located on a promontory facing the Ombai strait about 20 km W of Atapupu.




## 10.16 - Ujung Pidie (NE Sumatra)

5°29.65 N  
95°53.35 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Ujung Pidie is about 29 miles E of Ujung Baka. The hills are reported to approach the coast nearly the entire distance. It is the extremity of a range of hills sloping steeply to the sea, is easily recognized. the coral reef fronting it is steep-to, extending 91m off it, and at a distance of 0.5 mile the depths are about 32.9m.

A lighthouse marks

a prominent cape about 80 km east of Banda Aceh and 16 km northwest of Sigli. The distance from Ujung Pidie to Ujung Raja (NW Sumatra) is about 38 miles. The coast consists of a narrow strip of sandy coast covered by brushwood. Small

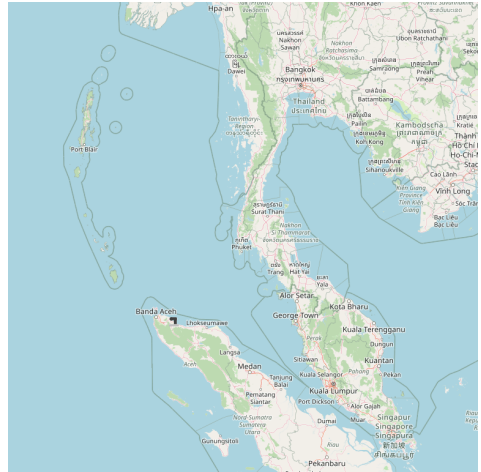
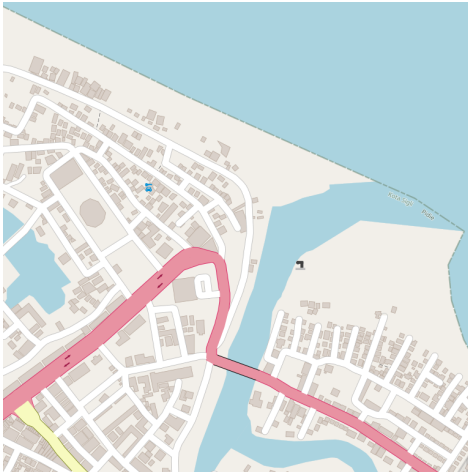
fishing villages are scattered along this coast.


## 10.17 - Sigli (N Sumatra)

5°23.23 N

95°57.91 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Sigli is situated at the SE mouth of Krueng Baro, which flows into the sea about 9 miles SE of Ujung Pidie, and that is the principal river on this part of the coast.

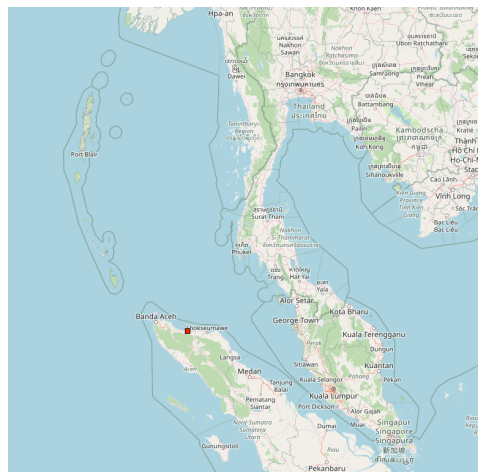
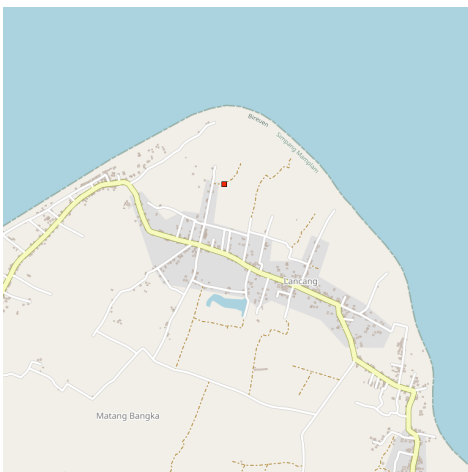
The port is used only by small craft.

## 10.18 - Ujung Raja (Samalanga - N Sumatra)

5°13.90 N


96°27.87 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)







 Ujung Raja, S Samalanga village, a low promontory, may be recognized at some distant by a grove of high trees near its extremity.

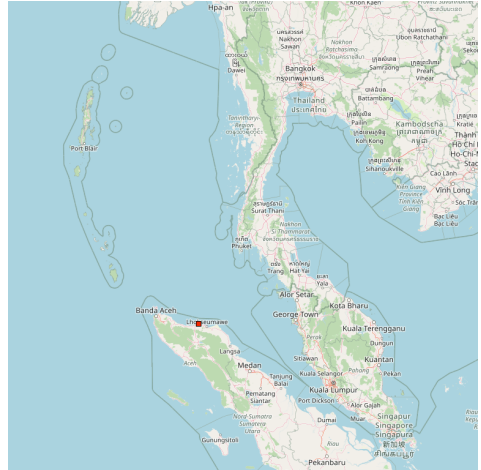
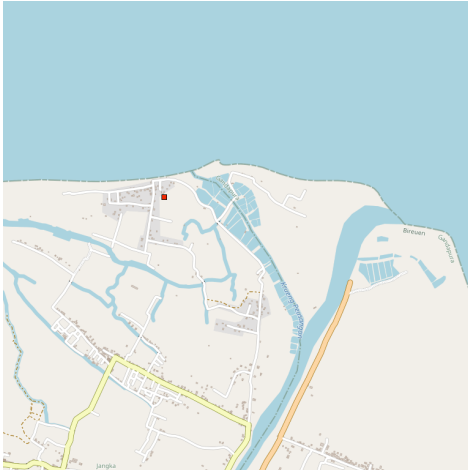
There is a fringing reef off Ujung Raja; it should not be approached in depths less than 15m.

## 10.19 - Ujung Peusangan (N Sumatra)

5°16.45 N

96°50.69 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



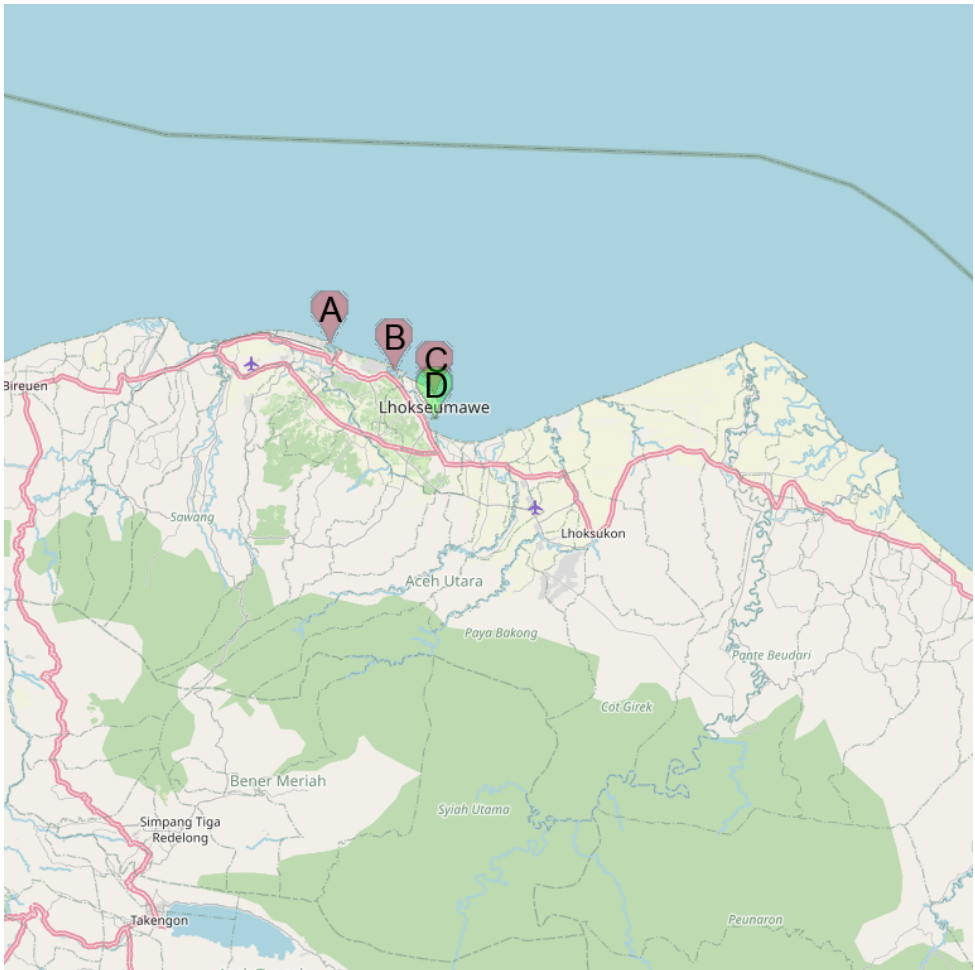
 Ujung Peusangan, located 22 miles E of Ujung Raja, is low and sandy.




## 10.20 - Lhokseumawe (N Sumatra)

5°12.46 N  
97°05.44 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Lhokseumawe (N Sumatra)



- A Kruenggeukuech port (N Sumatra)
- B Blanglancang Harbor (N Sumatra)
- C Ug Hago (N Sumatra)
- D Old Lhokseumawe Harbor (N Sumatra)

 Lhokseumawe consists of several different harbors and loading areas: from W to E there are Kruenggeukueh, Blanglancang (Arun), Ug Hago Oil Terminal, and the Old Lhokseumawe Harbor.

Tides? Currents? The range of the tide is 2.1m. Strong crossing currents towards the SE have been reported at the mouth of the breakwater at Blanglancang Harbor.

Pilotage. Pilotage is compulsory for vessels over 88 grt and is available 24 hours. Requests for a pilot should be sent 6 hours before arrival and 3 hours before departure.

The vessel's ETA should be sent 72 hours, 48 hours, and 24 hours in advance through Jakarta and Lhokseumawe. Vessels carrying LNG should send their ETA 96 hours, 48 hours, 24 hours, and 5 hours in advance. Contact the terminal directly when within VHF range, giving the precise ETA.

Several pilot boarding stations are reported below, as follows:

1. For Lhokseumawe Harbor and Ug Hago Oil Terminal in the anchorage area.
2. For Blanglancang Harbor at the Sea Buoy or in the LNG and Condensate Waiting Anchorages.
3. For Kruenggeukueh Harbor in the anchorage area or 1 mile from harbor entrance at the breakwaters.

Caution. Numerous bamboo poles, that are secured by long lengths of rope, used for marking fish pots, may be encountered within about 3 miles of the shore between Teluk Lhokseumawe and Tanjung Jambuir.

It is strongly recommended that ships give a wide berth to the reefs between Teluk Lhokseumawe and Tanjung Jambuir, as there is a constant W set.

Lhokseumawe extends up to 0.2 mile seaward of its charted position. Shallower depths than charted extend up to 1 mile offshore from Lhokseumawe to a position about 10 miles NW.

It has been reported (1993) that the limiting depth at the LNG and LPG facilities is 13.7m.

Significant ground swells originating in the Andaman Sea periodically effect sea conditions in the vicinity of Lhokseumawe

From Lhokseumawe to Tanjung Jambuir the coast is fringed by a sand bank, with depths of less than 5.5m, extending about 1 mile offshore, except off Krueng Piada about 10 miles E of Lhokseumawe, where it extends about 3 miles. Lhokseumawe port is situated on the N coast of Sumatra on the strait of Malacca.


### 10.20.1 - Kruenggeukuech port (N Sumatra)

5°14.90 N  
97°02.07 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Lhokseumawe (N Sumatra)





 Limitations.?Five berths in Kruenggeukueh Harbor handle bulk fertilizers and general cargo. These berths are described counter clockwise, beginning at the fertilizer plant situated on the W side of the harbor, as follows:

1. Berth A is 200m long, with a depth of 10m alongside. The berth can accommodate a vessel up to 10,000 dwt, with a length of 169m and a maximum draft of 9.5m. This berth is used for fertilizer.
2. Berth B handles general cargo and is 300m long, with an alongside depth of 10m. Vessels up to 10,000 dwt, with a maximum length of 175m and a maximum draft 9.5m, can be accommodated.
3. PIM I Berth handles fertilizer; it is 200m in length, with a depth of 10m alongside.
4. PIM II berth is only 105m in length. This berth has a depth of 10m alongside.
5. Public Berth is 80m long, with an alongside depth of 10m, and handles general cargo. Vessels up to 150m in length, with a draft of 9.5m, can be accommodated.

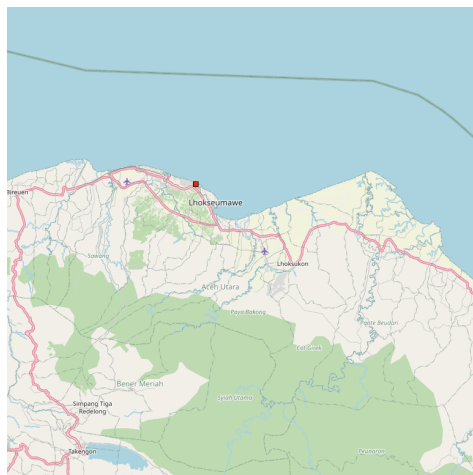
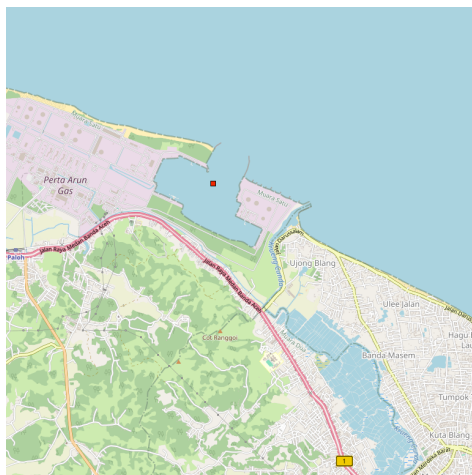


### 10.20.2 - Blanglancang Harbor (N Sumatra)

5°13.16 N  
97°06.25 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Lhokseumawe (N Sumatra)





🇬🇧 Arun Marine Terminal is situated at Blanglancang Harbor.

In the approach to Blanglancang Terminal there are eight prominent storage tanks. About 0.8 mile to the SW of the terminal there are four conspicuous flares. The refinery is serviced by two offshore mooring areas, as well as berthing facilities inside the harbor.

LNG Dock No. 1 (North) and LNG Dock No. 2 (South) both have a length of 400m and a depth of 14m alongside; vessels with a maximum draft of 13m and a maximum length of 300m, can be accommodated.

A General Cargo Berth is situated along the W side of the basin between the two LNG berths. This berth is 400m long, with a depth of 6m alongside. The LPG Dock, situated on the E side of the basin, is 270m long, with a depth of 14m alongside. It can accommodate a vessel up to 65,000 dwt, with a length of 255m and a draft of 13m.

The offshore oil-loading berths consist of a Multiple Buoy Mooring (MBM) and a Single Point Mooring (SPM), lying 0.5 mile and 1.5 miles offshore. The MBM can accommodate tankers up to 100,000 dwt, with a maximum length of 275m.

The SPM will accept vessels of up to 280,000 dwt.

Vessels are restricted from berthing during night time at Lhokseumawe/Ug Hago Wharf or Blanglancang SBM/MBM. Blanglancang Harbor is open for 24 hour service.

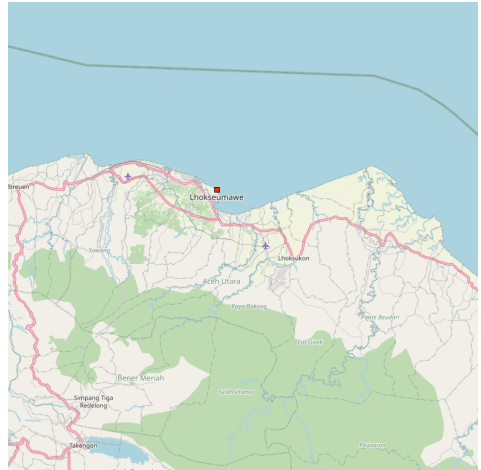
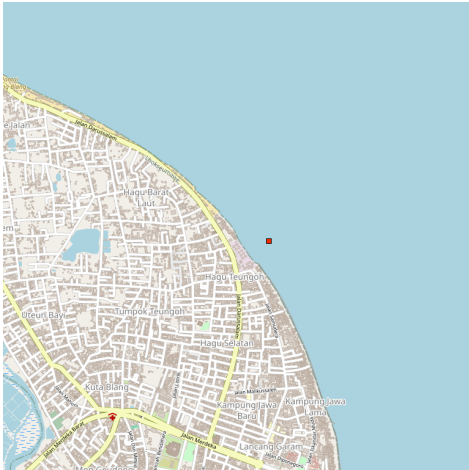
Vessels are not allowed to proceed to the Blanglancang MBM restricted area without permission.




### 10.20.3 - Ug Hagu (N Sumatra)

5°11.67 N  
97°08.92 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Lhokseumawe (N Sumatra)



 Ug Hagu consist of a single quay with a length of 20m, a width of 5m, and a depth alongside of 7m.

Vessels are restricted from berthing during night time at Lhokseumawe/Ug Hago Wharf or Blanglancang SBM/MBM. Blanglancang Harbor is open for 24 hour service.

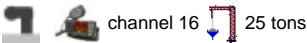
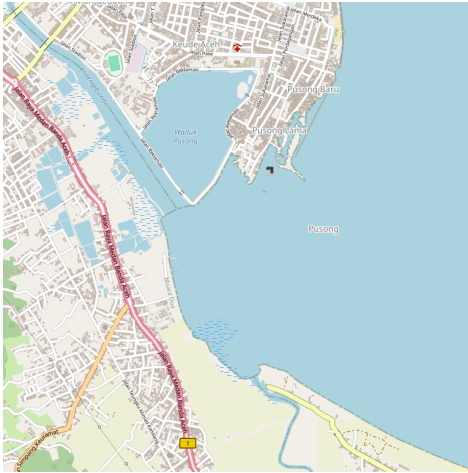



### 10.20.4 - Old Lhokseumawe Harbor (N Sumatra)

5°10.00 N  
97°08.93 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia) - Lhokseumawe (N Sumatra)





 Old Lhokseumawe Harbor has a small pier 60m long, with a 2.4m depth alongside. Only barges and small vessels under 500 dwt can berth there.

Old Lhokseumawe Harbor can be readily identified by a ridge of hills, 152m high, clear of trees and grass covered.

Channel depth in LHOKSEUMAWE old harbour for general cargo and Tugs/barges is 11 metres.

LHOKSEUMAWE port control, Pilot & ship agents VHF channel 12.

#### ACCOMODATION:

Largest vessel 10,000 dwt 175m loa

Berth Length (m) Depth (m) Cargo

Public Berth 80 x 2 10 General Cargo

AAF-A 195 10 Fertilizers in bulk

B 300 10 Fertilizers in bag

PIM 195 10 Fertilizers in bulk

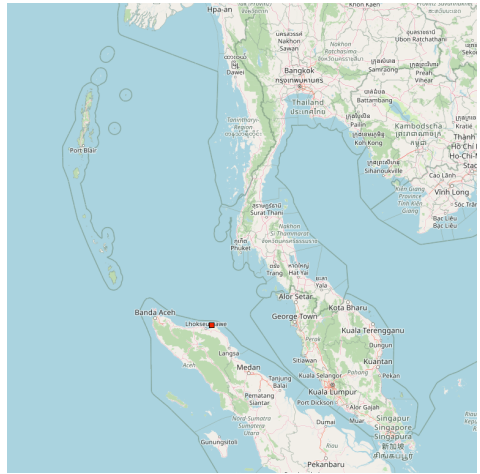
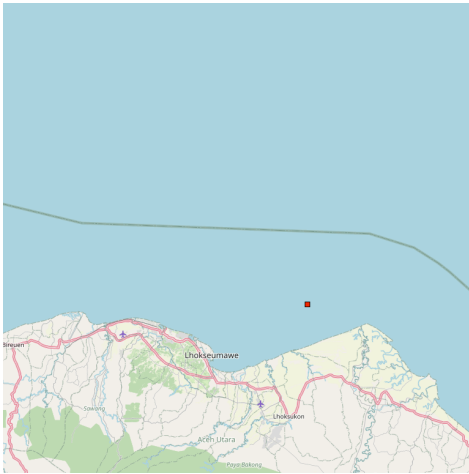
Hagu 25 5 Fuel oil




## 10.21 - Karang Tengah (N Sumatra)

5°17.55 N  
97°21.83 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)

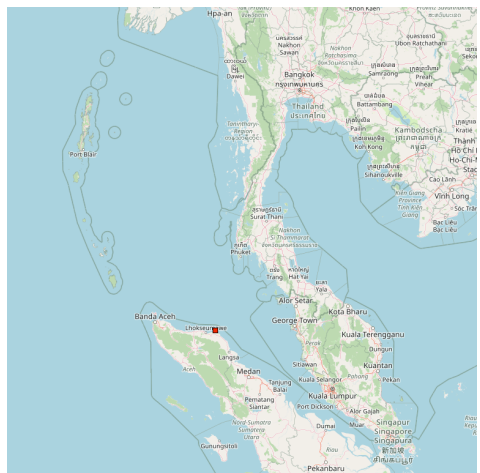



 Tengah, a coral reef, has a least depth of 7.5m and depths from 21.9 to 25.6m around it. The reef lies 5 miles offshore, with Tanjung Jambuaire bearing 100°, distance 7.3 miles. Minyak, a 16.5m patch, lies 2 mile NNW of Tengah.

## 10.22 - Krueng Jambuaire (Djambo Aje) (N Sumatra)

5°14.49 N  
97°29.03 E

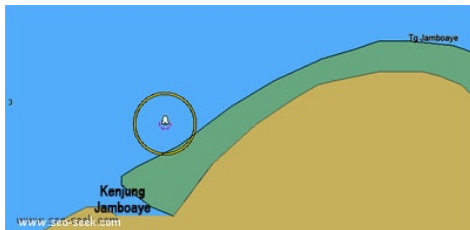
Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Krueng Jambuaire (Djambo Aje or Jamboaye) flows into the sea about 1 mile WSW of Tanjung Jambuaire.

The sea usually breaks over the bar at LW, with discolored water from the river sometimes extending as much as 4 miles from the mouth.



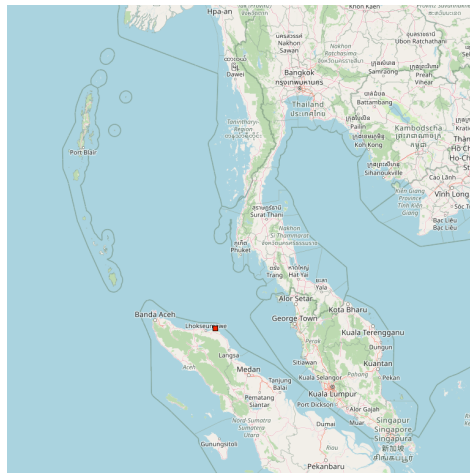
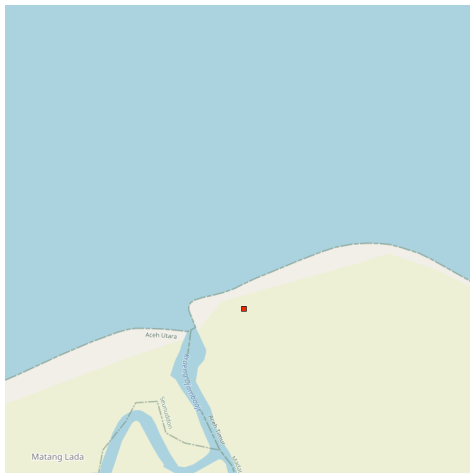



## 10.23 - Tanjung Jamboaye (Jambuaire) (N Sumatra)

5°14.68 N

97°29.24 E

Mer du Nord - Andaman sea - North coast of Sumatra (Indonesia)



 Tanjung Jambuaire (Diamond Point) consists of a sandy point, just above water, which is marked by some casuarina trees. The coast in the vicinity appears to be receding to the W.

On the cape a 44 m skeletal tower

on an octagonal base, is located about 0,5 miles WSW of the point. It's a Lighthouse painted white.

This

lighthouse is on Sumatra's northern "shoulder," marking the south side of the entrance to the Strait of Malacca. Located on Tanjung (cape) Jambuaire, about 40 km east of Lhokseurnawe.

A white framework water tower stands on the W bank of Tangung Jambuaire, about 1 mile SW of the light.

A spit, with depths of less than 5m, extends about 2.7 miles NW from the point and is fairly steep-to on its NE side, over which the sea breaks in places.

Discolored water has been reported about 2 miles N of the lighthouse and vessels are advised not to approach in depths of less than 20m especially during the Northwest Monsoon, when there is a heavy swell.

## Tides?Currents

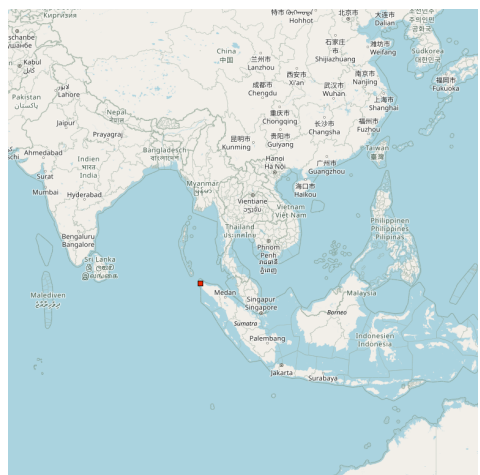
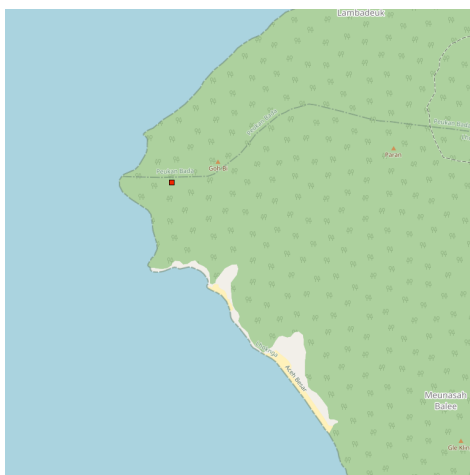
The tidal currents set SE and NW. The NW set, being increased by the prevailing NW current, is stronger and of longer duration than the SE set. At springs the current sometimes attains a rate of 3 knots, but in the offing it seldom exceeds 1.5 knots.


The tidal currents are weak near the coast W of Tanjung Jambuar.

## 11 - Ujung Raja (Aceh - Sumatra)

5°31.63 N  
95°11.83 E

Mer du Nord - Andaman sea



 Ujung Raja is a cape located in the area and state of Aceh. It is at 206 m above the sea.

Ujung Raya (Ujung Raja is a lofty promontory rising precipitously from the sea and easily recognized from all directions; there are depths of 21.9m at a short distance from it.

A number of sunken dangers lie near the coast rendering it advisable to give it a berth of 5 or 6 miles, especially at night.

Most of the dangers are steep-to, as is the coast in most places, but they are generally seen by the surf breaking over them.


There are numerous prominent headlands and mountains by means of which the position of a vessel is easily verified.

An

indifferent bottom almost everywhere, and the heavy ocean swell and poor shelter from W winds, render most places on this portion of the W coast as undesirable anchorages.

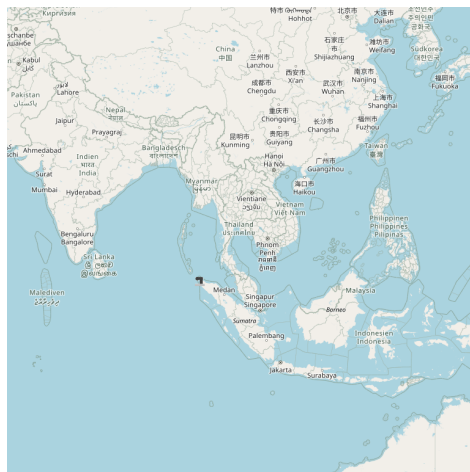
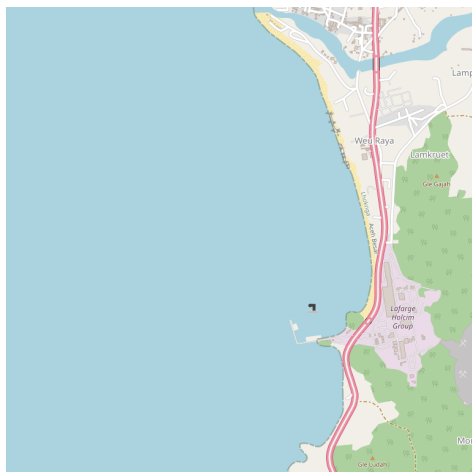
The coast between Ujung Raya to


Teluk Rigaih, about 57 miles SSE, is very irregular and has many prominent headlands, with bays between, none of which afford secure anchorage during the Southwest Monsoon.

 Ujung Raja est un cap situé dans la région et l'état d'Aceh. Il est à 206 m au-dessus de la mer.

## 12 - Teluk Karang Raba (Kruengraba Kroeeng Raba) (E Sumatra) 5°27.16' N 95°14.40' E

Mer du Nord - Andaman sea



 Teluk Karang Raba, lying 2,5 miles S of Ujung Raya, is about 4 miles wide. The mountains on either side make it appear as a valley when being a considerable distance off, and it has been mistaken for Aroih Cut.

There is a cement-handling pier in the bay. The pier is 125m long with a depth of 10m alongside.

Vessels with a maximum length of 150m and a maximum draft of 9.1m can be accommodated.

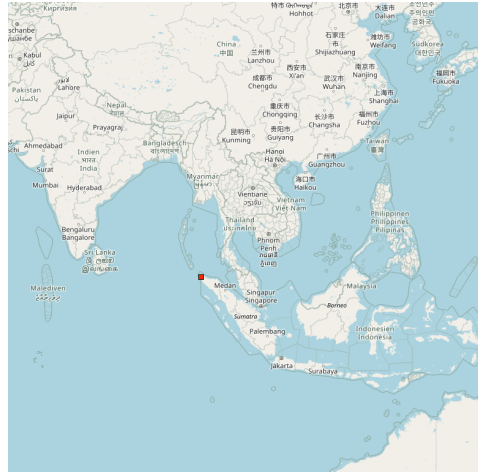
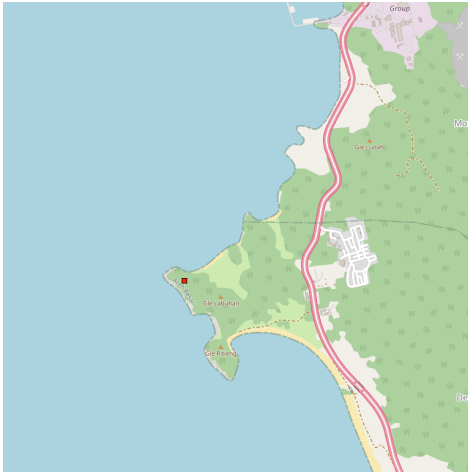
Pilotage is compulsory. The pilot boards 1.75 miles WNW of the breakwater light.


Vessels can obtain anchorage, in 22m, about 2 miles NW of the light.

## 13 - Ujung Ritieng (Lhonga - E Sumatra)

5°25.94' N  
95°13.87' E

Mer du Nord - Andaman sea

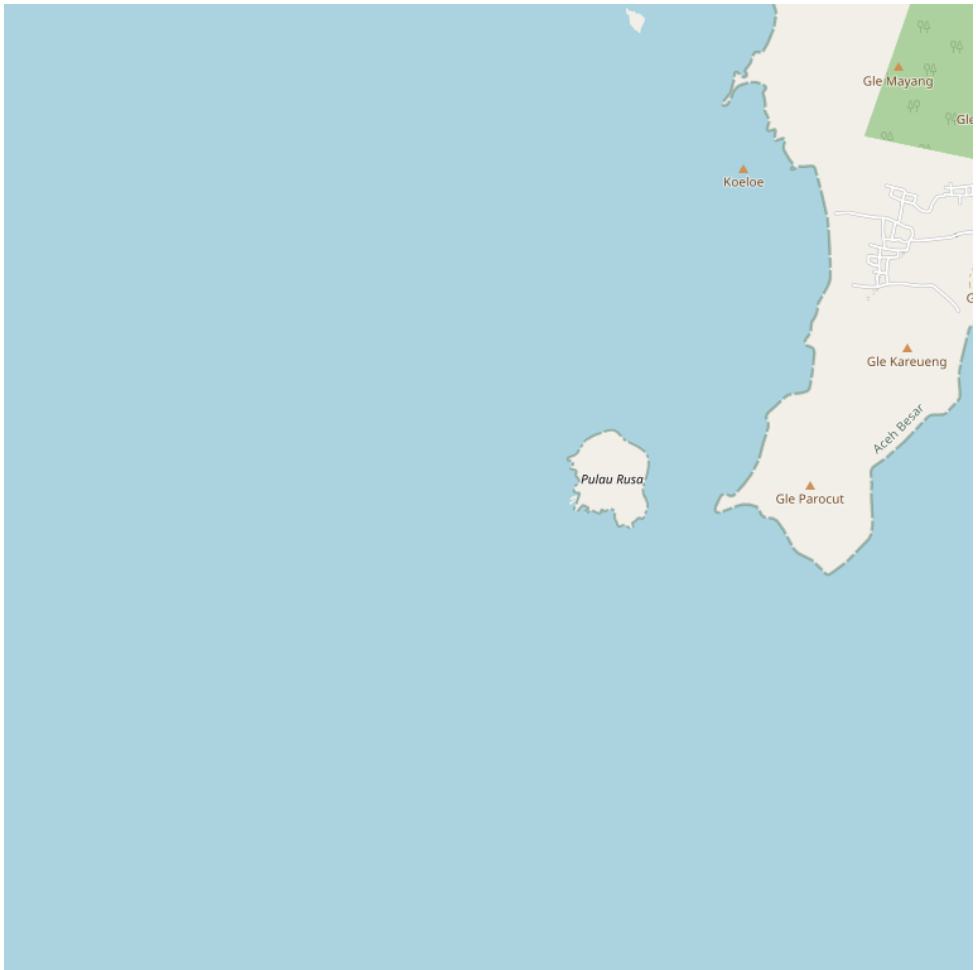


 Ujung Ritieng is the S entrance point of Teluk Kruengraba. The point is a precipitous headland with a rock above-water close off it and depths of 18.3m just beyond.


## 14 - Pulau Rusa

5°16.66 N  
95°12.26 E

Mer du Nord - Andaman sea - Pulau Rusa



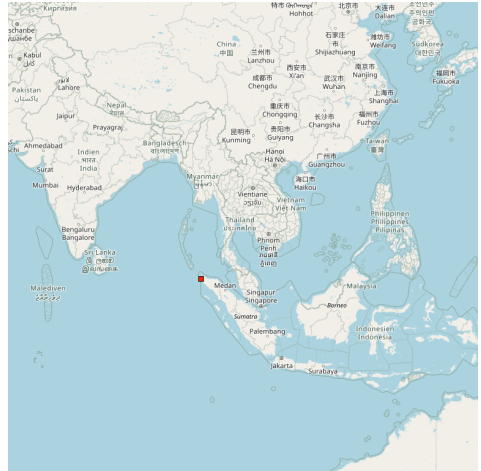
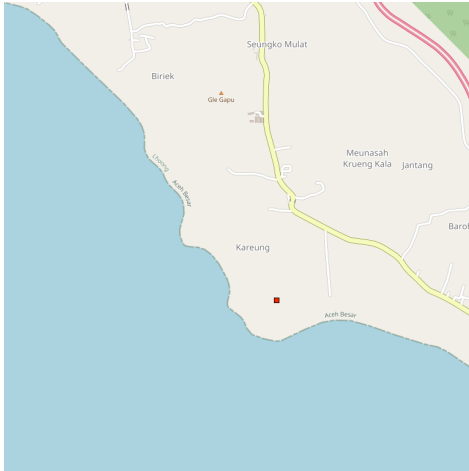
160 


 Pulau Rusa, 95m high, is a densely wooded island with a rugged coastline. In heavy sea, the water for a considerable distance W of the island becomes a light green color and gives the impression of there being a reef in the vicinity.

## 15 - Ujung Pudeng (Poedeng Lambaroh) (E Sumatra)

5°12.08 N  
95°16.23 E

Mer du Nord - Andaman sea

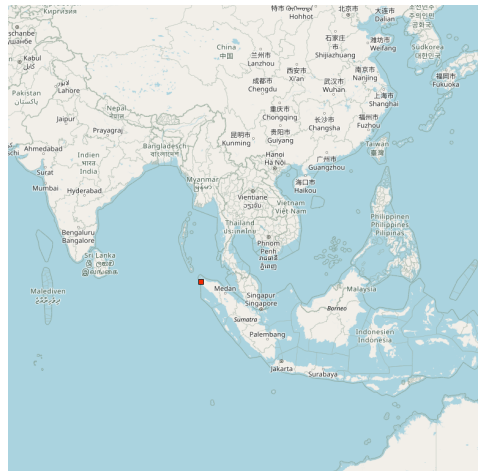
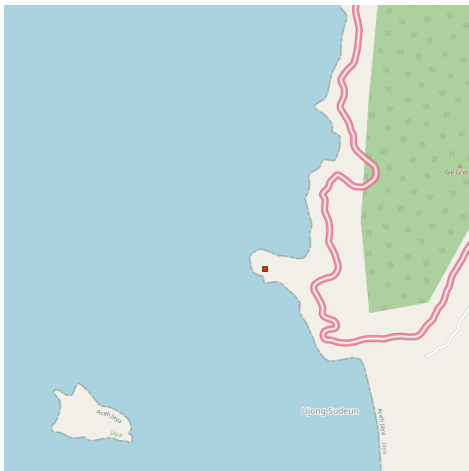



 Ujung Pudeng lies about 6 miles SSE of Rusa. It is a low coastal point with a reef extending about 0.4 mile SE and 0.25 mile W. There is a shoal with depths of 3.2m located about 0.6 mile S of Poedeng. The sea usually breaks over this shoal.

## 16 - Ujung Sidagung (W Sumatra)

5°08.28 N  
95°18.16 E

Mer du Nord - Andaman sea



 Ujung Sidagung is a steep-to and rocky point close N of Ujung Seudheuen; the latter point is the termination of a high and very noticeable promontory, joined

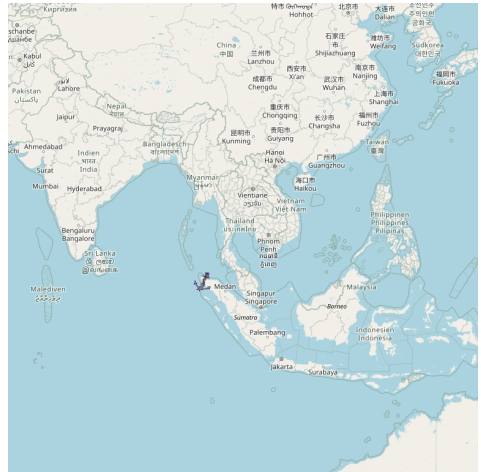
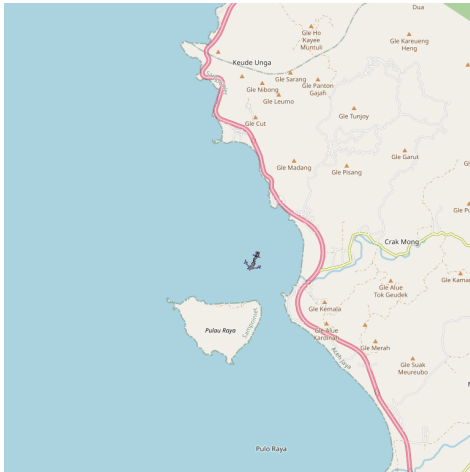
to the mainland by an isthmus covered with coconut palms.


From Ujung Seudheuen to Raja Bay, about 14 miles SSE, the coast is indented by several small bays available for small craft with local knowledge.

## 17 - Teluk Raya (Raja Bay) (W Sumatra)

4°53.24 N  
95°23.22 E

Mer du Nord - Andaman sea



 Raja Bay (Teluk Raya), entered between Ujung No and the N side of Pulau Raja, about 3 miles S, is one of the best anchorages on this coast; although it is open to the W, it has good holding ground, with depths of about 14.6m.

The head of the bay is fringed by a coral reef which extends a short distance, with above-water rocks on it in places.

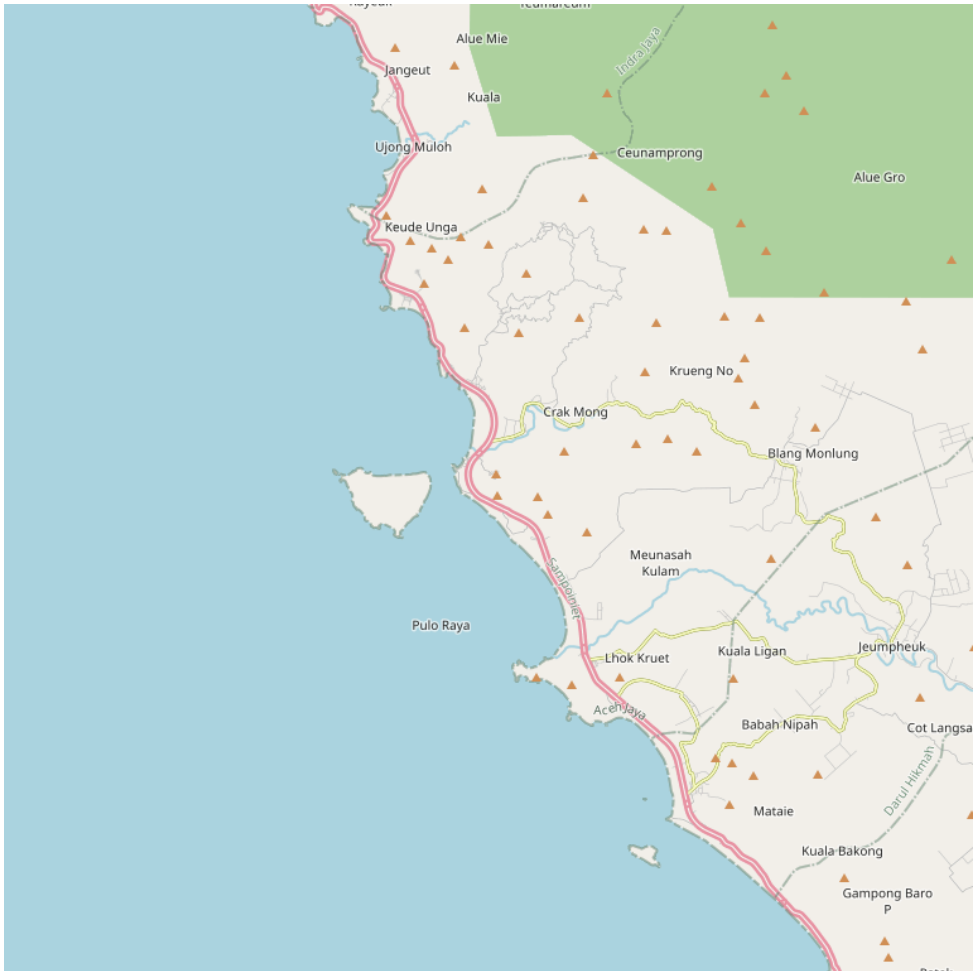
Anchorage may be obtained anywhere in Raja Bay. With NW winds the best anchorage is about 0.5 mile S of the NE part of Pulau Raja, in a depth of about 14.6m, under the lee of the island.




## 18 - Pulau Raya (W Sumatra)

4°52.11 N  
95°22.54 E

Mer du Nord - Andaman sea - Pulau Raya (W Sumatra)



160 

 Pulau Raja is densely wooded and about 53m high. A yellowish sandstone rock, about 0.9m high, lies on a reef which extends about 0.2 mile NW from the W extremity of the island.

The coast extending SE of Raja Bay is skirted by reefs and above-water rocks within 1 mile of the coast, which are usually marked by swells.

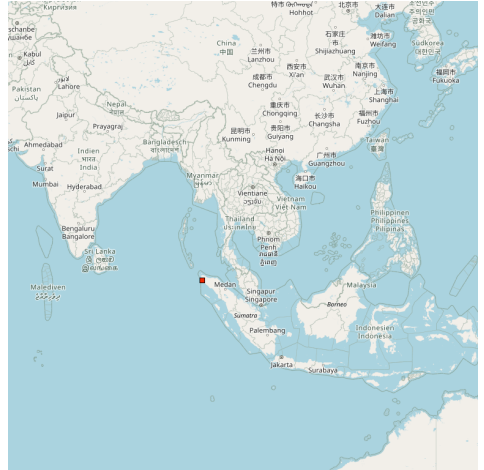
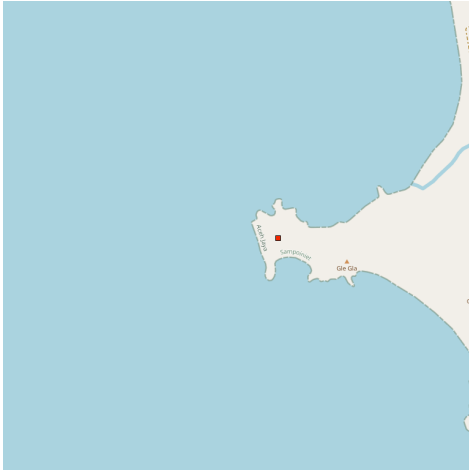



**Pulau Raya (W Sumatra)****19 - Ujung Gla (W Sumatra)**

4°49.35 N

95°24.81 E

Mer du Nord - Andaman sea

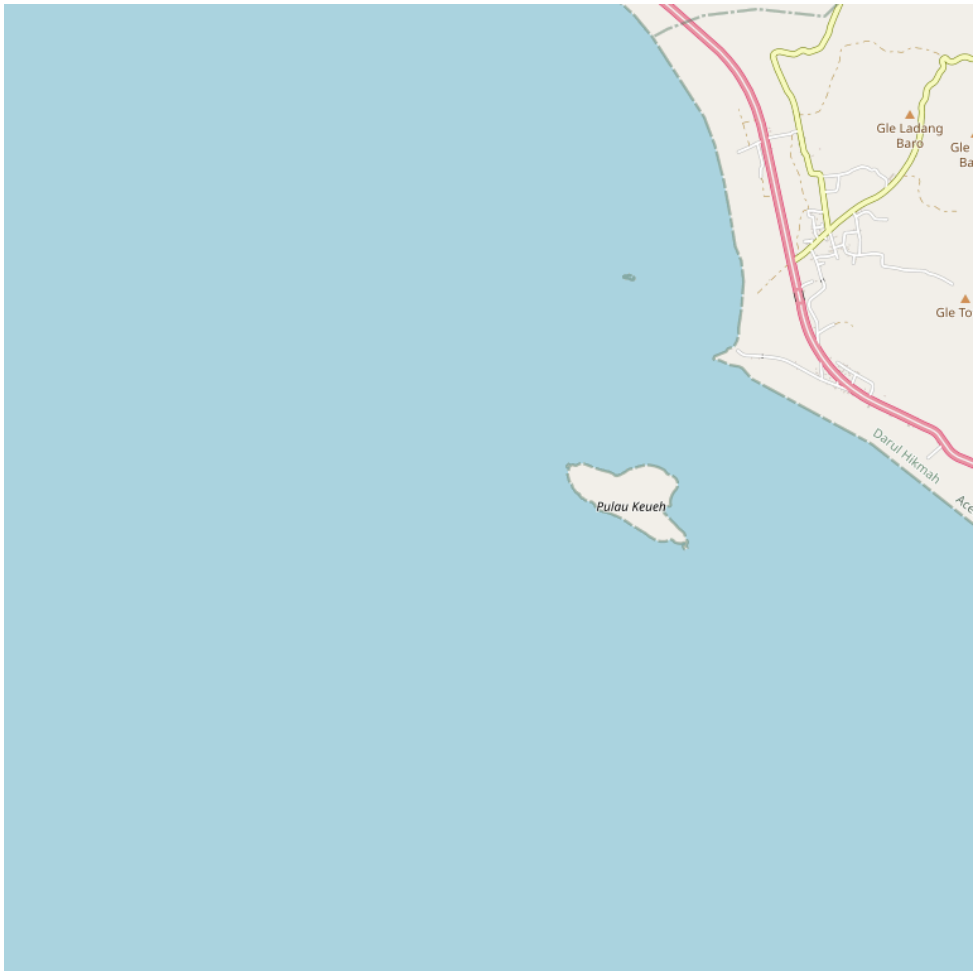


 Ujung Gla, about 4 miles S of Lho Kroeet, is a sparsely wooded rocky point with precipitous sides and an above-water rock close off its N side. The shore of the bay lying between Lho Kroeet and Ujung Gla consists of low, red-colored hills covered by coconut palms.


## 20 - Pulau Keueh (W Sumatra)

4°46.30 N  
95°26.90 E

Mer du Nord - Andaman sea - Pulau Keueh (W Sumatra)



160 

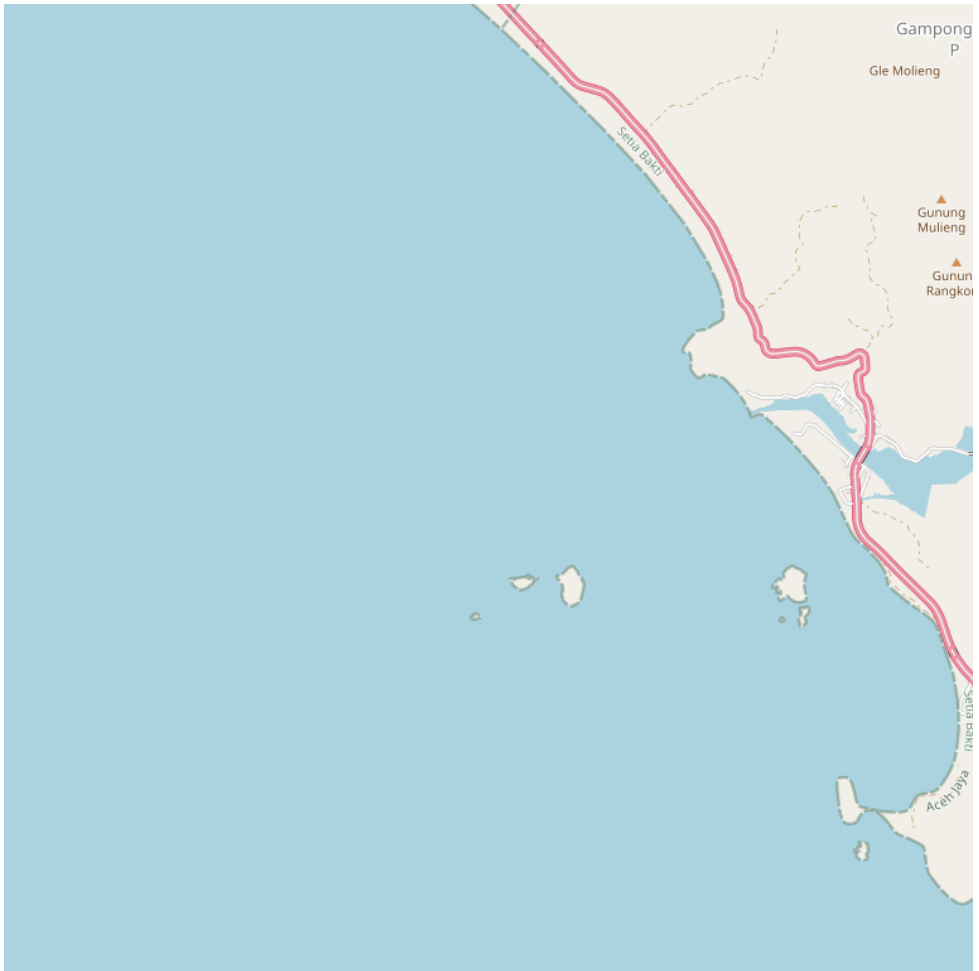
 Pulau Keueh, an island 69m high, lies about 4 miles SE of Ujung Gla and 0.5 mile offshore.

Its W side is steep-to, and may be approached closely, but the E and S sides have a coral reef 91m wide, with 11m close-to.


## 21 - Pulau Pulau Peyaba (Pejaba) (W Sumatra)

4°43.35 N  
95°29.05 E

Mer du Nord - Andaman sea - Pulau Pulau Peyaba (Pejaba) (W Sumatra)



160 

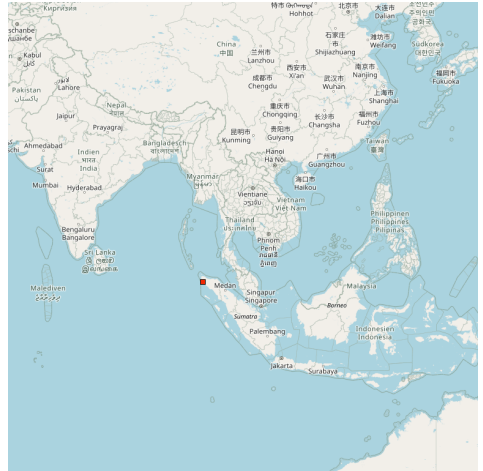
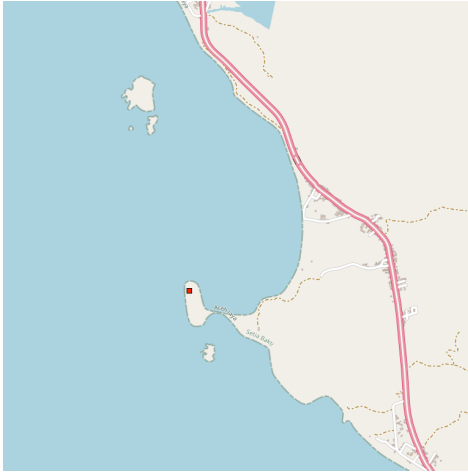
 Pejaba Islands, about 4 miles SSE of Pulau Keueh, consists of two wooded islands, with a low, rocky, barren islet, nearly always covered by surf, lying about 0.1 mile SW of the outer island.


A rock, nearly awash, lies 0.3 mile S of the inner island.

## 22 - Ujung Glumpang (Gloempang) (W Sumatra)

4°42.56 N  
95°30.37 E

Mer du Nord - Andaman sea



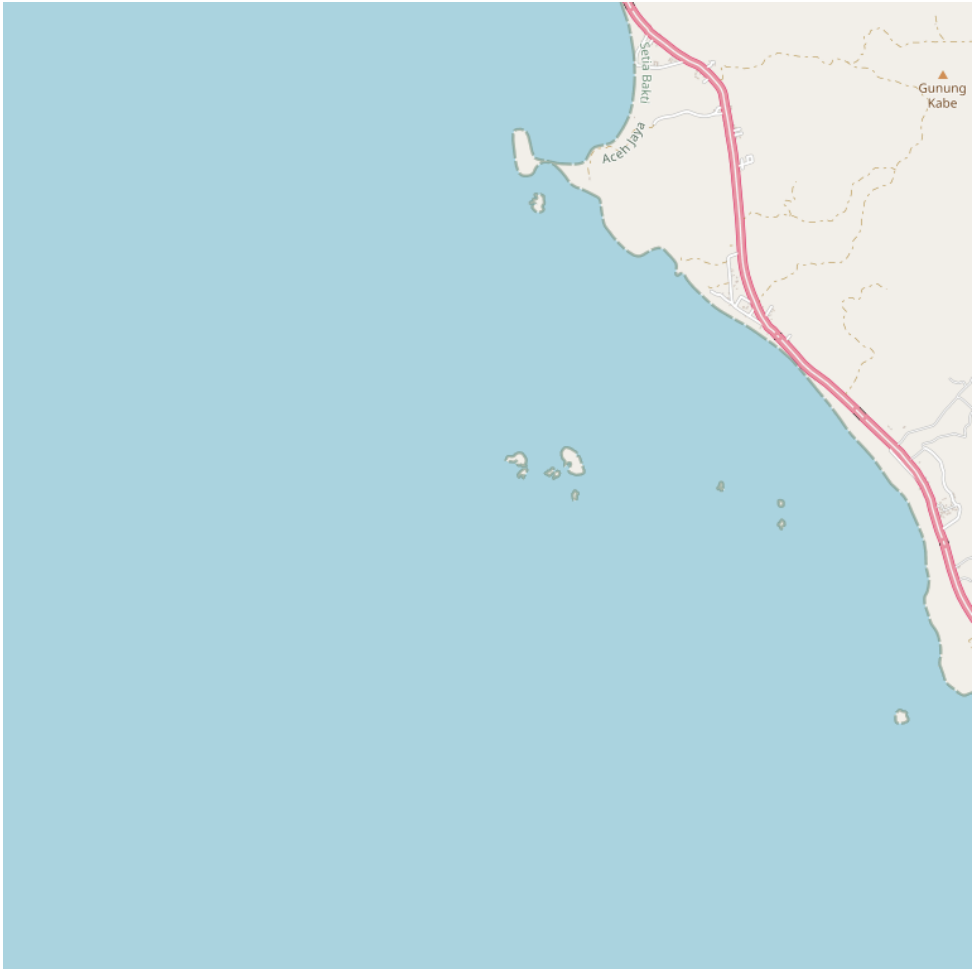
 Ujung Glumpang is a precipitous tongue of land crowned by a green hill with a few scattered trees on it.

A reef extends E from the point for about 0.1 mile and to a distance of 137m offshore. Foul ground extends about 0.3 mile S from Ujung Glumpang.


## 23 - Pulau pulau Cikem (W Sumatra)

4°41.18 N  
95°30.47 E

Mer du Nord - Andaman sea - Pulau pulau Cikem (W Sumatra)



160 

 Cikem islands are located about 1,2 NM S of Ug Glumpang. The W island is steep-to on its seaward side.

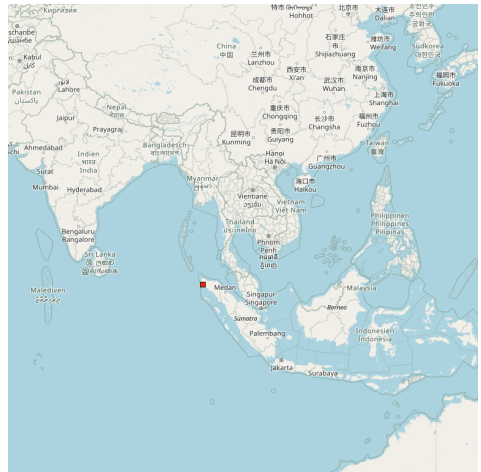
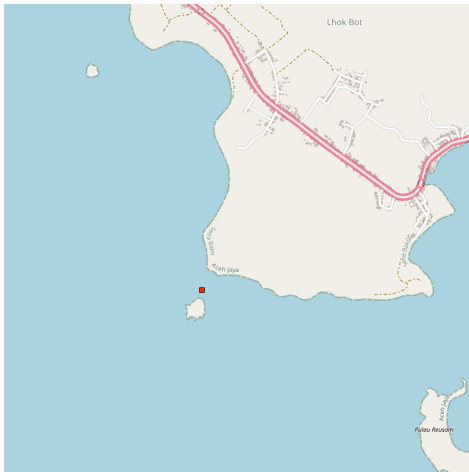
The islands are densely wooded and joined by a reef.


Pulua-pulau Cikem is in a seismicly active area with most recent activity being an earthquake in Simeulue on Wednesday 01st of February 2012.

## 24 - Ujung Baro (W Sumatra)

4°39.29 N  
95°32.40 E

Mer du Nord - Andaman sea

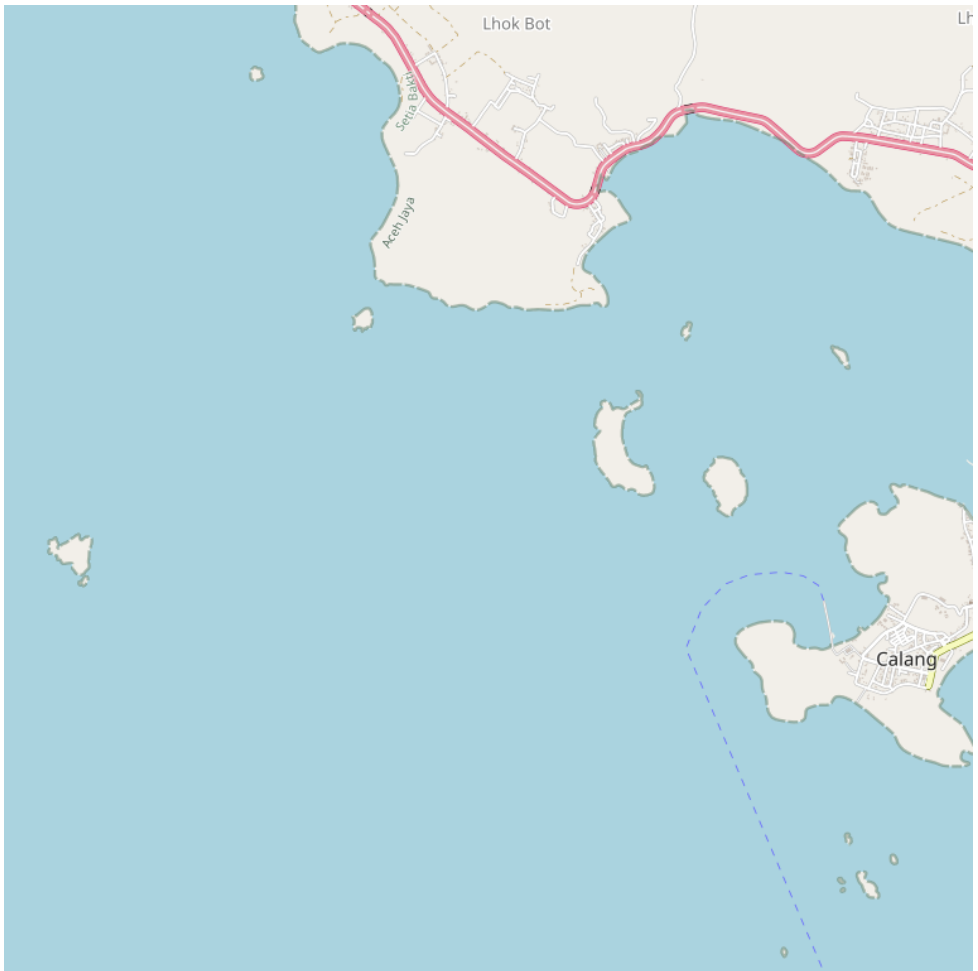


 Ujung Baro, the SW extremity of the peninsula within which is Teluk Rigaih, is a rocky headland rising steeply from the sea, covered with vegetation, and higher than the land within it. It is the N entrance point for Teluk Rigaih. Gillis Reef, with a least depth of 3.4m, is about 46m in diameter and occasionally breaks; it lies 1.5 miles NW of Ujung Baro.

## 25 - Pulau Reusam (W Sumatra)


4°38.70 N  
95°33.44 E

Mer du Nord - Andaman sea - Pulau Reusam (W Sumatra)



160



 Pulau Reusam, the largest and highest of the four islands in Rigaih bay, is surrounded by a reef. Two shoals, with depths of 3.7 to 5.5m, lie about 0.1 mile W of Pulau Reusam.

A patch, with a depth of 5.9m, lies about 0.1 mile E of Pulau Reusam.

Vessels making any stay at Teluk Rigaih are recommended to moor W or S of Pulau Reusam, where there are depths of about 15m, sand and mud.

Between Teluk Rigaih and Meulaboh, about 47 miles SE, the coast is low with flat land stretching a great distance inland.

There are no off-lying dangers on this part of the coast.

The depths are regular, but it is recommended not to get inside the 20m curve at night, as within this depth soundings give little warning of being close inshore. This part of the coast is very uniform and without any remarkable features in the foreground.

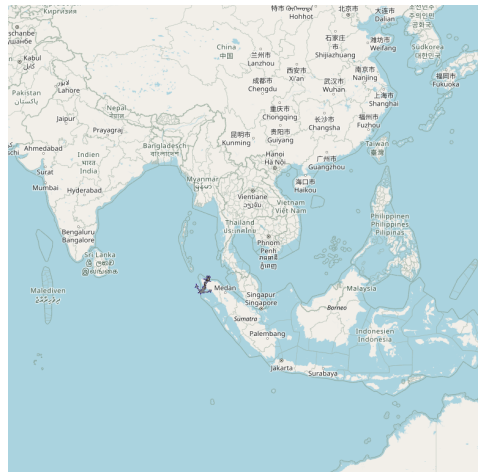
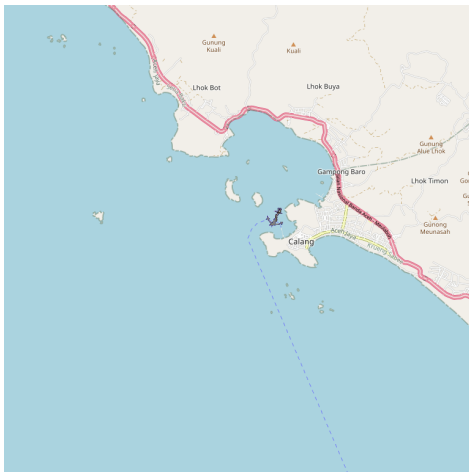



**Pulau Reusam (W Sumatra)**

## 26 - Teluk Rigaih (W Sumatra)

4°38.23 N  
95°34.14 E

Mer du Nord - Andaman sea



 Teluk Rigaih is nearly 2 miles wide and about the same in length; the coast is for the most part composed of rocky cliffs, excepting the swampy portion on its NE side. The four islands which encumber it divide the bay into the N and S harbors.

There is always a heavy swell in Teluk Rigaih. South Harbor, the larger of the two, is used by all but small craft, being about 0.5 mile in extent, with depths of



9.1 to 11m, over sand and mud, and easy of access.

It is open to the Southwest Monsoon, rendering it advisable to moor. North Harbor has depths of 5.5 to 7.3m over a breadth of about 0.1 mile and is used by small trading craft; it affords fair shelter at all seasons and, being abreast the town, is much more convenient than the South Harbor.

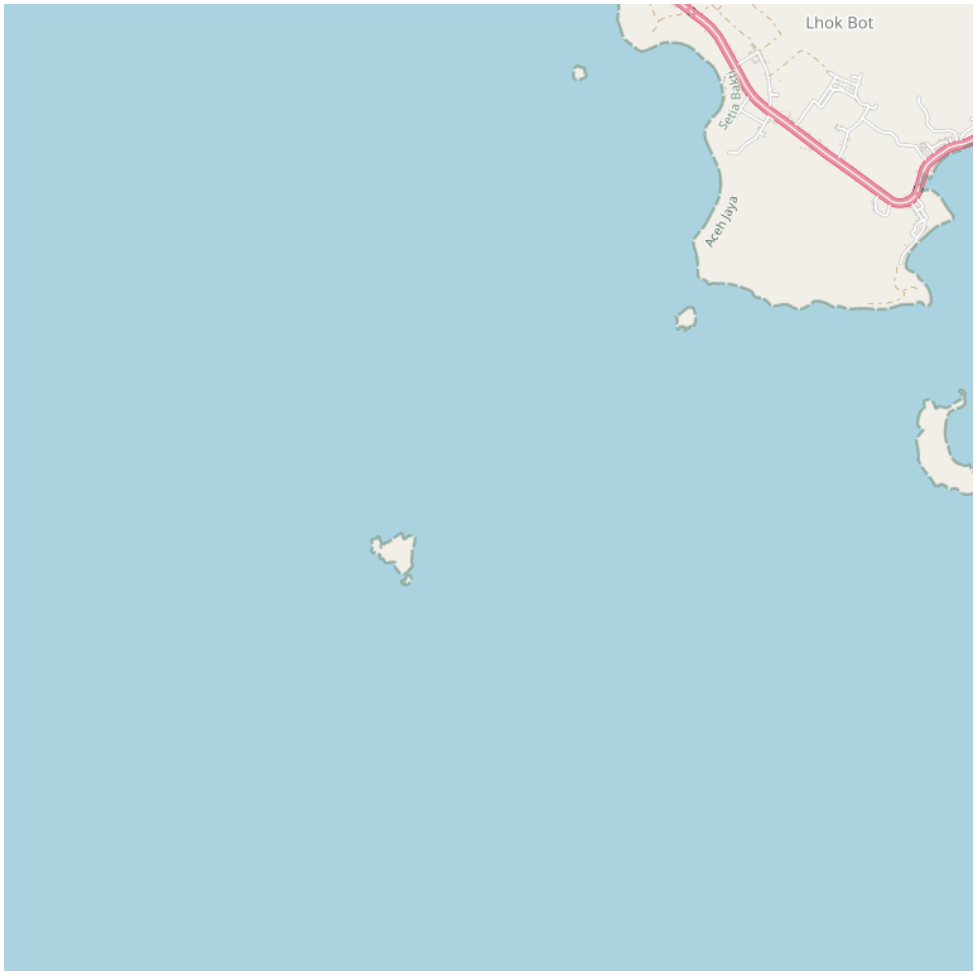
There is an anchorage area for vessels in South Harbor, in a depth of about 9m.



## 27 - Pulau Rangas (W Sumatra)

4°38.16 N  
95°31.39 E

Mer du Nord - Andaman sea - Pulau Rangas (W Sumatra)



160

Pulau Rangas, lying about 2 miles SW of Ujung Baro, is a small rocky island 66m high, and covered with trees, which are visible for a considerable distance. Two rocks above-water lie off its SE side, and a sunken rock, which always breaks, lies 91m off its NW side, all of which are steep. A rock, 0.9m high, lies ESE, 0.4 mile from Pulau Rangas. There is fine weather anchorage all around the island, in a depth of about 21.9m;

small vessels may find shelter during NW winds in the same depth, with the NE extremity of the island bearing 278°, distant about 183m.

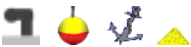
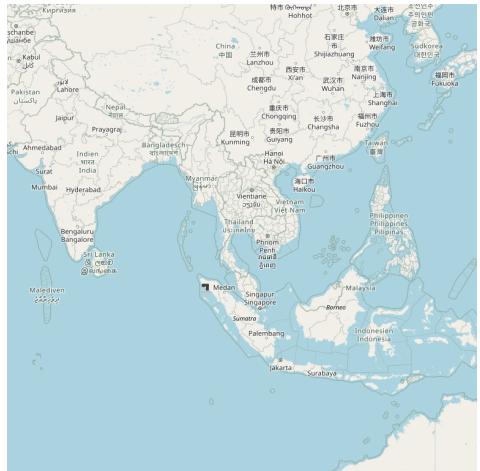
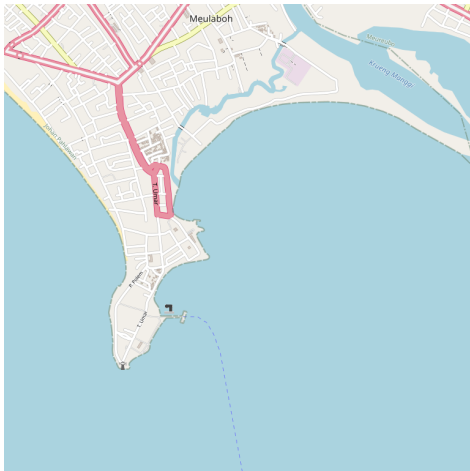


**Pulau Rangas (W Sumatra)**

## 28 - Meulaboh harbour (W Sumatra)

4°07.67 N  
96°07.86 E

Mer du Nord - Andaman sea



 Meulaboh Bay affords less protection, there being no reefs seaward.

The shore of the bay is fronted by a reef which extends 91m off Kuala Tjangku.

Meulaboh is the capital of W Aceh Regency and is among the hardest hit areas by the 2004 Indian Ocean earthquake. Being just 150 km from the epicenter of the earthquake, Meulaboh was hit by tsunami.

About 2 miles N of Ujung Kareueng a white conical monument stands near the coast.

Meulaboh, situated on the W side of the bay, is the shipping port for copra, pepper, and forest products.

Landing places for boats are available, but is often impossible because of heavy surf.

The tides are inconsiderable, but occasionally rise as much as 0.3m.

A ferry berth, consisting of a Tshaped jetty, lies close S of the town. A quay, 52m in length, with a depth alongside of 1.5m, lies at the head of the bay.

The mooring buoys of an oil depot lie about 1 mile ENE of Ujung Geudong. A submerged oil pipeline extends 0.5 mile NNW from the mooring buoys to the shore.

Anchorage may be obtained, in a depth of about 7.9m, sand and mud, with the flagstaff close NW of Ujung Geudong bearing 268° and the light structure on Ujung Kareueng bearing 229°.

It is exposed to winds between SW and SE, and the holding ground is bad; vessels should be ready to leave at short notice.

A vessel approaching from W can round the reefs off Ujung Kareueng by eye, as they are marked by breakers.

When Ujung Geudong is open to Ujung Kareueng, a vessel may steer for the anchorage, rounding the latter point at a distance of about 1 mile. Approaching from S, the zinc roofs of

Ujung Kareueng are visible from a considerable distance.

Caution. Several dangers, marked by breakers, lie in the W approach to Meulaboh Bay. A reef, with a least depth of 4m, lies about 2 miles NW of Ujung Kareueng and 0.5 mile offshore.

About 1 mile SSW of this reef is a 4.9m patch.

About 1 mile W of the same point is a 3.3m patch, with a similar patch close N of it. Between these patches and the W side of the peninsula lies a reef with a depth of 2.4m. Depths of about 3m less than charted were reported to exist in the bay E of a line joining Ujung Kareueng and Ujung Geudong.

Tel: +62 655 21279

Fax: +62 655 22190

Mail: pcc@pertamina.com

Anchorage depth: 7,1 m to 9,1 m

Cargo pier depth: 1.8m - 3m

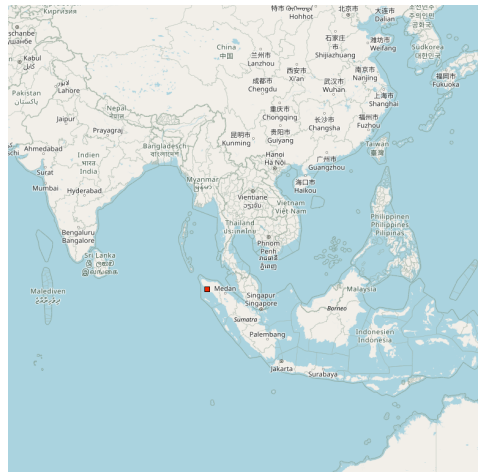
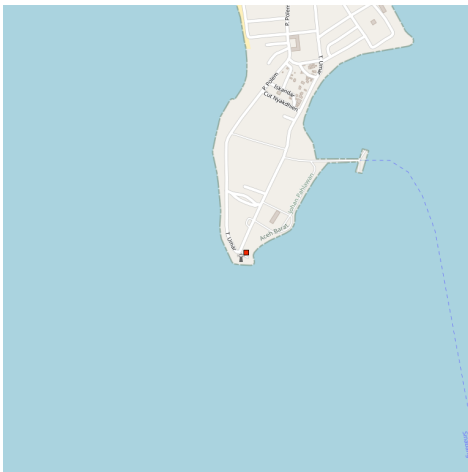
Oil terminal depth: 1.8m - 3m




## 29 - Ujung Karang (Kareueng) (W Sumatra)

4°07.44 N  
96°07.67 E

Mer du Nord - Andaman sea



 The coast between Ujung Toebea (Ujung Tuba), a low promontory, and Ujung Kareueng, about 8 miles SE, is swampy.

Ujung Kareueng, the W extremity of Meulaboh Bay, is a low point sparsely covered with coconut trees with buildings of a settlement on it; a light is shown from Ujung Kareueng. Ujung

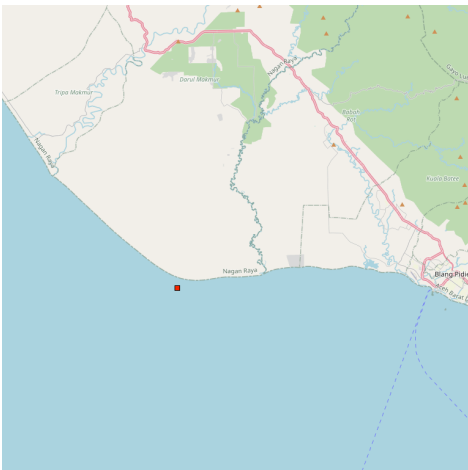
Geudong, fringed by a reef, is located about 1 mile NNE of Ujung Kareueng.




## 30 - Ujung Raja (Susoh - W Sumatra)

3°43.31 N  
96°31.51 E

Mer du Nord - Andaman sea



 Between Meulaboh and Ujung Raja, about 34 miles SE, the coast is low, with high trees behind. There are no off-lying dangers until about 12 miles SW of Ujung Raja and the soundings give good warning of approach to the coast. The mountains lie far inland and are only visible in the early morning. From a position about 13 miles SW of Ujung Raja to a position about 4 miles W of Tapa Toean (3°15'N., 97°11'E.), a distance of about 50 miles SE there are many shoal patches with depths of from 7.6 to 12.8m close inside the 200m curve, and then to the coast there are numerous patches with even lesser depths reported. Those reefs off the coast between Ujung Raja and Ujung Brang Bang are seldom marked by breakers or discoloration. Caution.?There are several islands off this coast; numerous isolated dangers, many out of sight of land, which make navigation hazardous.

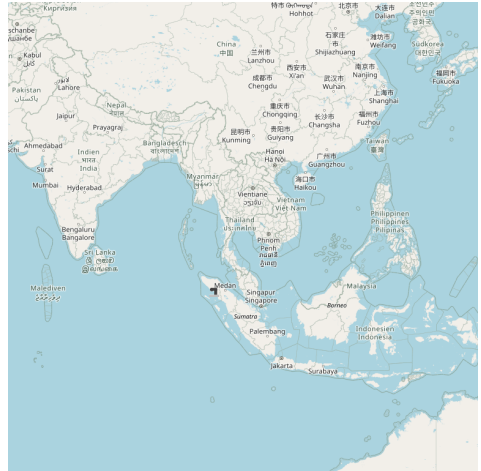
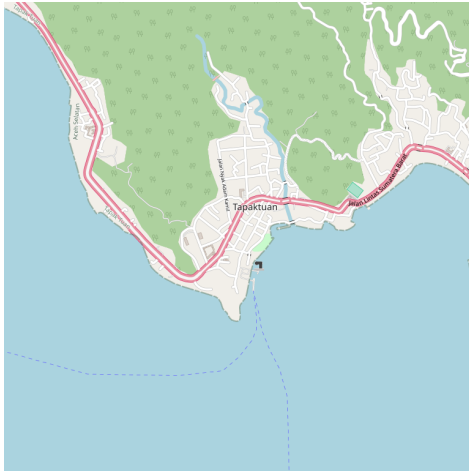
The nature of the bottom changes completely S of Ujung Raja, whereas to the N, the depths decrease regularly. A vessel may come suddenly into considerable and irregular depths S, which will be close to dangerous shoals.


Soundings, however, should not be neglected, and a good lookout aloft should always be kept during the day. Night navigation is attended with considerable risk.

## 31 - Tapaktuan harbour (W Sumatra)

3°15.21 N  
97°10.86 E

Mer du Nord - Andaman sea



 Tapaktuan, entered between Ujung Kupiah and Ujung Batu Itam, about 2 NM E, is entirely open S.

The shores of the roadstead are high and steep, and consist of wooded rocks and high hills.

It is reported to be fringed by a reef in most places, but abreast Tapaktuan, on the W side of the bay, there is a narrow channel through the reef, with a pier on its S side.

The NW portion of the bay is encumbered by Pakah Reef, which is marked by breakers and rollers.

### Depths? Limitations

The pier can accommodate vessels up to 5,000 dwt, with a maximum length of 60m and a maximum draft of about 5m, although ships remain in the roads to load and discharge. Cargo is conveyed to and from shore by private barges.

### Aspect

A very prominent house stands among those on the W shore of the bay.

## Anchorage

Good anchorage may be obtained, in a great depth of 36m, mud, with the pier head bearing 324° and Ujung Kupiah bearing 270°. The anchorage is uncomfortable with winds between W and S.

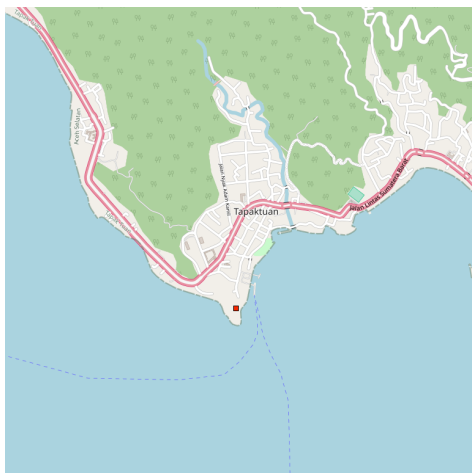
Caution. Batu Tungkat, a rock which dries, lies about 1 mile W of Ujung Kupiah. Batavia Rock, with a depth of 11.9m, lies about 0.3 mile NW of Batu Tungkat. Batu Kupiah, which dries, lies about 0.1 mile SW of Ujung Kupiah, the W entrance point of the bay.




## 32 - Ujung Kupiah (Tapaktuan) (W Sumatra)

3°15.06 N  
97°10.75 E

Mer du Nord - Andaman sea



 The coast between Teluk Susoh and Tapa Toeian, about 36 miles SE, is low; the reefs lying in the vicinity of the 20m line are occasionally marked by swell, but never by discoloration.



The chart should be referred to for the off-lying reefs between the coast and the 200m curve.



## www.sea-seek.com



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