Sea - Seek

Ebook Sailing guide / Guide nautique

Strait of Malacca (East)

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia)

December 2018

Strait of Malacca (East)

Table of contents

Strait of Malacca (East)

4°32.59 N
94°44.56 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)

Strait of Malacca

The Strait of Malacca is a narrow, 805 km stretch of water between the Malay Peninsula (Peninsular Malaysia) and the Indonesian island of Sumatra.

Singapore Strait is the area lying between the S coasts of Malaysia and Singapore Island on the N side and the coast of Sumatera on the S side.

The Strait of Malacca and Singapore Strait together form the main seaway connecting the Indian Ocean with the South China Sea. The straits offer the shortest route for tankers between the Persian Gulf and Japan.

The strait is the main shipping channel between the Indian Ocean and the Pacific Ocean, linking major Asian economies such as India, China, Japan and South Korea. Over 50,000 vessels pass through the strait per year carrying about one-quarter of the world's traded goods including oil, Chinese manufactures, and Indonesian coffee.

Malaccamax is a naval architecture term for the largest size of ship capable of fitting through the 25 metres (82 ft)-deep Strait of Malacca.

Shipping hazards:

Piracy in the strait has risen in recent years. There were about 25 attacks on vessels in 1994, 220 in 2000, and just over 150 in 2003 (one-third of the global total). After attacks rose again in the first half of 2004, the Malaysian, Indonesian and Singaporean navies stepped up their patrols of the area in July 2004. Subsequently, attacks on ships in the Strait of Malacca dropped, to 79 in 2005 and 50 in 2006.

There are 34 shipwrecks, some dating to the 1880s, in the Traffic Separation Scheme (TSS), the channel for commercial ships. These pose a collision hazard in the narrow and shallow Strait.

Another risk is the yearly haze caused by raging bush fires in Sumatra. It can reduce visibility to 200 metres (660 ft), forcing ships to slow down in the busy strait. Ships longer than 350 metres (1,150 ft) routinely use the strait.

Winds _ Weather:

Along the N coast of Sumatera, the Southwest Monsoon prevails from about April to November and the Northeast Monsoon from about November to April.
During the Southwest Monsoon the wind frequently holds both day and night near Ujung Raya, while farther E it is not so permanent.
In the strength of the Northeast Monsoon, the wind blows from E to NE from about 1000 to 1600, strengthening near the close. It then begins to drop and is usually calm about sundown; there is a land breeze during the night. In April, SW and W winds begin; the Southwest Monsoon is established in May.
Waterspouts are seen off the coast at times.
At the N and NE portion of Sumatra, 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 and in the forenoon.
At times, the monsoon blows strongly for some days, at which times communication with the shore is reported impracticable.
December and January, are usually the worst months.
The Southwest Monsoon is the best for landing on this portion of Sumatera.
Although the Strait of Malacca is within the limits of the NE and Southwest Monsoon of the Indian Ocean, on account of the high land on either of the strait, the winds are variable.
However, land and sea breezes are regular on both coasts.

Currents:

In the Strait of Malacca to the W of the islands N of the N Sumatera coast, there is a current setting in a W direction, often attaining a rate of 1.5 to 2 knots, and inclining N or SW by the action of the prevailing monsoon.
Between these islands and the Nicobars, during the strength even of the Southwest Monsoon, there is frequently a current that sets directly into the monsoon at a rate of 2 knots.
At the same period there is said to be a strong current between Pulau Weh and 6°30'N, setting E as far as the meridian of Tanjung Jambuair. This current is said to continue all the year around, but with less strength during the Northeast Monsoon.
It is to be regarded as a countercurrent with reference to the W current along the coast from the Strait of Malacca.
Through the Strait of Malacca there is a constant NW set, but near the S, where the strait is considerably narrower, it is only felt by its action on the tidal current, decreasing the velocity of the flood current and almost overcoming it during

neaps, and increasing that of the ebb to the same extent.
In the NW portion the same effect is produced near the shore on the tidal currents, but out in the middle of the strait it is fairly constant and strongest during the Northeast Monsoon; it finally makes its way seaward along the coast and affects the tidal current there, as above mentioned.
The tidal action is not appreciable beyond the distance of about 8 miles off the Pedir coast and about 40 miles off the E coast of Sumatera.
The flood sets E on the N coast of Sumatera and the ebb W, rarely exceeding 2 knots at spring; at neaps they are sometimes imperceptible, except at the points or over banks and narrow channels.
The currents are also affected by the constant current out of the Strait of Malacca, which takes a W direction along the N coast, through the passages S of Pulau Weh, so that for the greater part of the year the ebb current is longer and stronger than the flood current.
The prevailing winds as a result of which, when the water is rising or falling during the Northeast Monsoon, there may be no E set for a day or more; conversely, the flood or E current runs long and stronger during the Southwest Monsoon.
The overall set in the strait is to the NW, but from May to September there is a tendency for SE sets to prevail in some N and central parts but the predominance is very slight. On the average, between 50 and 60 per cent of all current observations in the strait are 0.5 knot or less. A small portion of these observations exceed 2 knots.
In the N part of the strait, the general directions of the tidal currents are SE and NW. The SE stream reaches maximum rate about 1 hour prior to HW and the NW current reaches maximum rate about 1 hour before LW.
In the main fairway, the spring rates are about 1.5 knots, but may reach 2.5 to 3 knots in the more restricted channels and inshore waters.
The tidal currents in the S end of the Strait of Malacca set SE and NW to and from Selat Durian (1°00'N., 103°35'E.); they are not necessarily associated with any particular currents and may meet or separate from the latter S of Tanjung Piai (1°16'N., 103°31'E.), the S extremity of the Malay Peninsula.

Depths/Limitations:

The depths in the Strait of Malacca are generally irregular and a considerable portion of the bottom is of sand wave formation. Depths in the main shipping channels vary from 14.9 to over 100m.
Dangerous sand banks which can restrict navigation are located in both traffic separation scheme lanes of One Fathom Bank (2°53'N., 100°59'E.) and Fair

Channel Bank (1°28'N., 103°08'E.).

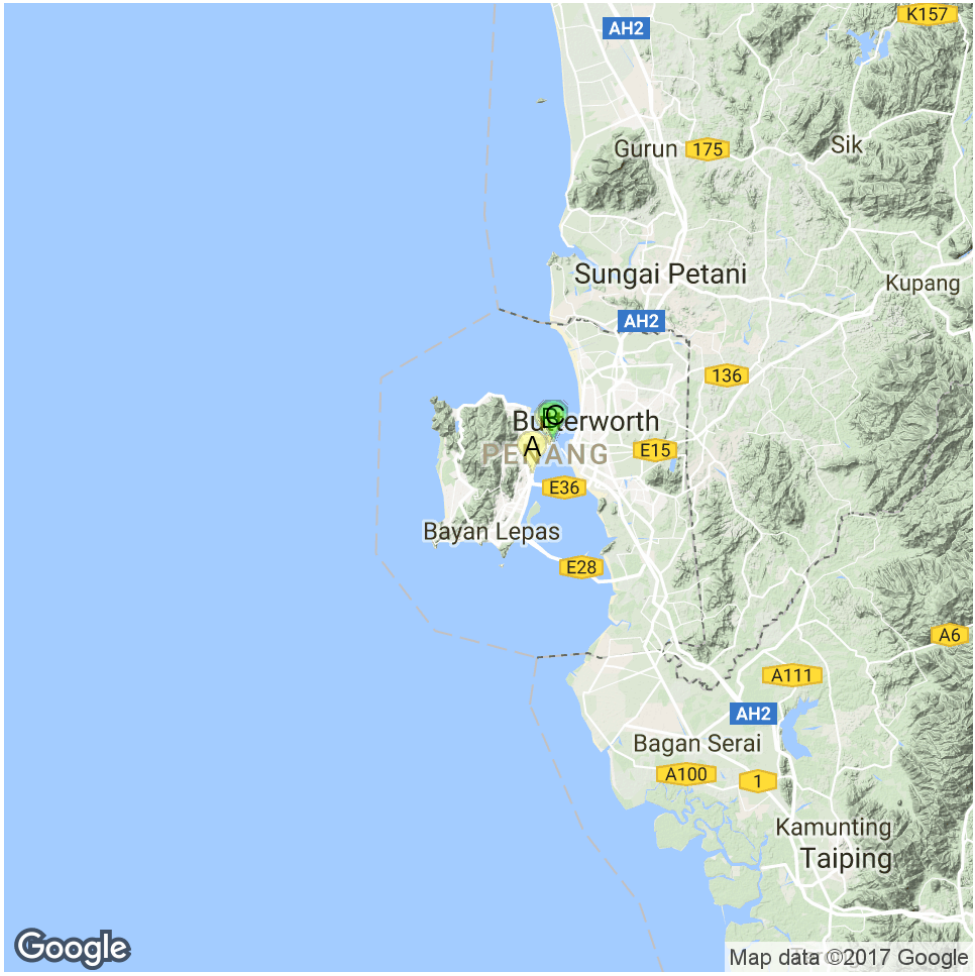
Areas NW of One Fathom Bank and SW of Tanjung Tuan (Cape Rachado) (2°24'N., 101°51'E.) are subject to sand wave formation. Deep-draft vessels should, therefore, take particular note of the latest depths over shoals lying in or near the fairway.

Caution.?Navigational aids are often unreliable, especially in Indonesian waters. Risk of collision is appreciable due to heavy traffic using the through routes, frequent crossing traffic, and local fishing craft with nets.

1 - Pulau Pinang (Malaysia)

5°21.17 N
100°15.37 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)



A E-Gate anchorage (Penang)

B Junk anchorage (Penang)

C Tanjong city marina (Penang)

Penang is a state in Malaysia and the name of its constituent island, located on the northwest coast of peninsular Malaysia by the strait of Malacca.
It is bordered by Kedah in the north and east, and Perak in the south.
Penang is the second smallest Malaysian state in area after Perlis, and the eighth most populous. It is composed of two parts - Penang Island, where the seat of government is, and Seberang Perai (formerly, and occasionally Province

Wellesley) on the Malay Peninsula.
The island of Pulau Pinang is separated from the mainland by a strait 1.5 to 7 miles wide, which affords sheltered anchorage.
The N part of Pulau Pinang is mountainous, and through the center of the island runs a range of hills, declining in height as it approaches the SW extremity.
Western Hill, the highest point of the island, is 834m high, a short distance to the E is Government Hill. The W side of the island is low and wooded.
The N side of Pulau Pinang is much indented, except near its NE extremity, and is fringed by a shoal area with depths of less than 5.5m extending as far as 2 miles offshore.
If you are already cleared into Malaysia, the standard procedure is to check in with Jabatan Laut [Marine Department of the Ministry of Transport] and to check out with Jabatan Laut and Royal Malaysian Customs.
Jabatan Laut is in the Wisma Laut [Marine House], with entrances in both Lebuh Light and Lebuh Union. Customs officers, located in Swettenham Pier, issue the Port Clearances. Enter Swettenham Pier via the vehicular gate (not the building) and tell the guard that you need to clear out your yacht with Customs.
If you are coming or going internationally (eg direct to or from Singapore, Thailand or Indonesia), you also need to check in or out with Immigration. The relevant office operates 24 hours a day and is in the old Immigration Building at the corner of Lebuh Pantai and Lebuh Light; enter the building by the door marked ?Bahagian Perkapalan? [Shipping Division]. For visa extensions, visit the new Immigration Building across the channel, in Seberang Prai.
When checking in and out, carry ship?s papers, passports, crew lists, and forms including Port Clearances from previous Malaysian ports.
Remember, in Malaysia, you must carry your passport at all times. A photocopy does not satisfy the legal requirements.
Penang is justly famed among cruisers for its medical services, superb food and provisions, developed retail sector, and its multicultural and friendly population. Services catering specifically to cruisers are sparse, but many services are available in the well developed industrial and commercial environment for those who seek them.
Three anchorages and two public marinas are popular with cruisers.
If arriving from the south, you can travel the Western Channel

(between Pulau Pinang and Pulau Jerjak) to the Seagate Anchorage or the Marina Batu Uban. Or use the Main Channel (under the Penang Bridge), to reach the Tanjong City Marina or the Junk Anchorage.
Arriving from the north, the Tanjong City Marina, Junk Anchorage, and E-Gate Anchorage are handy. Or you could continue along the Main Channel, under the bridge, and round Pulau Jerjak to the Western Channel and Seagate Anchorage or Marina Batu Uban.

1.1 - Tanjong city marina (Pinang)

5°24.91 N
100°20.69 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)

channel 69

Tanjong City Marina based around the century-old Church Street Pier. It is handy to the downtown of George Town. The marina has a floating breakwater that partly shields boats from ferry wake and wave. Tidal streams can be significant at spring tides. Berths at the northern end of the marina offer the best shelter from ferry wash.
Arriving yatchs are required to call Tanjong City Marina on VHF channel 68 when passing Pulau Rimau or Pulau Jerejak if entering from south or while heading east after passing Tanjong Bungah on your starboard if

entering from north west.
140 b. (<50 m)
Depth maxi: 4 m
Tel: 604 2102 336, 337, 338 or 339
6019 4776 540 (marina manager)
Fax: 604 2102 334
Mail: tgctmarina@penangport.com.my
George Town or Georgetown, is the capital of the state of Penang in Malaysia. Named after Britain's King George III, George Town is located on the north-east corner of Penang Island. The Georgetown metropolitan has a population of 1,253,748, the second largest metropolitan in Malaysia by population.

1.2 - Junk anchorage (Pinang)

5°24.65 N
100°20.39 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)

The Junk Anchorage, just south of the Tanjong City Marina, lies off the clan jetties (the New, Yeoh, Lee, Tan, Chew and Lim jetties).
Diesel fuel is usually available from a fuel barge nearby. The Junk Anchorage is exposed to weather from the north and east.

1.3 - E-Gate anchorage (Pinang)

5°22.40 N
100°18.95 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)

E-Gate commercial complex

E-Gate anchorage lies , after proceeding south down the Western Channel from the Junk Anchorage.
Anchor offshore from either the E-Gate building (prominent cupola) or the blue-roofed building housing the Jabatan Laut headquarters for the northern region of peninsula Malaysia.
Be alert to submarine cables and the associated no-anchoring area. The anchorage is handy to the old marine police jetty, where diesel fuel can be bought.
The old marine police jetty is no longer being maintained.
The bay is slated for land reclamation. A Tesco hypermarket and associated shops and food court are handy to this anchorage.

2 - Sungai Muda (Malaysia)

5°34.61 N
100°20.64 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)

The Sungai Muda is located about 6 miles S of the Sungai Merbok entrance. It is obstructed by a sandy bar which dries from 0.6 to 1.2m at LW.
Small craft, drawing 1m, can enter at half tide and proceed about 4 miles upstream.

3 - Sungai Merbok river (Sungai Petani) (Malaysia)

5°40.65 N
100°21.25 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)

The Sungai Merbok (Merbau River), the entrance to which is formed between the low coast on the N and the hills to the S, is fronted by the coast mud flat, which has depths under 5.5m, and extends nearly 3 miles to seaward. There is a depth of 2m on the bar, with depths of 5m within. Small craft drawing 2m can proceed about 3 miles upstream

at HW.

4 - Pinang harbor (Penang) (Malaysia)

5°25.22 N
100°21.80 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)

Pinang Harbor is one of Malaysia?s largest ports and handles most of the trade for the cultural, industrial, and agricultural regions of Northern Peninsular Malaysia.
The port complex includes facilities on Pulau Pinang at Georgetown and on the mainland at Butterworth and Perai (Prai).
Pinang Harbor has ample, modern, alongside berthing facilities for all classes of vessels.

NAVIGATIONAL APPROACH:

a. North Channel Light Float in position Lat 5 (35.9' N. Long 100 12.45' E) for vessels entering the harbour through

the
North
Channel.
Vessels awaiting Pilot can
anchor at
North Channel, in the pilot waiting area.
b.
For
entry
through
the
South
Channel
the
Pilot
will
be
taken on
board
in
vicinity
of Rimau
Wreck
Buoy 1.6km
South
of Pulau
Rimau
Lighthouse.
Approach
through
the
South Channel is restricted to vessels of 28m
air draft - due to
existence of the Penang
Bridge.
Current
depth

5.8m

ACD.Winds/Weather: Pinang Harbor is subject to both the Northeast Monsoon and the Southwest Monsoon, with high temperature, humidity, and rainfall throughout the year.

Winds are generally light or moderate in both seasons. The usual weather pattern is for partly cloudy mornings inland with showers and thunderstorms by the middle of the afternoon and dispersing at night.

Sumatras, which are nighttime squalls with violent thunder, lightning, and rain, can be expected from April to November with an average occurrence of about 3 to 4 per month.

Tides/Currents: At springs, the tidal currents run at a rate of from 2 to 3 knots through the harbor anchorages (although rates of up to 5 knots have been observed), but less in the approaches, and continue to flow N or S for about 1 hour to 1 hour 30 minutes after LW or HW.

During the Northeast Monsoon, the tidal currents are regular; the S current runs from about 4 hours before to about 2 hours after HW by the shore, with the N current running during the remaining period. Off the entrance to North Channel a S current of 0.5 knot has been experienced. In November, the current sets round Muka Head (5°29'N., 100°11'E.) and overcomes the outgoing current, sometimes for 2 or 3 days.

The main ship channel into Pinang Harbor is via North Channel, which is 10 miles in length, has a width of 183m, and a least depth of 10.2m. Approaches to the harbor are well marked by navigational aids. Approach depths gradually increase from 11 to 22m in the area S of Buoy Tokong.

Depths?Limitations.?Shoaling to a least depth of 9.7m has been reported in some areas of North Channel. The approach to Pinang Harbor via South Channel is restricted to vessels with a 6m draft and a height of 28m due to the vertical clearance of the Pinang Bridge. A least depth over the bar of South Channel is 5.8m.

Pinang is equipped with modern wharves, piers, and basins to handle practically any cargo that can be transported on water.

These include facilities for container, ro-ro, dry and liquid bulk carriers, general cargo, and passenger vessels.

Swettenham Pier is situated on Pinang Island. The T-berth has a total length of 366m, with a depth alongside of 10m. A berth of 46m, depth 3m alongside, is situated on the W side of the S end of Swettenham Pier and is use by lighters and fishing vessels. This area is referred to as the Lighter Basin. Swettenham

Pier handles break-bulk cargo, as well as passenger and naval vessels. Just S of Swettenham Pier is the Church Street Pier; further S is the ferry terminal.

Less than 1 mile E of Swettenham Pier, across the Selat Utara, is the North Butterworth Container Terminal. The Tshaped pier is 600m in length, with a depth of 12m alongside.

Less than 1 mile S of the North Butterworth Container Terminal are the Luar Shell Pier, the Bagan Luar Esso Pier, and the Butterworth Deep Water Wharves. A ferry terminal is situated between the Esso Pier and the Butterworth Deep Water Wharves.

The Butterworth Deep Water Wharves are made up of six numbered berths. Berth 1 through Berth 3, used for conventional cargo, have a length of 549m and depths of 9m alongside.

Container facilities are situated at Berth 4 through Berth 6, with a total length of 497m. Berth 6 is also equipped with a ro-ro ramp of 8m wide and 28m long.

The Palm Oil Tanker Berth (Berth 9) with a depth of 8.9m is situated just S of Butterworth Pier No. 1; vessels up to 167m in length can be accommodated.

The entrance to the Sungai Perai is located S of Berth 9. On the S bank of the river entrance is the Perai Wharf. This wharf is 840m in length and suitable for coasters and lighters carrying bulk cargo. The wharf is connected to railways.

The Caltex Pier (Berth 10) consists of a mooring pontoon and berthing dolphins 0.5 mile offshore. The berth has a depth of 10m and is connected to the prominent oil tanks to the NE by an underwater pipeline.

A Bulk Cargo Terminal, for both liquid and solid cargoes, is situated at Perai. The terminal consists of two main berths 338m long with a depth of 10m alongside and one inner berth with 154m long with a depth of 7m.

Vessels of more than 5m in height or 30m in length must obtain written permission from the Port Officer, Pinang, before entering the restricted area.

Aspect.?The coast of the mainland being low does not show up well from North Channel as that from Pinang Island, consequently the latter will usually appear nearer when in the fairway between them. Within the harbor limits of Pulau Pinang, Fort Cornwallis, with a conspicuous flagstaff, 5.7m high lies on the NW entrance to the harbor. On the mainland, two conspicuous radio masts lie on the E entrance of the harbor.

Numerous other prominent buildings and masts stand on the island and mainland.

Pilotage.?Pilotage is compulsory for vessels 200 grt and over when berthing and unberthing in the harbor, except fishing vessels. Vessels should send their ETA 3

hours in advance to Pilots Pinang, stating their ETA at North Channel Light Float or, in the case of South Channel, their ETA at Pulau Rimau.
The maximum draft of the vessel should also be included. Pilot should be contacted on VHF channel 12.
For vessels entering the harbor through North Channel, the pilot boarding area is NW of the North Channel Light Float. For entry through South Channel, the pilot will be embarked in the vicinity of Rimau Buoy.
Anchorage.?Anchoring is prohibited within the indicated cable area on the NE side of North Channel.
Numerous anchorages including Naval Anchorage, Petroleum Anchorage, Quarantine Anchorage, Local Anchorage, Small Craft Anchorage, and Explosives Anchorage exist within harbor limits.
An outer anchorage is charted about 2 miles SSW of North Channel Light Float.
Caution.?Fishing stakes extend all around Pulau Pinang and the mainland coast within the 10m contour line. Bamboo poles, singly or in groups, marking fishing nets or pots may be encountered in this area. Large numbers of fishing boats may be encountered in the vicinity of, and NW of Muka Head.
Mail: info@penangport.com.my
Tel: 04-210
2211
Fax: 04-263
4792

5 - Tanjung Piandang to Port Kelang (Malaysia)

4°00.56 N
100°38.73 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

There is a practically continuous strip of mangrove forest, which varies in width from 0.5 mile to 8 miles between Tanjung Piandang and Tanjung Batu, about 41 miles S.

These mangroves are generally creeping seaward as the deposits from the muddy creeks increase.

Extensive mud banks fringe the coast between Tanjung Piandang and Tanjung Batu.

Ships on passage from Tanjung Piandang to Tanjung Hantu normally keep

outside the 20m contourline. Along this track the hills some 10 to 15 miles inshore of the seaward edge of the mangroves are frequently visible and are the only reliable navigational aids between the two points.
From Tanjong Piandang the coast takes a SSE direction to Selinsing Bay, forming several bights fronted by flats with depths of less than 5.5m in places.
On the flats between Pulau Pinang and Kuala Larut there are numerous fishing stakes.
The coast S of Tanjong Pasir to Tanjong Kerang (Tanjong Krang is a mangrove jungle, covered for some distance inland at HWS tide.
Tanjong Kerang is the N entrance point of Kuala Larut, a wide estuary leading E, used only by small craft.
From Kuala Larut to Kuala Jarum Mas, the coast is fronted by a mud bank extending from 5 to 9 miles offshore.
A group of powerful white lights, visible for about 50 miles, is occasionally shown from Gunong Kledang, a summit located about 23 miles E of Kuala Jarum Mas.
Caution.?Numerous fish traps and stakes are situated within the 10m contour line from W of Pulau Terung to Tanjung Hantu.

5.1 - Sungai Kurau (Bagan Serai) (Malaysia)

5°00.04 N
100°25.09 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

The Sungai Kurau enters the sea about 5 miles SSE of Tanjong Piandang. The Sungai Kurau is navigable at HW by craft drawing 1.8m, about 15 miles upstream.

Selinsing Bay is shallow and forms the entrance to the Sungai Sangga Besar, the main approach to Port Weld, and the SungaiSelinsing. The bay is bounded by Tanjong Pasir to the N, and a point about 3 miles SW.

Tanjong Pasir may be recognized by the sandy beaches on the N and S sides of it. The shores of the bay are fringed with wide, drying mud banks which reduce the width of the channels into the two rivers to 0.75 mile and the two separate river channels to 0.25 mile.

The extent and shape of these banks are subject to frequent change.

The main bar at the entrance to Selinsing Bay lies close S of Tanjong Pasir with depths of from 0.3 to 0.6m.

5.2 - Kampung Kuala Sepetang

4°50.14 N
100°37.53 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Port Weld is the port for Taiping the former capital city of Perak. It is situated
about 5 NM above the entrance of the Sungai Sangga Besar, and is connected by rail and a good road.
Once the busiest port in the region, its facilities were mainly for exporting of processed tin ore. Opened in 1877 as the gateway for cargo ships, Port Weld is now called Kuala Sepetang. No longer a main port, it is now mainly used by fishing boats.
In the past, Port Weld was an important port for import export activities between Taiping and Penang. Apart from Teluk Intan. Port Weld is also used as an exit point to the Kinta District and Upper Perak District. At that time, the items traded were opium, preserved vegetables, tobacco and tin ore.
The port is now only used by native craft.
The port has two concrete T-headed jetties. The northernmost jetty is the Customs Jetty, which is 27m in length. The Government Jetty is 12m in length. This jetty is mainly used by fishing vessels.

5.3 - Tanjong Batu (Perak) (Malaysia)

4°25.62 N
100°35.47 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Tanjong Batu is a cape located in the Perak area of the country of Malaysia.

5.4 - Pulau Talang (Perak) (Malaysia)

4°25.30 N
100°34.51 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

It was reported that Pulau Talang, a small island off the mainland, is a good radar target up to 18 miles distance.

5.5 - Tanjong Hantu (Perak) (Malaysia)

4°18.54 N
100°33.52 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Tanjong Hantu, about 8 miles SSW of Tanjong Batu is a sloping point, the summit of which is 203m in height.

The coast from Tanjong Hantu to Motts Point, the N entrance point of Dinding River, is skirted by a shallow bank having depths of less than 5.5m.

The bank extends a distance from about 0.6 to 0.8 mile, gradually diminishing its distance from the shore as Motts Point, on the N shore of the entrance of Dinding River, is approached.

Bukit Sigari, 493m high, is the S peak of the Saddle which is sometimes known as False Dining. This is good landmark from the SW and W.

5.6 - Lumut Malaysian navy (Perak) (Malaysia)

4°14.25 N
100°36.67 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Dinding river

Razak submarine (Scorpene class)
2011:12:10 11:43:09

Lumut is a coastal town in the state of Perak in Malaysia and is the gateway to Pangkor island.
It is a quaint little town famous for its beautiful seashell and coral handicrafts.
This once little-known fishing town has since become the Lumut home biggest base of the Royal Malaysian Navy on the W coast of Malaysia.
Lumut in Malay means moss, lichen, or seaweed.
In its early days, the beach is said to be rich in moss, so the local people called it Lumut.
Lumut jetty now is the staging-off point to various beautiful offshore islands, including Pangkor Island.
Lumut is approached through River Passage and the Sungai Dinding.
The principal functions of the port are the Lumut Naval Base, the Malayan Flour Mill, and the small pier at the town of Lumut used by coasters at high tide. Fishing boats and ferries dominate the area?s traffic.

There are three approaches to the river: one from the southwest and two from the north. All are well marked with buoys and beacons along the passageways.

Once inside the main river, the water is deep. Smaller local vessels often cross over shallow banks and should not be followed in a keel boat.

Tides_Currents:

The current through Selat Dinding sets S at a rate of 2 to 3 knots during spring tides. In the Sungai Dinding, both the incoming and outgoing currents have a rate of 2 knots during neap tides and 3.5 knots during spring tides.

Depths_Limitations:

The three channels leading to the main fairway of the Sungai Dinding and then to Lumut are, North Channel, North West Entrance, and Selat Dinding.

North Channel leads from Tanjong Hantu to Motts Point.

North West Entrance leads S of Beting Batu Malang and the N coast of Pulau Pangkor.

Selat Dinding leads from South Entrance close to the E coast of Pulau Pangkor. Selat Dinding is the channel most used by deep draft vessels calling at Lumut. A least depth of 11m is charted 0.5 mile NNE from South East Point Light.

All three channels meet at River Passage, 0.75 mile W of Motts Point.

Lumut Naval Base is surroundedby a hilly region and is protected from high winds and seas. The base is contained within two breakwaters, with lighted beacons on each end and a dredged basin with numbered berths inside.

Flour Mill Wharf has 167m of berthing space, with a depth alongside of 9.3m at MLWS. On the S side of the dock is a berth, 97m long, with a depth alongside of 6m, used by coastal tankers.

Lumut Maritime Terminal, situated on the Dinding River, is a common-user terminal. Dry bulk, bulk liquids, containers, and general cargo are handled here. The South Berths are 200m in length, with a depth of 10m alongside. The North Berths are 280m in length, with a depth of 12m alongside. A barge berth can accommodate two barges up to 8,000 dwt each.

Lekir Bulk Terminal is L-shaped and handles bulk liquids and dry bulk cargo for the adjacent power station. The S berth is 530m long, with 20m alongside, and can accommodate vessels up to 180,000 dwt. The N berth is 250m long, with 18m alongside, and can also accommodate vessels up to 180,000 dwt.

Pilotage.?Pilotage is compulsory and is available 24 hours.

The pilot boards S of Pulau Pangkor in position 4°10.5'N, 100°35.0'E. For vessels

berthing at Lekir Bulk Terminal, the pilot boards in position 4°09'N, 100°33'E. A notice of arrival should be sent through the agent 72 hours in advance.

Regulations.?Entry is prohibited in the area centered on position 4°13.8'N, 100°35.3'E, as shown on the chart, where there is a degaussing range.

Entry is prohibited in the charted area E of Dinding Light, on the S side of the river to the N of the Lumut Naval Base to a position close W of Lumut.

Anchorage.?Anchorage may be obtained approximately 0.7 mile S of South East Point Light, in about 22m.

There are several submarine cable areas in the passage through Selat Dinding and the Sungai Dinding which can be best seen on the chart. Anchoring is prohibited.

Directions.?A vessel bound for Lumut using Selat Dinding should steer to pass 0.2 mile E of South East Point of Pulau Pangkor, with Tanjong Hantu open E of Batu Jambol. The fairway channel (Selat Dinding) is indicated by a lighted range, which may best be seen on the chart.

Continue N, maintaining the same distance off Tomb Point, Hospital Rock, and Batu Jambol. Then alter course to cross the bar of River Passage, keeping River Passage Buoy close to port on the inbound leg and close to starboard on the outbound leg.

Caution.?Vessels are advised not to use Northwest Entrance without local knowledge due to the numerous dangers.

5.7 - Lumut jetty (Perak - Malaysia)

4°14.22 N
100°37.95 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

It is a daily ferry services, every half hour
a time, about 30 minutes trip to Pangkok island.

5.8 - Marina Wing (Lumut Perak) (Malaysia)

4°14.17 N
100°38.41 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

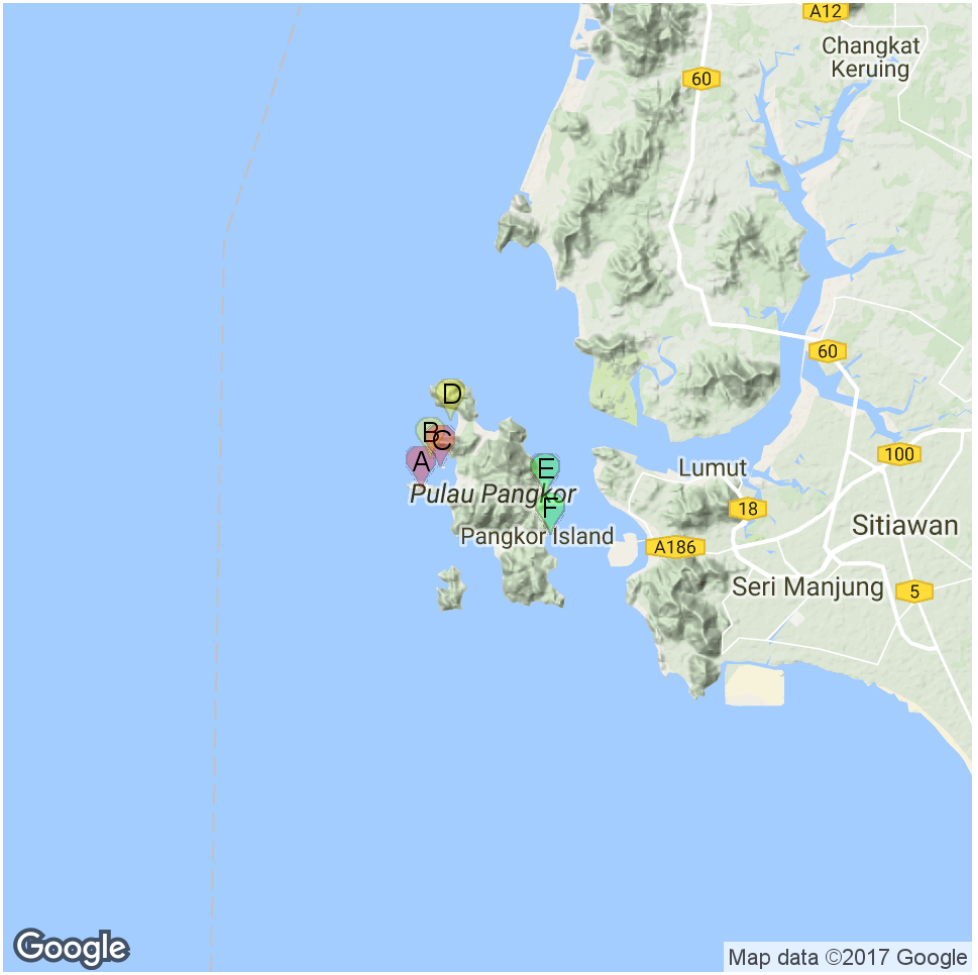
The Lumut Waterfront is a recently new build park on the north side of the little town of Lumut, next to the Lumut is the International Yacht Club or marina Wing.
Yachts can berth at the International Yacht Club Marina or anchor off and, for a

charge, use their facilities.
There are limited number of moorings to the northeast The club is just east of the main town and convenient for shopping and port clearances. The club no longer supplies fuel in any quantity but can be brought in from outside in cans. Further up the river on the right tributary before the bridge is a local fuel boat tied alongside about 500 metres before the private commercial shipyard. Larger quantities of fuel are sold here for powerboats.
Tel: +60(5) 683 7800
Fax: +60(5) 683 7700
40 berth

5.9 - Pulau Pangkor (Malaysia)

4°13.74 N
100°33.36 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia)



A Pulau Mentangor (Pangkor) (Malaysia)
B Nipah Bay (Pangkor) (Malaysia)
C Pulau Giam (Pangkor) (Malaysia)
D Teluk Belanga (Pangkor) (Malaysia)
E Sungai Pinang Kecil jetty (Pangkor) (Malaysia)
F Pangkor jetty (Malaysia)

Pulau Pangkor (Malaysia)

Off the coast of perak State, north of Selangor , lies a cluster of fabulous islands with unquestionably some of the best coves and beaches on the western coast of peninsular Malaysia.

Among them, two islands predominate in terms of accessibility, infrastructure and development - the largest island, Pangkor and her sister Pangkor Laut.

Those who are not familiar with the geographical locations generally confuse the two.

Pulau Pangkor is separated from the mainland by Selat Dinding (Dinding Channel), about 1 mile wide but navigable only over a reported width of about 0.2 mile.

The island is very hilly and densely wooded.

The W coast of Pulau Pangkor is deeply indented, forming several bights, with the largest being on the SW side.

5.9.1 - Teluk Belanga (Pangkor) (Malaysia)

4°15.11 N
100°32.61 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia)

Teluk Belanga, the NNW bight, afford an anchorage in the center, in a depth of 8m, shoaling gradually to the shore.

5.9.2 - Nipah Bay (Pangkor) (Malaysia)

4°14.32 N
100°32.18 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia)

Western Anchorage is entered between Tanjong Nipah and the W extremity of Pulau Mentangor, about 1 mile SSW.

A good anchorage may be obtained in Western anchorage, in a depth of about 10m, 0.25 mile WNW of Pulau Giam.

5.9.3 - Pulau Giam (Pangkor) (Malaysia)

4°14.16 N
100°32.40 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia) - Pulau Giam (Pangkor) (Malaysia)

163

Pulau Giam (Pangkor) (Malaysia)

Pulau Giam is located in the middle of Nipah bay. It's a steep wooded islet.

5.9.4 - Pulau Mentangor (Pangkor) (Malaysia)

4°13.72 N
100°32.01 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia) - Pulau Mentangor (Pangkor) (Malaysia)

163

Pulau Mentangor (Pangkor) (Malaysia)

Mentangor is a large uninhabited

Pulau Mentangor (Pangkor) (Malaysia)

island along
S of Teluk Nipah.
There were nothing worth
highlighting on the island except the scenes of rocky coast and some
tiny beaches.
Next to it is the smaller, tiny Coral island with shallow water.

5.9.5 - Sungai Pinang Kecil jetty (Pangkor) (Malaysia)

4°13.58 N
100°34.55 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia)

The jetty is in front of the fishing village where is a mosque.

5.9.6 - Pangkor jetty (Malaysia)

4°12.79 N
100°34.65 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Pangkor (Malaysia)

Located E coast of Pulau Pangkor in a shallow bay Port Pangkor, in front of Pangkor village, has a small jetty, with a depth of 6,1 m alongside.

Tides_Currents:

The flood runs S, and the ebb N along the W coast of Pulau Pangkor. taking the direction between Pulau Pangkor and Pulau Pangkor Laut.

In the narrow passage between the two, the current has a rate of 2 to 3.5 knots at springs.

Anchorage:

Abreast of Port Pangkor village, there is secure anchorage for vessels of deep draft, and sufficient space for several vessels to moor.

A good anchorage may be obtained, in depths over 16m, mud, with the W edge of East Bank about 0.2 mile E.

East Bank trends parallel to, and fronts the coast of the mainland.

Caution.?Lesser depths than charted have been reported in the dredged part of North West Entrance.

Pangkor Village is a busy little
place with lots happening, particularly in the early hours of the morning when fresh produce from fishermen and from mainland are brought in for the local community's daily needs.

Toward the end of the village, on the left
from the jetty, a few 'kedai kopi' (coffee shops) cater to the local malaysian folk who frequent the place for their breakfast and a little bit of the local gossip. The 'Kuih Badak' is a nice snack to go with a cup of steaming

local kopi (coffee).

5.10 - Tanjong Katak (Perak Malaysia)

4°09.58 N
100°37.64 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Tanjong Katak is low and continues to the entrance of the Sungai Perak (Perak River), located about 14 miles SSE of Pulau Pangkor.

5.11 - Pulau Tukun Perak (Faiway Rock) (Malaysia)

4°07.88 N
100°33.50 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

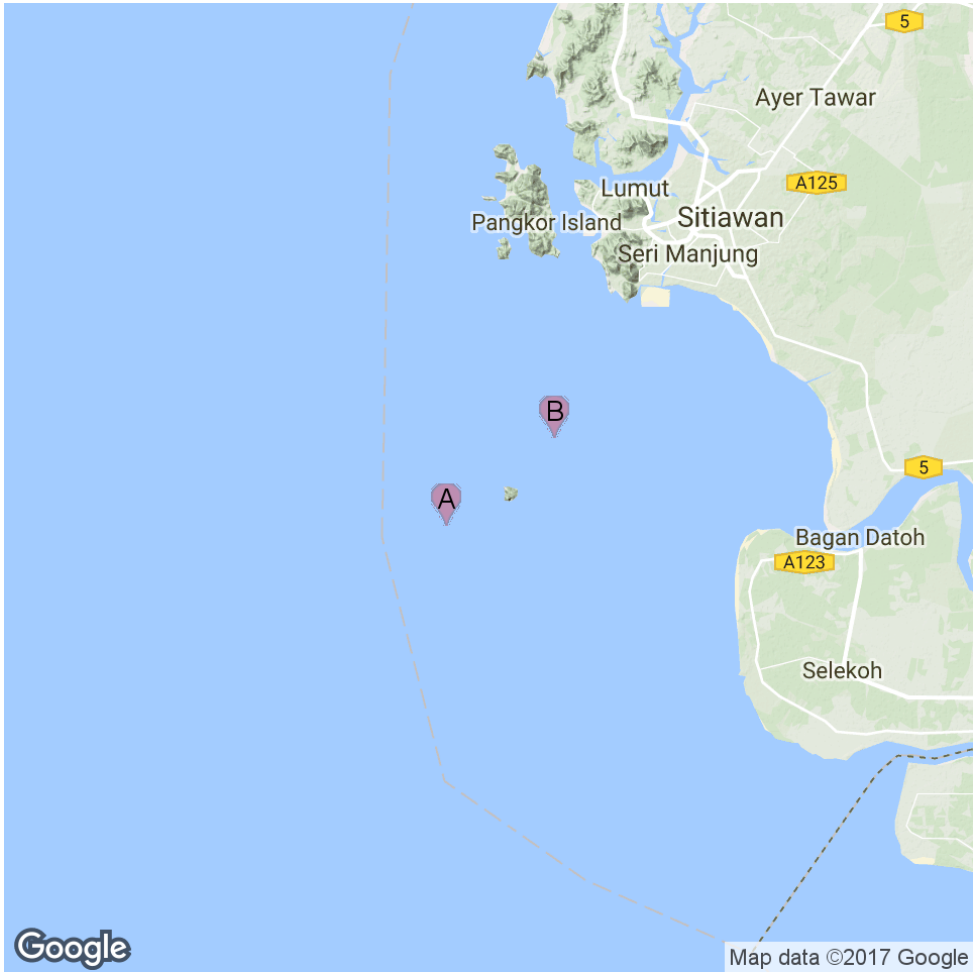
Pulau Tukun Perak (Fairway Rock) 5.5m high lies about 4 miles SSW of Southeast Point on Pulau Pangkor.
A wreck, with a depth of 9.5m, lies 1.75 miles ENE of Pulau Tukum

Perak.

5.12 - Kepulauan Sembilan islands (Malaysia)

4°01.93 N
100°32.01 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kepulauan Sembilan islands (Malaysia)



A White Rock (K Sembilan) (Malaysia)

B Pulau Agas (K Sembilan) (Malaysia)

Kepulauan Sembilan is a group of islands in the region of Perak, the country of Malaysia with an average elevation of 1 meter above sea level.

5.12.1 - White Rock (K Sembilan) (Malaysia)

4°00.37 N
100°30.28 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kepulauan Sembilan islands (Malaysia)

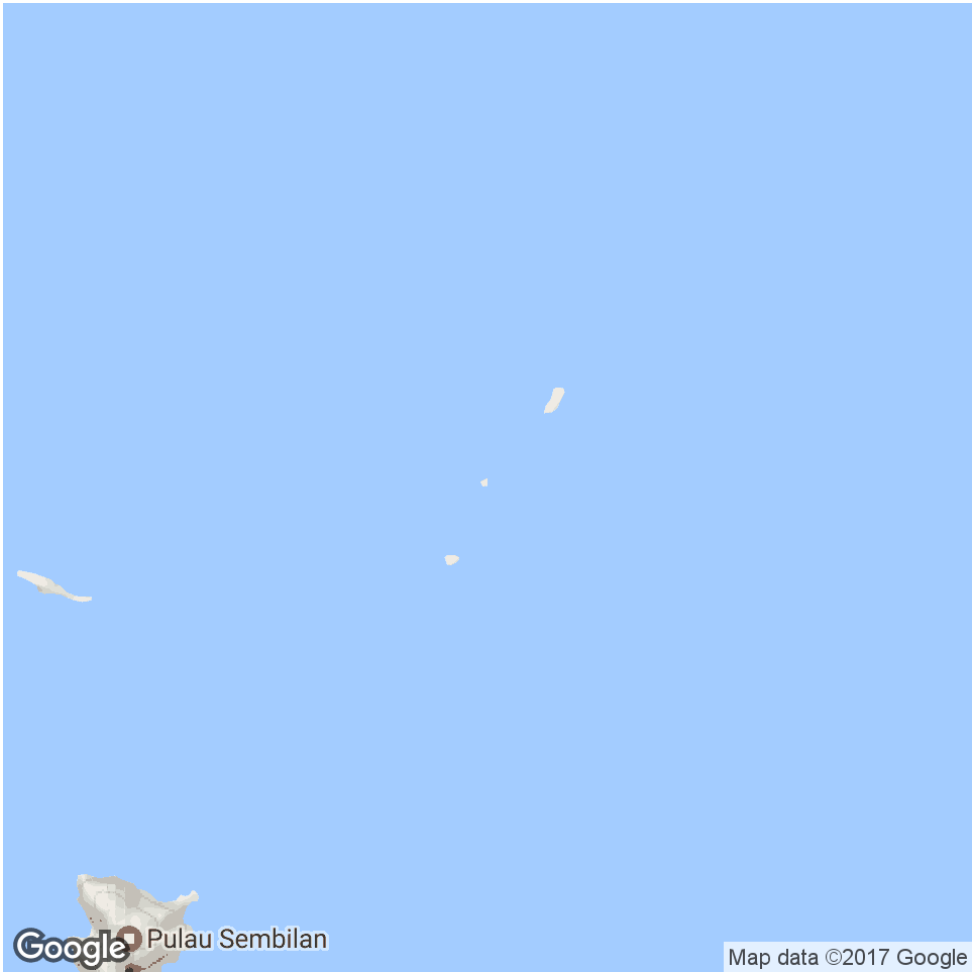
White Rock was reported to be a good radar target up to 13 miles. A light is shown from White Rock.

A dangerous wreck lies about 9 miles, bearing 260° from White Rock; a racon is situated at the light.

5.12.2 - Pulau Agas (K Sembilan) (Malaysia)

4°03.97 N
100°34.70 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kepulauan Sembilan islands (Malaysia) - Pulau Agas (K Sembilan) (Malaysia)



163

Pulau Agas, the N of Kepulauan Sembilan, lies about 7 miles S of Southeast Point.

The N group consists of four islets and a rock; the S group consists of six islands and two off-lying rocks, all within a 6 mile radius.

Caution.?If approaching from S at night between the mainland and Kepulauan Sembilan, it is advisable to give Pulau Agas a wide berth. This is due to the tidal

currents around the islands being strong and irregular.

5.13 - Tanjong Beras Basah (Perak Malaysia)

4°00.18 N
100°43.75 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Tanjong Beras Basah, the S point of the approach to the Sungai Perak, is fronted by sand banks, partly dry at LW, to a distance of 3.5 miles in a NW direction.

5.14 - Sungai Perak (Malaysia)

4°00.13 N
100°45.25 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

5.15 - Bagan Datoh (Datok) (Perak Malaysia)

3°59.58 N
100°47.11 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

Bagan Datoh (Datok) is situated on the S bank of the Sungai Perak, about 4 miles E of Tanjong Beras Basah.

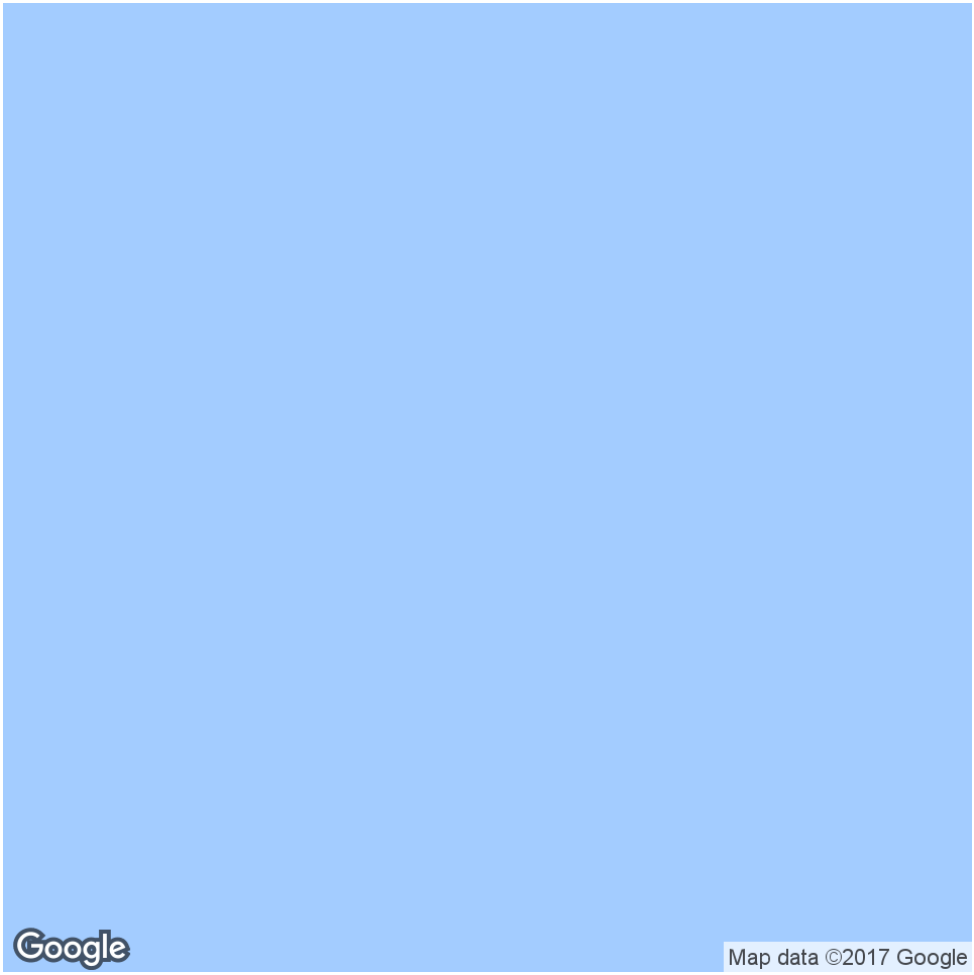
Bagan Datoh and Teluk Intan are no longer ports of any significance. Most of the traffic is confined to a few coastal tankers transporting oil supplies from Port Dickson, which will cease when the planned bridge is constructed across the Sungai Perak.

Anchorage may be taken about 0.3 mile from the shore off the pier at Bagan Datoh, in about 6.4m, mud.

5.16 - Pulau Jarak (K Sembilan) (Malaysia)

3°59.34 N
100°05.82 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Pulau Jarak (K Sembilan) (Malaysia)



163

Pulau Jarak (K Sembilan) (Malaysia)

Pulau Jarak, lying near the middle of strait of Malacca about 25 miles W of Kepulauan Sembilan, is a precipitous thickly-wooded island. Pulau Jarak was reported to be a good radar target.

The flood current sets SE and the ebb NW, at a rate of about 1,5 knots, in the vicinity of the island. Tidal rips have been observed E of the island.

5.17 - Sungai Bernam (Perak Malaysia)

3°51.02 N
100°50.15 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)

The Sungai Bernam (Bernam River) is located about 12 miles SSE of Tanjong Beras Basah. It is located between the Malaysian states of Perak and Selangor, demarcating the border of the two states.

Tidal currents are strong in the river and only small craft with local knowledge should attempt to enter.

Between Kuala Bernam and Kuala Selangor, about 39 miles SE, the coast is low and fringed with mangroves. The mud banks fronting the coast extend for less than 0.5 mile until within 5 miles of Kuala Selangor where they extend for a distance of 2 miles.

A chain of shoals with depths of less than 5.5m lies 5 to 7 miles offshore about midway between Tanjong Sauh and Kuala Selangor. A spit with depths of less

than 5.5m, bank off Kuala Selangor, extending towards the chain of shoals described above.

Enclosures for catching fish are situated off and along the coast a few miles apart. They are generally found in depths up to 11m and are therefore useful in defining the shallow water.

5.18 - Kuala Selangor to Port Kelang (Selangor Malaysia)

3°07.21 N
101°17.35 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia)

A Selat Kelang Utara - North Approach (Selangor Malaysia)
B Asiatic Bank (Selangor - Malaysia)
C Selangor lighthouse (Selangor Malaysia)
D Kuala Selangor (Selangor Malaysia)
E Selat Kelang Utara - South approach
F Port Klang (Kelang) (Selangor - Malaysia)

From Kuala Selangor to abreast the N end of Selat Kelang Utara (Kelang Strait), about 18 miles S, the coast is low, densely wooded, and flooded in most parts at HW.

It is fringed by a mud bank, which dries, extending about 1 mile offshore, gradually closing the coast at the S end.

5.18.1 - Selangor lighthouse (Selangor Malaysia)

3°20.38 N
101°13.25 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia)

Kuala Selangor is conspicuous by the light structure and various small buildings at the foot of a hill.
Caution.?The banks off the mouth of the Sungai Selangor are reported to be extending seaward.

5.18.2 - Kuala Selangor (Selangor Malaysia)

3°20.22 N
101°13.91 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia)

Kuala Selangor is a town located in Selangor, Malaysia, and is capital of an administrative district of the same name.

Selangor is one of the 13 states of Malaysia. It is on the west coast of Peninsular Malaysia and is bordered by Perak to the north, Pahang to the east, Negeri Sembilan to the south and the Strait of Malacca to the west.

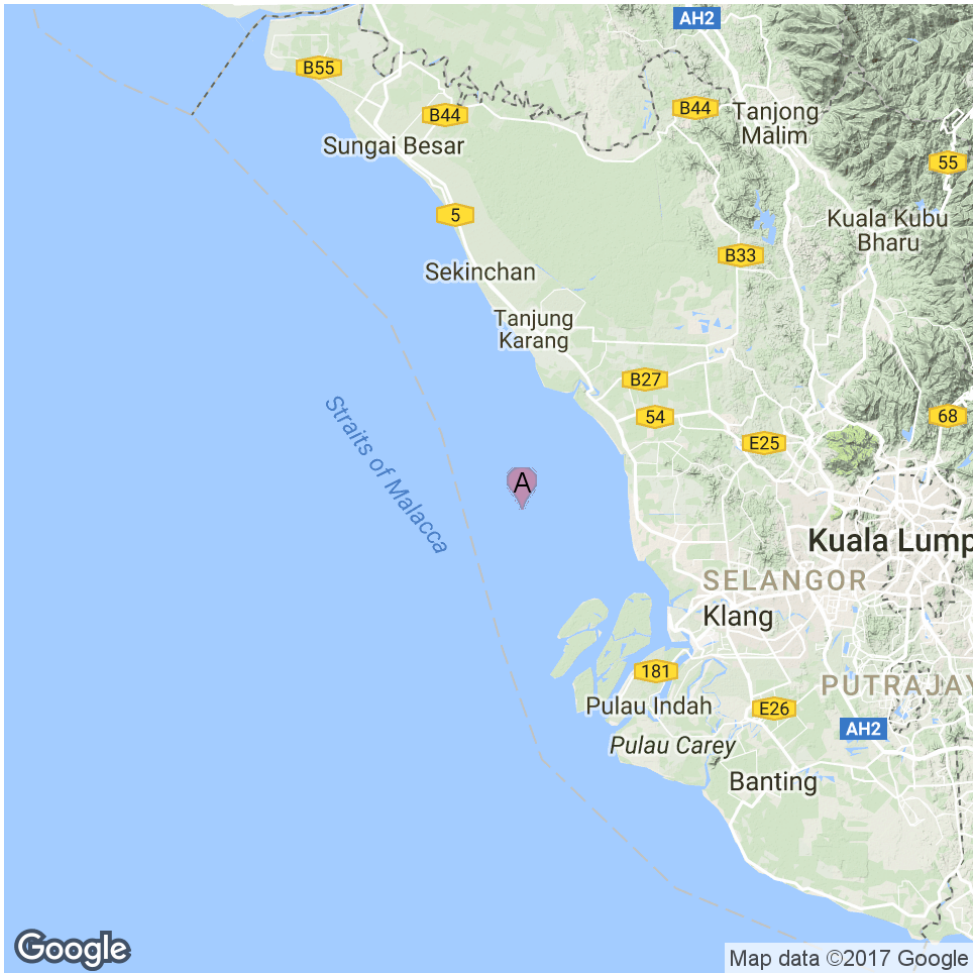
Kuala Selangor has an entrance depth of 1.2m. A light is shown from the S side of the entrance. The depths within the entrance are from 2.1 to 5.8m but the anchorage is indifferent, the holding ground being of soft mud and the tidal currents strong.

The Sungai Selangor is usually navigable for small craft up to 1.8m draft for about 5 miles.

5.18.3 - Selat Kelang Utara - North Approach (Selangor Malaysia)

3°12.48'N
101°07.00'E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia) - Selat Kelang Utara - North Approach (Selangor Malaysia)



A Angsa Bank (Selangor - Malaysia)

The N approach is bounded on the W side by Angsa Bank, which extends 25 miles in a NW direction from Pulau Kelang, and on the E by the extensive mud bank with rocks above water in places, fronting the coast S of the Sungai Selangor. Discolored water marks the edges of these banks.

Approaching Selat Kelang Utara for Port Kelang from the N, a vessel should keep well clear of the N extremity of Angsa Bank.

5.18.3.1 - Angsa Bank (Selangor - Malaysia)

3°10.78 N
101°09.79 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia) - Selat Kelang Utara - North Approach (Selangor Malaysia)

Angsa Bank North Cardinal Light Float is moored off the NW end of Angsa Bank, about 15miles W of Kuala Selangor Light.

The bottom is soft and not likely to damage a vessel touching, and the water is invariably smooth. From a position about 12 miles W of Kuala Selangor light, a vessel should steer SE into the strait.

Upon sighting Pulau Angsa, the vessel should steer for it, bearing 154° until about 4 miles from it.

Bukit Jugra, a hill, just open E of Pulau Angsa, bearing 150°, will lead between the W mud bank and Batu Penyu. A light is shown from

Bukit Jugra, Pulau Angsa, and Batu Penyu.

When abreast of Pulau Angsa, the course should be altered to about 130° to pass through the dredged channel of which ahs a depth of 11.1m.

The lighthouse at Pulau Angsa is linked by VHF with the Harbormaster?s office at Port Kelang.

Fishing stakes extend into deep water on either side of the strait but are generally within the 10m curve. They are continually being shifted, but do not extend into the main channel.

Fishing boats at times frequent the approach to Selat Kelang Utara (North Kelang Strait) in great numbers and lay their drift nets across the channel. These nets are marked by wooden floats and have a boat at each end of the net.

Caution.?Uncharted drying banks lie from 2.75 miles SW to 4.5 miles W of the E entrance point to Kuala Selangor.

5.18.4 - Port Klang (Kelang) (Selangor - Malaysia)

2°59.92 N
101°23.24 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia)

canal 12, 16

5.18.5 - Selat Kelang Utara - South approach

2°58.95 N
101°14.85 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia) - Selat Kelang Utara - South approach

166

Selat Kelang Selatan, the S entrance to Selat Kelang Utara, lies between Pulau Lumut on the E side and Pulau Pintu Gedung, Pulau Che Mat Zin, and Pulau Kelang on the W. Its narrowest part is under 0.5 mile wide abreast of Pulau Che Mat Zin.

The S approach has a dredged to a depth of 15m.

The channel is 366m wide and can accommodate two-way traffic. Range lights have been established at Tanjong Mahang (2°55'N., 101°16'E.).
The lights in line bear 011°.Caution.?A dangerous wreck is reported to lie in approximate position 2°51'00"N, 101°11'23"E.

5.19 - North Sands (Selangor Malaysia)

3°04.72 N
100°54.06 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - North Sands (Selangor Malaysia)

163

North Sands (3°05'N., 101°01'E.) comprises various sand banks and spits lying in a general NW and SE direction between Angsa Bank and One Fathom Bank.

The ports within these sand banks are Batu Kineing, Blenhiem Shoal, and Goldfish Bank.

These three areas can be best seen on the chart; a 1.8m wreck lies about 6 miles

NW of Blenheim Shoal.

6 - Tanjong Ru to Tanjong Piai (Malaysia)

2°04.83 N
102°11.61 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

The N coast of the Strait of Malacca between Tanjung Ru and Tanjung Piai, about 166 miles SE, is only slightly indented.

Most of the shoal areas which lie off this section of coast are contained within these bights N of a line drawn between the salient points.

Port Dickson and Melaka Road are the only two ports of any commercial importance to shipping.

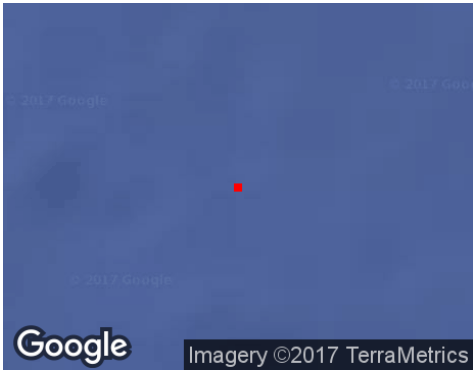
Many of the salient points and off-lying dangers found along this section of coast are usually well marked by navigational aids. Some of these points have been

reported to be radar conspicuous.
When visible, the high peaks of the mountain ridges inland serve as good navigational aids for position fixing.
Regulations.?STRAITREP, a joint Indonesia-Malaysia-Singapore mandatory ship reporting system, operates in the Strait of Malacca and Singapore Strait.
Caution.?It has been reported that certain vessels carrying hazardous cargo have been exhibiting an all round red light.
Additionally, vessels with low freeboard use security lights underway which mask running lights by their brilliance. The security lights are used due to the increased potential of pirate activity in the straits.
Although such lighting schemes are a violation of the regulations, vessels transiting the straits should be aware of the practice and take the necessary precautions and plan accordingly.

6.1 - One Fathom Bank (Selangor Malaysia)

2°54.80 N
100°58.95 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



One Fathom Bank (2°53'N., 100°59'E.) is a detached patch, with depths from 3 to 10m, which extends 5 miles in a NW direction reaching 1 mile in width. One Fathom Bank Light is situated 0.6 mile from the SE extremity of the bank.
A stranded wreck is situated about 0.7 mile NW of the light.
Caution.?Vessels are advised

not to navigate within 0.5 mile of One Fathom Bank Light due to unlit obstructions.
An IMO-adopted Traffic Separation Scheme (TSS) has been established in the vicinity of the One Fathom Bank in conjunction with the adoption of the Strait of Malacca and Singapore Routing System.

6.2 - Amazon Maru Shoal (Selangor Malaysia)

2°51.55 N
100°59.24 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Amazon Mara Shoal, with a least depth of 8.4m, lies about 2.2 miles S of One Fathom Bank Light.
A dangerous wreck, marked by a lighted buoy, lies in the southeastbound lane of the Traffic Separation Scheme. Another dangerous wreck, with a depth of 16m over it, lies 10 miles WNW of One Fathom Bank and is situated near the N edge of the southeastbound traffic lane.

6.3 - Carey island (Selangor - Malaysia)

2°53.46 N
101°21.69 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Carey island (Selangor - Malaysia)

A Tanjong Selat Lumut (Perak - Malaysia)

B Tanjong Ru (Pulau Carey - Malaysia)

C Kuala Langat (Selangor - Malaysia)

Carey Island or Pulau Carey is an island in Selangor, Malaysia.

Carey Island is located to the south of Port Klang and north of Banting town.

It is a huge island separated from the Selangor coast by the Langat River, connected by a bridge from Chondoi and Teluk Panglima Garang near Banting.

It was named after Valentine Carey, a former British civil service officer in Malaya. Despite its name, many locals from Klang do not consider it a real island

compared to Pulau Ketam due to its proximity to the mainland and the river that separates it from the mainland is practically a stream.
It is famous for its seafood such as crabs, prawns, and various fishes. The island has palm oil plantations.

6.3.1 - Tanjong Selat Lumut (Perak - Malaysia)

2°52.66 N
101°17.43 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Carey island (Selangor - Malaysia)

PLS TAKE NOTE THAT PULAU LIMUT NOW IS RENAMED AS PULAU INDAH.. THANK YOU.
LIM

Selat Lumut separates the E side of Pulau Lumut from the mainland. It has a least width of about 0.1 mile, with both sides of the S entrance fringed by mud banks. Selat Lumut has not been surveyed in detail, but appears to be navigable by vessels of not more than 3m draft.
From Tanjong Selat Lumut, the S entrance point for Selat Lumut, the coast trends S and SE.

6.3.2 - Tanjong Ru (Pulau Carey - Malaysia)

2°50.42 N
101°17.80 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Carey island (Selangor - Malaysia)

Tg Ru is located E side of the approach to Selat Kelang, on Pulau Carey, It is the S point of the South fairway of port Klang .

The coast between Tanjong Ru and Tanjong Gabang, about 15 miles SE, is indented about midway along its length by Kuala Langat. This shallow river is not frequented by any but small local craft.

The coastal bank, which extends about 2 miles from Kuala Langat, is steep-to and shoals rapidly from a depth of 27.4m to 0.3m, with numerous patches which dry, between the edge of the bank and the river entrance.

6.3.3 - Kuala Langat (Selangor - Malaysia)

2°48.31 N
101°24.68 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Carey island (Selangor - Malaysia)

6.4 - Tanjong Gabang (Selangor - Malaysia)

2°41.39 N
101°28.63 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Tg Gabang has a light easily identified. It is located before Kampong Batu Laut that stands at the mouth of a small river about 2 NM SE of the point.

Between Tanjong Gabang and the entrance of the Sungai Sepang Besar, about 16 miles ESE, the thickly wooded coast is fringed by a sand and mudbank which extends up to 0.5 mile offshore. A conspicuous tree stands about 5 miles SE of Tanjong Gabang.

Between Tanjong Gabang and the entrance of the Sungai Sepang Besar, about 16 miles ESE, the thickly wooded coast is fringed by a sand and mudbank which extends up to 0.5 mile offshore. A conspicuous tree stands about 5 miles SE of Tanjong Gabang.

6.5 - Pyramid shoal (Malaysia)

2°25.79 N
101°34.64 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pyramid shoal (Malaysia)

163

Pyramid Shoal, which lies on the N side of the SE end of South Sands, has a least depth of 3.4m, hard sand, and is the most dangerous shoal in the area because of its depth and protrusion into the fairway.

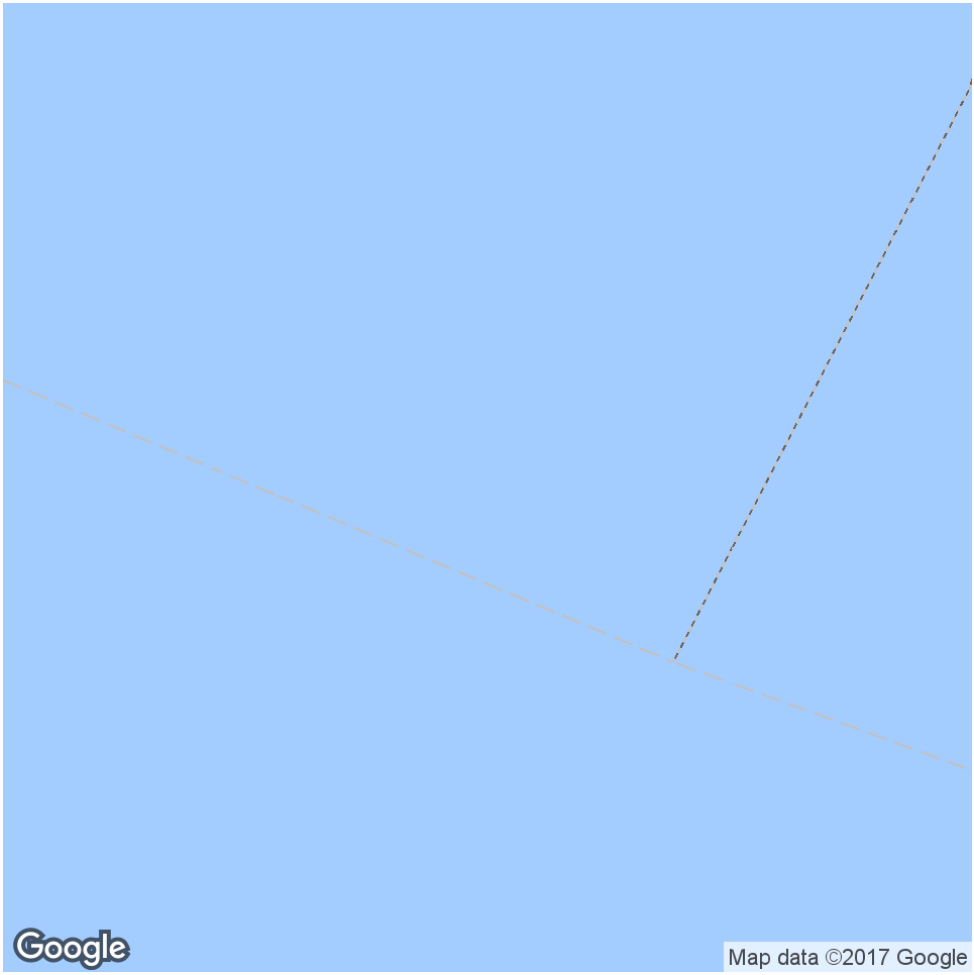
A lighted buoy is moored about 7 miles SE of Pyramid Shoal. A depth of about 10m is charted between this buoy and the shoal. A depth of 13.6m was reported in position 2°23'N, 101°41'E.

Shoal patches of sandwave formation extend into the fairway NE of Pyramid Shoal, the most important being depths of 12.4 and 13.1m lying about 8 miles NW of Pyramid Shoal.
These shoals reduce the width of the fairway at this point to about 7 miles and should be avoided by deep-draft vessels.
A depth of 17.6m was reported in the fairway 9 miles NNW of Pyramid Shoal and there is a depth of 19.8m 5 miles NNE of the shoal.

6.6 - Bambek shoal (Selangor - Malaysia)

2°32.92 N
101°40.12 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Bambek shoal (Selangor - Malaysia)



163

Bambeck Shoal, the nearest shoal on the NE side lies on the NE side of the fairway.

Bambek shoal, about 4 NM offshore, lies SW of the mouth of Sungai Sepang Besar.

It has a depth of 0,3 m near its center and is composed of hard sand.

Its NW and SE sides are steep-to with depths increasing to over 15 m.

A bank with a least charted depth of 4.8m lies between Bambek Shoal and the coast. A deep channel lies between this bank and the coast.
Several detached banks, with depths of 11 to 18.3m, lie W and NW of Bambek Shoal. The W patch, with a depth of 18.7m, lies about 6 miles WNW of the shallowest part of Bambek Shoal.
The NW extremity of a sand ridge, which extends about 10 miles SE toward Tanjong Tuan, lies about 3 miles E of the shallowest part of Bambek Shoal.
Two patches, each with depths of 1.2m, stand on the ridge about 2 miles S and 3.5 miles SE respectively, of Tanjong Kamuning.
Between the N part of this ridge and the coast there is a channel about 0.5 mile wide with depths of 20.1 to 36.6m, suitable for large vessels, leading NW to the anchorage off Port Dickson.

6.7 - Sungai Sepang Besar (Selangor - Malaysia)

2°35.79 N
101°42.80 E

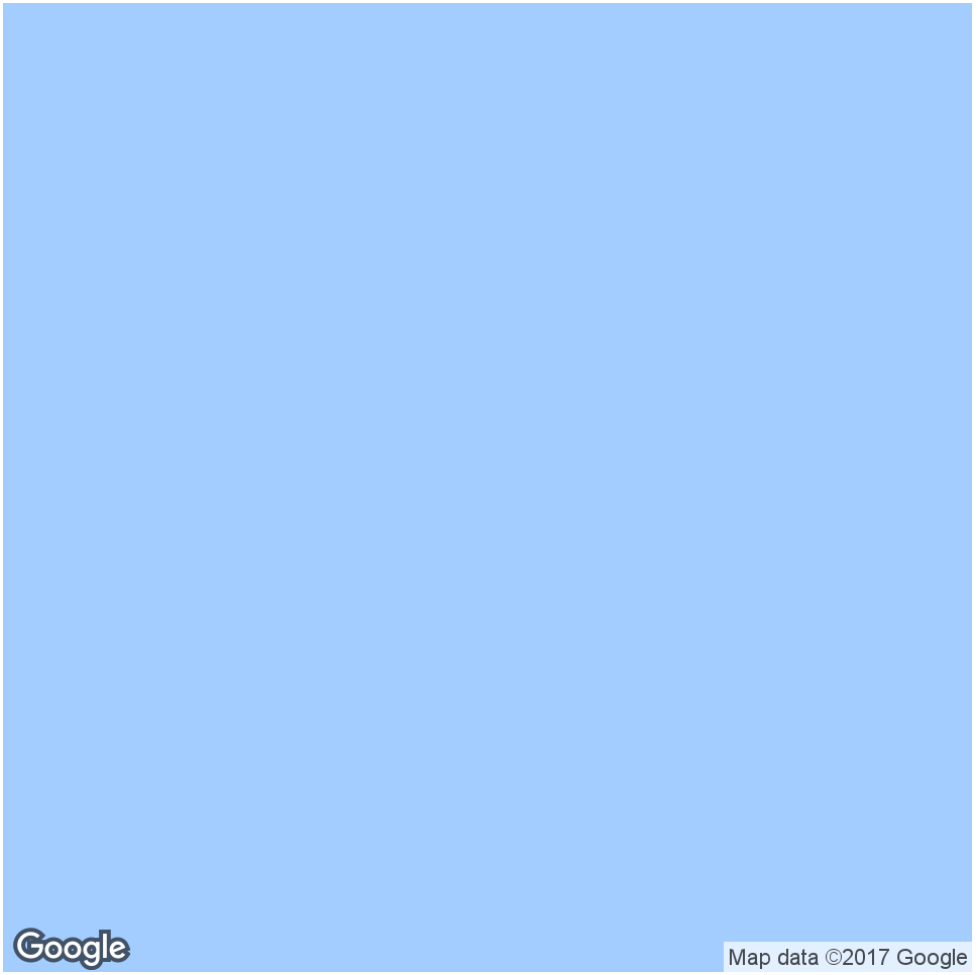
Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

The Sungai Sepang Besar is navigable by small craft with a draft of about 1.8m at HW for a distance of about 4 miles.

6.8 - Pulau Burong (Selangor - Malaysia)

2°33.52 N
101°46.67 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Burong (Selangor - Malaysia)



163

Pulau Borong, a low densely-wooded rock-fringed islet surrounded by a shallow bank, stands 1.5 miles N of Tanjong Kamuning (that is steep-to with depth of 11 m).

6.9 - Port Dickson Harbour (Selangor - Malaysia)

2°31.98 N
101°47.28 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

channel 19

6.10 - Avillion Admiral marina (Port Dikson - Malaysia)

2°28.70 N
101°50.68 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

channel 14 in town

Admiral Marina & Leisure Club is within Admiral Cove.

Admiral Cove is a concept realised from a desire to create a world class premier integrated marina resort. Located along the unsploit plains of Port Dickson, it is today a major international tourist destination.

Tel: (06) 647 0888
Fax: (06) 647 0880
mega yacht berthing
pontoon of 120 metres in length
126 b. (<18 m)
Office staff here will do your clearance paperwork.

6.11 - Tg Tuan or Rachado cape (Malacca - Malaysia)

2°24.42 N
101°51.13 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Tanjung Tuan, also called Cape Rachado, is the site of the oldest - and still functioning - lighthouse in Malaysia.

Cape Rachado Lighthouse, also called Rumah Api Tanjung Tuan, was built somewhere between 1528 and 1529 by the Portuguese to help guide ships to the Malacca port. It is located between the Malacca and Port Dickson.

Today it houses a MEASAT Rader for broadcasts and communications.

Tanjung Tuan is about 8 NM SSE of Port Dickson, and it is a steep bluffy headland covered with trees. It is easily distinguished because it is the highest hill in the vicinity. From a distance the cape appears as an island. There are considerable depths about 1 mile off the cape.

Although it is located within Negri Sembilan, it is actually part of Malacca.

At this point, the Straits of Malacca is a mere 40km in width.

Tanjung Tuan is where Battle of Cape Rachado was fought in 1606, between the Dutch East India Company (Vereenigde Oostindische Compagnie) and the Portuguese. This is the initial foray mounted by the coalition of Dutch-Johor forces against Portuguese Malacca which ultimately led to the surrender of the Portuguese of Malacca to the Dutch in 1641.

A wreck with a depth of 10m, whose charted position is approximate, lies 6 miles SSE of Tanjung Tuan.

An 8.5m patch lies about 8 miles SE of the same point.

Anchorage can be taken, in a depth of 20m, E of the light but care should be taken to avoid the charted 7.6m patch on Pedoman Shoal, 1.25 miles E of the

light.
From Tanjong Tuan, the low wooded coast of Sumatera, about 20 miles distant, can be seen.
The Strait of Malacca is narrower here than at any other part NW of Melaka.
The bottom area between 1 and 12 miles SW of Tanjong Tuan and extending 10 miles in either direction along the axis of the fairway consists almost entirely of sand waves, some more than 9.1m from trough to crest, which gives rise to very irregular depths, many of which are a danger to vessels drawing more than 13.5m. The positions of these shoals can best be seen on the chart.
The main depths consist of a depth of 15.8m about 6 miles W of Tanjong Tuan; a line of shoals lying roughly along the axis of the fairway, with depths of between 14 and 18m from a position about 8 miles S of Tanjong Tuan; a 14m patch 10.5 miles SSW of Tanjong Tuan; and a ridge with depths of between 14.3 and 17.1m between 6 and 7.75 miles SSE of Tanjong Tuan.
A rock, with a least depth of 8.5m, lies 7.5 miles SE of Tanjong Tuan.
Off Tanjong Tuan, the tidal currents set SE and NW at a rate of from 2 to 2.5 knots; the SE current begins from 3 to 4 hours after HW at Penang and runs for 6 hours.
The coast between Tanjong Tuan and the entrance of the Sungai Linggi, about 7 miles ESE, is indented by a shallow bay. The Sungai Linggi is navigable at HW by craft drawing 1.8m as far as Pengkalan Kempas.
A rock located between the entrance points of the river covers when there is a depth of 3m on the bar; this danger is marked by a beacon.

6.12 - Sungai Linggi (Malacca - Malaysia)

2°23.33 N
101°55.94 E

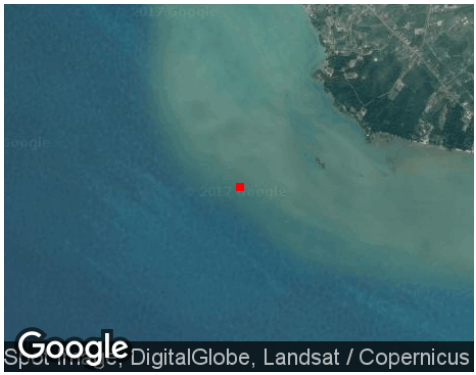
Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Sungai Linggi is indented by a shallow bay.
Good anchorage can be taken off the river entrance, in a depth of 16.5m, mud, with Tanjong Tuan Light bearing 292° and the beacon in the entrance of the river bearing 075°.

6.13 - Batu Mandi rock (Malacca - Malaysia)

2°21.99 N
101°57.92 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



Batu Mandi, a rock, awash, marked by a beacon, lies about 2 miles SW of the S entrance point of the Sungai Linggi.

6.14 - Batu Tengah roks (Malacca - Malaysia)

2°21.02 N
101°58.98 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Batu Tengah, marked by a light, consist of three rocks just above-water, lying about 2 miles SE of Batu Mandi and about 1 mile offshore.
A shoal, with a depth of 14.3m lies about 6 miles SSW of Batu Mandi.

6.15 - Pulau Batu Besar (Malacca - Malaysia)

2°16.98 N
102°04.03 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Pulau Batu Besar, 4.6m high, stands 1.25 miles offshore, 7 miles SE of Batu Tengah. A sandy ridge, with depths of 6.1 to 9.7m, lies from 0.5 to 2 miles NW of the rock.
A shoal with a depth of 16.3m, lies 3.5 miles WSW of Pulau Batu Besar.
Two white towers, each about 34m high, stand about 2 miles ENE of Pulau Batu Besar.
There is no safe passage for vessels without local knowledge between Pulau Batu Besar and the mainland as the area is fouled by rocks, some above-water.
The sea is discolored by rips, which do not necessarily coincide with the shoals.

A rocky shoal, with a depth of 3.4m, lies almost 1 mile E of Pulau Batu Besar.

6.16 - Tg Panchor (Malacca - Malaysia)

2°16.34 N
102°06.12 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Tanjong Panchor stands on the coast about 2 miles E of Pulau Batu Besar. Foul ground extends in a general SW direction from Tanjong Panchor for a distance of about 2 miles.

The outermost danger, which has a depth of 3.4m, lies 1.25 miles SW of the point. The passages between these dangers should only be attempted by small craft with local knowledge.

A rock which dries 0.9m lies near the outer edge of the bank almost 0.75 offshore and 1.5 miles SE of Tanjong Panchor.

6.17 - Sungai Udang Port (Malacca - Malaysia)

2°14.86 N
102°07.43 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Sungai Udang Port, a T - shaped jetty, is situated about 3 miles NW of Tanjung Keling.

There are seven berths, with alongside depths of 7.2 to 20m, on the seaward side of the jetty; a buoyed channel, dredged to 20m, leads to the four center berths.

Pilotage.?Pilotage is compulsory. Pilots board at Fairway Lighted Buoy or at the anchorage and should be requested, via the agent, 48 hours in advance. The vessel?s ETA should be confirmed 72 hours, 48 hours, 24 hours, and 12 hours before arrival.

Approach.?Vessels approaching Sg. Udang Port should proceed to fairway buoy at position 2(12'.3 N, 102(04'.5 E (Long Fs1.W.10s). When proceeding towards fairway buoy:

a)

Vessels coming from the north must not enter into Sg. Udang Port limit.

b) Vessel coming from the south must not enter Melaka Port limit.

Caution:
Deep draft vessel approaching from the north should avoid a shallow patch

of
15.8m
at
position,
Lat
02
14,
2N
Long
102
04.0
E
approximately
4.5n.m.
North
West
of
the
pilot
boarding
ground.

Regulations.?The maximum drafts allowed at each berth are, as follows:

1. Ocean Berth 1?14.9m.
2. Ocean Berth 2?14.9m.
3. LPG berth?6.0m.
4. Bulk Cargo Jetty?5.5m.
5. Coast Berth 1?7.3m.
6. Coast Berth 2?8.1m.
7. Coast Berth 3?8.1m.
8. Coast Berth 4?6.3m.

Tel: 06 3512282

Fax: 06 3517185

Anchorage.?A General Purpose Anchorage has been established 5 miles NW of Tanjung Keling. The depth was reported (2001) to be 19.1m. Other designated anchorage areas include the Ocean Anchorage, Coastal Anchorage, and the eight LPG Anchorages.

6.18 - Tanjong Keling (Malacca - Malaysia)

2°12.99 N
102°09.54 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Between the S entrance point of the Sungai Linggi and Tanjong Keling, about 15 miles SE, the coast consists of irregular rocky points interspersed with small sandy beaches.

The coast between Tanjong Panchor and Tanjong Keling, about 5 miles SSE, is fringed by a bank of sand with depths of less than 5.5m which extends about 1 mile offshore.

Tg Keling (or Tg Kling), the NW limit of Melaka road, is a low projecting point located near the site of the Melaka power station, a brick building flanked by palm trees which stands almost 1 mile NW of the point. Two tall black chimneys stand close NE of the power station. The chimneys can always be located by the smoke which constantly rises from them.

6.19 - Pulau Upeh (Malacca - Malaysia)

2°10.56 N
102°12.27 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Upeh (Malacca - Malaysia)

163

Pulau Upeh (Malacca - Malaysia)

Pulau Upeh (formely known as "Liha Das Pedras", meaning place of stones), a conspicuous, densely-wooded islet, about 34m high to the tops of the trees, stands offshore

about 3 miles W of St. Paul?s Hill.

Pulau Upeh is a great
weekend retreat in Melaka with its first class chalets
at the Upeh Island Resort.
This popular island is also a
sanctuary for the Hawksbill Turtle. The Hawksbill turtle, one of
the earth's rare species, is a medium-sized marine
turtle with a hawk-like beak and a thorny shell and can
be found only at Pulau Upeh in Melaka.

A ridge, over which there are depths of less than 5.5m, extends about 1 mile from the E and W sides of the island parallel with the coast.

A shoal, with a depth of 6.4m, lies almost 0.5 mile SW of Pulau Upeh. Little Shoal, with a depth of 3.3m, lies about 0.5 mile SSE of Pulau Upeh; about 0.2 mile SSE is a 5.2m patch.

An 8.2m patch is reported to lie about 2 miles SSE of the same islet.

Between Pulau Upeh and the mainland a bank runs parallel with the coast. Owens Rocks, which dry 1.5m, lie near its NW end and about 0.3 mile N of Pulau Upeh.

Two patches which dry from about 0.3m to 0.6m lie near its SE end.

6.20 - Batu gelama rock (Malacca - Malaysia)

2°10.32 N
102°14.44 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

Batu Gelama, a rock which covers at HW, is marked by a lighted beacon.

A narrow ridge with depths of less than 5.5m extends about 1 mile WNW and 0.3 mile ESE of the beacon.

Two 4.9m patches lie between the NW end of this ridge and the ridge extending

SE from Pulau Upeh.

6.21 - Pulau Jawa (Malacca - Malaysia)

2°10.49 N
102°14.58 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Jawa (Malacca - Malaysia)

163

Pulau Jawa, consisting of two wooded islets nearly joined together, lies 0.75 mile S of St. Paul?s Hill; the W islet is 18.3m high to the tops of the trees, and the E islet 6.1m high to the tops of the trees.

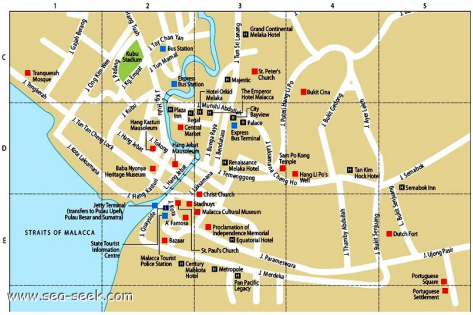
6.22 - Sungai Melaka (Malaysia)

2°11.38 N
102°14.66 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)


Jonker Walk Melaka
The Stadthuys
Malacca
5
192
5
Pulau Melaka
Google
Map data ©2017 Google


Google
Cnes/Spot Image, DigitalGlobe


STRAITS OF MALACCA
www.sea-seek.com

6.23 - Pulau Melaka (Malacca - Malaysia)

2°12.55 N
102°14.97 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Melaka (Malacca - Malaysia)

163

Pulau Melaka (Malacca - Malaysia)

Pulau Melaka (Malacca - Malaysia)
Pulau Melaka jetty

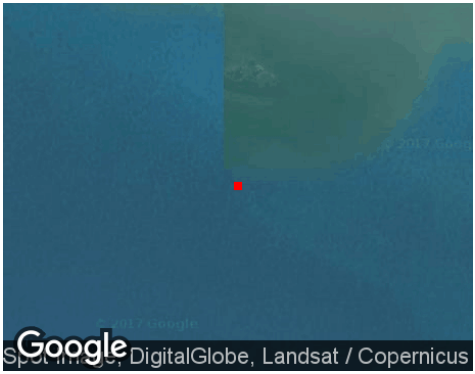
Pulau Melaka (Malacca - Malaysia)
Pulau Melaka bridge

Malacca island or Pulau Melaka is a man-made island in Malacca town. it's linking to the mainland by a 30 m bridge on a side and has a jetty on the other side.

6.24 - Foulerton shoal (Malacca - Malaysia)

2°09.08 N
102°15.59 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



Foulerton Shoal, with a depth of 10.4m, lies about 0.7 mile SSE of the lighted beacon on Pulau Panjang. A small sandy shoal, with a depth of 4.6m, lies about 0.2 mile NNW of the beacon on the E end.

6.25 - Pulau Panjang (Malacca - Malaysia)

2°09.94 N
102°15.65 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Panjang (Malacca - Malaysia)

163

Pulau Panjang, a narrow, rocky flat almost covered at HW, lies 2 miles SSE of St. Paul?s Hill, and is steep-to on its S side.
A stone beacon stands on its E end and a lighted beacon on its W end.

6.26 - Water islands (Malacca - Malaysia)

2°05.08 N
102°19.13 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Water islands (Malacca - Malaysia)

163

Pulau Besar (Johor - Malaysia)

Pulau Besar (Johor - Malaysia)

Between Melaka and Tanjong Seginting, about 46 miles SE, the low, thickly wooded coast is bordered by a mud bank which extends up to 2.5 miles offshore in places.

The Water Islands, centered about 8 miles SE of Melaka, consists of a group of six tree-covered islands of moderate height.

Pulau Besar, the largest island, is 40m high and is separated from the coast to the N by a foul, rocky channel.

Pulau Besar (4,6 m high) is located off the E coast of Johor and it is surrounded by many islets.A sandy ridge, with depths of 6.1 to 9.7m, lies from 0.5 to 2 miles NW of the rock.

A shoal with a depth of 16.3m, lies 3.5 miles WSW of Pulau Batu Besar.

To preserve the unspoiled marine life, the Government has gazetted it as a marine park to protect around 60 species of marine life from any activity that can harm their natural habitats within 2 nautical miles around the island.

There are about 7 - 8 small villages that are still populated by around 100 friendly dwellers who are mostly fishermen.

There is no safe passage for vessels without local knowledge between Pulau Batu Besar and the mainland as the area is fouled by rocks, some above-water.

The sea is discolored by rips, which do not necessarily coincide with the shoals.

A rocky shoal, with a depth of 3.4m, lies almost 1 mile E of Pulau Batu Besar.

The channel between Pulau Besar and Pulau Dodol, the next island to the S, is fouled by a rock with a depth of 0.9m, which lies 0.3 NM N of the latter island.

The other channels between the islands are deep, but they should be avoided.

6.27 - Tanjong Tohor (Johor - Malaysia)

1°51.36 N
102°42.62 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

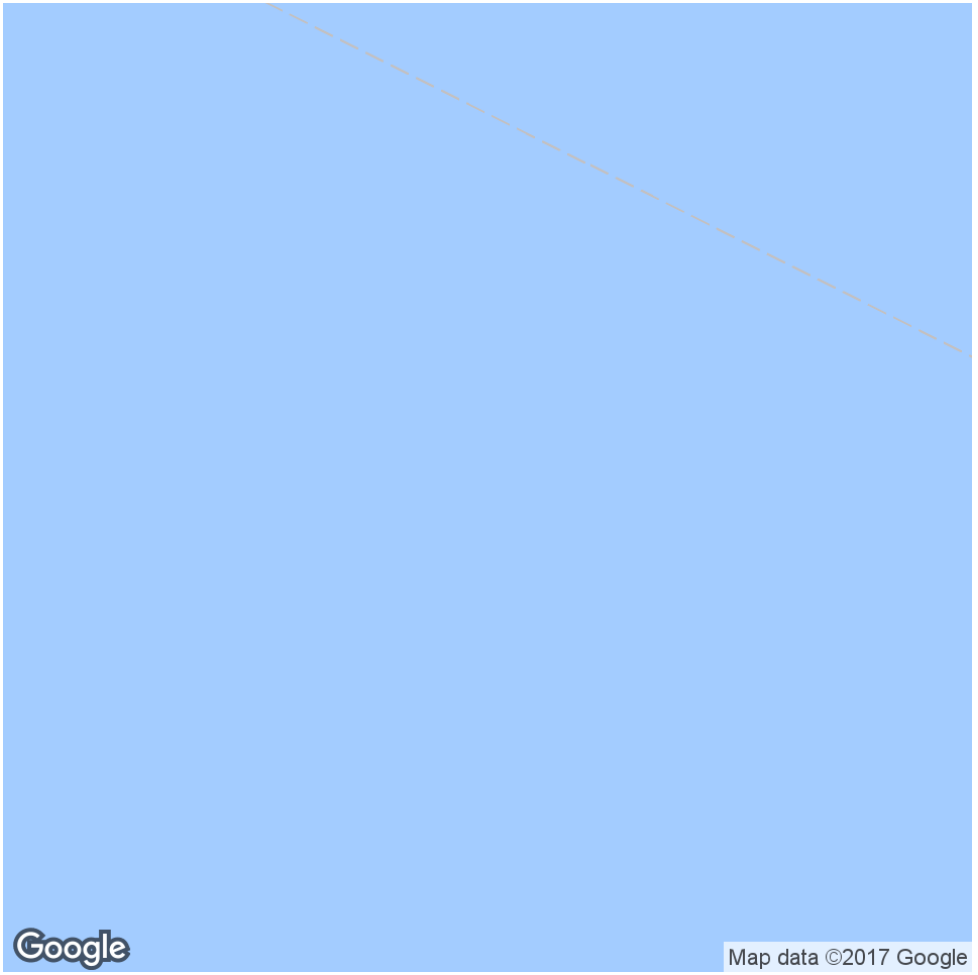
Tanjong Tohor, a low point covered with jungle growth, is located about 13 miles SE of Muar.

A 17.5m shoal lies near the main fairway about 11 miles Wof Tanjong Tohor.

6.28 - Baker Patch (Johor - Malaysia)

1°47.41 N
102°44.13 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Baker Patch (Johor - Malaysia)



163

Baker Patch, with a depth of 8.8m, lies on the NW extension of Formosa Bank. Between these banks and the coastal bank there is a deep clear channel.

6.29 - Formosa Bank - Nares Bank (Johor - Malaysia)

1°45.41 N
102°51.49 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Formosa Bank - Nares Bank (Johor - Malaysia)

163

Formosa Bank and its NW extension fronts the coast from Tanjong Tohor to Tanjong Seginting; off the latter point it merges into the 11m bank fronting the coast. The bank has a least depth of 3.3m and is steep-to on its NW and SW sides.

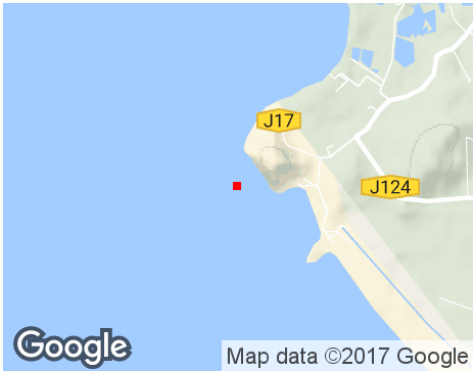
The bank which lies between the SE end of Formosa Bank and the coastal bank is marked by numerous fishing stakes and vessels are advised to navigate in this

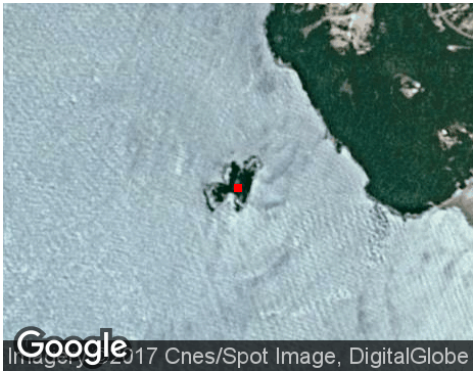
vicinity during daylight only.

6.30 - Tanjong Seginting (Johor - Malaysia)

1°47.32 N
102°53.16 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)





Bukit Banang, 470m high, is the summit of a range of rolling hills which terminates at Tanjong Seginting.

Four radio masts stand on its summit. Several bright white lights, visible for a considerable distance, are sometimes shown near the radio masts.

A light is reported to be shown from Tanjung Seginting and Pulau Sialu.

The coast between Tanjong Seginting and Tanjong Piai, about 50 miles SE, is low and thickly wooded; abreast Pulau Pisang the coast recedes about 5 miles.

The coastal bank, as defined by the 10m curve, extends about 6 miles offshore in this bight and up to within 1 mile of Pulau Pisang.

Within a line joining Tanjong Seginting and Pulau Pisang the bottom is very uneven, being marked by isolated depths of 5.5 to 14.6m.

6.31 - Sungai Batu Pahat (Johor - Malaysia)

1°49.02 N
102°53.50 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

The Sungai Batu Pahat, SE of Muar, is fronted by a shallow flat which, extends up to 3 miles offshore. A depth of 0.3m exists on this flat near the river entrance at LW.

Within the entrance there are depths of 2.5 to 5m as far as the town of Batu Pahat (Bandar Penggaram), about 4 miles upstream.

The river is navigable by light-draft vessels for many miles but should only be entered by vessels that have local knowledge.

Pilotage is not compulsory. A local qualified pilot is not available, but an experienced guide can be obtained from the District Marine Office, Batu Pahat.

6.32 - Fair channel Bank (Johor - Malaysia)

1°30.74 N
103°01.63 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Fair channel Bank (Johor - Malaysia)

163

Fair Channel Bank (1°33'N., 103°03'E.) consists of two narrow ridges, with depths of less than 18.3m and about 3 miles apart, lying almost parallel with the coast. The bank extends about 22 miles NW from a position about 14 miles WNW of Pulau Kukup (1°19'N., 103°25'E.).

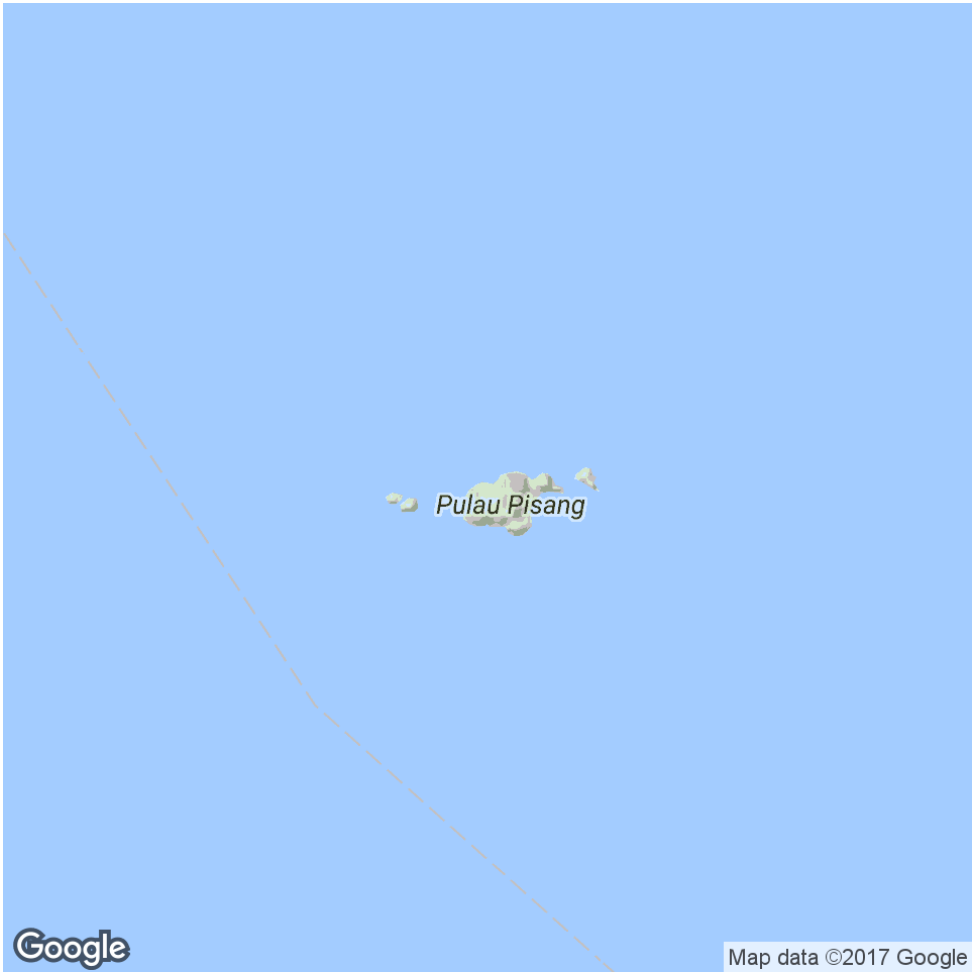
A wreck, with a swept depth of 25.5m, lies about 20 miles WNW of Pulau Kukup and a wreck, with a depth of 23m, lies about 10 miles WNW of the same islet.

A long narrow shoal, about 8 miles long in a NW-SE direction, with a least depth of 9.1m, lies with its SE end about 12 miles W of Pulau Kukup. Southwest of Long Bank are numerous similar banks lying parallel with it, extending to within a short distance of the banks fringing the Sumatera side of the strait. An obstruction at the NW extremity of Long Bank is marked by an lighted buoy.

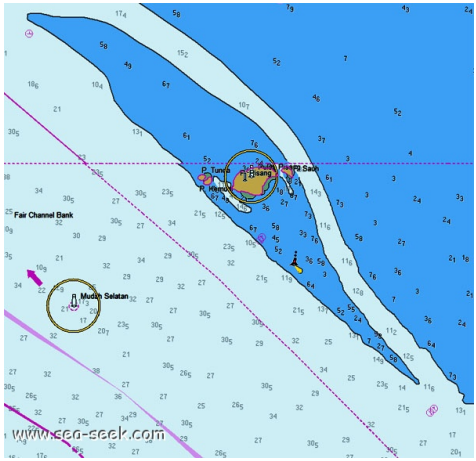
6.33 - Pulau Pisang (Johor - Malaysia)

1°28.20 N
103°15.13 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Pisang (Johor - Malaysia)



163



Pulau Pisang (Johor - Malaysia)

Pulau Pisang (Johor - Malaysia)

Pulau Pisang (English: Banana island) is a small island located off the Western coast of the Malaysian state of Johor. It is about 12 km from the town of Pontian Kecil and 5 km from Benut town. It is the siteof Pisang Lighthouse guiding ships into the western entrance of the Singapore
strait.

Pulau Pisang (Johor - Malaysia)

Pisang lighthouse (16 m high) is located on the highest point of the island. iti is operated by the Maritime Port Authority of Singapore.

Pulau Pisang, tree covered and 134m high, stands about 19 miles NW of Tanjong Piai and can be seen for a considerable distance.

A bank, with depths of less than 10m, and a least depth of 4.8m about 4 miles within its outer end, extends about 7 miles NW from Pulau Pisang. A narrow steep-to spit, with a depth of 3m over its extremity, extends about 6 miles SE from Pulau Pisang.

A channel about 0.7 mile wide with a least depth of 11m, lies between this spit

and the coastal bank. This channel should not be used without local knowledge.

6.34 - Sungai Benut (Johor - Malaysia)

1°35.47 N
103°16.33 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

The Sungai Benut, entered about 8 miles N of Pulau Pisang, is the largest river along this part of the coast. Only small vessels with local knowledge can be accommodated.

6.35 - Pulau Kukup (Johor - Malaysia)

1°19.40 N
103°25.73 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Kukup (Johor - Malaysia)

163

Pulau Kukup (Johor - Malaysia)

Located South-west of Johor, about 5,5 NM NW of Tg Piai, 1 km offshore from the quaint little fishing village of Kampung Air Masin in Kukup Laut (Pontian District), Pulau Kukup is an low, flat island entirely covered by mangrove forest and surrounded by mudflats - the mudflats extend up to a few kilometres on the West and Northwest of the island.

There is currently no human habitation or man made structures on the island.

In order to promote preservation of this unique mangrove habitat, Pulau Kukup is designated as a Ramsar site (or otherwise known as a Wetlands of International Importance) on 31 January 2003, it is also protected as a national park under the Johor State Park Corporation Enactment 1989 since 27 March 1997.

Pulau Kukup is dissected by a few tidal creeks and channels.In passing Pulau Kukup, caution must be exercised because the E current sets strongly toward the shore and the W current toward Long Bank on the opposite side of the fairway.

7 - Sungai Muar (Johor - Malaysia)

2°20.70 N
102°49.47 E

Indian Ocean - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)

The Sungai Muar, a shallow river available only to small craft, discharges into the strait about 14 miles ESE of Pulau Besar.

The river is tortuous but small craft with drafts of 1.8m can ascend to Kepong Hill about 60 NM above the entrance. A radio mast stands on the E bank of the river close within the entrance.

Muar is also a town and port, also known as Bandar Maharani for most of the local people staying there.

Muar, the headquarters of the state commissioner, is the second port in importance in Johore Province and has a considerable trade. Ocean-going vessels work cargo at the anchorage. Small vessels and barges can be accommodated at the river wharves abreast the town.

Depths alongside these wharves are about 2m. The entrance bar has a least depth of 1.2m.

Anchorage can be taken by small vessels, in a depth of 4m, off the mouth of the Sungai Muar. Larger vessels can anchor about 4 miles WSW of the lighthouse at the entrance, in a depth of 7m, thick mud, good holding ground.

Bukit Mor (1°59'N., 102°41'E.), an isolated densely-wooded hill, 235m high, stands about 8 miles SE of the town of Muar.

www.sea-seek.com

Responsability

Sea-Seek is a collection of sailing logbooks covering harbours, anchorages, diving spots... any subject regarding sport or pleasure at sea.

Sea-Seek is an online open-content collaborative pilot guide, that is, a voluntary association of individuals and groups working to develop a common resource of human knowledge. The structure of the project allows anyone with an Internet connection to alter its content. Please be advised that nothing found here has necessarily been reviewed by people with the expertise required to provide you with complete, accurate or reliable information.

In particular, don't use any map presented in Sea-Seek for the navigation.

Note that informations in sea-seek are compiled from a variety of freely available and non controlable sources and therefore Sea-Seek webmaster cannot be held responsible for incorrect or outdated data.

Responsabilité

Sea-Seek est un guide du nautisme ou pilote côtier en ligne. Fruit de la contribution de chacun, il décrit les sites de mouillage, les ports, les spots de plongée, les plages par et pour les amoureux de la mer.

Sea-Seek est un guide nautique libre, c'est-à-dire une association volontaire d'individus et de groupes qui développent ensemble une source de la connaissance humaine. Sa structure permet à tout individu avec un accès Internet et un navigateur Web de modifier le contenu disponible ici. En conséquence, sachez que rien de ce que vous pouvez trouver ici n'a été nécessairement vérifié par un professionnel compétent dans le domaine en question et ceci sur tous les sujets de Sea-Seek.

En particulier, n'utiliser aucune carte de Sea-Seek pour la navigation.

L'ensemble des données présentées sur Sea-Seek sont d'origines diverses et non contrôlées et ne sauraient engager la responsabilité du responsable du site www.sea-seek.com.