



Sea - Seek

Ebook Sailing guide / Guide nautique

Sumatra (Indonesia)

Mer du Nord

August 2024

Sumatra (Indonesia)



Sumatra (Indonesia)

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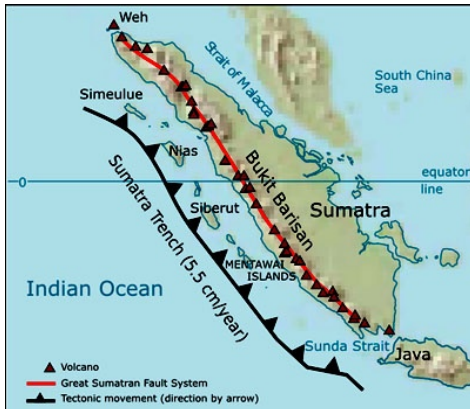
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Sumatra (Indonesia)

0°07.68 S
101°54.35 E


Mer du Nord - Sumatra (Indonesia)





Sumatra (Indonesia)

septoni

 Sumatra (Indonesian: Sumatera) is an island in western Indonesia, westernmost of the Sunda Islands.

The longest axis of the island runs approximately 1,790 km (1,110 mi) northwest-southeast, crossing the equator near the centre. At its widest point the island spans 435 km. The interior of the island is dominated by two geographical regions: the Barisan Mountains in the west and swampy plains in the east.

To the southeast is Java, separated by the Sunda Strait. To the north is the Malay Peninsula, separated by the Strait of Malacca. To the east is Borneo, across the Karimata Strait. West of the island is the Indian Ocean.

The backbone of the island is the Barisan mountains chain, with the active volcano Mount Kerinci's 3,805 m the highest point, located at about the midpoint of the range. The

volcanic activity of this region endowed the region with fertile land and beautiful sceneries, for instance around the Lake Toba. It also contains deposits of coal and gold.

To the east, big rivers carry silt from the mountain, forming the vast lowland interspersed by swamps. Even if mostly unsuitable for farming, the area is currently of great economic importance for Indonesia. It produces oil from both above and below the soil? palm oil and petroleum.

Sumatra is the largest producer of Indonesian coffee.

1 - Sumatra W coast (Indonesia)

0°57.10 S
99°19.14 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



🇬🇧 On the W coast of Sumatera there is a high, rocky coast, or if there is a strip of sand by the sea, the land rises rapidly behind it to the neighboring hills.

Numerous small streams discharge their waters on the W coast, but most of them are barred and only navigable by small craft. Nearly the whole coast is inaccessible due to heavy surf.

The routes along the W coast of Sumatera may be considered as three in number, but the outer route may be said to be free from danger. The coast is reported to be only partially surveyed.

Vessels should keep to the sea until abreast the desired port before hauling in.

The route to the W of all the islands, in the open sea, is the best of the three, especially for vessels not intending to touch at any of the W coast ports. The middle route is the space between the chain of large islands in the offing and those small islands adjacent to and interspersed along the coast. It ranges from 10 to 30 miles distance from the coast of Sumatera.

The inner route is that close along the coast and between some of the islands and dangers off it. Like the middle route, it should seldom be chosen; but as there are in many places moderate depths for anchoring, it is preferable in that respect to the middle route.

Vessels visiting many of the ports are obliged to use it, but considerable risk is run when taking this route at night; those using it are generally obliged to anchor at sunset.

Winds?Weather

The influence of the Southwest Monsoon and the Northeast Monsoon are felt on the W coast of Sumatera as far S as 2°N, S of the Indian Ocean monsoons, but from Ujung Raya to 4°N the winds are quite different from those between 4°N and 2°N.

Between Ujung Raya and 4°N, the Southwest Monsoon prevails from May to October, and the Northeast Monsoon, from December to March. During the height of the Southwest Monsoon, the sea breeze prevails at times during the night. Generally speaking the land winds are clearly perceptible by the deflection of the wind to SE or N during the night. Squalls are frequent during the monsoon, and there is often a considerable sea along this coast. It is somewhat hazy at times.

The Northeast Monsoon period is from December to March, and it is less strongly marked. When the monsoon has fairly set in, there is usually a gentle S breeze in the morning, followed by a calm, and in the afternoon a light breeze. After sunset comes, the land wind prevails all night. Between 4°N and 2°N is the region of calms and light variable winds.

The influence of the monsoons only appears in a W tendency of the day wind from March to November, and an E tendency from November to March; at night, except in January and February, there is always a N tendency in the wind.

In April, SW and NW winds are most prevalent, both night and day. From May the NW winds become more prominent.

During the following months they increase and reach their maximum in October; at times these winds cause a considerable sea. August is marked by a frequency of NE winds. At night, the winds from May to November are from NW to NE.

From November to January, the wind is variable in the daytime; at night it is generally from NE to E.

Tides?Currents

The tides on the W coast of Sumatra are chiefly semi-diurnal in character and of small range, rarely exceeding 1.2m.

The current off the W coast of Sumatra sets mainly NW at a maximum rate of 2 knots near the 200m curve. It seldom sets SE, but may sometimes set onshore. Beyond 8 miles from the coast, the surface current caused by the wind attains a maximum rate of 1.25 knot with NW winds and 1 knot with SE winds.

North of the Equator, the current outside the islands may sometimes be the reverse to that flowing between the islands and the coast.

Pilotage

Pilotage is compulsory for all the ports of the Republic of Indonesia at which pilots are available.

Experience has shown that little confidence should be placed in the natives who offer themselves as pilots on the W coast of Sumatra for ports seldom visited. 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, has been established off the coastline of northwestern Sumatra and is bounded by lines joining the following positions: a. 2°05.6'N, 96°38.0'E. (Pulau Babi) b. 1°55.0'N, 96°29.0'E. c. 2°51.0'N, 95°13.9'E. d. 2°57.0'N, 95°11.0'E. e. 4°48.0'N, 95°10.0'E. f. 5°43.2'N, 94°46.5'E. g. 5°51.0'N, 94°46.7'E. h. 6°13.5'N, 94°59.5'E. i. 6°16.0'N, 95°10.1'E. j. 5°40.4'N, 96°00.5'E. k. 5°29.0'N, 96°49.4'E. l. 5°29.2'N, 97°33.5'E. m. 5°01.0'N, 98°03.4'E. n. 4°33.8'N, 98°25.9'E. (Ujung Tamiang)

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

Caution:

The coastline is deeply indented, forming numerous bays, none of which, however, N of Sibolga, afford complete shelter during the Southwest Monsoon.

There are many visible and sunken dangers off the coast, but N of Ujung Raja, they do not extend to any great distance. South of that point they extend from 20 to 30 miles.

Many dangers no doubt exist that are not charted; caution is necessary at all times. Many of them are steep-to coral reefs, so that soundings will give no warning; a good lookout aloft should be kept during daylight, and vessels should

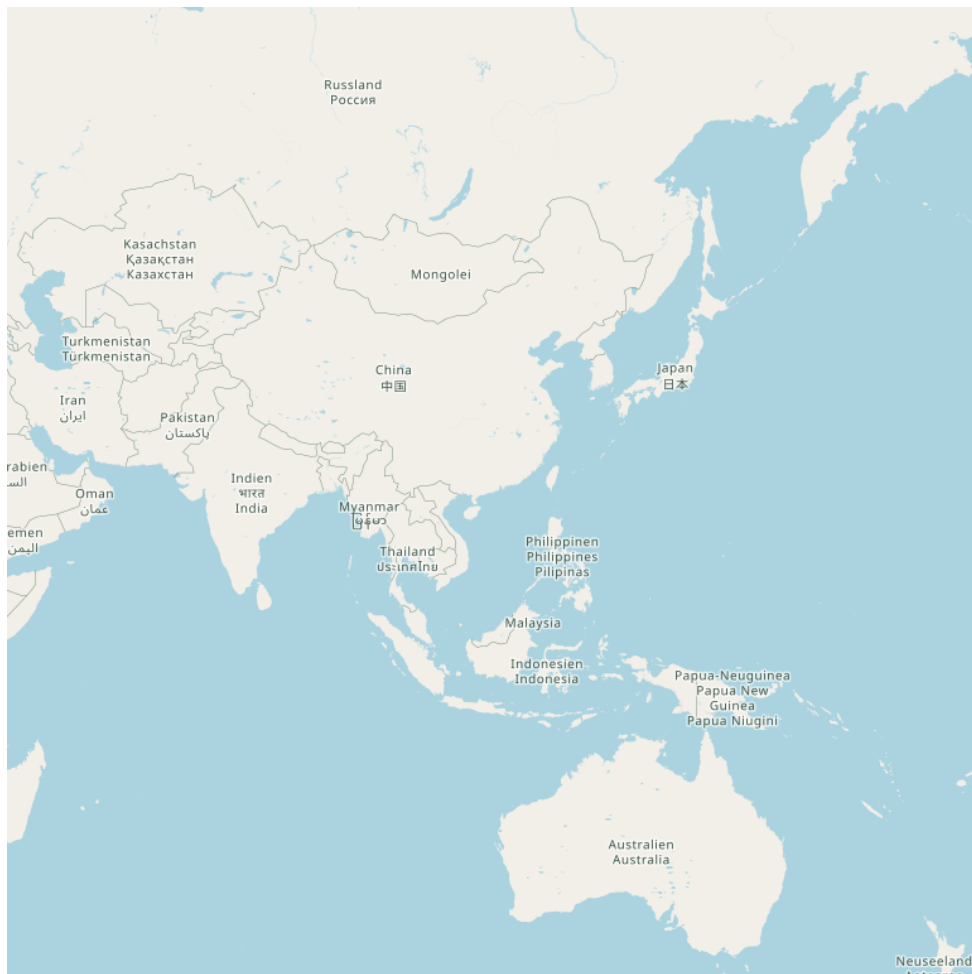
proceed only at a moderate speed when navigating in the vicinity of dangers. Soundings, however, should not be neglected.

As a result of cataclysmic damage created by the tsunami of 26 December 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.

1.1 - Strait of Malacca (East)


4°32.59 N
94°44.56 E

Mer du Nord - 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 Sumatra, 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 Sumatra.

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 Sumatra 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 Jambuir. 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.).

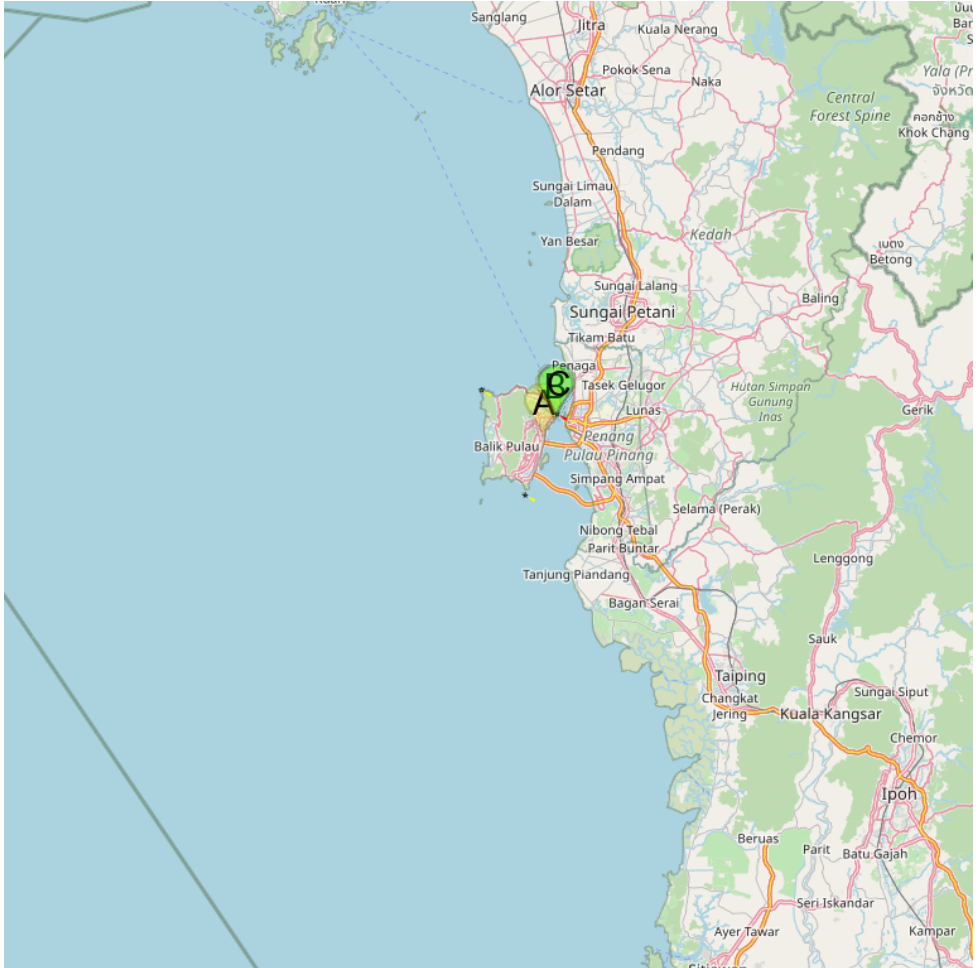
Areas NW of One Fathom Bank and SW of Tanjung Tuan (Cape Rachado) (2°24'N., 101°51'E.) are subject to sand wave formation. Deep-draft vessels should, therefore, take particular note of the latest depths over shoals lying in or near the fairway.

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.

1.1.1 - Pulau Pinang (Malaysia)

5°21.17 N
100°15.37 E


Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)



A E-Gate anchorage (Pinang)

B Junk anchorage (Pinang)

C Tanjong city marina (Pinang)

 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 Lebu Light and Lebu 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 Lebu Pantai and Lebu 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

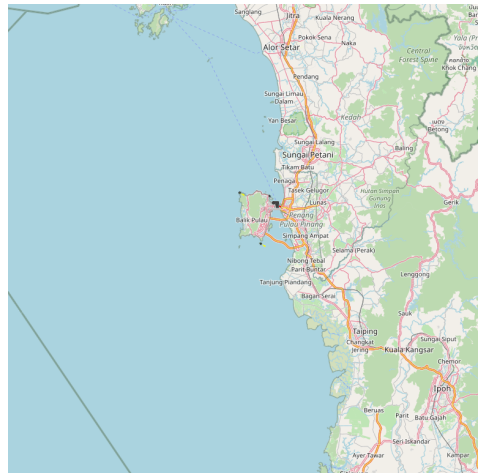
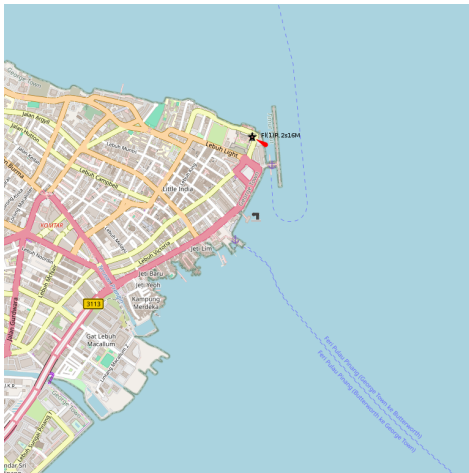
(between Pulau Pinang and Pulau Jerjak) to the Seagate Anchorage or the Marina Batu Uban. Or use the Main Channel (under the Penang Bridge), to reach the Tanjong City Marina or the Junk Anchorage.


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.

1.1.1.1 - Tanjong city marina (Pinang)

5°24.91 N
100°20.69 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)



 Tanjong City Marina based around the century-old Church Street Pier.

Tanjong City Marina is an abandoned marina off Weld Quay within George Town's UNESCO World Heritage Site. Built in the early 2000s by the Malaysian federal government to rejuvenate the former Church Street Pier, could accommodate up to 140 small

vessels.

The marina's floating infrastructure began to sink by 2009, and by 2011, the berths were completely lost to the waves.

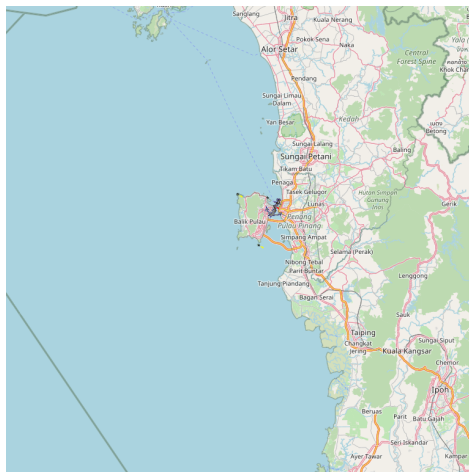
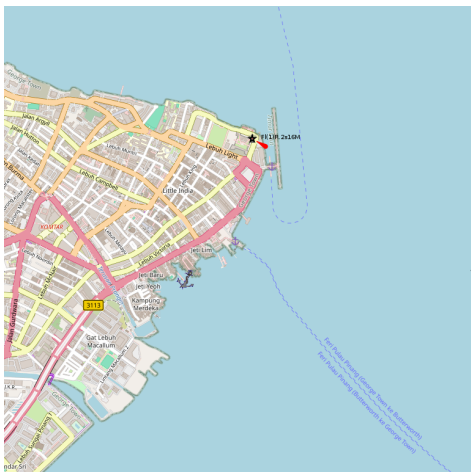



1.1.1.2 - Junk anchorage (Pinang)

5°24.65 N

100°20.39 E

Mer du Nord - 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.

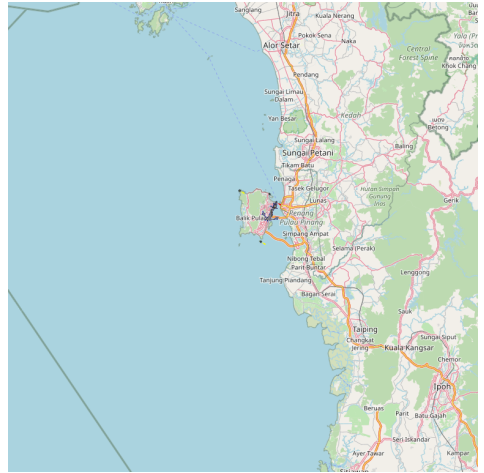



1.1.1.3 - E-Gate anchorage (Pinang)

5°22.40 N

100°18.95 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Pulau Pinang (Malaysia)



 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.

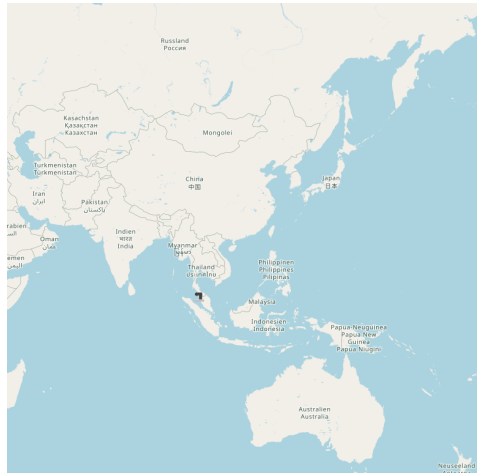
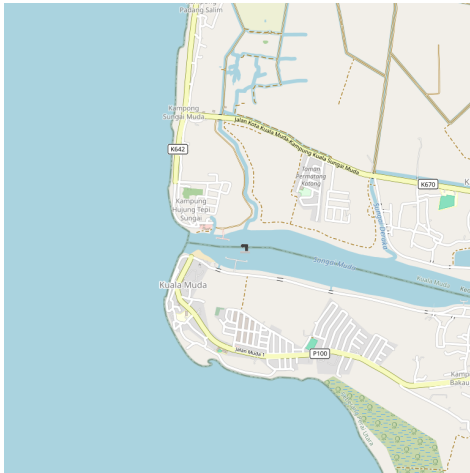



E-Gate commercial complex

1.1.2 - Sungai Muda (Malaysia)

5°34.61 N
100°20.64 E

Mer du Nord - 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.

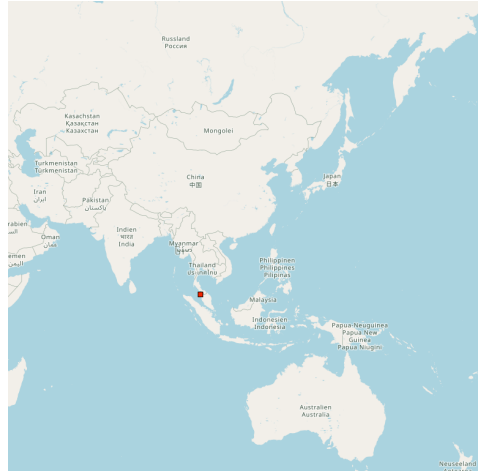
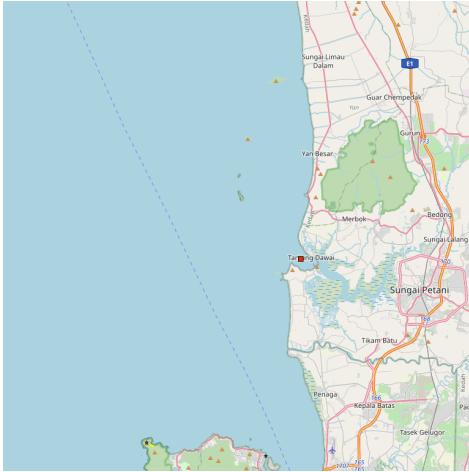



1.1.3 - (Sungai Petani) (Malaysia)

5°40.65 N
100°21.25 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East)





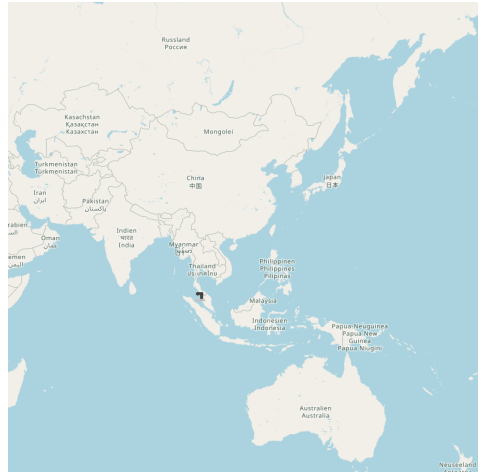
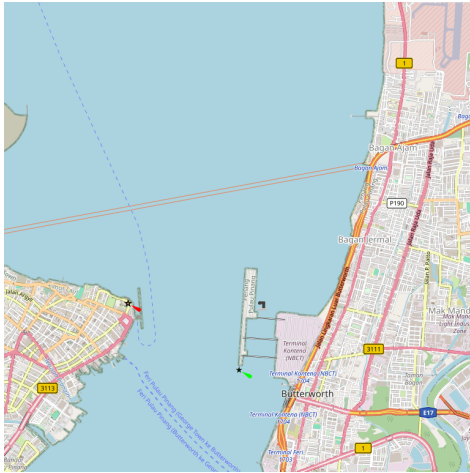
 The Sungai Merbok (Merbau River), the entrance to which is formed between the low coast on the N and the hills to the S, is fronted by the coast mud flat, which has depths under 5.5m, and extends nearly 3 miles to seaward. There is a depth of 2m on the bar, with depths of 5m within. Small craft drawing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




1.1.4 - Pinang harbor (Penang) (Malaysia)

5°25.22 N
100°21.80 E

Mer du Nord - 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 used 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 T-shaped 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

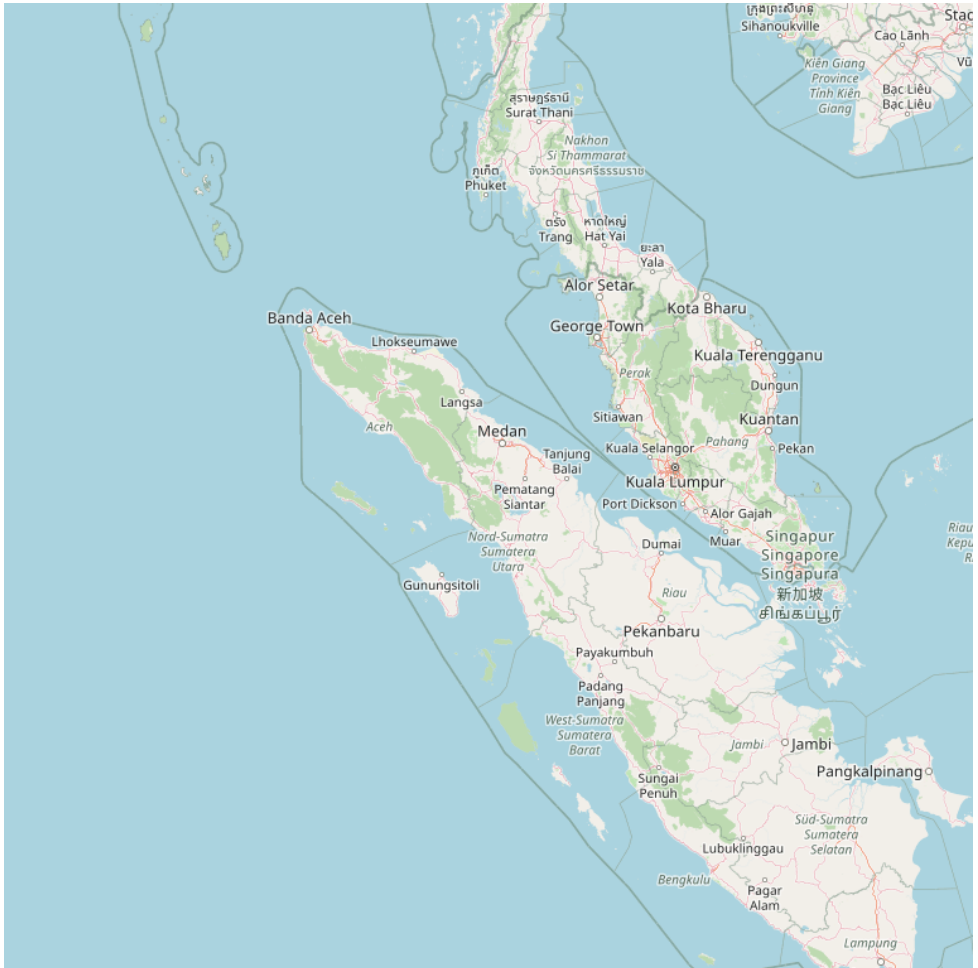
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1.1.5 - Tanjung Piandang to Port Kelang (Malaysia)

4°00.56 N
100°38.73 E

Mer du Nord - 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.

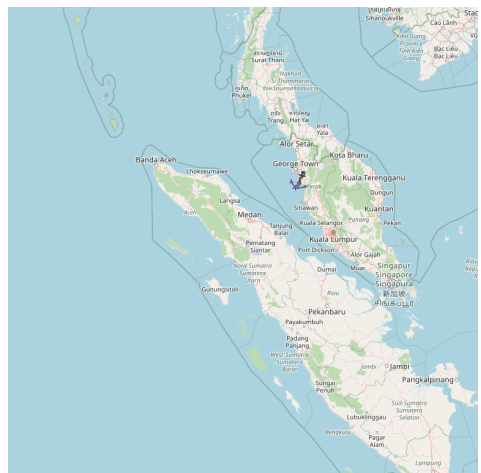
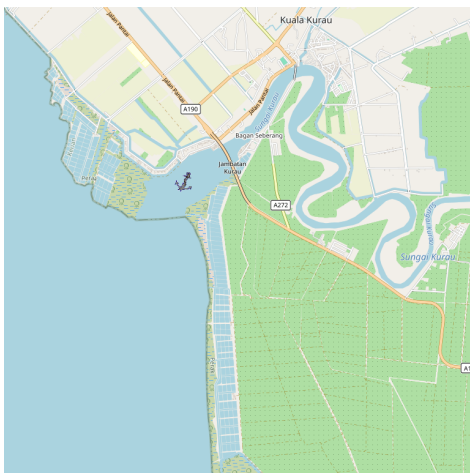
A group of powerful white lights, visible for about 50 miles, is occasionally shown from Gunong Kledang, a summit located about 23 miles E of Kuala Jarum Mas.


Caution. Numerous fish traps and stakes are situated within the 10m contour line from W of Pulau Terung to Tanjong Hantu.

1.1.5.1 - Sungai Kurau (Bagan Serai) (Malaysia)

5°00.04 N
100°25.09 E

Mer du Nord - 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 Sungai Selinsing. 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.

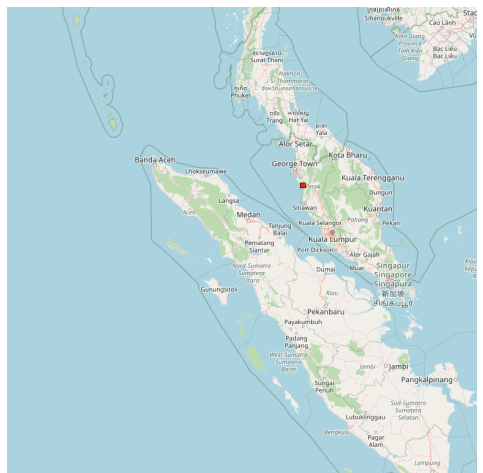
The main bar at the entrance to Selinsing Bay lies close S of Tanjong Pasir with depths of from 0.3 to 0.6m.




1.1.5.2 - Kampung Kuala Sepetang

4°50.14 N
100°37.53 E

Mer du Nord - 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.

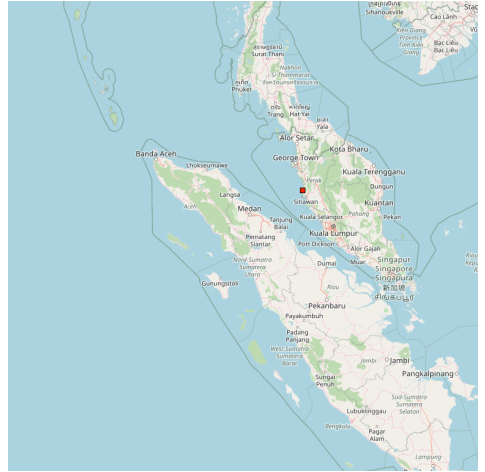
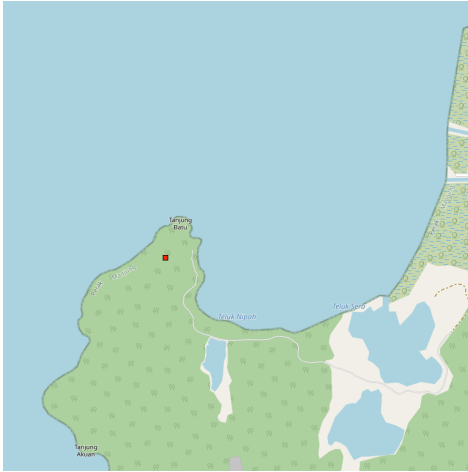


1.1.5.3 - Tanjong Batu (Perak) (Malaysia)

4°25.62 N
100°35.47 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)





🇲🇾 Tanjung Batu is a cape located in the Perak area of the country of Malaysia.

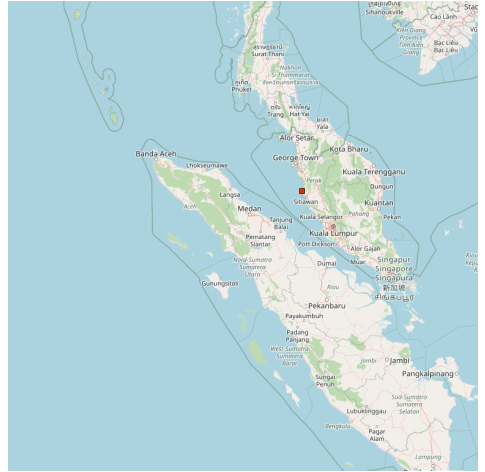
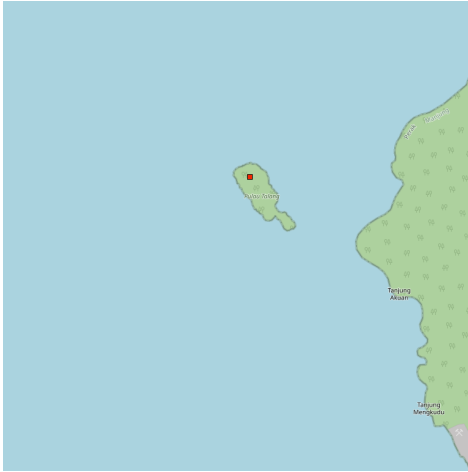


1.1.5.4 - Pulau Talang (Perak) (Malaysia)

4°25.30 N
100°34.51 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



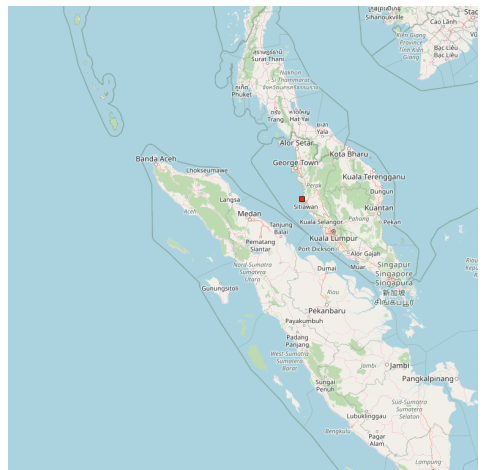
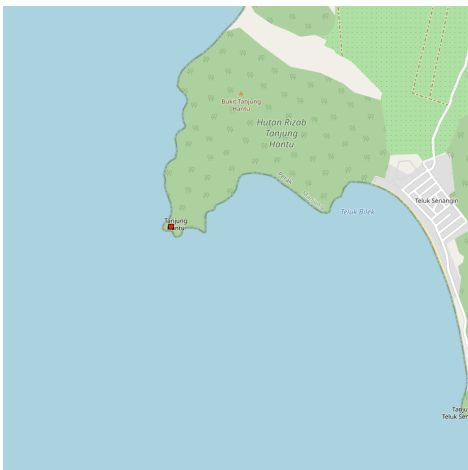


It was reported that Pulau Talang, a small island off the mainland, is a good radar target up to 18 miles distance.

1.1.5.5 - Tanjong Hantu (Perak) (Malaysia)

4°18.54 N
100°33.52 E

Mer du Nord - 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.

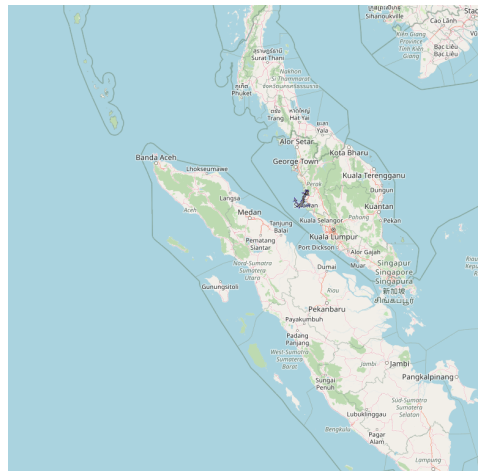
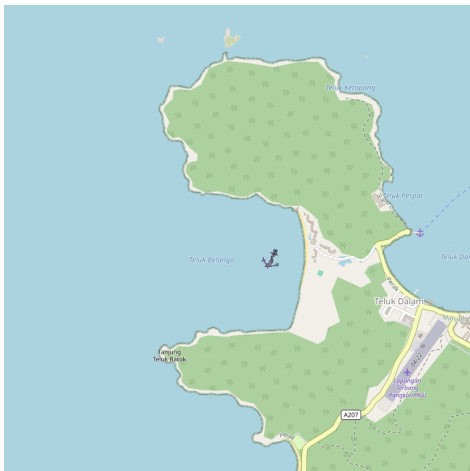
The bank extends a distance from about 0.6 to 0.8 mile, gradually diminishing its distance from the shore as Motts Point, on the N shore of the entrance of Dinding River, is approached.


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.

1.1.5.6 - Teluk Belanga (Pangkor) (Malaysia)

4°15.11 N
100°32.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



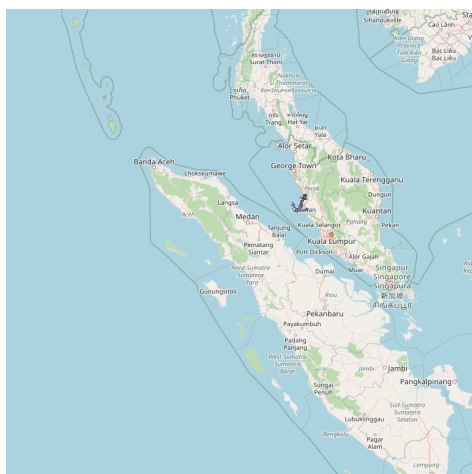
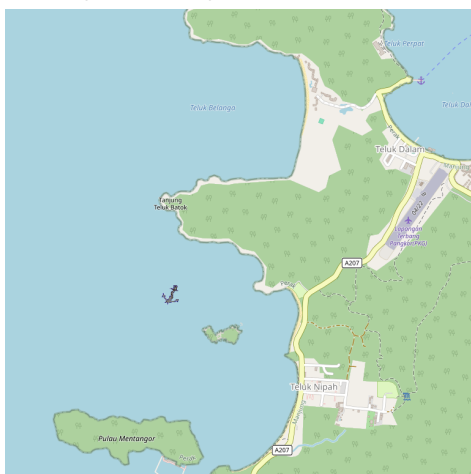
 Teluk Belanga, the NNW bight, afford an anchorage in the center, in a depth of 8m, shoaling gradually to the shore.




1.1.5.7 - Nipah Bay (Pangkor) (Malaysia)

4°14.32 N
100°32.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



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

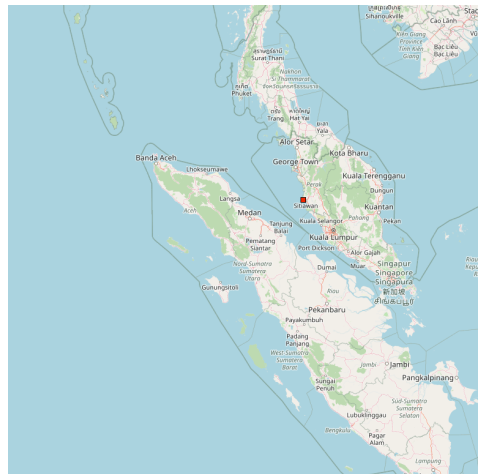
A good anchorage may be obtained in Western anchorage, in a depth of about 10m, 0.25 mile WNW of Pulau Giam.




1.1.5.8 - Lumut Malaysian navy (Perak) (Malaysia)

4°14.25 N
100°36.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



Dinding river

 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 Tanjung 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 surrounded by 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.

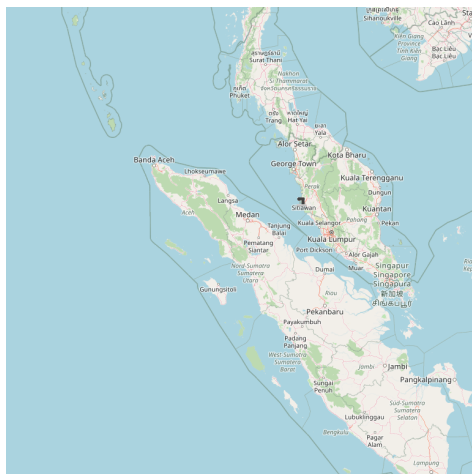


Razak submarine (Scorpena class)
2011:12:10 11:43:09

1.1.5.9 - Lumut jetty (Perak - Malaysia)

4°14.22 N
100°37.95 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



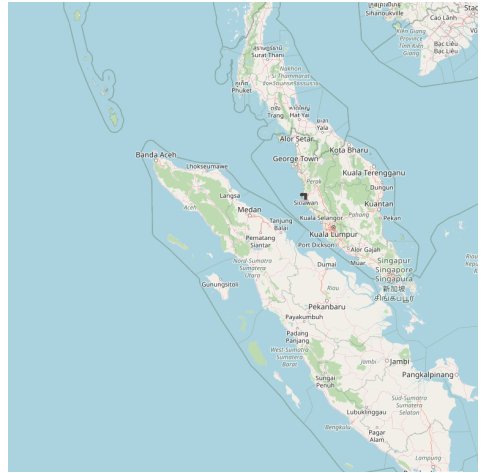
It is a daily ferry services, every half hour a time, about 30 minutes trip to Pangkok island.




1.1.5.10 - Marina Wing (Lumut Perak) (Malaysia)

4°14.17 N
100°38.41 E

Mer du Nord - 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




1.1.5.11 - Pulau Giam (Pangkor) (Malaysia)

4°14.16 N
100°32.40 E

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



163 

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

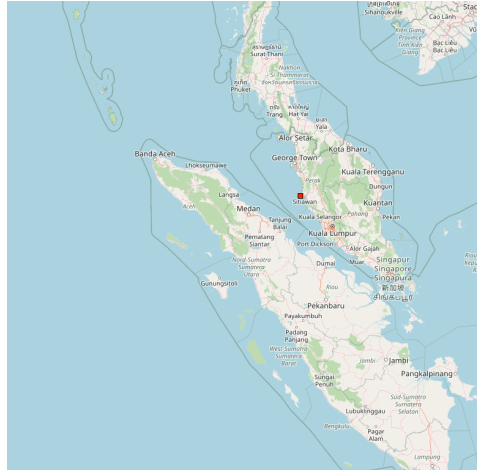
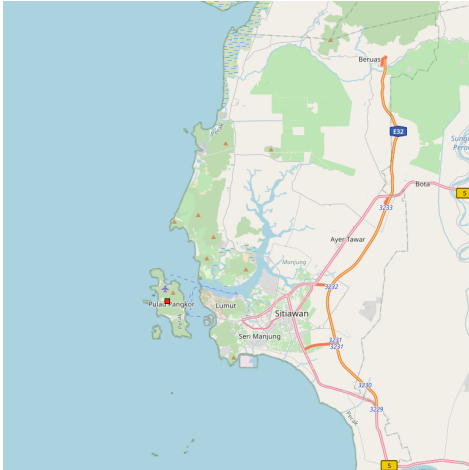
Pulau Giam (Pangkor) (Malaysia)




1.1.5.12 - Pulau Pangkor (Malaysia)

4°13.74 N
100°33.36 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (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.

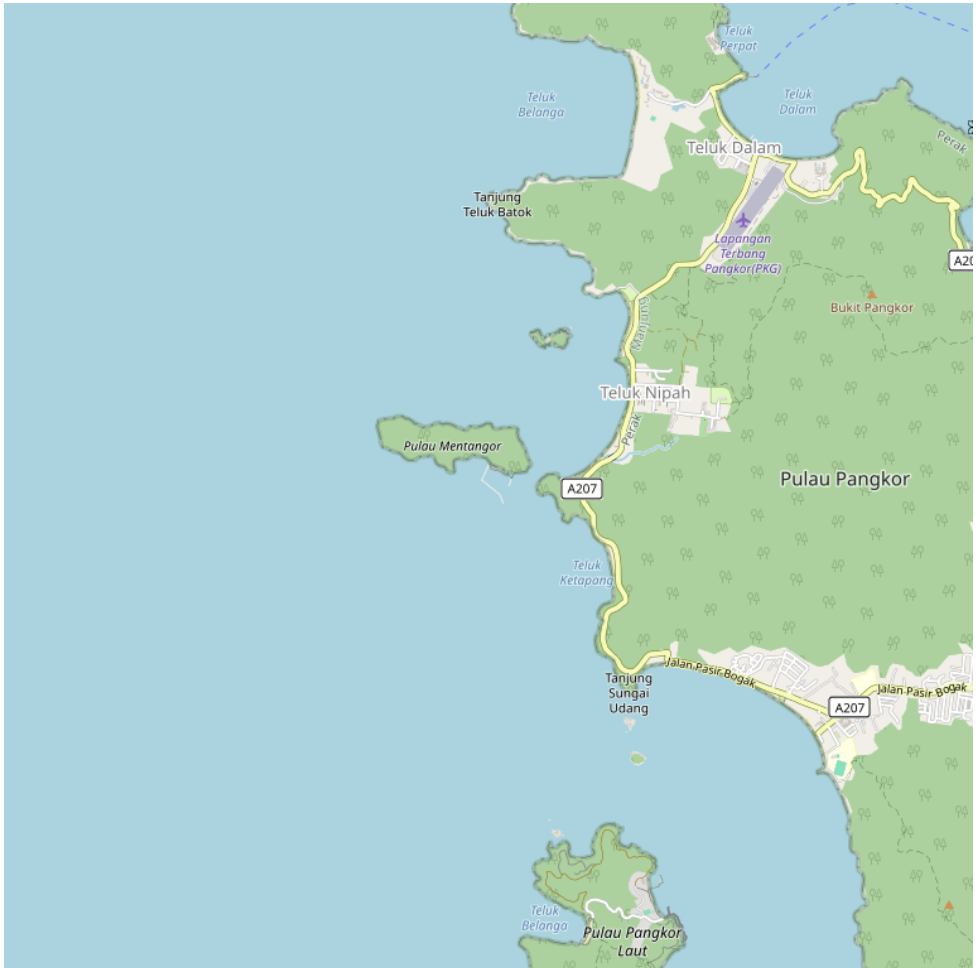


Pulau Pangkor (Malaysia)

1.1.5.13 - Pulau Mentangor (Pangkor) (Malaysia)

4°13.72 N
100°32.01 E

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



163 

 Mentangor is a large uninhabited 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.



Pulau Mentangor (Pangkor) (Malaysia)

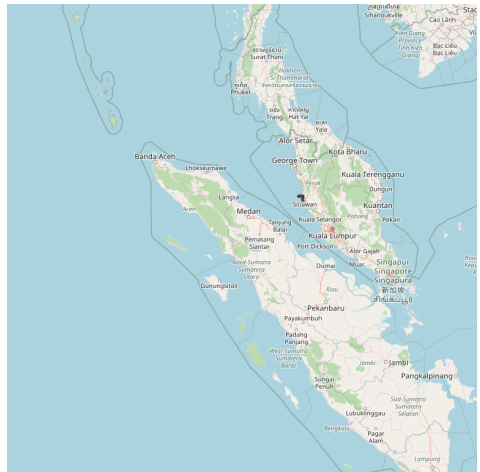
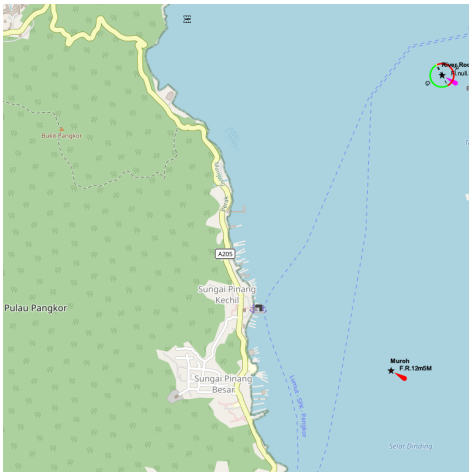



Pulau Mentangor (Pangkor) (Malaysia)

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

4°13.58 N
100°34.55 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



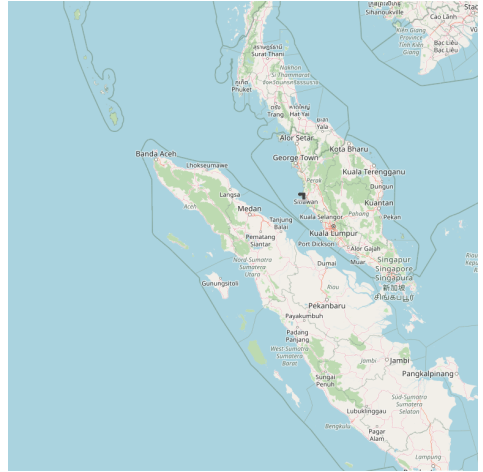
 The jetty is in front of the fishing village where is a mosque.




1.1.5.15 - Pangkor jetty (Malaysia)

4°12.79 N
100°34.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (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

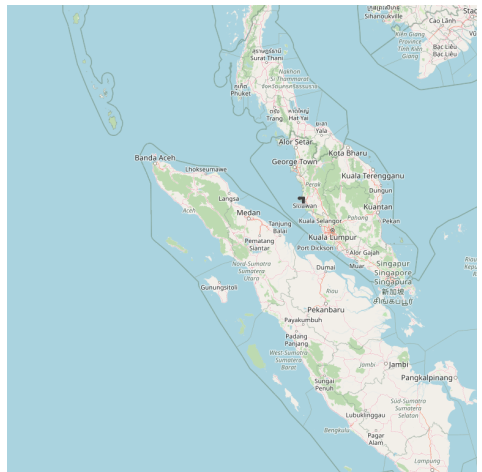
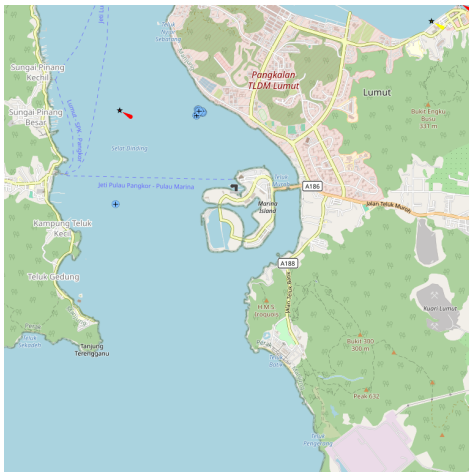
local kopi (coffee).



1.1.5.16 - Pangkor (Pangkur) Marina

4°12.67 N
100°36.07 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



Berths

* 40 - 65 units Werberths. Minimum 30' to 100' vessels

* 60 - 80 units Hardstands. Minimum 30' to 100' vessels

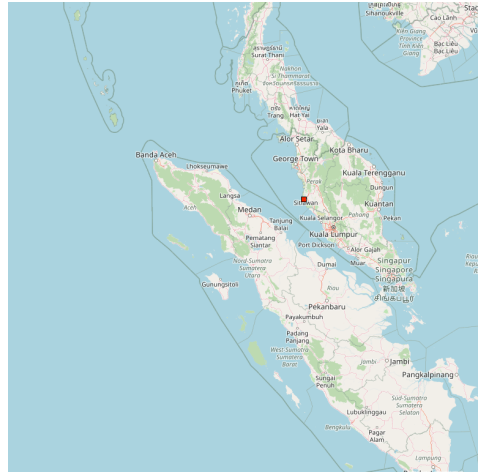
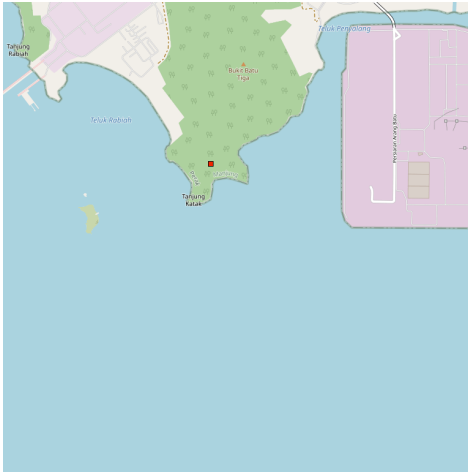



1.1.5.17 - Tanjung Katak (Perak Malaysia)

4°09.58 N
100°37.64 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung

Piandang to Port Kelang (Malaysia)

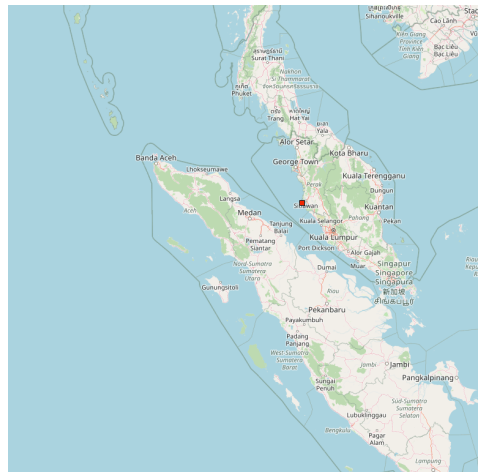
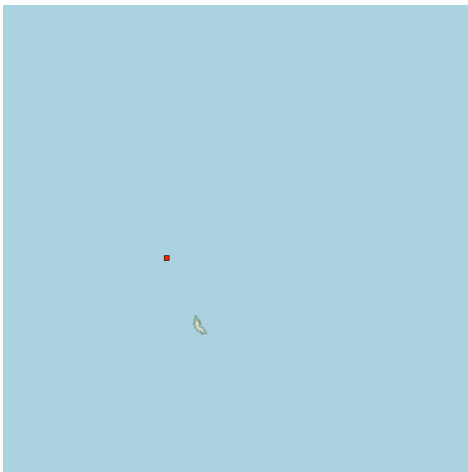



 Tanjung Katak is low and continues to the entrance of the Sungai Perak (Perak River), located about 14 miles SSE of Pulau Pangkor.

1.1.5.18 - Pulau Tukun Perak (Fairway Rock) (Malaysia)

4°07.88 N
100°33.50 E

Mer du Nord - 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.

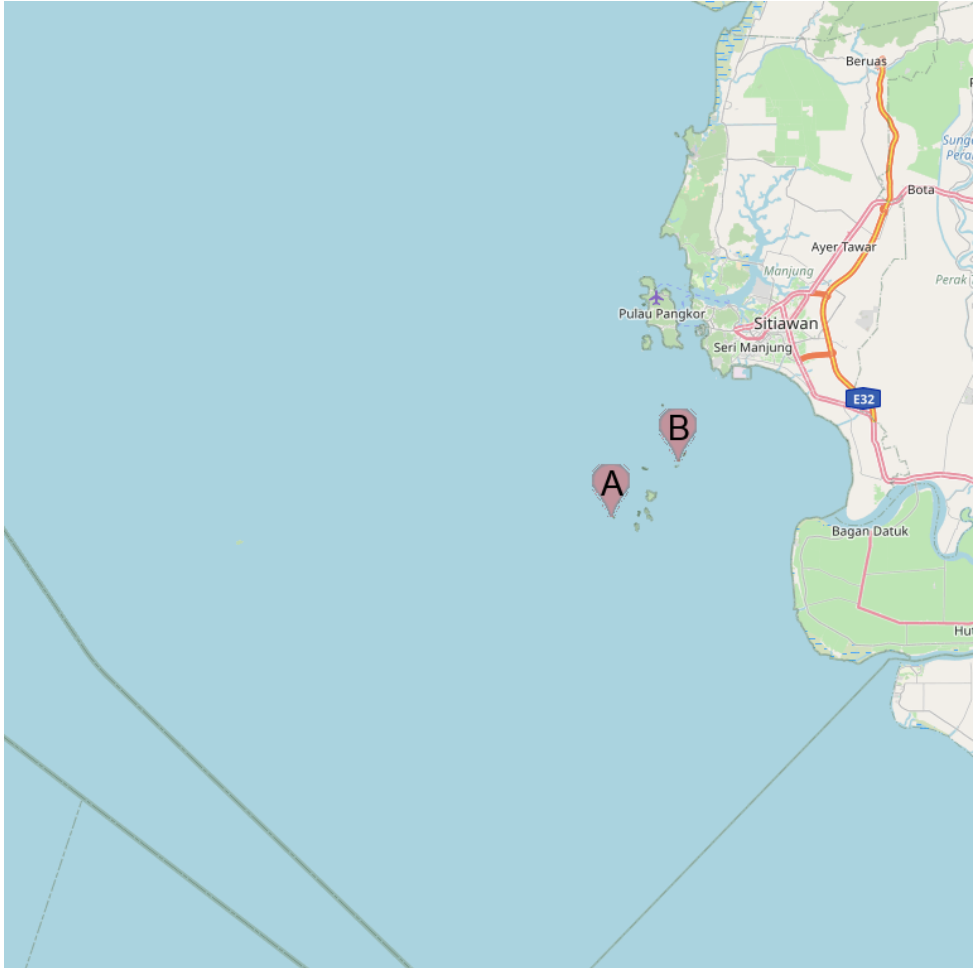
A wreck, with a depth of 9.5m, lies 1.75 miles ENE of Pulau Tukun Perak.



1.1.5.19 - Kepulauan Sembilan islands (Malaysia)


4°01.93 N
100°32.01 E

Mer du Nord - 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)

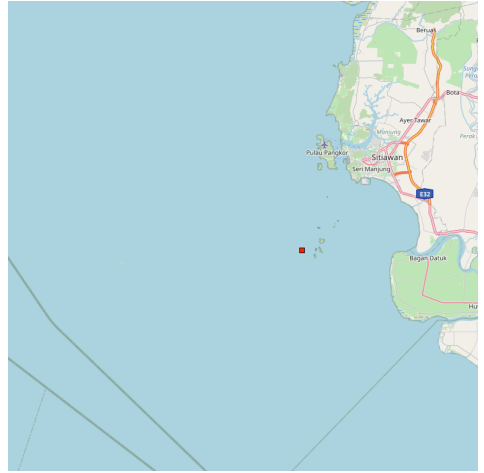
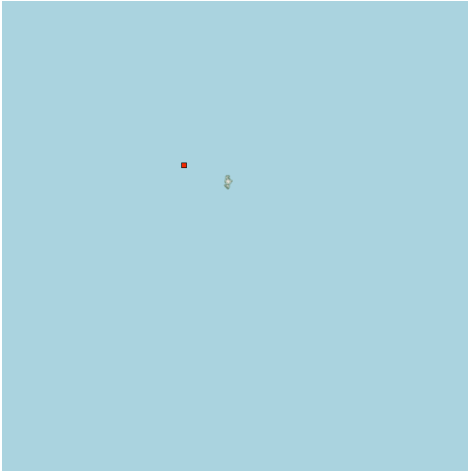
 Kepulauan Sembilan is a group of islands in the region of Perak, the country of Malaysia with an average elevation of 1 meter above sea level.


1.1.5.19.1 - White Rock (K Sembilan) (Malaysia)

4°00.37 N
100°30.28 E

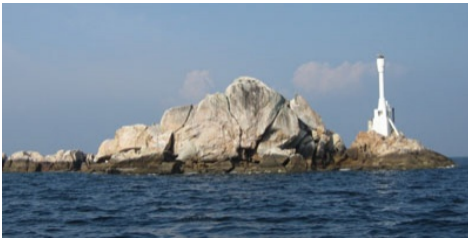
Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung
Piandang to Port Kelang (Malaysia) - Kepulauan Sembilan islands (Malaysia)





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

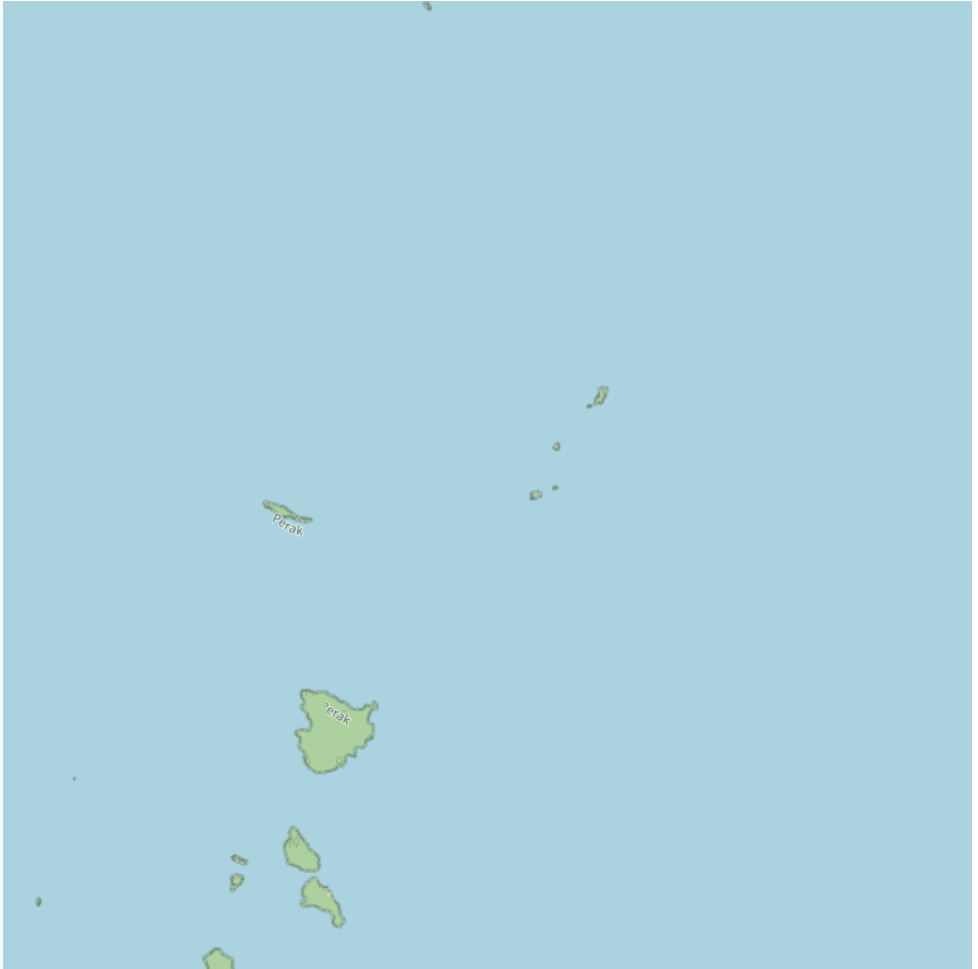
A dangerous wreck lies about 9 miles, bearing 260° from White Rock; a racon is situated at the light.




1.1.5.19.2 - Pulau Agas (K Sembilan) (Malaysia)

4°03.97 N
100°34.70 E

Mer du Nord - 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)



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 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.

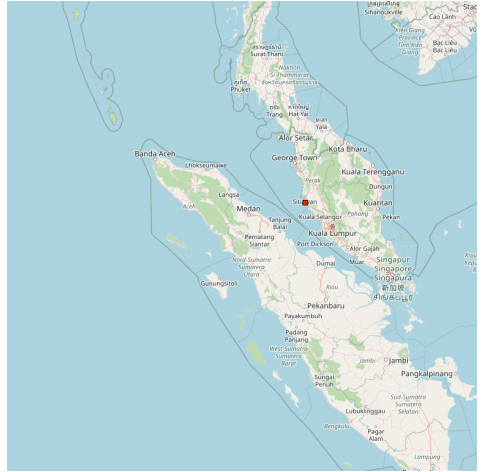
Caution.?If approaching from S at night between the mainland and Kepulauan


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.

1.1.5.20 - Tanjung Beras Basah (Perak Malaysia)

4°00.18 N
100°43.75 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)



 Tanjung 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.


1.1.5.21 - Sungai Perak (Malaysia)

4°00.13 N
100°45.25 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia)





 The Sungai Perak is approached through Kuala Perak, a wide shallow estuary and a buoyed channel leading E from the fairway lighted buoy.

The Sungai Perak is navigable to Tuluk Intan, 30 miles inland for those vessels able to clear the shallow depth in the approach.

Tides?Currents.?At the mouth of the Sungai Perak, the currents attain a rate of 3 to 4 knots at springs, and 1.5 knots at neaps.

The current changes about 1 hour before HW and LW at Bagan Datoh. In the channel E of the sea buoy, the currents set across the channel NW with a falling tide at Bagan Datoh, and SE with a rising tide.

Depths?Limitations.?River and local fishing vessels use a T-shaped concrete pier, with a depth of 3m alongside.

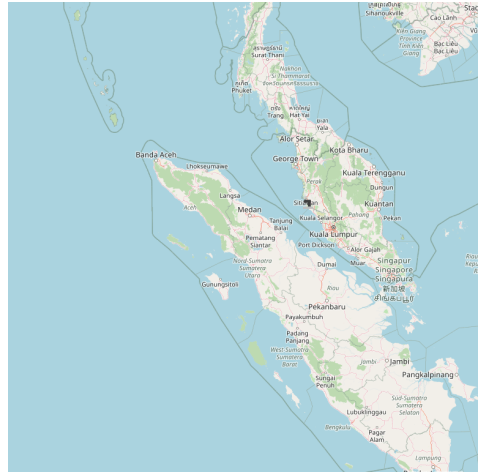
Pilotage.?There are no regular pilots; however the marine department of Teluk Intan will arrange a pilot with a 24-hour notice. The pilot boards at the fairway lighted buoy.


1.1.5.22 - Bagan Datoh (Datok) (Perak Malaysia)

3°59.58 N
100°47.11 E

Mer du Nord - 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.

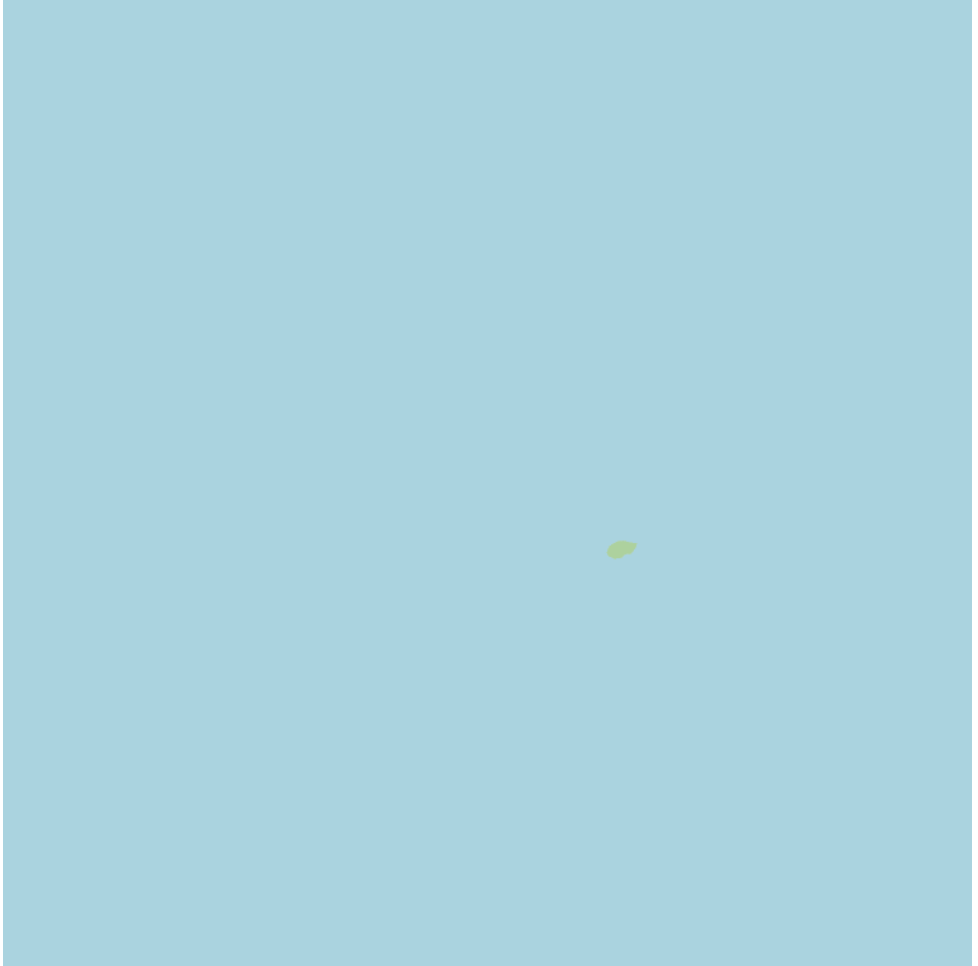
Anchorage may be taken about 0.3 mile from the shore off the pier at Bagan Datoh, in about 6.4m, mud.



1.1.5.23 - Pulau Jarak (K Sembilan) (Malaysia)


3°59.34 N
100°05.82 E

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



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 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.

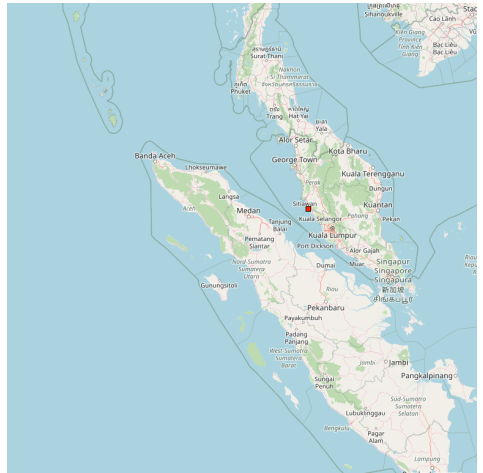
The flood current sets SE and the ebb NW, at a rate of about 1,5 knots, in the vicinity of the island. Tidal rips have been observed E of the island.


**Pulau Jarak (K Sembilan) (Malaysia)**

1.1.5.24 - Sungai Bernam (Perak Malaysia)

3°51.02 N
100°50.15 E

Mer du Nord - 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

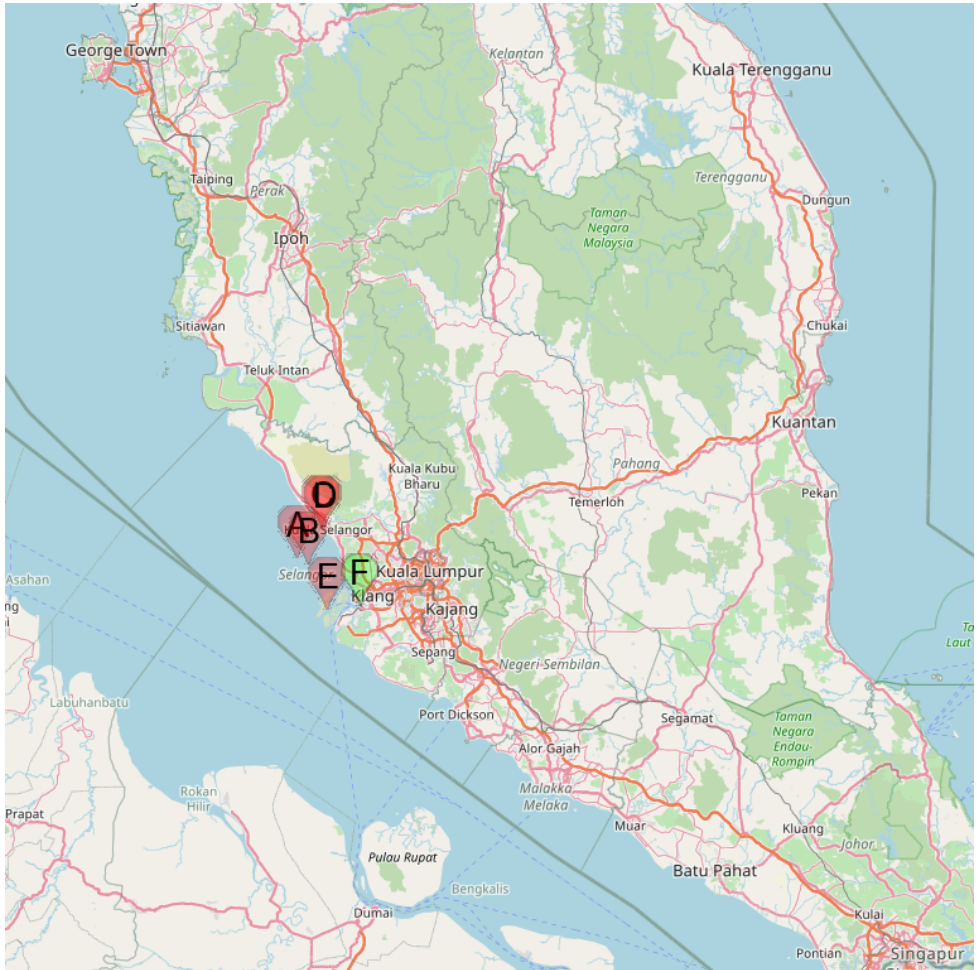
defining the shallow water.




1.1.5.25 - Kuala Selangor to Port Kelang (Selangor Malaysia)

3°07.21 N
101°14.35 E

Mer du Nord - 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 I. - Malaysia)
- B Selat Kelang Utara - South approach (Selangor I. - Malaysia)
- C Selangor lighthouse (Selangor Malaysia)
- D Kuala Selangor (Selangor Malaysia)
- E Port Kelang (Kelang) (Selangor - Malaysia)
- F Port Kelang (Kelang) (Selangor - Malaysia)

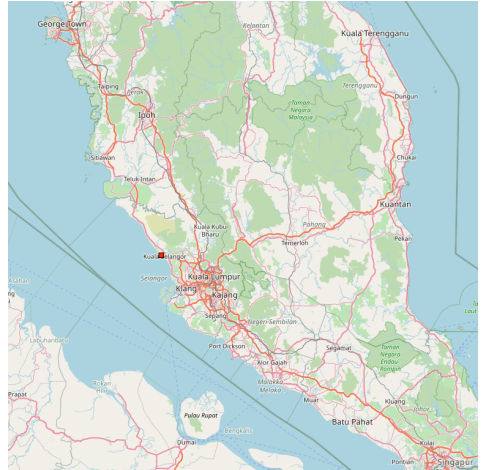
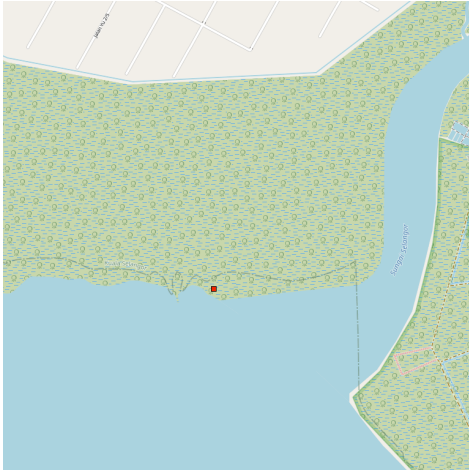
 From Kuala Selangor to abreast the N end of Selat Kelang Utara (Kelang Strait), about 18 miles S, the coast is low, densely wooded, and flooded in most parts at HW.


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

1.1.5.25.1 - Selangor lighthouse (Selangor Malaysia)

3°20.38 N
101°13.25 E

Mer du Nord - 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.

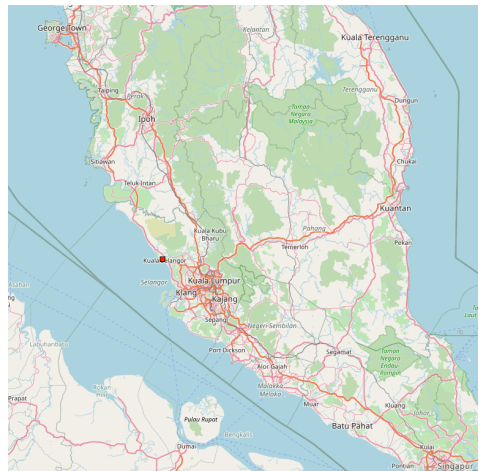
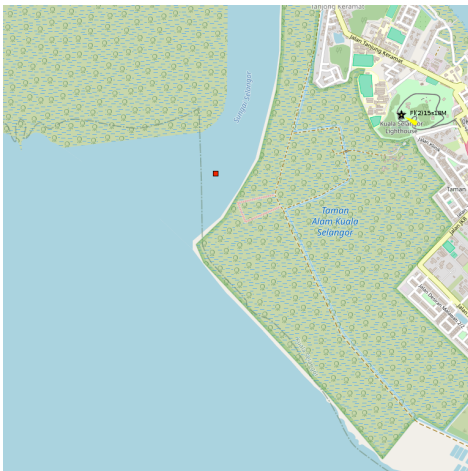
Caution.?The banks off the mouth of the Sungai Selangor are reported to be extending seaward.




1.1.5.25.2 - Kuala Selangor (Selangor Malaysia)

3°20.22 N
101°13.91 E

Mer du Nord - 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.

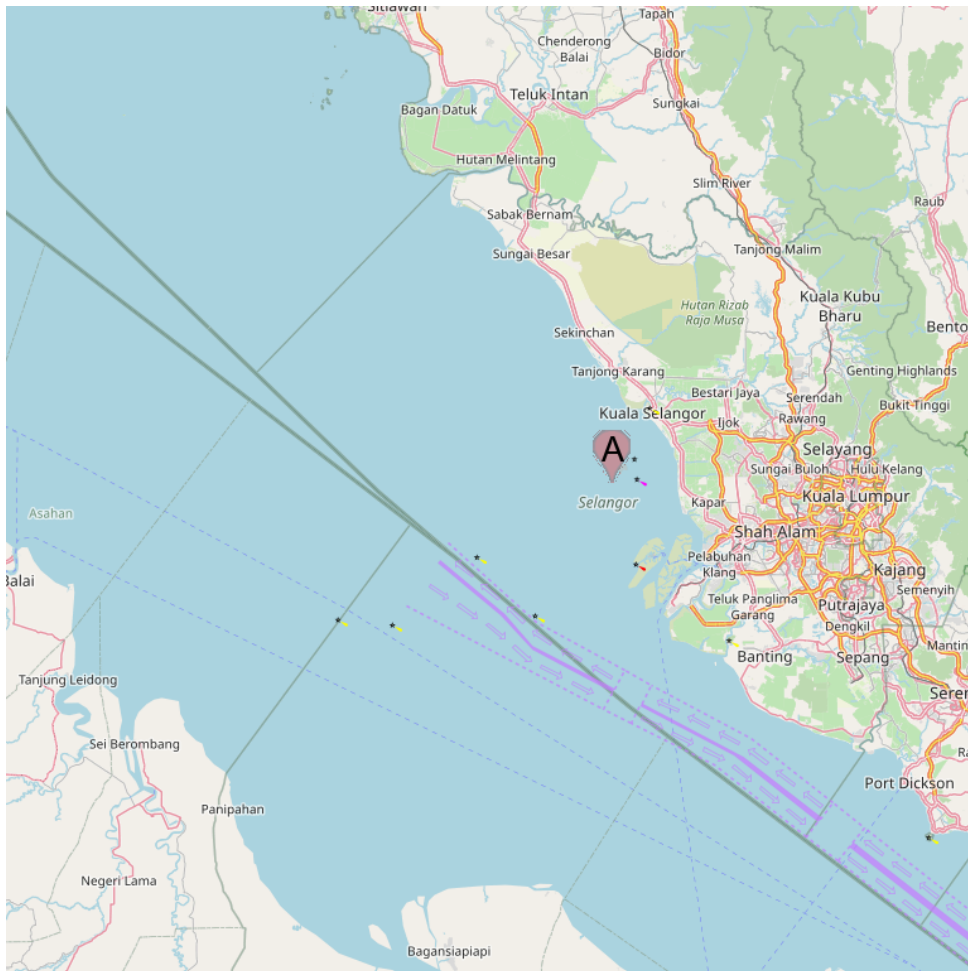
The Sungai Selangor is usually navigable for small craft up to 1.8m draft for about 5 miles.





1.1.5.25.3 - Selat Kelang Utara - North Approach (Selangor, Malaysia)

3°12'48"N
101°07'00"E

Mer du Nord - 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 (Selangor - Malaysia)

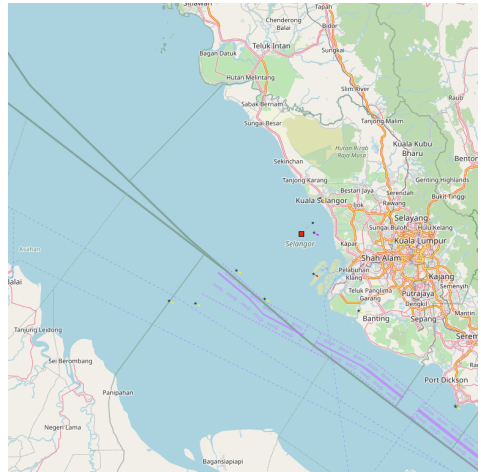
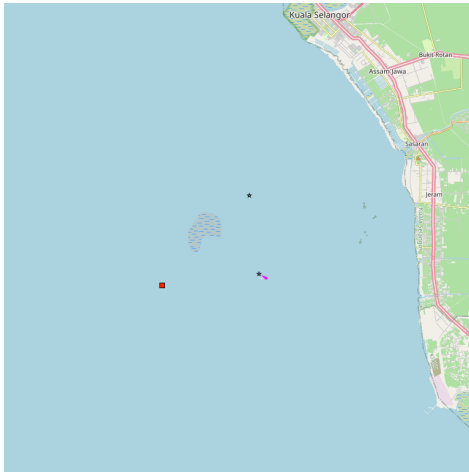
 The N approach is bounded on the W side by Angsa Bank, which extends 25 miles in a NW direction from Pulau Kelang, and on the E by the extensive mud bank with rocks above water in places, fronting the coast S of the Sungai Selangor. Discolored water marks the edges of these banks.


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

1.1.5.25.3.1 - Angsa Bank (Selangor - Malaysia)

3°10.78 N
101°09.79 E

Mer du Nord - 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 15 miles 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 has 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.

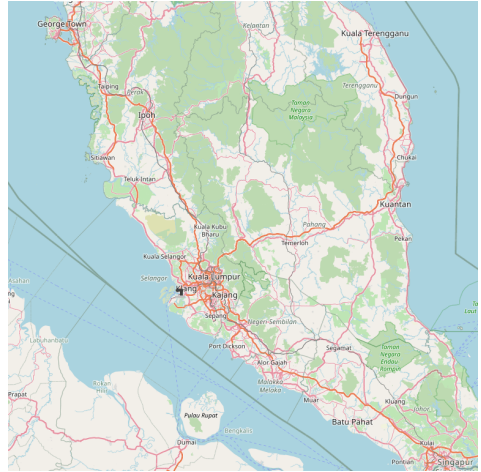
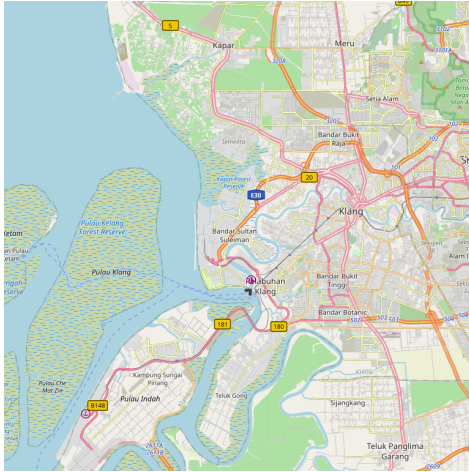
Fishing boats at times frequent the approach to Selat Kelang Utara (North Kelang Strait) in great numbers and lay their drift nets across the channel. These nets are marked by wooden floats and have a boat at each end of the net.

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


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

2°59.92 N
101°23.24 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Piandang to Port Kelang (Malaysia) - Kuala Selangor to Port Kelang (Selangor Malaysia)



pulau angsa

 Port Klang is the principal port in Selangor. It also serves as the port for the Klang Valley, Malaysia's most developed region where the capital Kuala Lumpur (that lies 40 miles to the E) is located. The port is situated on the W coast of the Malaysian Peninsula at the N end of the Strait of Malacca.

It is well sheltered by surrounding islands and forms a natural enclosure.

Port Klang actually consists of three distinct ports.

The port nearest to Port Klang town is known as the South Port.

There is also a North Port and the newly developed Westport located on an island just off the coast of Port Klang.

South Port is the oldest port and was previously administed by the

Malayan Railway Administration. The reason it was administered by the MRA is that the railway line from Kuala Lumpur literally terminated at the South Port. Today, South Port is more quiet than the other two ports. Some bulk cargo, ferries and small boats depart from South Port but activity has shifted, to a large extent, elsewhere.

North Port can be considered the largest port in Port Klang. It is managed by Northport Corporation Berhad

and is the largest container port serving Malaysia. Most of Malaysia's imports and exports are handled through Northport. North Port is located about 40 km from Kuala Lumpur and costs incurred by importers and exporters are usually lower than that of West Port.

West Port is managed by Westports Malaysia Sdn Bhd. West Port is located a considerable distance from even North Port - it's another 40 km from South Port to West Port. West Port is located on an island - Pulau Indah (or "Beautiful Island")

and there is only one bridge linking the island to the "mainland".

West Port grew on the basis of being expert in handling transshipment cargo. Today however, there are many specialised industries using West Port and the port has also grown as an entry point into Malaysia. West Port is growing fast and winning a lot of awards. The area around West Port is also growing as a logistics hub with specialised industries and logistics centers being built.

Port Klang has a long way to go before becoming a port city as it requires extensive development of facilities and attractions which involve huge costs.

Winds?Weather.?Fog is rare although haze is present in the Strait of Malacca from March through August.

Visibility is reduced in dense rains, the heaviest of which occur in October and November. Severe weather at Port Kelang is rare and both the south and N ports are protected by the natural configuration of land.

The tidal currents run with considerable strength, but were found not to exceed, as a general rule, 3 knots, the maximum velocity being attained about 2 hours before HW and LW. They generally set parallel to the shore in both straits.

Care must be taken when passing the various creeks and channels. This is especially important when off Pulau Che Mat Zin.

Off the S extremity of Pulau Pintu Gedong, at springs and neaps, the N currents begin 2 hours 30 minutes after HW at Port Kelang (South Port); at springs this S

current starts 3 hours before, and at neaps 3 hours 30 minutes before HW at Port Kelang (South Port). There is a period of slack water for 45 minutes at springs and 1 hour at neaps.

Off Pulau Angsa at springs the N current commences 1 hour 45 minutes after and at neaps 1 hour 15 minutes after HW at Pulau Angsa; at springs the S current starts 5 hours 15 minutes before and at neaps 4 hours 45 minutes before HW at Pulau Angsa. There is a period of slack water for about 1 hour at springs and about 1 hour 30 minutes at neaps.

At Port Kelang (South Port) the tidal currents attain a velocity of from 2.5 to 3 knots at springs, the E and S current being stronger than the W and N current. They attain their maximum velocity about 2 hours before HW and LW by the shore.

Tides?Currents.?The direction of the tidal current at the wharves at Port Kelang (South Port) is denoted by a white ball at the signal station, at the S yardarm for the flood current, at the N yardarm for the ebb current, and in the center for slack water. The current at the buoys where the ocean-going vessels lie, changes a little later, and captains of vessels when going alongside the wharves should be guided by the signals.

There are entry restrictions for vessels calling on South Port.

Dry cargo vessels cannot exceed 183m in length and tank vessels 170m in length. The maximum draft allowable for these vessels is 9.8m.

Tidal conditions govern movements of all vessels that are over 91m long. At the N extension wharves, container ships up to 289m long can berth.

Depths?Limitations.?Entry into Port Kelang is via a N approach channel and a S approach channel. The N channel is dredged to 11.1m over a maximum width of 152m. The S channel is dredged to a depth of 15m over a maximum width of 366m. Both channels and the fairways leading to North Port and South Port are well marked by navigational aids.

Pilotage.?Pilotage is compulsory for all vessels 28m long and over, except government and fishing vessels, vessels offered an exemption by the Port Authority, or those vessels conducting harbor services. Service is available 24 hours. The vessel's ETA should be sent 7 days in advance.

Regulations.?The following regulations are in effect within the limits of Port Kelang:

1. No vessel or small craft shall anchor in the fairway of the mouth of the Sungai Kelang.
2. All vessels equipped with VHF radio are required to maintain a continuous

listening watch on VHF channel 12 when navigating or at anchor within the harbor.

3. No vessel shall move at an excessive speed within port limits. Every vessel shall, when approaching or passing any other vessel, reduce speed in sufficient time to prevent her wash or low wave from causing any danger, damage or inconvenience.

4. No vessel shall proceed to or depart from any wharf or buoy owned by the Government or Port Authority unless a licensed pilot is aboard.

5. The master of a vessel of less than 75 tons may, on application to the Harbormaster, be granted an exception to this regulation.

6. When two vessels are approaching the port, the one by Selat Kelang Utara, and the other by Selat Kelang Selatan, so that both may arrive off Tanjong Gila at the same time, the vessel stemming the tide shall give way to the vessel with the following tide and allow it to enter Port Kelang (South Port) first.

Vessel Traffic Service.?A Vessel Traffic Management System (VTMS) is in effect within the N and S approach channels and extends out to the entire pilotage district. This VTMS utilizes radar and communication facilities for support and is part of the greater Malacca Straits Surveillance System (MSSS).

Tel: 60-3-3101-1512

Fax: 60-3-3101-1510

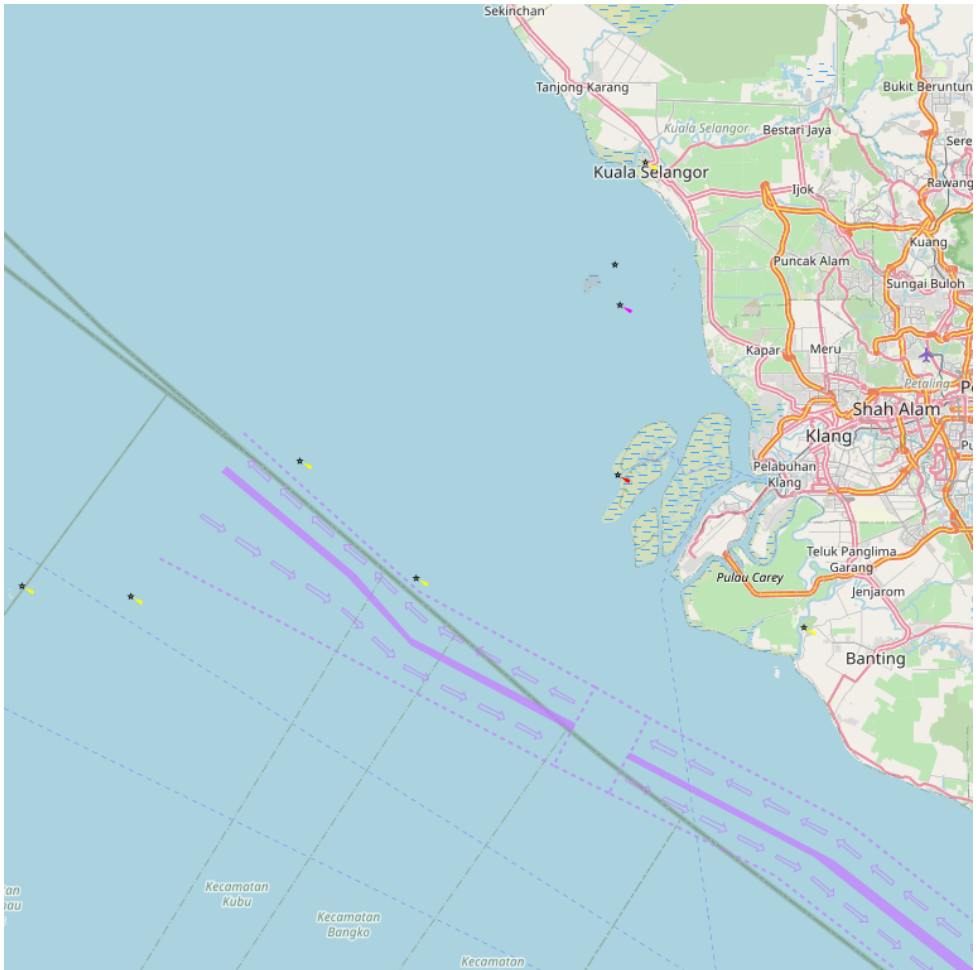
E-mail: vtms@pka.gov.my



1.1.5.25.5 - Selat Kelang Utara - South approach

2°58.95 N
101°14.85 E

Mer du Nord - 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



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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.

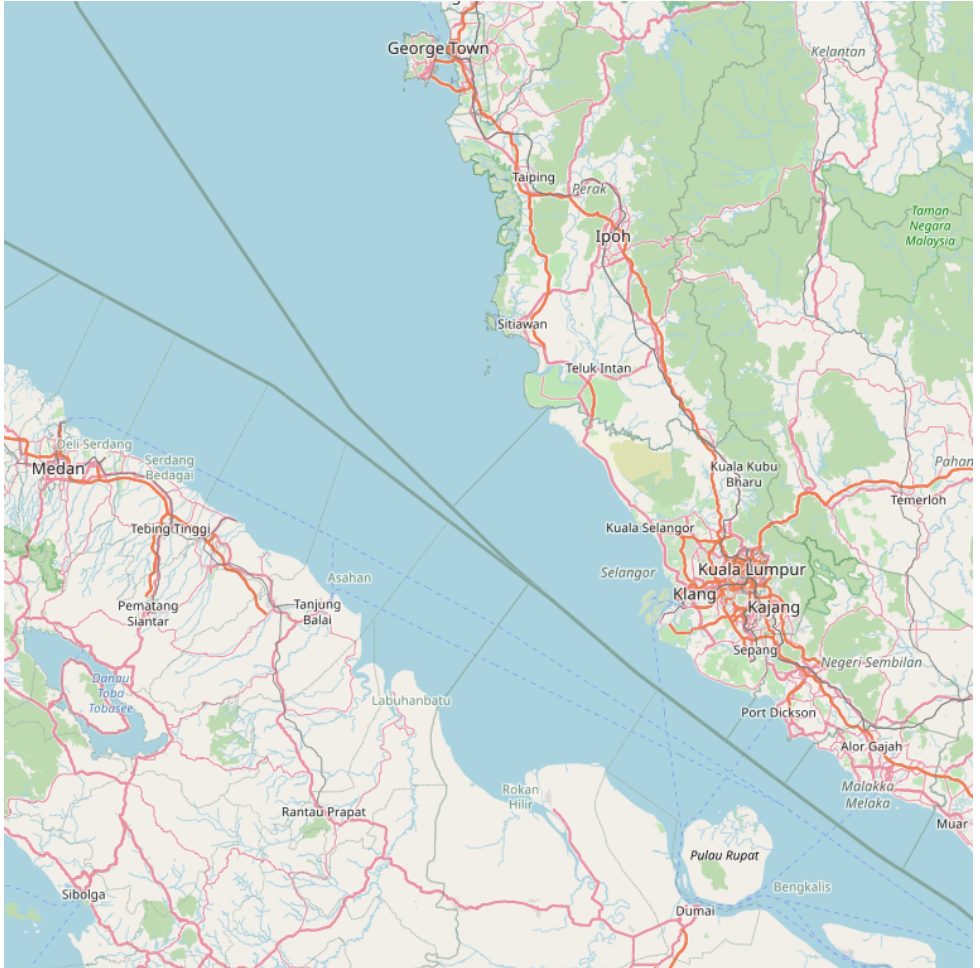
The channel is 366m wide and can accommodate two-way traffic. Range lights have been established at Tanjong Mahang (2°55'N., 101°16'E.).

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.


1.1.5.26 - North Sands (Selangor Malaysia)

3°04.72 N
100°54.06 E

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



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 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, Blenheim 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.

1.1.6 - Tanjung Ru to Tanjung Piai (Malaysia)

2°04.83 N
102°11.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung 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.

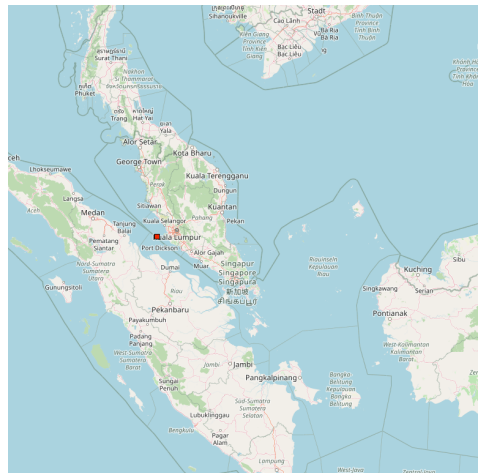
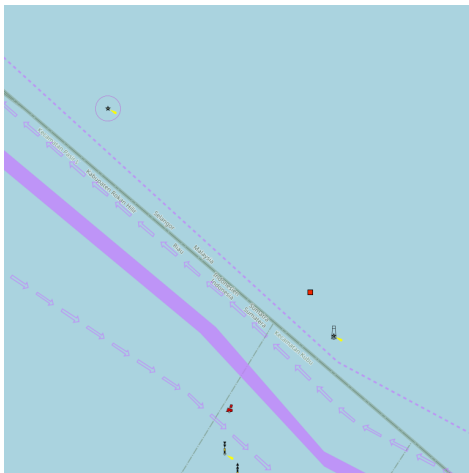
Although such lighting schemes are a violation of the regulations, vessels transiting the straits should be aware of the practice and take the necessary precautions and plan accordingly.


1.1.6.1 - One Fathom Bank (Selangor Malaysia)

2°54.80 N

100°58.95 E

Mer du Nord - 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

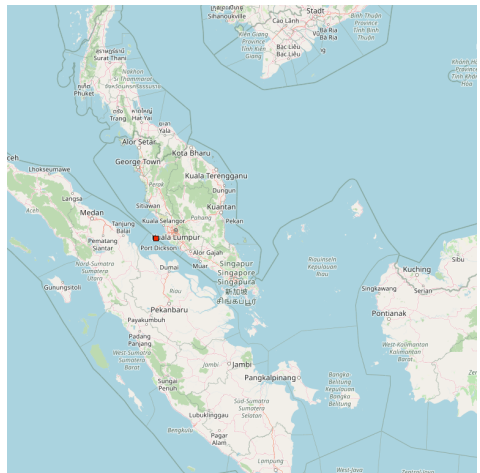
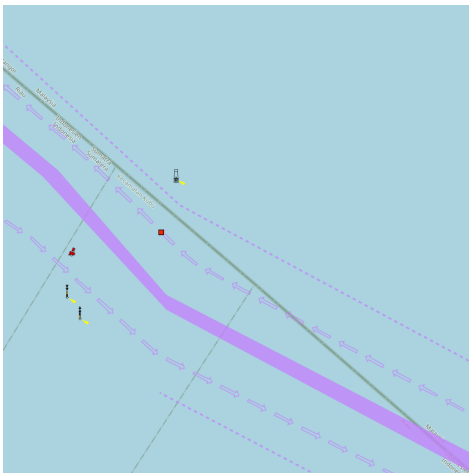
vicinity of the One Fathom Bank in conjunction with the adoption of the Strait of Malacca and Singapore Routing System.




1.1.6.2 - Amazon Maru Shoal (Selangor Malaysia)

2°51.55 N
100°59.24 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



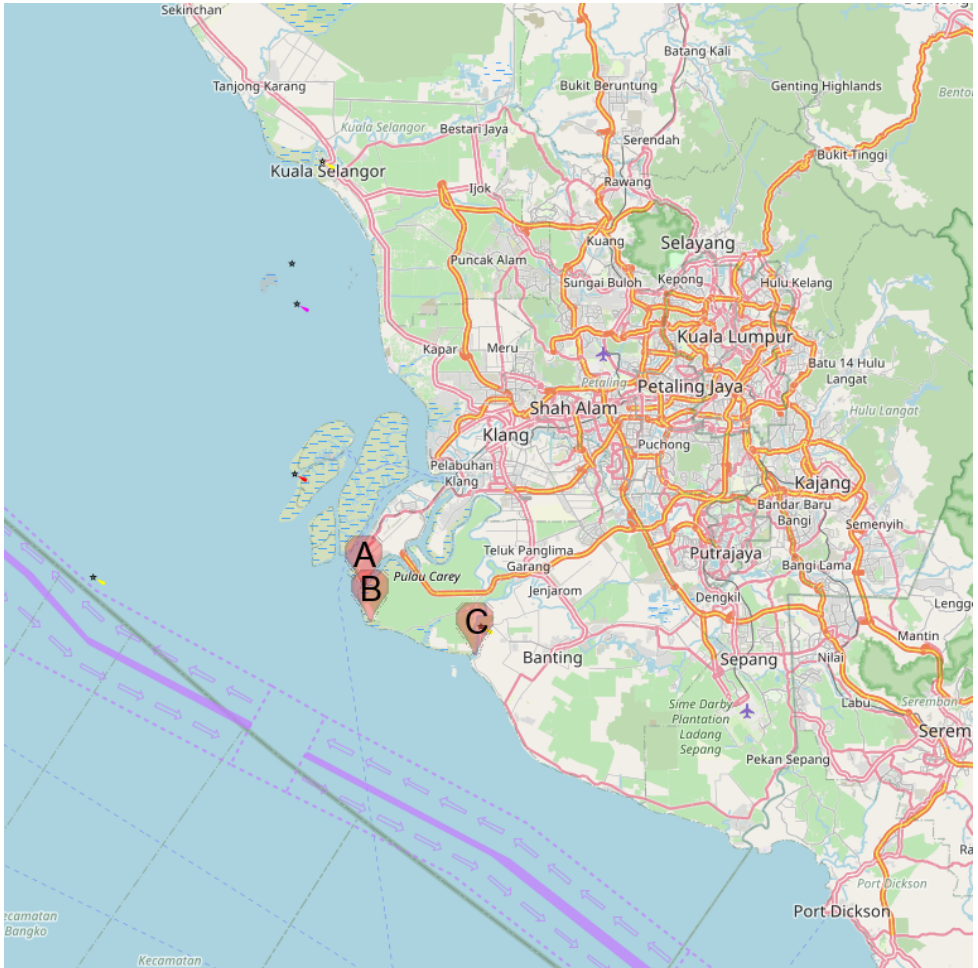
 Amazon Mara Shoal, with a least depth of 8.4m, lies about 2.2 miles S of One Fathom Bank Light.

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.

1.1.6.3 - Carey island (Selangor - Malaysia)

2°53.46 N
101°21.69 E


Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to
Tanjung Piai (Malaysia) - Carey island (Selangor - Malaysia)



A Tanjung Selat Lumut (Perak - Malaysia)

B Tanjung 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

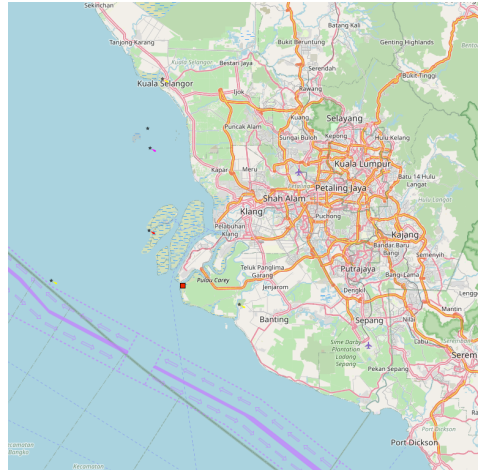
compared to Pulau Ketam due to its proximity to the mainland and the river that separates it from the mainland is practically a stream.

It is famous for its seafood such as crabs, prawns, and various fishes. The island has palm oil plantations.

1.1.6.3.1 - Tanjung Selat Lumut (Perak - Malaysia)


2°52.66 N
101°17.43 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung 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.

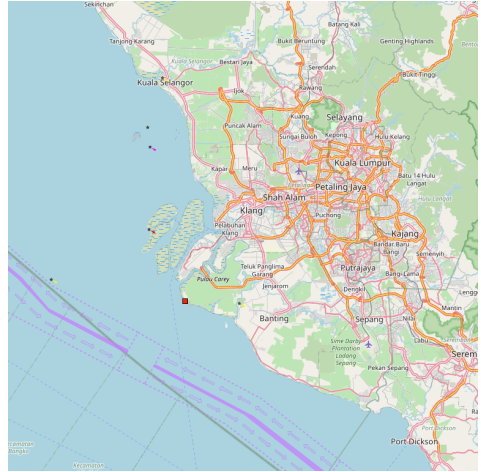
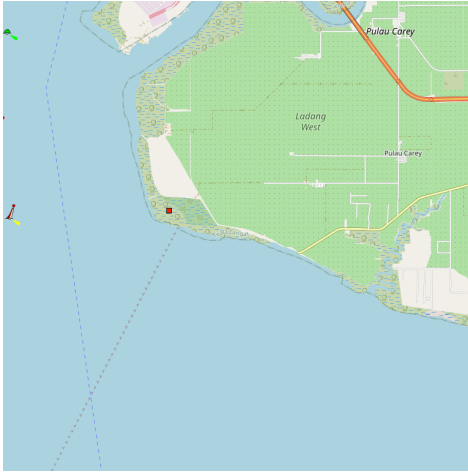
From Tanjung Selat Lumut, the S entrance point for Selat Lumut, the coast trends S and SE.


1.1.6.3.2 - Tanjung Ru (Pulau Carey - Malaysia)

2°50.42 N
101°17.80 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung 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 .

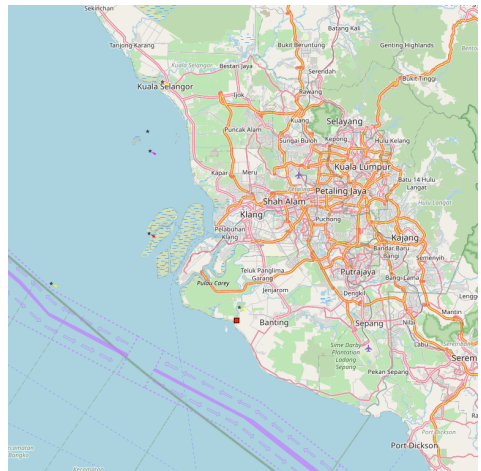
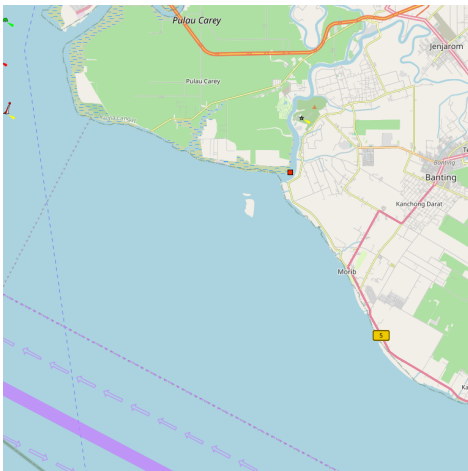
The coast between Tanjong Ru and Tanjong Gabang, about 15 miles SE, is indented about midway along its length by Kuala Langat. This shallow river is not frequented by any but small local craft.

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.


1.1.6.3.3 - Kuala Langat (Selangor - Malaysia)

2°48.31 N
101°24.68 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Carey island (Selangor - Malaysia)





 Kampong Morib, which is conspicuous, stands 3.75 miles SSE of the entrance of Kuala Langat.

Kuala Langat is famous for its agricultural produce, industries that recycle scrap metal, home stay programmes for tourists and for its National Space Centre in Kanchong Darat.

Fishermen's jetties along the Langat River

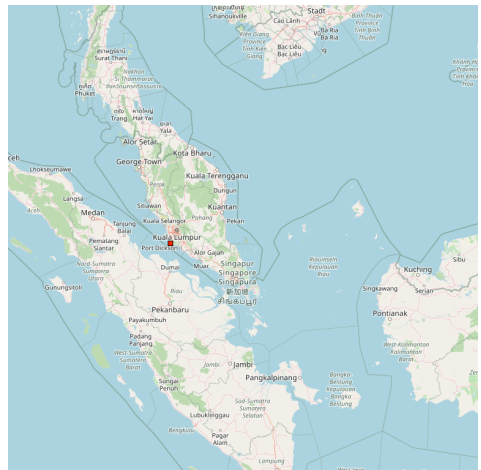
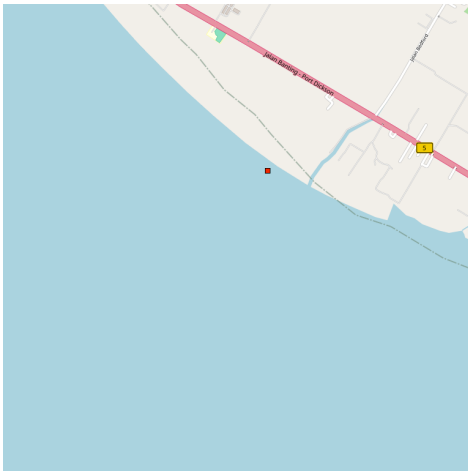
in Kuala Langat are where people from Kuala Lumpur and Petaling Jaya go to for a quick weekend getaway to enjoy fresh seafood and a breeze blowing in their faces.


Tides? Currents.? Off the coastal bank SW of Kuala Langat the SE current begins from 4 hours 30 minutes to 4 hours before HW at the shore. At springs the rate is 1.75 knots and 0.5 knot at neaps. The NNW current begins from 1 hour 30 minutes to 2 hours after HW by the shore. At springs the rate is 2 knots and 1 knot at neaps.

1.1.6.4 - Tanjung Gabang (Selangor - Malaysia)

2°41.39 N
101°28.63 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung 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 Tanjung 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

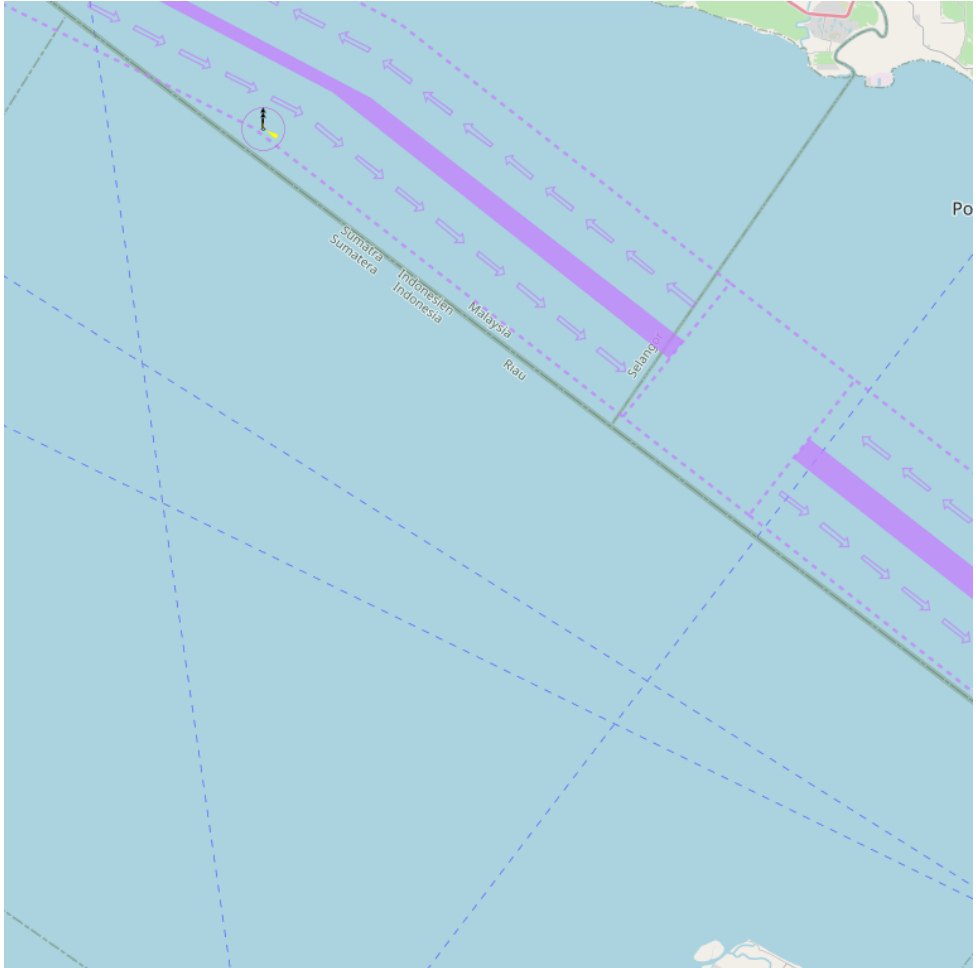
Tanjong Gabang.

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.


1.1.6.5 - Pyramid shoal (Malaysia)

2°25.79 N
101°34.64 E

Mer du Nord - 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.


1.1.6.6 - Bambek shoal (Selangor - Malaysia)

2°32.92 N
101°40.12 E

Mer du Nord - 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.

1.1.6.7 - Sungai Sepang Besar (Selangor - Malaysia)

2°35.79 N
101°42.80 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



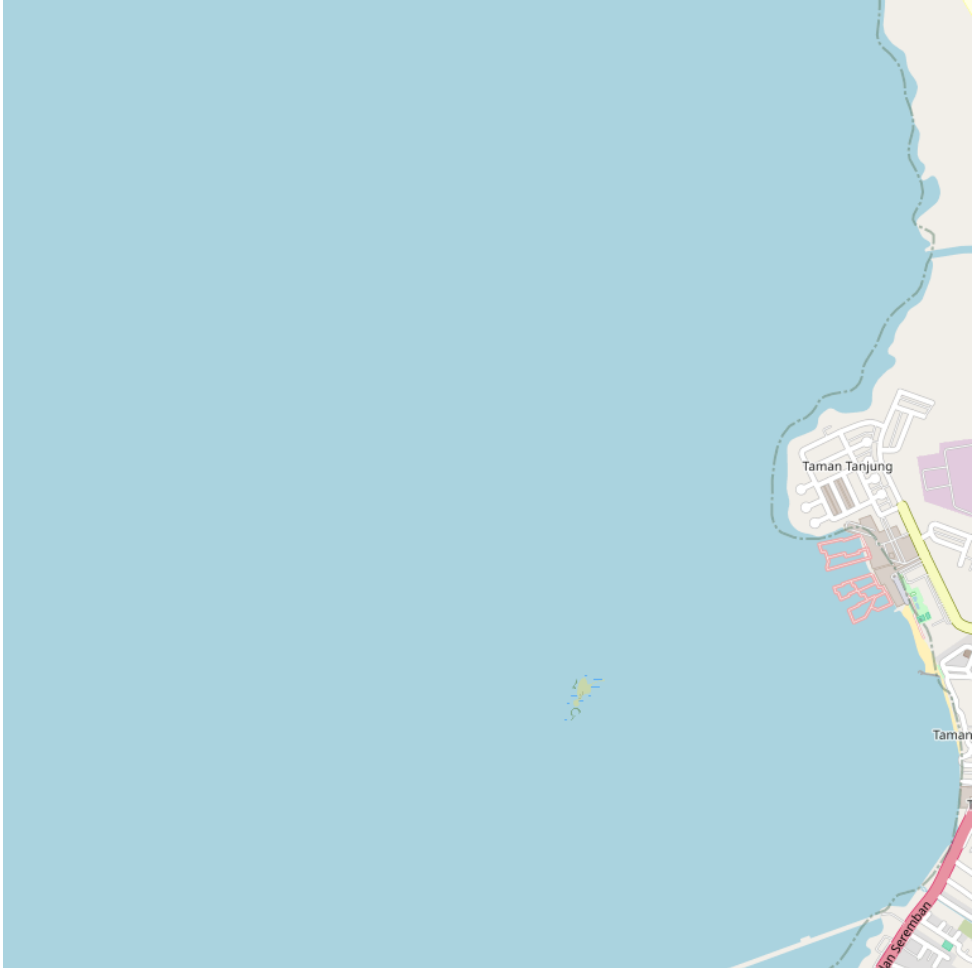
 The Sungai Sepang Besar is navigable by small craft with a draft of about 1.8m at HW for a distance of about 4 miles.




1.1.6.8 - Pulau Burong (Selangor - Malaysia)

2°33.52 N
101°46.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Burong (Selangor - Malaysia)



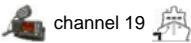
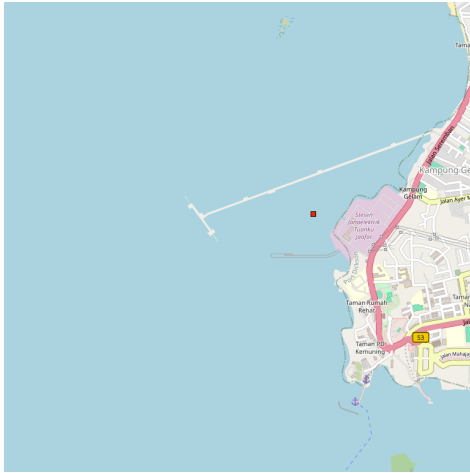
163 


 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).

1.1.6.9 - Port Dickson Harbour (Selangor - Malaysia)

2°31.98 N
101°47.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



 Port Dickson is situated on the W coast of the Malaysian Peninsula facing the Strait of Malacca. The town stretches along the coast in the direction of Tanjung Tuan, located 8 miles SE.

Port Dickson is an important oil terminal operated by Shell and Esso, and is a minor port for general cargo.

Winds?Weather.?During the period from May through October, vessels may experience Sumatras, which usually blow from a SW to a NW direction. The average duration is between

1 hour and 4 hours, with wind velocities between 40 and 50 knots, followed shortly thereafter by heavy rain.

During the Southwest Monsoon, there is a continual swell and rough sea at the anchorage. At other times, an appreciable swell may also be experienced.

Tides?Currents.?Port Dickson tides are semi-diurnal. At the outer anchorage, the tidal current sets SE from 3 hours 30 minutes before until 2 hours 45 minutes after HW, and NW from 3 hours 25 minutes after until 4 hours 45 minutes before HW at Port Dickson.

In the inner anchorage, the tidal current sets SE from 3 hours 45 minutes before until 3 hours 45 minutes after HW, and NW during the remaining period.

The tidal current close inshore on the W side of Tanjong Kamuning at times sets in an opposite direction to that of the outer anchorage, resulting in a confused tidal condition and eddies in the fairway S of Tanjong Kamuning.

Depths?Limitations.?There is a deep water approach channel from NW, marked by lighted buoys, which presents no difficulties and is clear of dangers.

Port installations comprise the following:

1. Esso-Shell Single Buoy Mooring, a yellow steel buoy, 10.7m in diameter, in a least depth of 27.4m, with a sand, mud, rock, and stone bottom.

This facility will accommodate tankers up to 274m in length with a 14.3m draft or 90,000 dwt capacity.

2. The Railway Jetty, 182.9m long with a 46m face, is used by dry cargo vessels and LPG carriers drawing up to 7.9m. A small boat harbor that is contained in the curve of the stone approach to the Railway Jetty affords little shelter against S winds and dries out at LW.

3. Shell Jetty is situated about 0.1 mile W of the Railway Jetty. It is a 213m long reinforced concrete jetty with a 51.8m long and 10.9m wide T-head and four dolphins. The maximum distance between the outer dolphins is 304.8m.

Alongside depths of 7.9m allow vessels up to 18,000 dwt with a length of 152.4m and a draft of 6.4m to berth. Berthing maneuvers usually take place in daylight; vessels over 121.9m in length requiring to swing are taken in on the flood only.

4. New Shell Jetty is a 430m long T-head jetty with three berths. Berth 1 and Berth 3, on its seaward face, can accommodate a vessel with a maximum draft of 10.5m. Berth 2, on the SE landward face, can accommodate a vessel with a maximum draft of 7.5m.

5. Esso Jetty is situated about 0.5 mile NW of Shell Jetty.

It consists of a reinforced concrete island, 64m x 7.3m, with a distance between the outer buoys of 219.5m. The approach depth is 12.2m. There is an alongside depth of 10.3m, which allows vessels up to 19,500 dwt, with a maximum length of 170.7m, to berth day or night.

Berthing is during daylight only but can be carried out on any state of tide for vessels up to 45,000 dwt. Vessels above this limit are berthed on the ebb only. A submarine oil pipeline is laid to the buoy from the shore, about 0.1 mile N of Tanjong Kamuning. Two floating hoses marked by lights may extend up to 230m from the mooring buoy.

6. The head of a T-headed jetty extending about 1 mile WSW from the shore is situated about 1 mile N of the Esso-Shell SBM; a submarine pipeline connects the SBM and the pier.

Aspect.?A large power station, with three conspicuous chimneys, one 118m high and the other two 94m high, stands on reclaimed land 0.7 mile N of Tanjong Kamuning. A conspicuous chimney, 94m high, with a flare, about 0.1 mile ENE and another flare 1 mile further E, stands 1.25 miles NE of Tanjong Kamuning.

Pilotage.?Compulsory for vessels berthing/unberthing at Railway Jetty and for

berthing/unberthing at the SBM. Private services are operated by Shell and Esso for vessels making use of their respective facilities.

The mooring master boards 1 mile N of Fairway Lighted Buoy; vessels less than 30,000 dwt may be boarded at No. 1 Buoy.

The vessel's ETA should be sent, via Penang or Singapore Radio, 96 hours and 24 hours in advance. Vessels should keep a listening watch on Shell Port Dixon Radio on VHF channel 16 beginning 2 hours before arrival.

Anchorage. Temporary anchorage for large vessels may be obtained 1 mile N of Fairway Lighted Buoy, in a depth of 24m, or 1.25 miles WNW of No. 1 Lighted Buoy.

Small vessels may anchor NE of Palau Arang, in depths of 7 to 9m, but holding ground is poor. A prohibited anchorage area is shown on the chart extending 1 mile W from Tanjung Kamuning and S around Palau Arang to the Railway Jetty.

SHELL
REFINING
CO

Batu
1
,
Jalan
Pantai, 7100
Port
Dickson,

Negeri
Sembilan

Tel
:
06-6471311

Fax
:

06-6474622

ESSO
STANDARD
MALAYSIA

Batu

1

1/2,

Jalan

Pantai, 71000 Port Dickson,

Negeri

Sembilan

Tel

:

06-6471666

Fax

:

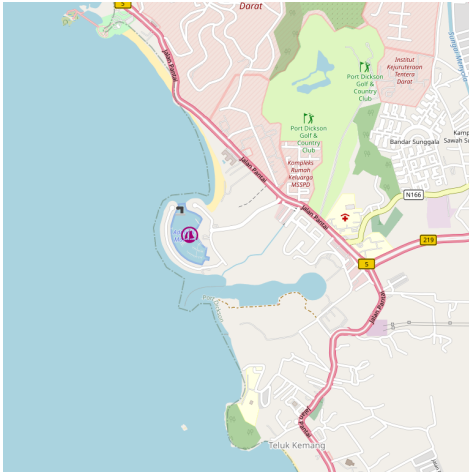
06-6474717



1.1.6.10 - Avillion Admiral marina (Port Dikson - Malaysia)

2°28.70 N
101°50.68 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung Piai (Malaysia)



 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 unexploited plains of Port Dickson, it is today a major international tourist destination.

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mega yacht berthing

pontoon of 120 metres in length

126 b. (<18 m)

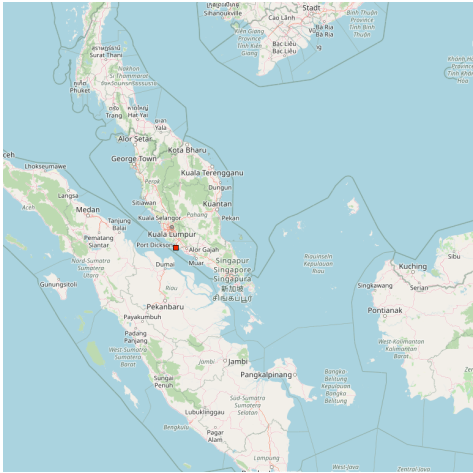
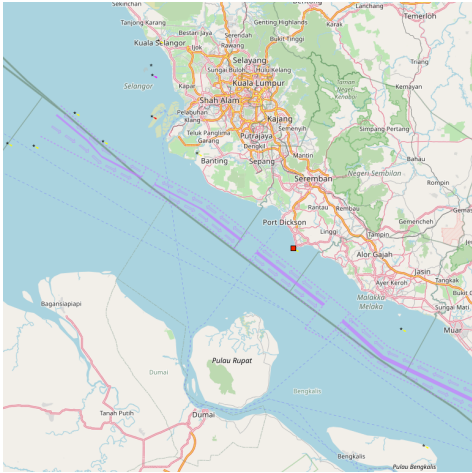
Office staff here will do your clearance paperwork.



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

2°24.42 N
101°51.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung 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 bluff 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.

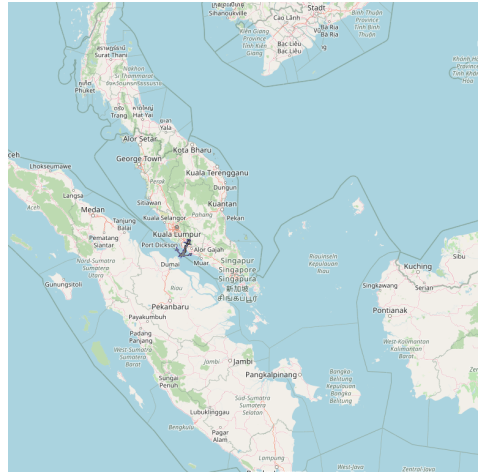
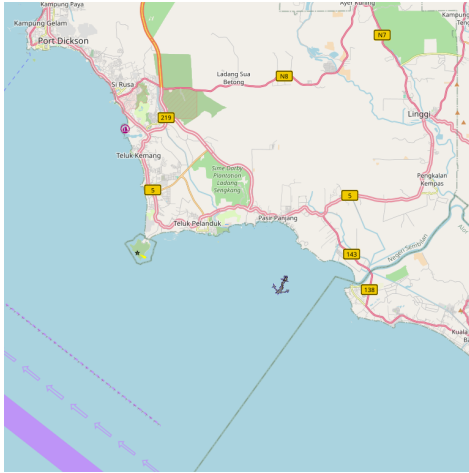
A rock located between the entrance points of the river covers when there is a depth of 3m on the bar; this danger is marked by a beacon.

1.1.6.12 - Sungai Linggi (Malacca - Malaysia)

2°23.33 N
101°55.94 E

Mer du Nord - 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 Tanjung Tuan Light bearing 292° and the beacon in the entrance of the river bearing 075°.

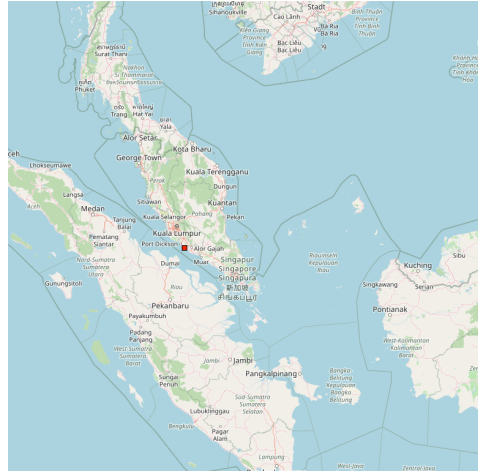
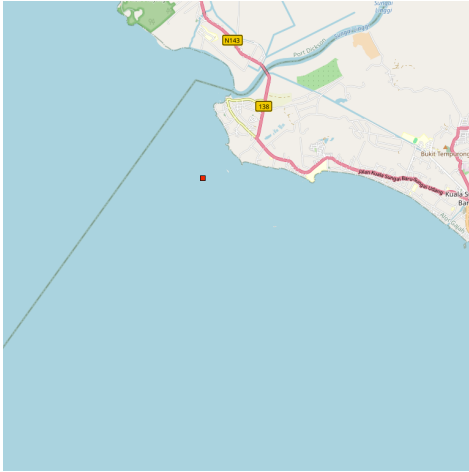



1.1.6.13 - Batu Mandi rock (Malacca - Malaysia)

2°21.99 N
101°57.92 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to Tanjung Piai (Malaysia)



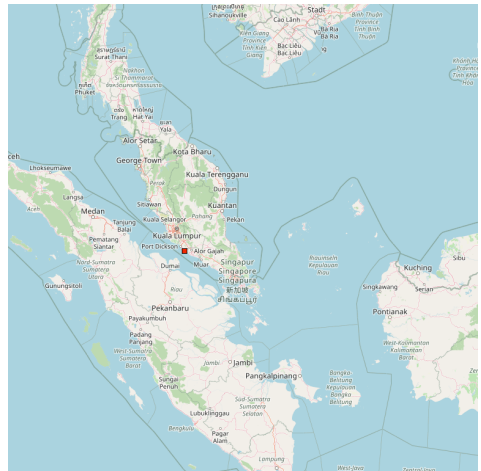
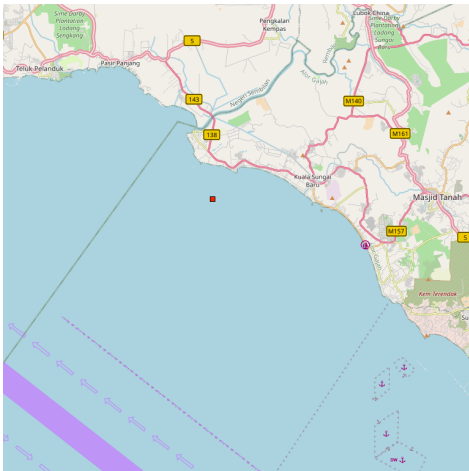



 Batu Mandi, a rock, awash, marked by a beacon, lies about 2 miles SW of the S entrance point of the Sungai Linggi.

1.1.6.14 - Batu Tengah roks (Malacca - Malaysia)

2°21.02 N
101°58.98 E

Mer du Nord - 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.

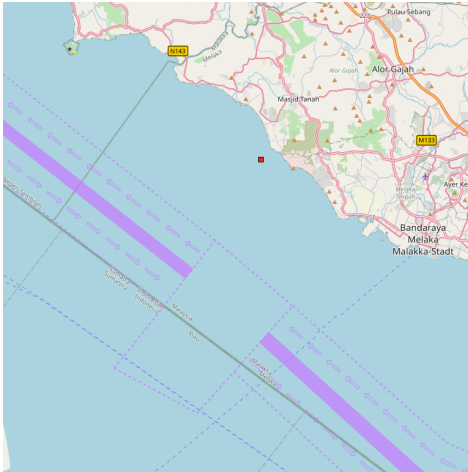
A shoal, with a depth of 14.3m lies about 6 miles SSW of Batu Mandi.


1.1.6.15 - Pulau Batu Besar (Malacca - Malaysia)

2°16.98 N
102°04.03 E

Mer du Nord - 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.

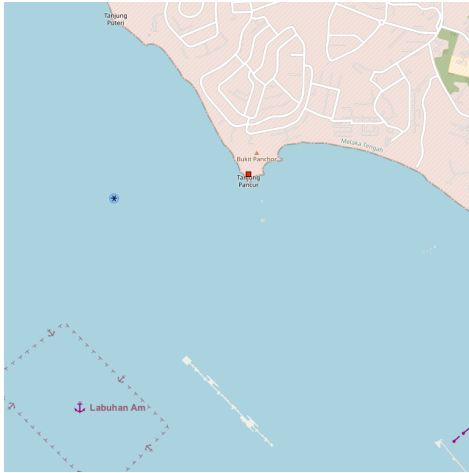
A rocky shoal, with a depth of 3.4m, lies almost 1 mile E of Pulau Batu Besar.


1.1.6.16 - Tg Panchor (Malacca - Malaysia)

2°16.34 N
102°06.12 E

Mer du Nord - 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.

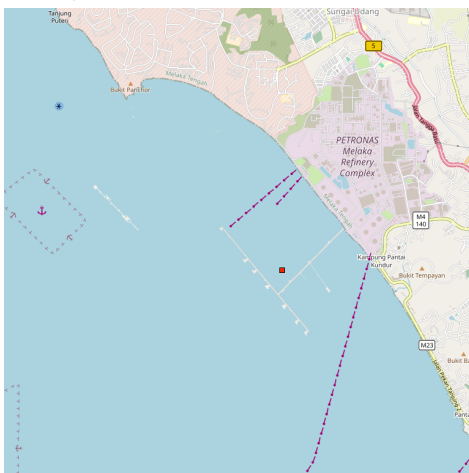
The outermost danger, which has a depth of 3.4m, lies 1.25 miles SW of the point. The passages between these dangers should only be attempted by small craft with local knowledge.

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.


1.1.6.17 - Sungai Udang Port (Malacca - Malaysia)

2°14.86 N
102°07.43 E

Mer du Nord - 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

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Sg. Udang
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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

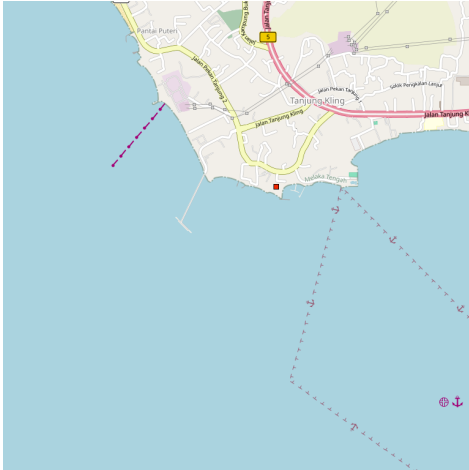
Anchorage.?A General Purpose Anchorage has been established 5 miles NW of Tanjung Keling. The depth was reported (2001) to be 19.1m. Other designated anchorage areas include the Ocean Anchorage, Coastal Anchorage, and the eight LPG Anchorages.




1.1.6.18 - Tanjong Keling (Malacca - Malaysia)

2°12.99 N
102°09.54 E

Mer du Nord - 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.

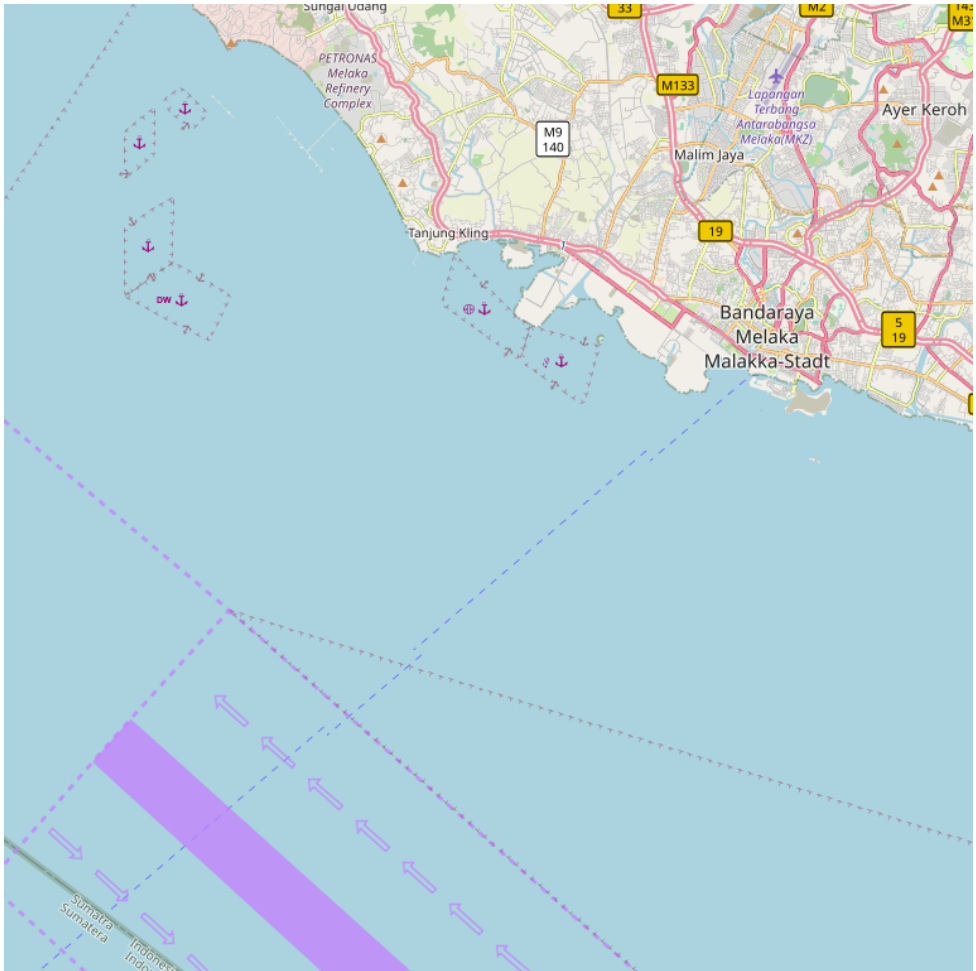
The coast between Tanjong Panchor and Tanjong Keling, about 5 miles SSE, is fringed by a bank of sand with depths of less than 5.5m which extends about 1 mile offshore.

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.

1.1.6.19 - Pulau Upeh (Malacca - Malaysia)

2°10.56 N
102°12.27 E


Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Upeh (Malacca - Malaysia)



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Pulau Upeh (Malacca - Malaysia)

 Pulau Upeh (formerly 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.

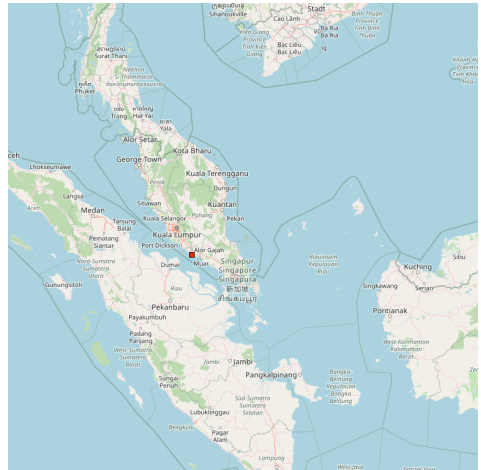
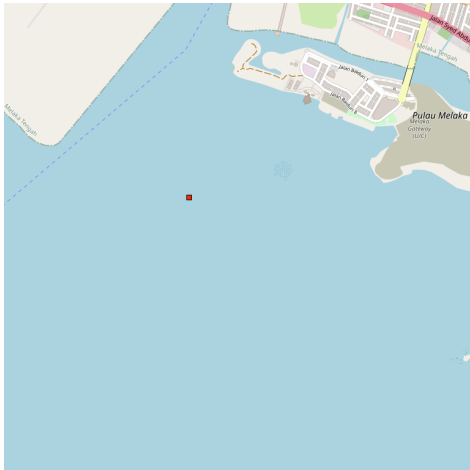
Between Pulau Upeh and the mainland a bank runs parallel with the coast. Owens Rocks, which dry 1.5m, lie near its NW end and about 0.3 mile N of Pulau Upeh.


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

1.1.6.20 - Batu gelama rock (Malacca - Malaysia)

2°10.32 N
102°14.44 E

Mer du Nord - 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.

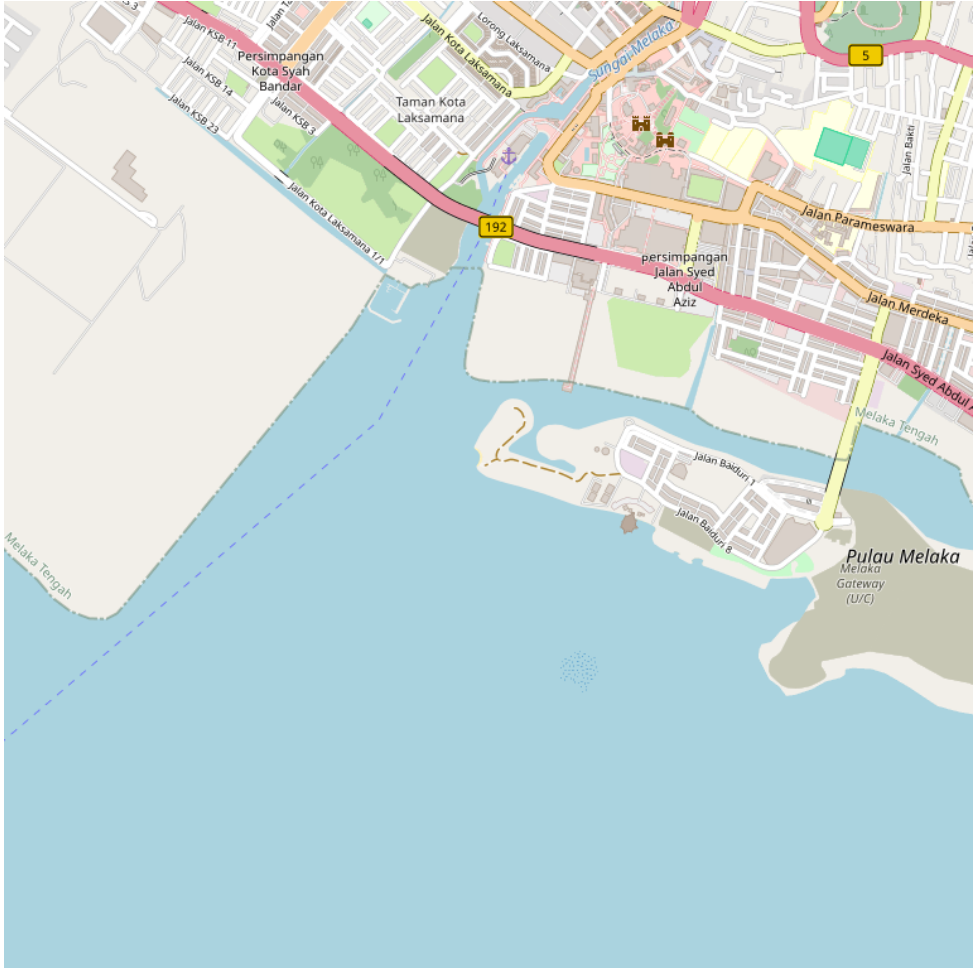
A narrow ridge with depths of less than 5.5m extends about 1 mile WNW and 0.3 mile ESE of the beacon.

Two 4.9m patches lie between the NW end of this ridge and the ridge extending SE from Pulau Upeh.


1.1.6.21 - Pulau Jawa (Malacca - Malaysia)

2°10.49 N
102°14.58 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Pulau Jawa (Malacca - Malaysia)



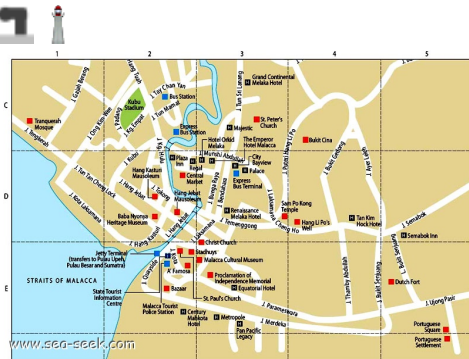
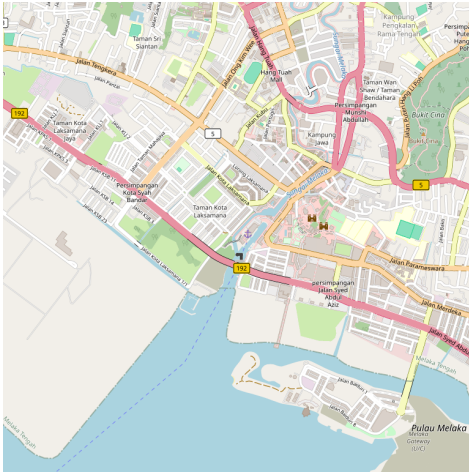
163 


 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.

1.1.6.22 - Sungai Melaka (Malaysia)

2°11.38 N
102°14.66 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



 The town of Melaka (Malacca), capital city of the Malaysian state of Melaka, stands on both banks of the Melaka River which discharges about 6 miles E of Tanjong Keling, the two parts being connected by several bridges.

St Paul's Hill, which is conspicuous, stands on the left bank of

the river and is marked by the ruins of an ancient church and a disused lighthouse. A slender pointed roof stands near the coast about 0.5 mile NW of St. Paul's Hill disused lighthouse.

It is conspicuous from the offing being the only structure which rises above the buildings in the town. A white cylindrical minaret with a pointed dome stands in a gap between the trees on the coast about 1.2 miles NW of the lighthouse.

Aspect? Two tall buildings about 34.7m high stand about 1 mile ESE of St. Paul's Hill.

Bukti China, an almost bare conspicuous hill, stands almost 0.75 mile NE of St. Paul's Hill. Bukit Bruang, an isolated hill 156m high, and Bukit Seburor, about 64m high to the tops of the trees, stand about 3.7 and 2.5 miles, respectively, NNE of St. Paul's Hill. The country a few miles inland consists of undulating hills. Gunung Ledang, which has a triple peak 1,275m high, stands about 24 miles NE of St. Paul's Hill.

A conspicuous radio mast stands about 137m NNE of St.

Paul's Hill disused lighthouse. St. John's Hill, with the ruins of an old battery on it, stands 1 mile E of St. Paul's Hill.

The coast near the town is low and wooded.

A stranded wreck is reported to lie about 0.1 mile off the breakwaters.

Beware: A vessel approaching Melaka Road from the W should pass not less than 2 miles S of Tanjong Keling and 1 mile S of Pulau Upeh to clear the off-lying dangers, and course should not be altered until St. Paul's Hill bears less than 055°.

Approaching from the E, after passing Pulau Undan and Pulau Hanyut, the course should be altered to clear Foulerton Shoal and then altered for the anchorage. Small vessels frequently pass N of Pulau Besar and Pulau Panjang, but this route should not be used without local knowledge.

A depth of 19m was reported about 0.5 mile SW of Pulau Undan. There are numerous fishing stakes off the coast.

A vessel approaching from the SE at night should make Pulau Undan Light and after passing SW of it, and of Pulau Hanyut, should steer with the light bearing 135° astern, until the light on St. Paul's Hill conspicuous radio mast bears 038°, when it should be steered for on that bearing which will lead to the anchorage. Alternatively, the breakwater head lights may be used as leading lights.

Pulau Undan Light will also be sighted when approaching the road from the NW, and may be steered for from abreast Tanjong Keling.

Melaka is a lighterage port where there is activity employing a total of 44 wooden lighters for the loading and discharging of ocean-going vessels. The harbormaster offices are situated in a building along the quay.

Tides?Currents.?The spring range of the tide is 1.8m; the mean tidal range is 1.3m.

Depths?Limitations.?The Tanjung Bruas jetty will accommodate vessels of up to 125m in length on the seaward side and vessels of 65m in length on the inner side. The depth alongside is 9m at LW.

An oil mooring, consisting of two head and two stern buoys, provides discharge to a local power station via a submarine pipeline.

Quays that line both sides of the Melaka River just within the entrance are principally used by lighters loading or discharging cargo for vessels in Melaka Roads. The landing place is the Government Jetty, a concrete public quay, on the E side of the river. The channel leading into the port area between two breakwaters has a least depth of 0.6m. Small vessels drawing up to 1.5m can

enter the river at MHWN.

An area bordering the shore NW of the NW breakwater is being reclaimed.

Pilotage.?Pilotage is compulsory for all vessels. At least 4 hours notice should be given to the Melaka Port Authority.

Vessels coming from W are boarded 2.75 miles WSW of Tanjong Keling. Those from E are boarded 5 miles SSE of the same point. A private pilot is used at the offshore oil mooring.

The tidal current sets SE at a rate of 2.5 knots from 3 hours before to 3 hours after HW at One Fathom Bank; for the remaining 12 hours it sets to the NW at a rate of about 1.7 knots.

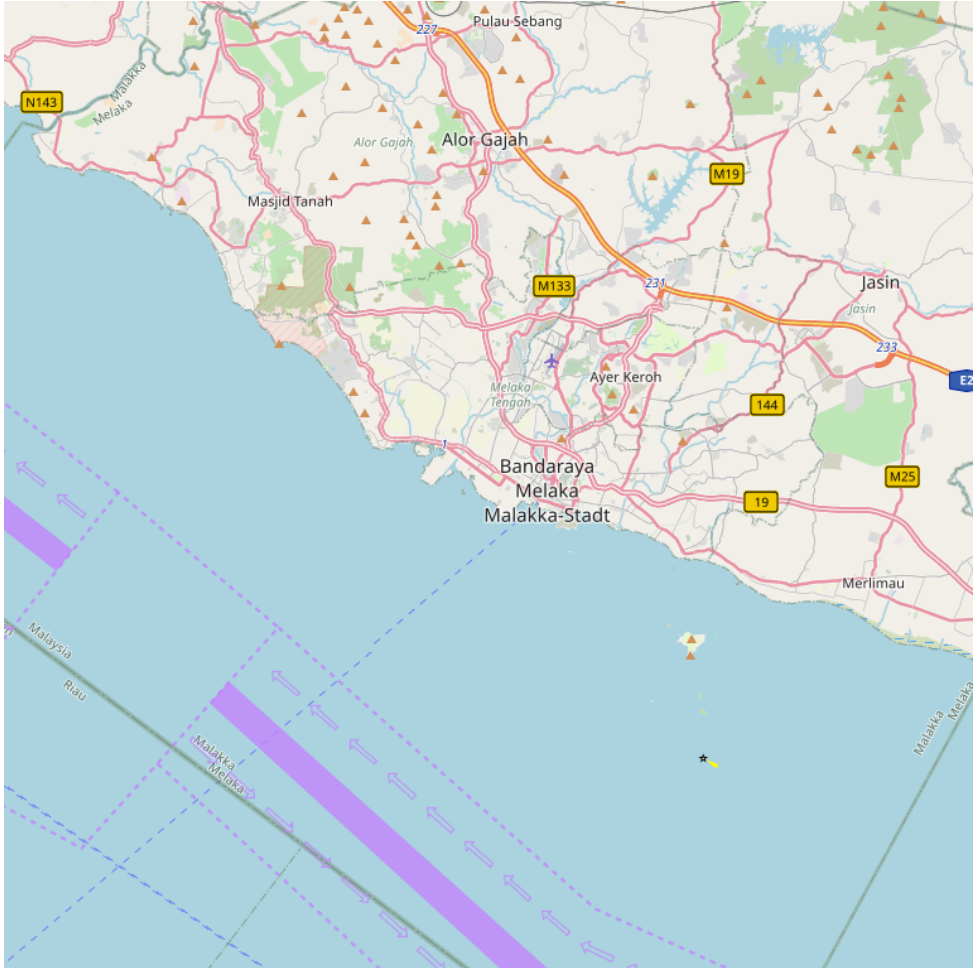
Anchorage.?In this open roadstead there is good anchorage, in from 5.5 to 14.6m, about 1 to 2 miles offshore.




1.1.6.23 - Pulau Melaka (Malacca - Malaysia)

2°12.55 N
102°14.97 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to
Tanjung Piai (Malaysia) - Pulau Melaka (Malacca - Malaysia)



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 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.



Pulau Melaka (Malacca - Malaysia)
Pulau Melaka jetty



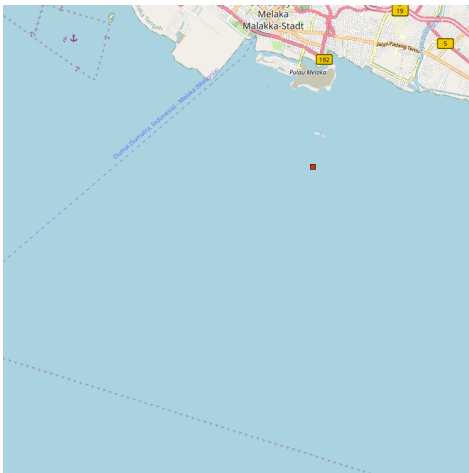
Pulau Melaka (Malacca - Malaysia)
Pulau Melaka bridge


Pulau Melaka (Malacca - Malaysia)

1.1.6.24 - Foulerton shoal (Malacca - Malaysia)

2°09.08 N
102°15.59 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)

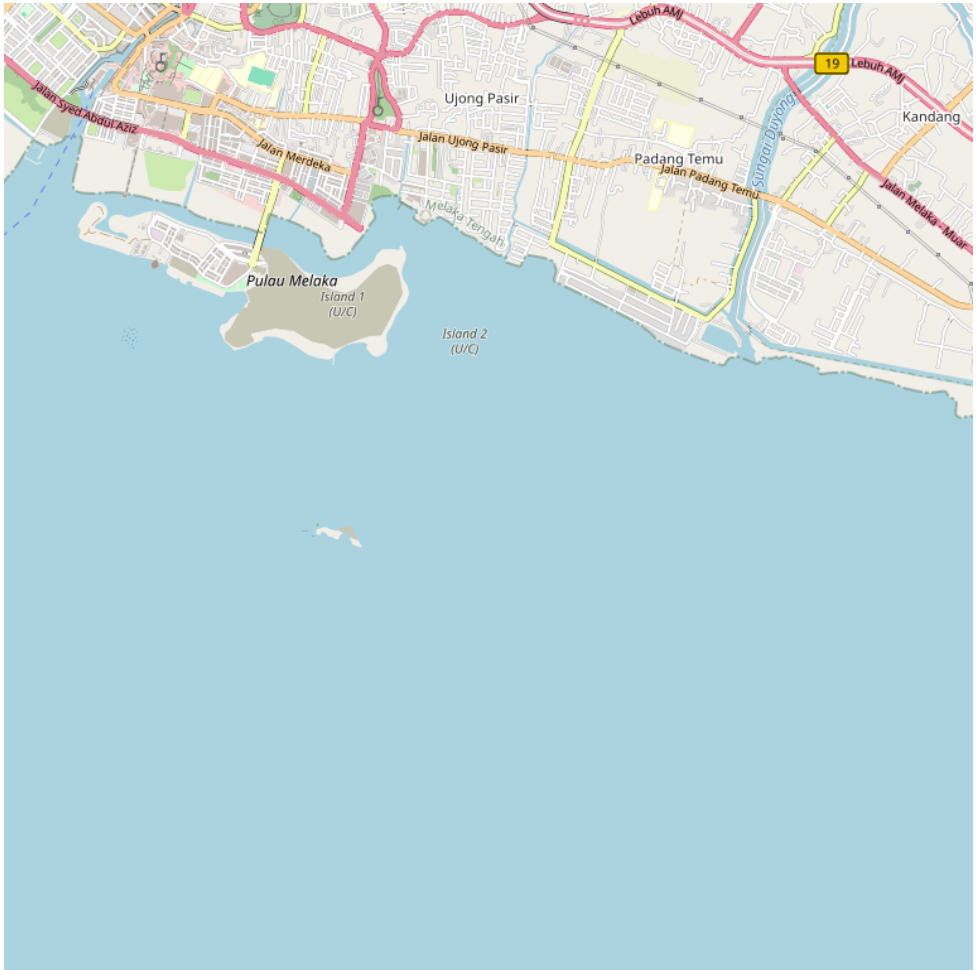


 Foulerton Shoal, with a depth of 10.4m, lies about 0.7 mile SSE of the lighted beacon on Pulau Panjang. A small sandy shoal, with a depth of 4.6m, lies about 0.2 mile NNW of the beacon on the E end.

1.1.6.25 - Pulau Panjang (Malacca - Malaysia)

2°09.94 N
102°15.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to
 Tanjong Piai (Malaysia) - Pulau Panjang (Malacca - Malaysia)



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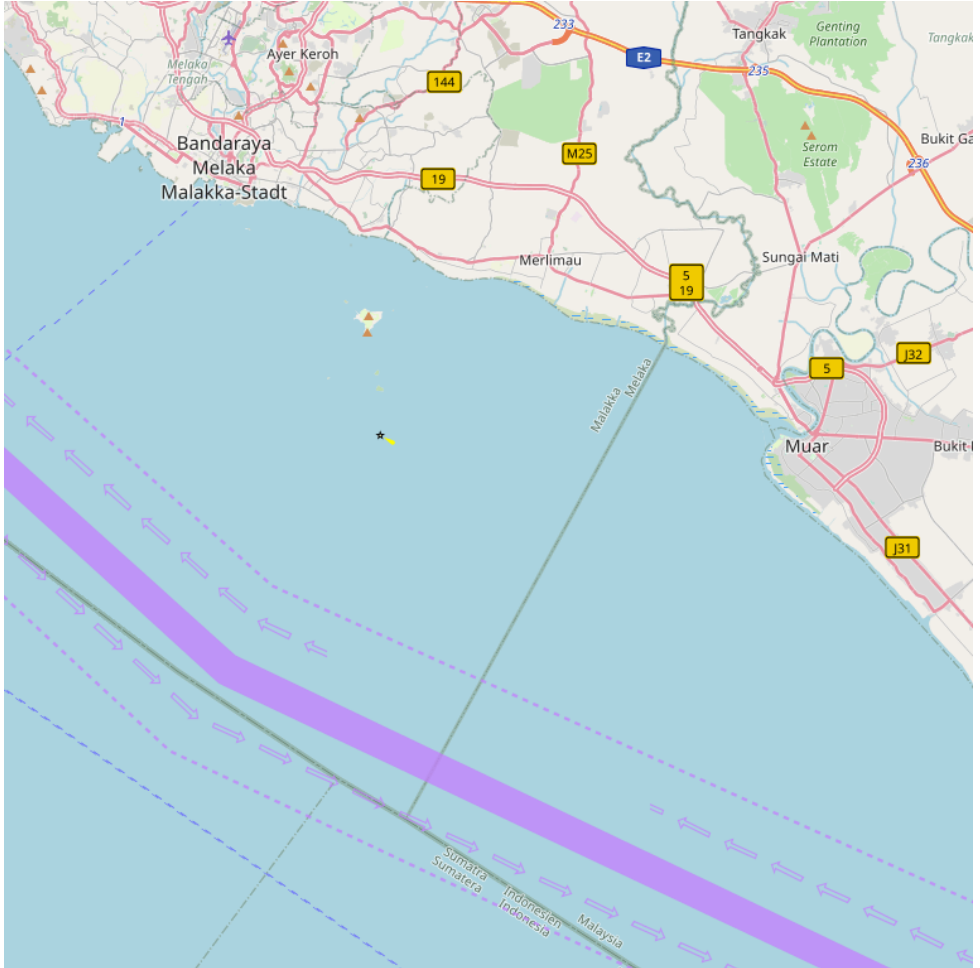
Pulau Panjang, a narrow, rocky flat almost covered at HW, lies 2 miles SSE of St. Paul's Hill, and is steep-to on its S side.

A stone beacon stands on its E end and a lighted beacon on its W end.

1.1.6.26 - Water islands (Malacca - Malaysia)

2°05.08 N
102°19.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Water islands (Malacca - Malaysia)



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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.

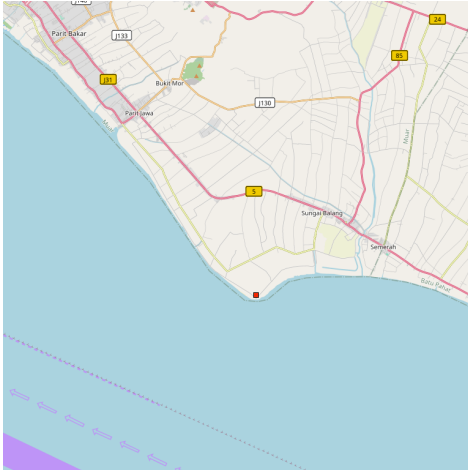



Pulau Besar (Johor - Malaysia)

1.1.6.27 - Tanjong Tohor (Johor - Malaysia)

1°51.36 N
102°42.62 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)



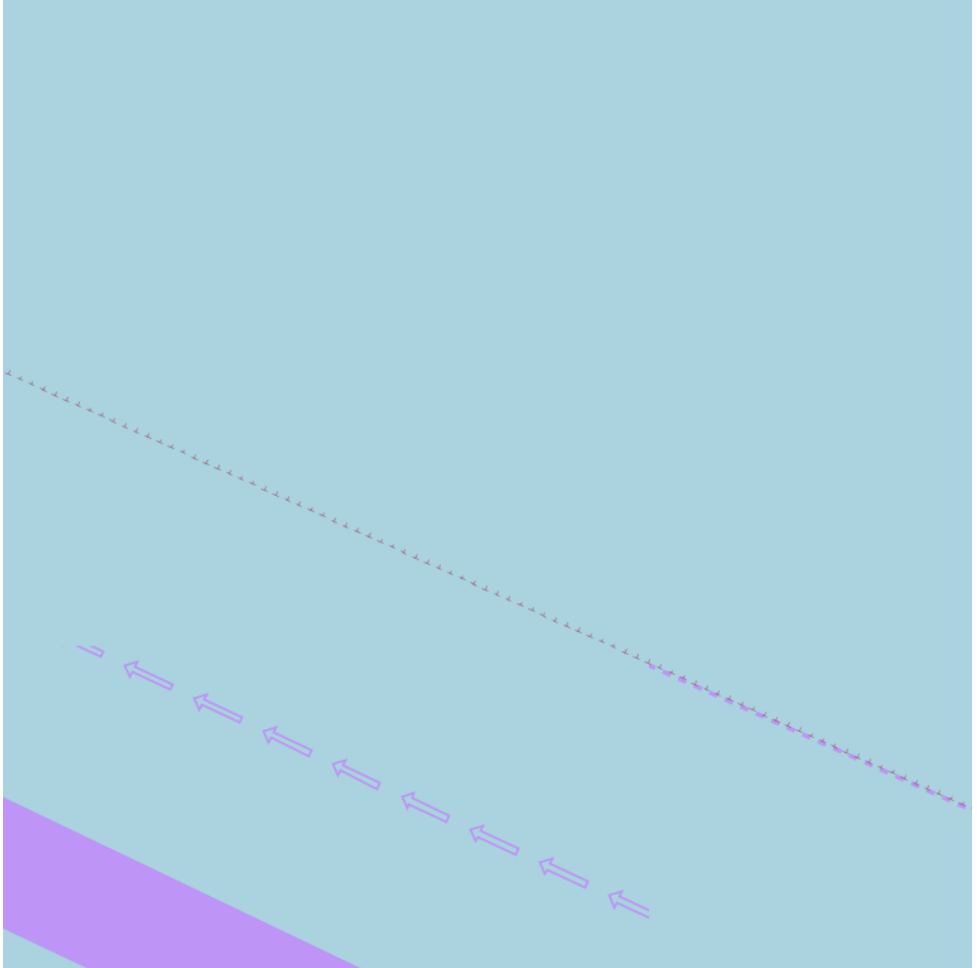
 Tanjong Tohor, a low point covered with jungle growth, is located about 13 miles SE of Muar.

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


1.1.6.28 - Baker Patch (Johor - Malaysia)

1°47.41 N
102°44.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia) - Baker Patch (Johor - Malaysia)



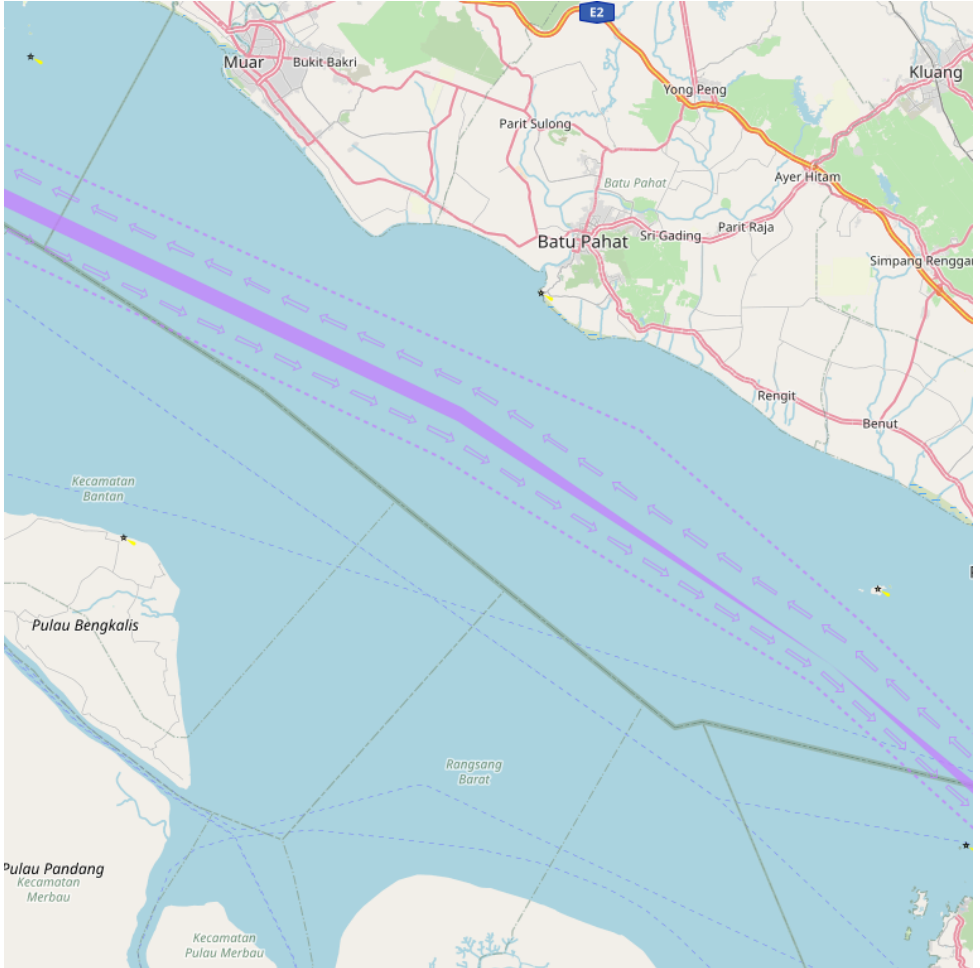
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 Baker Patch, with a depth of 8.8m, lies on the NW extension of Formosa Bank. Between these banks and the coastal bank there is a deep clear channel.


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

1°45.41 N
102°51.49 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjung Ru to
Tanjung Piai (Malaysia) - Formosa Bank - Nares Bank (Johor - Malaysia)



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 Formosa Bank and its NW extension fronts the coast from Tanjung Tohor to Tanjung 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.

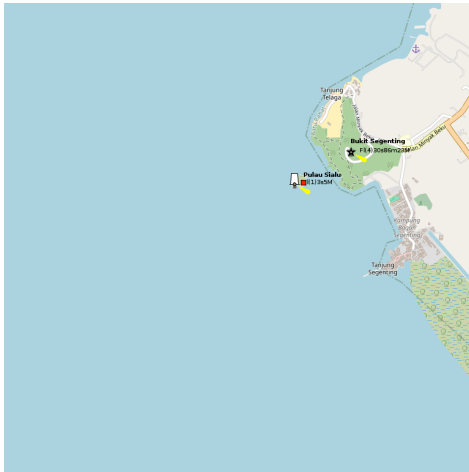
The bank which lies between the SE end of Formosa Bank and the coastal bank is marked by numerous fishing stakes and vessels are advised to navigate in this


vicinity during daylight only.

1.1.6.30 - Tanjong Seginting (Johor - Malaysia)

1°47.32 N
102°53.16 E

Mer du Nord - 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 Tanjong 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.

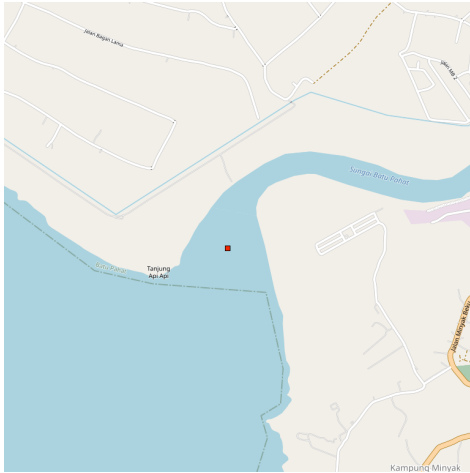
Within a line joining Tanjong Seginting and Pulau Pisang the bottom is very uneven, being marked by isolated depths of 5.5 to 14.6m.


1.1.6.31 - Sungai Batu Pahat (Johor - Malaysia)

1°49.02 N
102°53.50 E

Mer du Nord - 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.

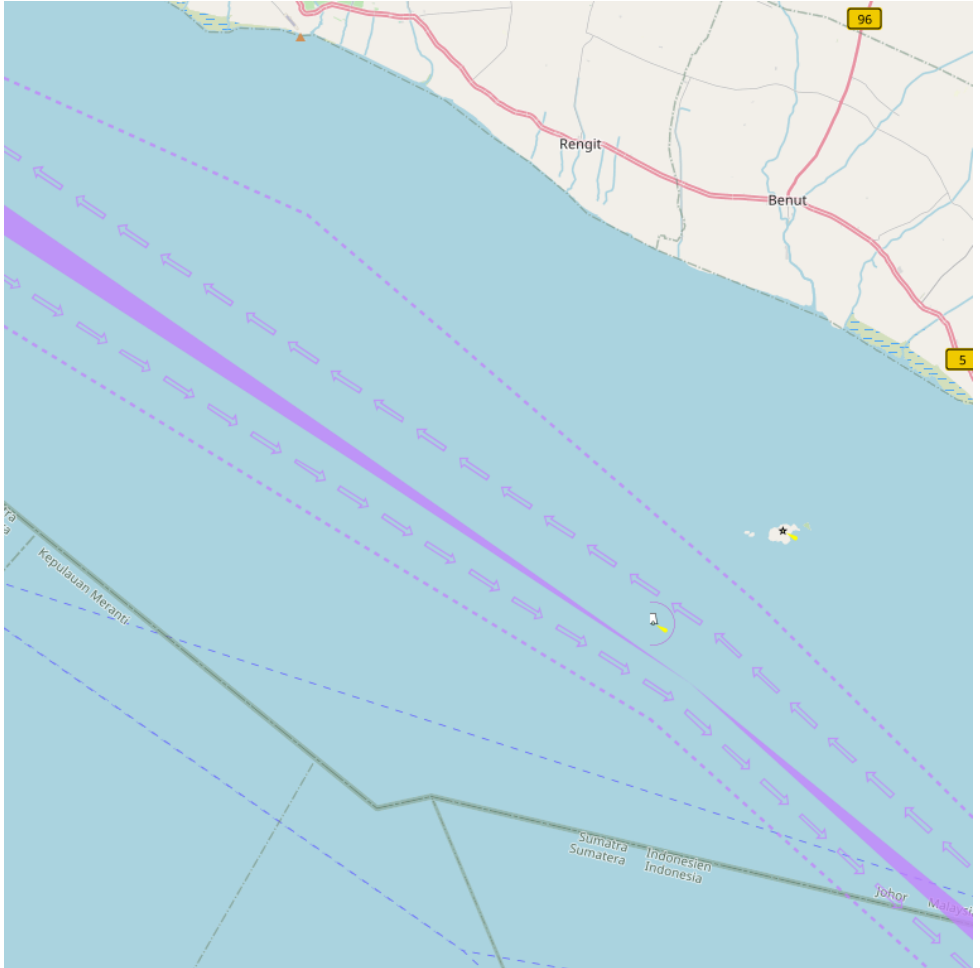
Pilotage is not compulsory. A local qualified pilot is not available, but an experienced guide can be obtained from the District Marine Office, Batu Pahat.




1.1.6.32 - Fair channel Bank (Johor - Malaysia)

1°30.74 N
103°01.63 E

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



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 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.).

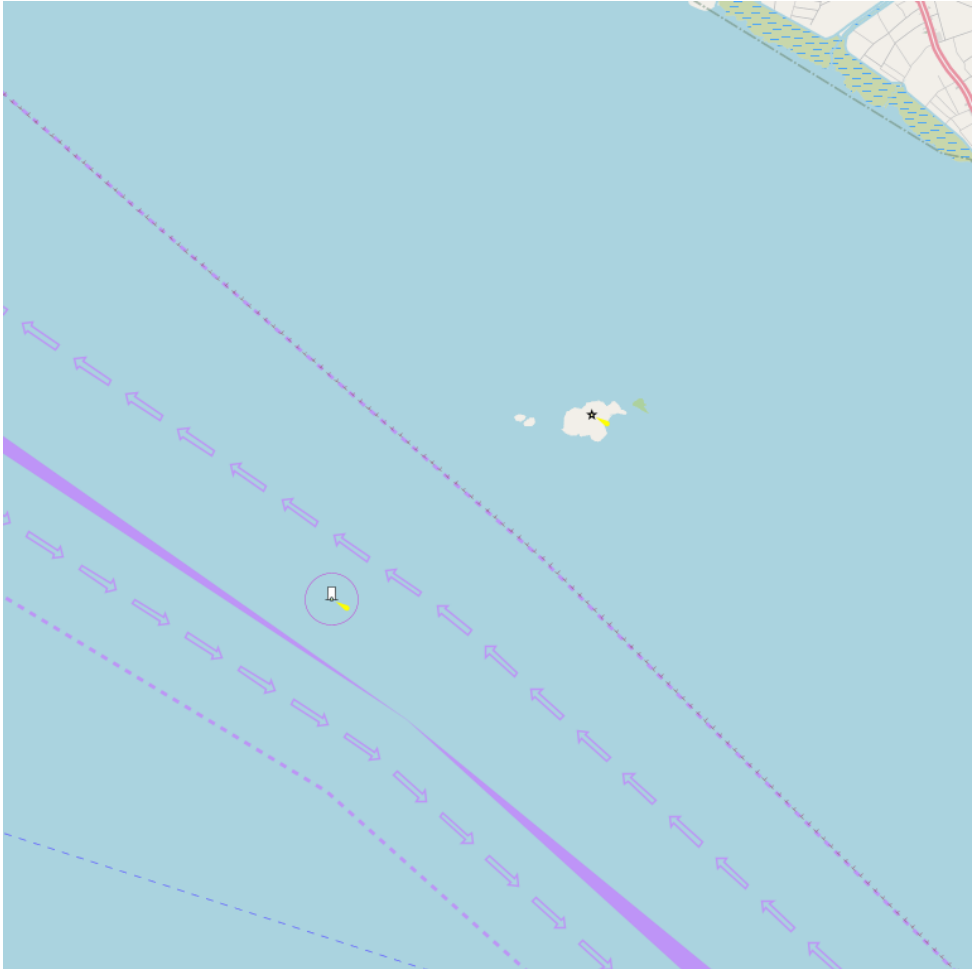
A wreck, with a swept depth of 25.5m, lies about 20 miles WNW of Pulau Kukup and a wreck, with a depth of 23m, lies about 10 miles WNW of the same islet.

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.

1.1.6.33 - Pulau Pisang (Johor - Malaysia)

1°28.20 N
103°15.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to
Tanjong Piai (Malaysia) - 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 site of Pisang Lighthouse guiding ships into the western entrance of the Singapore Strait.

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

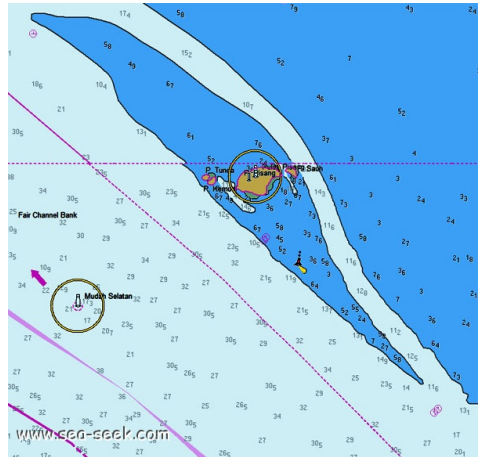
A bank, with depths of less than 10m, and a least depth of 4.8m about 4 miles within its outer end, extends about 7 miles NW from Pulau Pisang. A narrow steep-to spit, with a depth of 3m over its extremity, extends about 6 miles SE from Pulau Pisang.

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.



Pulau Pisang (Johor - Malaysia)

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



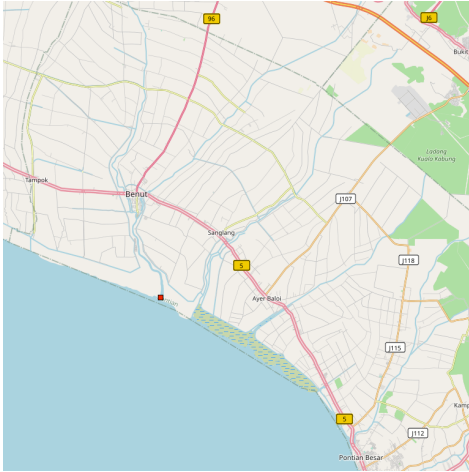
Pulau Pisang (Johor - Malaysia)


1.1.6.34 - Sungai Benut (Johor - Malaysia)

1°35.47 N
103°16.33 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to Tanjong Piai (Malaysia)





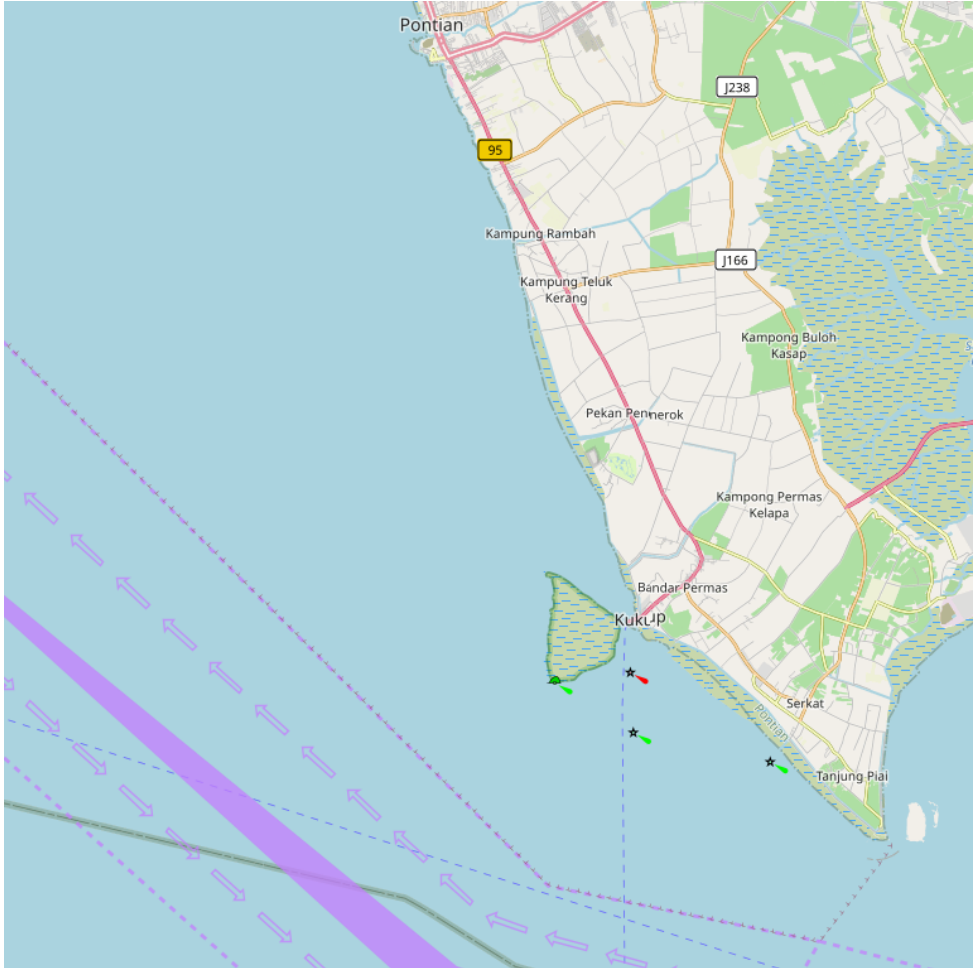
 The Sungai Benut, entered about 8 miles N of Pulau Pisang, is the largest river along this part of the coast. Only small vessels with local knowledge can be accommodated.



1.1.6.35 - Pulau Kukup (Johor - Malaysia)


1°19.40 N
103°25.73 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Strait of Malacca (East) - Tanjong Ru to
 Tanjong Piai (Malaysia) - Pulau Kukup (Johor - Malaysia)





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.

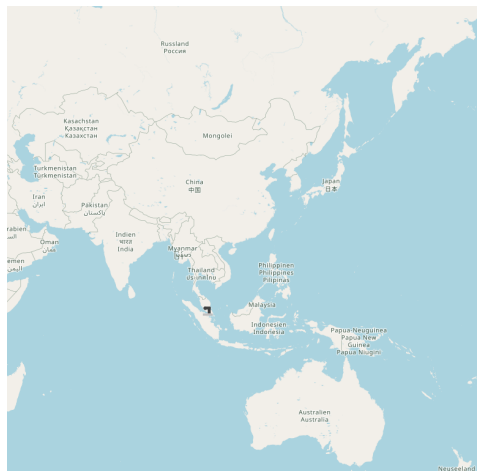
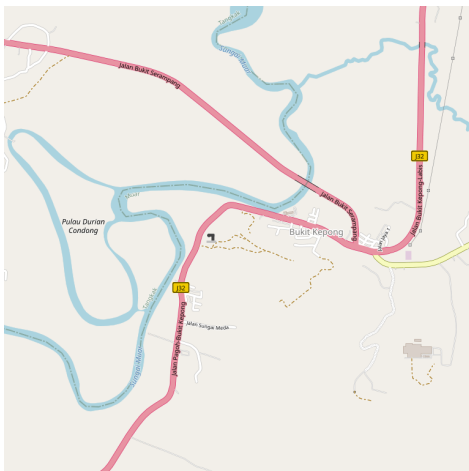
In order to promote preservation of this unique mangrove habitat, Pulau Kukup is designated as a Ramsar site (or otherwise known as a Wetlands of International Importance) on 31 January 2003, it is also protected as a national park under the Johor State Park Corporation Enactment 1989 since 27 March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


1.1.7 - Sungai Muar (Johor - Malaysia)

2°20.70 N
102°49.47 E

Mer du Nord - 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.




1.2 - Pulau pulau Kokos (W Sumatra)

2°58.27 N
95°23.83 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau pulau Kokos (W Sumatra)



160 

 The Kokos Islands are two low islands, lying about 24 miles W of the N extremity of Pulau Simeulue.

They may be seen from a distance of about 13 miles. The southernmost island is marked by a light.

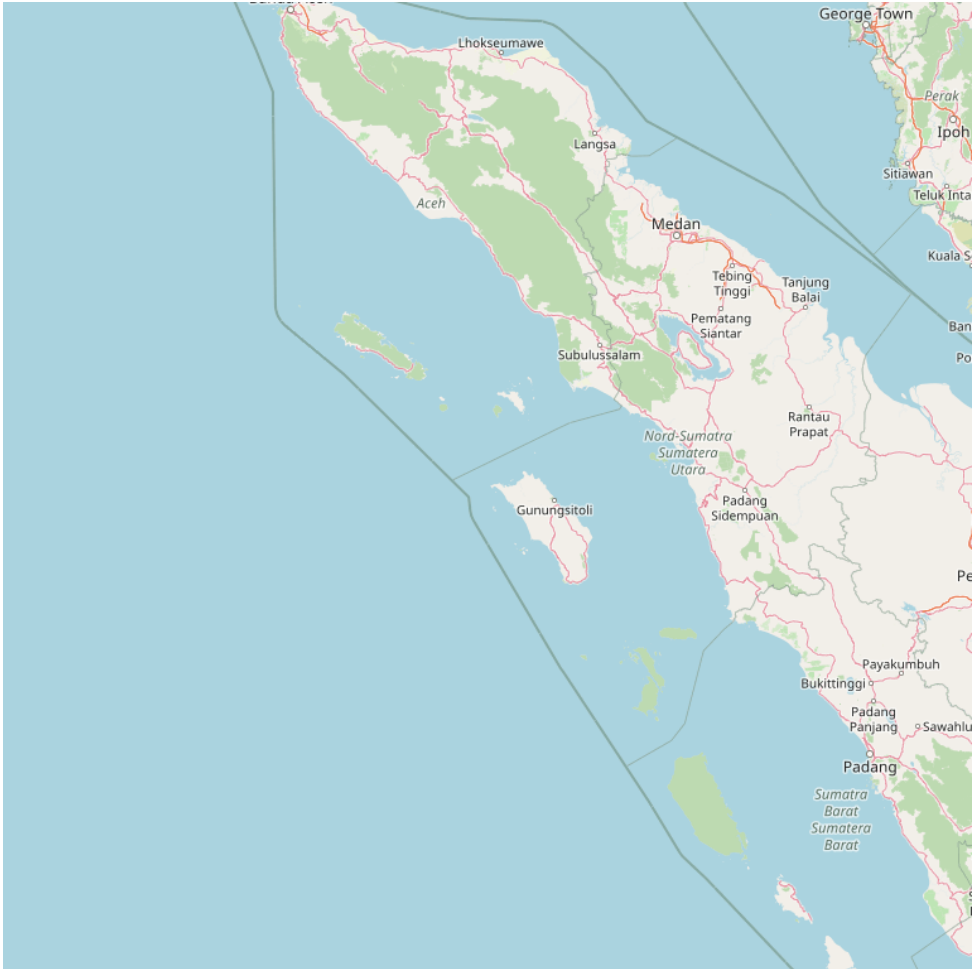
Depths of from 9 to 16.5m exist on the NW end of the bank extending 19 miles out from the W extremity of Pulau Simeulue.

These patches are usually marked by heavy rollers.

1.3 - Pulau Simeulue (W Sumatra)


2°27.46 N
96°11.66 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Simeulue (W Sumatra)



160



 Pulau Simeulue, the northernmost of the large islands off 150 km of the W coast of Sumatra, lies about 65 miles from the coast.

It is hilly with Sibau, the highest peak being 625m high.

The coasts are mostly rocky, and there are many off-lying islands, islets, and reefs.

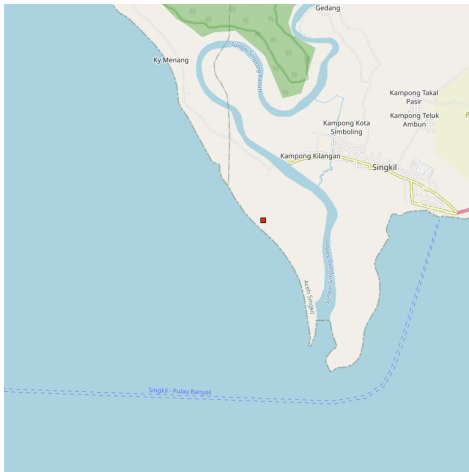
The reefs close to and between the several coral islets are steep-to and, except


those near Pulau Sioemat, on the NE side of the island, show up distinctly. The depths around the island vary greatly, so the soundings give little warning of the approach of land; a good lookout from aloft is advisable. Earthquakes and seismic sea waves occasionally occur, but minor shocks are frequent. Surfers will find excellent reef breaks at various locations around the island.

1.4 - Ujung Singkil (W Sumatra)

2°16.06 N
97°45.79 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 Ujung Singkil, 8.5 miles SSE of Oedjoeng Pasir Gala (Ujung Pasirgala), may be identified by some dead trees standing in the sea close off it.

From it a spit, with depths of from 1.8 to 5.5m, extends about 3 miles SW.

North Daphne Reef (Karang Rumambi), with a depth of 1.5m, coral, and steep-to, lies about 4 miles SSE of Ujung Singkil.

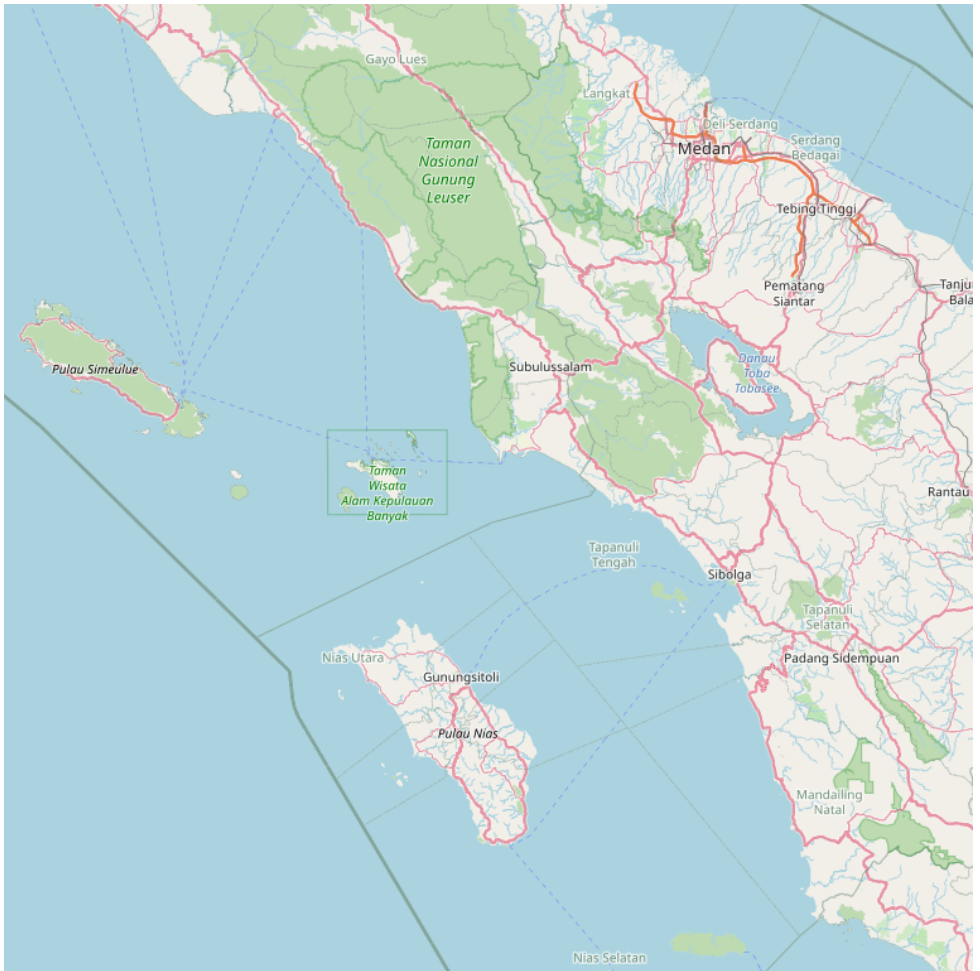
The Sungai Singkil may be entered about 3 miles ESE of Ujung Singkil, between Ujung Brang Bang on the W side, and a drying bank on the E side which extends nearly 0.75 mile S from the coast.

Singkil Roadstead is located off the mouth of the Sungai Singkil and the town of Singkil.


1.5 - Pulau Banyak (Banjak) (W Sumatra)

2°10.83 N
97°24.79 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Banyak (Banjak) (W Sumatra)



160 

 The Banjak Islands, consisting of a group of islands more than 50 in number, extend from 13 miles NW to 38 miles W of Singkil. The three largest of the islands are Pulau Toeangkoe, Pulau Bangkaroe and Pulau Oedjoeng Batoe, besides which there are many islets with deepwater channels interspersed with rocks between them.

Pulau Bangkaroe (Pulau Bangkaru), the southwesternmost of Banjak, is

mountainous, attaining a height of 303m. Along the E coast, off the spurs of the mountain ridges, is a strip of low land which is overgrown with mangroves.

The N, W, and S coasts are bold and the spurs of the mountains extend to the sea.

Between Pulau Bangkaroe and Pulau Babi, 23 miles to the W, the channel is deep and considered to be clear of dangers; it is recommended to keep to the Pulau Bangkaroe side.

The channel between Pulau Bangkaroe and Pulau Toeangkoe is about 5 miles wide with deep water, and free from danger to within 0.5 mile of either side.

Pulau Toeangkoe (Pulau Tuangku), the largest island of the group, is hilly and mountainous. The E side is low and overgrown with mangroves, with several bays in which there is sufficient depth of water; the channels leading to them between outlying reefs are mostly dangerous. Two conspicuous summits rise on the N coast and form good landmarks.

Pulau Palambak (Palambak Islands) lies off the E coast of Pulau Toeangkoe, with numerous reefs extending to the NW.

The N coast is fronted by numerous reefs and islands located up to 6 miles offshore.

Pulau Oedjoeng Batoe (Pulau Ujungbatu), about 10 miles N of Pulau Palambak, is completely surrounded by an extensive reef, and the individual islands mutually connected by coast reefs, which are largely dry at LW.

The passages between these islands are practicable for small craft only.

Between Pulau Oedjoeng Batoe and the islands and reefs extending N from Pulau Toeangkoe is a deep channel about 3 miles wide.

East of the reef and foul ground extending about 2 miles NE of Pulau Oedjoeng Batoe is a deep channel about 4 miles wide, said to be one of the best passages between the Banjak Islands, but there are several shoal heads in the E part.

Djawi Djawi (Jawi-Jawi), the NE of the Banjak Islands, lies about 9 miles E of Pulau Oedjoeng Batoe and about 6 miles W of the Sumatera coast. It is low and sandy, with a few shrubs, and may possibly be seen from a distance of 11 miles. It is surrounded by a large reef, of which the outer edge is always marked by discolored water and overfalls, a few rocks are also visible.

On the N side, between two sand flats which show above water, is a passage through which small craft may reach the shore.

East and W of Djawi Djawi are numerous shoals; to the W are a few sand flats.

Vessels proceeding N from or S to Singkil can use the channel between Djawi Djawi and the drying patch located about 2.2 miles E of the island. As the reef

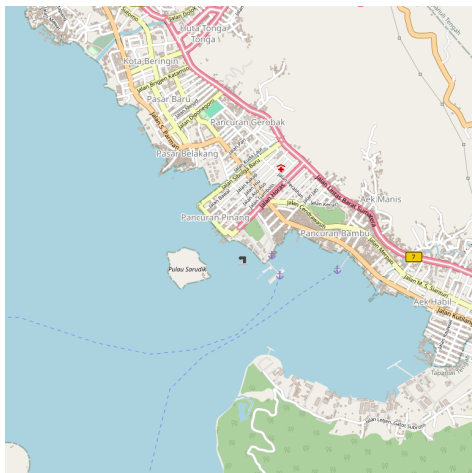
surrounding Djawi Djawi is always visible, vessels should favor the W side of the channel, taking care to avoid the 6.9m patch about 2 miles NNE of the island.

1.6 - Sibolga


1°43.72 N

98°47.02 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



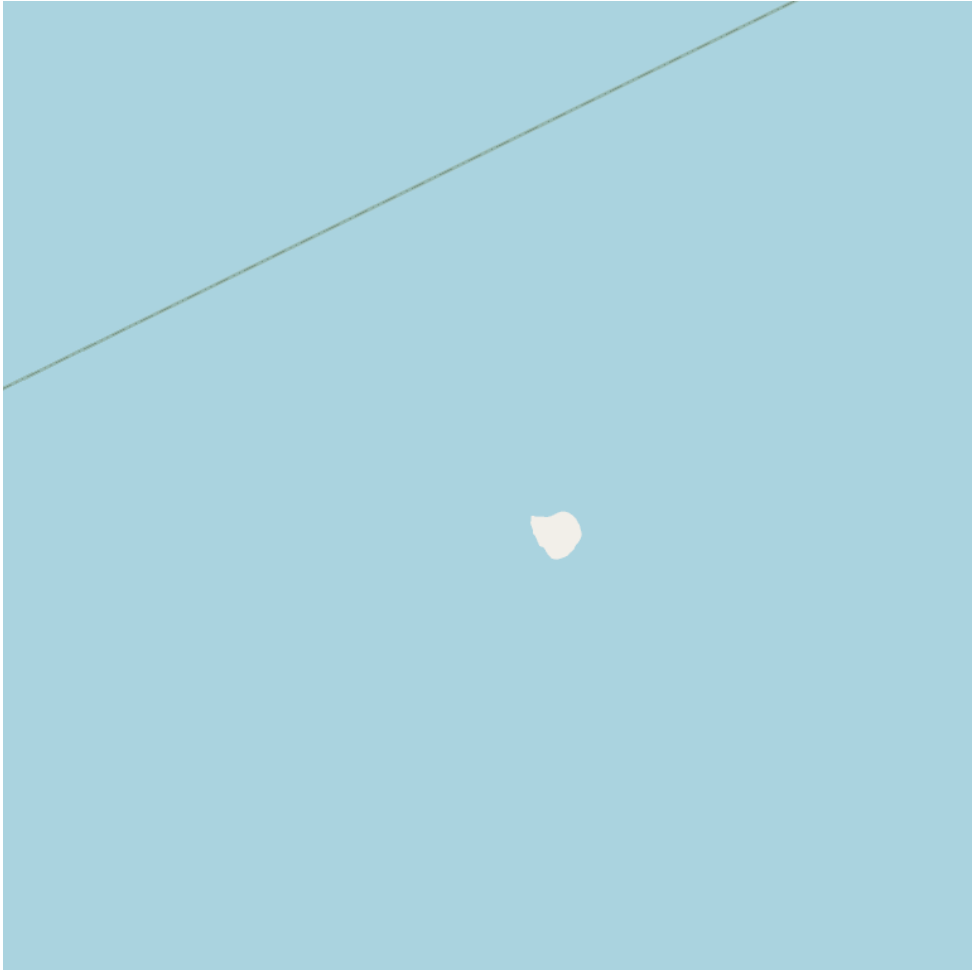
 Small port.

 Petit port côtier.


1.7 - Pulau Sarangbaung (W Sumatra)

1°42.09 N
97°26.59 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Sarangbaung (W Sumatra)



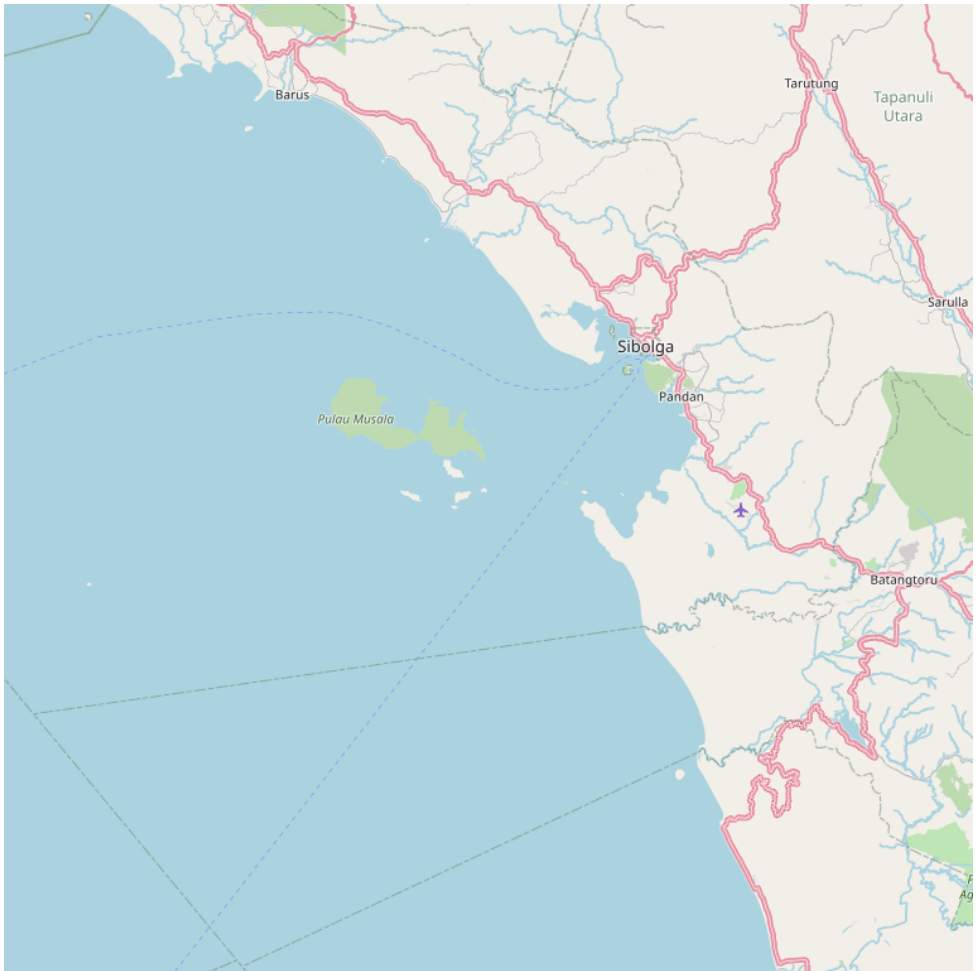
160 

 Pulau Sarangbaung lies 10.5 miles NNE of the N extremity of Pulau Nias. There is a break in the reef on the SE side where boats can land at a village. The island is overgrown with coconuts and is visible for 12 miles.


1.8 - Pulau Musala (W Sumatra)

1°38.25 N
98°31.66 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Musala (W Sumatra)



160

 Pulau Musala or Musalar lies in the W approach to Teluk Tapanuli. At its NW end is a conical mountain, about 451m high, with a prominent tree on its summit.

There is a remarkable waterfall at the NW end of the island issuing from a hill with an elevation of 55m; it is a good mark when approaching from NW.

**Pulau Musala (W Sumatra)**


1.9 - Ujung Batumamak (W Sumatra)

1°33.62 N

98°43.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 The coast from Ujung Batumamak (Batu Mamak) , the SW extremity of Teluk Tapanuli, trends in a S direction for about 49 miles to Tanjung Tabujung (Tabu-yung). There is a reef, with a depth of 3.7m, lying about 0.75 mile offshore, 13 miles S of Ujung Batumamak.

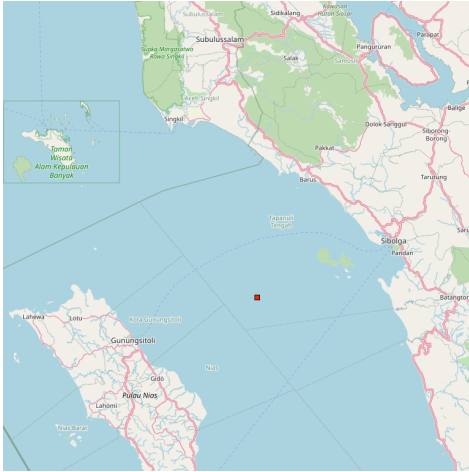
1.10 - Pulau Bintanah (E Nias)


1°28.79 N

98°10.44 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)





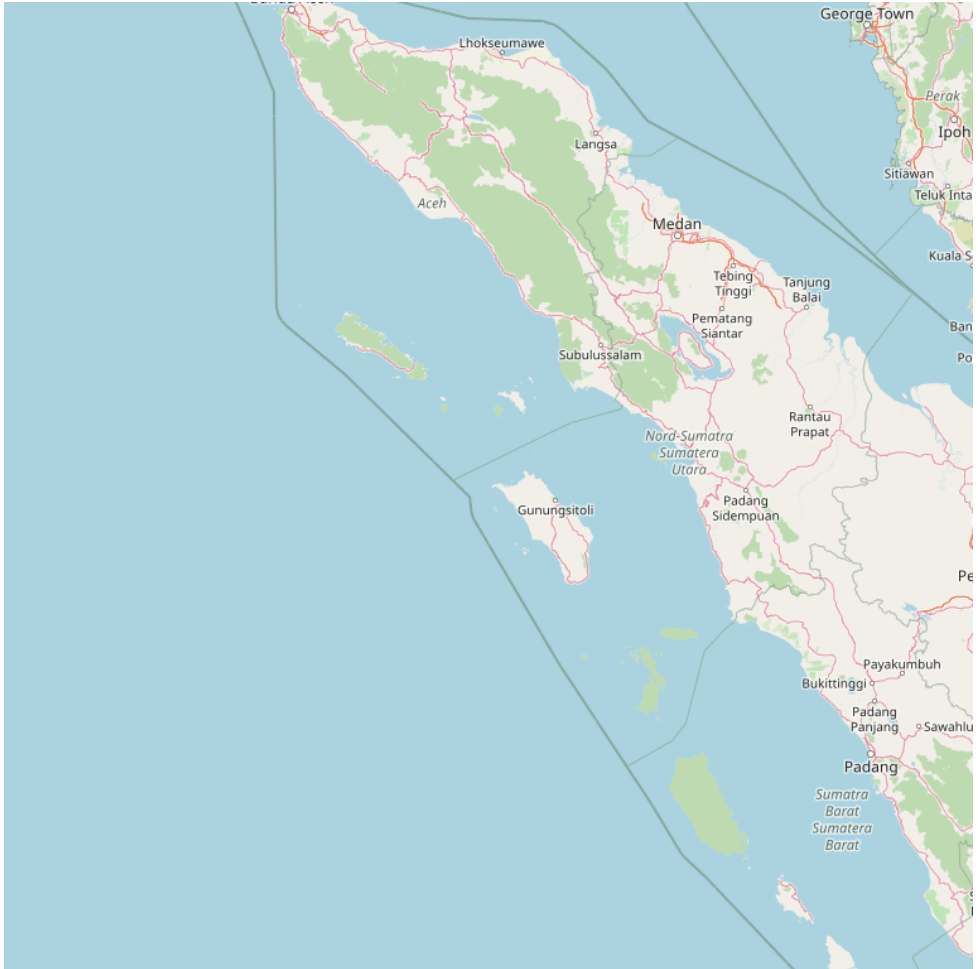
 Pulau Bintanah, low and fringed by a reef, should be given a wide berth. From Pulau Bintanah, a chain of reefs and shoals, some of which dry, extends 32 miles to the S.


The positions of these dangers may best be seen on the chart.

1.11 - Pulau Nias (W Sumatra)

1°01.67 N
97°28.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra)



 Pulau Nias, the largest of the islands at 125 km off the W coast of Sumatera, is hilly and from E appears like a chain of mountains of varying height. It has hardly any conspicuous peaks, but Maziaja Mountain, 432m high in the N portion, is noticeable along with three somewhat lower peaks. Nias is 130 km long and 45 km wide.

From the W, the hills along the coast are seen to better advantage and afford good landmarks in conjunction with the islands fronting the coast. From S, the headlands provide the best marks.

Legendary for surfing, this island once hosted a World Surfing Championship

round.

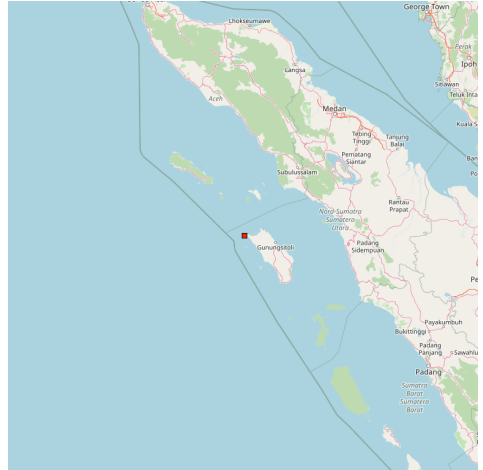
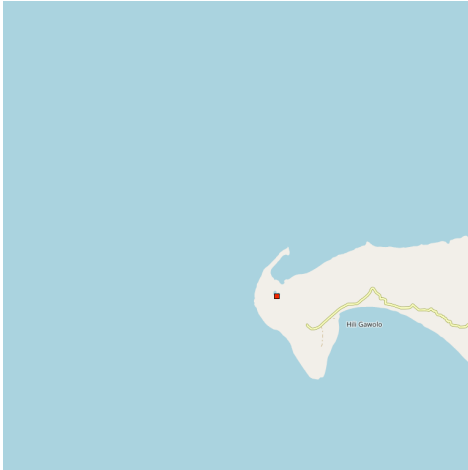
The


capital of Nias is Gunung Sitoli. The airport is located 19km from Gunung Sitoli and the sea port is 5km.

1.11.1 - Tanjung Tojolawa (NW Nias)

1°24.66 N
97°03.85 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra)



 From Tanjung Siginingini to Tanjung Tojolawa, the NW extremity of Pulau Nias, the coast is in parts fringed by a reef, with several off-lying islands.

1.11.2 - Pulau Senau (N Nias)

1°27.60 N
97°14.78 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - Pulau Senau (N Nias)



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From Pulau Senau, lying about 11 miles ENE of Tanjung Tojolawa, the coast is completely exposed to N and NW squalls.

They are prevalent here during the months of October, November, and the first part of December; they may be exceptionally heavy and cause a heavy swell and much sea.

During the Southwest Monsoon, anchorages off this coast, as far W as Pulau

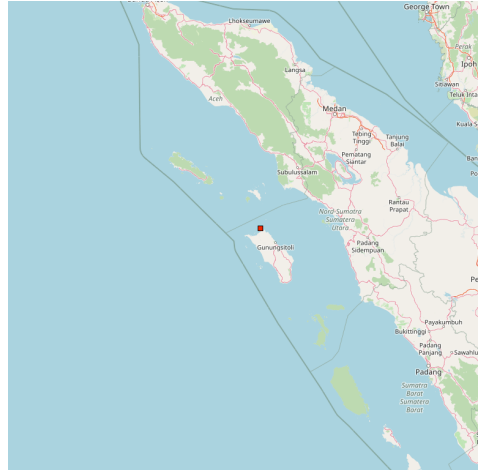
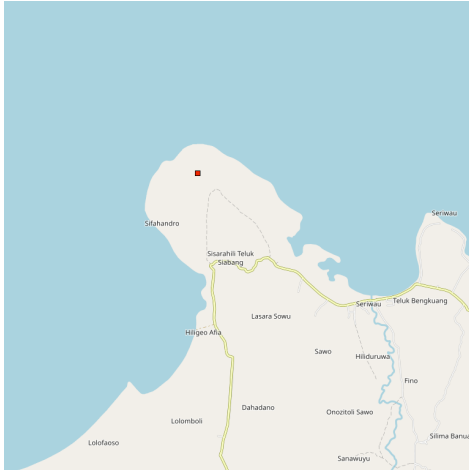
Senau, are impracticable because of heavy seas.

When anchoring on the N coast of Pulau Nias, swarms of mosquitoes are blown on board at night with the land breeze, and in view of the prevailing malaria it is advisable to anchor as far as possible offshore.

1.11.3 - Tanjung Ginigini (Siginingini) (N Nias)

1°32.00 N
97°20.95 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra)



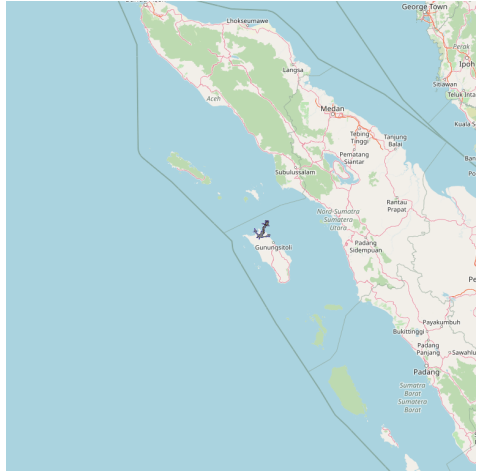
The N coast of Pulau Nias, which forms the S side of Pulau Nias North Channel, is low, but there is a range of hills extending S from Tanjung Siginingini, the N extremity of the island, to Maziaja Mountain.


1.11.4 - Teluk Siaba

1°30.50 N
97°24.03 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra)



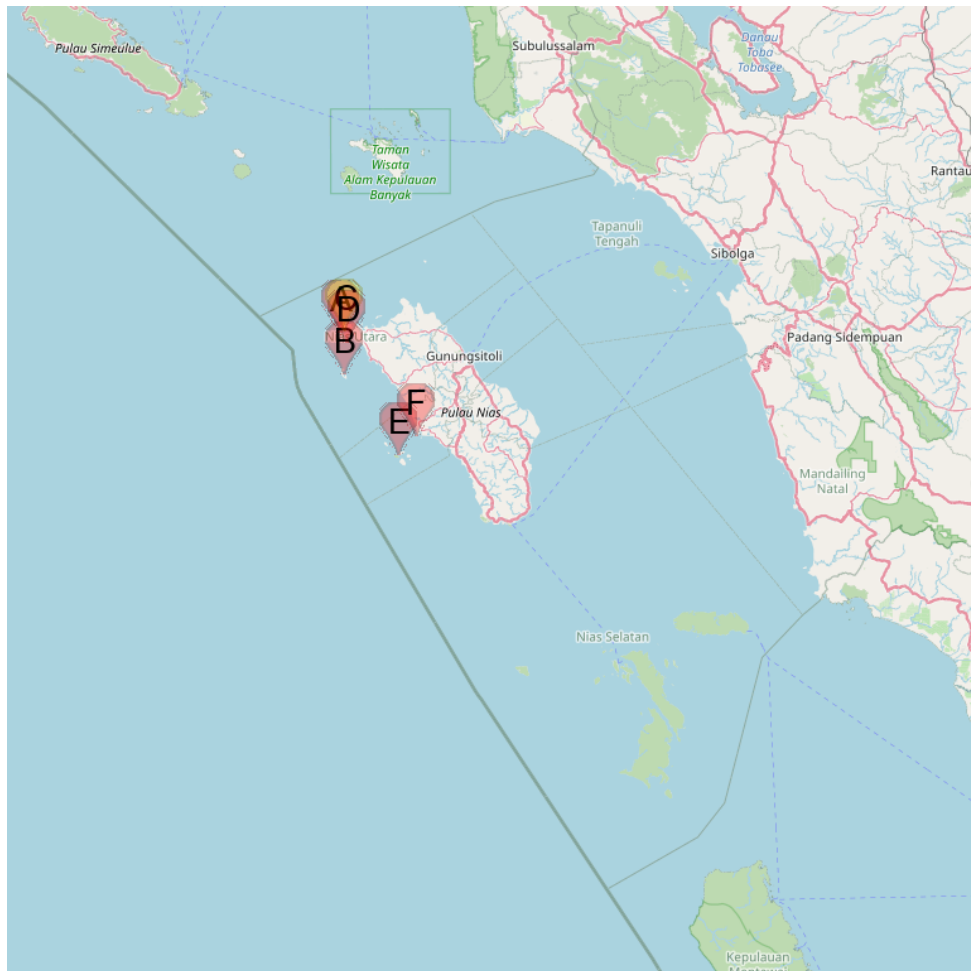


 Teluk Siaba, the N anchorage of Pulau Nias, is entered W of Tanjung Dowi. There are two inlets on its W side. Anchorage may be obtained in Teluk Siaba, in depths of 29m to 40m, giving some shelter from N or W winds.

1.11.5 - W coast pulau Nias (w Sumatra)

0°59.23 N
97°24.43 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra)



A Tanjung Sosilutte (W Nias)

B Pulau Wunga (W Nias)

C Labuan Aceh (W Nias)

D Pulau Mausui (W Nias)

E Pulau pulau Hinako (W Nias)

F Tanjung Sirombu (W Nias)

Off the coast of Nias lie 2

other islands - Pulau Bawa and Pulau Aru. Pulau Bawa is excellent for surfing. The W coast of Pulau Nias is nearly inaccessible because of surf Tanjung Sosilutte, about 2 miles SE of Tanjung Tojolawa, is a low point with a remarkable tree, and it is the S extremity of the

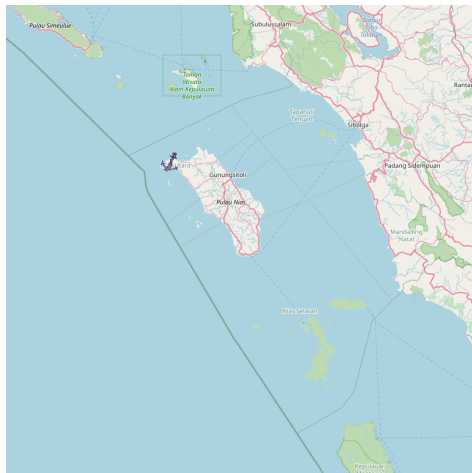
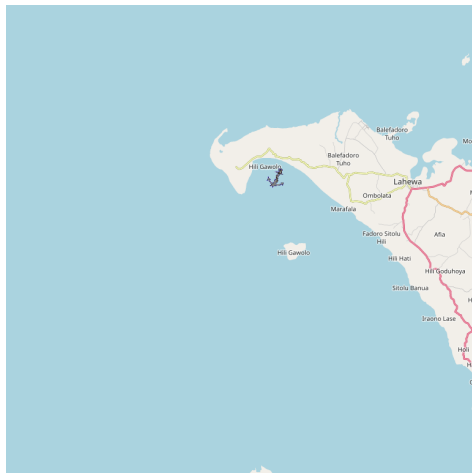
Tojolawa Peninsula, on the slopes of which are the buildings of a coconut plantation.

1.11.5.1 - Labuan Aceh (W Nias)

1°23.79 N

97°05.66 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra)



🇬🇧 Labuan Atjeh, on the E side of the peninsula, affords sheltered anchorage during N winds, in depths of from 18.3 to 21.9m, sand.

A 1.2m patch lies on the E side of the bay, about 0.3 mile offshore.



1.11.5.2 - Tanjung Sosilutte (W Nias)

1°23.48 N

97°04.54 E

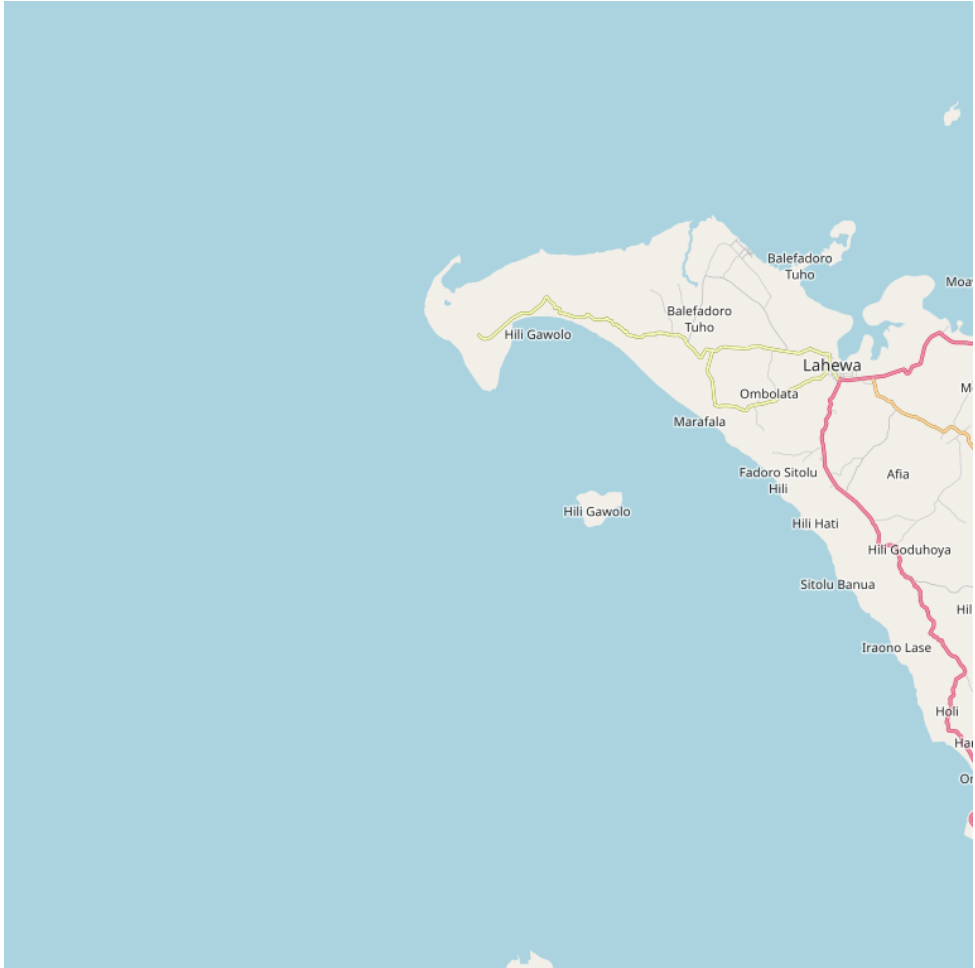
Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra)

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


1.11.5.3 - Pulau Mausi (W Nias)

1°20.99 N
97°06.24 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra) - Pulau Mausi (W Nias)



163   

 Pulau Mausi, low and barren, lies in the S approach to Labuan Atjeh, about 2.2 miles SE of Tanjung Sosilutte.

It has a white sandy beach, and is fringed by a reef on which the sea always breaks, extending about 1 mile S; there is a depth of 7.7m at the outer end of the reef.

An extensive reef, with a depth of 8.2m, which is marked by discoloration, lies 3.5

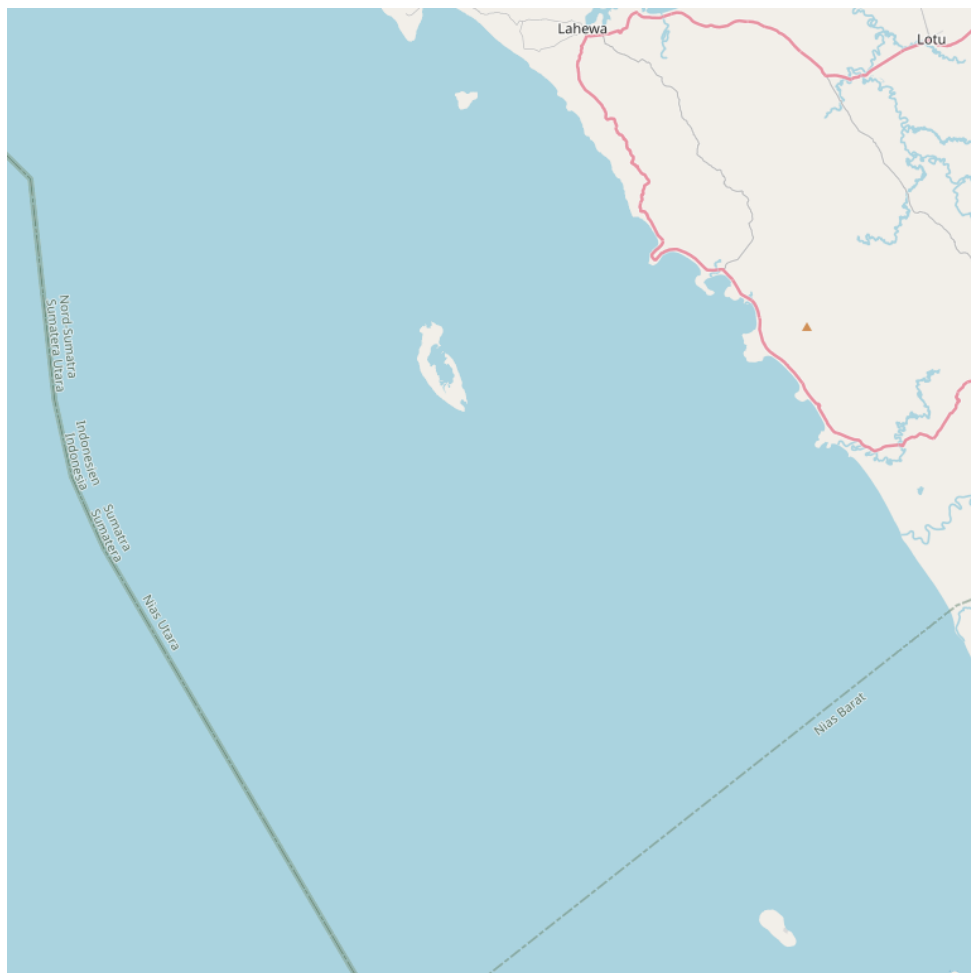
miles S of Pulau Mausi.

Anchorage may be obtained, in a depth of about 35m, sand and mud, off the E side of Pulau Mausi, partially sheltered from the heavy swell.

1.11.5.4 - Pulau Wunga (W Nias)


1°12.66 N
97°05.51 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra) - Pulau Wunga (W Nias)



163



 Pulau Wunga, about 8 NM S of Pulau Mausi, is low and covered with coconut trees.

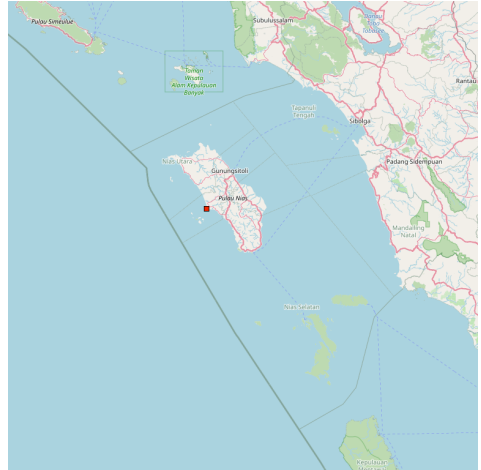
A large conspicuous tree, visible for 16 miles, is located on a small elevation near the N end.


The reef extending from the N side of the island is ordinarily marked by high rollers; on the S side is marked by rollers or breakers.

1.11.5.5 - Tanjung Sirombu (W Nias)

0°56.53 N
97°24.45 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra)



 Tanjung Sirombu, lying about 34 miles SSE of Tanjung Sositutte, is low and wooded and may be identified by several tall casuarina trees which stand above the other trees. The point is marked by a light. From a distance it resembles an island, but from closer in the low wooded sandy isthmus joining it to the land is visible.

From both N and S of the point, the broad flat-topped hill Sommmumme, 587m high, about 12 miles NE, is visible.

The coast S of Tanjung Sirombu is high. The hilly land extends down the coast at nearly all points. In many places, especially off the projecting rugged headland, large black above-water rocks lie close inshore.

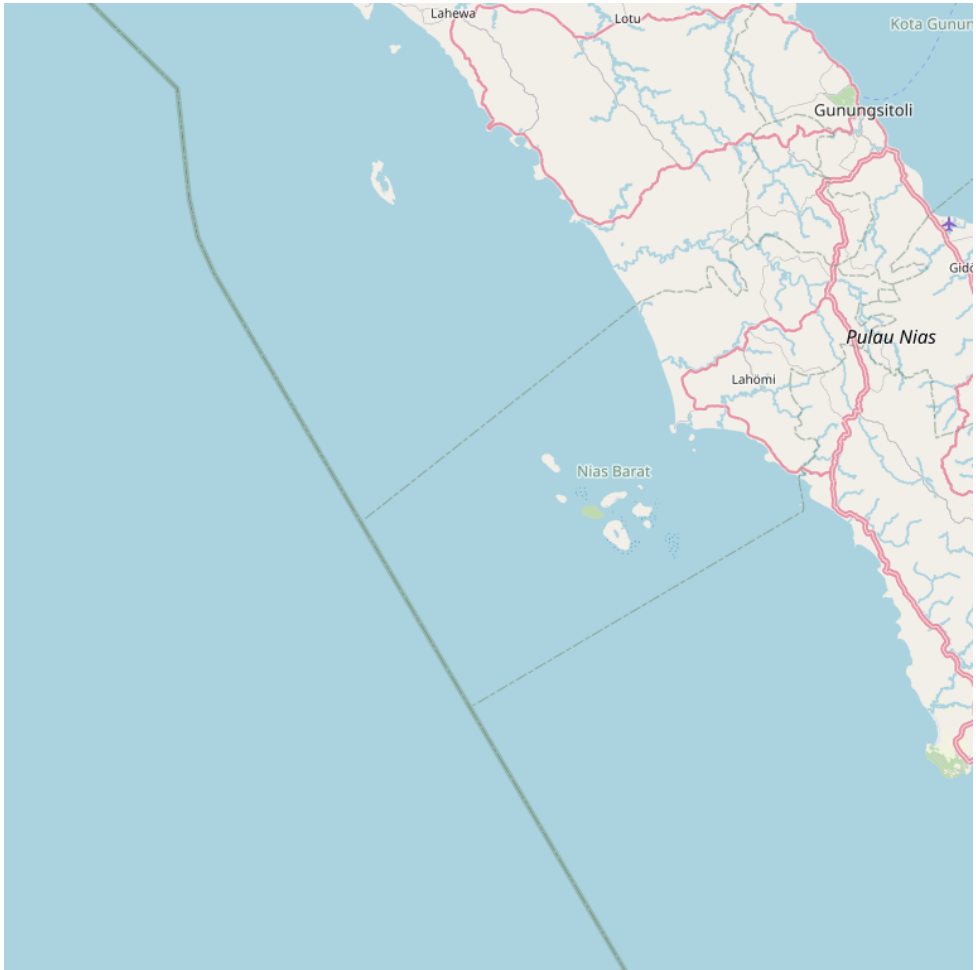
The coast is indented for about 33 miles SE from Tanjung Sirombu to Tanjung Lauju, the SW extremity of Pulau Nias. Tanjung Lauju is low, but rises gradually to 110m.




1.11.5.6 - Pulau pulau Hinako (W Nias)

0°51.70 N
97°19.92 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - W coast pulau Nias (w Sumatra) - Pulau pulau Hinako (W Nias)



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 Pulau Pulau Hinako forms a group of eight islands, of which Pulau Hinako is the most populated.

They are all of coral formation, covered with coconut trees, and flat, with the exception of Pulau Hinako, which has a small ridge on its NW side, on which is a mission church and school. A light is shown from Pulau Hinako.

Between and in the vicinity of the islands are numerous reefs, for which the chart

should be consulted. The 20m curve must be considered the limit of safety at Pulau Hinako, as nearly everywhere within this curve are drying reefs or reefs with little depth.

The W side of the four outer islands, with exception of the coast reefs on which there are usually breakers, is clear. By passing the islands at a distance of 1 mile, one will always carry considerable depths.

Hinako Islands: Asu and Bawa are two breaks in this island chain.

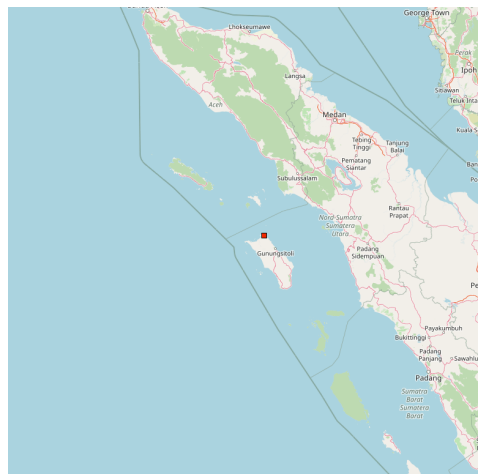
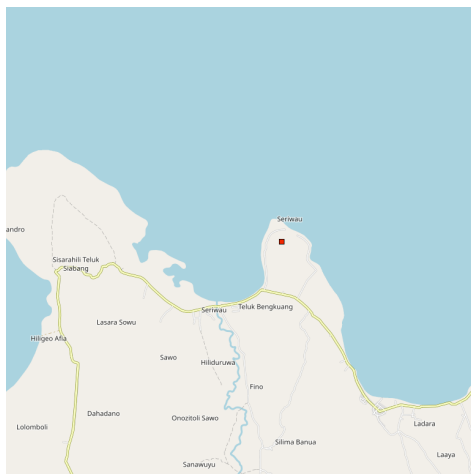
Pulau Bawa is atoll-shaped. The seaward side of all of the islands consists of a raw coral mass which is practically impassable except at Pulau Bawa, of which the W side has been washed smooth.


Caution. Vessels approaching Pulau Pulau Hinako from the N must be careful to avoid the 5.9m patch about 4.7 miles NNE of the light structure of Pulau Hinako.

1.11.6 - Tanjung Dowi (N Nias)

1°30.95 N
97°24.97 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra)

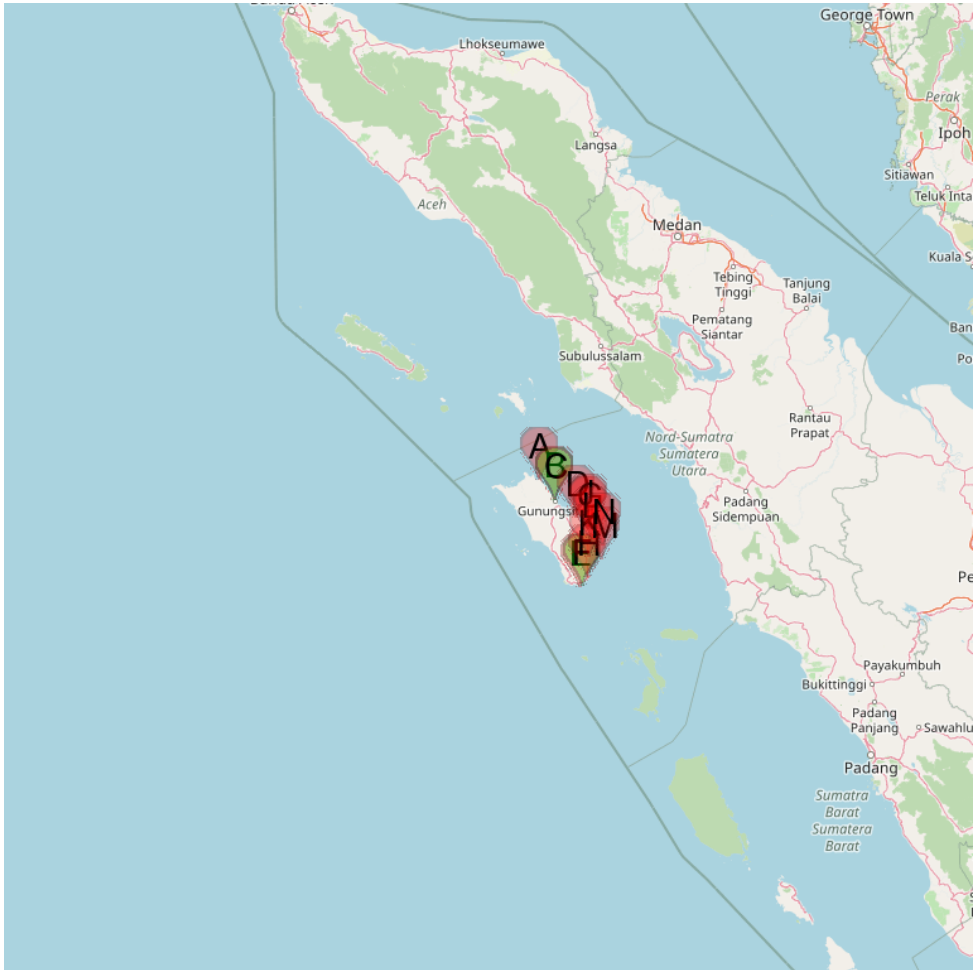


 Tanjung Dowi is fronted by a reef which dries to a distance of about 0.1 mile, with depths of 5.5m at 0.4 mile from the point.

1.11.7 - East coast pulau Nias (W Sumatra)


1°01.09 N
97°46.22 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)



- | | |
|---|--|
| A Tanjung Laaya (Laaja) (E Nias) | B Tanjung Mbaa (E Nias) |
| C Gunung Sitoli harbour (E Nias) | D Tanjung Lambaru (E Nias) |
| E Tanjung Hele (S Nias) | F Teluk Dalam harbour (S Nias) |
| G Ujung Onolimbu (E Nias) | H Tanjung Tedulehu (Tedu Ichu or Todojghu) (E Nias) |
| J Pulau Onolimbu (E Nias) | K Ujung Sumabawa (E Nias) |
| L Tanjung Syuani (Sjuani) (E Nias) | M Karang Makassar (E Nias) |
| N Pulau Sumabawa (E Nias) | |

Sibayak

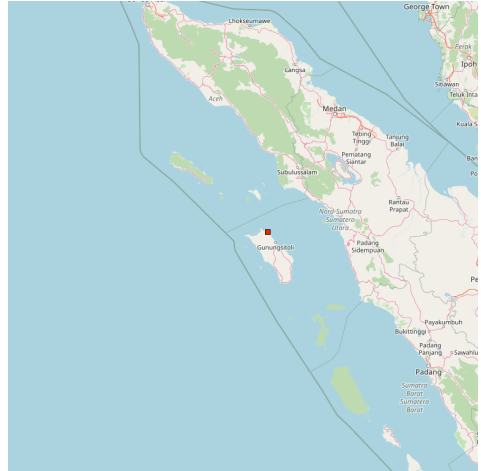
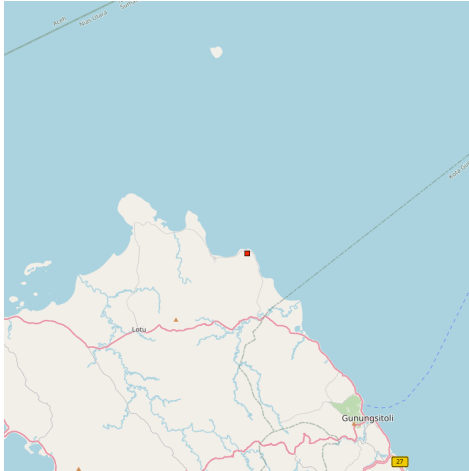
 The E coast of Pulau Nias has moderate depths with good anchorage and some streams; islets and reefs front the coast here, as on the W side, but the sea being smoother on the E coast renders it safer.


1.11.7.1 - Tanjung Laaya (Laaja) (E Nias)

1°28.44 N

97°28.83 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)



 Tanjung Laaja is the N end of the slope of a hill backing the coast. It is covered with coconut trees, steep-to, and free from dangers but is difficult to identify.

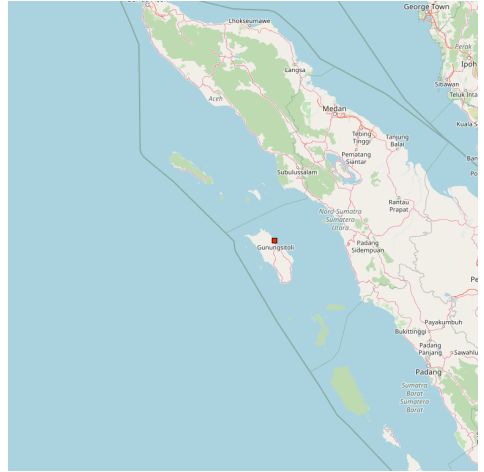
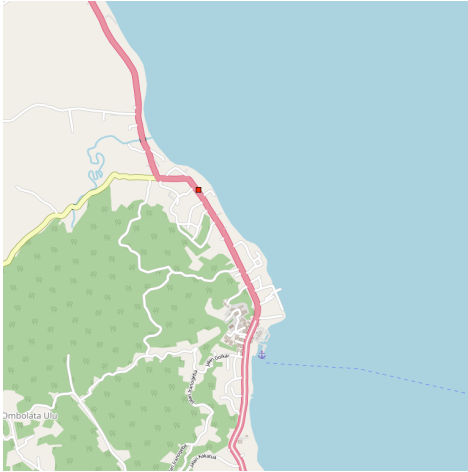
1.11.7.2 - Tanjung Mbaa (E Nias)


1°18.95 N

97°36.31 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)





 North of Gunungsitoli, the coast is covered with coconut trees for about 6 miles.

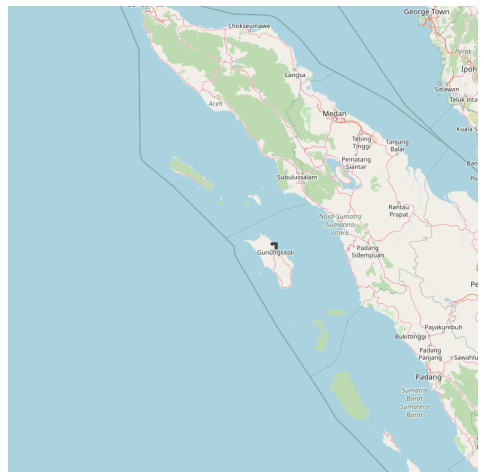
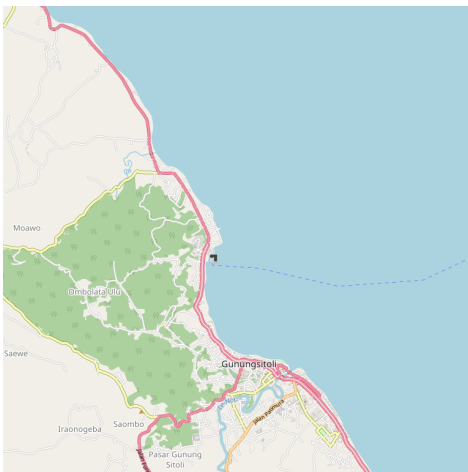
Close N of Gunungsitoli is Tanjung Mbaa, a rocky point from which a light is shown.

From Tanjung Mbaa, a narrow strip of coast land extends about 3 miles NW, then a fringing reef leads up to Tanjung Laaja.

1.11.7.3 - Gunung Sitoli harbour (E Nias)

1°18.28 N
97°36.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)



 Gunung Sitoli (Gunungsitoli is the capital and the port of Nias. It is located

about 14 NM NW of Tg Lambaru and forms a deep bight.

At its head the hills approach the shore, leaving a strip of lowland between them.

6.29 The mouth of the river, leading to the port, will just admit small trading craft at HW; it is always marked by surf.

The port jetty lies N of the town. An oil jetty lies 7 miles SE. Pilots are not available.

Gunungsitoli, the chief town of the island, is the seat of government. It lies mainly on the left bank of the river.

The harbor is sheltered from W and SW winds, but to all winds from N and SE it is completely exposed so that considerable swells may result.

It is advisable to anchor, in 40m, mud, about 0.2 mile offshore.

The main jetty, 60m in length, is T-shaped at the head and has a depth of 12m alongside. An L-shaped town pier has a length of 67m and a depth of only 2m alongside. Gunungsitoli

Oil Jetty provides mooring to vessels up to 5,000 dwt with a maximum length of 90m. The berth lies at the head of a 170m long jetty with dolphins off each end. A depth of 9.5m is reported alongside.

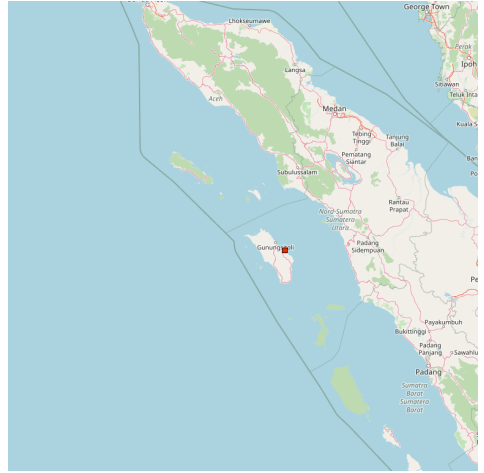


1.11.7.4 - Tanjung Lambaru (E Nias)

1°08.83 N
97°47.68 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast
pulau Nias (W Sumatra)





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

1.11.7.5 - Pulau Onolimbu (E Nias)

1°04.50 N
97°54.32 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast
pulau Nias (W Sumatra) - Pulau Onolimbu (E Nias)



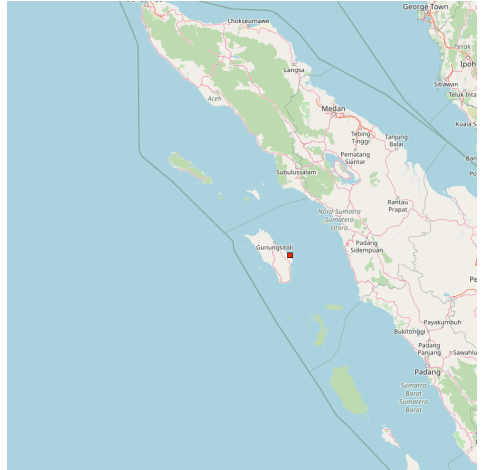
163

Pulau Onolimbu is an island located about 1 NM N of Ug Onolimbu.
There are several drying shoals about 3.5 miles NNW of Ujung Onolimbu.

1.11.7.6 - Ujung Onolimbu (E Nias)

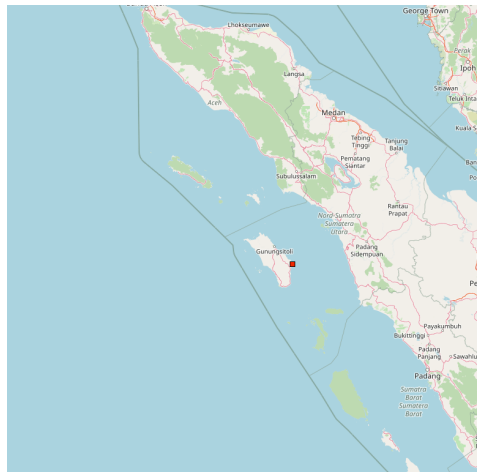
1°03.07 N
97°53.70 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast
pulau Nias (W Sumatra)



There is another anchorage off Bodsiyhona village to the N, in a depth of 18.3m. Local knowledge is necessary.

0°57.94 N
97°56.28 E

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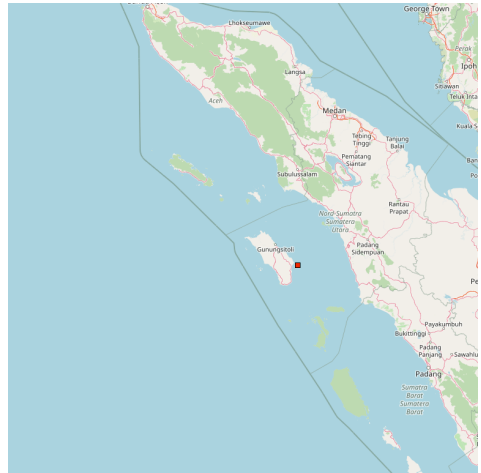
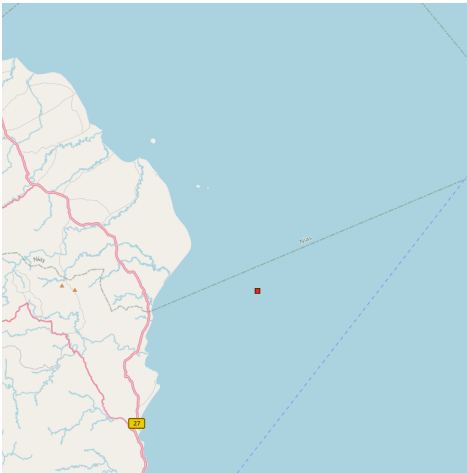
Page:155


Landing is very difficult.

1.11.7.8 - Pulau Sumabawa (E Nias)

0°54.40 N
98°01.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)



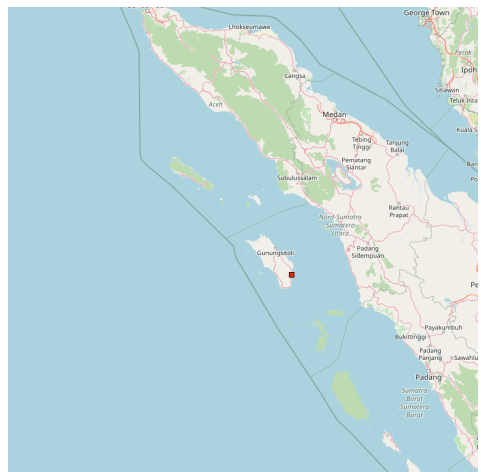
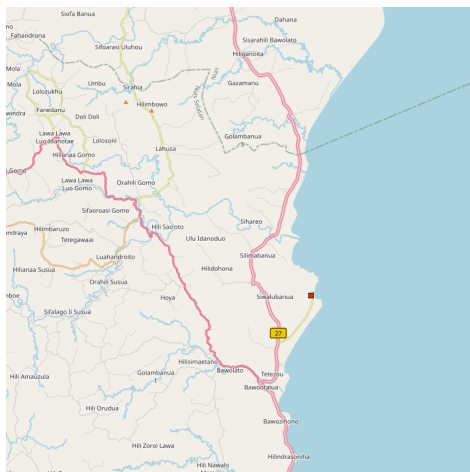
 Pulau Sumabawa, an island located about 5 miles SE of Tanjung Sjuani, is fringed by a narrow reef.

A 6.4m patch lies about 2 miles NNW of Sumabawa.


1.11.7.9 - Ujung Sumabawa (E Nias)

0°48.26 N
97°54.35 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)





 Between tg Tedulehu and Ujung Sumabawa, about 11 miles N, the coast is high, with mountain ranges approaching the coast.

Ujung Sumabawa is marked by a light.

A low plain begins here and extends N, gradually getting wider.

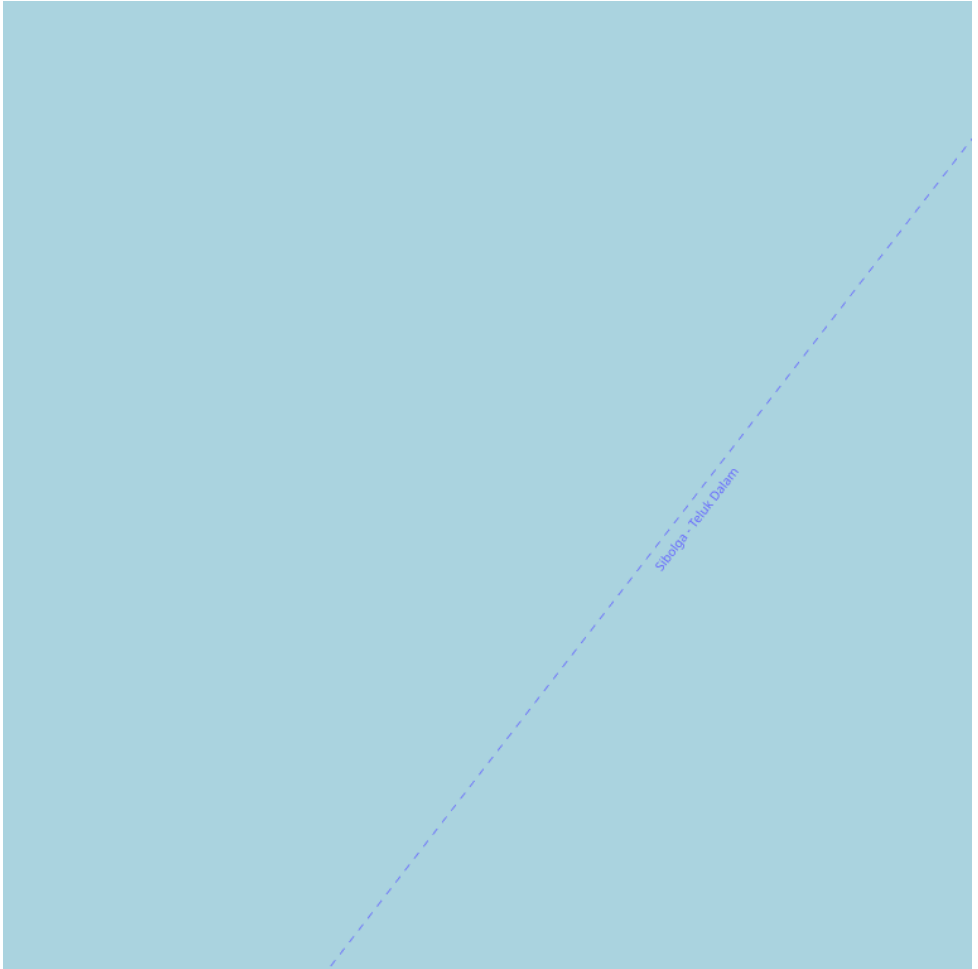
About 1 mile W of Ujung Sumabawa, landing may be effected with comparative ease.

Near Ujung Sumabawa, one's attention is attracted by a very conspicuous gap in the mountains, in the background of which the conical Lologogo, 498m high, together with the white patch 3 miles NE, are prominent features.


1.11.7.10 - Karang Makassar (E Nias)

0°47.25 N
98°00.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast
pulau Nias (W Sumatra) - Karang Makassar (E Nias)



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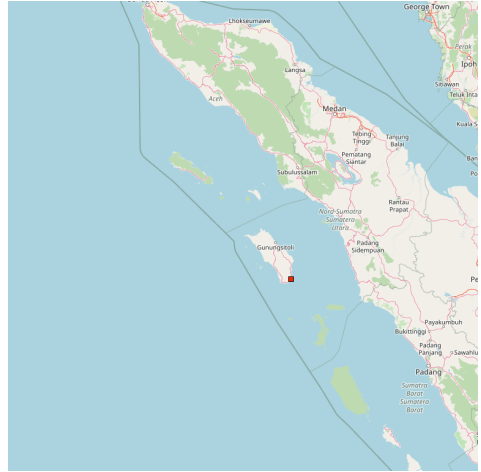
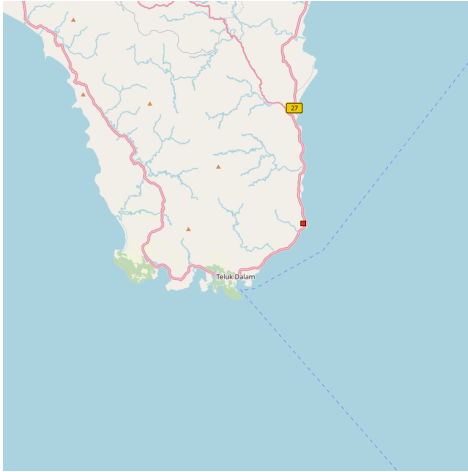
 Makassar Reefs are four isolated dangers, with depths of 3 to 8.2m, and deep channels between them.


They lie from 1.75 to 7 miles S of Sumabawa, and from 6 to 7 miles offshore. They are marked by breakers or a heavy swell.

1.11.7.11 - Tanjung Tedulehu (Tedu Ichu or Todojghu) (E Nias)

0°37.72 N
97°53.73 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)

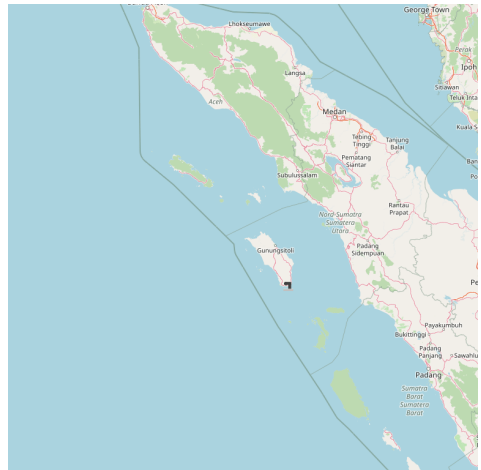
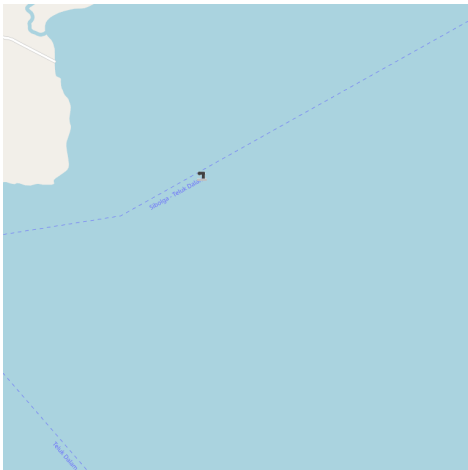


 From Telok Dalam, the coast trends NE for about 6 miles to Tg Tedulehu (Balo Todojghu, Ujung Tedu Ichu, a low point covered with coconut trees. A number of villages lie scattered along this stretch of coast. A narrow reef fronts the shore, preventing loading in most places. With S winds, there is quiet anchorage with good holding ground, in from 21.9 to 23.8m, a little N of Balo Todojghu.


1.11.7.12 - Teluk Dalam harbour (S Nias)

0°33.55 N
97°50.83 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)



1

 Teluk Dalam that means "Deep Gulf", is about 1 mile in length. It affords good shelter from all but SE winds, which, however, do not cause much swell, and is free from dangers.

It is easily recognized by Tanjung Batu, the N entrance point, which is dark, nearly perpendicular, and 96m high, and has but little reef fronting it.

A pier at the head of the bay has a depth of 2m at its head.

Anchorage

A good anchorage, in 18m, may be obtained with the pier head bearing 327° and Tanjung Batu bearing 096°.

Directions

Vessels should steer up the center of the bay on a 297° course, passing about 0.2 mile off Tanjung Batu, to the anchorage.

Leading beacons are situated at the head of the inlet; the front beacon is situated on the head of the pier while the rear beacon is situated at the head of the inlet, about 183m NW of the front beacon. The beacons, in line bearing 324°, lead into the inlet. Anchorage depth: 17.1m - 18.2m Cargo pier depth: 1.8m - 3m

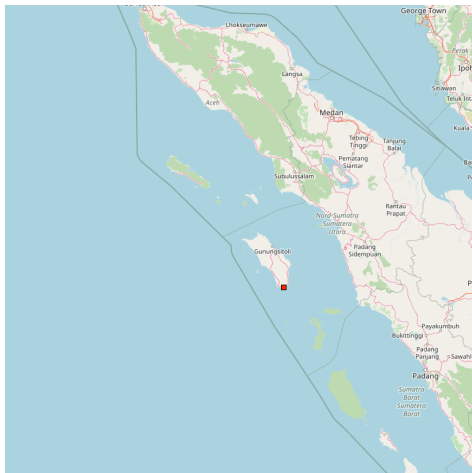
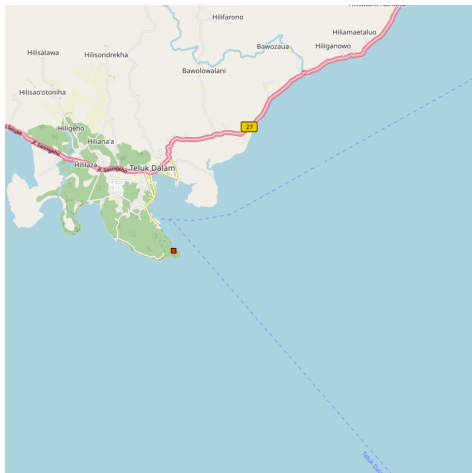



1.11.7.13 - Tanjung Hele (S Nias)

0°32.77 N
97°49.53 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Nias (W Sumatra) - East coast pulau Nias (W Sumatra)





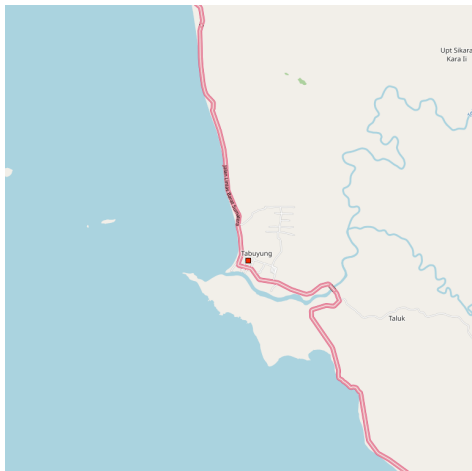
 Tanjung Hele, the S point of Telokdalam, lies about 6 miles E of Teluk Lagudri.


A reef marked by discolored water and very high surf, extends SE from Tanjung Hele, which should be rounded at a distance of at least 1 mile.

1.12 - Ujung Tabuyung (W Sumatra)

0°51.05 N
98°59.35 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 An above-water rock lies about 1 mile offshore, 14 miles N of Tanjung Tabujung.

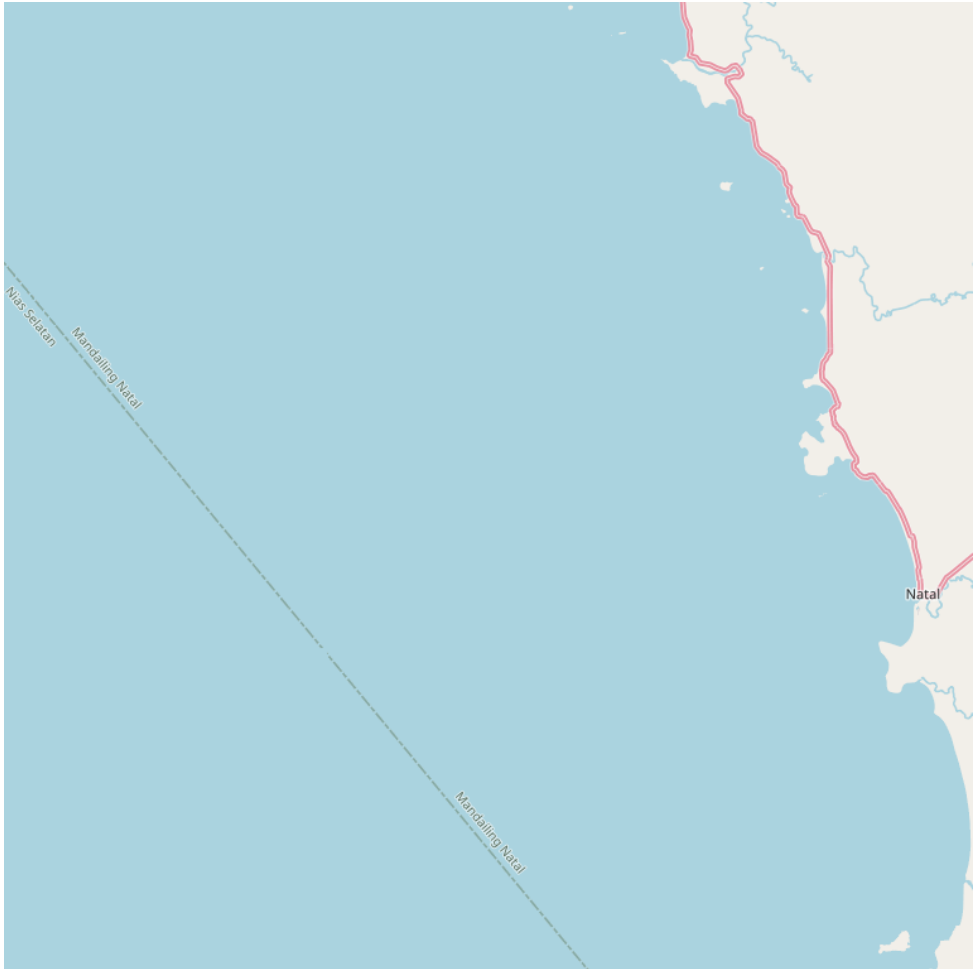
Tabujung Road, located N of Tanjung Tabujung, is partly sheltered by Pulau Tengah (Pulau Tonga) and Pulau Si Dakah (Pulau Labu, about 4 and 1.5 miles,

respectively, NW of Tanjung Tabujung.


1.13 - Karang Sirene (Sirene Reefs)

0°40.65 N
98°57.60 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Karang Sirene (Sirene Reefs)



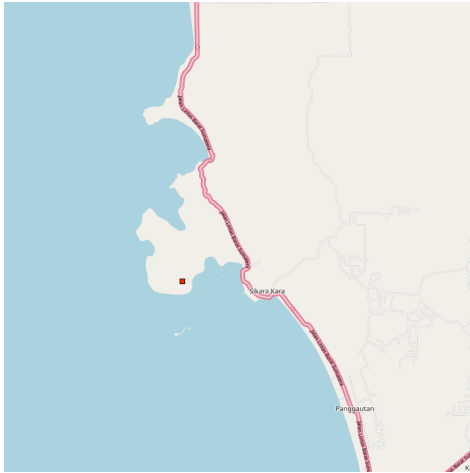
160 


 Sirene Reefs, one of the outermost dangers in this locality, consist of four heads, of which the westernmost and the southernmost, with 0.9m of water, sometimes break; there are depths of 1.4 and 6.9m on the other two patches.

1.14 - Ujung Sikarakara (W Sumatra)

0°37.48 N
99°03.53 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)

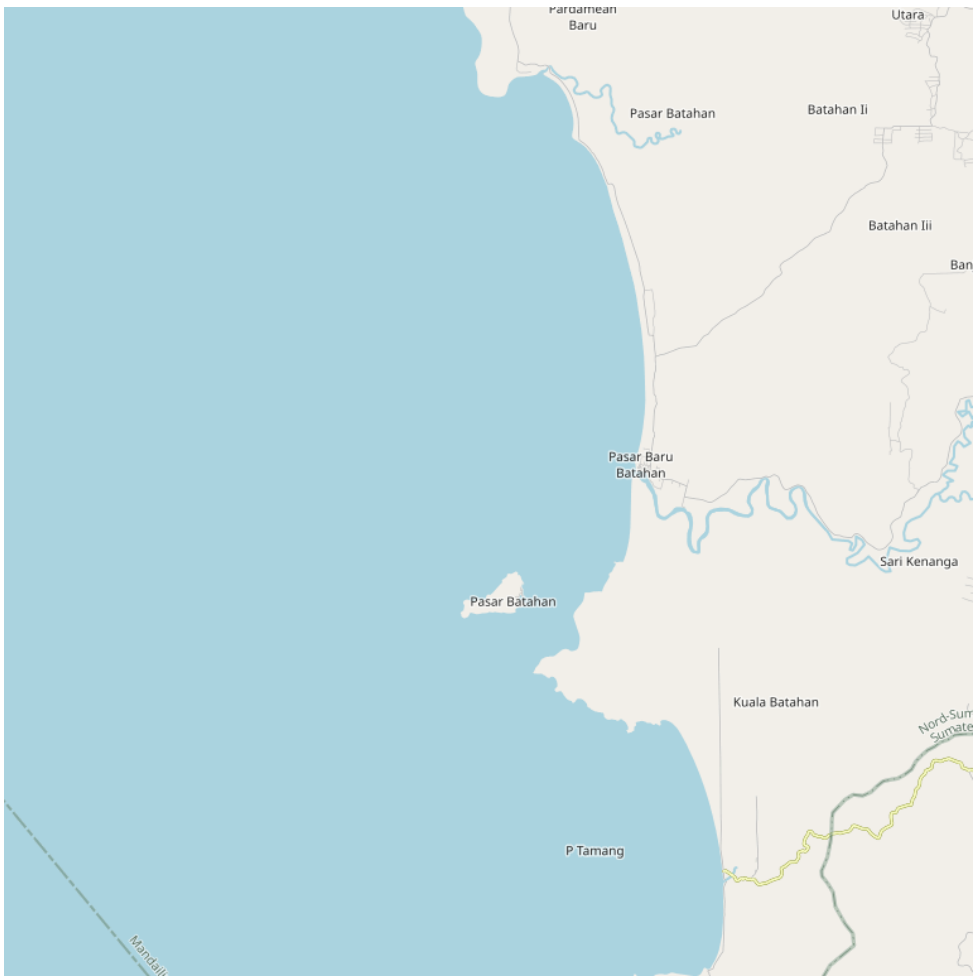


 The coast between Tanjung Tabujung and Ujung Sikarakar, about 14 miles S, is fronted by many dangers, some of which lie just within the 10m curve. Natal Road that lies off the coast between Ujung Sikarakara and Ujung Rakat, about 6 miles S, is open W and is encumbered with many dangerous shoals, rendering it one of the worst anchorages on the coast. The shore is fringed by a bank, with depths of less than 5.5m, extending about 2 miles offshore. Teluk Batahan, about 8 miles wide, is an open bight and lies S of Natal Road between Ujung Sumur, about 2 miles S of Ujung Rakat and Ujung Palimbungan, about 10 miles S.


1.15 - Pulau Temang (W Sumatra)

0°22.15 N
99°05.85 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Temang (W Sumatra)



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 Pulau Tamang (Pulau Temang) is an easily-identified hilly island (Area:10Km²with an average elevation of 1 m above the sea) located at the SE extremity of Teluk Batahan, about 1 mile from the coast.

It is fringed by a reef except at its W end, where there is a depth of 11m about 0.1 mile offshore.

A light is shown on the W end of Pulau Tamang.

A shoal, with a depth of 11.9m, lies 0.75 mile W of the W extremity of Pulau Tamang.

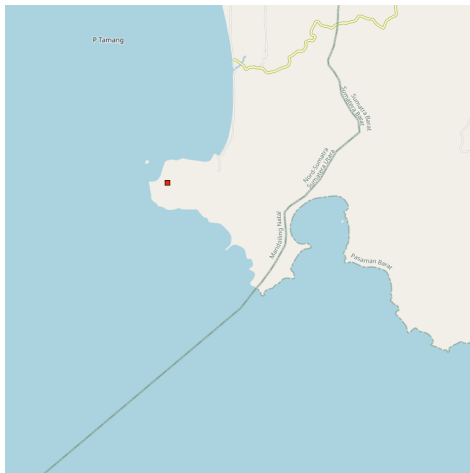
There is good anchorage, in depths of 16.5 to 18.3m, soft clay, between the island and the mainland, with the N point of the island bearing about 315° and Ujung Palimbungan bearing S.


From Pulau Tamang, the coast is indented by a bight and trends S for 6 miles to Udjang Iban, which is rocky.

1.16 - Ujung Tuan (W Sumatra)

0°15.45 N
99°08.53 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 The coastal plain between the Sungai Singkil and Ujung Tuan, about 156 miles SE, is generally narrow, being backed by mountains with numerous peaks. Ujung Tuan is a rocky point. A 175m hill, with a remarkable broad conical summit, lies close SE of the point.

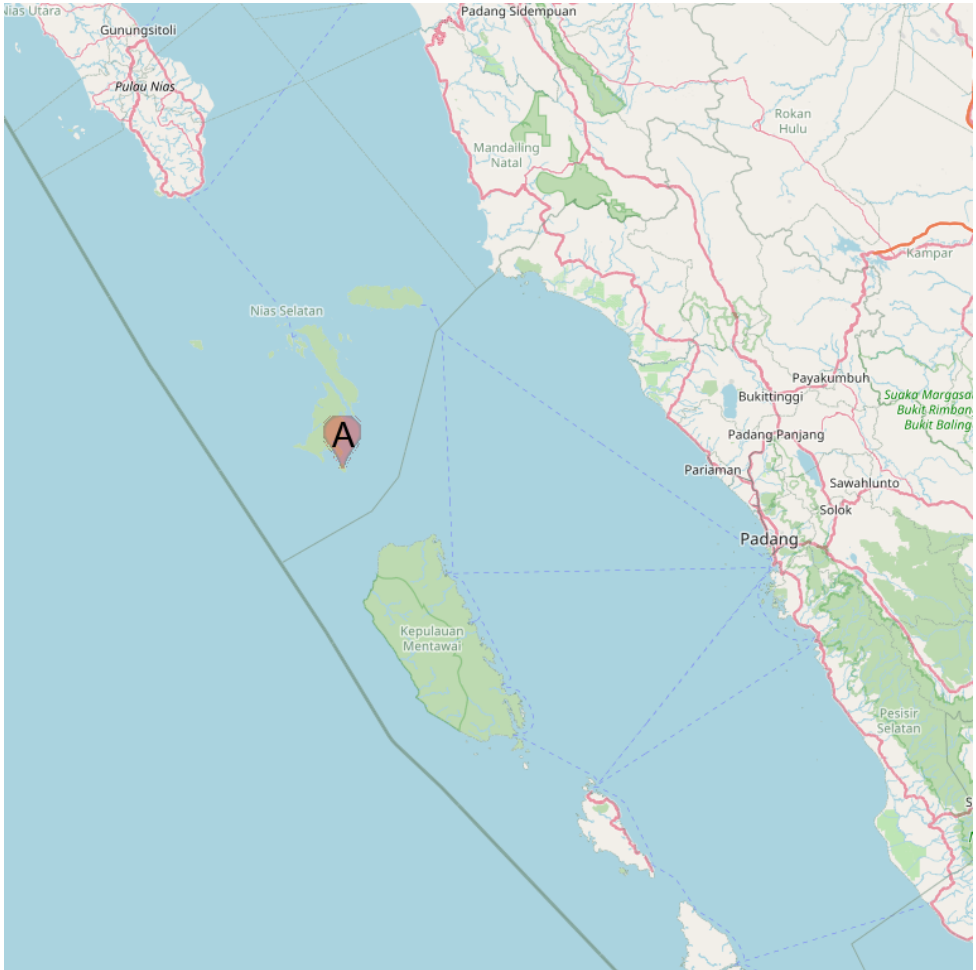
To Ujung Tuan, about 116 miles farther SE, the mountains gradually approach the coast. The rivers are generally small and of little importance.

Off the whole of this coast there are numerous reefs and islands, some of which rise steeply from the 200m curve.


1.17 - Pulau pulau Batu (Kepulauan Batu) (W Sumatra)

0°13.85 S
98°31.68 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau pulau Batu (Kepulauan Batu) (W Sumatra)



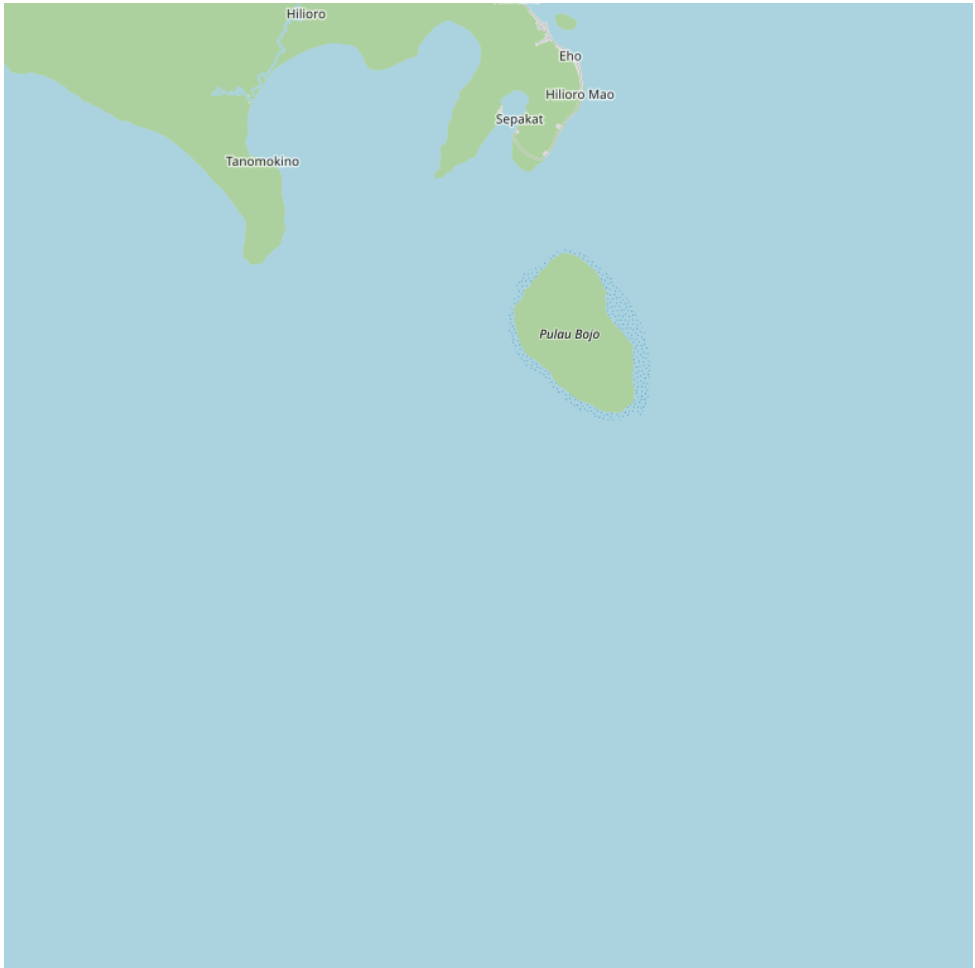
 Pulau Bodjo (W Sumatra)

 Pulau Pulau Batu (Kepulauan Batu), forming the S side of Great Channel (between Pulau Nias and Pulau Pulau Batu), consists of three large islands, Pulau Tanahmasa, Pulau Tanahbala and Pulau Pini, with numerous islands fringed by extensive coral reef.


1.17.1 - Pulau Bodjo (W Sumatra)

0°37.00 S
98°30.38 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau pulau Batu (Kepulauan Batu) (W Sumatra) - Pulau Bodjo (W Sumatra)



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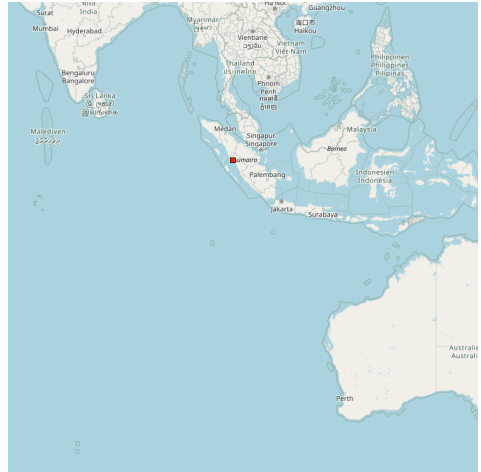
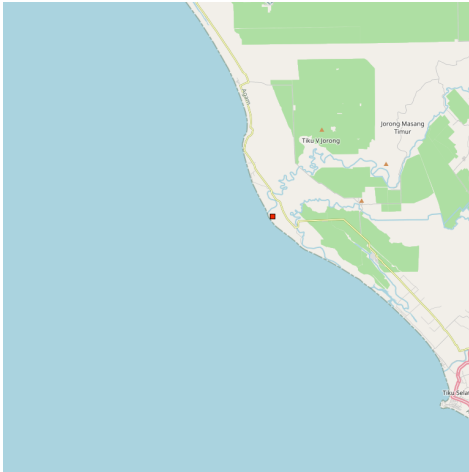
 Pulau Bodjo, lying about 2 miles S of the SE extremity of Pulau Tanahbala, is densely wooded and about 150m high. It is fringed by a steep-to reef which nearly dries, extending about 0.3 mile offshore in places.


A light is shown from the S side of the island.

1.18 - Ujung Masang (W Sumatra)

0°17.78 S
99°49.15 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 Ujung Masang is low, with a reef stretching out about 0.5 mile and should not be approached in depths of less than 31m.
The Sungai Masang enters the sea at the point.


1.19 - Karang Posumah (Van Bylandt Reefs) (W Sumatra)

0°34.56 S
98°33.83 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Karang Posumah (Van Bylandt Reefs) (W Sumatra)



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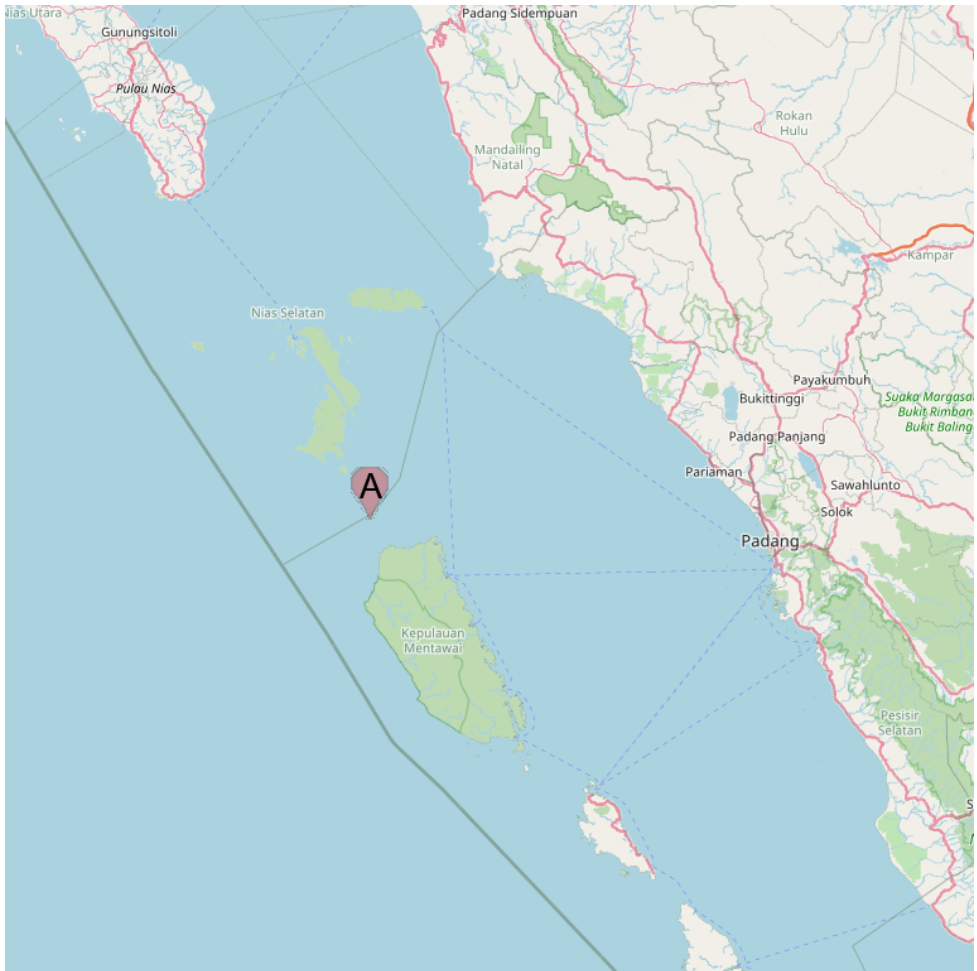
 Karang Posumah consists of two patches, located about 7 miles ENE and E, respectively, of Pulau Bodjo; they have depths of 4.9 to 5.5m.


The SW side of the bank is very steep-to, but the NE side is more shelving. The shallowest parts may occasionally be distinguished by the swell, but seldom by breakers.


1.20 - Selat Siberut (W Sumatra)

0°48.27 S
98°38.21 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Selat Siberut (W Sumatra)



 Gosong Makasar (W Sumatra)

 Selat Siberut, between Pulau Bojo and Pulau Siberut, is about 21 miles wide. Selat Siberut is the passage usually taken by vessels bound to Teluk Bayur from N.

Low-powered vessels from the Indian Ocean bound to Selat Sunda between May and september, and all vessels bound N from Selat Sunda between November and March, use this passage.

There is generally a long line of surf on the shores of the strait, particularly on its N and W portions. In the E portion, and under the Pulau Siberut shore, there is

shelter from the sea which causes heavy surf on the N shore, where all the dangers lie within the 5.5m line.

Vessels approaching Selat Siberut from the W should steer to pass about 2 miles S of the W point of Pulau Tanahbala, and will sight Pulau Bodjo with its lighthouse.

The best course is to pass between Pulau Bodjo and Makasser Reef, which is clear of all danger; the reef is nearly always to be seen by the breakers.

The island should be passed at a distance of 2 miles, steering about 090°, until Tanjung Sigep bears 155°, when a course may be shaped for the desired port.

Vessels approaching Selat Siberut from the W should steer to pass about 2 miles S of the W point of Pulau Tanahbala, and will sight Pulau Bodjo with its lighthouse.

The best course is to pass between Pulau Bodjo and Makasser Reef, which is clear of all danger; the reef is nearly always to be seen by the breakers.

Winds?Weather

From November to May, when the Northeast Monsoon prevails S of the Equator, the weather is fine in Selat Siberut, with light S and SW winds. The wind is rarely stronger than force 2; in March and April strong W squalls lasting about 10 minutes may be experienced. In the other months of the monsoon rain, squalls with little wind may be expected.

If the wind shifts to S during the Southwest Monsoon period, which usually occurs between June and September, hard NW and W winds prevail in Selat Siberut, accompanied by heavy squalls.

Tides?Currents

The tidal currents are reported to be irregular.

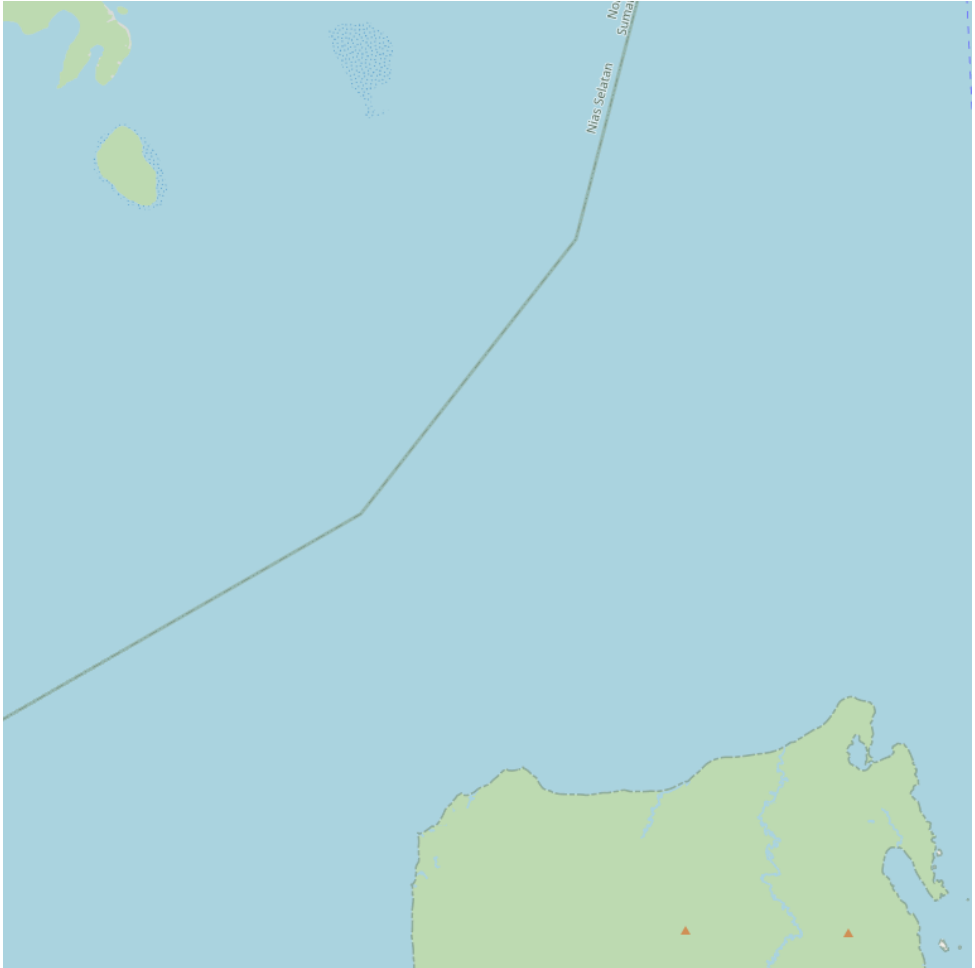
Sometimes a W set is experienced for several successive days; at other times, an E set is experienced, with the latter being generally the weaker.

After a few days of light winds the currents turn at about HW and LW. The strongest currents are found close to the shores, where, N of Tanjung Sigep (0°54'S., 98°54'E.), the N extremity of Pulau Siberut, and between Pulau Bodjo and Pulau Tanahbala, they sometimes attain a rate of from 2 to 3 knots. In the latter vicinity the flood sets ENE and the ebb WSW.


1.20.1 - Gosong Makasar (W Sumatra)

0°49.88 S
98°37.17 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Selat Siberut (W Sumatra) - Gosong Makasar (W Sumatra)



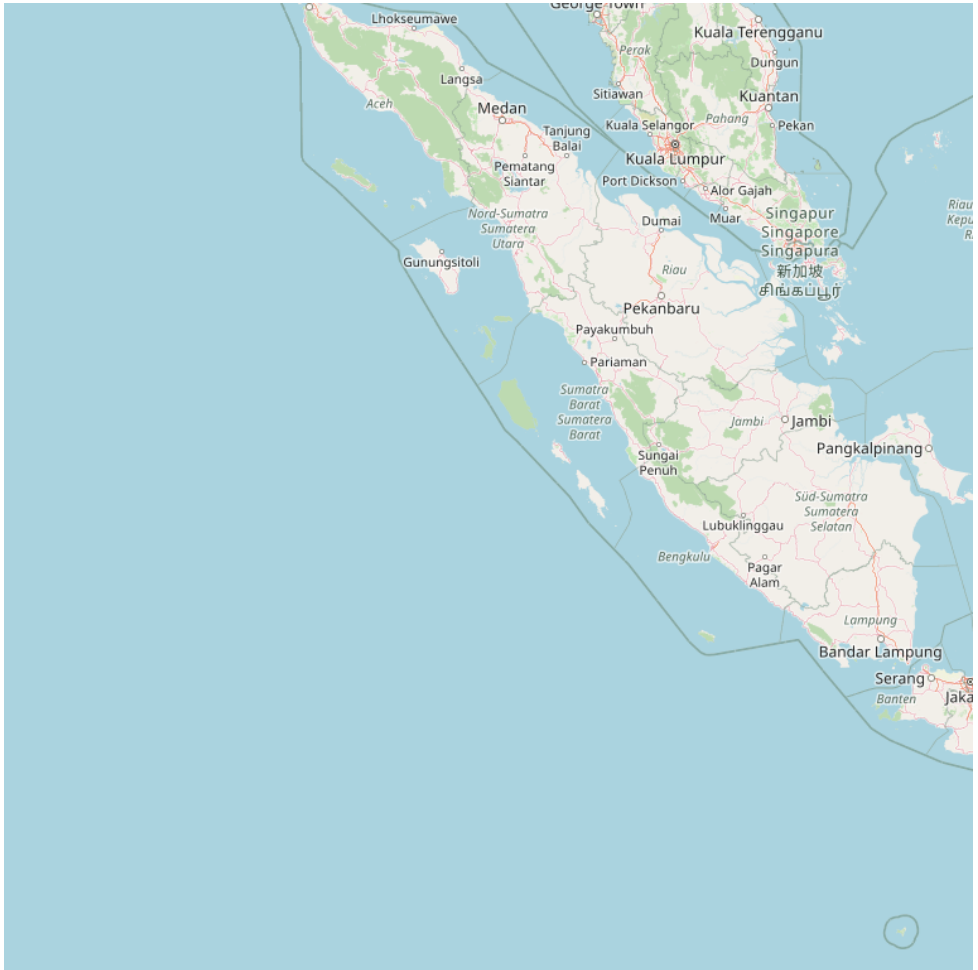
163 

 Gosong Makasar (Makassar Reef), with a depth of 0.6m, lies about 12 miles SSE of the S extremity of Pulau Bodjo. It is easily recognized in the daytime by the high breakers on its shallow portion.

The reef extends 1 mile beyond the breakers.

1.21 - Kepulaun Mentawai (Mentawai islands) (W Sumatra) 2°13.54 S 99°38.92 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Kepulaun Mentawai (Mentawai islands) (W Sumatra)



163

Kepulaun Mentawai consists of four large inhabited islands, namely Siberut, Sipura, Pagai Utara, and Pagai Selatan, and of several smaller islands, which are not inhabited.

They are of volcanic formation and earthquakes occur from time to time. They are hilly.

The temperature and climatic phenomena vary considerably on the E and W

coasts. When the wind is blowing hard from the W or NW on the W coasts there are sometimes fresh E winds on the E coasts. There are no definite wet or dry seasons.

The W and NW winds usually bring rain, but the rainfall is also heavy in the Southeast Monsoon period. At these times the weather is very variable, and days of rain are succeeded by bright and clear weather.

The E coasts are particularly unhealthful. Discolored water is often met with off the E coasts of Kepulaun Mentawai, although during surveys of this area no bottom was found with 183m of wire out.

The villages of Kepulaun Mentawai are small and rarely exceed 100 inhabitants. Siberut, situated on Pulau Siberut, at its SE end, is the only village of any importance. A Government official resides here. The inhabitants of the islands live mostly in the interior as the coastal areas are generally swampy.

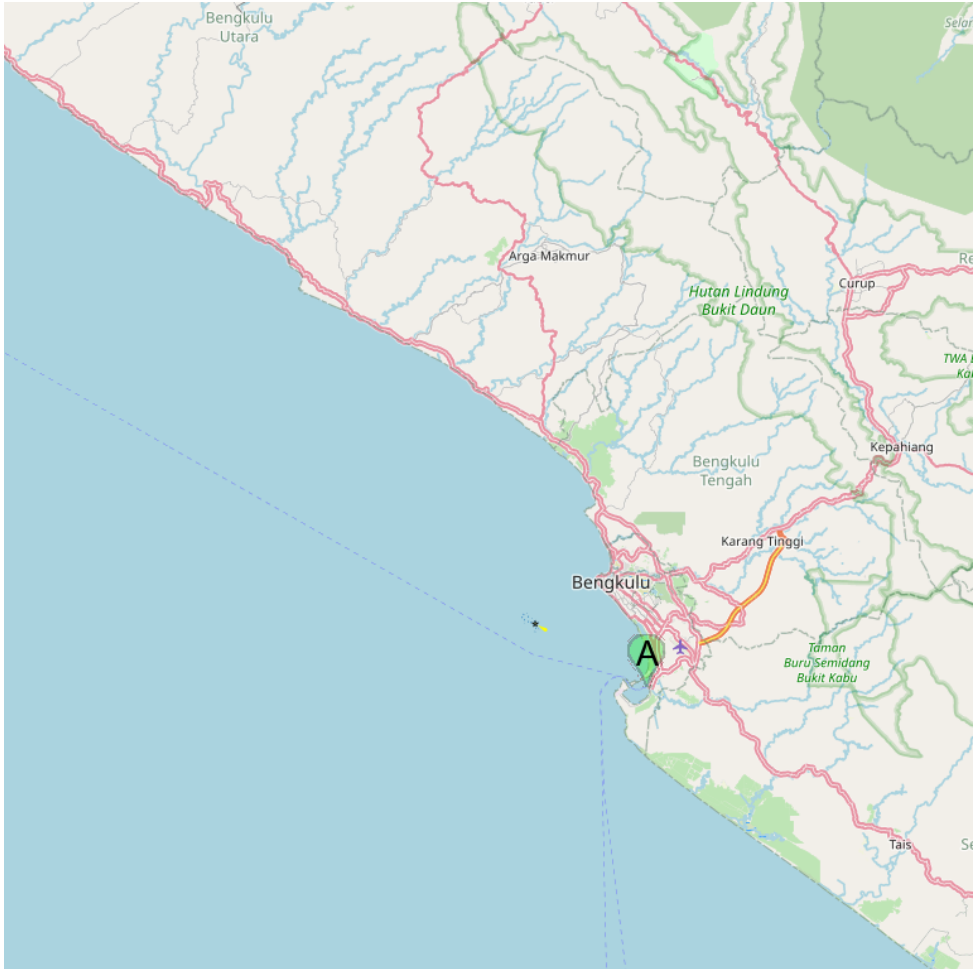
In language, customs and appearance, the people are unlike those of Sumatera and their origin is uncertain. They are very primitive and wear little clothing. Both sexes are generously tattooed.


The people are peaceful and honest, but very shy.

1.22 - Bengkulu road (W Sumatra)

3°49.30 S
102°15.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Bengkulu road (W Sumatra)



 Teluk Pulaubaai (Bengkulu - W Sumatra)

Bengkulu is the capital of the Bengkulu district and the headquarters of an administrator. The Bengkulu River mouth discharges into the bay about 2 miles NE of the town.

Bengkulu Road may be considered as lying between Ujung Coko (Ujung Parit) 4.5 miles N of Bengkulu and about 8 miles S of Bengkulu, forming a large bay on either side of the town.

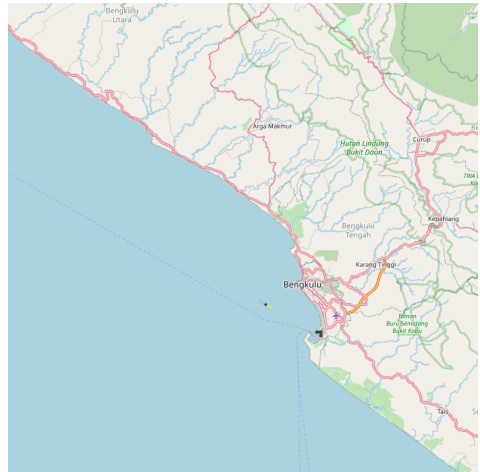
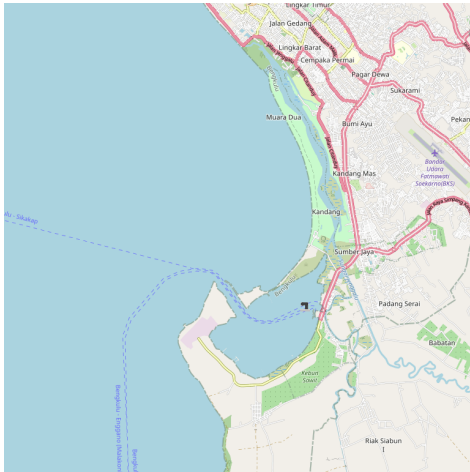
The inner road, with depths of 7.3 to 11m, lies NW of Bengkulu and within Pata Sambilan Reef.


The NW winds which prevail from October to April, when strong, cause a heavy swell and breakers in the roadstead; during the Southeast Monsoon the inner road is perfectly safe.

1.22.1 - Teluk Pulaubaa (Bengkulu - W Sumatra)

3°54.33 S
102°18.08 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Bengkulu road (W Sumatra)



 Teluk Pulaubaa is located 8 miles SE of Bengkulu. The bay is completely separated from the sea by a tongue of land, making it an excellent anchorage for shipping.

The middle of the harbor has a dredged depth of 10m. The dredged channel opening out to the sea has a depth of 10m, with its entrance protected by two breakwaters.

Lights are shown from the end of each breakwater.

The port can accommodate vessels up to 15,000 dwt, with a maximum length of 150m and a maximum draft of 9m. There are three separate berthing areas in the basin.

Situated E of the entrance channel and range lights are the Pertamina Oil Company and the Liquid Bulk Terminal areas.

The oil jetty has a depth of 8.8m at its head. Dolphins extend on each side. Situated adjacent to the Liquid Bulk Terminal is the domestic berth. This berth is sometimes referred to as the local wharf. This berth is 124m long and has 4m of water alongside.

Situated W of the entrance channel and range line is the Coal Open Storage area. Here

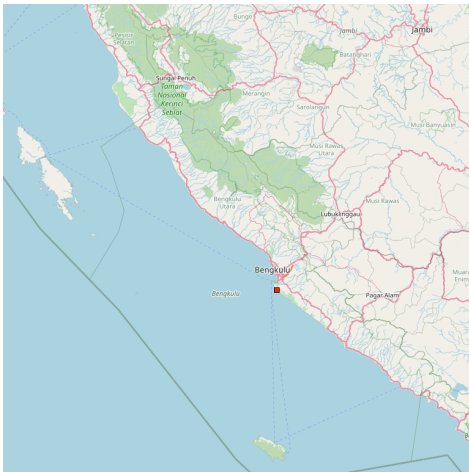
the international berth extends 165m in length, with 10m alongside, and can accommodate a maximum draft of 9m.




1.23 - Ujung Genting (W Sumatra)

3°58.80 S
102°18.31 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 Ujung Genting, a round bluff headland covered with high trees, is discernible in Bengkulu Road and lies about 3 miles SSE of Ujung Teluk Panggur.

From Ujung Genting, the coast of Sumatera extends in a SE direction for a distance of 183 miles to Vlakke Hoek, at the N side of the entrance to Selat Sunda.

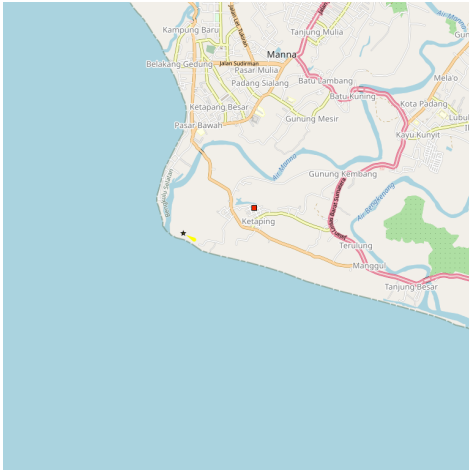
Throughout its extent it is almost entirely without shelter, and being beaten by heavy surf, the few frequented places are dangerous for landing. It is in most places bold and safe to approach.


The land is mountainous a short distance inland.

1.24 - Tanjung Manna (W Sumatra)

4°29.08 S
102°54.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)

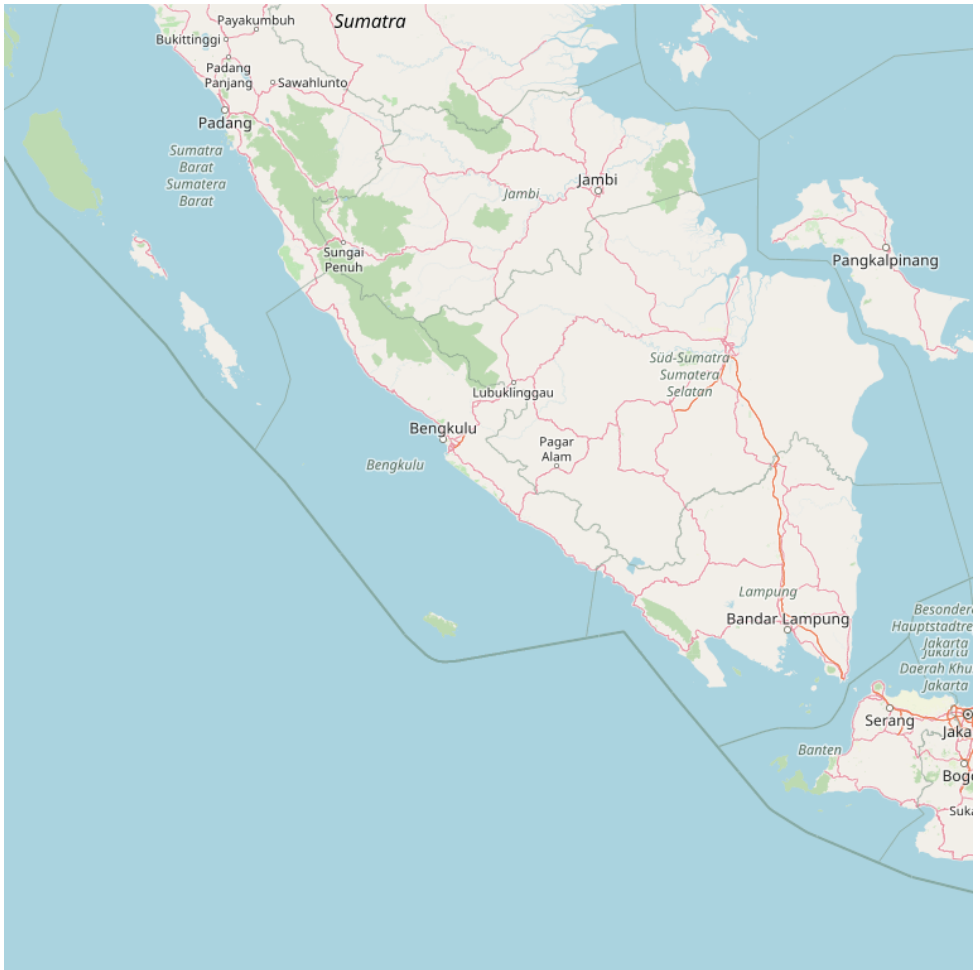


 Off Tg Manna during the E Monsson period, heavy rollers get up in 7.3m, and a break may occur in depths of 5.5m after the sea breeze sets in, thus preventing any communication with the shore. It is therefore not a desirable anchorage.


1.25 - Pulau Marbau (E Enggano)

4°39.77 S
102°17.01 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Marbau (E Enggano)



160 

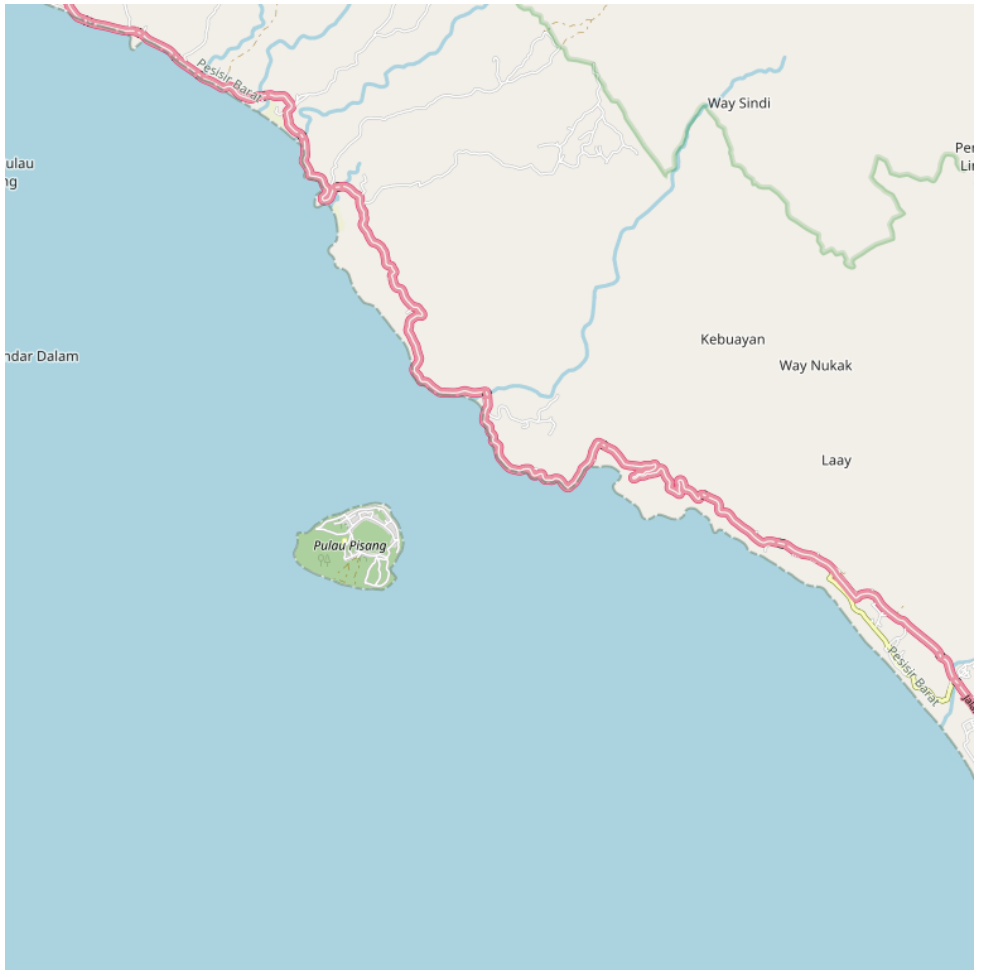
 Pulau Marbau, an island about 2 miles S of Pulau Dua is also covered with trees and surrounded by a reef, which on the W side extends but a short distance.


There is a deep, narrow passage apparently between the reef off the S side of Marbau and the reef which extends SE of Tanjung Kahoabi.

1.26 - Pulau Pisang (teluk Krui - SW Sumatra)

5°07.28 S
103°50.64 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Pisang (teluk Krui - SW Sumatra)

160 

 Pulau Pisang, quartz rock, 41m high and densely overgrown with coconut palms, is almost 1 mile in extent and lies about 11 miles SE of Teluk Pugung and 1 mile offshore; the intermediate coast is steep-to.

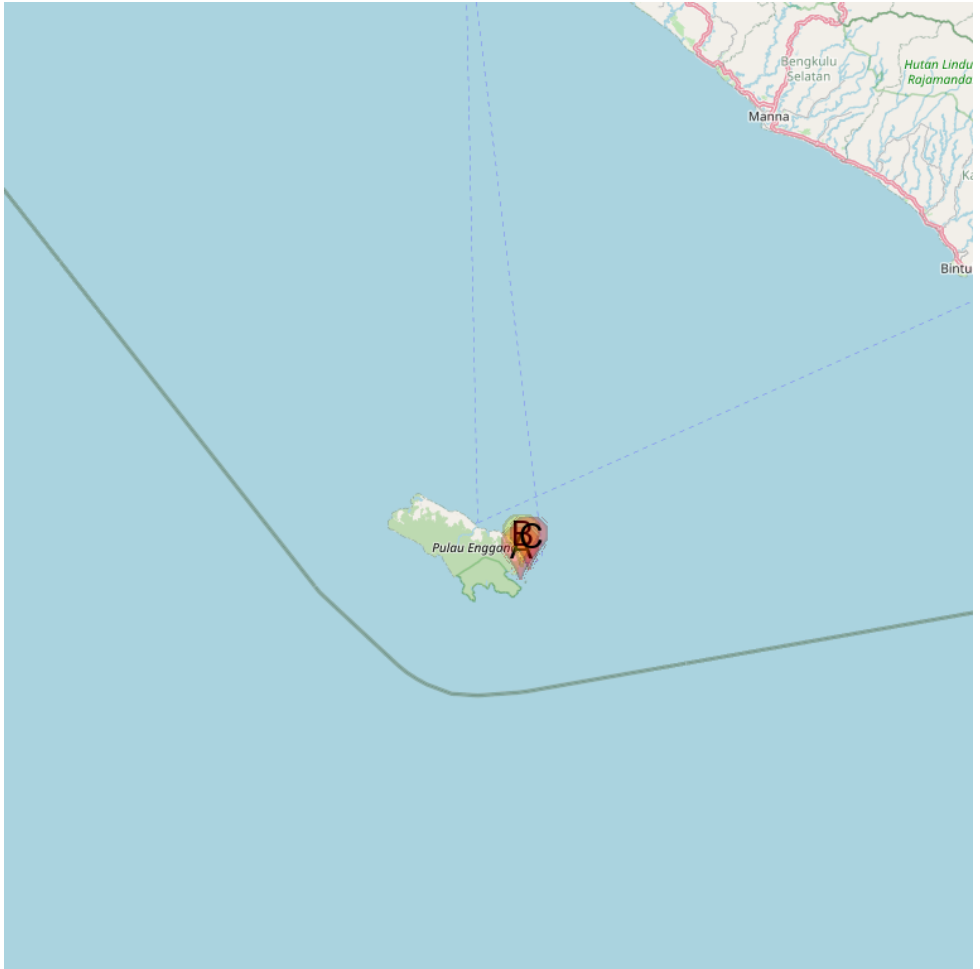
It is surrounded by a narrow coastal reef with deep water about 0.2 mile off, with the exception of the NE side, where it is connected to the mainland by a ledge with a greatest depth of 73m.

On this ledge and to the N of the island, are patches with depths from 1.8 to 5.5m.

1.27 - Pulau Enggano (SW Sumatra)

5°24.40 S
102°15.31 E


Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Enggano (SW Sumatra)



A Pulau Bangkei (E Enggano)

B Teluk Enggano (E Enggano)

C Pulau Dua (E Enggano)

 Pulau Enggano, the southernmost of the large islands fronting the W coast of Sumatra, lies about 60 miles W of Sumatra.

Pulau Enggano is about 20 miles long and about 10 miles wide.

A range of hills runs through the island from NW to SE. The hills extend down to the sea along the SW and S but the island is lower and more level toward the NW and NE sides. It is densely wooded, unbroken by a field of grass or a trace of

cultivation.

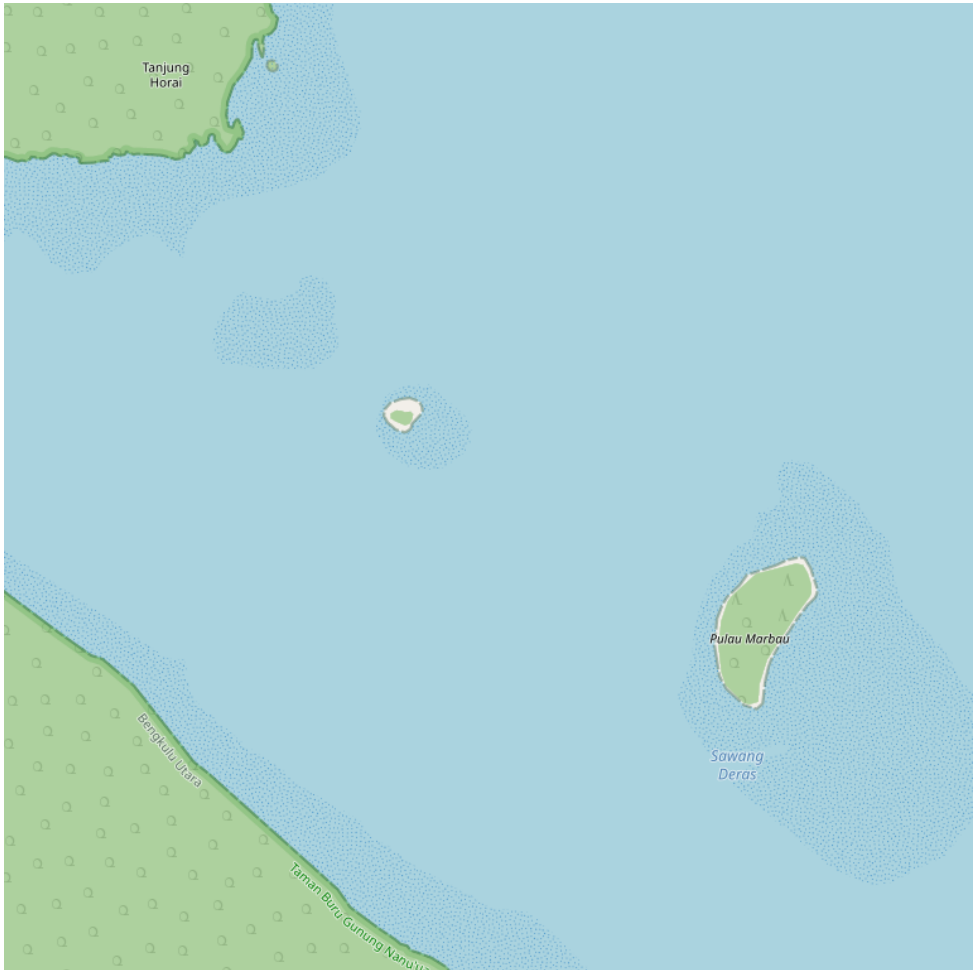
It can not be said to have a beach, as the trees reach to and overhang it. A quantity of coconut trees are seen along the coasts; the sea breaks furiously on the drying coral reefs which fringe the island.

There are heavy breakers on the reefs even in the calmest weather. The island forms part of Benkulen Province.

1.27.1 - Pulau Bangkei (E Enggano)

5°27.98 S
102°22.42 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Enggano (SW Sumatra) - Pulau Bangkei (E Enggano)



163

Bangkei, the middle island of the three and the smallest, is conspicuous from the sea, having a high sandy beach, with a tuft of trees near the center. It is located on the outer detached reef which lies off Eumo Point, the NE point of Telok Kiowa, a deep cove in the S part of Teluk Enggano.


A 3.2m patch lies about 0.5 mile NE of Bangkei and a 3.7m patch lies about 0.2 mile N of Bangkei.

1.27.2 - Teluk Enggano (E Enggano)

5°26.45 S
102°22.62 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Enggano (SW Sumatra)



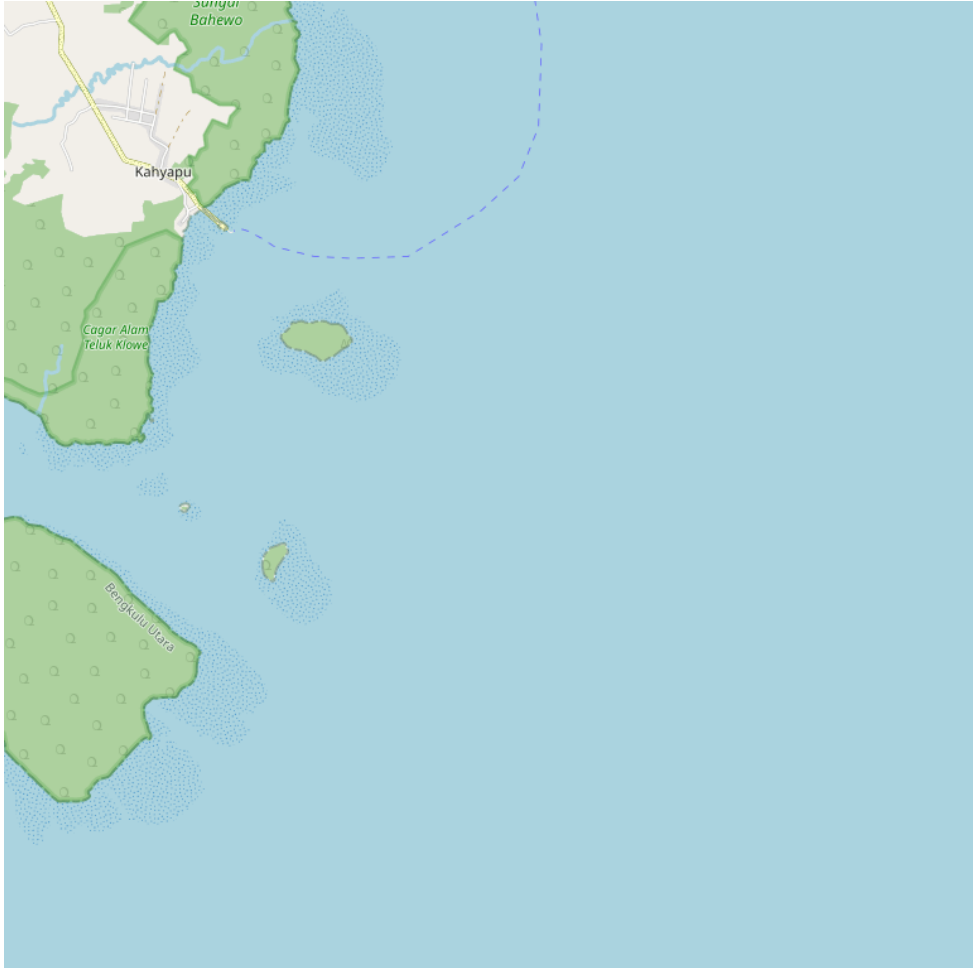
 Teluk Enggano (Engano Bay), the principal anchorage, is on the E side of the island, and has in its entrance three small islands surrounded by reefs, which always break heavily.




1.27.3 - Pulau Dua (E Enggano)

5°26.65 S
102°23.57 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Enggano (SW Sumatra) - Pulau Dua (E Enggano)



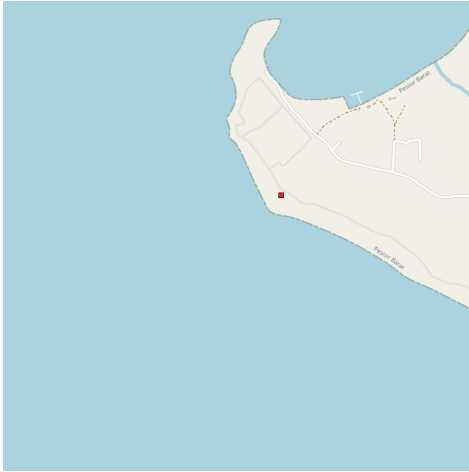
163 


 Pulau Dua is inhabited and covered with trees; except for a small opening on the W side, it is surrounded by a coral reef of considerable extent, partly dry at LW, but having depths of 7.3 to 18.3m close-to.

1.28 - Ujung Cukubatuberagam (Bengkunat - SW Sumatra)

5°38.43 S
104°18.10 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



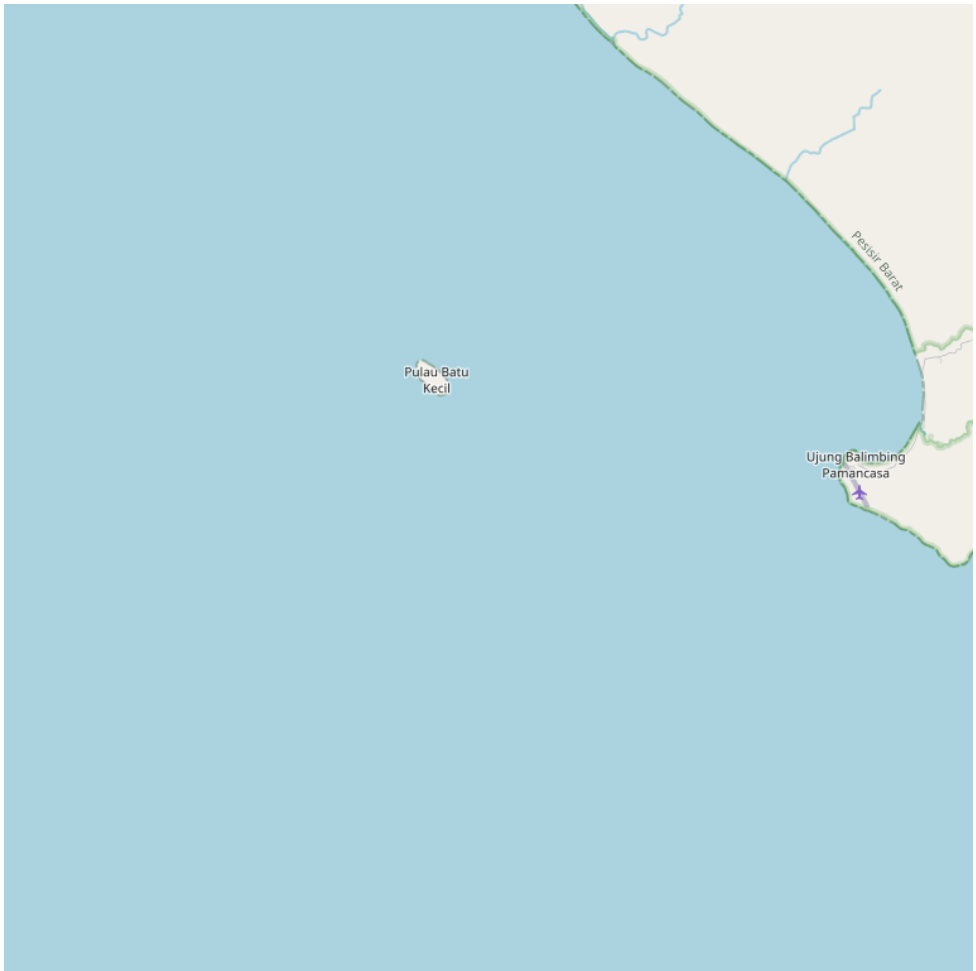
 Ujung Cukubatuberagam the, S extremity of the bay, is fringed by a coral reef; a 3.6m patch lies 0.5 mile N of the point and a shoal, upon which there is a rock with a depth of 0.6m, lies 1.5 miles NNW of the point.

The coast from Ujung Cukubatuberagam trends about 23 miles SE to Tanjung Balimbingpamancasa (Vlakke Hoek).


1.29 - Pulau Batu Kecil (Balimbing - SW Sumatra)

5°53.52 S
104°26.78 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Pulau Batu Kecil (Balimbing - SW Sumatra)



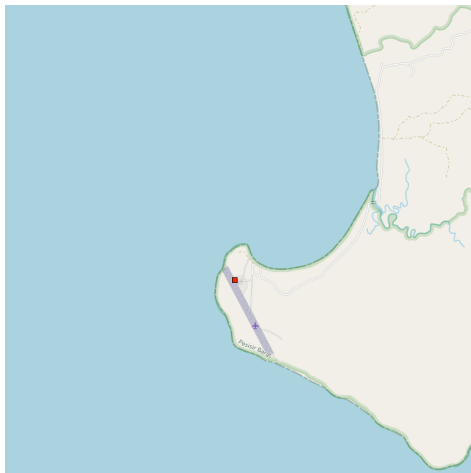
160 


 Pulau Batu Kecil lies about 7 miles WNW of Tanjung Balimbing pamancasa; it is low, wooded, about 0.7 mile in extent, and surrounded by a reef. A shoal bank extends NW and SE of the island.

1.30 - Tanjung Balimbing Pamancasa (Vlakke Hoek - SW Sumatra)

5°55.00 S
104°33.37 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia)



 Tg Balimbing (Belimbing) is the S point of Teluk Balimbing and the NW entrance point of Selat Sunda.

The coast is generally low and densely overgrown, but inland the country is mountainous.

Teluk Balimbing indents the coast just N of Tanjung Balimbingpamancasa. The village of Balimbing is situated close E of the SW entrance point of Teluk Balimbing.

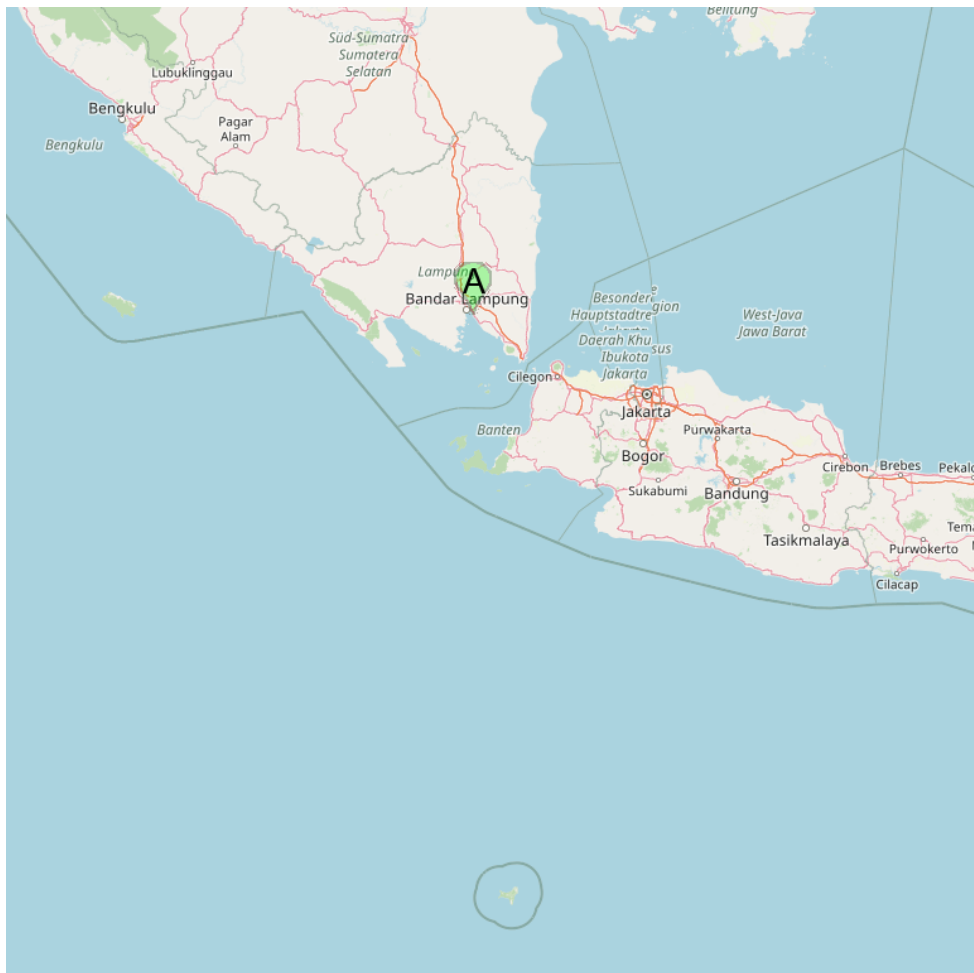
To the N of this same point the 10m curve is about 0.5 mile offshore and the depths shoal quickly to 5.4m. The depths in the bay shoal gradually.



1.31 - Sunda Strait

6°02.66 S
105°14.4. E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Sunda Strait




 Panjang



Sunda Strait

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 The Sunda Strait (Indonesian: Selat Sunda) is the strait between the Indonesian islands of Java and Sumatra.

It connects the Java Sea to the Indian Ocean.

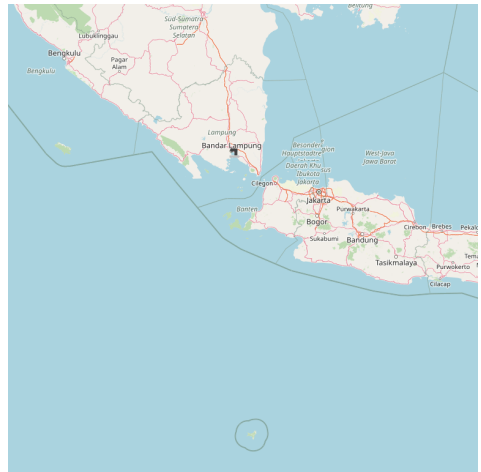
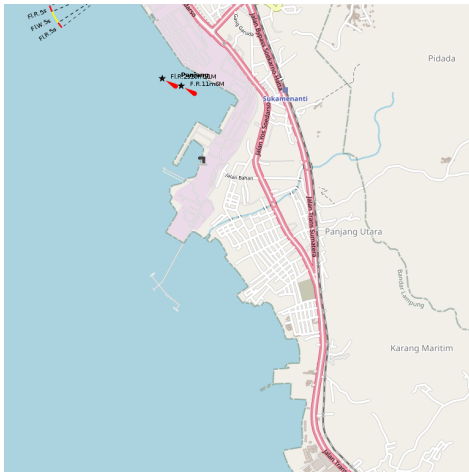
 Le détroit de la Sonde, en indonésien

Selat Sunda, est un détroit séparant les îles indonésiennes de Java et Sumatra.


1.31.1 - Panjang

5°28.43 S
105°19.07 E

Mer du Nord - Sumatra (Indonesia) - Sumatra W coast (Indonesia) - Sunda Strait



 Small port.

 Petit port côtier.



2 - Sumatra E coast (Indonesia)

0°43.53 N
103°08.70 E

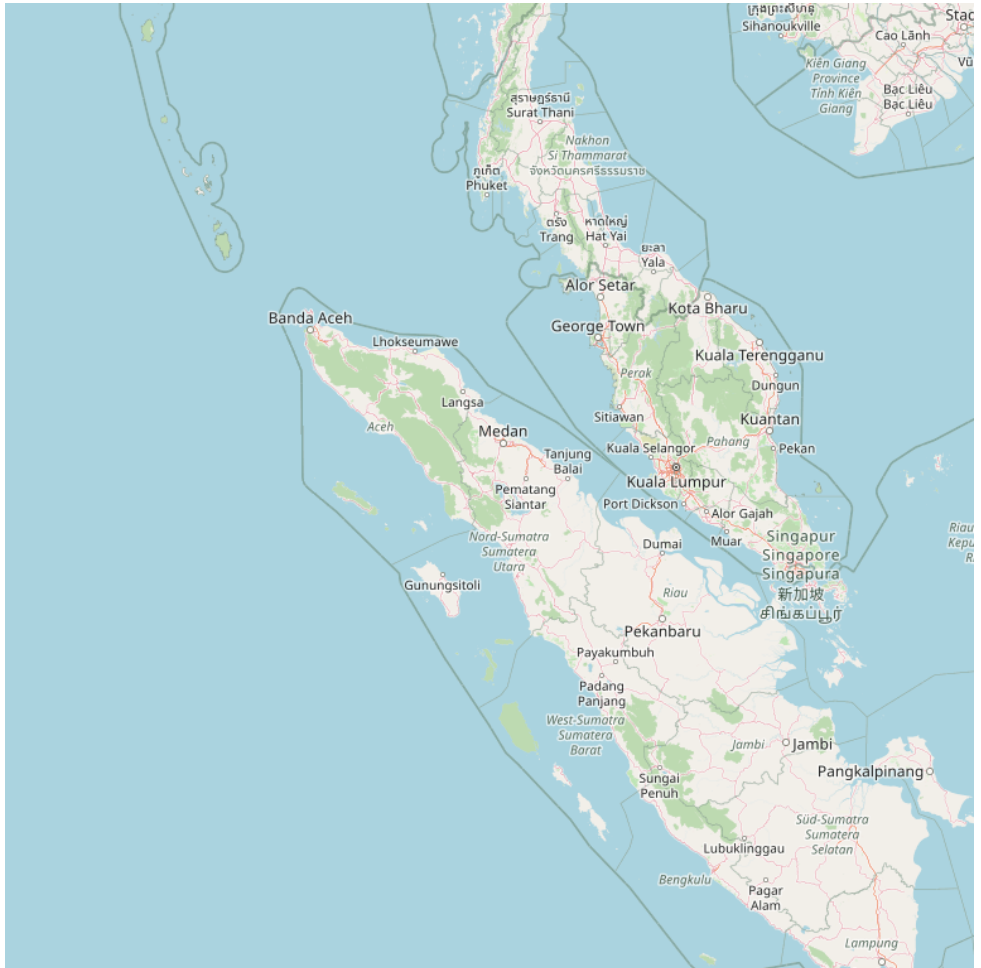
Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)




2.1 - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra)

3°30.29 N
99°22.64 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra)



 The coast between Tanjung Jambuair and Ujung Tamiang about 69 miles SE, is plain, with few prominent features.

From February through May the high mountains in the interior are occasionally visible. During the rest of the year they can usually be seen in the morning. Many of the peaks of the ranges are prominent, and serve as useful landmarks.

Several small rivers flow into the strait along this section of coast. Small, shallow draft coastal vessels use these small rivers.

Between Ujung Tamiang and Tanjung Tanjung, about 96 miles SE, and then to

Tanjung Sinaboi, about 115 miles farther SE, the low swampy coast is intersected by numerous small rivers, few of which are navigable. High mountain ridges rise in the interior and are clearly visible.

The depth curves generally follow the contour of the coast with the 10m curve lying about 1 to 5 miles offshore, except in the bays and inlets.

The SE part of the Strait of Malacca constricts to a width of 37 miles between Pulau Sinaboi and Tanjong Ru, on the Malaysian coast. The fairway is fouled by a series of narrow detached banks with depths of 11m and less.

Winds?Weather

Although the Strait of Malacca is within the limits of the Northeast Monsoon and Southwest Monsoon of the Indian Ocean, the winds are variable because of the high land on both sides. Land and sea breezes are regular on both coasts. In the offing, the monsoons are only regular when they are at their height in the adjacent sea area. However, the wind is moderate in the strait and only lasts for part of the day.

The monsoons become more regular near Singapore.

Between Acheh Head and Ko Phuket, the Southwest Monsoon commences in the latter part of April or the early part of May, and ceases in October. Calms and variable winds frequently prevail in November.

The Southwest Monsoon seldom blows far into the strait.

During this season, variable winds, chiefly from the SE and SW, prevail in the middle of the strait, with periods of long calms.

On the Sumatera side, light winds and calms prevail, and heavy squalls from the land are experienced during the night.

Fewer calms are experienced on the Malayan side and there are seldom any squalls. Variable land and sea breezes are usually experienced.

During the Southwest Monsoon, the weather is generally cloudy and stormy especially when the monsoon is at its peak.

Sumatras, or squalls from the SW, are more common during the Southwest Monsoon than during the Northeast Monsoon.

They generally occur during the first part of the night and are accompanied by sudden severe winds, with thunder and lightning.

They are more frequent on the N coast of Sumatera and along the Malaysian coast between Parcelar Hill and the Karimum Islands. Here they usually blow for 6 to 8 hours at a time as a strong, or moderate gale. Their characteristic is that of an arch squall.

Northwesters are not as frequent as the Sumatras. They are most common

during the Southwest Monsoon and occur in the NW part of the strait but sometimes are felt as far SE as Singapore Strait. Severe high winds blow at the beginning of the storm but their strength soon abates. They are generally preceded by a black cloud arch, which rises rapidly from the horizon toward the zenith and are usually accompanied by thunder, lightning, and heavy rain.

The Northeast Monsoon prevails in the W entrance of the Strait of Malacca from November to April, which is considered the fair season. The weather is more settled at this time. There are seldom severe squalls and there is less thunder, lightning, and much less rain than in the other season.

In November, the winds are variable, frequently from the NW and W, although occasionally the NE winds set in November.

From this period to March, the Northeast Monsoon is the strongest, but at times NW and W winds of 1 or 2 days duration have been experienced in every month when the Northeast Monsoon should prevail.

Late in March, the NE and N winds become light and variable, with strong land breezes at night. On the Malaysian side these breezes commence between 2000 and 2200 and last for 4 or 5 hours, sometimes blowing all night.

This is generally the case between Mount Formosa and Cape Rachado. Calm winds are less likely to exist on the Malaysian side than on the Sumatera side of the strait.

Tides?Currents

The Strait of Malacca is relatively shallow, with the greater part of the area having depths of less than 73m. The main movement of water is from tidal influences.

Throughout the year, there is a residual predominantly NW current in the strait.

During the NW monsoon, part of the S current in the South China Sea rounds the S extremity of the Malay Peninsula and sets NW through the Strait of Malacca.

During the period of the Southwest Monsoon, part of the current which flows through Karimata Strait and into the South China Sea, branches off to the NW into the Strait of Malacca. This NW current is also present during the transition months of April and October although at these times it becomes weaker and less constant.

As the NW monsoon becomes well established there is some evidence in some of the winter months for an counterclockwise circulation in the N parts of the strait, N of about 3°N. This circulation weakens during the April transition.

When the Southwest Monsoon becomes established, a clockwise circulation probably results over the same area during the period June to October, with a maximum effect in August.

Though the predominant direction in the strait is NW, currents from all directions have been reported and the percentage frequency of the predominant flow is never high.

The current is most constant during the period January to April and is least constant from May to August. A number of observations, report rates of less than 1 knot.

Some have been reported more than 1 knot and no currents have been reported in excess of 2 knots.

The tides on the coast of Sumatera covered by this sector are chiefly semi-diurnal in character. However, on the N and NE coasts the diurnal tidal system of the South China Sea is felt at times, and when the highs and lows of both systems coincident springs, greater highs and lows are experienced.

The flood tidal current sets E on the N coast of Sumatera; the ebb tidal current sets W. At springs the current rarely exceeds 2 knots; 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 Malacca Passage, and out through Bengal Passage, so that for the greater part of the year the ebb current is longer and stronger than the flood current.

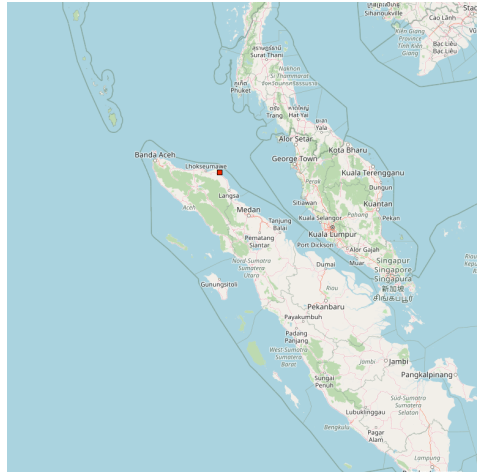
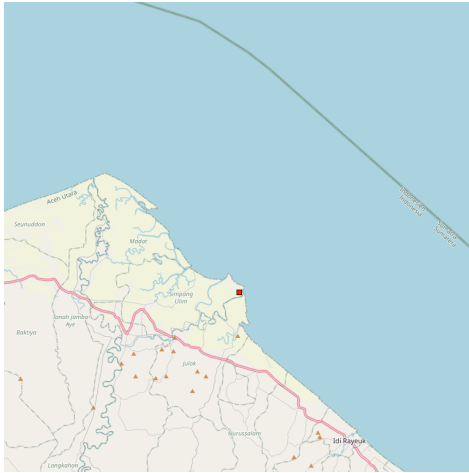
As a result of the prevailing wind, when the water is rising or falling during the NW monsoon, there may be no E set for a day or more; conversely, the flood or E current runs longer and stronger during the Southwest Monsoon.


2.1.1 - Ujung Curam (NE Sumatra)

5°06.98 N
97°38.84 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra)





 Ujung Curam (Steile Hoek) is a point that has been reported to be radar conspicuous. A tall chimney, marked by obstruction lights, stands about 8 miles SSW of the point.

Between Tanjung Jambuaire and Ujung Curam, 12 miles SE, there are several rivers and creeks.

A sandy mud bank, which dries in places, extends from 0.5 to 1.5 miles offshore between Tanjung Jambuaire and Ujung Curam.

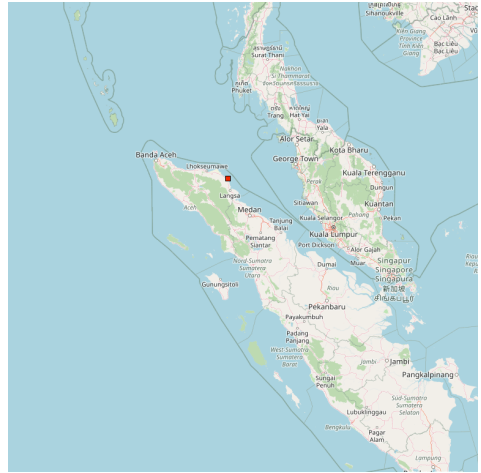
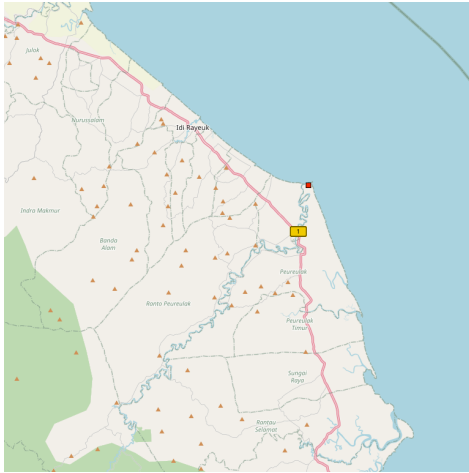
Between Tanjung Jambuaire and Ujung Curam, during the NW setting current, there is a distinct division between the muddy water from the rivers and the clearer water of the strait, extending out to the 40m curve.


2.1.2 - Ujung Peureulak (NE Sumatra)

4°53.14 N
97°54.03 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra)





 Ujung Peureulak (Tanjung Peureulak) is low and sandy point covered with high trees. Bukit Brangkat, 130m high, about 4 miles WSW of the point makes it easy to identify.

Gosong Peureula (Peureulak Bank) extends about 4 miles N and 1.5 miles E from Ujung Peureulak.

A drying patch lies close N of the point and a 0.7m patch lies 1.25 miles N of the point. The sea usually breaks over this bank.

Krueng Peureulak flows into the strait close W of Ujung Peureulak and is approached over Gosong Peureulak. In the channel at its mouth there is a depth of 0.5m and a depth of 3.5m inside the river.

The large village of Peureulak stands about 5 miles S of the entrance. Small shallow draft boats can reach the village through Kuala Leugo Rajeu about 8 miles S of Ujung Peureulak.

It is advisable to anchor as near as possible to the river mouth, steering in on a W course for Ujung Peureulak.

Kuala Beukah Oil Terminal consists of a conventional mooring buoy situated 3 miles E of Ujung Peureulak. Tankers of between 60,000 and 90,000 dwt, with a maximum length of 240m, can be accommodated in a depth of 17.5m.

Berthing is restricted to daylight hours only.

Unberthing may occur at any time. Pilot services are available.

There is a medical clinic available for vessels calling at this terminal.

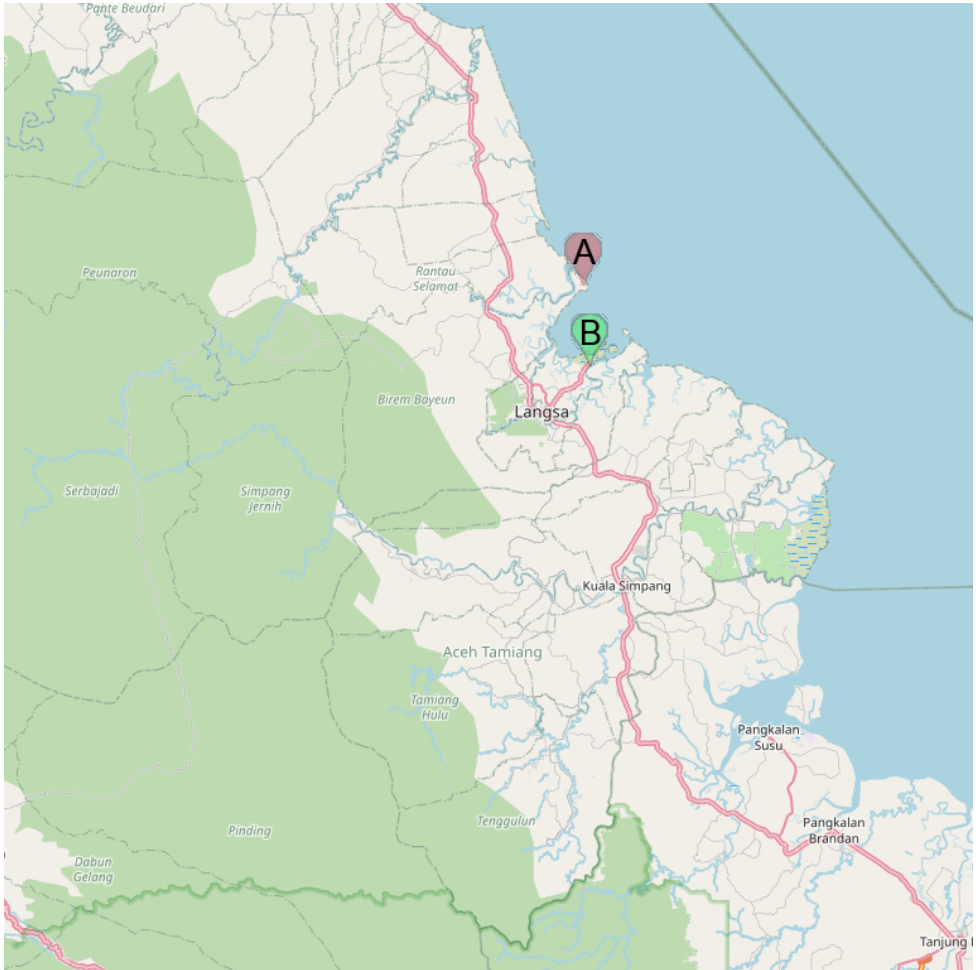
The coast between Ujung Peureulak and Ujung Tamiang, about 36 miles SE, continues low and is covered by fairly high trees. Numerous unimportant creeks intersect this stretch of coast. The coast is fringed by a mud bank, with depths of

less than 5.5m, which extends from 1 to 2 miles offshore. In the vicinity of Ujung Perolin, where the bank is steep-to, about 19 miles SSE of Ujung Peureulakit extends 3.7 miles offshore.

2.1.3 - Teluk Langsa (NE Sumatra)


4°33.46 N
98°00.10 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Teluk Langsa (NE Sumatra)



A Ujung Perolin (NE Sumatra)

B Kualalangsa harbor (NE Sumatra)

 Teluk Langsa (Langsa Bay) entered between Ujung Perolin and Tanjung Langsa, about 5 miles SE, is fouled by numerous shoals which are intersected by narrow channels.

The bay is easily identified by the rising ground SW of it against which the island of Pulau Telagatujoh, close NW of Telagatujoh, stands out clearly.

Telaga Tujoh (Telagatujoh), the SE entrance point of the bay, is easy to identify from the E by its sandy beach.

There are three channels of approach into Teluk Langsa, which is otherwise encumbered by numerous shoals, between which there are narrow boat channels, as follows:

1. Alur Pelayaran Birim leads from NE to the mouth of Krueng Birim. The channel is not buoyed. There are depths of 2.7 to 3m in the fairway.
2. Alur Pelayaran Telukdalam, formerly the principal channel to Pelabuhan Kualalangsa, leads close along the W side of Pulau Teleagatujoh. Apart from a fairway approach buoy, the channel is unmarked. There are least depths of 2.4m on the outer and inner bars.
3. Kuala Langsa, the principal channel, leads on the SE side of Pulau Telagatujoh through Krueng Langsa to Pelabuhan Kualalangsa.

This channel is marked by buoys and lighted range beacons.

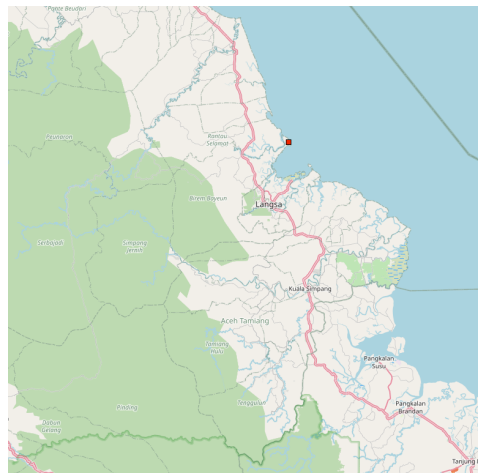
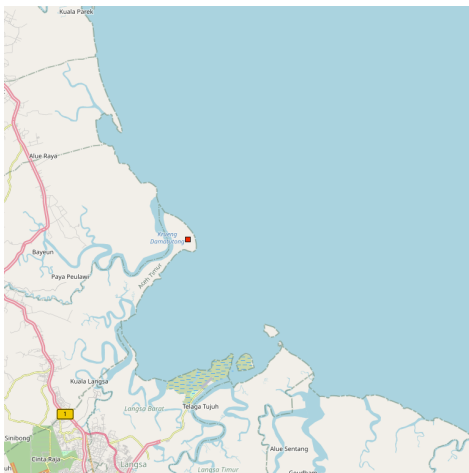
There is a reported least depth of 1.5m close SE of range line. Vessels up to 100 dwt can reach Kualalangsa.


The tidal currents run with considerable strength in the mouths of the various rivers and generally set in the direction of the channels. The strength of the currents is sometimes felt well outside the 10m curve.

2.1.3.1 - Ujung Perolin (NE Sumatra)

4°36.60 N
98°00.80 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Teluk Langsa (NE Sumatra)

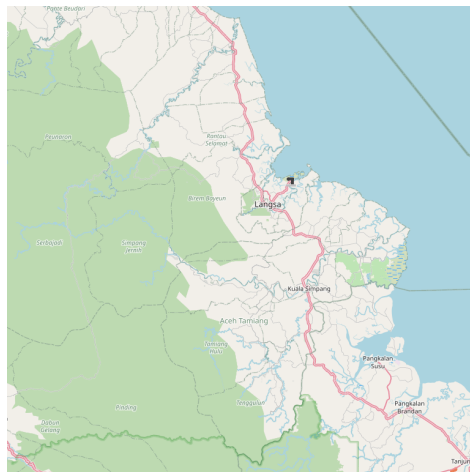



 Ujung Perolin, the W entrance point of the Langsa bay, is low, sandy, covered with casuarina trees, and easily identified.

2.1.3.2 - Kualalangsa harbor (NE Sumatra)

4°31.36 N
98°01.23 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Teluk Langsa (NE Sumatra)



 Kuala Langsa, which is the port for the town of Langsa, stands on the left bank of the Krueng Langsa about 4 miles SW of Tanjung Langsa.

The channel depth is 0 to 1,5 m

Anchorage depth: 7,1 to 9,1 m

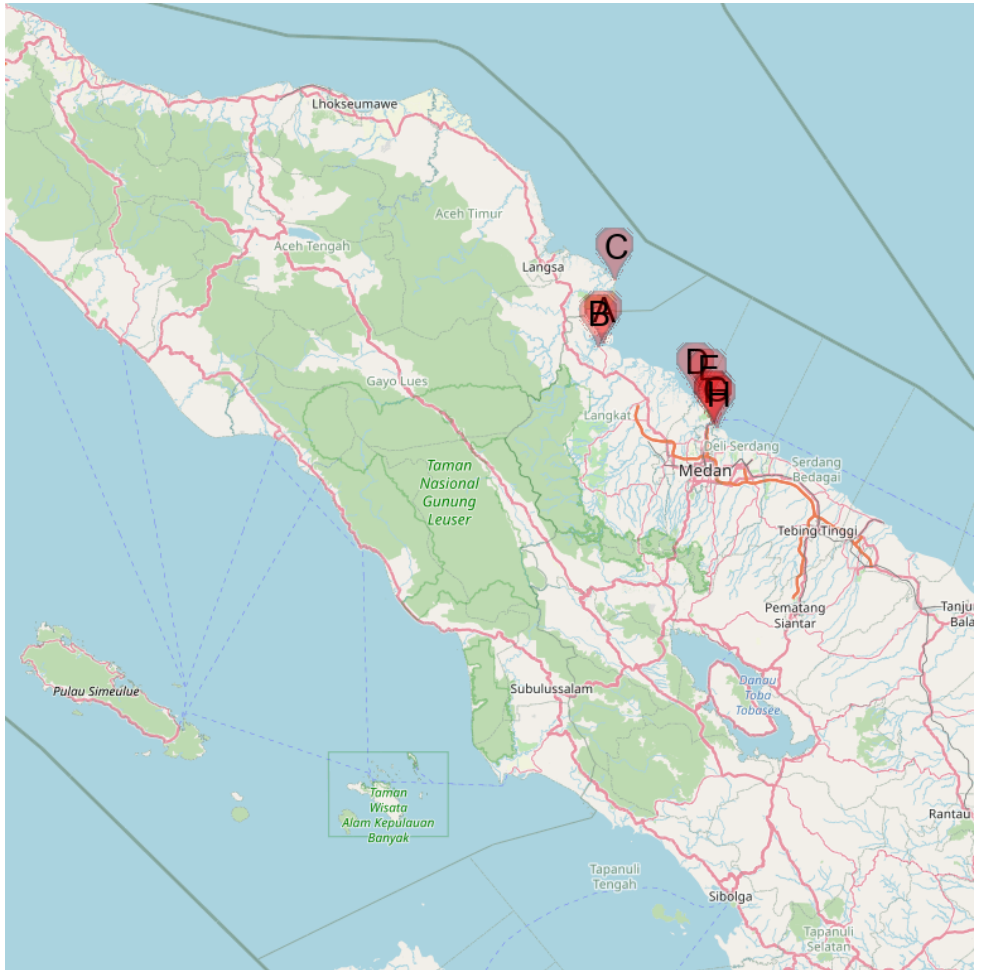
Cargo pier depth: 4,9 to 6,1 m

Tidal range:1,5 m

2.1.4 - Ujung Tamiang to Tg Perling (NE Sumatra)

4°01.66 N
98°21.63 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)

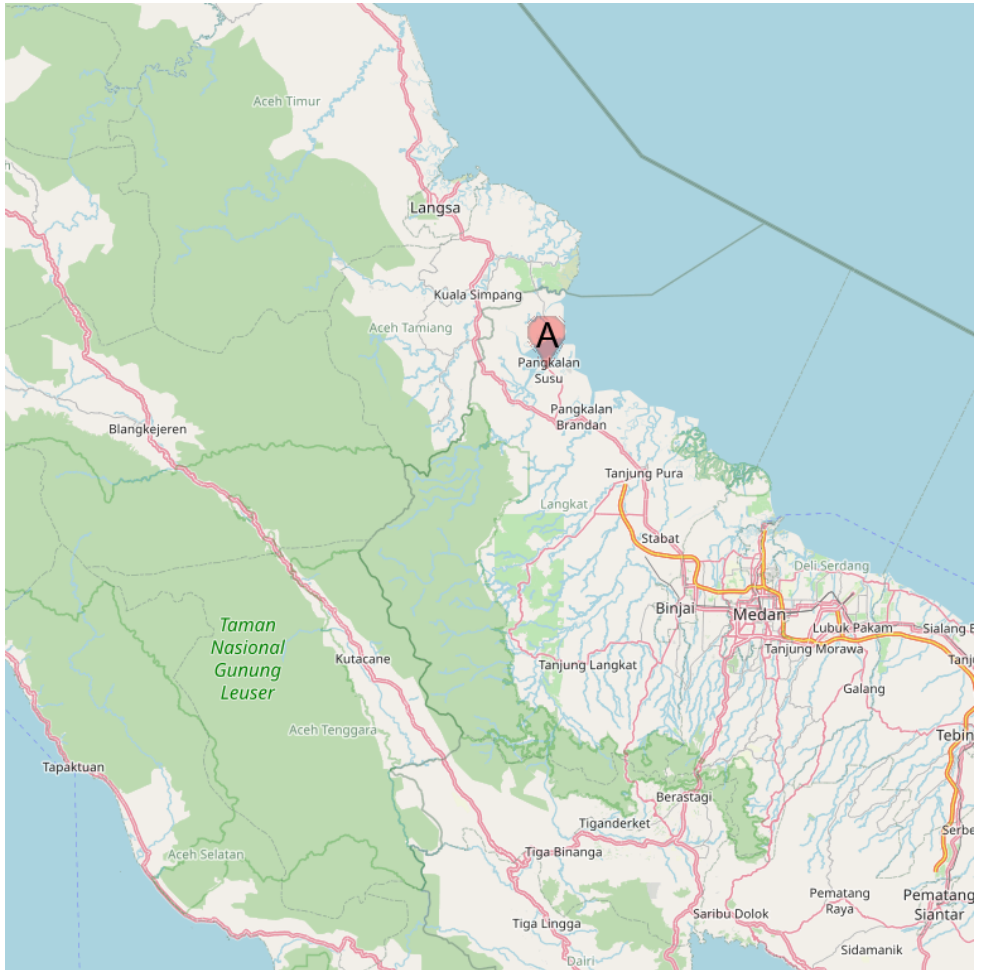



- | | |
|--|--|
| A Teluk Aru (NE Sumatra) | B Pangkalan Oil Terminal (NE Sumatra) |
| C Ujung Tamiang (NE Sumatra) | D Ujung Ahu (Ahoë) (NE Sumatra) |
| E Tanjung Beting Camar (NE Sumatra) | F Belawan Harbor (NE Sumatra) |
| G Sungai Deli NE Sumatra) | H Tjung Perling (NE Sumatra) |


2.1.4.1 - Teluk Aru (NE Sumatra)

4°08.54 N
98°13.99 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra) - Teluk Aru (NE Sumatra)



 Pangkalan Oil Terminal (NE Sumatra)

 Teluk Aru (Teluk Ara) is entered between Ujung Tamiang and Tanjung Bedukang about 21 miles SSE, is fronted by mud flats with the 2m contour line extending to almost 5 miles offshore.

Two islands, Pulau Kampai and Pulau Sembilan, lie on the N and S sides. Both islands are low but have tall trees which may be seen from a distance of about 16 miles.

The settlement of Kumpai stands on the S end of Pulau Kampai. Several small

islands stand at the head of the bay. Tanjung Bedukang, the S entrance point of the bay, is difficult to identify.

There are three buoyed channels leading into Teluk Aru across shallow bars to rivers, waterways, and berths, as follows:

1. Alur Pelayaran Kampai leads to the river entrances on the W side of the bay. This channel has a least depth of 2.1m on the bar.
2. Alur Pelayaran Sembilan, the main channel, leads to the oil loading station at the Port of Pangkalonsusu. This channel is reported to have a least depth of 3m at the bar.
3. Alur Pelayaran Babalan leads to the oil-loading station at Pangkalanbrandan. The least depth in the channel is 0.6m on the bar.

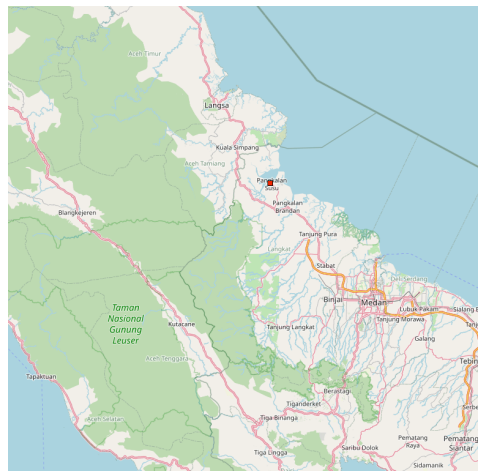
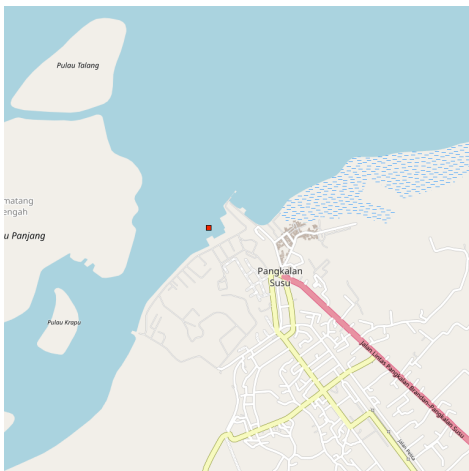
Caution. The buoyage of these channels is subject to alteration due to changes in the fairways.


A prohibited area extends W from Pulau Sembilan. A restricted area extends W from Pulau Sembilan across Alur Pelayaran Kumpai and SW to Panjang. Both areas are best seen on the chart.

2.1.4.1.1 - Pangkalan Oil Terminal (NE Sumatra)

4°07.36 N
98°12.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra) - Teluk Aru (NE Sumatra)



 Pangkalan Oil Terminal is situated 9.5 miles offshore in the outer approaches to Teluk Aru. The terminal consists of a SPM, connected to the shore by a submarine pipeline, which is marked by several special purpose buoys.

Winds?Weather

The weather is normally fair with moderate variable winds. During the Northeast Monsoon, there are often strong NE winds with heavy rain, showers, and thunderstorms.

Tides?Currents

The tidal currents in Teluk Aru set generally in the direction of the channels and attain a rate of 2 knots at springs. Outside the outer bar of Alur Pelayaran Sembilan, the flood sets SW and the ebb sets NNE. The ebb often continues to run over the outer bar for some time after the flood has ceased in the Strait of Malacca outside the shoals.

Depths?Limitations

The SPM can accommodate tankers up to 150,000 dwt, with a length of 275m. Depths in the vicinity vary from 18 to 25m.

Pulau Kumpai and Pulau Sembilan are low but have tall trees visible for a distance of 15 miles from seaward.

Pilotage

Pilotage is compulsory and reported available 24 hours.

Vessels are required to send their ETA 72 hours, 48 hours, and 24 hours in advance, with the first message to include the type of cargo required.

Regulations

Berthing may only take place during daylight; unmooring is permitted 24 hours. A restricted area encloses the SPM and undersea pipeline.

Anchorage

The tanker anchorage area is situated approximately 2 miles E of the SPM. It is also reported that a tanker anchorage exists in position 4°16'N, 98°25'E where vessels await the arrival of the pilot. At this anchorage the pilot boards with the Loading Master and the crew. Dry cargo vessels may anchor in position 4°16'N, 98°22.3'E to await the pilot.

Directions

Tankers approaching the SPM from the NW or NE can pass on either side of the buoy situated approximately 1.5 miles N of the SPM. It is reported that the approach to the SPM is not difficult to identify as Teluk Aru presents a very good radar picture. The SPM, however, may be difficult to identify due to the presence of fishing huts and boats in the vicinity.

Pangkalan (Pangkalansusu) consists of several small oil jetties, a general cargo wharf, and the offshore SPM. The port is used primarily by small tankers operating between the port and the offshore SPM. Tankers up to 5,000 dwt, with a length of 142m and a draft of 6m, can be accommodated.

A vessel approaching the entrance of Alur Pelayaran Sembilian should keep outside the 20m curve until the lighted fairway buoy is sighted.

As the distance between the outer and inner bars is about 10 miles and HW is about 30 minutes earlier on the inner bar than on the outer bar, vessels are advised to cross the outer bar on a flood tide, leaving the lighted fairway buoy at least 30 minutes before HW. The bottom generally is soft mud except on the inner bar.

Tel: +62 620 51024

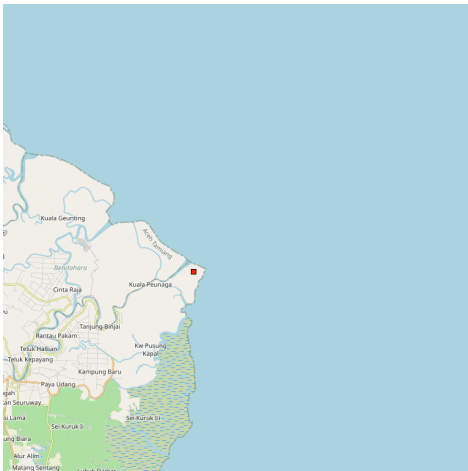
Fax: +62 620 51024 Anchorage depth: 20.1m - 21.3m Cargo pier depth: 4.9m - 6.1m Oil terminal depth: 4.9m - 6.1m




2.1.4.2 - Ujung Tamiang (NE Sumatra)

4°24.93 N
98°16.85 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)



 The coast between Tanjung Jambauair and Ujung Tamiang, about 69 miles SE, is a low, with a few prominent features. From February through May, the higher

mountains are occasionally visible. During the remainder of the year they can usually be seen, especially in the morning. Some of the peaks are good landmarks and can best be seen on the chart.

Several small rivers flow into the strait along this section of coast.

Ujung Tamiang may be identified from all directions by the groups of casuarina trees standing on either side of the Sungai Tamiang, and which are visible from a considerable distance. From the NW and SE the point appears as an islet from any distance.

A lighthouse is shown on a 40 m skeletal tower, painted white is located on a low cape about 16 km N of Belawan.

The Sungai Tamiang, which discharges about 0.5 mile W of Ujung Tamiang, has no commercial value to shipping.

The coast between Ujung Tamiang and Tanjung Tanjung, about 97 miles SE, is low, thickly covered with vegetation, and marshy. The numerous rivers which discharge along this stretch of coast are available only to small craft with but few exceptions.

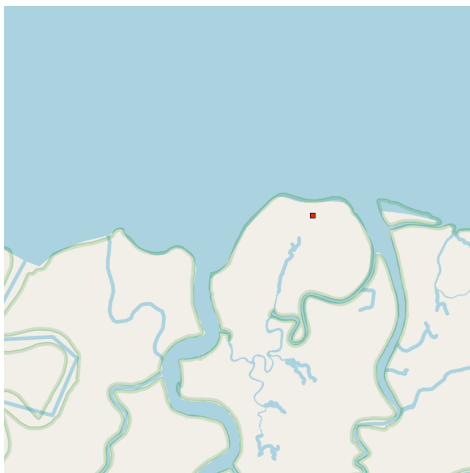
The appearance of the coast is very monotonous and it is not always easy to fix a position without local knowledge.

At certain times of the year and in the early morning, many of the mountain peaks in the interior are usually visible and serve as valuable aids to the navigator. The positions of these various peaks may best be seen on the chart.

2.1.4.3 - Ujung Ahu (Ahoe) (NE Sumatra)

3°54.91 N
98°38.09 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)



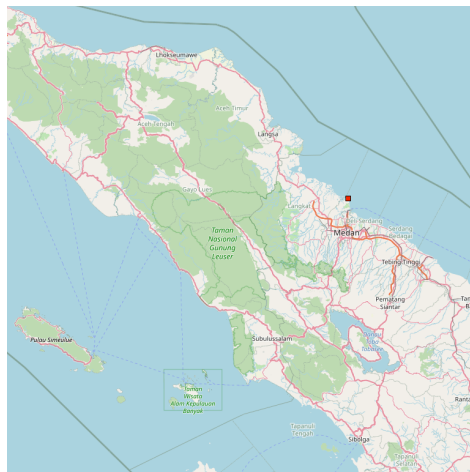
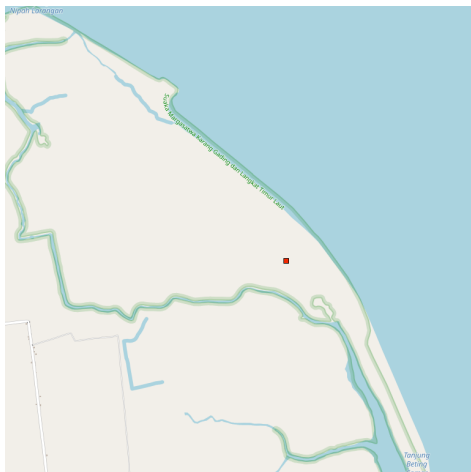



Ujung Ahu (Og Ahoe), about 8 miles SE of Kuda Pusung, can only be identified from the E by the casuarina trees.

2.1.4.4 - Tanjung Beting Camar (NE Sumatra)

3°53.41 N
98°41.27 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)



 Tanjung Beting Camar, which is tree-covered, stands 1.2 miles SE of Sungai Nipah Larangan. The coast between this point and Tanjung Belawan, about 6.2 miles SSE, has been reported to be radar conspicuous.

Between Tanjung Beting Camar and Tanjung Perling, about 10 miles SSE, the coast is fronted by an extensive shoal area which extends up to 5 miles offshore. The inner part of this shoal is bordered by mudbanks.


2.1.4.5 - Belawan Harbor (NE Sumatra)

3°47.37 N
98°42.57 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)





 Belawan, the most important port in Sumatra, lies at the confluence of the Sungai Belawan and the Sungai Deli about 8 miles S of the lighted approach buoy. Ample, modern alongside berthing facilities are available for handling all classes of ocean-going vessels capable of transiting the dredged entrance channel. Belawan is a first port of entry.

Tides?Currents

The tidal rise at Belawan is 2.4m at MHWS, and 1.2m at MHWN. The highest level of water is reached in about the middle of May and November. There is a tide gauge near the W end of Ocean Quay.

Outside the entrance of the dredged channel to Belawan, the flood sets to the SE and the ebb to the NNW, both at a maximum rate of 2 knots.

At neaps there are periods with no currents at all. At the outer entrance of the dredged channel the current sets in the direction of the fairway, the ebb attaining a rate of 3 knots at springs and the flood a rate of less than 2 knots.

It has been reported that the tidal current at Ocean Quay turns about 1 hour later than at the entrance of the dredged channel.

Depths?Limitations

The approach channel to Belawan is approximately 9 miles in length, 100m in width and has a depth of 8.5m at LWS. The channel is well marked by navigational aids and is free of dangers.

The channel is subject to continuous silting and therefore the channel depths may be subject to frequent changes.

The port can accommodate vessels up to 200m in length, with a maximum draft of 10m.

An offshore oil loading area is marked by a group of four mooring buoys. The facility is connected to the coast by a submarine pipeline 3 miles SSE of Nipah Larangan Light. It lies within a charted pipeline area 0.5 mile wide across Belawan Channel.

Aspect

Tanjung Perling, the SE entrance point of the river, can only be identified from the SE. Under favorable conditions Gunung Gulu and the adjacent mountains and the Van Heutsz range, SE and S of Belawan, can be distinguished.

When approaching from the NE, a vessel should steer for the valley between the two ranges.

Other good landmarks are a group of oil tanks (3°47'N., 98°41'E.), two chimneys with red and white bands E of Belawan, and an adjacent orange painted building SW of the town which is reported to be conspicuous from seaward in the afternoon.

A silo on the cement wharf on the W side of the basin (Citra Ujung Boru) is reported to be the most prominent object in the port area.

Pilotage

Pilotage for vessels over 150 grt is compulsory and is available 24 hours. Send the vessel's ETA 48 hours in advance.

The pilot should be ordered through the vessel's agent at least 8 hours in advance, stating the ETA, cargo, length, and draft. The pilot boards near Lighted Buoy No. 2.

Regulations

Vessels leaving Belawan have priority over those entering. Large vessels are not permitted to pass in the channel. An underkeel clearance of 1m is required when transiting the approach channel.

Signals

Traffic signals for controlling movement for the port may be shown from the pilot vessel, the Harbor Office Flagstaff (3°47.3'N., 98°41.5'E.), and the entrance to the Sungai Nunang (3°47.5'N., 98°41.2'E.).

Signals prohibiting movement by vessels from 1,050 to 3,500 grt are, as follows:

1. By day? A black ball between two black cones points up.
2. At night? White, red, white lights shown vertically signifies vessels are not to enter the harbor and that no vessel in the anchorage is to shift its berth without the harbormaster's approval.
3. By day? A black cone (point up) over two black balls, signifies that vessels may enter the harbor if their draft does not exceed 4m.

Suction dredges are at work in the entrance channel and will display the following signals in addition to the prescribed lights and marks:

1. By day, if the dredges are at work, a cone at the yardarm indicates that vessels should keep to the E side of the channel.
2. Two cones at the yardarm indicate that vessels should keep to the W side of the channel.
3. If the dredges are anchored with the suction apparatus on the bottom, an anchor at the yardarm indicates that vessels should pass on the side on which the anchor is shown.
4. By night, if the suction apparatus is on the bottom, a green light at the yardarm indicates that vessels should keep to the E side of the channel.
5. A red light at the yardarm indicates that vessels should keep to the W side of the channel.
6. When the suction apparatus is not on the bottom, no special signals will be made.

When two dredges are working at a distance of not more than 0.25 mile apart, in the event of a vessel approaching, the dredge farthest away from the approaching vessel will cross over to the same side of the channel as the dredge nearest the approaching vessel.

Off-lying anchors of dredges working in the channel are marked by drums. Vessels are prohibited from passing between the drums and the dredge.

Great care must be exercised in passing a dredge on the bar, as the narrowness of the channel permits very little maneuvering room.

Anchorage

The outer anchorage for Belawan is situated in position 3°55'N, 98°46'E and is also designated as the pilot boarding station.

Anchorage is prohibited in the following areas:

1. Within about 0.3 mile on either side of the axis of the dredged channel leading to Belawan, S of 3°55'N.
2. Within the pipeline area extending from the coast to the loading area in position 3°51'N, 98°47'E.
3. In Pelabuhan Belawan, E of 98°41'E.

Caution. Numerous wrecks, best seen on the chart, lie in the approaches to and adjacent waters of Belawan. Mariners should exercise caution when approaching the port.

PT. Pelabuhan Indonesia
Jalan Krakatau Ujung 100

Belawan Medan-Indonesia

Phone : 62-61-610444

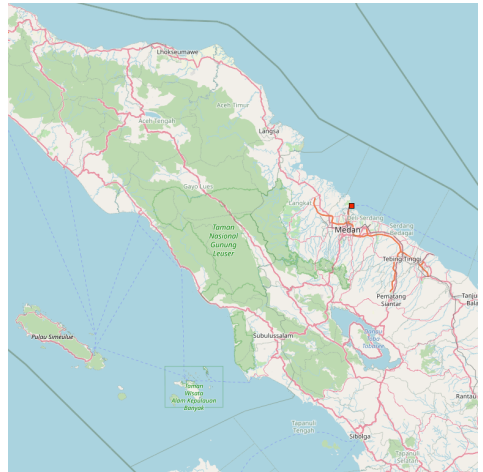
FAX : 62-61-610906




2.1.4.6 - Sungai Deli NE Sumatra)

3°47.76 N
98°42.64 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)



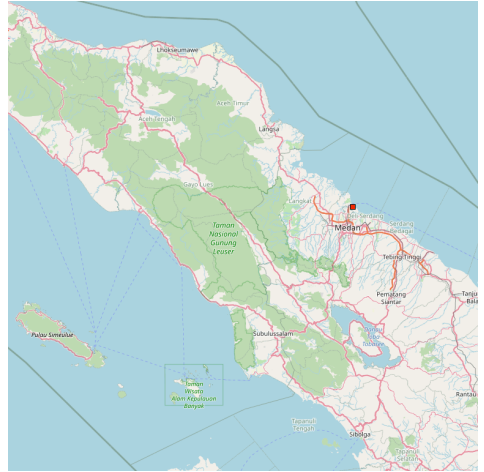
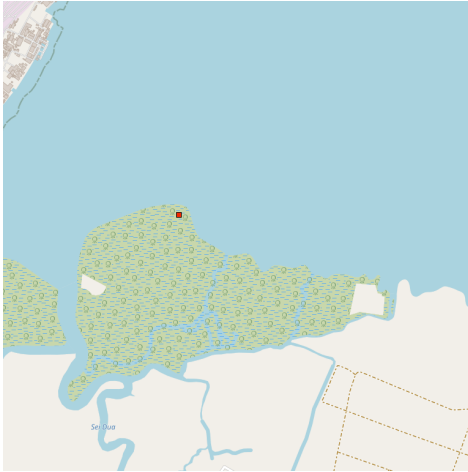
 The entrance of the dredged channel leading to the Sungai Deli leads through these shoals to Pulau Belawan which has the port of Belawan on its N side. The Sungai Deli has two entrances separated by Pulau Belawan. The Sungai Belawan, the N channel, has the port of Belawan along its S side; the Sungai Deli, the S channel, leads S of Pulau Belawan. The S channel is no longer in use.


Numerous fishing stakes stand on the shoal area in the approach to Belawan.

2.1.4.7 - Tjung Perling (NE Sumatra)

3°46.35 N
98°43.47 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Ujung Tamiang to Tg Perling (NE Sumatra)



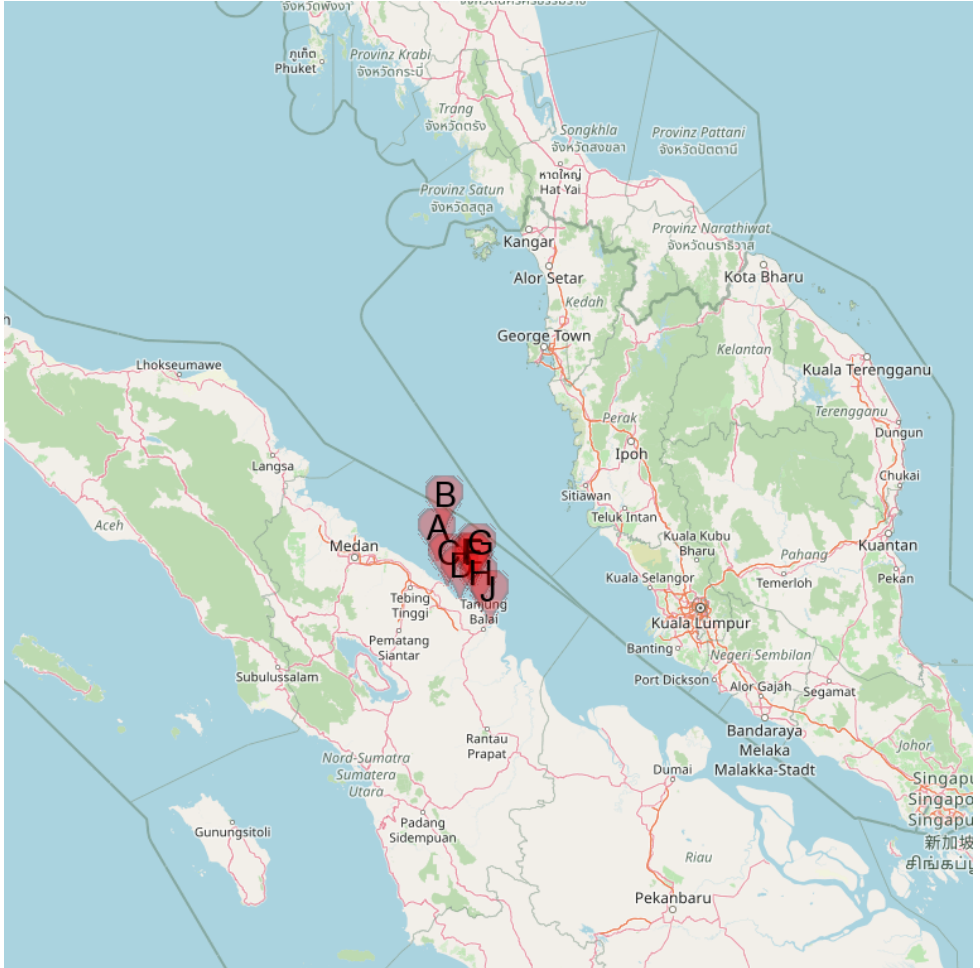
 Tanjung Perling is located in the area of Utara in Sumatera with an average elevation of 103 m above the sea.

The coast between Tanjung Perling and the mouth of the Sungai Serdang, about 8 miles SE, consists of mud and mangroves but from there to Teluk Mengkudu, about 18 miles farther SE, there is a considerable amount of sandy beach and high casuarina trees.


2.1.5 - Tanjung Perling to Tg Siapiapi (NE Sumatra)

3°22.85 N
99°18.11 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra)



- | | |
|---|--|
| A Gosong Deli-Bunga-Sijenggi (E Sumatra) | B Pulau Berthala (E Sumatra) |
| C Tanjung Tanjung (E Sumatra) | D Tanjung Tiram (Bagan) (E Sumatra) |
| E Gosong Mati (Mati Bank) (E sumatra) | F Pulau Salahnama (E Sumatra) |
| G Pulau Pandang (E Sumatra) | H Tanjung Tambuntulang (E Sumatra) |
| J Sungai Asahan (E Sumatra) | |

 The coast between Tanjung Perling and the mouth of the Sungai Serdang, about 8 miles SE, consists of mud and mangroves but from there to Teluk

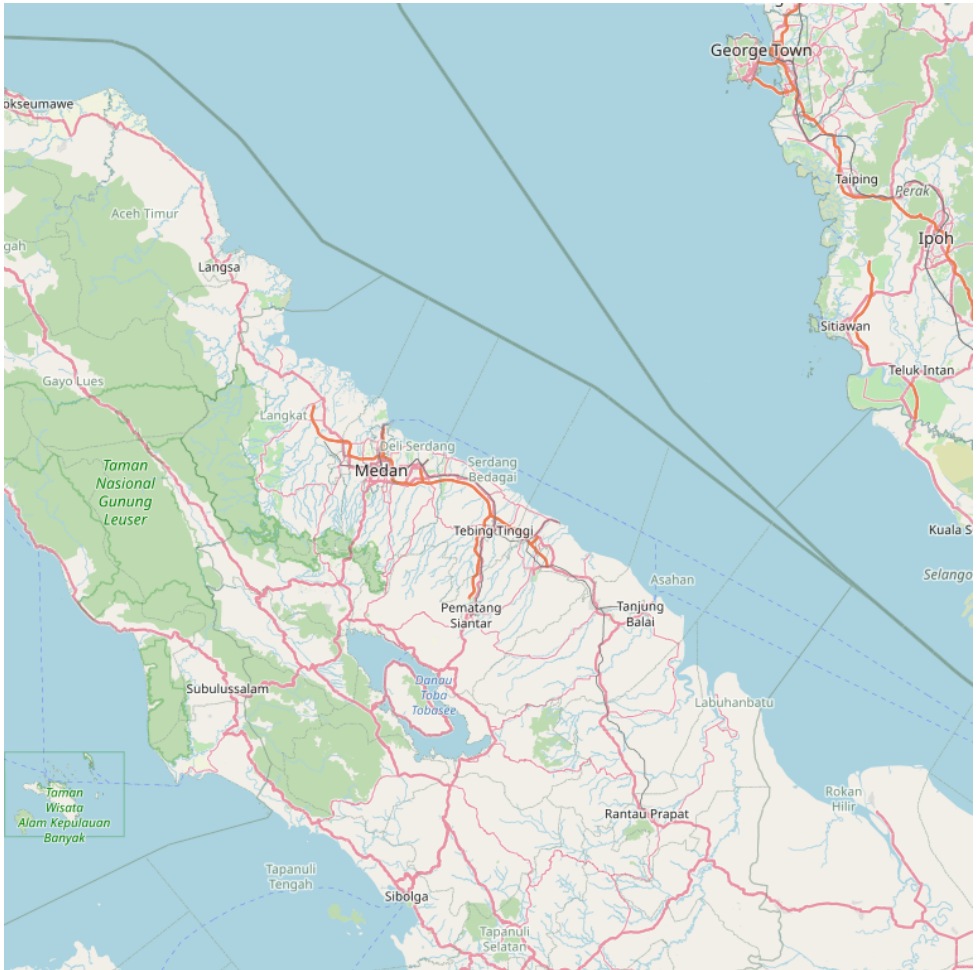
Mengkudu, about 18 miles farther SE, there is a considerable amount of sandy beach and high casuarina trees.

Between the mouth of the Sungai Bedagai and Telok-baru, about 11 miles SE, the coast is bordered by fishing enclosures which extend out to the 10m curve.

2.1.5.1 - Gosong Deli-Bunga-Sijenggi (E Sumatra)

3°33.76 N
99°24.05 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra) - Gosong Deli-Bunga-Sijenggi (E Sumatra)



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Gosong Deli (Deli Bank) (3°54'N., 98°57'E.), 12 miles N of Tanjung Si Bunga, has a least depth of 7m.

Gosong Bunga (Bunga Banks) (3°45'N., 99°03'E.), which lie near the SE end of Gosong Deli consists of two detached parallel sandy ridges, lying between 6 and 9 miles NE of Tanjung Si Bunga. The outer ridge has a least depth of 1.5m, mud, sand, and shells and is steep-to on its outer side. The inner ridge has a least

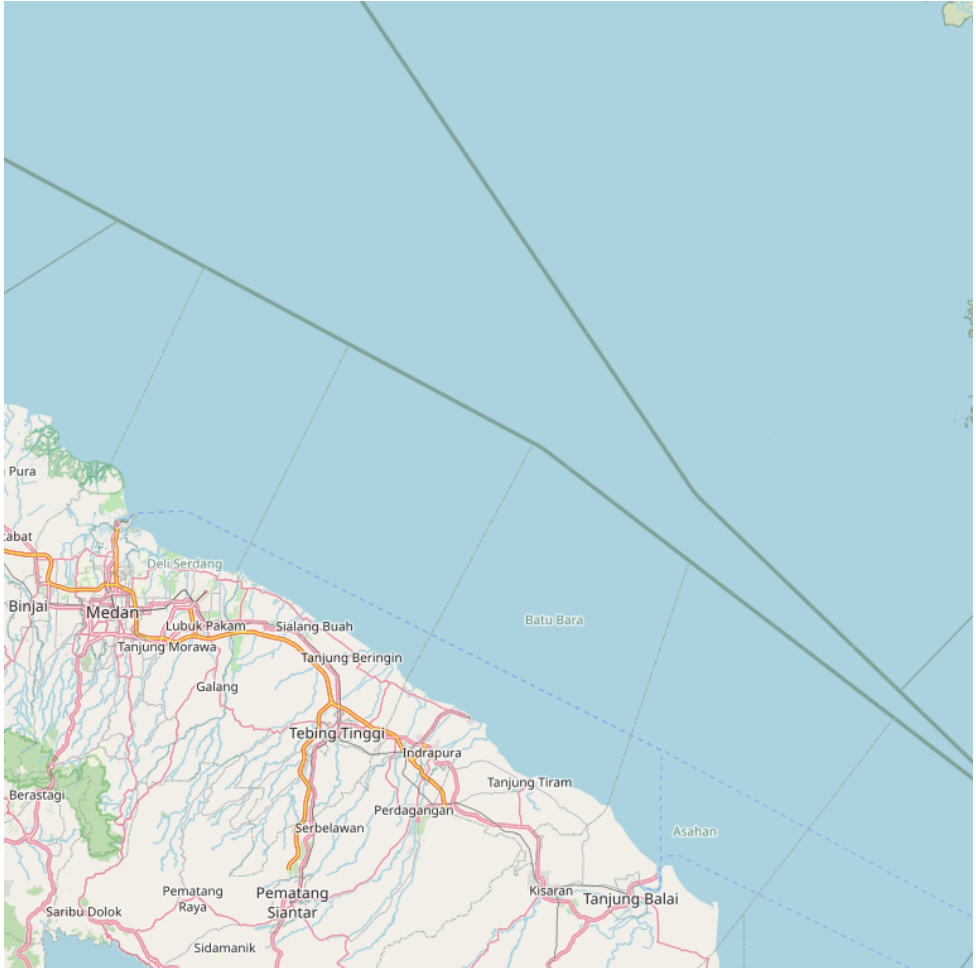
depth 2m.

Both ridges are usually marked by tide rips over their shallowest parts and with any swell the sea breaks. Between the inner ridge and the coastal bank, tide rips and discoloration of the water are frequently observed.


2.1.5.2 - Pulau Berthala (E Sumatra)

3°50.57 N
99°27.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra) - Pulau Berthala (E Sumatra)



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 Gosong Berhala (Berhala Bank) (3°55'N., 99°26'E.), a narrow shoal about 7 miles long with a least depth of 11m, lies centered about 31 miles NE of Tanjung Si Bunga. Good anchorage is provided on this shoal. During the strength of the current the water is discolored and tide rips occur. Pulau Berhala (3°47'N., 99°30'E.), 177m high and thickly covered with vegetation, stands about 25 miles N of Tanjung Tanjung and is an excellent

landmark. By day, the island can be seen for a distance of up to 30 miles during clear weather.

By night, with good visibility, it can be seen at a fairly safe distance. The NE and SW sides of the island are steep-to. A light is shown from the island.

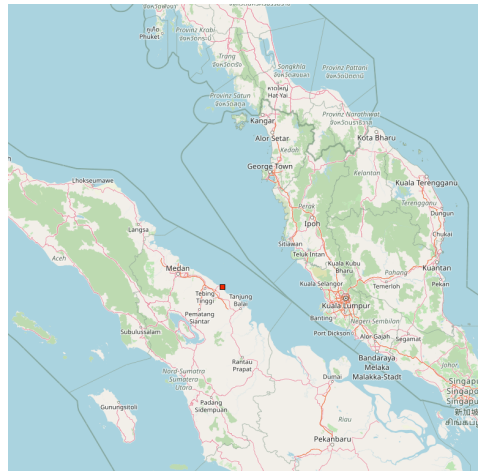
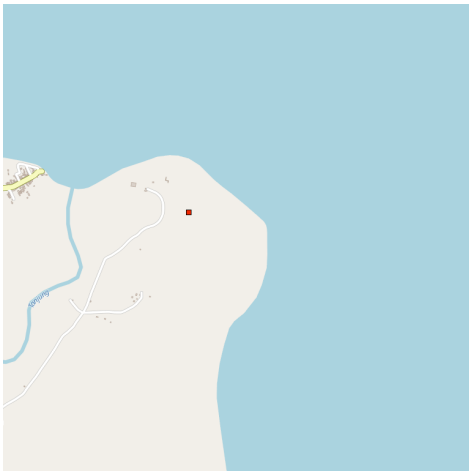
A wooded islet, 48m high, stands 137m from the SE side of the island and is connected to it by a drying coral ridge. A similar rocky island, 43m high, stands about 0.5 mile NW of the island. This islet appears white in places. Between Pulau Berhala and this islet there are depths of 9 to 13m.


A rectangular area, with its center on Pulau Berhala, has been designated as a prohibited area. An ammunition dumping site lies in the SW part of this prohibited area.

2.1.5.3 - Tanjung Tanjung (E Sumatra)

3°20.71 N
99°28.99 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra)



 The river which flows into the strait at Tanjung Tanjung has a narrow entrance and shallow depths.

Tanjung Tanjung is low but can be identified by its white sandy beach and high trees.

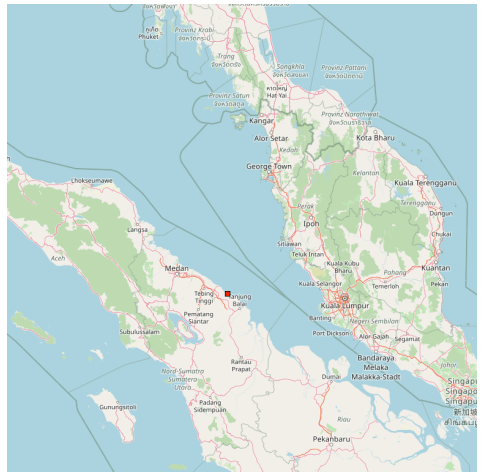
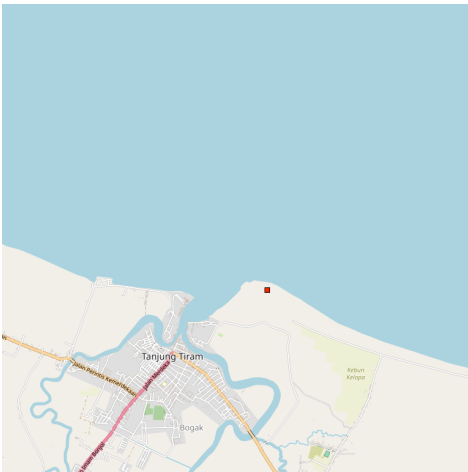
A strong current sometimes sets here along the coastal bank. Vessels when crossing the mouth of the river, should not shoal to a depth of less 16.5m.




2.1.5.4 - Tanjung Tiram (Bagan) (E Sumatra)

3°13.92 N
99°35.71 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra)

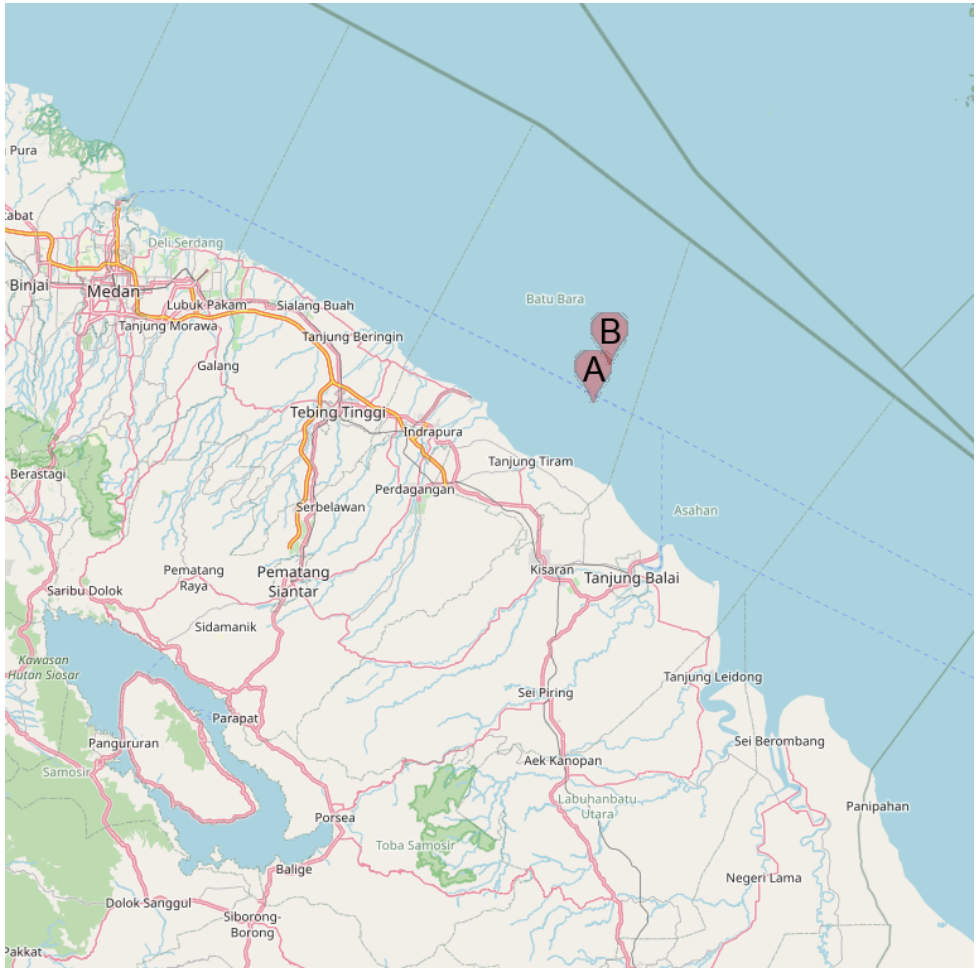


 Between Tanjung Tanjung and Tanjung Tiram, about 9 miles SE, the coast is bordered by a white sandy beach except for a bank of mud and mangroves about 2 miles S of Tanjung Tanjung. A light is shown from Tanjung Tiram.

2.1.5.5 - Gosong Mati (Mati Bank) (E sumatra)


3°21.06 N
99°41.52 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra) - Gosong Mati (Mati Bank) (E sumatra)



A Pulau Salahnama (E Sumatra)

B Pulau Pandang (E Sumatra)

 Outer Mati Bank (3°28'N., 99°35'E.), about 15 miles long in a NW and SE direction, lies with its NW end about 11 miles NNW of Tanjung Tanjung. A depth of 8.2m lies near the center of the bank.

Some discoloration exists over this bank when the current is strong.

An explosive dumping ground is situated approximately 5 miles NE of Outer Mati Bank.

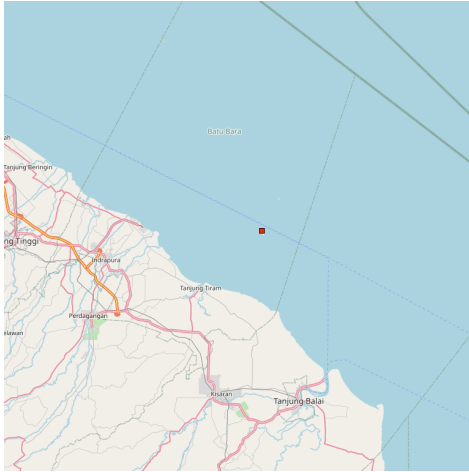
Pulau Pandang and Pulau Salahnama, also known as The Brothers, are two


rocky islands, 64m and 89m high, respectively, which stand about 17 miles ENE and 14 miles E of Tanjung Tanjung.

2.1.5.5.1 - Pulau Salahnama (E Sumatra)

3°20.89 N
99°43.19 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra) - Gosong Mati (Mati Bank) (E sumatra)



 Pula Salahnama (3°20'N., 99°43'E.) is densely wooded; its rocky sides rise steeply from the sea. An above-water rock lies close N of the island and a similar rock lies about 0.5 mile S of the island.

Anchorage can be taken about 1 mile from the NW and SE sides of Pulau Pandang and Pulau Salahnama.

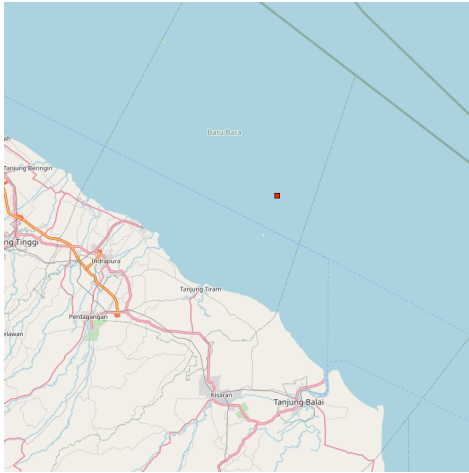



2.1.5.5.2 - Pulau Pandang (E Sumatra)

3°25.74 N
99°45.29 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra) - Gosong Mati (Mati Bank) (E sumatra)





 Pulau Pandang (3°25'N., 99°45'E.) is almost entirely surrounded by a coral reef with some above-water rocks. A foul area was reported to lie about 9 miles E of the island.

A light is shown from Pulau Pandang.

The island is hilly and covered with virgin forest, nice for small treks. There is no formal accommodation, only the staff of a navy post and a lighthouse. The best place for fishing. Caution.?A pipe was reported to lie in position 3°25.5'N, 99°59.3'E, approximately 16 miles ENE of Pulau Pandang.

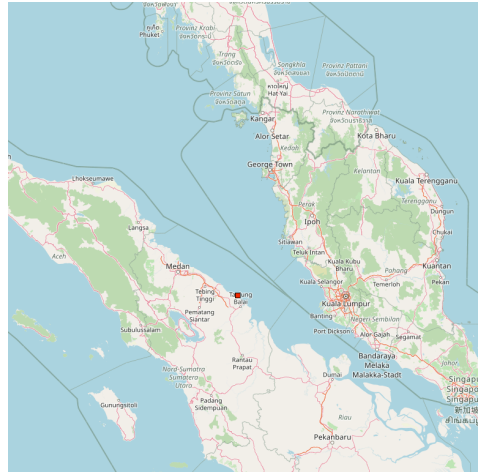
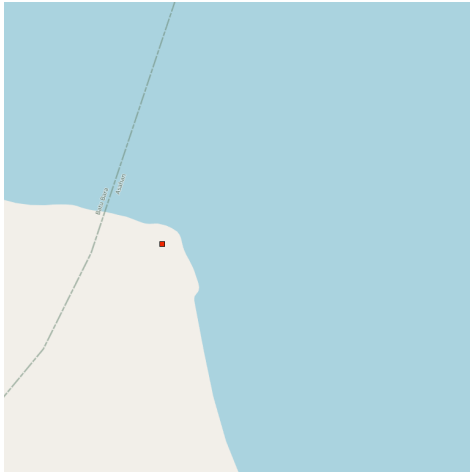



2.1.5.6 - Tanjung Tambuntulang (E Sumatra)

3°10.04 N
99°45.35 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra)





 Tanjung Tambuntulang, about 11 miles ESE of Tanjung Tiram, is a low (3 m above sea level) overgrown point.

The Sungai Tambuntulang discharges close W of the point and is marked by the village of the same name.

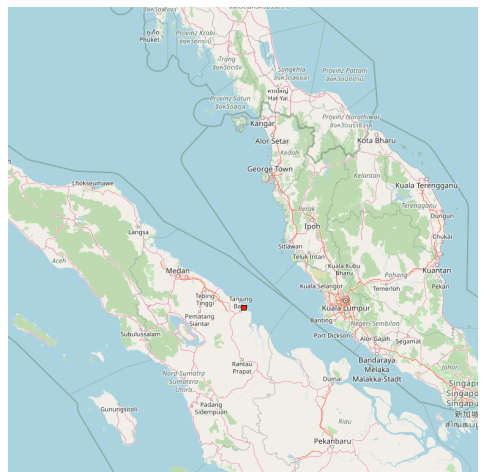
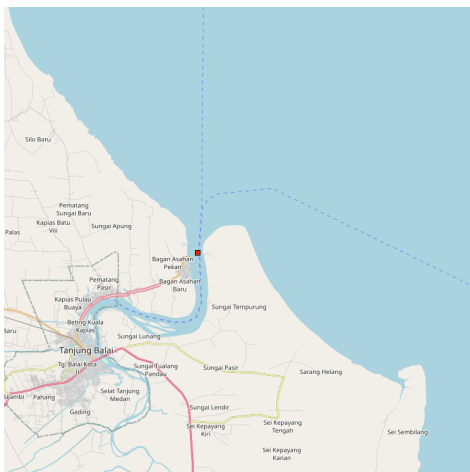
Tambuntulang Bank, with depths of from 1.8 to 5.5m and fairly steep-to, extends about 4 miles NE from Tanjung Tambuntulang. Numerous fishing stakes are reported to lie near the edge of this bank.

2.1.5.7 - Sungai Asahan (E Sumatra)

3°01.44 N

99°51.87 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Perling to Tg Siapiapi (NE Sumatra)



The Sungai Asahan is entered between Tanjung Napal, 10 miles SE of Tanjung Tambuntulang, and Tanjung Jumpul, about 2 miles to the SE.

These points and the coast in the vicinity are low, muddy and overgrown with mangroves.

The channel is marked by buoys and beacons.

Jumpul Bank extends about 7 miles N from Tanjung Jumpul to the 10m curve. The bank dries up to 2 miles N from the point. The NE and E edges of the bank are steep-to. From the SE, the bank can be picked up by soundings but not from the NW. Fishing enclosures are erected on the bank.

The channel in the approach to the river runs along the edge of the drying bank extending offshore NW of Tanjung Napal and has a least depth of 0.6m on the bar.

Above Baganasahan about 2 miles S of Tanjung Napal, the least depth in the channel to the wharf at Teluk Nibung is about 0.9m at LW and 4m at HWS.

Tides?Currents

Springs rise about 3m and neaps about 1m. Outside the bar the flood sets from SE to SSE at a rate of about 1.5 knots and the ebb NNW, but more to the N, at a rate of about 2 knots.

During neaps, the currents are weak and irregular and overcome by the river current. Near the outer buoy, the ebb sets NW and the flood sets SE.

The flood begins in the entrance about 5 hours before HW; the ebb begins about 6 hours later. The flood attains a rate of 1.5 knots and the ebb a rate of 3 knots at springs. During freshets, the rate is increased on the ebb.

Directions

A vessel approaching the Sungai Asahan should obtain an accurate fix by the bearings of The Brothers and Tanjung Tambuntulang, and then steer for the outer bar buoy.

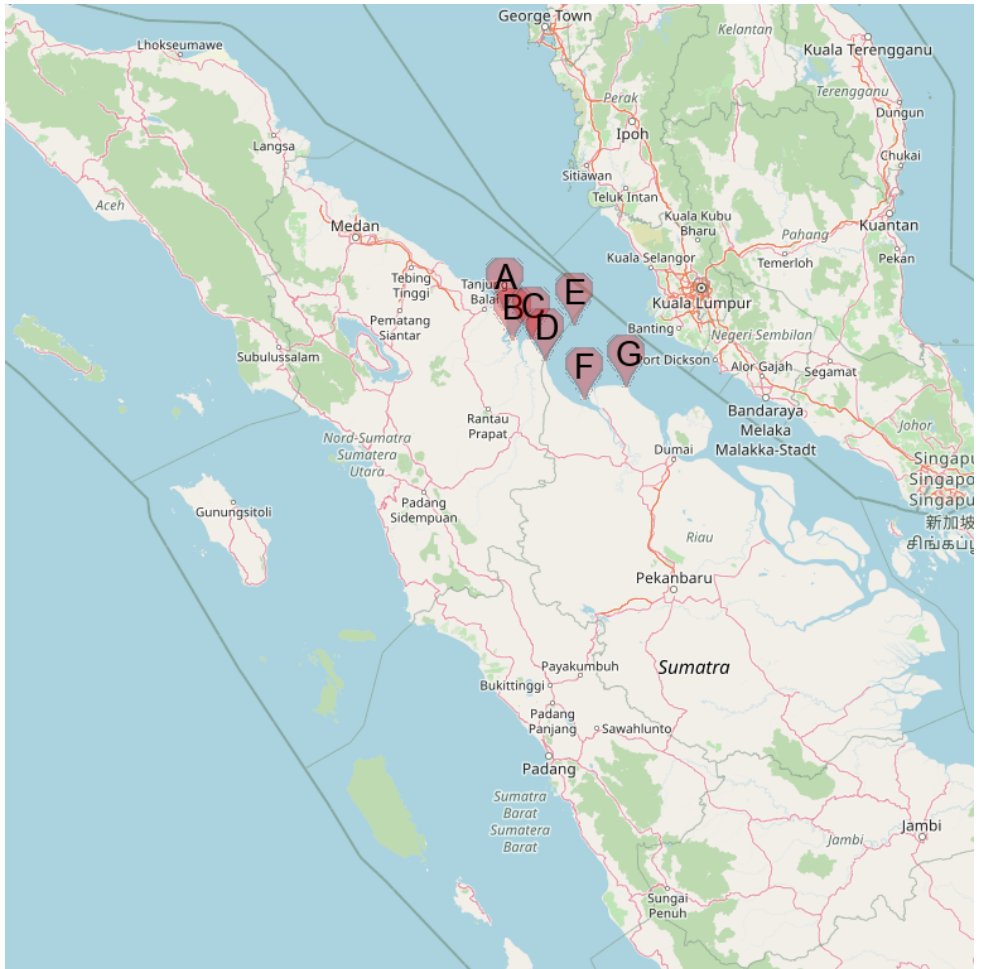
The channels are continually changing, only vessels with local knowledge should attempt to enter the river.




2.1.6 - Tanjung Siapiapi to tg Sinaboi (E Sumatra)

2°30.36 N
100°29.48 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra)



- A** Tanjung Siapiapi (E Sumatra)
- B** Kulu Geul (E Sumatra)
- C** Tanjung Pertandangan (E Sumatra)
- D** Tanjung Percudian (E Sumatra)
- E** Pulau-Pulau Aruah (E Sumatra)
- F** Pulau Alang Besar (E Sumatra)
- G** Tanjung Sinaboi (E Sumatra)

 The coast between Tanjung Siapiapi and Tanjung Pertandangan, about 20 miles SE, is indented by a large bay fouled by shoals.

Several navigable channels lead through these shoals to the mouths of the

Sungai Kuala Kualu and the Sungai Panai.

Tides?Currents

Between Tanjung Siapiapi and the drying banks off the mouth of the Sungai Panai, the flood sets into Teluk Piai Geul and follows the direction of the channel. The ebb sets on to Tanjung Siapiapi. Off Tanjung Pertandangan, the ebb sets to the E.

Both off and within the river mouths, for some time after the flood begins, the surface water continues to run out while an undercurrent sets inward. Outside the 10m curve N of the banks, the flood sets SE. The greatest rate of the current outside the 10m curve is 2 knots; in the channels and rivers, the greatest rate is 3 to 4 knots. There is very little slack water at springs.

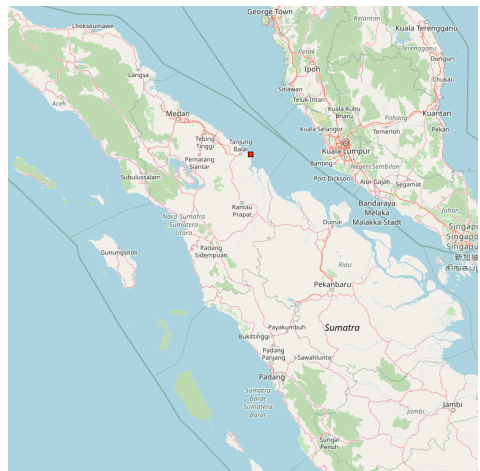
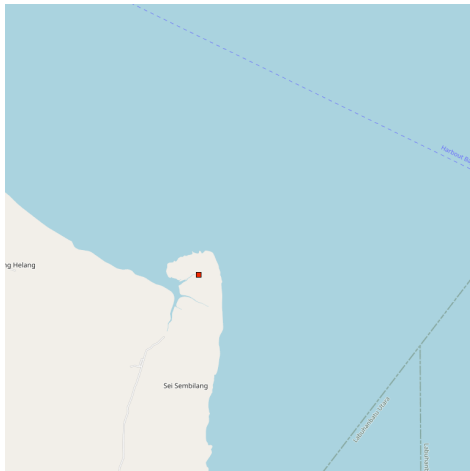
Outside, each current runs for about 6 hours, but farther in the ebb runs for 7 hours and the flood for 5 hours. The currents turn about 45 minutes after HW and 30 minutes after LW.

Off Tanjung Prapat and Tanjung Datu the flood sets towards the coast while the ebb sets strongly to the NW.

2.1.6.1 - Tanjung Siapiapi (E Sumatra)

2°57.29 N
99°59.16 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra)



The coast between Tanjung Jumpul and Tanjung Siapiapi, about 9 miles SE, is bordered by a mudbank with depths of less than 1.8m. This bank extends up to 5.75 miles off the former point and 2.5 miles off the latter point.

There are some fishing huts but few objects for identifying the low, mangrove

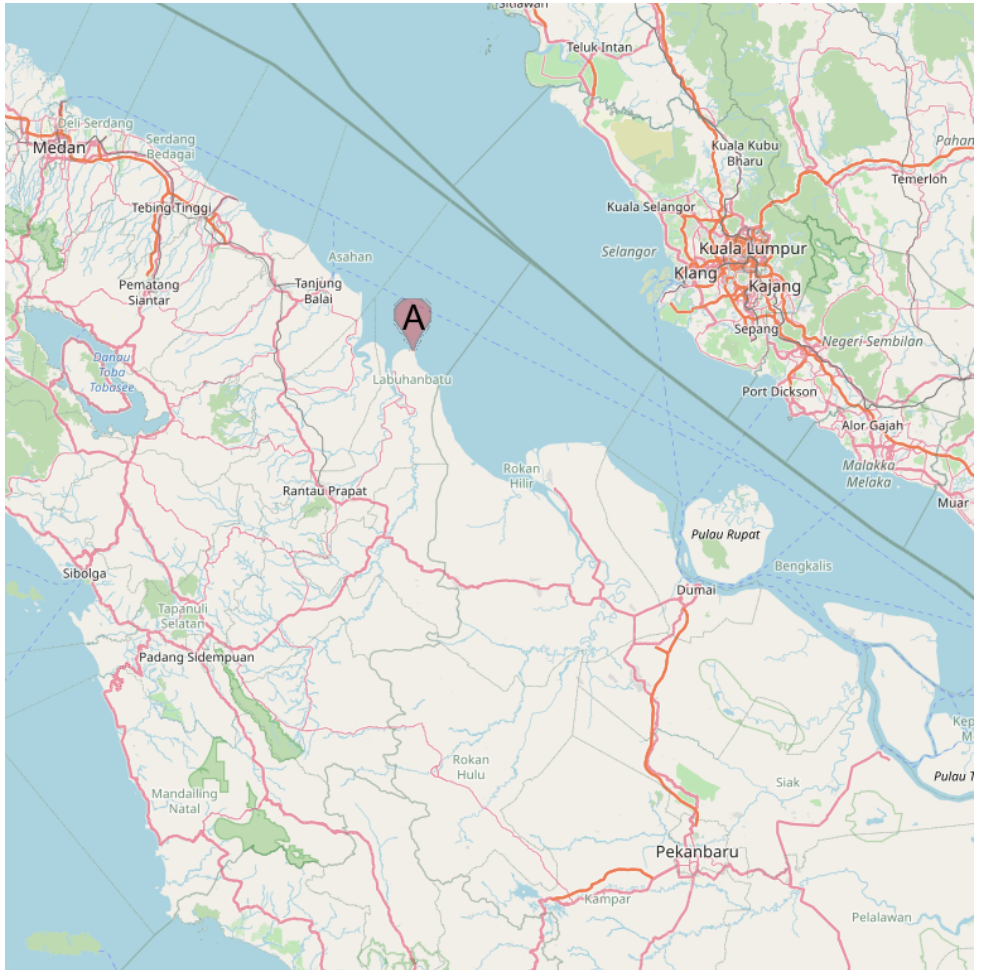
covered coast. The mountain ranges inland are usually visible in clear weather. Tanjung Siapiapi is a low welldefined point overgrown with mangroves of moderate height and is clearly visible up to a distance of 10 miles on SE and NW bearings.

The mud bank S of the point extends about 2.2 miles offshore and is steep-to.


2.1.6.2 - Kualu Geul (E Sumatra)

2°41.77 N
100°02.53 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra) - Kualu Geul (E Sumatra)



A Tanjung Pertandang (E Sumatra)

 The coast forming the W side of Kualu Geul, which leads to the Sungai Kualu, has no distinctive marks, except a customs station on piles close off the village of Simendulang, about 7 miles S of Tanjung Siapiapa and some houses on piles off Tanjung Sibabi, about 1.7 miles farther S.

The settlement at Ledung is difficult to make out by day, but at night the lights of the houses can be seen and distinguished from those on the fish stakes on the banks of the Sungai Ledung which lies S of the settlement.

A buoy is moored about 7 miles ESE of Tanjung Siapiapi.

There are four channels leading to the entrance of the Sungai Panai but Teluk Pia Geul, which has a depth of 2.4m is the only one now in regular use. It lies close W of the outer buoy and close E of the mudbank extending N from Tanjung Papat, the W entrance point of the Sungai Panai.

The channel is buoyed on its W side.

Kualu Geul, the westernmost channel, passes W of the outer buoy and leads to the settlement at Ledung on the W side of the entrance to the Sungai Kualu, about 3 miles S of Tanjung Sibabi; this channel, which is not buoyed, has depths of 1.8 to 2.7m over the bar, about 1.2 miles E of the settlement. These channels are subject to change in depth and direction.

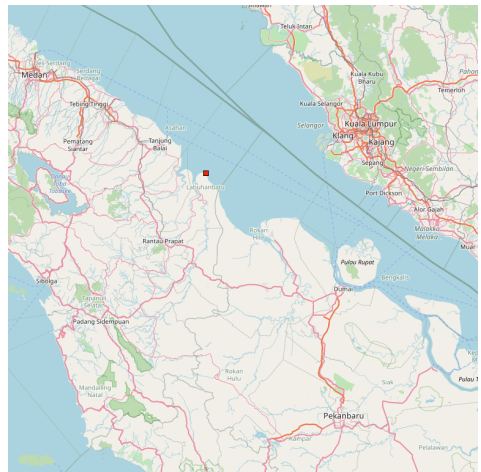
In the inner approaches to the Sungai Kualu and the Sungai Panai, there is a swept channel best seen on the chart. It is 198m wide and marked by buoys on its W end.

Tanjung Ledung, about 0.5 mile S of the S entrance of the Sungai Ledung, stands out distinctly. A customs station with a pier extending from it stands at Ledung. This pier has a depth of 0.6m in its approach. Between Tanjung Kluang, about 3 miles S of Tanjung Ledung and Tanjung Mengedar, about 9 miles farther up, there are depths of about 1.2m.

2.1.6.2.1 - Tanjung Pertandangan (E Sumatra)

2°42.14 N
100°12.93 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra) - Kualu Geul (E Sumatra)



 Between Tanjung Pertandangan and Tanjung Sinaboi, about 56 miles ESE,

the only points of identification are the river mouths.

The mangrove covered coast is mostly muddy and low lying. The coastal bank, as far out as the 10m curve, is marked by fishing stakes and enclosures. Fishing boats range well offshore and at night display no lights. At times they work as far out as close S of the Kepulauan Aruah group of islands.

Caution.?A former mined danger area exists in the approaches to the Sungai Kualoh and the Sungai Panai in which it is reported to be dangerous to anchor, trawl, or engage in any sea bed activity. The area is best seen on the chart.

A dangerous wreck lies approximately 15 miles NNE of Tanjung Pertandangan.

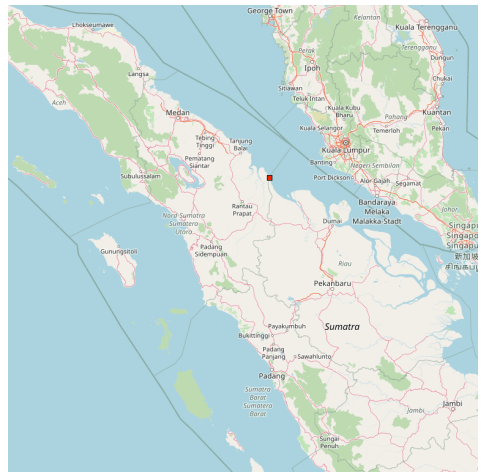
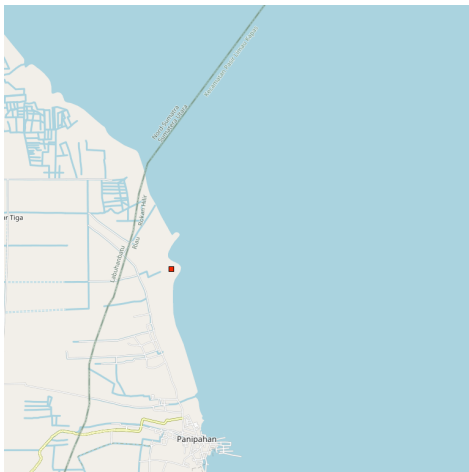
Tanjung Pertandangan is low but shows up well from the N because of its high trees.


From Tanjung Pejudian, about 11 miles SSE of Tanjung Pertandangan, a spit with depths of less than 10m extends about 11 miles N almost parallel with the coast. The S end of the spit is fairly steep-to. Fishing stakes were reported to stand in the vicinity of this spit.

2.1.6.3 - Tanjung Percudian (E Sumatra

2°31.06 N
100°19.80 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra)



 Tanjung Percudian is fringed by mangroves and may be easily identified by the high trees behind it, decreasing very rapidly in elevation upon closer approach.

Panipahan Village stands 4 miles S of this point.

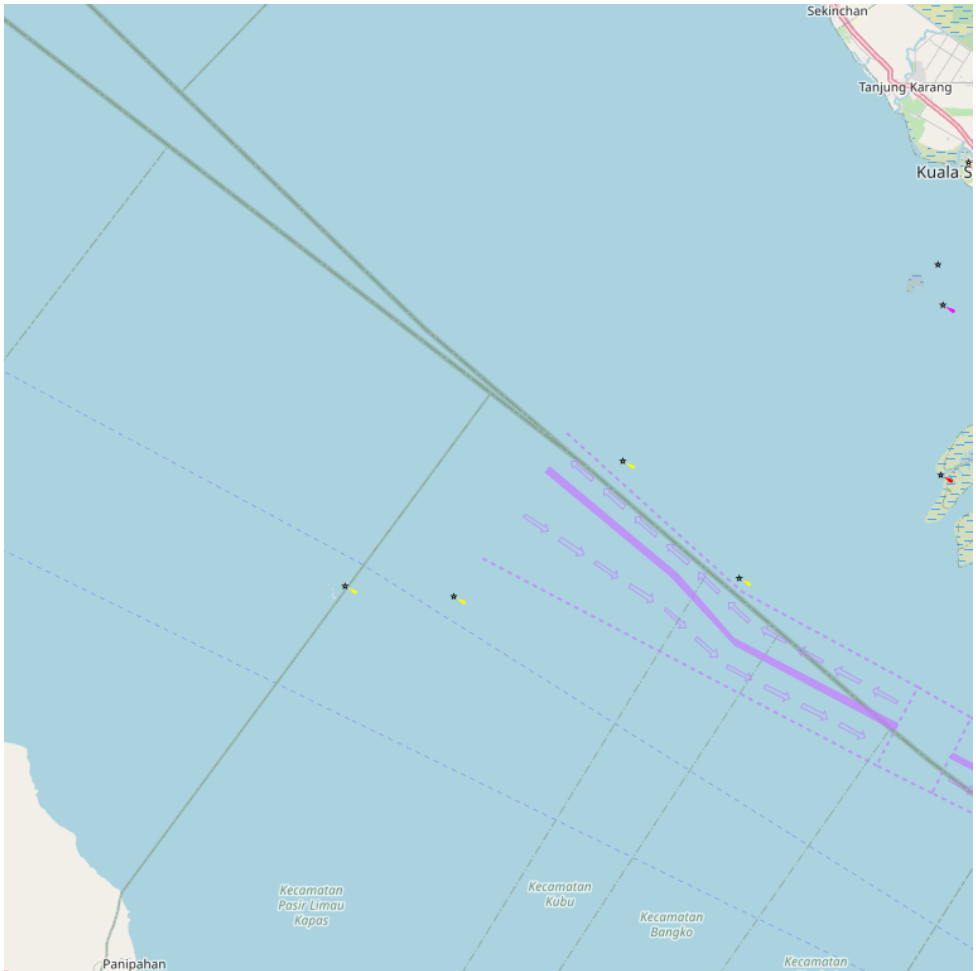
Between Panipahan Village and the entrance of the Sungai Rokan, about 27

miles SE, the coast is broken by several creeks and bordered by shoals.


2.1.6.4 - Pulau-Pulau Aruah (E Sumatra)

2°49.79 N
100°34.83 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra) - Pulau-Pulau Aruah (E Sumatra)



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 Pulau-Pulau Aruah (Aruah Islands) is composed of two groups of small islands and some off-lying rocks which are located on a bank with depths of less than 20m. The S end of the bank joins an extensive mud bank lying adjacent to the Sumatera coast.

Batu Utara (2°55'N., 100°36'E.), the northernmost islet of the group, is about 4.6m high and has a reef extending N.

Batu Byms (Byms Rock) (2°54'N., 100°35'E.), awash, lies about 2 miles SSW of Batu Utara. The charted position is approximate.

Pulau Jemur (2°53'N., 100°34'E.), 22m high, flat, and treecovered, stands about 3 miles SSW of Batu Utara.

Kalironggo Islet stands on a reef about 0.3 mile NE of Pulau Jemur, and a drying reef lies about 0.5 mile farther NE.

A round islet, about 50m in diameter and surrounded by a reef about the same distance in width, stands 0.3 mile SE of Pulau Jemur Light.

A group of five islets lie on a bank, with depths of less than 10m, which lies a little over 0.5 mile WSW of Pulau Jemur and extends in a NNW and SSE direction.

Tokong Mas (2°53'N., 100°33'E.), the northernmost of the group, is 31m high, several drying reefs lie within 0.4 mile N of Tokong Mas. Pasir Pandan, 20m high, and Sarong Alang, 27m high, stand on the same reef S of Tokong Mas.

Labuan Bilik, 20m high, stands about 137m SE of Sarong Alang.

Tokong Sipotjong lies about 0.3 mile SSE of Labuan Bilik.

A drying reef lies between the two.

Batu Berlayer (2°52'N., 100°38'E.), a group of six low rocks, surrounded by a reef, lies about 3 miles E of Pulau Jemur.

Half Tide Rock (2°52'N., 100°40'E.), which dries 2.4m and is steep-to, lies about 2 miles E of Batu Berlayer.

Batu Mandi (2°52'N., 100°41'E.), 2m high and steep-to, lies 7 miles E of Pulau Jemur.

Tokong Simbang (2°48'N., 100°38'E.), 38m high to the tops of the trees, is precipitous and the highest of the Kepulauan Aruah Group. This islet lies about 6 miles SE of Pulau Jemur and can be seen on a clear day for a distance of 15 miles.

There are several rocky islets around it. Tokong, 9m high, stands 1.5 miles SSW of Tokong Simbang.

The large shoal area which extends about 30 miles N from the entrance of the Sungai Rokan to within 2.5 miles S of Tokong.

Tides? Currents

The SE current off Pulau-Pulau Aruah begins about 4 to 5 hours before HW along the coast and runs from 1 to 2 hours after, at a rate of about 2 knots at springs.

The NW current has a rate of about 3 knots. At neaps, the SE current being opposed by the prevailing NW current results in a very weak set in either direction.



Pulau-Pulau Aruah (E Sumatra)



Pulau-Pulau Aruah (E Sumatra)


2.1.6.5 - Pulau Alang Besar (E Sumatra)

2°10.51 N
100°40.39 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra) - Pulau Alang Besar (E Sumatra)



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 Pulau Alang Besar, or Pulau Halang as it is also referred to, is situated off the eastern coast of Sumatra in Riau Province, Pabupaten Bengkalis. The island and associated coastline lie at Kuala Rokan. This small mangrove island and the nearby coastline contain extensive habitats of significance for waterbirds, crocodiles and local fisheries.

Pulau Alang-besar, about 25 miles SE of Tanjung Pejudian, lies in the entrance of the Sungai Rokan.

The approach to this river is fouled by mudbanks. Off Tanjung Belanda, the E entrance point, and Tanjung Sinaboi about 16 miles ENE, the coastal bank dries out from 2.5 to 6 miles.

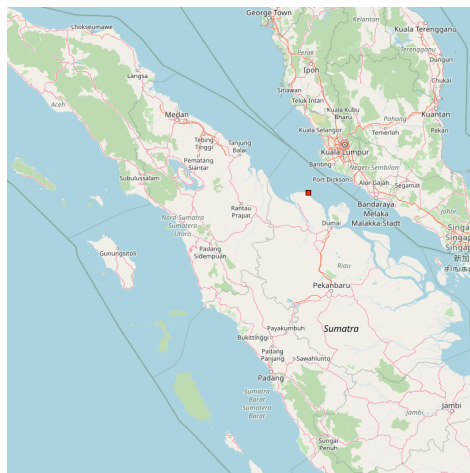
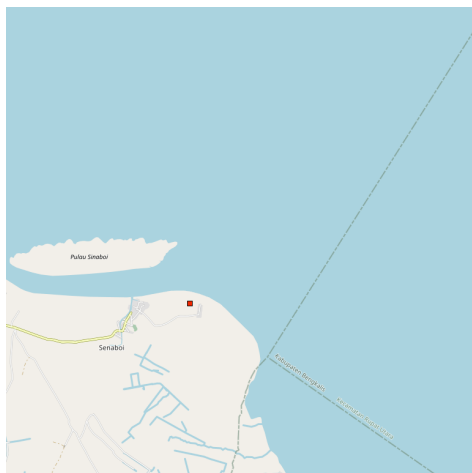
A shoal, with depths of less than 10m, then extends about 26 miles NW from this section of coast and about 25 miles N from Pulau Alang-besar.


2.1.6.6 - Tanjung Sinaboi (E Sumatra)

2°17.35 N

101°02.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Jamboaye to Tg Sinaboi (NE Sumatra) - Tanjung Siapiapi to tg Sinaboi (E Sumatra)



 Tanjung Sinaboi, low and thickly wooded, is the NE extremity of the peninsula separating the Sungai Rokan from Selat Rupat.


Pulau Sinaboi, a small lightcolored islet, lies close NW of Tanjung Sinaboi and shows up well against the darker growth of the mainland.

2.2 - Tanjung Sinaboi to Singapore strait (E Sumatra)

1°24.56 N
102°12.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



 The S coast of the Strait of Malacca between Tanjung Sinaboi and Tanjung Medang, the N point of Pulau Medang about 37 miles ESE, is fronted by numerous mudbanks, which are a continuation of South Sands. Some of these banks dry and are marked by occasional breakers.

Pulau Medang and Pulau Rupert are separated from the Sumatera coast to the W and S by Selat Rupert, a deep passage with the petroleum port of Dumai on its S side.

Supertankers can be accommodated alongside the berths at this port.

Between Pulau Medang and Pulau Bengkalis, about 25 miles SE, the coast is bordered by mudbanks which extend up to 23 miles offshore.

Selat Bengkalis passes through these banks and forms the E entrance channel leading W to the oil port of Dumai.

The other branch of the channel extends SE and E for about 100 miles and then about 32 miles NE to join the E end of the Strait of Malacca.

Pulau Bengkalis, Padang, Merbau, Rangsang and Tebing Tinggi are separated from the coast of Sumatera by Selat Bengkalis, Selat Lalang and Selat Pandjang and from each other by narrow channels.

The E end of Pulau Bengkalis and the N coast of Pulau Rangsang are fronted by several long, narrow ridges of mud and sand, which lie up to 19 miles offshore, N of Pulau Rangsang.

The coast between Tanjung Sinaboi and Tanjung Ketam, about 23 miles SE, is uniformly low and overgrown with mangroves.

Good anchorage can be taken in the channel off this coast.

Between the inshore channel off the coast between Tanjung Sinaboi and Tanjung Ketam and the fairway of the Strait of Malacca, there are many mud banks which are a continuation SE of South Sands, as far as and S of Pyramid Shoal.

Bakal Iba Bank lies parallel to and about 1 mile offshore close NW of Tanjung Ketam; it dries at its SE end, and has depths of 0.3 to 1.8m, hard sand, over the remainder. In the channel between the bank and the coast there is a least depth of 8.8m at its SE end.

Tides?Currents

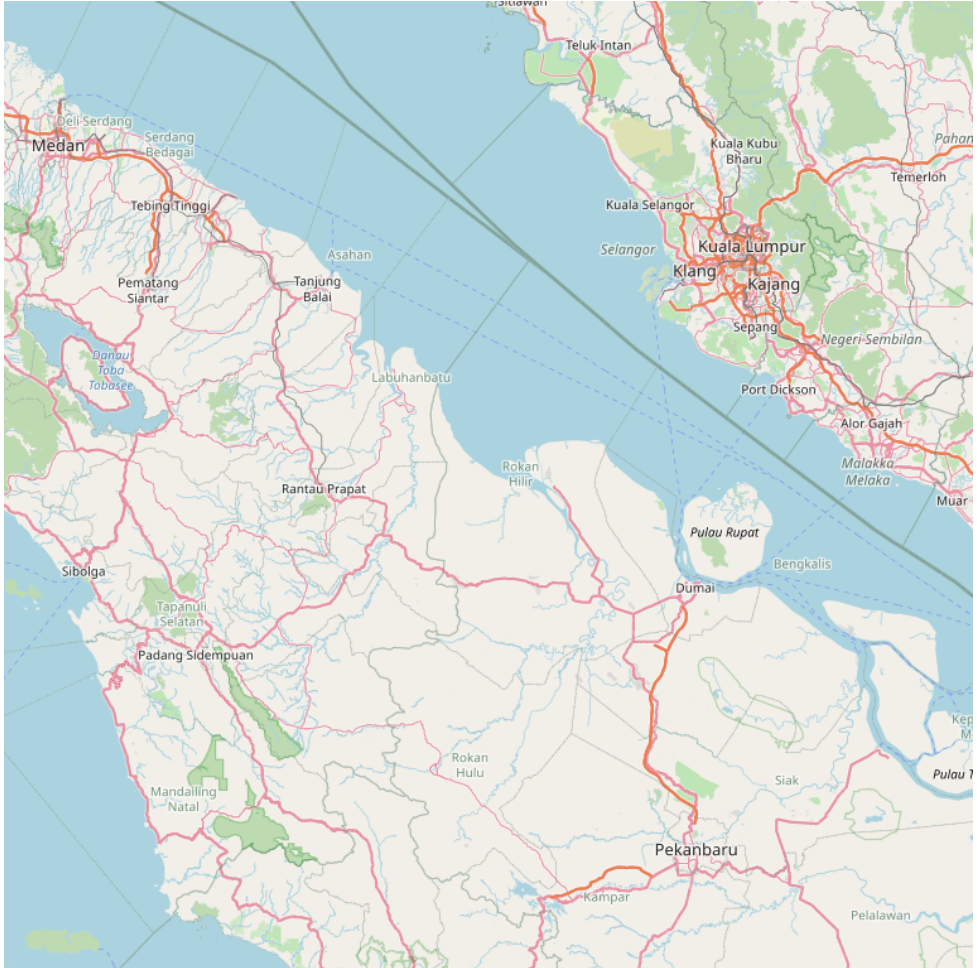
Along the edge of the coastal bank W of Pulau Sinaboi and in the channel between Tanjung Sinaboi and Tanjung Ketam, the currents set generally fair with the channel, setting SE at a maximum rate of 2 knots, and NW at 3 knots. The currents turn about 3 hours after HW and LW along the shore. About 7 to 9 miles NW of Pulau Rupert, the currents set from E to ENE and from W to NW at a rate of 2 knots.

The irregular outline of the shoals, however, causes deflections of the current, so that caution is very necessary. The current turns about 3 hours after HW and LW along the shore. Near the banks off the N entrance of Selat Rupert, the currents set diagonally across, from and to Bakal Tua Bank.


2.2.1 - South Sands (NE Sumatra))

2°24.60 N
101°11.07 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - South Sands (NE Sumatra))



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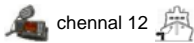
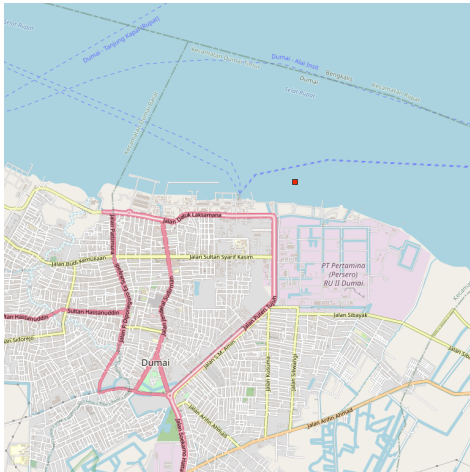
 South Sands, to the NNW, extends about 50 miles SE from a 7.4m patch about 8 miles SW of One Fathom Bank Light and terminate between Pyramid Shoal and the Sumatra coast to the S.

These shoals extend over halfway across the strait from the Sumatra coast and are separated by fairly deep channels. None of these dangers are marked by navigational aids.

2.2.2 - Dumai harbour (E Sumatra)

1°41.30 N
101°27.99 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



Dumai

is a seaport town situated on the S side of Selat Rupert on the mainland coast of Sumatera directly opposite Tanjung Kapal. Dumai is an important oil loading terminal, with facilities for loading general cargo.

This is one of the main entry points into Sumatra by boat. Dumai is very busy with most of the oil of Sumatra exiting from it's seaport.

Tides?Currents

The average range of the spring tides is about 2.4m; the average range of the neap tides is 1.7m.

The current sets parallel to the faces of the wharves with the flood setting to the E at a rate of 3 knots and the ebb setting to the W at a maximum rate of 2 knots. There is no slack period at springs and neaps. Tidal signals are displayed from the oil wharf at the port of Dumai.

Two fixed red lights horizontally disposed indicate an E current; two fixed white lights, horizontally disposed, indicate a W current. Red and white balls are used in lieu of the lights during the day time.

Depths?Limitations

The Dumai port area can be reached by deep-draft vessels by proceeding from the Strait of Malacca into Selat Bengkalis and following a buoyed channel on a S course for about 22 miles to the junction of Selat Rupert.

Vessels must make a turn of about 180° to enter Selat Rupert and then follow a W course for a distance of 33 miles to Dumai.

The Selat Bengkalis and the Selat Rupert fairways have been wire-dragged to a depth of 24m and 18.3m, respectively.

Incoming ships are assigned berths in accordance with time of arrival, product to be loaded, size of vessels, and loaded draft.

There are many wharves available at Dumai. One wharf is Pertamina-owned and consists of two berths. Another wharf is the Pertamina Product Jetty and consists of four berths. The other four wharves are Chevron-owned and operated.

Pilotage

Pilotage for Selat Rupert, Selat Bengkalis, and Lalang Terminal is compulsory and is available 24 hours. The pilot boards N of Fairway Lighted Buoy. Vessels should send ETA through Dumai (PKP) 96 hours and 24 hours in advance, notifying of any changes of over 3 hours immediately.

Vessels also need to state if proceeding through Singapore and send an amended ETA upon leaving there. Vessels should contact Morong Pilot Station on VHF channel 16 requesting a pilot at the fairway buoy.

Harbor pilotage is compulsory for all vessels entering the inner harbor at Dumai. The ETA must be sent 6 hours in advance.

Harbor pilots are available 24 hours.

Pilots will board vessels at the cargo (berthing) anchorage in position 1°42.5'N, 101°26.0'E, or on arrival at Buoy 18 if a berth is available. Harbor pilotage is performed by government pilots.

All vessels proceeding to Dumai should hoist the International Code Flag ?H? or ?PT? when passing Buoy 17 and call Chevron on VHF channel 12. At this time the vessel will be notified if pilots are available; if not, then the vessel may proceed directly to Dumai Harbor Anchorage Area.

Regulations

The Rupert Strait/Bengkalis Strait area has been designated as a restricted maritime zone by Indonesia. A partial exemption from the requirement to secure special Indonesian Consular clearance prior to entering this zone has been granted by the Indonesian navy to tankers bound for Dumai from any port in the world except Singapore.

Vessels require only normal clearance from their last port to obtain entry at Dumai. Vessels diverted at sea need only normal clearance from the last port and the diversion cable.

All vessels inbound to Dumai from abeam of Raleigh Bank Lighted Buoy until

anchored off Dumai must display the International Code Flag hoist ?CAL? flown from the signal yard, by day; and a red light, 1.8m above a white light, by night.

Anchorage

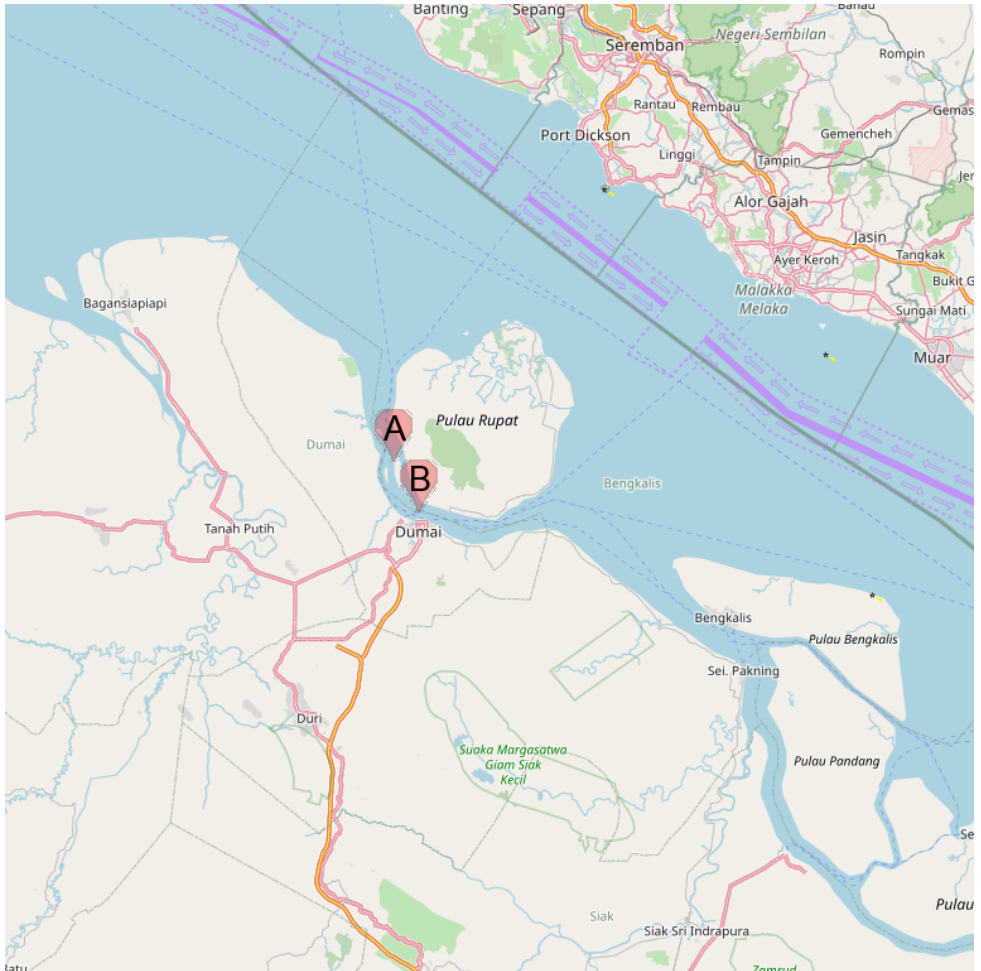
The Dumai general anchorage is N and W of the oil wharves. The least depth in this area is 14.6m. Holding ground at these anchorages is good, with clay bottom. It is reported that this area is sufficient enough for ease of maneuvering and will provide swinging room for several vessels of the size that are accommodated at the oil wharves.



2.2.3 - Pulau Medang - Pulau Rupat (E Sumatra)


1°54.27 N
101°35.64 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Medang - Pulau Rupat (E Sumatra)



A Islets SSE of Tanjung Ketam (E Sumatra)

B Selat Rupat (Selat Dumai) (E Sumatra)

 Pulau Medang and Pulau Rupat are separated from each other by a narrow, winding strait of no importance to navigation. Both islands are heavily wooded. Pulau Rupat is separated from the coast of Sumatera by Selat Rupat. Foul ground, with numerous drying patches, extends about 7 miles offshore from the N side of Pulau Rupat and the NW side of Pulau Medang. A shoal with a depth of 14.7m lies 6.5 miles NNE of Tanjung Medang. Between Tanjung Medang and Tanjung Mambul, the E entrance point of the N

end of Selat Rupert, about 11 miles WSW, the tree-covered coast is bordered by a series of shoals which extend up to 5.2 miles offshore.

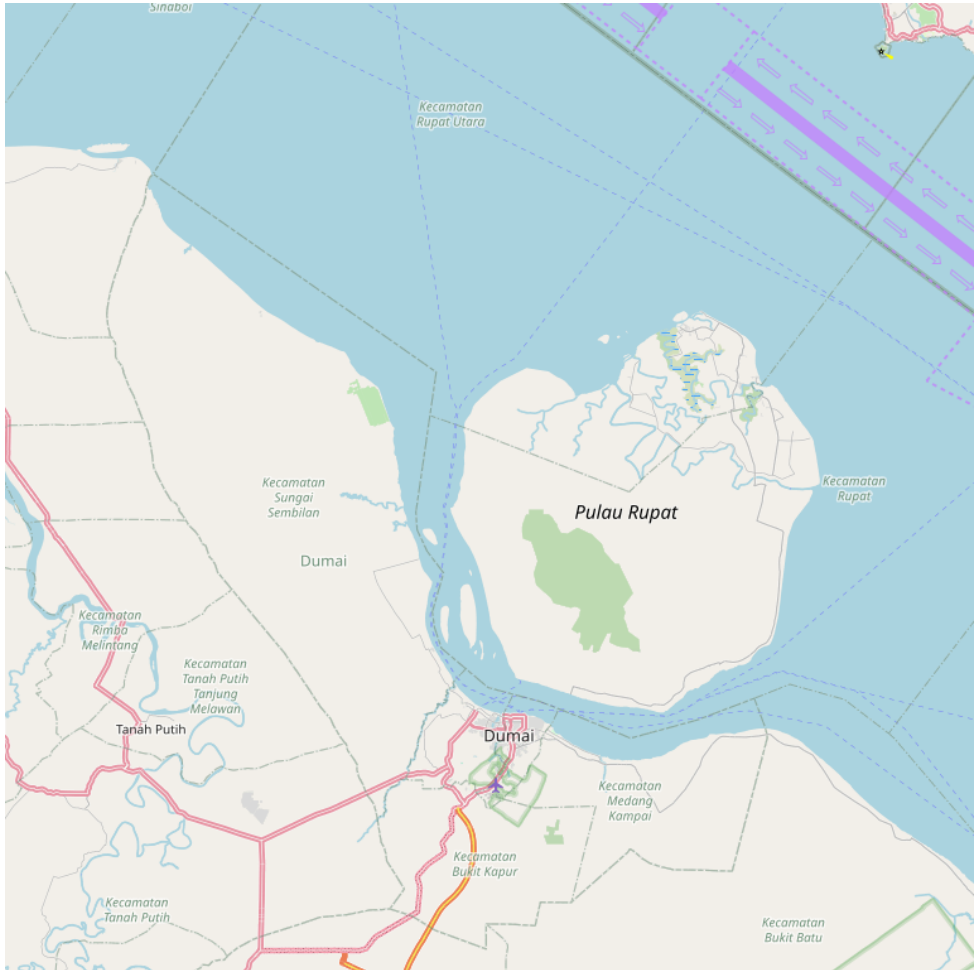
The NE side of Pulau Medang is tree covered and marked by some native villages. A conspicuous house with a red roof is situated about 4 miles SE of Tanjung Medang.

A detached bank, which dries on its outer side, lies about 2 miles offshore, about 6 miles SE of Tanjung Medang.


2.2.3.1 - Islets SSE of Tanjung Ketam (E Sumatra)

1°49.00 N
101°23.71 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Medang - Pulau Rupert (E Sumatra) - Islets SSE of Tanjung Ketam (E Sumatra)



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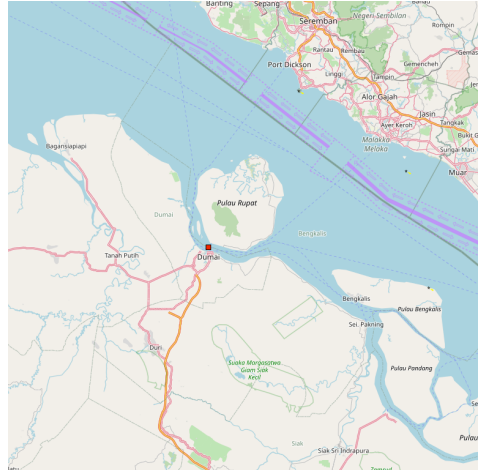
 Pulau Ketam, a small islet, stands 7 miles SSE of Tanjung Ketam and Pulau Atung, Pulau Mampu, Pulau Payung, Pulau Rampang, and Pulau Mentelier stand up to 8.5 miles farther SSE. All of these islets are low but tree-covered. The entire S shore of the strait is densely wooded.


A prominent village stands on the N side of the strait about 4 miles E of Tanjung Kapal, the SW extremity of Pulau Rupert.

2.2.3.2 - Selat Rupert (Selat Dumai) (E Sumatra)

1°42.37 N
101°26.93 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Medang - Pulau Rupert (E Sumatra)



 Selat Rupert (Selat Dumai) separates Pulau Rupert from the mainland of Sumatra. Tanjung Ketam, the W entrance point of the N end of Selat Rupert, is low and sandy and is marked by some houses and coconut trees.

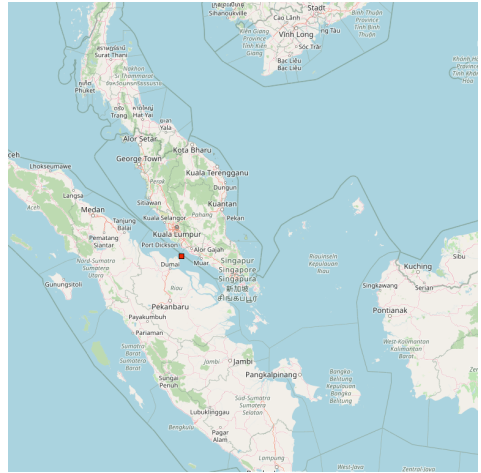
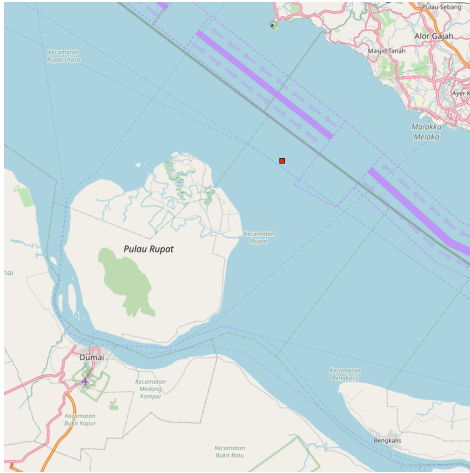



2.2.4 - Raleigh shoal (NE Sumatra)

2°06.20 N
101°52.47 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)





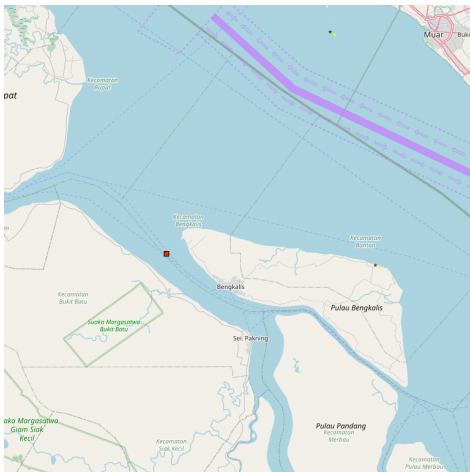
 Raleigh Shoal, about 4 miles long in a NW to SE direction with a least depth of 4.8m, lies centered about 15 miles E of Tanjung Medang.


A shoal, with a depth of 19.4m, was reported to lie 3.5 miles NNW of Raleigh Shoal. A lighted buoy is moored on the S side of the shoal. There is a precautionary area close E of Raleigh Shoal.

2.2.5 - Selat Bengkalis (E Sumatra)

1°33.03 N
101°57.98 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



 Selat Bengkalis lies between the SW side of Pulau Bengkalis and Sumatera and is entered W of Tanjung Jati, the W extremity of Pulau Bengkalis, which

stands about 19 miles SE of Tanjung Masim. The N approach is deep and presents no difficulty if the buoyed channel is followed.

The W shore of the approach, from the NE extremity of Pulau Rupert to Tanjung Masim is covered with low trees and covered at HW. Tall trees stand inland.

Shoals, with depths from 3 to 11m, extend up to 20 miles N and NW from Tanjung Jati.

A shoal, with a depth of 7.2m, lies about 4 miles WNW of Tanjung Jati. A shoal, with a depth of 10.6m, lies on the SW side of the strait about 4.7 miles SW of the same point.

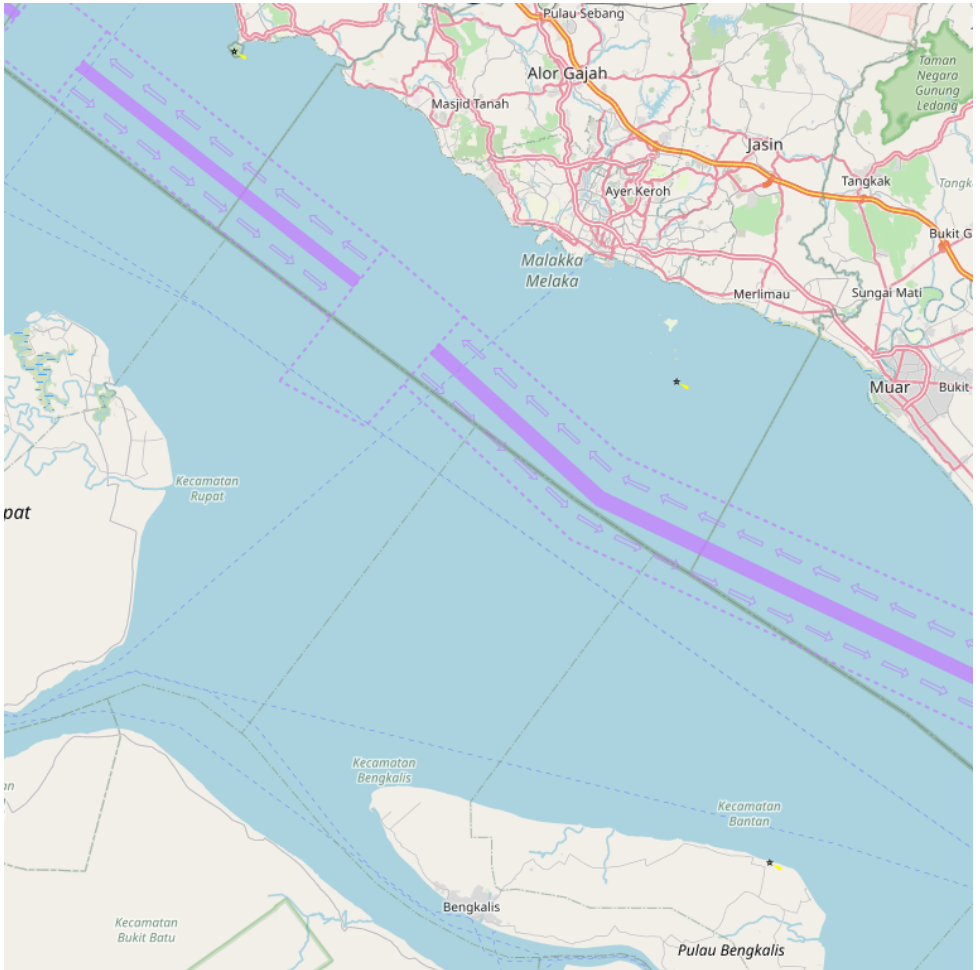
Southward of Tanjung Balai, about 17 miles SE of Tanjung Jati, Selat Bengkalis becomes Selat Lalang.

Selat Lalang leads into Selat Pandjang and this strait has considerable depths for about 60 miles but is then fouled by islets and shoals.


2.2.6 - Rob Roy Bank (Sinaboi - E Sumatra)

1°55.21 N
102°04.54 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Rob Roy Bank (Sinaboi - E Sumatra)



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 Rob Roy Bank, a ridge about 15 miles long in a NW to SE direction with a least depth of 2.1m, lies about 27 miles SE of Tanjung Medang. A patch with a depth of 2.4m lies about 1.5 E of the 2.1m depth. The bank is steep-to on its NE and SW sides.

A lighted beacon, exhibiting a racon, stands in the middle of the bank.

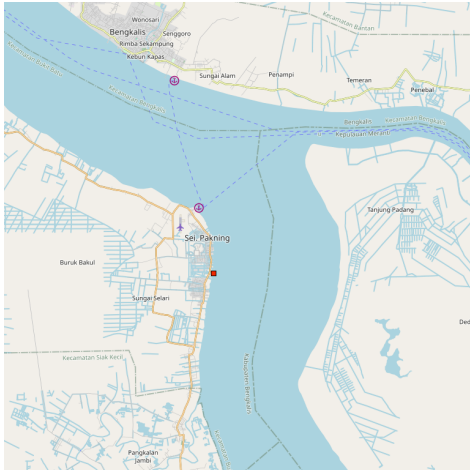
A wreck, the exact depth which is unknown but which is considered to have a


safe clearance of 15m and whose charted position is only approximate, lies about 11 miles E of Rob Roy Bank. Another wreck, with a depth of 17m, was reported to lie 1.5 miles farther SE. Another dangerous wreck lies in an approximate position about 10 miles NE of the bank.

2.2.7 - Sungaipakning harbour (E Sumatra)

1°20.50 N
102°09.51 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



 Sungaipakning stands about 2 miles S of Tanjung Balaidalam. It's a small port.

A radio mast, painted red and white, stands in the town.

A shoal, with a least charted depth of 8m, extends about 3miles SE from a point about 1 mile NE of the charted light in position 1°20.7'N, 102°09.5'E.

A shoal, with a least charted depth of 8m, extends about 3 miles SE from a point about 1 mile NE of the charted light in position 1°20.7'N, 102°09.5'E.

Depths?Limitations

Wharf No. 1, reported capable of accommodating tankers up to 259m in length, with a depth of 14.5m alongside, extends from the shore at Sungaipakning.

The T-head is 305m and is connected to the shore by a long causeway, 213m in length.

Wharf No. 2, which stands 0.5 mile S of Wharf No. 1, has a central platform 55m in length and 12m wide. The wharf is capable of handling two tankers simultaneously, but vessels up to 85,000 dwt have been successively loaded alongside.

The wharf is flanked by two large mooring dolphins; the outer dolphins are detached but the inner dolphins are connected to the loading platform by catwalks.

Pilotage

The harbor pilot boards in the anchorage area.

Anchorage

The recommended anchorage lies about 1 mile NNE of Wharf No. 1, in depths of 20 to 40m, clay, good holding ground, but mariners are cautioned that the tidal currents are strong.

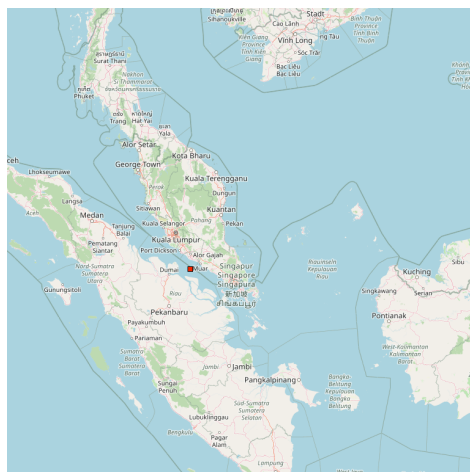
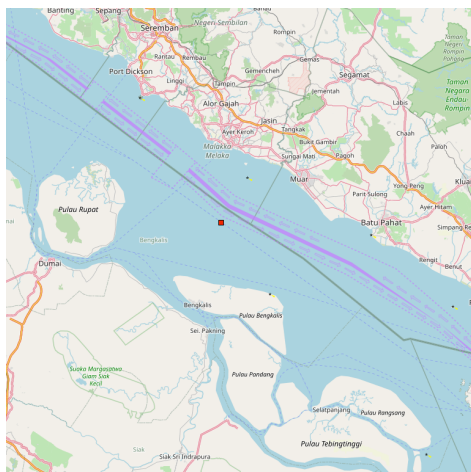
Caution: The wreck of the M/V Lestari Permai is reported (2005) to lie 1.5 miles E of Sungaipakning and S of the charted anchorage area.



2.2.8 - Vowler Bank (E Sumatra)

1°50.68 N
102°12.99 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)

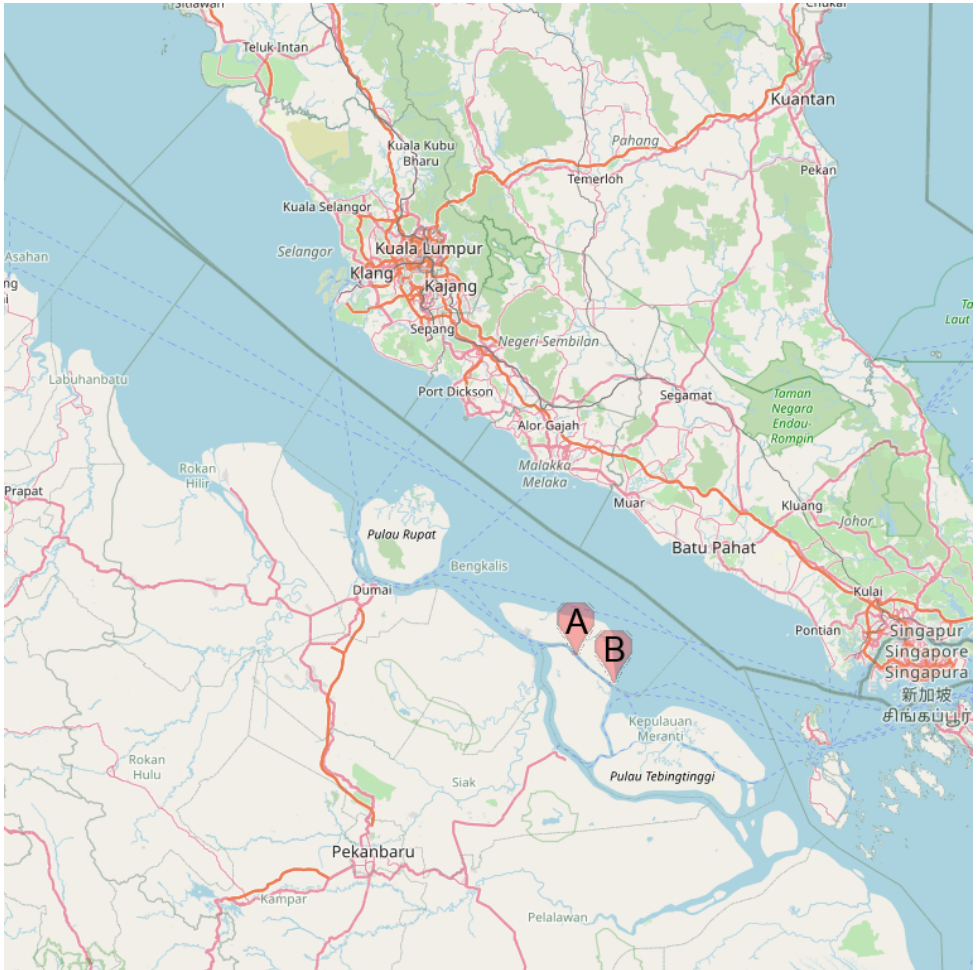


Vowler Bank, with depths of less than 20m, lies with its NW end about 5 miles SE of the 2.4m depth on Rob Roy Bank. A 9.1m patch lies near the NW end of the bank and a similar depth lies s about 3 miles SE.

2.2.9 - Pulau Bengkalis (E Sumatra)


1°26.22 N
102°15.44 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Bengkalis (E Sumatra)



A Selat Padang (E Sumatra)

B Tanjung Pulau Kandar (SE Bengkalis) (E Sumatra)

 Pulau Bengkalis is uniformly covered with vegetation. Its N coast is fronted by shallow ridges running parallel to it and separated by deeper channels. The village of Bantantengah lies about midway between Tanjung Jati and Tanjung Parit, the NE end of the island. During May and November numerous fishing boats frequent the waters N of the island.

A shoal, with a depth of 3.9m, lies on a ridge about 7 miles N of Bantantengah. The E coast of Pulau Bengkalis is fringed by a steep-to bank of mud and sand

extending about 0.3 mile offshore. A river discharges into the strait about 2 miles S of Tanjung Senekip, which lies 3.75 miles SSE of Tanjung Parit.

A shoal, with a depth of 8.5m, lies 2.5 miles offshore 4.5 miles SE of Tanjung Senekip.

A shoal, with depths of less than 10m, lies centered 1.5 miles offshore between Tanjung Senekip and Tanjung Pulau Kandar.

Tides?Currents

The tidal currents set along the N side of Pulau Bengkalis and Pulau Rangsang, to the SE, in an E to ESE direction at a rate of 2 knots at springs, and from W to NW at a rate of 3 knots.

At neaps, both currents are weak off Pulau Bengkalis, but have a rate of from 1 to 1.5 knots off Pulau Rangsang.

In the bight between these two islands, the current sets in and out.

In Selat Bengkalis, the SE current begins about 2 hours after LW along the shore and may attain a rate of more than 2 knots.

The NW current begins 2 hours after HW and at times attains a rate of 3 knots.

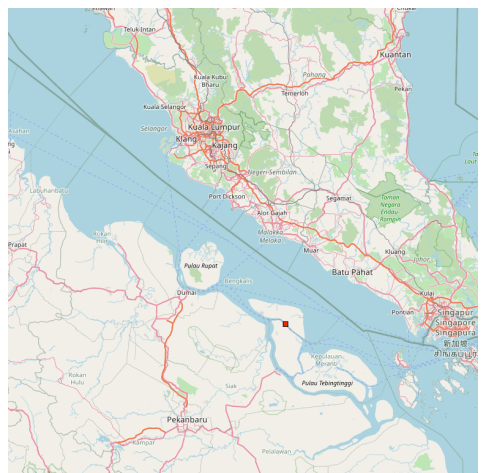
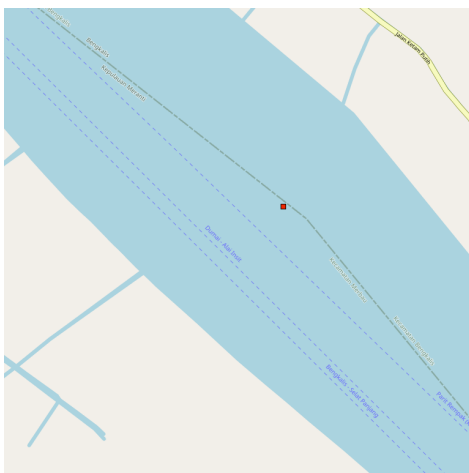
The current near the E coast of Pulau Bengkalis has a rate of almost 2 knots and increases to a rate of 3.5 knots near Pulau Belembang and Pulau Burung.

A vessel bound for Bengkalis Settlement from the Strait of Malacca may pass close along the E side of Pulau Bengkalis, round its SE end, taking care to avoid the spit which extends from it, and then proceed through Selat Padang.


2.2.9.1 - Selat Padang (E Sumatra)

1°22.87 N
102°20.11 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Bengkalis (E Sumatra)





 Selat Padang, the channel between Pulau Bengkalis and Pulau Padang to the S, is in frequent use by small craft trading between Singapore and Bengkalis.

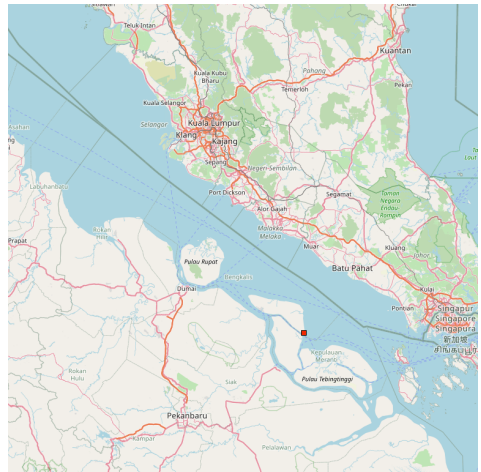
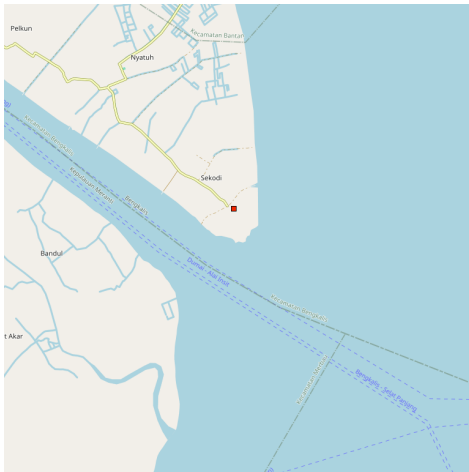
The channel is almost 1 mile wide with depths of 6 to 14m in the fairway. The channel is contracted to a width of 0.3 mile at its SE entrance by the extending shoal which has a least depth of 4.8m.


In Selat Padang the E current has a maximum rate of 2 knots and makes about 2 hours after LW. The W current has a maximum rate of about 3 knots and makes about 2 hours after HW.

Toward neaps the currents are very weak but the W current predominates.

2.2.9.2 - Tanjung Palau Kandar (SE Bengkalis) (E Sumatra) 1°15.65 N 102°30.06 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Bengkalis (E Sumatra)



 Tanjung Palau Kandar (or tg Sekodi), with the village of Sekodi on it, is the SE extremity of Pulau Bengkalis.

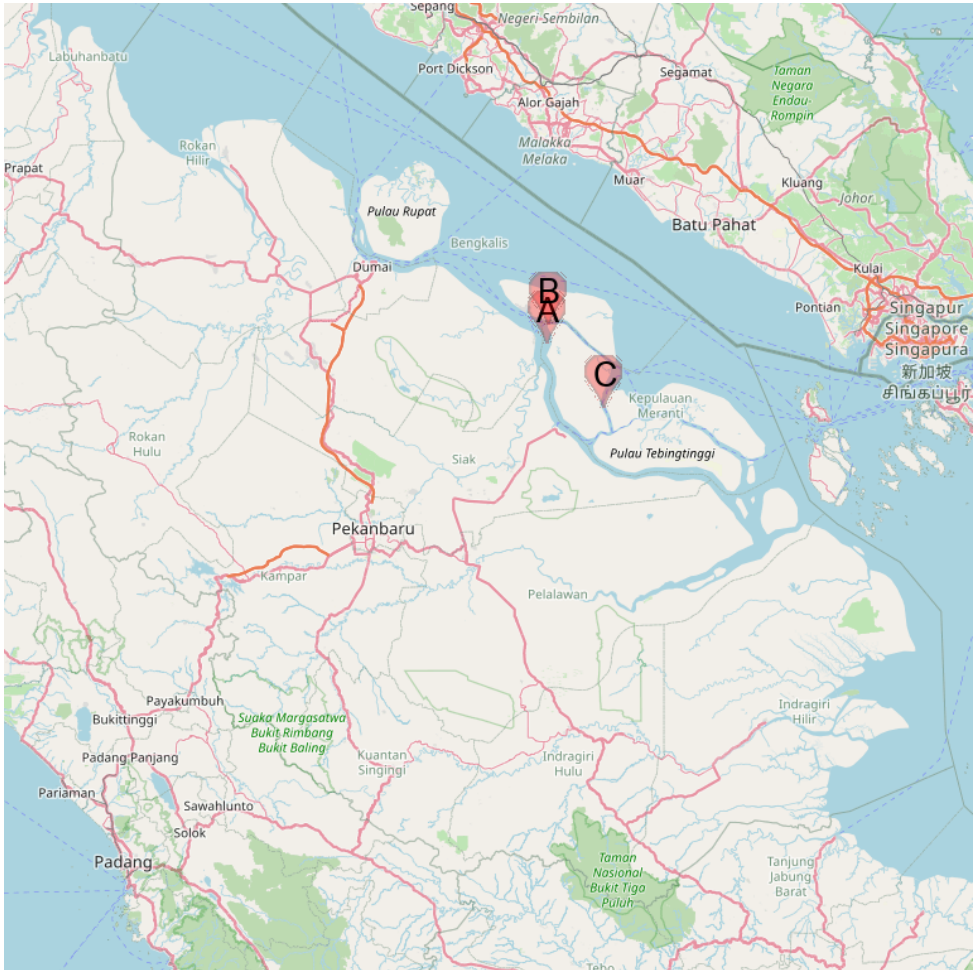
A spit, with a depth of 0.5m, extends 0.5 mile S, and a 4.8m depth lies about 1 mile SW of the point.

Between the E coast of Pulau Bengkalis and Long Bank, about 29 miles to the E, there are several narrow sand ridges separated by channels with greater depths.

2.2.10 - Pulau Padang (E Sumatra)

1°09.22 N
102°20.91 E


Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Padang (E Sumatra)



A Selat Lalang (E Sumatra)

B Tanjung Padang (E Sumatra)

C Selat Asam (E Sumatra)

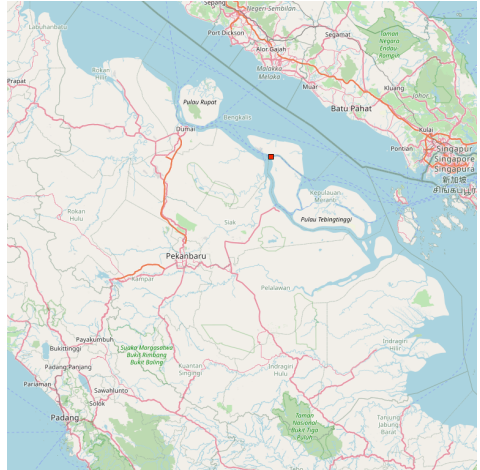
 Padang Island is an island in Riau province, Indonesia, close to the east coast of Sumatra island. The area is 1109 km². close to the east coast of Sumatra island.


It should not be confused with the city of Padang, Sumatra, or the island Padang in Borneo.

2.2.10.1 - Tanjung Padang (E Sumatra)

1°24.76 N
102°12.87 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Padang (E Sumatra)



 From Tanjung Padang, the S entrance point of the W end of the strait, a spit with a depth of 1.8m at its outer end, extends 2.5 miles W from the point. The spit dries up to 1 mile W of the point.

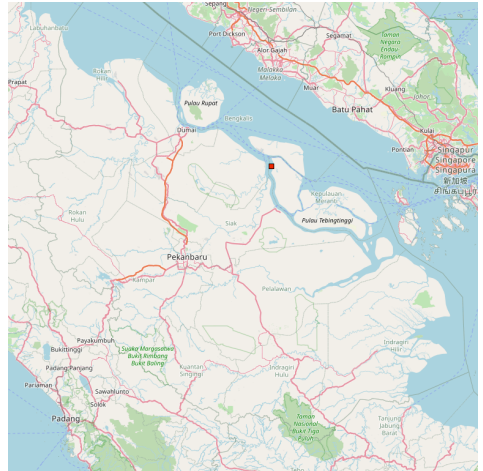
Dedap, a wooded islet, lies on a sandbank which extends about 0.2 mile offshore from the SW side of the strait about 11 miles SE of Tanjung Padang.

2.2.10.2 - Selat Lalang (E Sumatra)


1°20.05 N
102°12.60 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Padang (E Sumatra)





salawati

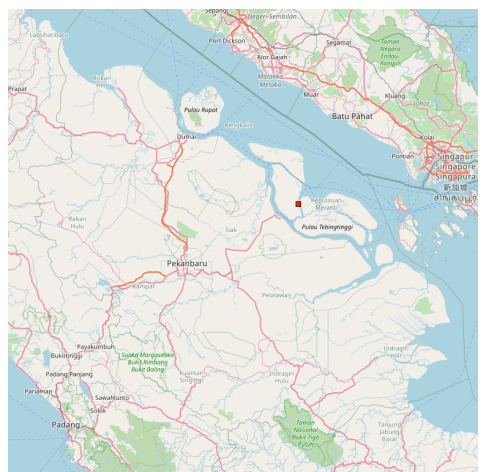
 Selat Lalang is about 2.2 to 4 miles wide and has a least depth of 11m in the fairway but there is a ridge with a depth of 8m near the middle of the strait abreast Makapan Settlement which stands on the W bank about 15 miles S of Tanjung Lajang.

In Selat Lalang and Selat Pandjang the currents turn from 2 to 2.5 hours after HW and LW along the shore.

2.2.10.3 - Selat Asam (E Sumatra)

1°03.24 N
102°27.26 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Padang (E Sumatra)



Selat Asam, which lies between Pulau Padang to the W and Pulau Merbau and Pulau Tebing Tinggi to the E, has a least width of about 1 mile and a least depth of about 12m in its N approach.

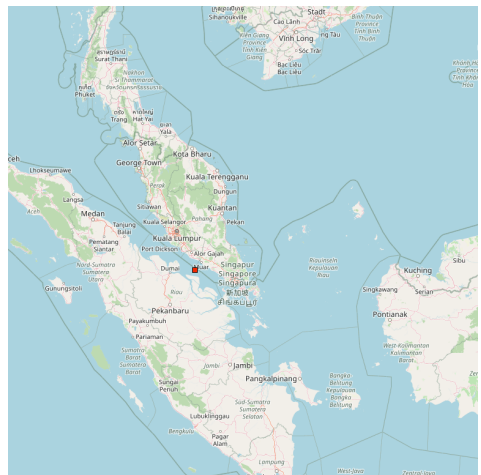
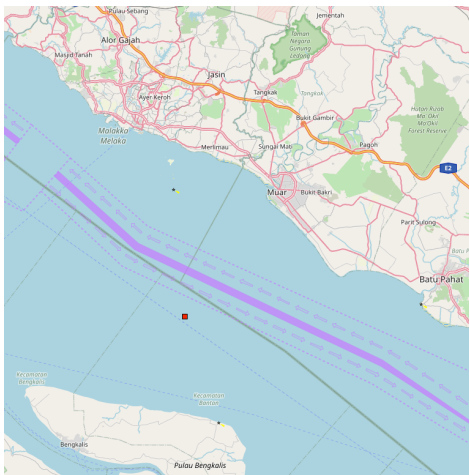
The shores are steep-to, except off the N entrance point at its S end where it joins Selat Lalang and Selat Pandjang.


A spit, with a depth of 8m at its outer end, extends about 1 mile S from this point.

2.2.11 - Clark Bank (E Sumatra)

1°45.82 N
102°21.54 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



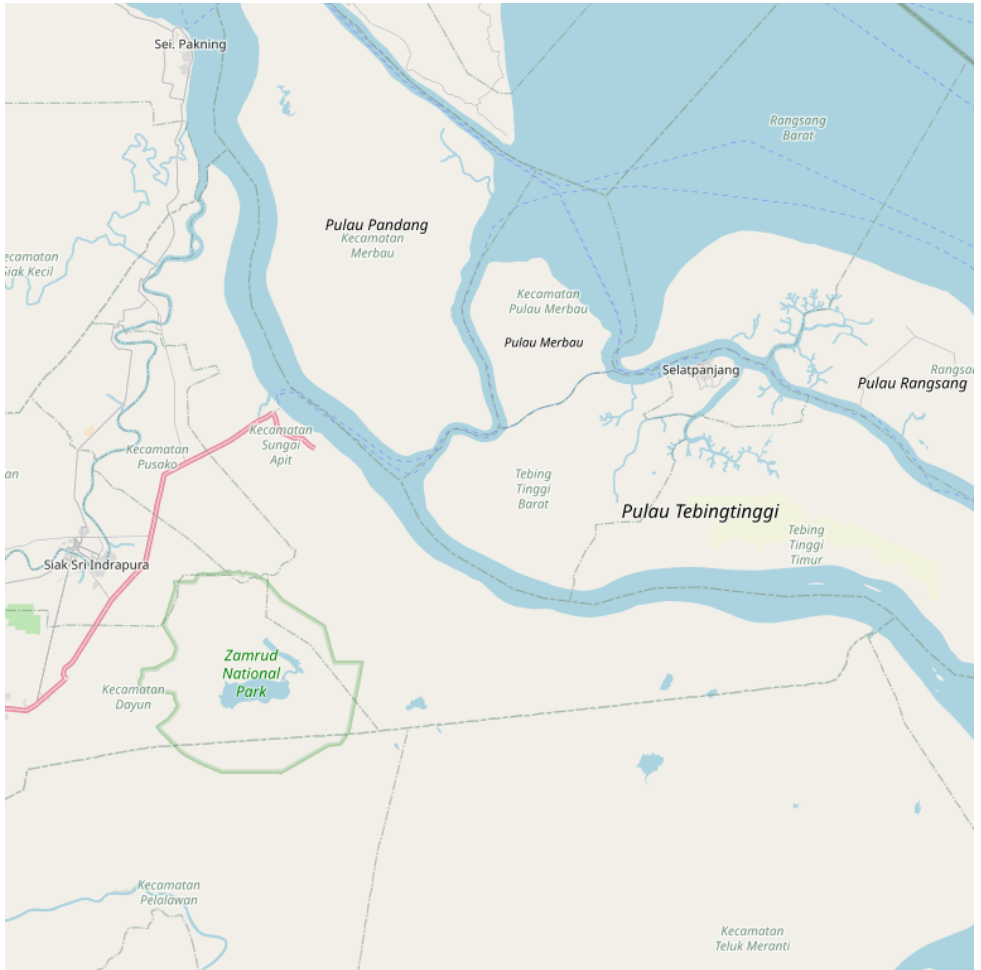
 Clark Bank consists of two narrow ridges, about 2 miles apart, extending in a NW to SE direction, which lies about 4 miles SE of Vowler Bank.

Depths over these ridges range from 15.5 to 18.5m. Between these banks and the shoals extending from the coast of Sumatera there is a deep channel with a least width of 3 miles.


2.2.12 - Pulau Merbau (E Sumatra)

1°02.37 N
102°32.29 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Merbau (E Sumatra)



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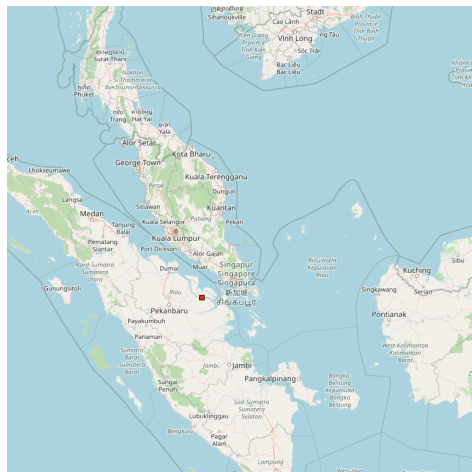
 Pulau Merbau, separated from the adjacent islands by Selat Asam and Selat Ringgit, is bordered by a shoal bank on its NE side which extends about 12 miles offshore.


The inner part of this bank dries.

2.2.13 - Selat Pandjang (E Sumatra)

0°45.74 N
102°37.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra)



 Selat Panjang has a width of 1.5 to 3.2 miles, except where it is fouled by shoals and islets.

The above passages are only used by local vessels and are of little commercial importance.

In Selat Lalang and Selat Panjang the currents turn from 2 to 2.5 hours after HW and LW along the shore.

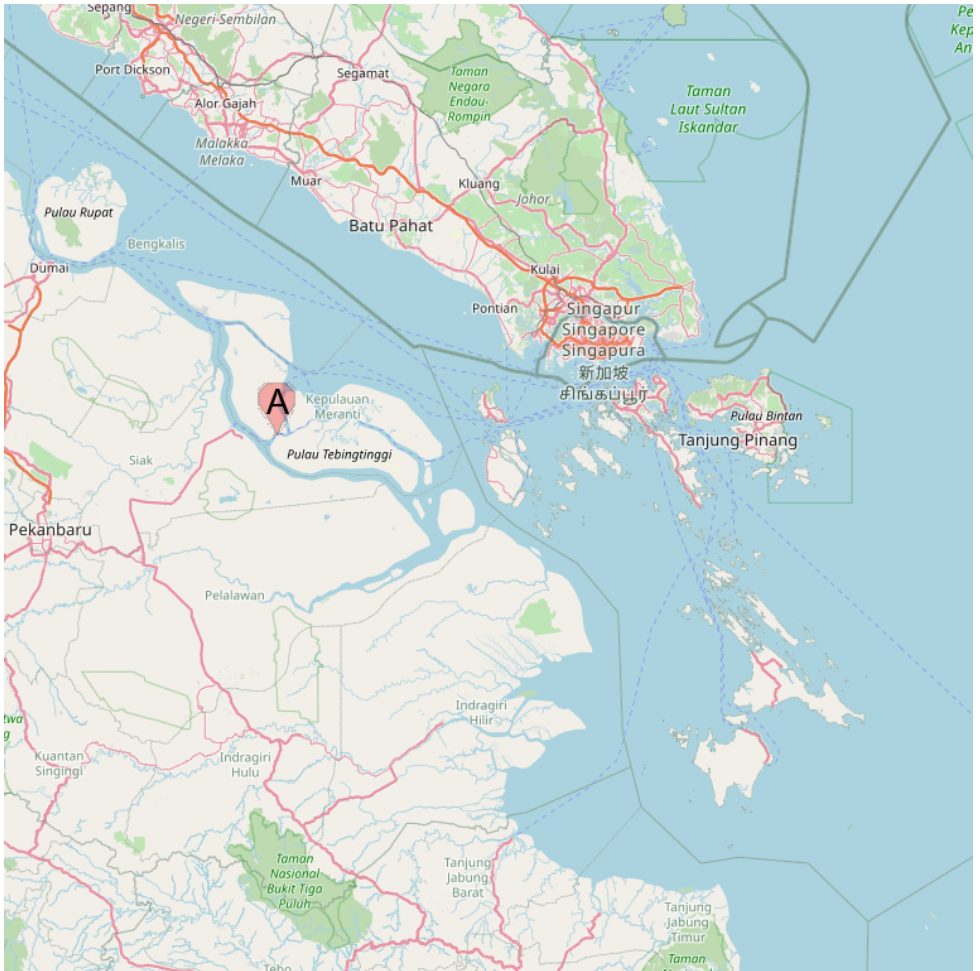
The SE and E currents have a maximum rate of 3.5 knots, and set along the coast of Sumatera into Sungai Kampar, about 14 miles SE of the E entrance of Selat Pandjang.

The W and NW currents have a maximum rate of 4 knots, being stronger near the E end of Selat Pandjang.


2.2.14 - Pulau Tebingtinggi (Sumatra)

0°51.02 N
102°44.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Tebingtinggi (Sumatra)



A Selat Ringgit (E Sumatra)

 Tebingtinggi is an island directly W of Padang island and S of Rangsang island, in Riau Province of Sumatra.

The capital is Selat Panjang.

Close to the SE end of Pulau Tebing Tinggi there is a narrow channel, with a least depth of 3.5m, leading into the E end of Selat Pandjang.


The Sungai Sudur and the Sungai Suwir flow into the N and S sides, respectively, of the NW end of Selat Ajer Hitam.

2.2.14.1 - Selat Ringgit (E Sumatra)

0°56.29 N
102°26.33 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Tebingtinggi (Sumatra)



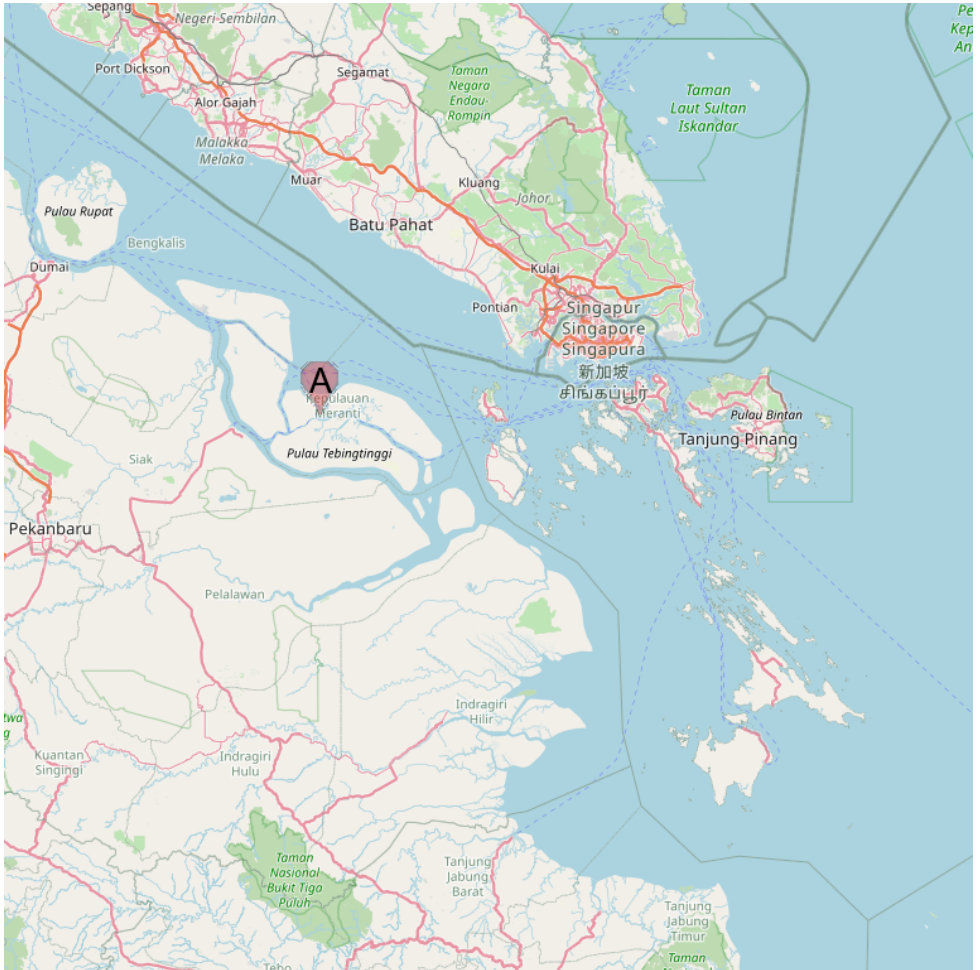
 Selat Ringgit, between the SE side of Pulau Merbau and the NW end of Pulau Tebing Tinggi, has a least width of about 46m, and depths are reported to be from about 5 to 12m.

Vessels should favor the N side of the fairway at both ends of the strait.


2.2.15 - Pulau Rangsang (E Sumatra)

0°59.48 N
102°53.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Rangsang (E Sumatra)



Selat Kungkung (E Sumatra)

 Pulau Rangsang, with an area of 908 km², is E of Merbau island and N of Tebingtinggi island.

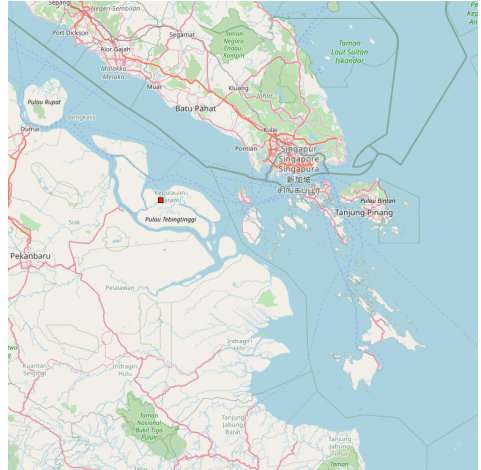
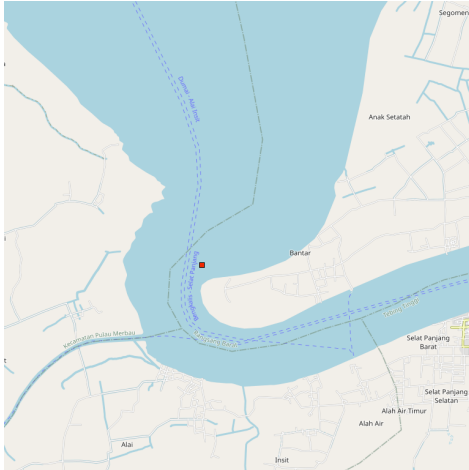
The N and NE coasts of Pulau Rangsang are fringed by a mud bank which dries out up to 1 mile offshore. A village stands on the NE side of the island 8 miles SE of Tanjung Kedabu, the NE point.


Numerous fishing stakes may be encountered up to 5 miles offshore between Tanjung Kedabu and Tanjung Medangkaluwar.

2.2.15.1 - Selat Kungkung (E Sumatra)

1°01.46 N
102°37.44 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Pulau Rangsang (E Sumatra)



 Selat Kungkung is between Merbau bank and Rangsang bank, turn SW of pulau Rangsang and, in turn, leads into Selat Ayerhitam.

Several narrow banks lying in a N to S direction, with depths of 1.2 to 5.5m lie in the N part of Selat Kungkung.

Selat Kungkung, entered between Pulau Merbau and the W end of Pulau Rangsang, should not be used by vessels without local knowledge, as the approaches for 20 miles to the N are fouled by long shoal ridges some of which have depths of less than 1.2m and they are not buoyed.

A drying bank extends up to 1 mile from the NW coast of Pulau Rangsang.

At Tanjung Majan, about 7 miles E of Tanjung Ajung, Selat Kungkung leads into Selat Ajer Hitam, which separates Pulau Rangsang from the N side of Pulau Tebing Tinggi.

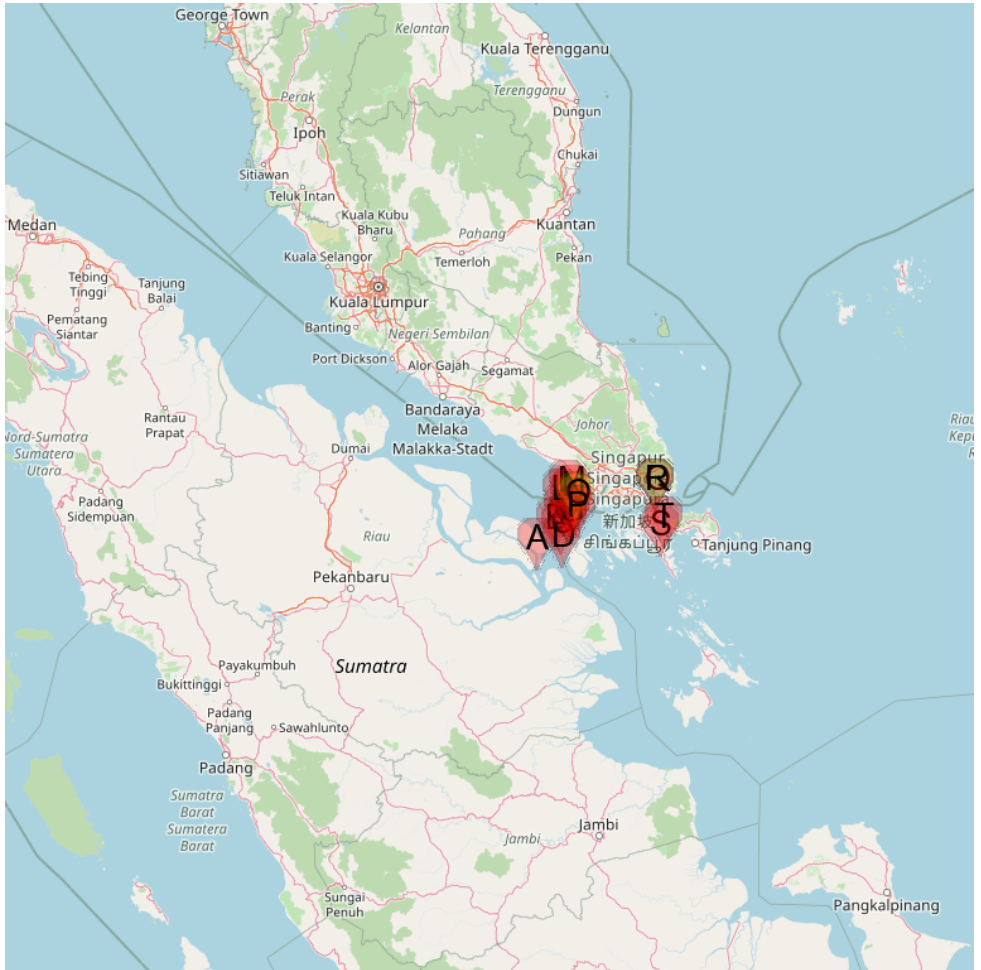
Tides?Currents

In Selat Kungkung and Selat Ajer Hitam, the SE current starts about 2 hours after LW, and the NW current about 2 hours after HW, at rates of 2.5 and 4 knots, respectively, at springs. Both currents are weak at neaps, the NW current being the stronger.

2.2.16 - Selat Riau W side (Indonesia)


0°56.23 N
103°34.72 E


Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia)



- | | |
|--|--|
| A Pulau Manggung Topang Lebu Serapung Mend... | B Pulau Belambang-Burung (E Rangsang-E Sumatra) |
| C Pulau Lalang (Sumatra) | D Pulau Rusah-Turus-Lanjang (E Sumatra) |
| E Pulau Tambelas (E Sumatra) | F Pulau Kenipaan (Kempaan) (E Sumatra) |
| G Pulau Nipah (E Sumatra) | H Pulau Babi (E Sumatra) |
| J Karimun islands (Riau-E Sumatra) | K Karimun Besar (E Sumatra) |
| L Pulau Assan and Mudu (E Sumatra) | M Pulau Lyu Besar and Lyu Kecil (E Sumatra) |
| N Pulau Karimun Kecil (E Sumatra) | O Pongkar beach (E Karimun Besar) (E Sumatra) |

Sumatra (Indonesia)

 Selat Gelam (Riau-E Sumatra)

 Tanjung Babi

 Pulau Rempang (Indonesia)

 Nongsa Point Marina


 Pulau Pandjang (Indonesia)

2.2.16.1 - Pulau Manggung Topang Lebu Serapung Mendol (E Sumatra)

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Manggung Topang Lebu Serapung Mendol (E Sumatra)



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 Pulau Manggung, Pulau Topang, Pulau Lebu, Pulau Serapung, and Pulau Mendol, which stand off the entrances of both Selat Ajer Hitam and Selat Pandjang, are low, thickly wooded islands.

A pier extends from the SW side of Pulau Mendol.

A shoal area with depths of less than 5.2m extends about 3 miles E from the NE extremity of Pulau Manggung and then curves S and SW to the S extremity of

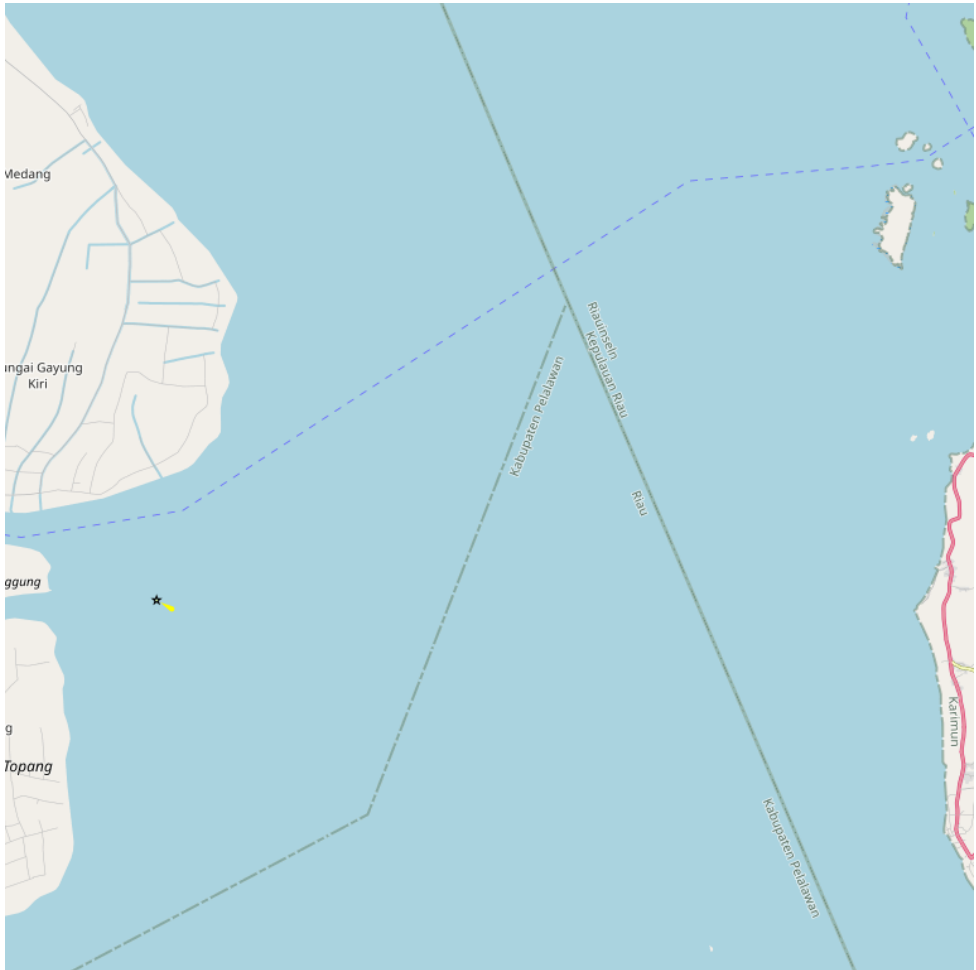
Pulau Topang. There is a least depth of 0.9m over this shoal.

A similar shoal area, with a depth of less than 0.6m extends from a position about 3 miles E of the SE extremity of Pulau Topang to Pulau Burung.


The least charted depth in the channel between the two shoal areas is about 5.3m.

2.2.16.2 - Pulau Belembang-Burung (E Rangsang-E Sumatra) 0°52.05 N 103°13.96 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Belembang-Burung (E Rangsang-E Sumatra)



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 Pulau Burung, which stands about 5 miles SE of Tanjung Medangkaluwar, the E extremity of Pulau Rangsang, is high, densely wooded, and fringed by above and below-water rocks.

Pulau Belembang, 1,5 miles N of pulau Burung, is surrounded by above and belowwater rocks. The islet is low and covered with brush.

Drying rocks lie close NE and about 1 mile NE, respectively, of Pulau Belembang.

A 4.4m patch lies about 2 miles NE of the islet.


2.2.16.3 - Pulau Lalang (Sumatra)

0°49.46 N
103°16.91 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Lalang (Sumatra)



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 Pulau Lalang, rocky, hilly, and overgrown with brush, stands 3.75 miles SE of Pulau Burung.

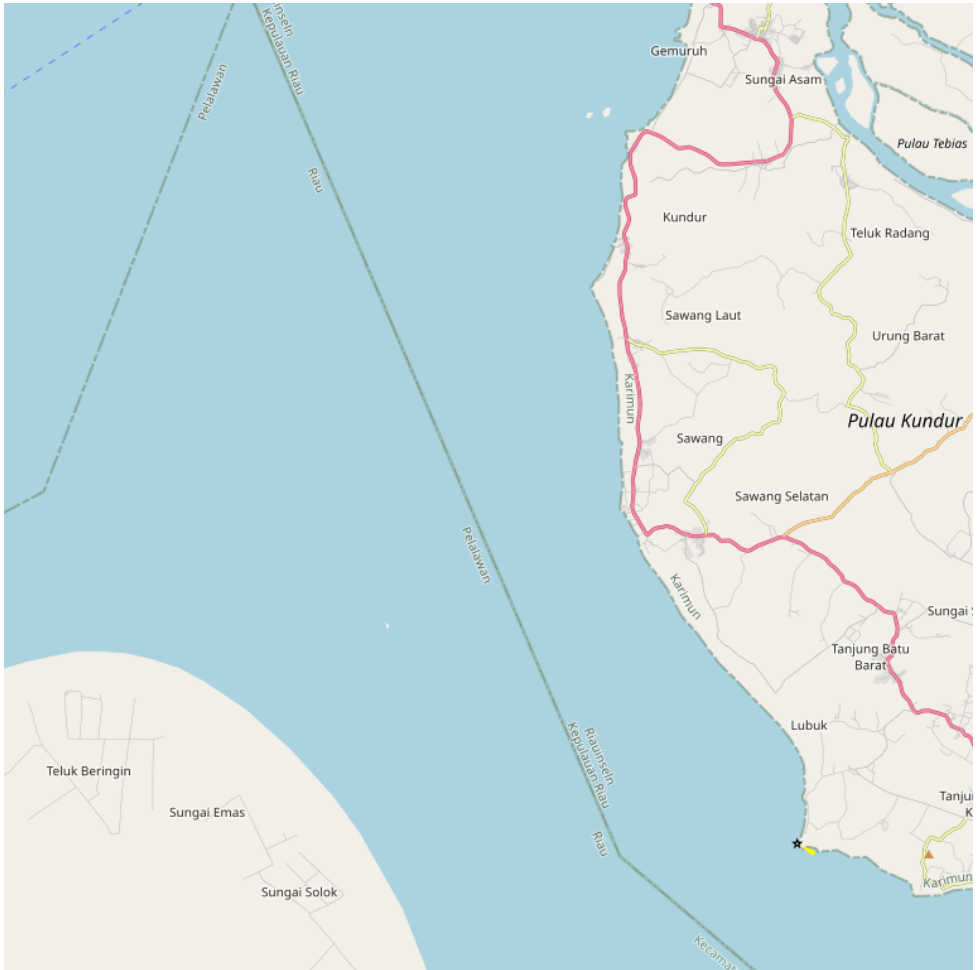
It is a small reef-fringed islet surrounded by numerous rocks and shoals within 1 mile N, S, and W its sides.

Detached reefs lie about 1.2 miles E, 1 mile SSE, and 1.5 miles SSE, respectively of Pulau Lalang.


2.2.16.4 - Pulau Rusah-Turus-Lanjang (E Sumatra)

0°42.38 N
103°17.50 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Rusah-Turus-Lanjang (E Sumatra)



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 Pulau Rusah, a rock topped by tall trees, stands in the fairway of the channel leading W and S of Pulau Kundur into Selat Durian.

Pulau Turus and Batu Lanjang, awash, lie 1 mile and 2.75 miles SSE, respectively, of Pulau Rusah.

Between Pulau Turus and Batu Lanjang to the W, and Pulau Kundur to the E, there is a drying shoal. It extends about 3 miles NW from a position about 2 miles

E of Batu Lintang.

Two drying rocks, and a scrub covered rocky islet, lie about 1.5, 2, and 3 miles SE of Batu Lintang.

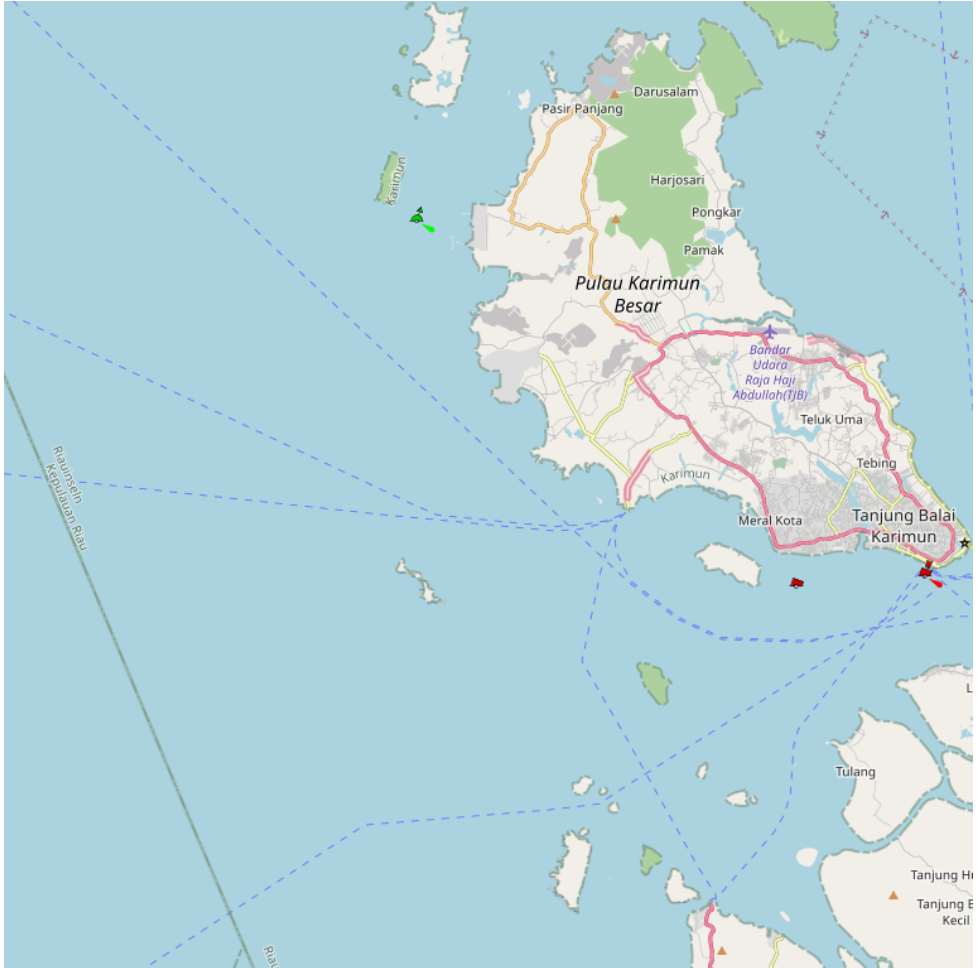
A clear passage, with a least depth of 5.8m in mid-channel, lies between these dangers and the NE side of Pulau Mendol.


In the strait between as well as outside these islands the flood sets to the SE, and the ebb to the NW; the ebb current being the stronger.

2.2.16.5 - Pulau Tambelas (E Sumatra)

0°59.00 N
103°18.01 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Tambelas (E Sumatra)

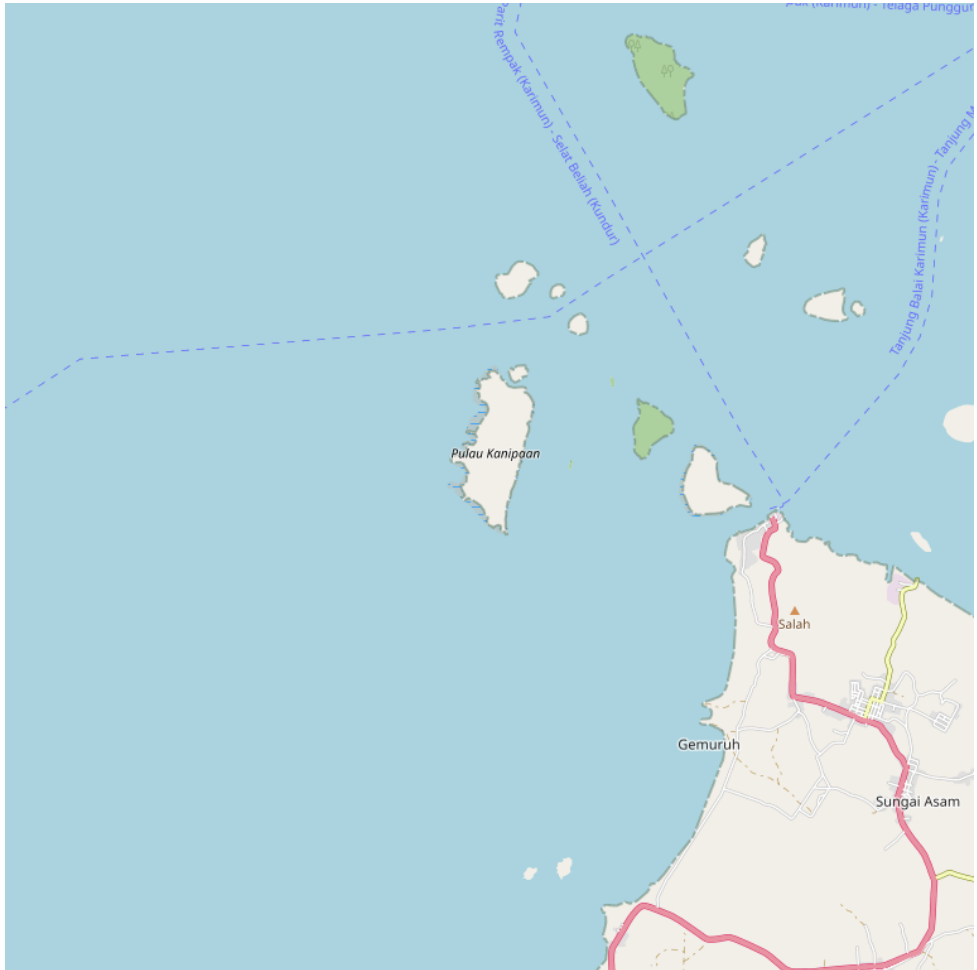
163 

 Pulau Tambelas, 80m high, stands about 4 miles NNW of Pulau Kempaan, in the fairway between Selat Gelam and the channels between the islands SW of it. The island has three peaks and from a distance appears as two islands.


2.2.16.6 - Pulau Kenipaan (Kempaan) (E Sumatra)

0°54.30 N
103°20.25 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Kenipaan (Kempaan) (E Sumatra)



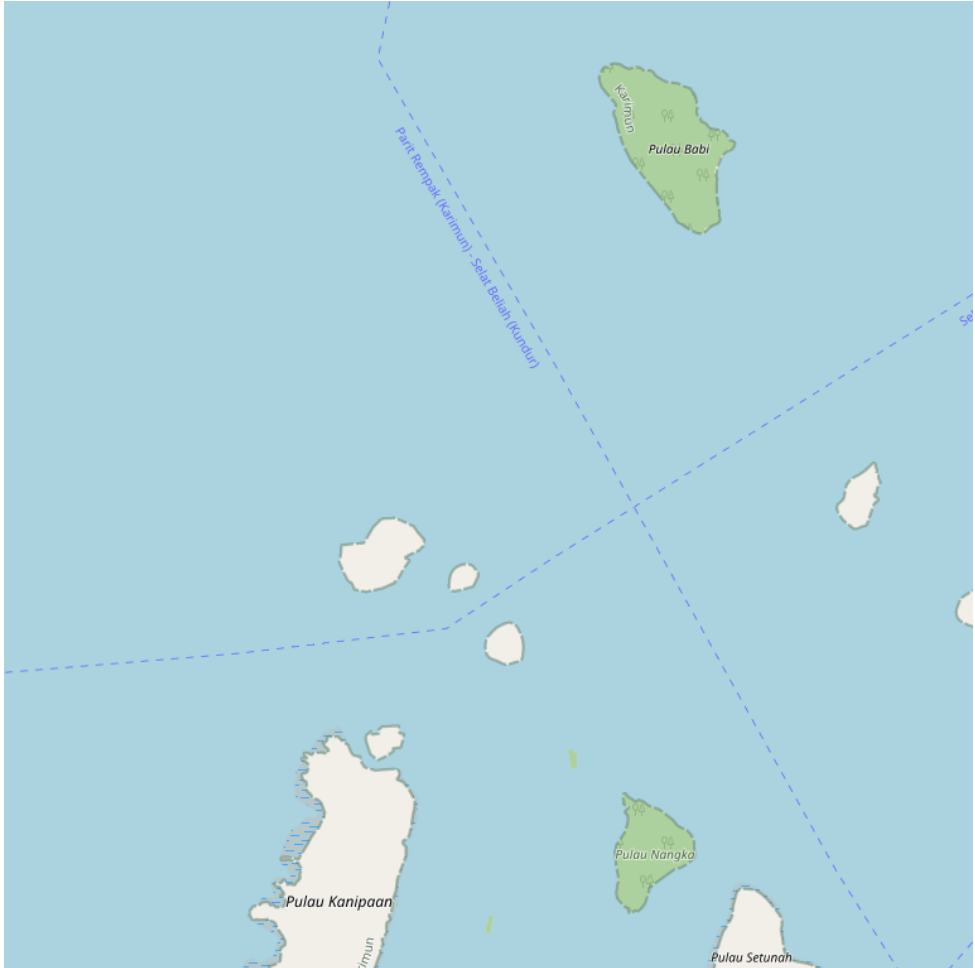
163 

 Pulau Kempaan (Kenipaan), about 2 miles in length, stands 6 miles ENE of Pulau Belembang and 2 miles W of the N extremity of Pulau Kundur. The bottom between this island and Pulau Kundur is foul. Above and belowwater rocks lie in Selat Gelam between Pulau Kempaan and Pulau Babi.

2.2.16.7 - Pulau Nipah (E Sumatra)

0°55.75 N
103°20.43 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Nipah (E Sumatra)



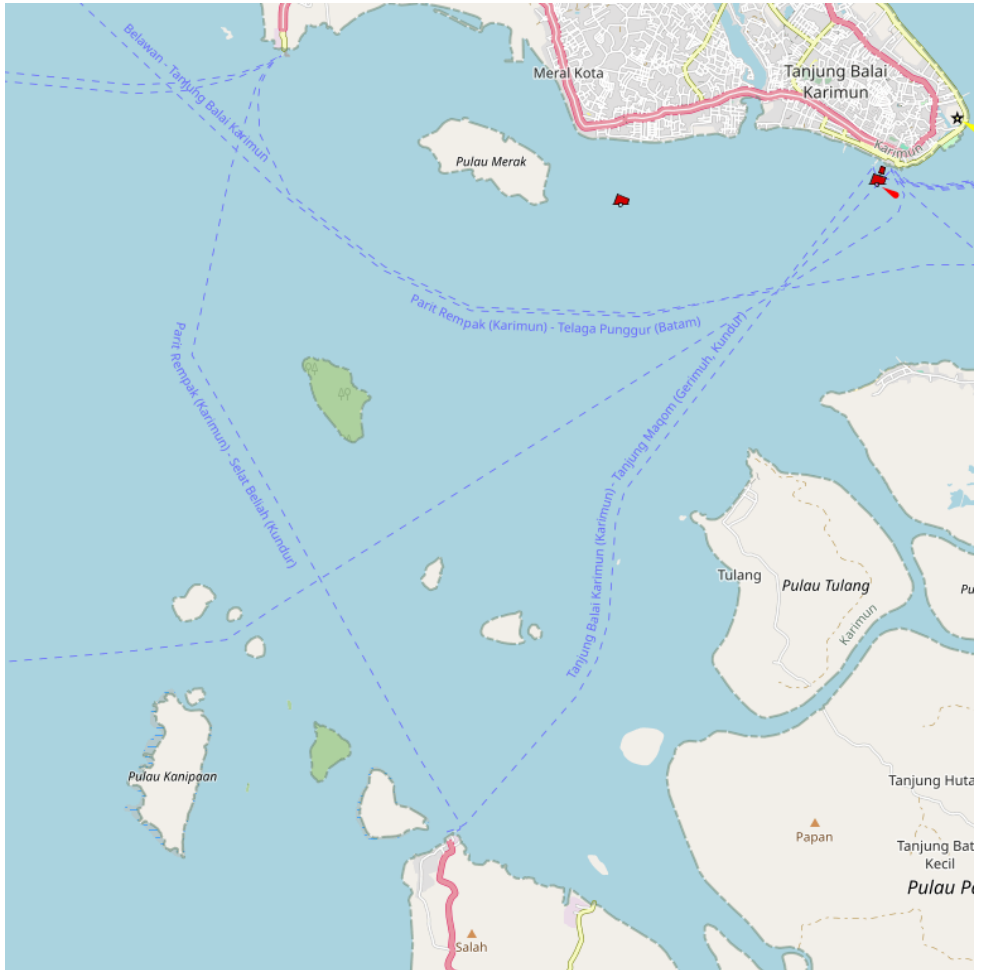
163 

 Pulau Nipah, close N of Pulau Kempaan, is the only uninhabited islet.


2.2.16.8 - Pulau Babi (E Sumatra)

0°57.42 N
103°21.69 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Babi (E Sumatra)



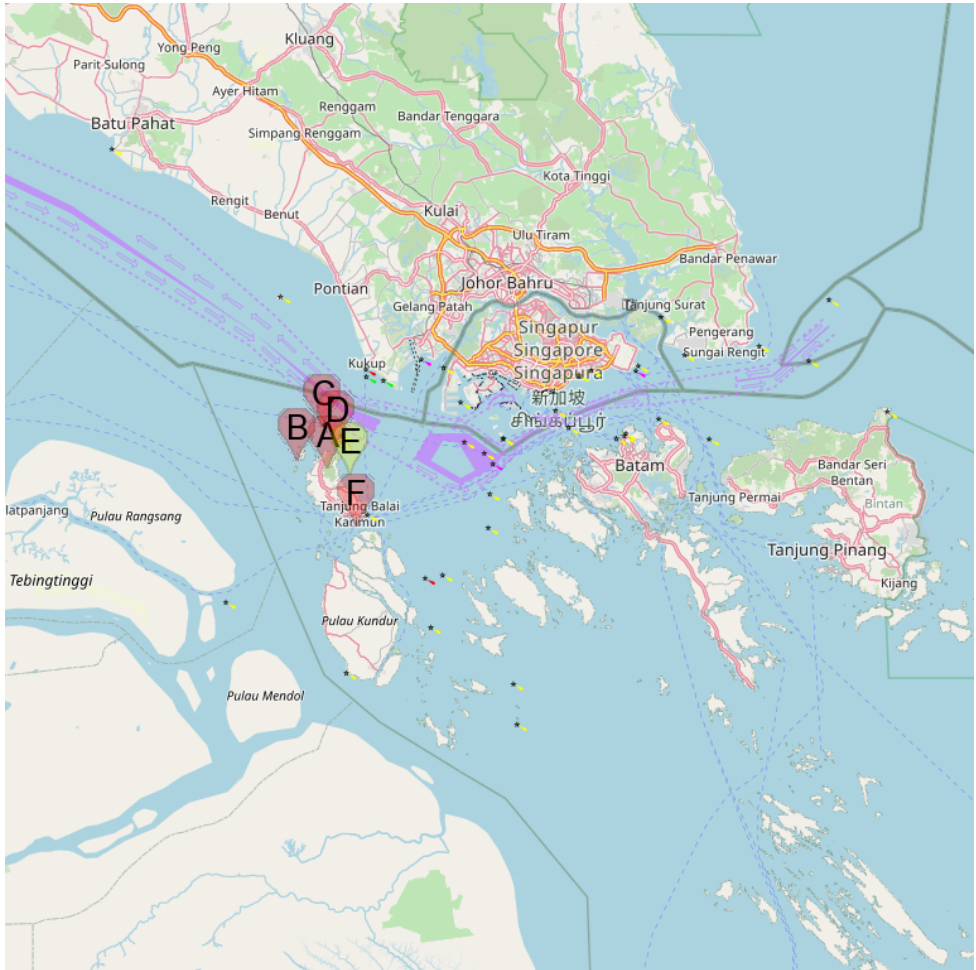
163 

 Pulau Babi, 2.5 miles NNE of Pulau Kempaan, rises to a height of 80m.


2.2.16.9 - Karimun islands (Riau-E Sumatra)

1°02.23 N
103°23.1. E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra)



- A Karimun Besar (E Sumatra)
- B Pulau Assan and Mudu (E Sumatra)
- C Pulau Lyu Besar and Lyu Kecil (E Sumatra)
- D Pulau Karimun Kecil (E Sumatra)
- E Pongkar beach (E Karimun Besar) (E Sumatra)
- F Selat Gelam (Riau-E Sumatra)

 The Karimun Islands consist of Great Karimun (Pulau Karimunbesar), Little Karimun (Pulau Karimun Ketjil), and a number of off-lying islets.

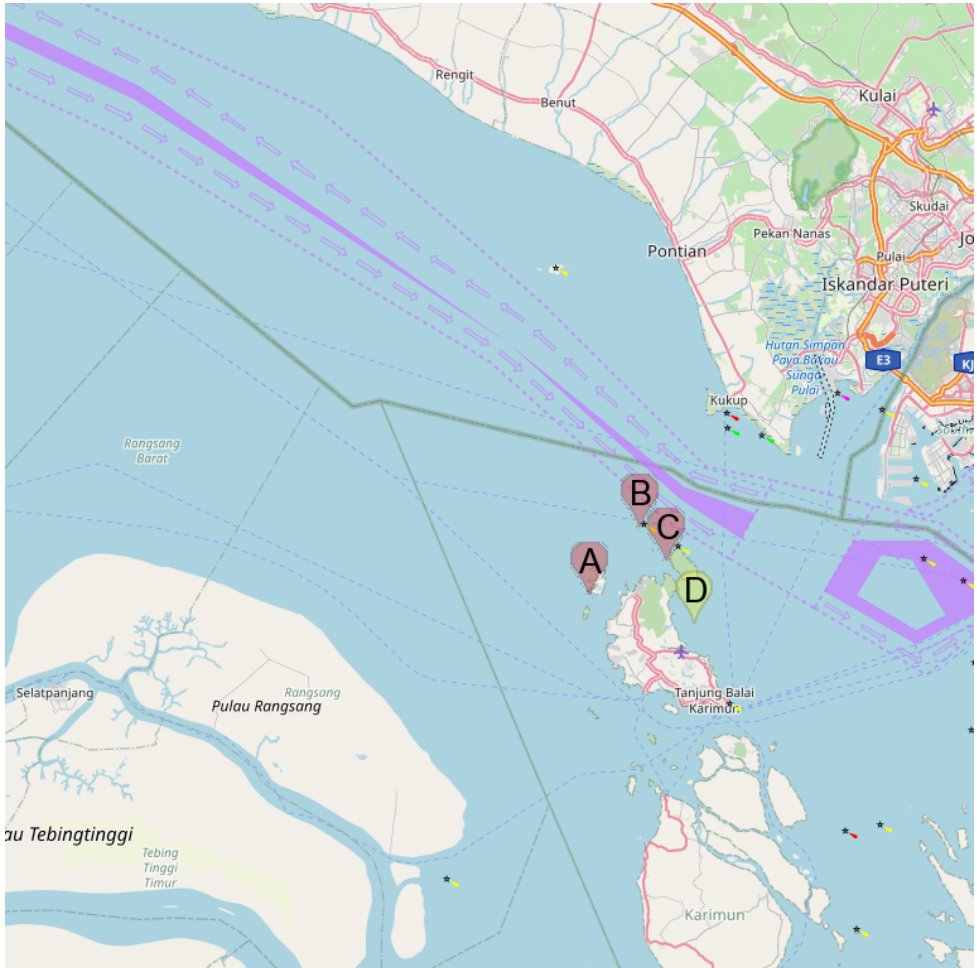
They differ in character from the low marshy islands of the E coast of Sumatera, being hilly with fertile soil, and are well-populated. They are surrounded by reefs and shoals, many of which are completely or partly dry.

They are located just off the E coast of Sumatra, guarding the southern entrance of the busy Straits of Malacca.


2.2.16.9.1 - Karimun Besar (E Sumatra)

1°05.82 N
103°21.43 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra) - Karimun Besar (E Sumatra)



- A Pulau Assan and Mudu (E Sumatra)
- B Pulau Lyu Besar and Lyu Kecil (E Sumatra)
- C Pulau Karimun Kecil (E Sumatra)
- D Pongkar beach (E Karimun Besar) (E Sumatra)

 Karimun Besar is a small island in the Riau Islands. It lies west of Batam and to the southwest of Singapore and is the furthest west of the Riau Islands. Karimun Besar or Great Karimun, is mountainous at its N end, the principal peaks being Betina, 416m high standing 1.75 miles SW of the N extremity, and Djantan, 453m high, about 1.25 miles S of Betina. The S end of the island, except near Tanjung Balai, consists of low, swampy ground.

The surrounding islets are rocky and thickly overgrown.

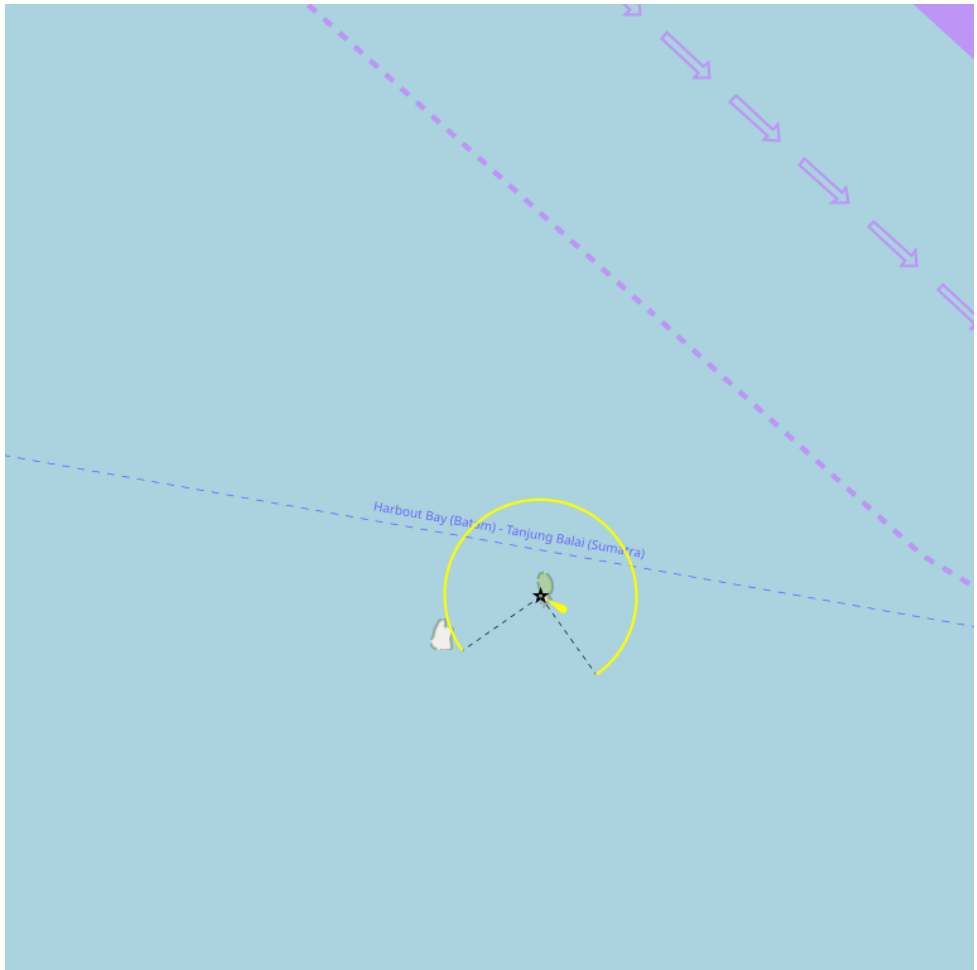
On the E side of Great Karimun, a bay is formed between Tanjung Bula Kasap, the NE point of the island, and Tanjung Sebatak, about 5 miles SSE. This bay is fouled by a shallow mud bank which extends about 1 mile offshore, out to the line of its entrance points.

Its main town, Tanjung Balai is a bustling port town with a lot of commerce, boosted by tourists from Singapore and Malaysia, however, it must not be confused with Tanjung Balai in North Sumatra province, a much larger city also known as Tanjung Balai Asahan and an international port. However, like Batam and Bintan, Karimun is also listed as a Free Trade Zone area.


2.2.16.9.1.1 - Pulau Lyu Besar and Lyu Kecil (E Sumatra)

1°11.31 N
103°20.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra) - Karimun Besar (E Sumatra) - Pulau Lyu Besar and Lyu Kecil (E Sumatra)



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 Pulau Lyu Besar and Pulau Lyu Kecil, each 45m high, lie about 3 miles N of Little Karimun.

Pulau Lyu Kecil lies 0.5 mile NE of Pulau Lyu Besar. The islets are known as The Brothers.

A rock, with a depth of 2m, lies 0.3 mile NE of Pulau Lyu Kecil, and a rock, with a

depth of 2.5m, lies 0.2 mile N of the same islet.

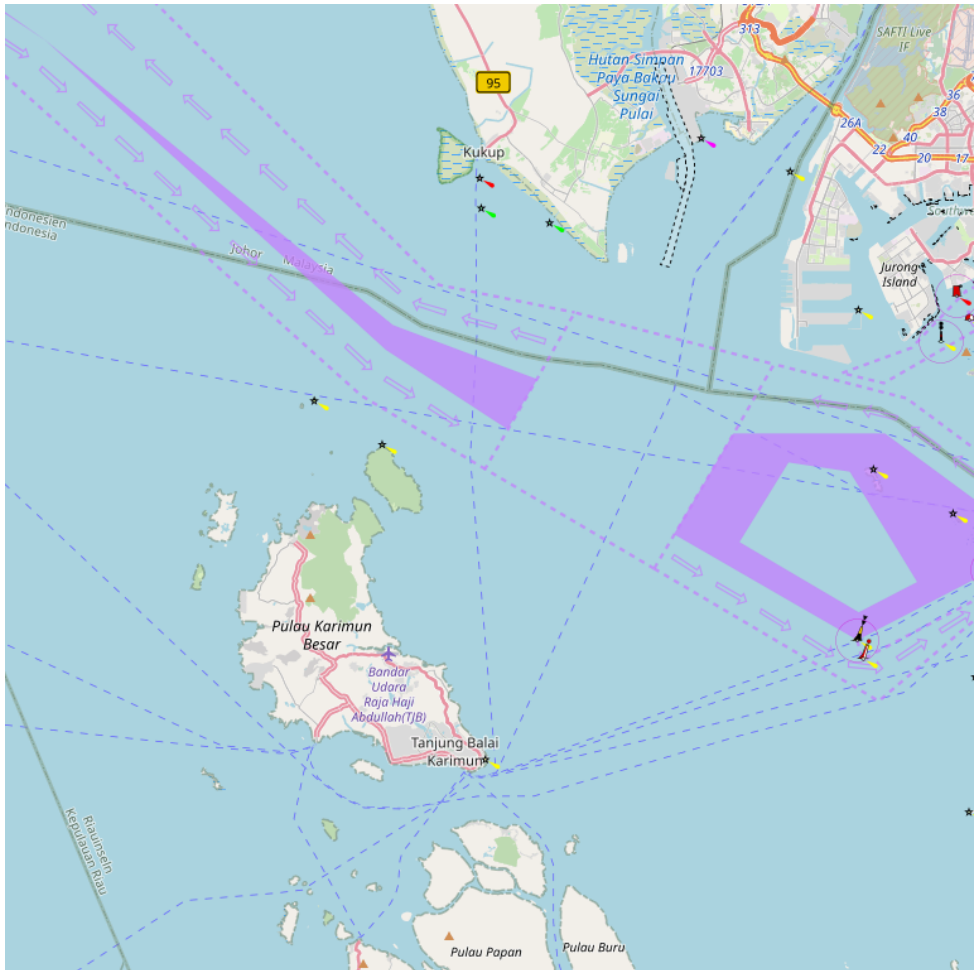
A rock, awash, lies 0.2 mile NW of Pulau Iyu Kecil, and a rock, with a depth of 6.1m, lies 0.5 mile S of the same islet.

All of these rocks are steep-to.

2.2.16.9.1.2 - Pulau Karimun Kecil (E Sumatra)

1°09.05 N
103°22.62 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra) - Karimun Besar (E Sumatra) - Pulau Karimun Kecil (E Sumatra)



166

Karimun Kecil or Little Karimun, separated from the NE side of Great Karimun by a deep channel about 0.5 mile wide, is a bold island, 377m high.

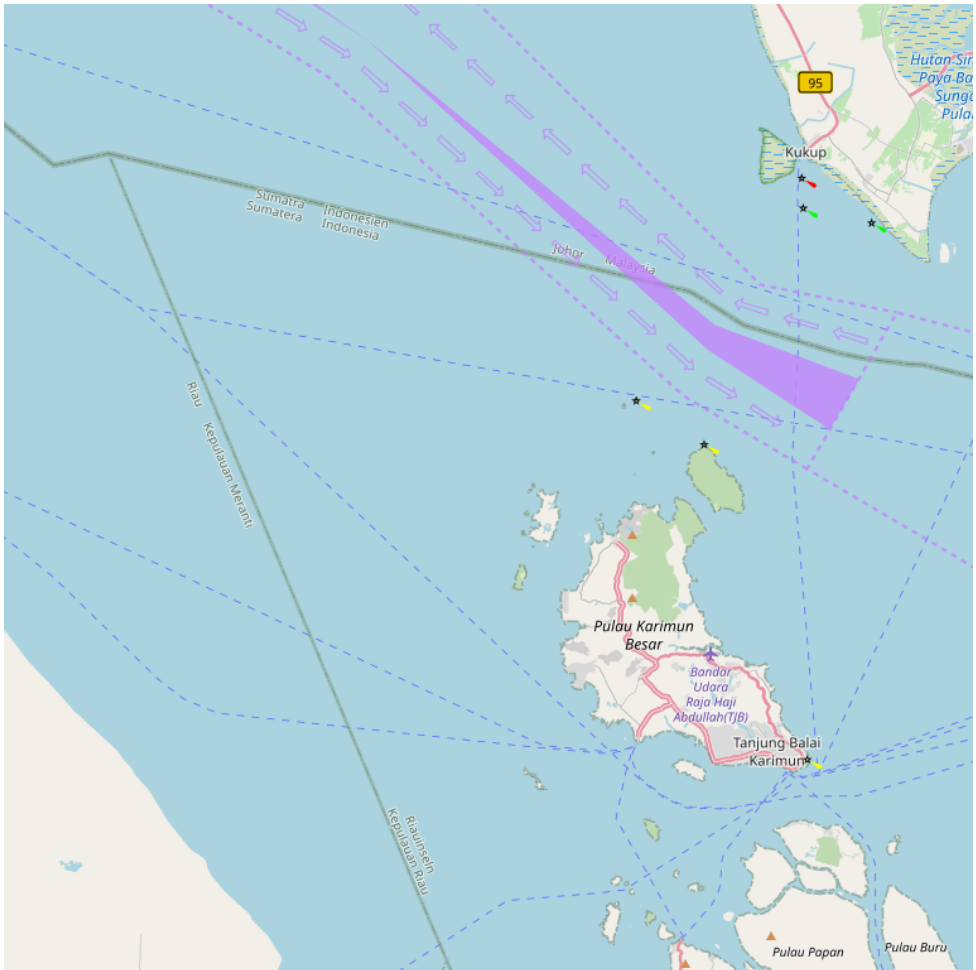
In the NW approach to the channel between Great Karimun and Little Karimun are two islets, Nangoi, 39m high, about 1.2 miles W of the NW end of Little Karimun, and Tantan, a fairly steep-to islet, about 1 mile SW of Nangoi.

In the channel close to the SW side of Little Karimun is an above-water rock, which narrows the channel to about 0.3 mile.


2.2.16.9.1.3 - Pulau Assan and Mudu (E Sumatra)

1°06.88 N
103°17.60 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra) - Karimun Besar (E Sumatra) - Pulau Assan and Mudu (E Sumatra)



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 Assan and Mudu, rocky and thickly-overgrown islands, 83 and 65m high, respectively, lie about 1.2 miles off the NW side of Great Karimun. Sajuda, an above-water rock, lies 0.5 mile N of Assan and Seal Rock lies about 0.5 mile NE of Sajuda.

Tokong Belanda, a low rock, lies about 1 mile WNW of the NW extremity of

Assan.

Mudu lies about 1 mile SSW of Assan.

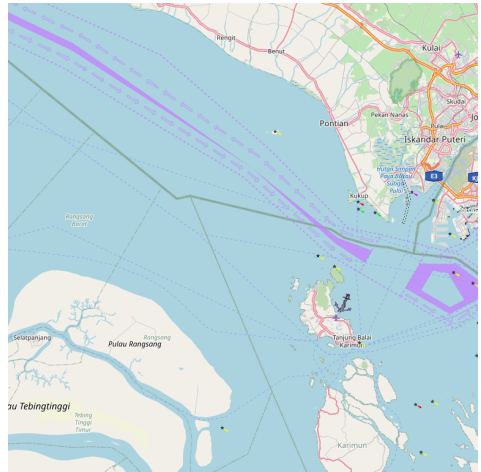
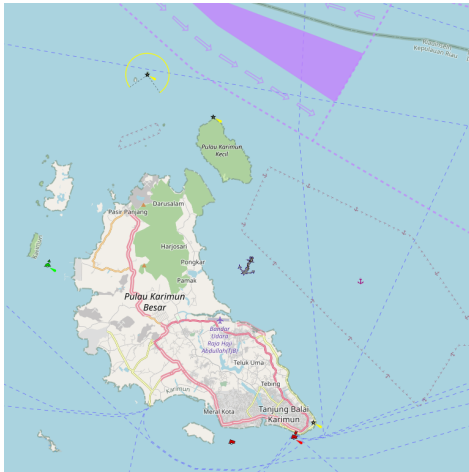
Reefs extend about 0.5 mile from its NW and W sides.


A 5.7m patch lies about 1.2 miles W of the N extremity of Mudu.

A drying reef extends about 0.7 mile SSW from the island.

2.2.16.9.1.4 - Pongkar beach (E Karimun Besar) (E Sumatra) ^{1°04.95' N}_{103°24.44' E}

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra) - Karimun Besar (E Sumatra)



 Pongkar beach is a long beach with an area of approximately 100 hectares, with pine trees scattered around the beach area.

During the Southwest Monsoon good anchorage can be taken off the E side of Great Karimun, to the SE of Little Karimun, over a bottom of stiff gray mud with good holding ground.

The depths over the bank

fronting this anchorage range from 8.2 to 9.1m and have to be crossed to get to the anchorage area.

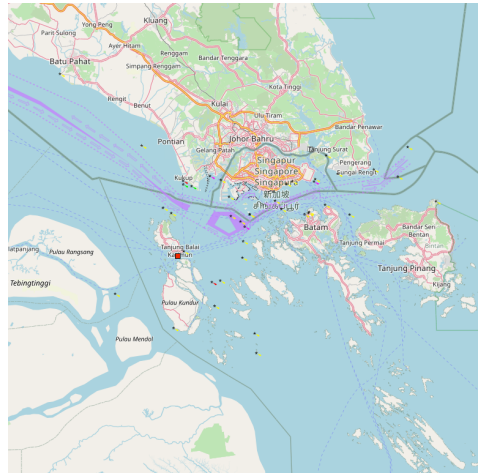
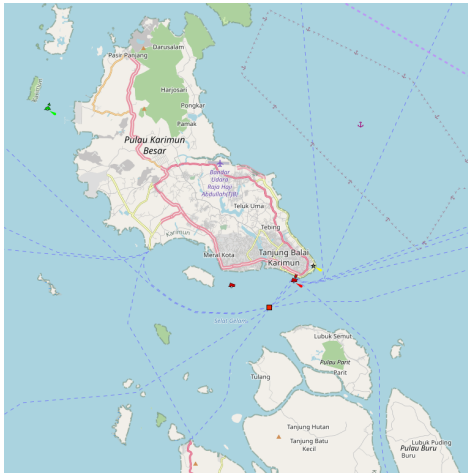
A designated anchorage area has been established in the waters E of Great Karimun just S of the eastbound traffic separation lane. All vessels anchoring in this area should comply with the port procedures.




2.2.16.9.2 - Selat Gelam (Riau-E Sumatra)

0°58.30 N
103°25.23 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Karimun islands (Riau-E Sumatra)



 Selat Gelam, the passage between the S end of Great Karimun and the N end of Pulau Kondur, is used by local craft trading between Singapore and the islands to the SW.

The passage at its E end is about 3 miles wide but about 6 miles to the W the channel is divided into two channels by Pulau Babi.

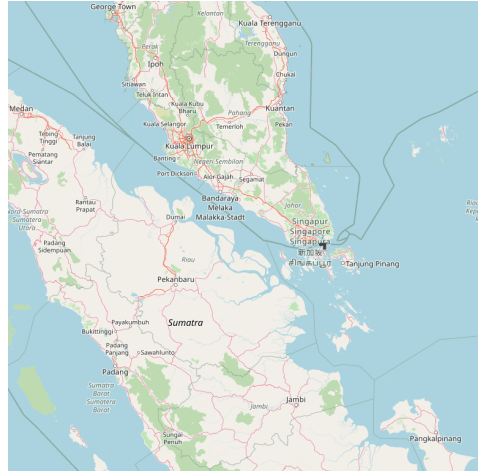
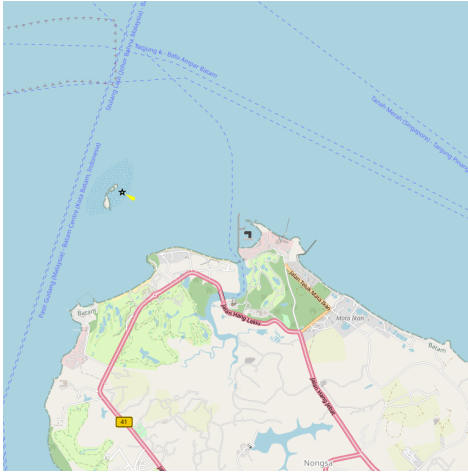
The S channel has greater depths but it is fouled by more shoals. Neither channel is buoyed.

2.2.16.10 - Nongsa Point Marina

1°11.84 N
104°05.81 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia)





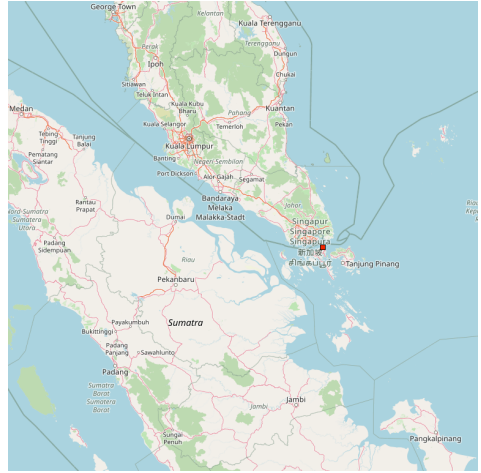
Marina. Nongsa Point Marina is a modern, fully functional, floating marina. All berths have water and electricity - and after filtration it is potable. The approach has good depth at all tides and the channel to the marina is well marked with port and starboard channel markers - these are lit at night. The marina can be called on VHF channel 72. The marina is equipped with very clean, modern showers and toilets. Security is good with the marina patrolled by security guards 24/7. Marina staff are very friendly and welcoming. The berth rates are very reasonable - especially given the close proximity to Singapore. The marina has a fuel dock that provides both diesel and petrol of very good quality. The water cleanliness in the marina is very good. However, occasionally some rubbish and oil from shipping will find its way into the marina. In a North Easterly a bit of surge does penetrate the marina. CIPQ Inwards/Outwards Clearance. The Marina Staff complete all inwards/outwards clearance for you ie Immigration, customs, port and quarantine. Usually takes about an hour for inwards. Outwards, the staff require that you give them 24 hrs notice of your departure. All bills, eg bar, restaurant, marina berthing electricity and water are invoiced and payable at the lobby reception. On final payment you will be given your respective clearances papers.


2.2.16.11 - Tanjung Babi

1°11.93 N
104°05.90 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia)



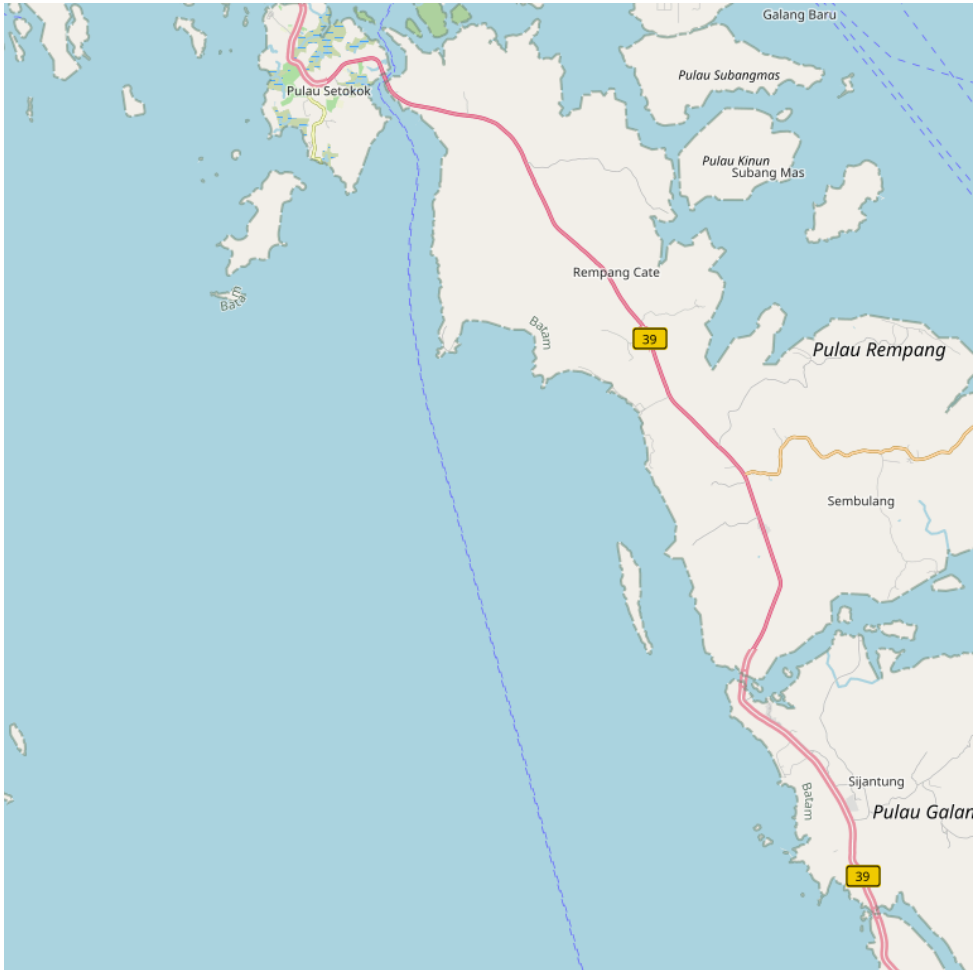


 The E coast of Pulau Batam, from abreast Pulau Tanjung Sau to Tanjung Babi, the W point of the N entrance to Selat Riau, is hilly and completely overgrown, with a few scattered villages; it is fronted by a reef, extending in some places to a distance of 0.75 mile and having on it some large, above-water, and reddish-colored rocks. There are also several fishing enclosures on this reef.


2.2.16.12 - Pulau Pandjang (Indonesia)

0°48.24 N
104°08.77 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Pandjang (Indonesia)



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 Pulau Pandjang, 2 miles long, lies with its S end about 4 miles NW of Kepulauan Melor.

2.2.16.13 - Pulau Rempang (Indonesia)

0°52.32 N
104°10.41 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Tanjung Sinaboi to Singapore strait (E Sumatra) - Selat Riau W side (Indonesia) - Pulau Rempang (Indonesia)

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 Rempang is a member of the Riau Archipelago. It is located South of Pulau Batam and N of Pulau Galan, South of Singapore and Johor.

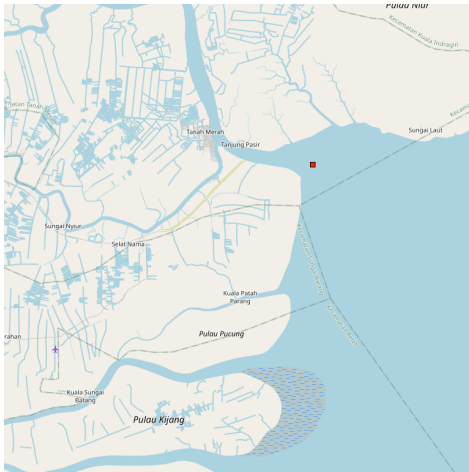
The island is connected by the Barelang Bridge to Galang and Batam.


The W coast of Pulau Rempang, N of Pulau Pandjang, forms the E side of the approach to Selat Bulan, and is fronted by shallow flats to a distance of 4 NM.

2.3 - Sungai Retih (E Sumatra)

0°31.78 S
103°26.69 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



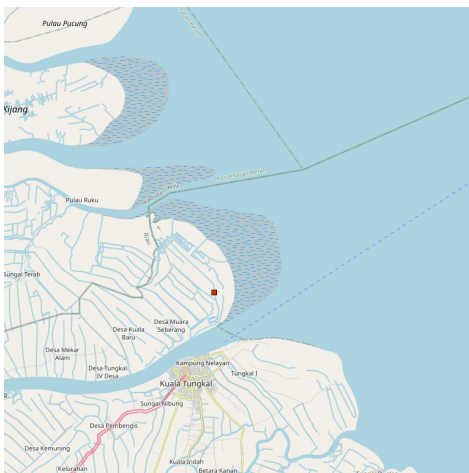
 Sungai Retih (Reteh River) discharges by four mouths, 8 to 12 miles NW of Tanjung Labu.

These mouths are formed by three islands; the middle and largest is Pulau Kijang (Kidjang). Off these mouths the 5m curve is 6 miles from the coast, and the channels which lead to them are between or over drying mud banks extending to the E from the islands; there is not more than 1.2m at LW.


2.4 - Tanjung Labu (E Sumatra)

0°46.53 S
103°28.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



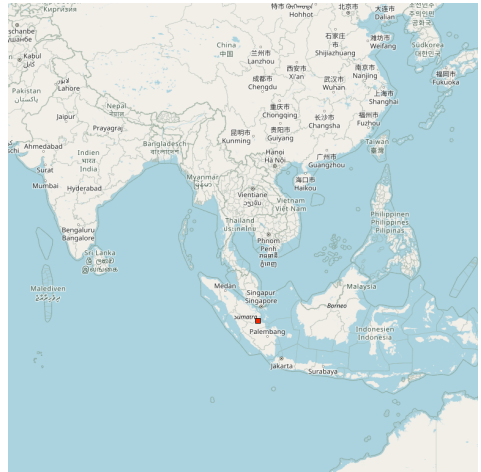



 Tanjung Labu (Tandjoeng Laboe), the N point of the entrance, has a drying mud flat that extends about 2 miles off.

2.5 - Sungai Tungkal (E Sumatra)

0°47.64 S
103°29.37 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)

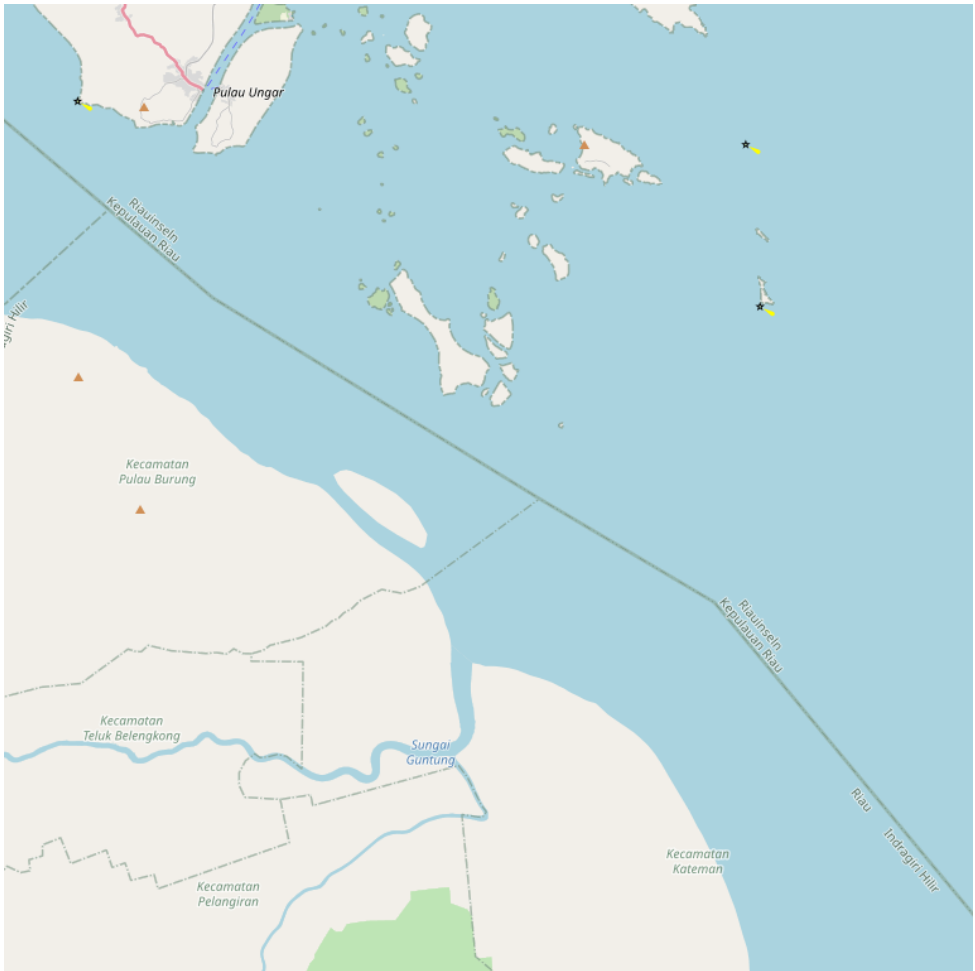


 The entrance to the Sungai Tungkal (Soengei Toengkal) is located about 24 miles NW of Kuala Niur.


2.6 - Pulau Burung (Burung-E Sumatra)

0°26.14 N
103°33.34 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Burung (Burung-E Sumatra)



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 Pulau Burung (Boeroeng), 4 miles NNW of the entrance of the Sungai Kateman, is low, wooded, and separated from the Sumatera coast by a narrow channel. Pulau Burung is a drying bank extends from 1 to 2 miles from the ends of the island.

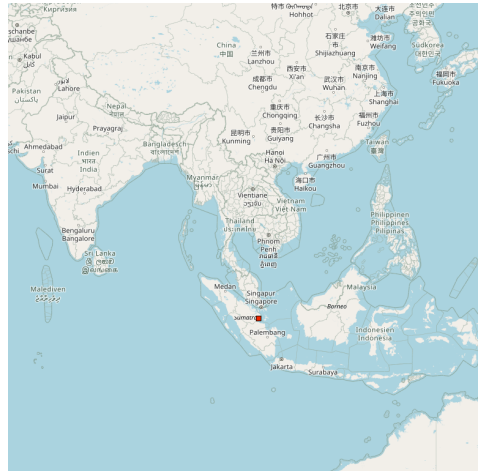
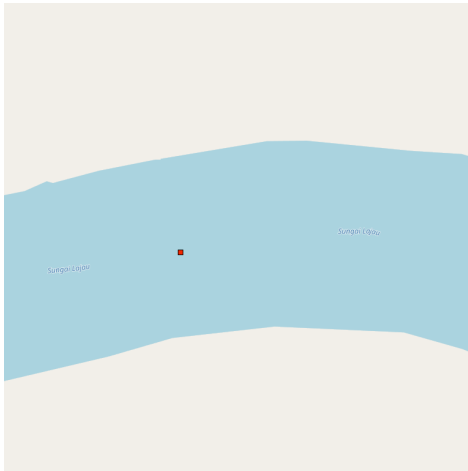
Kateman Island and Pulau Burung are difficult to distinguish from offshore. An obstruction was reported to lie about 4 miles ENE of the SE extremity of Pulau


Burung.

2.7 - Selat Indragiri (Batong Kwantan) (E Sumatra)

0°23.46 S
103°33.51 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



 Selat Indragiri (Indragiri River) (Batong Kwantan) penetrates in its upper reaches far into the Padang uplands.

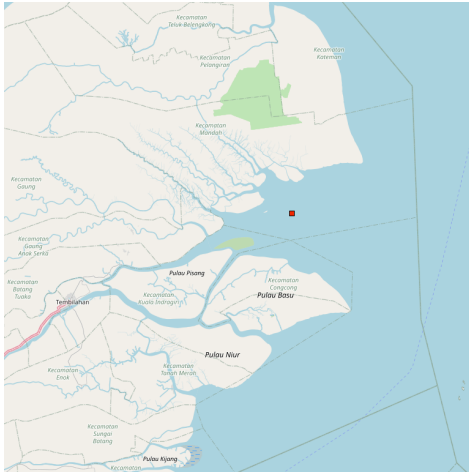
Its principal mouth is the Kuala Laja, which is the most serviceable channel for larger vessels.


Vessels with a maximum length of 60m and a maximum draft of 4m can be taken across the bar of the Kuala Lajau; this depth can be maintained for about 30 miles upriver. An abandoned customs station stands on the S side of the entrance to Kuala Lajau; a village, built on piles, stands on the N side.

2.8 - Teluk Kualacenaku (Amphitrite Bay) (E Sumatra)

0°07.39 S
103°39.30 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



 Teluk Kualacenaku is about 20 miles wide between Tanjung Bakau and Tanjung Dato, a low headland, and about 17 miles long to the mouth of the several rivers of which it is the estuary. The coast is everywhere low and marshy, and the greater portion of the bay is very shallow.

The coast affords no conspicuous landmarks, being completely overgrown by trees, which are all of one kind.

Vessels approaching the bay from the E, when Tanjung Dato or Tanjung Bakau are not visible, may be set considerably N or S by the tidal currents; these tidal currents may attain a rate of 2.5 knots.

The outer edges of the mud banks extending from the entrance points of the bay are steep-to, having depths of 18.3 to 20.1m within 0.5 mile of the 5m curve in places; these mud banks should be given a wide berth. Fishing enclosures may be seen on the shallow banks in various parts of the bay.

Outside Teluk Kualacenaku, the flood current sets to the S and ebb to the N.

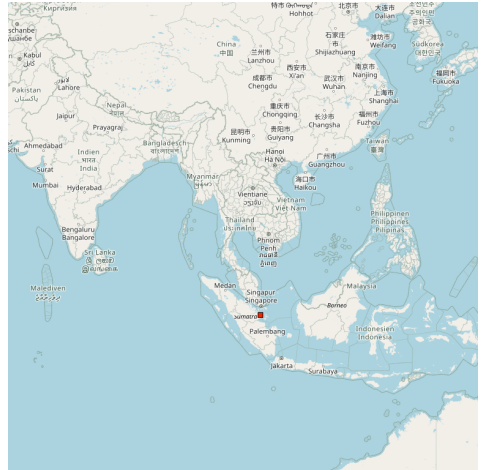
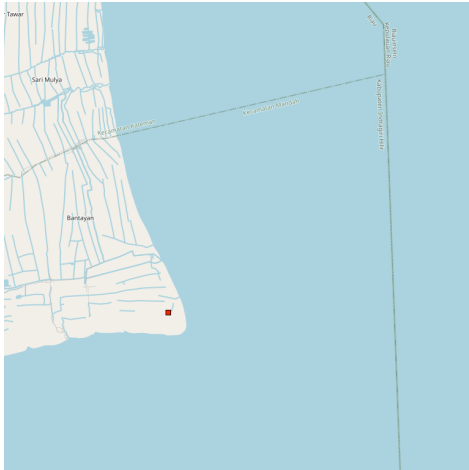
In the bay, to about 4 miles from the shore, the flood sets to the W, S of Tanjung Dato, and continues from S to SW between Pulau Busung (Boesoeng) and Pulau Jawang (Tjawang) into Batang Toeaka, but S of Pulau Busung this current sets SW into Batang Terboeng.


The flood also sets SW, or on to the NE edge of the 5m curve, 9 miles S of Tanjung Dato. The ebb from abreast Pulau Busung sets to the N and then continues to the E along the coast to the S of Tanjung Dato. In the middle of the bay, the ebb sets to the E. The greatest rate of the tidal current observed was 3 knots.

2.9 - Tanjung Dato (E Sumatra)

0°00.08 N
103°48.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



 Located at the south-western tip

of Sarawak on the Datu (or Dato) Peninsula, Tanjung Dato is

one of Sarawak?s

less accessible natural parks, but its relative remoteness

is one of its main attractions. The beaches really

are undisturbed, the corals offshore are untouched

and the forest trails are virtually untrodten.

It's a good location for snorkeling and scuba diving.

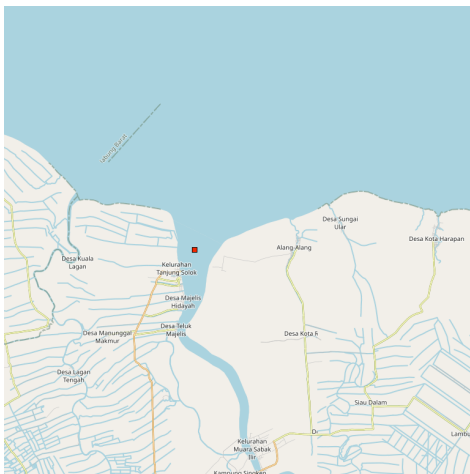
From Tanjung Dato the coast trends N for 11.5 miles to the SE end of Kateman Island, which is about 13 miles long in a NW and SE direction, and is separated from Sumatera by Selat Pedada, the mouth of which is about 64m wide and dry at LW.



2.10 - Sungai Batang Hari (Djambi River) (E Sumatra)

1°00.94 S
103°49.07 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



 Djambi River (Batang Hari), the largest river in Sumatera, has two principal mouths used by shipping, named Kuala Berbak and Kuala Niur.

Vessels should not enter Kuala Niur without local knowledge; the buoys and beacons may be shifted in accordance with the changes in the channel and therefore it is advisable to employ a pilot.

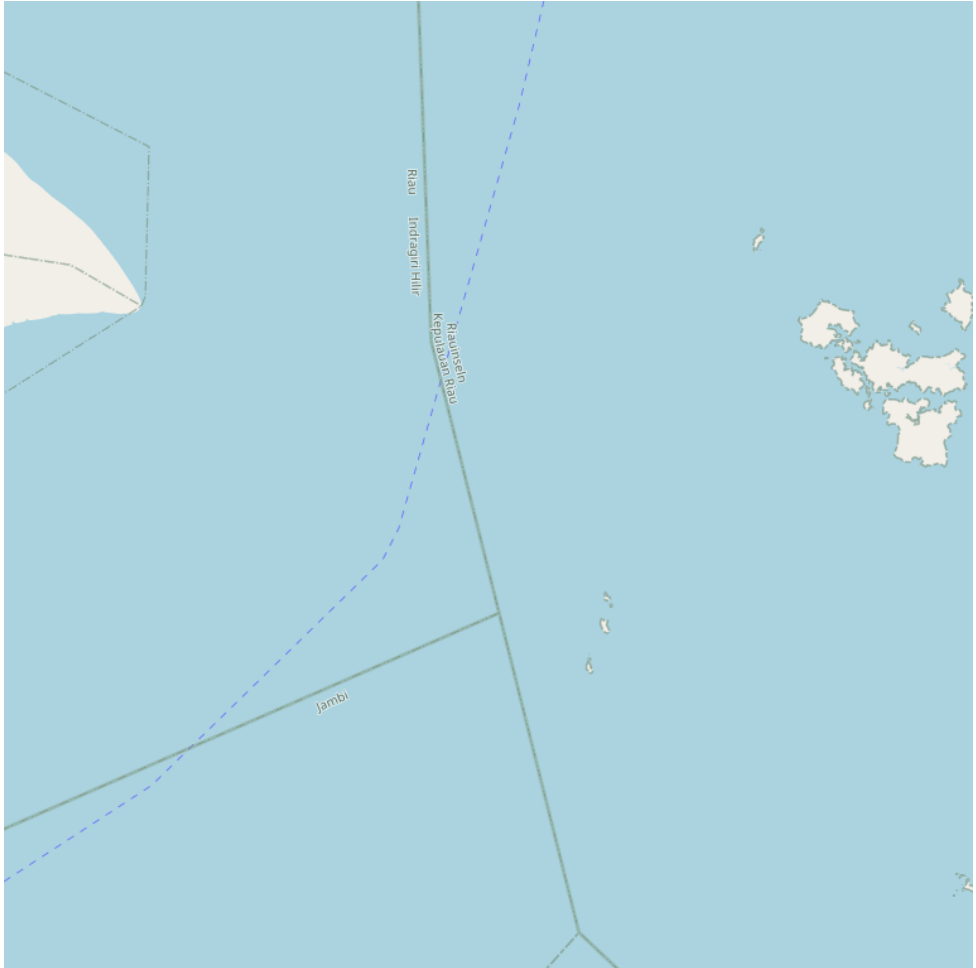
Pilotage in Kuala Niur is compulsory for vessels between Muarasabak and Djambi. Requests for pilotage should be made at least 24 hours before arrival at Muarasabak.

The coast W of Kuala Niur is low and marshy; several streams of no importance to shipping run into the sea, and the coast is sparsely populated.

2.11 - Pulau Alangtiga - Beralas - Muci (W pulau Singkep)

0°31.12 S
104°02.20 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Alangtiga - Beralas - Muci (W pulau Singkep)



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My father was a Japanese PoW. He escaped from Singapore on an RAF high speed launch. The launch was dive bombed and sunk by the Japanese and he and others on the launch evidently ended up on this island for a short time. There are two conflicting descriptions of the island on the web. One is at <http://www.chinci.com/travel/pax/q/1651656/Pulau+Alangtiga/ID/Indonesia/0/#0|0|travel|ho|0|1651656|Pulau>


Alangtiga|ID|Indonesia|Asia/Pontianak|00|ISL|-0.5166667|104.0333333|Indonesia (general)

and it says:

Pulau Alangtiga is a island in the country of Indonesia with an average elevation of 3 feet above sea level. The location is sparsely populated with 0 people per mile2

Which is correct?

Also you have a photo of the island?

 Pulau Alangtiga, 79m high, lying about 30 miles NW of Pulau Berhala, is the central of a group of three small thickly-wooded islands fringed by reef, and some rocks above-water.

Pulas Beralas, 69m high, lies about 1 mile N of Pulau Alangtiga.

Pulau Muci (Mubi), 81m high, lies 1 mile S of Pulau Alangtiga. These islands may be passed at a prudent distance on their W side.

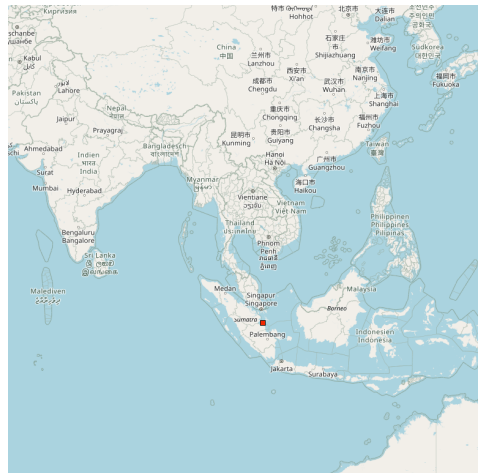
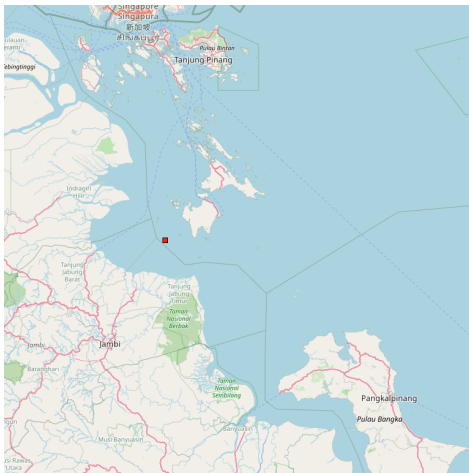
A light, from which a racon transmits, is shown from Pulau Muci.


A small coral reef, with a least depth of 4m, lies 6.5 miles NE of Pulau Muci. Shoals, with depths of 5 and 10.1m lie, respectively, 1 mile ENE and 6.5 miles NNW of Pulau Muci.

2.12 - Selat Berhala) (SE Sumatra)

0°42.43 S
104°06.45 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



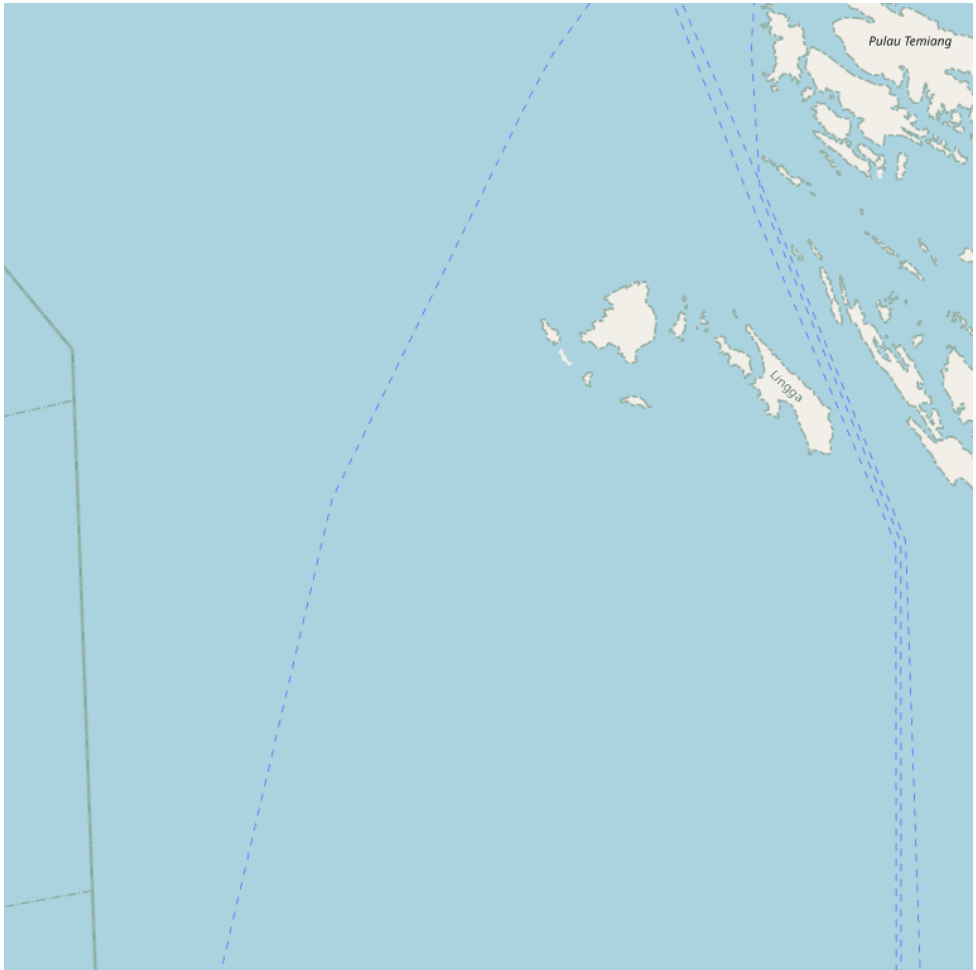
 Selat Berhala (Berhala Strait), the channel S of Pulau Berhala, being generally free from danger, is consequently more frequented; the least depth charted is 6.9m. The shallow mud fronting the coast W of Tanjung Jabung extends some 4 miles N of Berba, an island lying about 9 miles W of the point.

It is steep-to beyond the 5m curve, and must be given a wide berth.


2.13 - Pulau Sikeling - Blanding - Lobam (Indonesia)

0°09.31 N
104°12.55 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Sikeling - Blanding - Lobam (Indonesia)



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 Pulau Sikeling, 91m high and about 1 mile long, lies 1 mile S of Pulau Buaya. Blanding lies about 1 mile NW of Pulau Sikeling; it is the S of three islands located on a reef that extends about 4 miles NW.

Lobam, 84m high, lies on the N part of this reef. Turka lies between Blanding and Lobam.

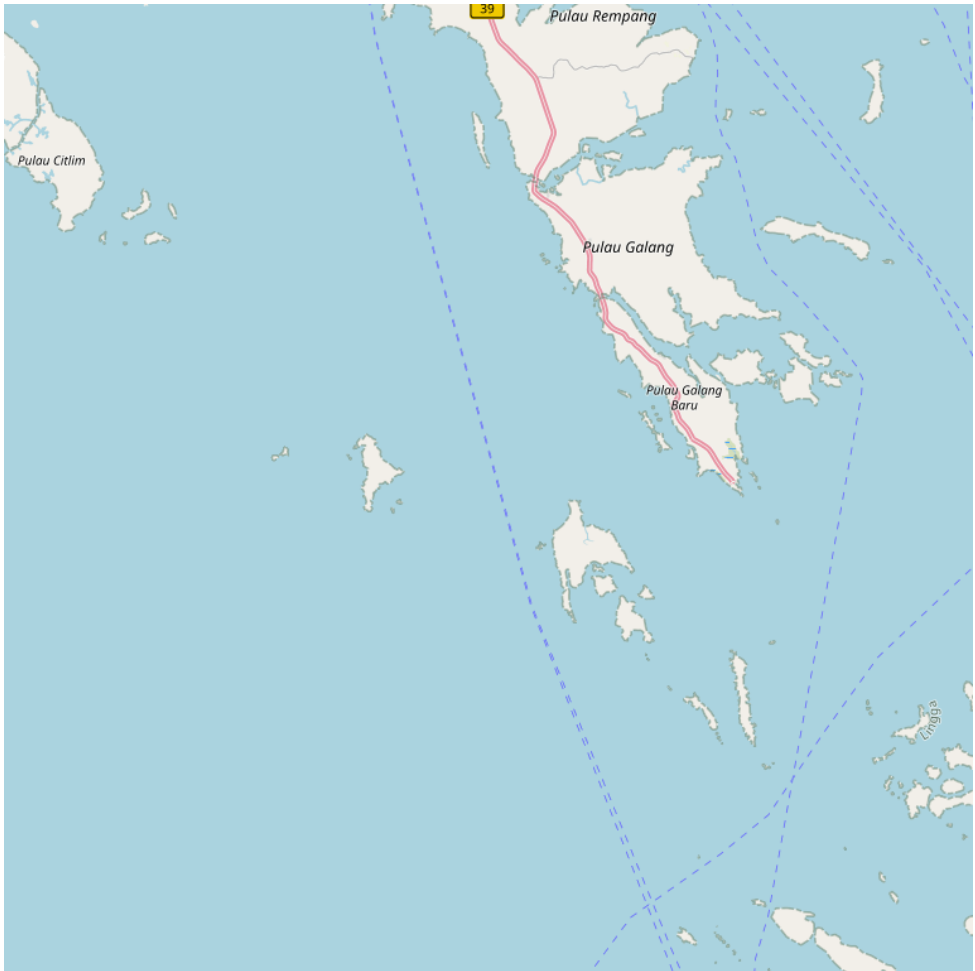
The Temiang group of islands, with the other islands and dangers between Pulau

Buaya and the Merodong Islands, lie far to the E of the usual track of vessels bound through Selat Durian. This group is composed of four large and several small islands, lying to the NW of Pulau Bakung and Pulau Sebangka, and separated from those islands by a narrow channel, which appears to be obstructed by rocks, best seen on the charts.

2.14 - Sawang Islets (Indonesia)

0°34.46 N
104°12.77 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Sawang Islets (Indonesia)



160 

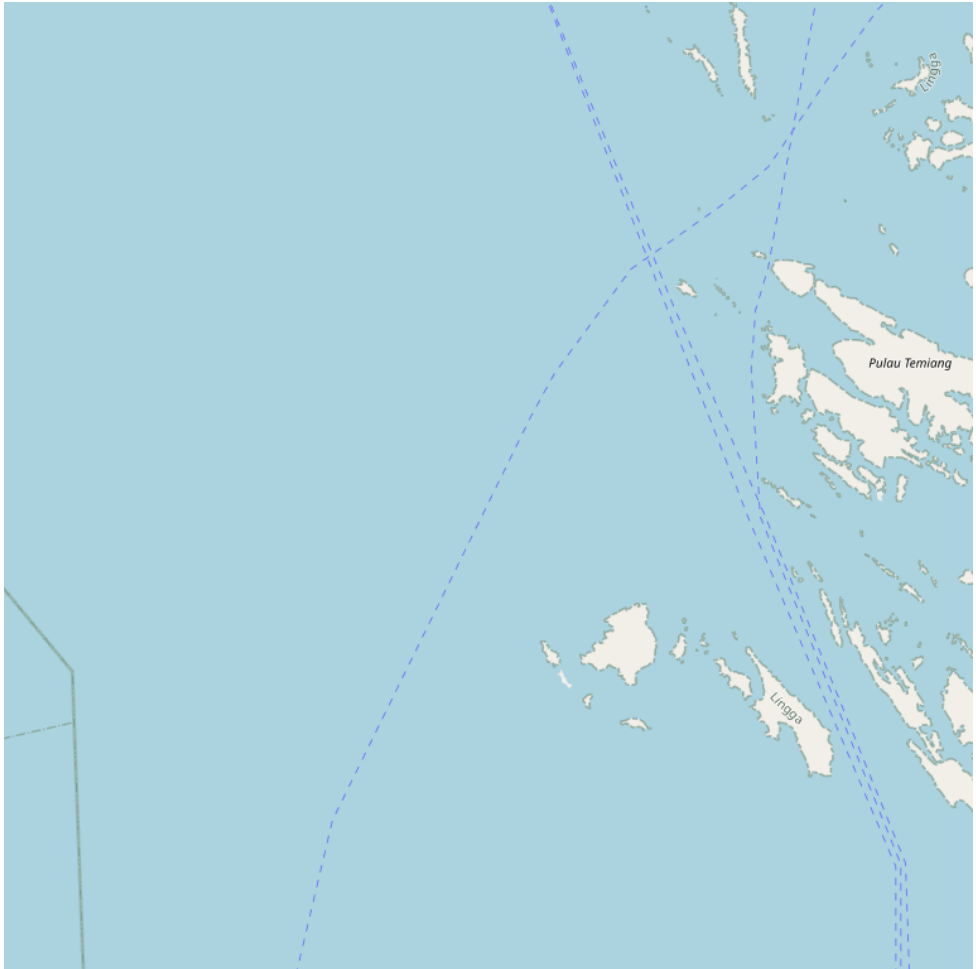


The Sawang Islets lie in Selat Abang, about 0.5 mile NW of Dedap.


2.15 - Pulau Buaya (Boeaja) (Indonesia)

0°10.71 N
104°13.25 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Buaya (Boeaja) (Indonesia)



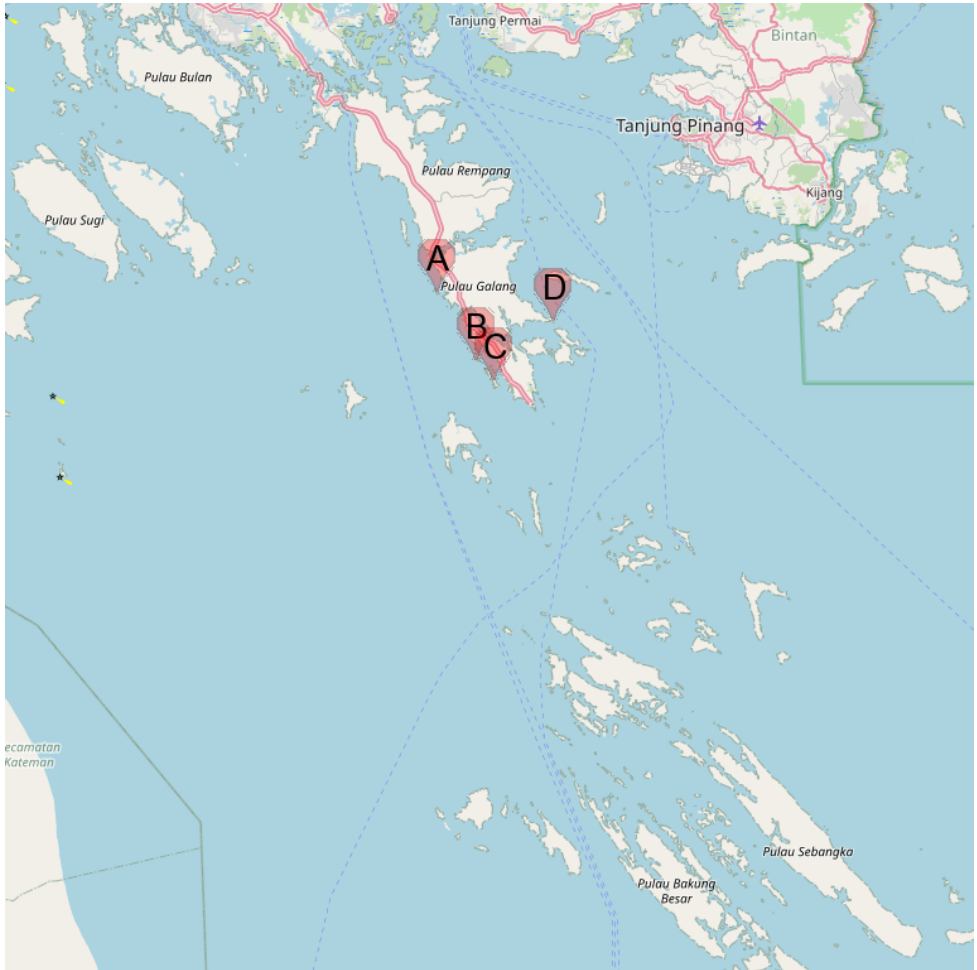
160 

 Pulau Buaya (Boeaja) lies about 3 miles W of Pulau Cempah; in the channel separating them are several islets which can best be seen on the chart.

Pulau Buaya has the shape of an alligator when seen from the N; it is surrounded by a narrow reef. The summit of the island, located in its SE part, rising to a height of 228m, has been seen in clear weather at a distance of 30 miles.

2.16 - Pulau Garang and Pulau Galang Baru (Indonesia) 0°42.14 N 104°14.62 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Garang and Pulau Galang Baru (Indonesia)




A Kepulauan Melor (Indonesia)

B Pulau Labun (Indonesia)

C Pulau Nguat (Indonesia)

D Tanjung Maralagan (Pulau Galang)

 Pulau Galang and Pulau Galang Baru (Galang Baroe), S of it, both hilly and thickly wooded, are separated by Selat Penjabung.

On the E side of these islands are numerous islands and reefs terminating E in Pulau Karas-besar.


2.16.1 - Kepulauan Melor (Indonesia)

0°44.42 N
104°10.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Garang and Pulau Galang Baru (Indonesia) - Kepulauan Melor (Indonesia)



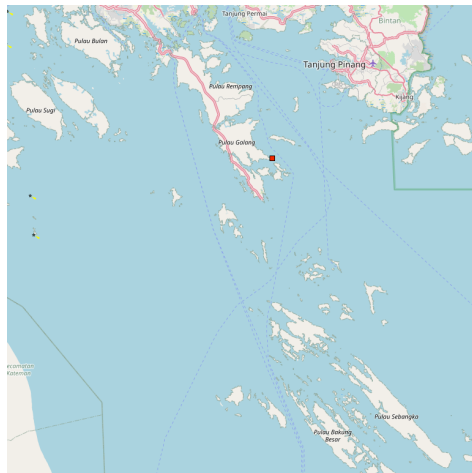
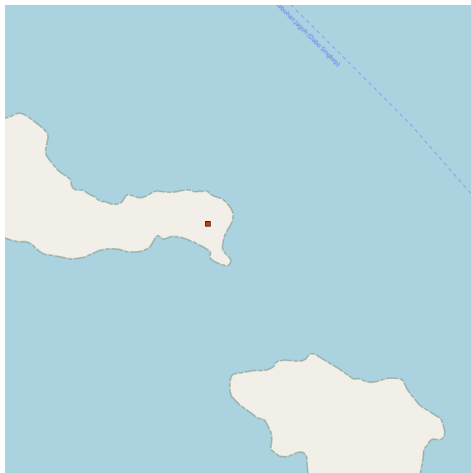
163 

 Kepulauan Melor, two in number, lie near the coast of Pulau Galang, about 5 miles NW of Pulau Labun.

2.16.2 - Tanjung Maralagan (Pulau Galang)

0°42.58 N
104°18.44 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Garang and Pulau Galang Baru (Indonesia)



🇬🇧 Tanjung Maralagan, the SE end of Pulau Galang, is high and thickly wooded.


2.16.3 - Pulau Labun (Indonesia)

0°39.96 N
104°13.42 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Garang and Pulau Galang Baru (Indonesia) - Pulau Labun (Indonesia)



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 Pulau Labun (Laboen), fringed by a reef, lies about 0.5 mile NW of Pulau Nguai, and about the same distance offshore.

2.16.4 - Pulau Nguai (Indonesia)

0°38.69 N
104°14.57 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Garang and Pulau Galang Baru (Indonesia) - Pulau Nguai (Indonesia)



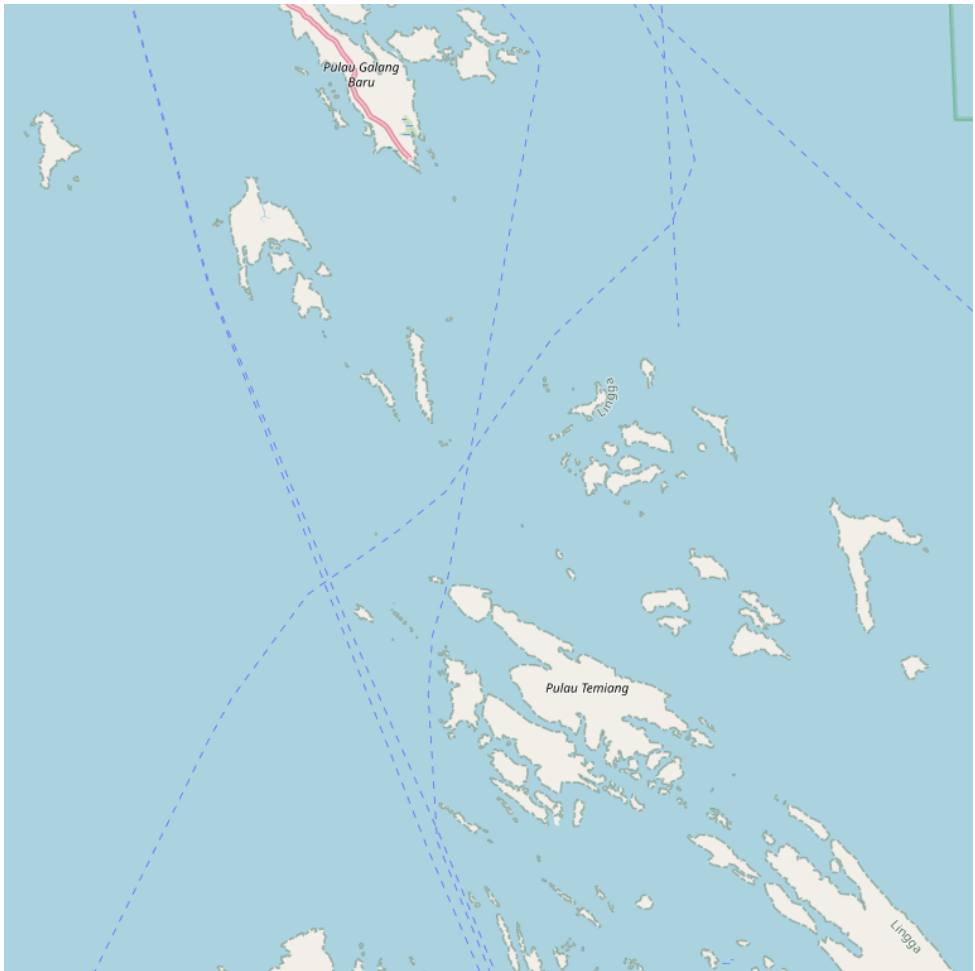
163

Pulau Nguai (Ngoeal, lying close off the W side of Pulau Galang Baru, is a narrow island 1.5 miles long, fringed by a reef.


2.17 - Selanga Islets and Alor Islands (Indonesia)

0°29.86 N
104°16.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Selanga Islets and Alor Islands (Indonesia)



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 The Selanga Islets, three in number, lying on the SE of Selat Pengelap, are small but elevated and conspicuous; the S islet is 35m high. With an opposing wind and current, a troublesome sea may arise in this area.

The Pangelap group of islands separates Selat Pangelap from Selat Abang.

The Alor Islands, the southernmost of the Pengelap group, consist of some rocky islets lying on a reef; the southernmost islet is 46m high.

Pengelap, the largest of the group, is about 3.3 miles long, N and S, 0.5 mile wide, wooded, and moderately elevated, attaining a height of 80m in the N part; the island is fringed by a reef, which projects in places on the E coast to a distance of 0.25 mile, but on the W coast to a less distance.

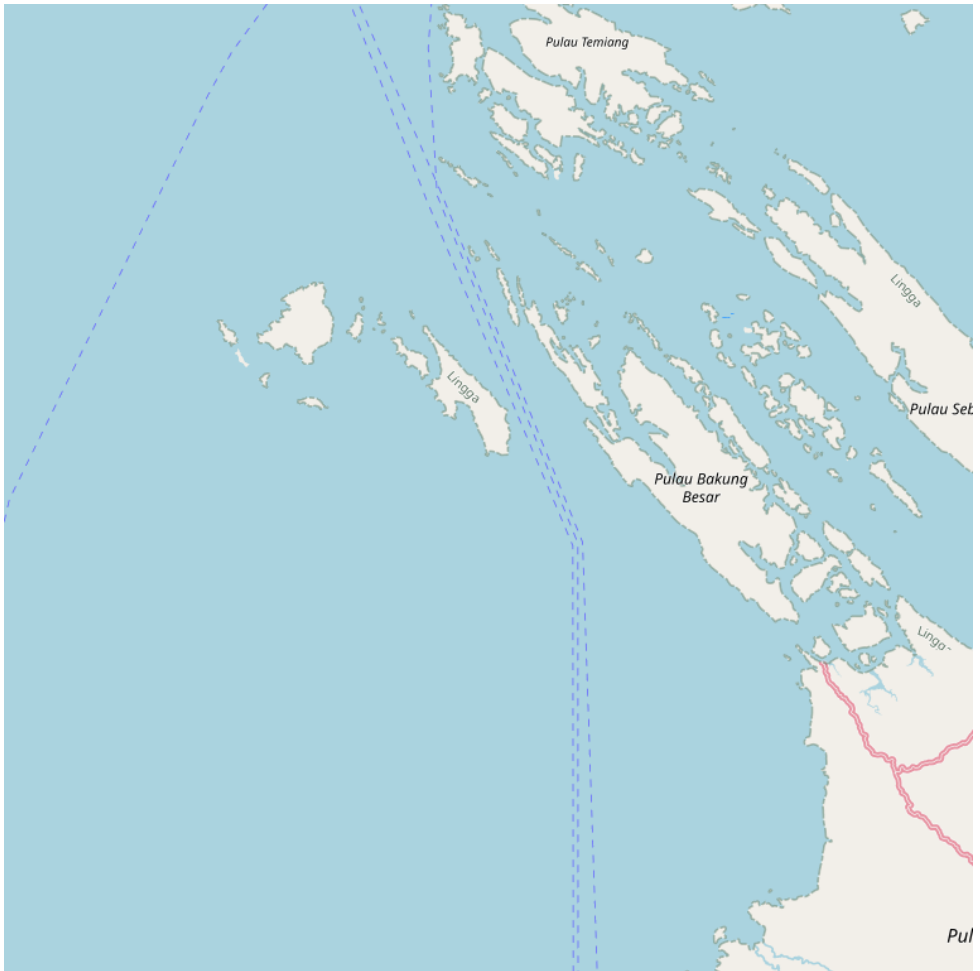
Udiep (Oediep), an islet 39m high, thickly wooded, and surrounded by a reef, lies about 1.3 miles E of the N end of Pengelap, and in the channel of Selat Dempo.

Dedap, about 2 miles long, NW and SE, and about 0.3 mile wide, lies about 1 mile W of Pengelap.


2.18 - Pulau Cempah - Pulau Laut (Indonesia)

0°08.83 N
104°18.77 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Cempah - Pulau Laut (Indonesia)



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 Pulau Cempah (Tjempah) is irregularly shaped, hilly and about 5 miles long and 2 miles wide. It is separated from the NW part of Pulau Bakung and Blandok Besar and Karoti by Selat Cempah (Tjempah Strait, 2 miles wide, which has general depths of about 24m.

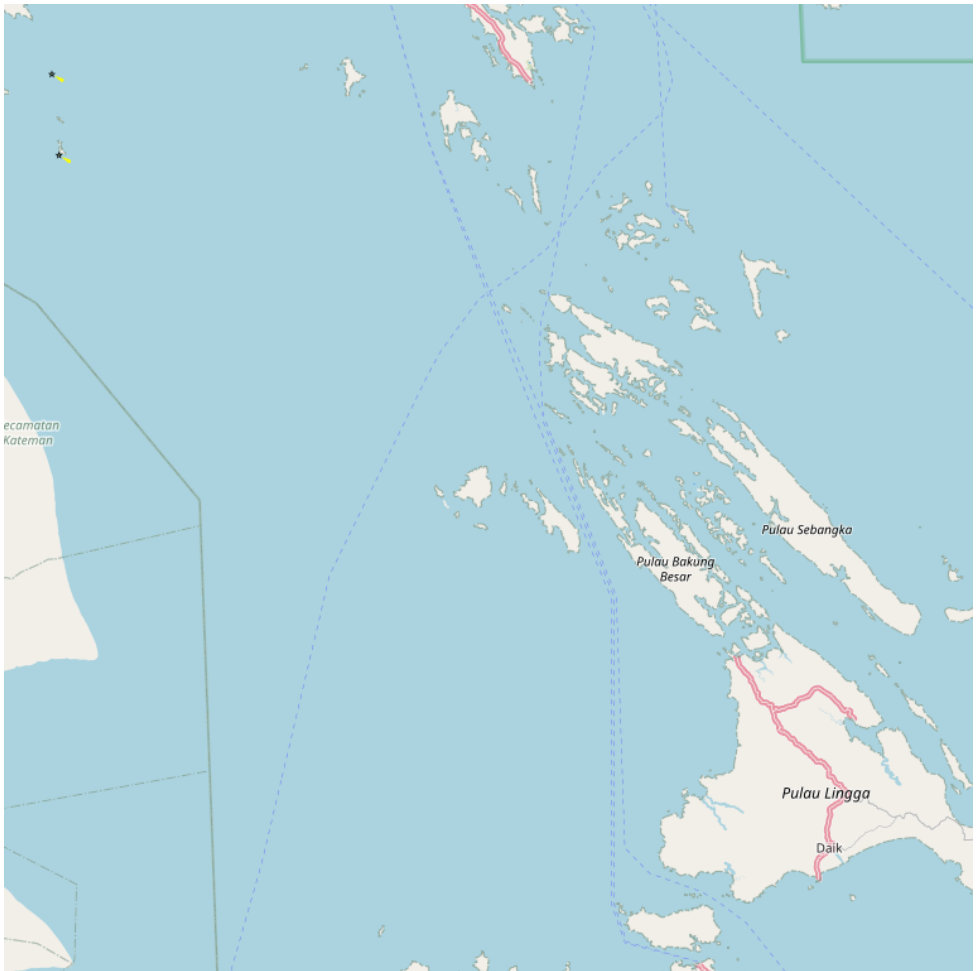
Pulau Cempah is fairly steep to on its E and SE sides; the summit of the island, 116m high, is to be found in its N part.

Pulau Laut lies close NW of the N end of Pulau Cempah, and Pulau Gentong, fringed by a reef, lies near the NW side of Pulau Cempah.


2.19 - Pulau Temiang (Indonesia)

0°19.02 N
104°20.99 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Temiang (Indonesia)



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 Pulau Temiang, the largest and northernmost of the group, is 7.5 miles in length, 3 miles in breadth, and irregularly-shaped, with the NE side being nearly straight; at the NW end there is a deep inlet, and there is also one at the SE end; in the latter there are two small villages.

This island is mostly composed of high hills, and near the W end on some tableland is Mount Benaya, with three tops close together, the middle one being

224m high. Mount Piang, with two conspicuous peaks, is on the S portion of the island; the ridges of hills on the NE side are 156 to 174m in height.

The three other principal islands, which lie close SW and W of Pulau Temiang are Pulau Batang, Pulau Benku, and Pulau Saga.

An isolated 195m high hill stands on the NW end of Pulau Batang.

Middle Rock (0°20'N., 104°27'E.), which dries and generally breaks, lies in the SE entrance of Selat Temiang, about 1.7 miles NE of the E extremity of Pulau Temiang. It is generally marked by tide rips and may be passed on either side, but it is preferable to pass to the N.

Ompak, 66m high, about 2 miles SW of Pulau Saga, is the largest of the chain of islets and reefs running roughly parallel to the SW coast of Pulau Saga. The chain extends for about 1.2 miles SE and 0.75 mile NNW.

A rock, with a depth of less than 2m, was observed to lie 1 mile S of the S extremity of Ompak and was marked by a mast.

Pintu (Pintoe), 125m high, lies close off the NW end of Pulau Temiang; beyond it is Kebat, 65m high.

Pompong lies about 2.25 miles WSW of Kebat; it is about 0.5 mile in diameter, is surrounded by a reef, and has a 124m high hill in its center. An above-water rock, surrounded by a reef lies 1 mile SE of the island; an isolated reef lies 0.4 mile S of the SE extremity of the island.

Dua (Doea), located about 3 miles E of Pintu, lie at the junction of Selat Merodong and Selat Temiang.

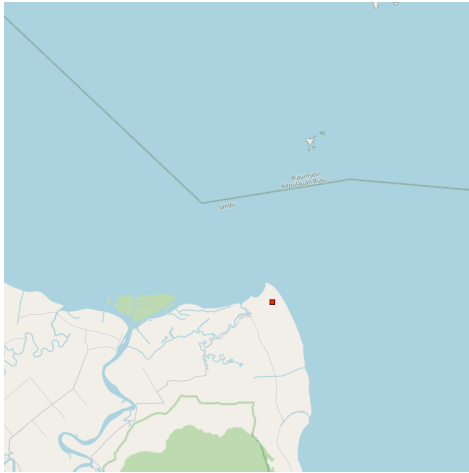
They are two islands, each circled by a reef extending 0.25 mile from the shore in places. The S island, the higher of the two, rises to 35m.


2.20 - Tanjung Jabung (Djaboong) (SE Sumatra)

1°02.41 S
104°21.81 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)





 Tanjung Jabung (Djaboong), the SW limit of the Inner Route (N Singapore Strait from Selat Bangka via Selat Berhala and Selat Durian), is conspicuous and partly overgrown with trees.

Like most other parts of the Eastern coast of Sumatra, it is low land and is fronted by a mud bank to various distances, as best seen on the chart.

A light is shown from Tanjung Jabung.

From Tanjung Jabung, the coast of Sumatra trends sharply to the W, forming the delta of the Djambi River and Djambi Bay. This coast is fronted by a mud bank which in places extends 5 miles off.

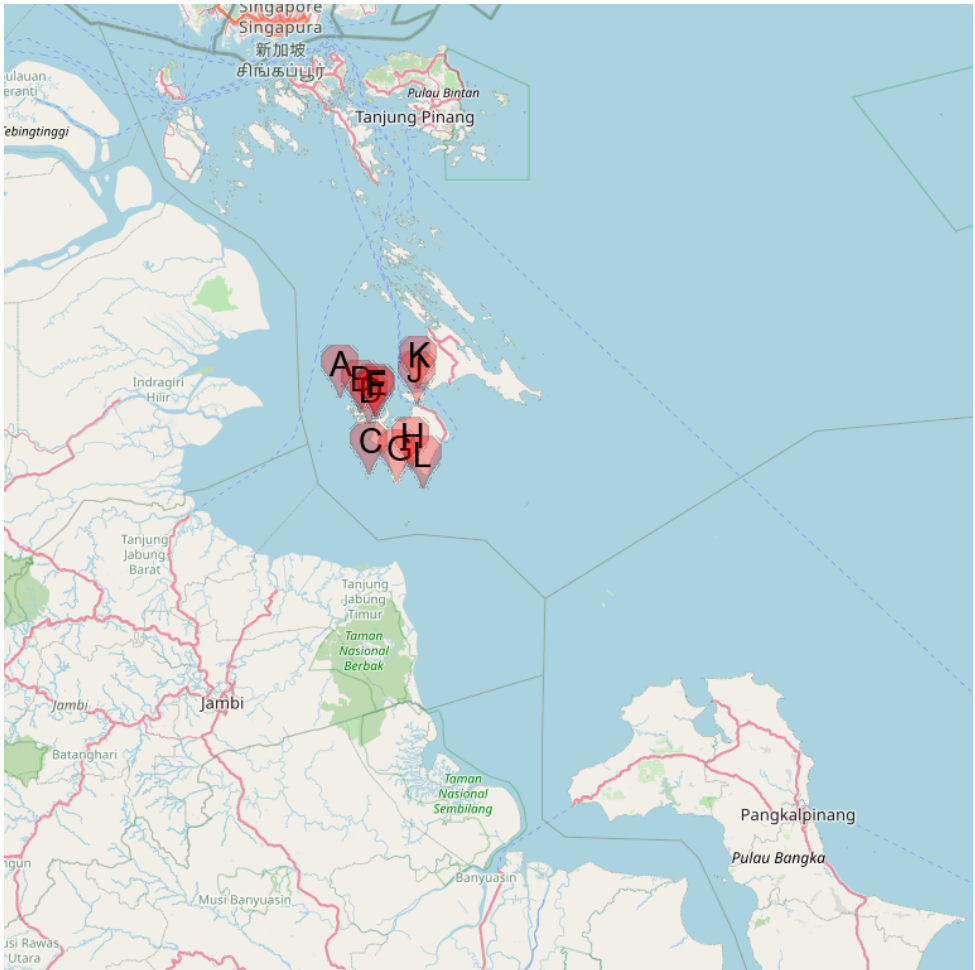
Depths of 5.5m and 5.9m lie as far as 12 miles SE and 13 miles SSE of Tanjung Jabung, in positions as far as 6.75 miles offshore. A 10.1m patch lies 7 miles NE of the same point.

Caution. A wreck, with 6.9m, and a wreck, with 9.6m, lie 5.75 and 10 miles ENE, respectively, of Tanjung Jabung; numerous dangerous wrecks, best seen on the chart, exists SE of the same point.


2.21 - Pulau Singkep (E Sumatra)

0°29.56 S
104°22.29 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)



- A** Pulau Silenseng and Bunta (NW Pulau Singkep)
- B** Pulau Posik (NW Pulau Singkep)
- C** Pulau Serak and Pulau Pengelap (E Pulau Singkep)
- D** Selat Sebayur (Sebajoer Strait) (NW Pulau Singkep)
- E** Pulau Rapang (NW Pulau Singkep)
- F** Tanjung Irat (NW Singkep)
- G** Tanjung Buku (SW Pulau Singkep)
- H** Teluk Baruk (S Pulau Singkep)
- J** Selat Penuba (Indonesia)
- K** Kepulauan Lima (Selat Lima)
- L** Pulau Kepulauan Singkeplaut (SE Pulau Singkeplaut)

 Pulau Singkep is located about 20 miles N of Tanjung Jabung on the Sumatera coast. It is an island in the Lingga Archipelago in Indonesia.

The island, about 20 miles in length and the same in breadth, is much indented on its N and S sides.

It is separated from the E coast of Sumatra by the Berthala strait. North of Pulau Singkep is Pulau Lingga, with Pulau Selayar in the channel between. Off the W end of Pulau Singkep is a group of islands separated from Pulau Singkep by Selat Sebayur.

From Tanjung Malang (Perpat), the SE point of Pulau Singkep, the coast has a NE direction for 10 miles to Tanjung Tengku, with Tanjung

Tija (Tidja) about 2 miles farther N.

The coast between these two points is fairly thickly populated; the most important village is Dabo.

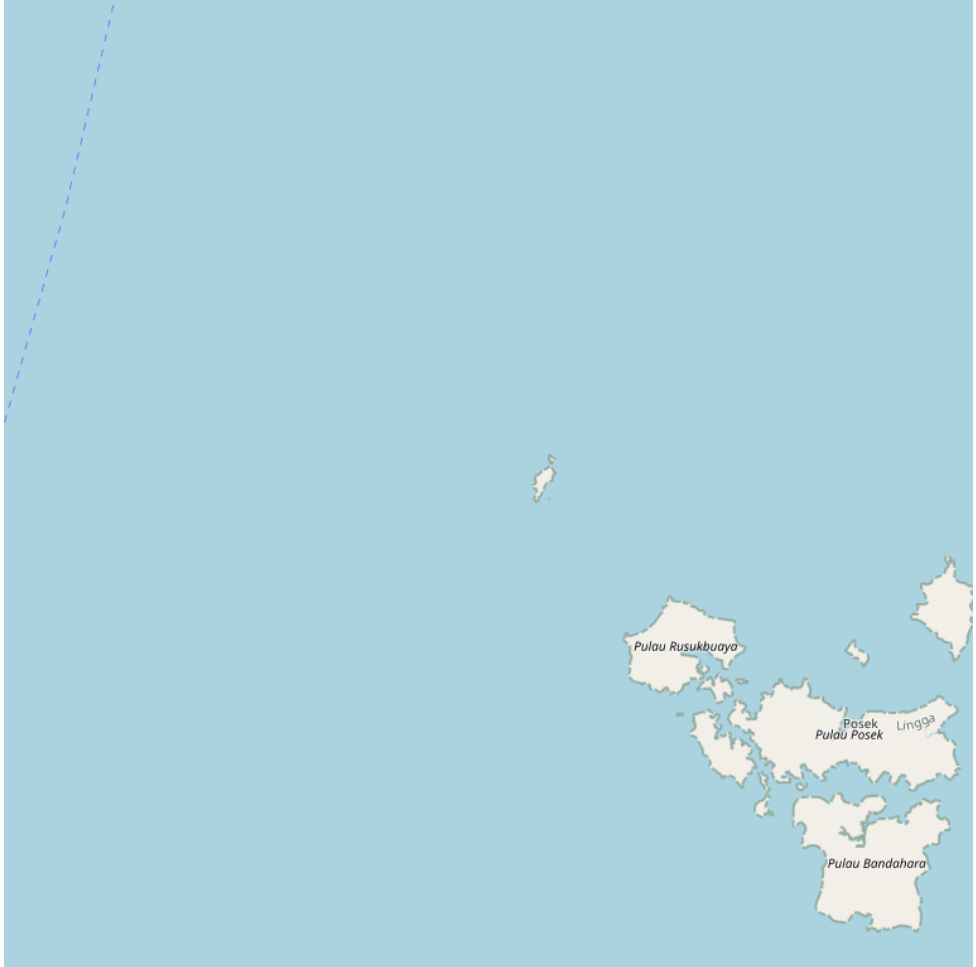
Singkep has two ports, Dabo near Dabosingkep and Jago near Sungaibuluh. Singkep also has a small airport capable of handling small 40 passenger aircraft. The airport is currently used by charter flights and the government patrol aircraft. Singkep has many beautiful beaches.

On the W coast of Pulau Singkep and Pulau Lingga the flood current runs to the S and W and the ebb to the N and E, but near the SW coast of Pulau Singkep between Tanjung Buku and Tanjung Sebayur the flood sets N as an eddy and the ebb S at the rate of 1.75 knots.

2.21.1 - Pulau Silenseng and Bunta (NW Pulau Singkep)

0°18.34 S
104°07.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra) - Pulau Silenseng and Bunta (NW Pulau Singkep)



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Pulau Silenseng (Pulau Silinseng), nearly 3 miles NW of Rusukbuaya, consists of two islets connected by a reef, dry at LW; it is surrounded by a reef which extends about 0.5 mile from its W side.

A shoal, with a least depth of 7.3m, lies midway between Ruskbuaya and Pulau Silenseng. Another shoal, with a depth of 10m, lies 3 miles ENE of Pulau Silenseng.

Pulau Bunta, a small, wooded islet, lies 2 miles N of Pulau Silenseng and is surrounded by a reef which extends about 0.2 mile in places; it is steep-to beyond.


2.21.2 - Pulau Posik (NW Pulau Singkep)

0°22.34 S
104°12.60 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra) - Pulau Posik (NW Pulau Singkep)



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 Posik is the central and principal island of a group which lies off the NW side of Pulau Singkep, and is separated by Selat Sebayur.

Other islands in the vicinity of Posik include Bandahara, Sempeng, Rusukbuaya (Roesoek Boeaja), Nibung, Pajang, and Noja, as well as smaller islets and above and below-water rocks. The whole group is located on the same triangular reef, with boat passages between some of them; they are of little importance, and

sparsely populated.


2.21.3 - Pulau Serak and Pulau Pengelap (E Pulau Singplaut)

0°38.29 S
104°14.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra) - Pulau Serak and Pulau Pengelap (E Pulau Singplaut)



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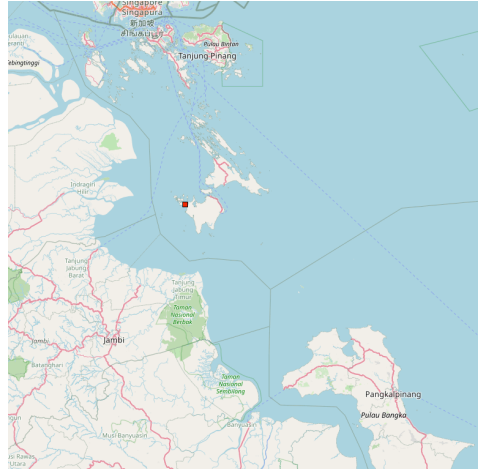
 Pulau Serak, a low and wooded islet, lies about 7 miles WNW of Tanjung Buku, it is located on a shoal, which, under the depth of 9.1m, extends 2 miles SE, 1 mile N, and about 0.7 mile off either side. Oekol (Pulau Ukol), located about 0.5 mile W of the S end of Pulau Serak, lies on this shoal, as do also several rocks, both awash and above-water.


Pulau Pengelap, low and wooded, lies about 2.7 miles NNE of Pulau Serak, on

the E edge of a reef which is steep-to, extending 2 miles NW and 1 mile SE; the islet is surrounded by rocks and stones and is overgrown with vegetation. Shoal depths of 5.9 and 8.7m, lie, respectively, 2.3 miles W and 3.5 miles NW of Pulau Pengelap.

2.21.4 - Selat Sebayur (Sebajoer Strait) (NW Pulau Singkep) 0°25.24 S 104°14.79 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)

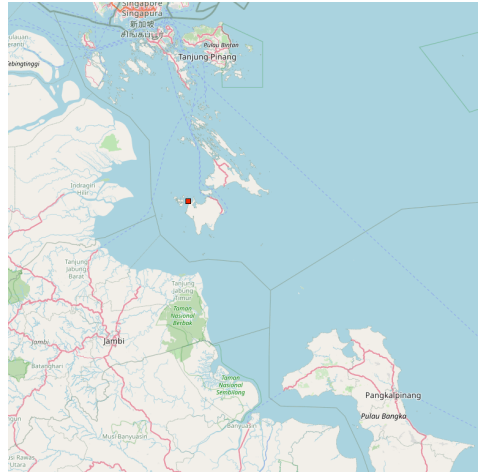



 Selat Sebayur (Sebajoer Strait), between the NW side of Pulau Singkep and the Posik group of islands, is a fairly good but narrow channel, requiring local knowledge or the assistance of a native pilot; it is entered from the S between Tanjung Sebayur and a flat that extends about 4 miles S of Bandahara, on which are some patches that dry.

2.21.5 - Pulau Rapang (NW Pulau Singkep)

0°23.20 S
104°16.54 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)

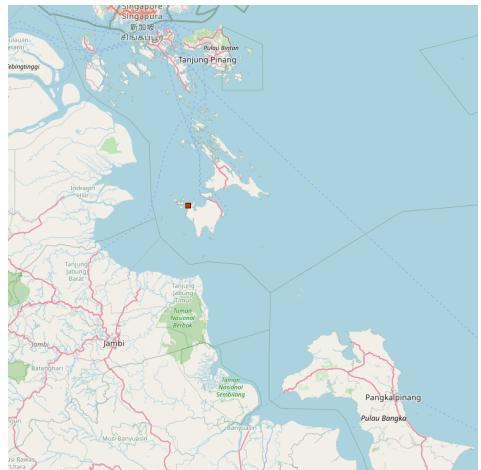
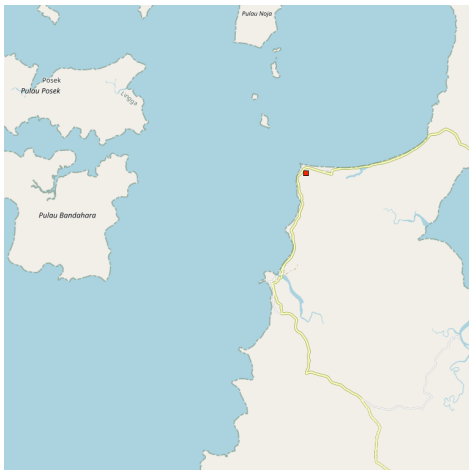



 Pulau Rapang, a small islet with a sharp, wooded hill, lies 1 mile NW of Tanjung Irat; near it is the narrowest part of the strait. A steep-to bank, as defined by the 5m curve, forms the W side of the channel. It extends about 5 miles SW from Rapang.

2.21.6 - Tanjung Irat (NW Singkep)

0°23.93 S
104°16.74 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)

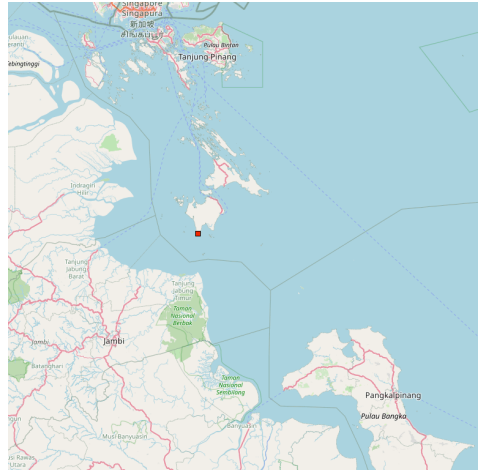



 Tanjung Irat, on the E side, is located 5.5 miles N of Tanjung Sebayur. The strait is divided by a long, steep sandbank on the N point of which lie two rocks, named Malang Bang which are only visible at LW; a patch that dries lies on the W elbow of the bank, about midway between the two points.

2.21.7 - Tanjung Buku (SW Pulau Singkep)

0°40.45 S
104°21.92 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)

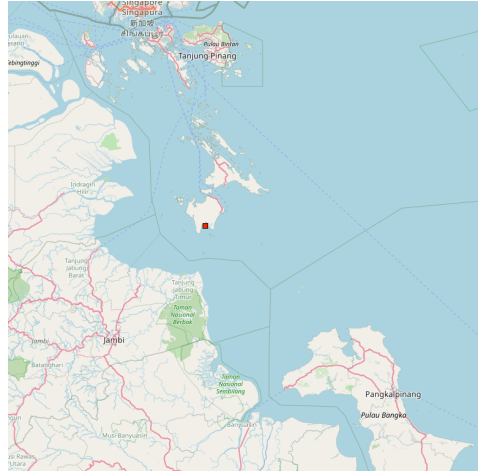


 Tanjung Buku has the prominent hill Gunung Buku, 137m high, on it. Bukit Porok, about 2.7 miles N of Tanjung Buku, has a sharp peak about 149m high. The coast from Tanjung Buku to Tanjung Sebayur (NW Tg Buku) trends NNW and NW for 14 miles; the latter point is on the E side of the entrance to Selat Sebayur, and is also the W end of Pulau Singkep. James Rock, a pinnacle with a least depth of 0.3m, lies 3.5 miles NW of Tanjung Buku.

2.21.8 - Teluk Baruk (S Pulau Singkep)

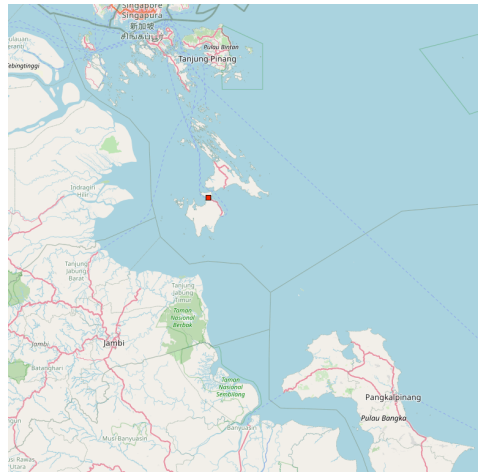
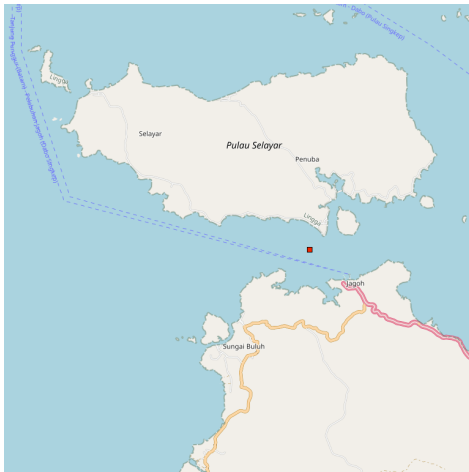
0°36.95 S
104°25.82 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)



2.21.9 - Selat Penuba (Indonesia)

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra)



Tengah Islet, about 30m high, is located on a reef in the E fairway of Selat

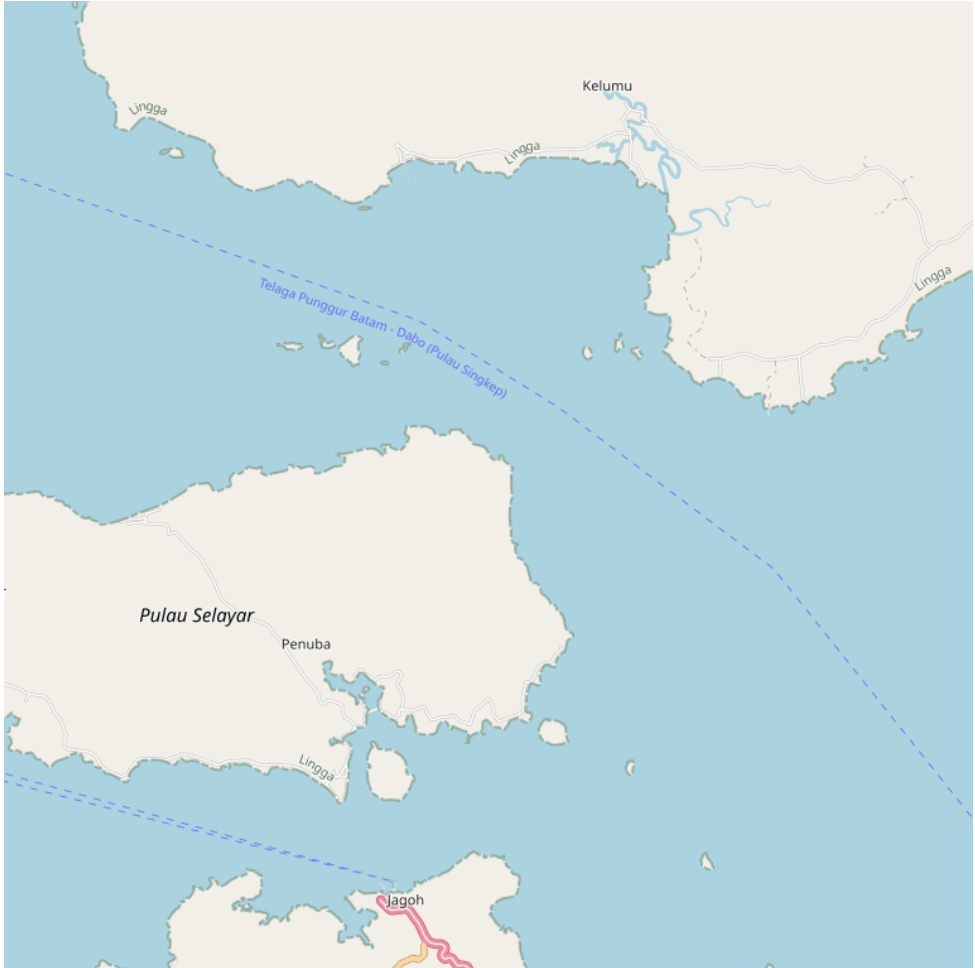
Penuba, about 1 mile SE of the E point of Pulau Selayar.

Serang Islet, about the same height as Tengah, lies about 1 mile SE, just within the 5m curve off the S side of the strait.


2.21.10 - Kepulauan Lima (Selat Lima)

0°16.05 S
104°27.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra) - Kepulauan Lima (Selat Lima)



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 Kepulauan Lima, lying nearly in the middle of the strait, consists of Yu, Panjang, Buntar, and Lima; they are hilly and wooded. Only Lima is inhabited. About 0.5 mile ENE of Lima is a small, low, stony cay, which is overgrown with brushwood, and is steep-to.

2.21.11 - Pulau Kepulauan Singkeplaut (SE Pulau Singkeplaut) 0°41.91 S 104°28.95 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Singkep (E Sumatra) - Pulau Kepulauan Singkeplaut (SE Pulau Singkeplaut)



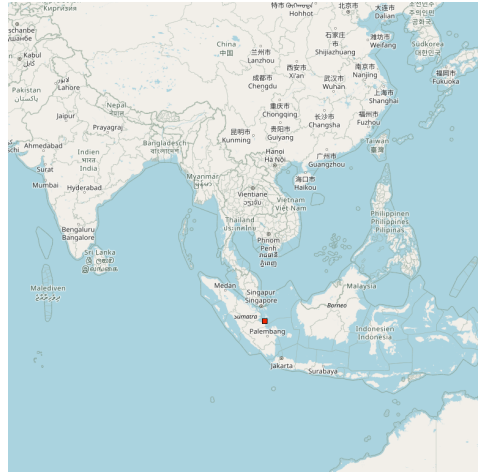
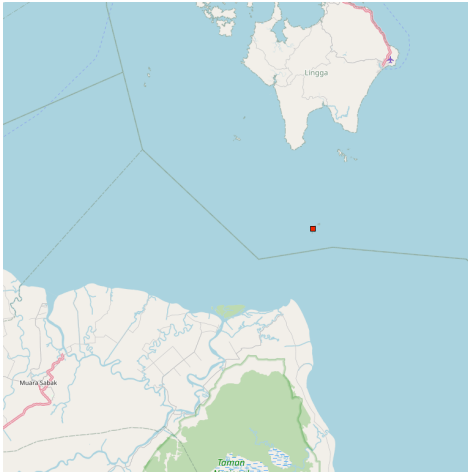
163 

 Kepulauan Singkeplaut (Singkep Laoet Islands), lying on a drying reef E of Tanjung Buku and fronting Teluk Baruk, consists of Pulau Keling, Pulau Tengah, Pulau Lalang, and Pulau Singkeplaut, as well as a few abovewater rocks. A conspicuous tree is reported to stand on Pulau Singkeplaut.

2.22 - Pulau Berhala (E Indonesia)

0°51.66 S
104°24.41 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



Pulau Berhala is a rocky island largely covered with high trees. Two bare peaks, each 91m high, rise on the W side of the island; the island is inhabited. It lies in the middle of Selat Berhala, nearly between Tanjung Jabung and Tanjung Buku, the SW end

of Pulau Singkep. Except on the W side, the island is surrounded by a reef which dries at LW, and extends for a distance of 0.2 mile from the E side.

A light is shown from Pulau Berhala.

The channel N of pulau Berhala to Pulau Pulau Singkeplaut, 10 NM NE, is not recommended; it is not safe, on account of uncharted dangers that probably exist and the rocks in it. Pulau Berhala Light, which is situated on the S side of the island, is not visible throughout the channel transit.

A stranded wreck lies on a previously uncharted pinnacle of rock approximately 3.5 miles NE of Pulau Berhala Light.

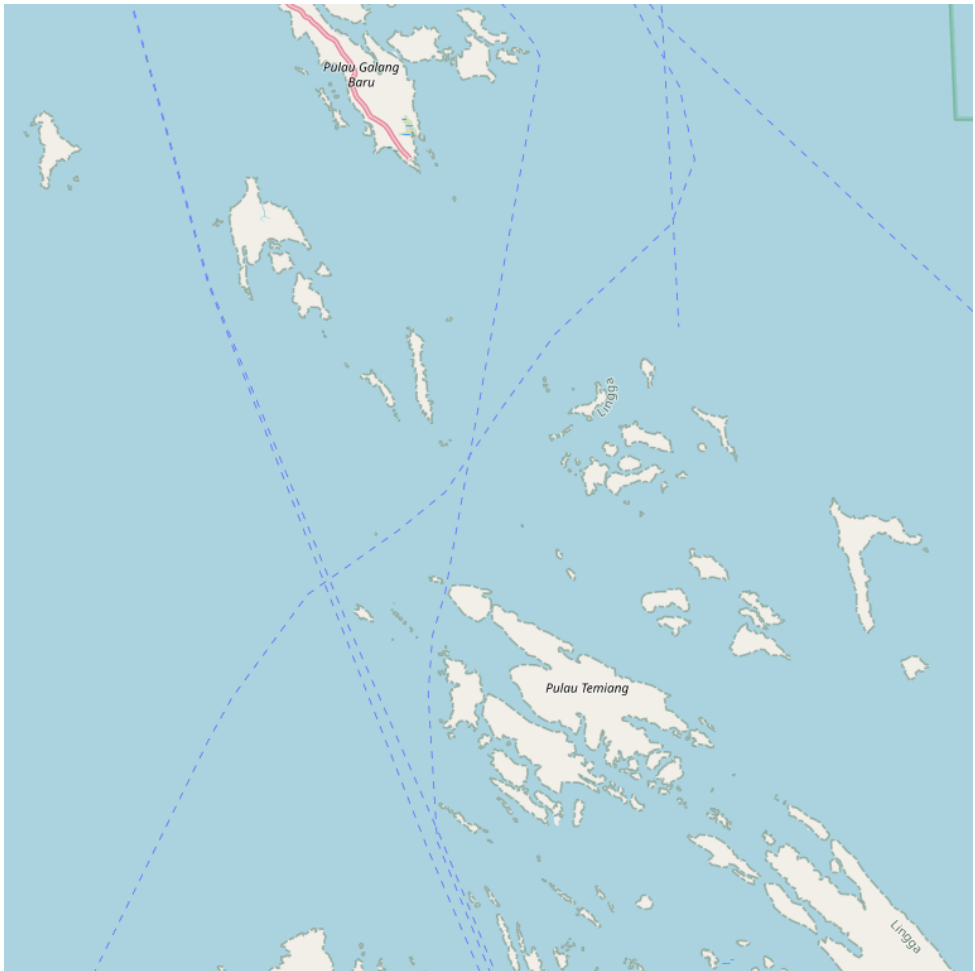
Several dangerous wrecks, best seen on the chart, lie NE of Tanjung Jabung and SW of Pulau Berhala. A reef, numerous rocks, islets, and depths under 9.1m surround Pulau Berhala. An 8.7m patch lies 2 miles SE of Pulau Berhala; a 5.5m shoal lies 1.25 miles NW of the same island.

A 9.6m shoal lies 5.5 miles SE of the light shown on the southernmost islet S of Pulau Berhala.


2.23 - Titampan group of islands (Indonesia)

0°28.07 N
104°24.58 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Titampan group of islands (Indonesia)



160 

 The Titampan group of islands, located NW of the Merodong group, occupies an oval space about 6 miles in length, E and W, and nearly 5 miles in breadth. It comprises several islands, islets, and rocks, which are separated from each other by narrow channels which are obstructed by reefs.

Pulau Titapan, the SW island and most conspicuous of the group, is rocky on its N and S sides and has two hills; the N hill is sharp and 108m high.

A 5.5m patch, which is steep-to, lies about 0.4 mile SW of Titapan.

Pulau Benan, 3.5 miles NW of Pulau Mesanak, is the easternmost island of a group which separates Selat Merodong and Selat Pengelap. It is 2 miles long, tapering at both ends, and is 0.75 mile wide near the middle. The island is easily recognized by a conspicuous hill, it is 67m high, at its SE end.

A reef fronts the greater part of Benan, extending from 0.25 to 0.5 mile off the N and NE sides.

Pulau Katanglingga, 1.5 miles NW of Benan, is a bold bluff-looking island 1 mile long and 50m high at the N end; the S end is low. A reef fronts the greater part of it, extending in some places to a distance of about 0.2 mile.

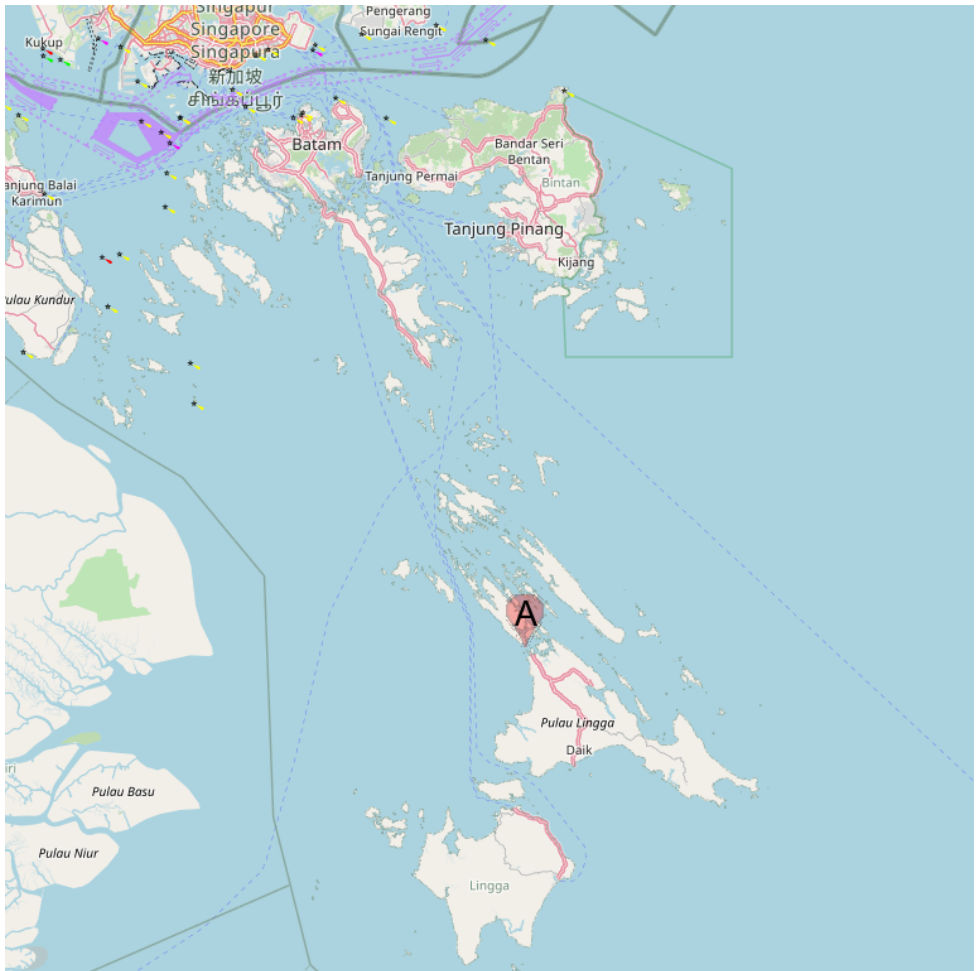
With onshore winds, a heavy sea runs up on the E side of Benan and Pulau Katanglingga.

Pulau Benan and Katanglingga form the E limit of the group.


2.24 - Pulau Bakung Besar (N Pulau Lingga)

0°07.00 N
104°26.03 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bakung Besar (N Pulau Lingga)



 Selat Dasi

 Pulau Bakung (Bakong) lies close to the NW end of Pulau Lingga, from which it is separated by Selat Dasi, and has some fairly high hills.

The SW coast of the island trends in a NW direction, the shore being fronted to a short distance by a reef.

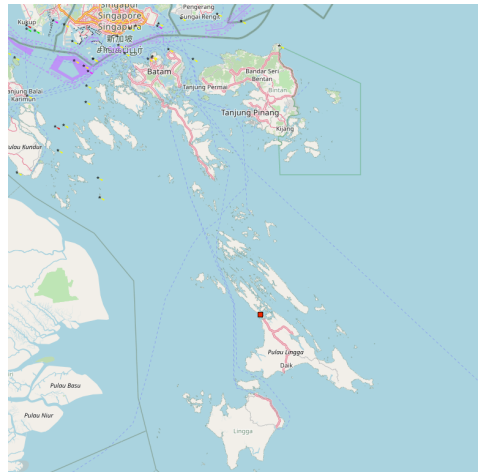
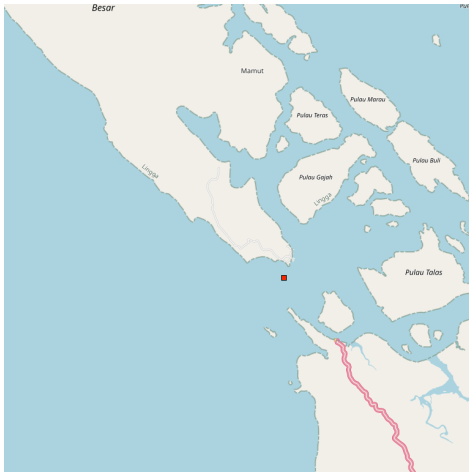
Close to the NW extremity of Pulau Bakung lie a number of islets and reefs, extending about 8 miles NW, of which Karoti is the northwesternmost.


The space between that island and Pangele, the N end of Pulau Bakung, is blocked by islets and reefs.

2.24.1 - Selat Dasi

0°00.65 N
104°29.56 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bakung Besar (N Pulau Lingga)



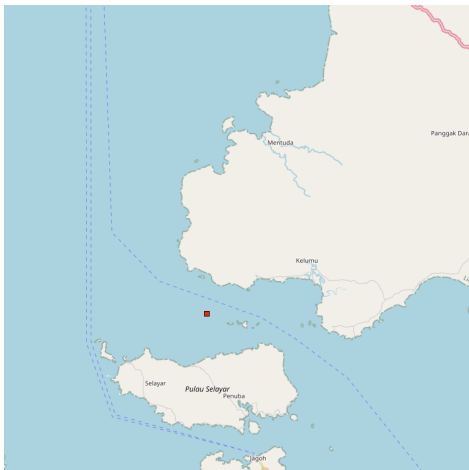
 Selat Dasi (Dasi Strait) is a passage 4 miles long, separating Pulau Lingga from Pulau Bakung N of it.

There are several islets and rocks in the fairway of the strait, and it is only available to vessels with local knowledge.

2.25 - Selat Lima (Indonesia)

0°15.67 S
104°26.41 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



Selat Lima (Lima Strait), between the N side of Pulau Selayar and the S coast of Pulau Lingga, is a deep channel; parts of the shores are steep-to.

Pulau Pandan, a wooded mass of ironstone, lies off the W entrance of Selat Lima. Sunken rocks extend about 0.2 mile S and E of the islet; otherwise the water around it is deep.

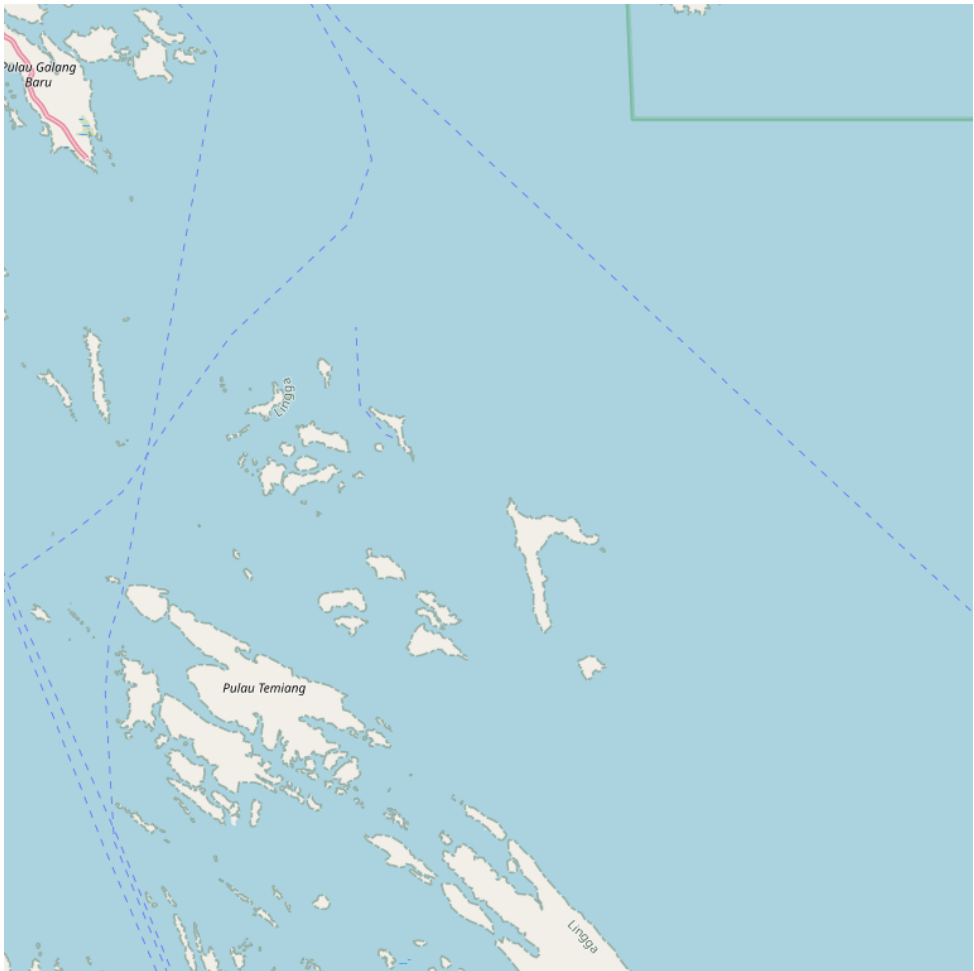
Entering Selat Lima from W, pass on either side of Pulau Pandan and to the N of Keputauan Lima, taking care to avoid the cay ENE of Lima.

In Selat Lima the flood sets W and the ebb E.


2.26 - Merodong group (Indonesia)

0°22.64 N
104°27.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Merodong group (Indonesia)



160 

 The Merodong group of islands lie to the W of Pulau Mesanak, between it and the Temiang group. The former group comprises six islands, separated by channels unsuitable for navigation and there is no reason in venturing among them or between them and Pulau Mesanak.

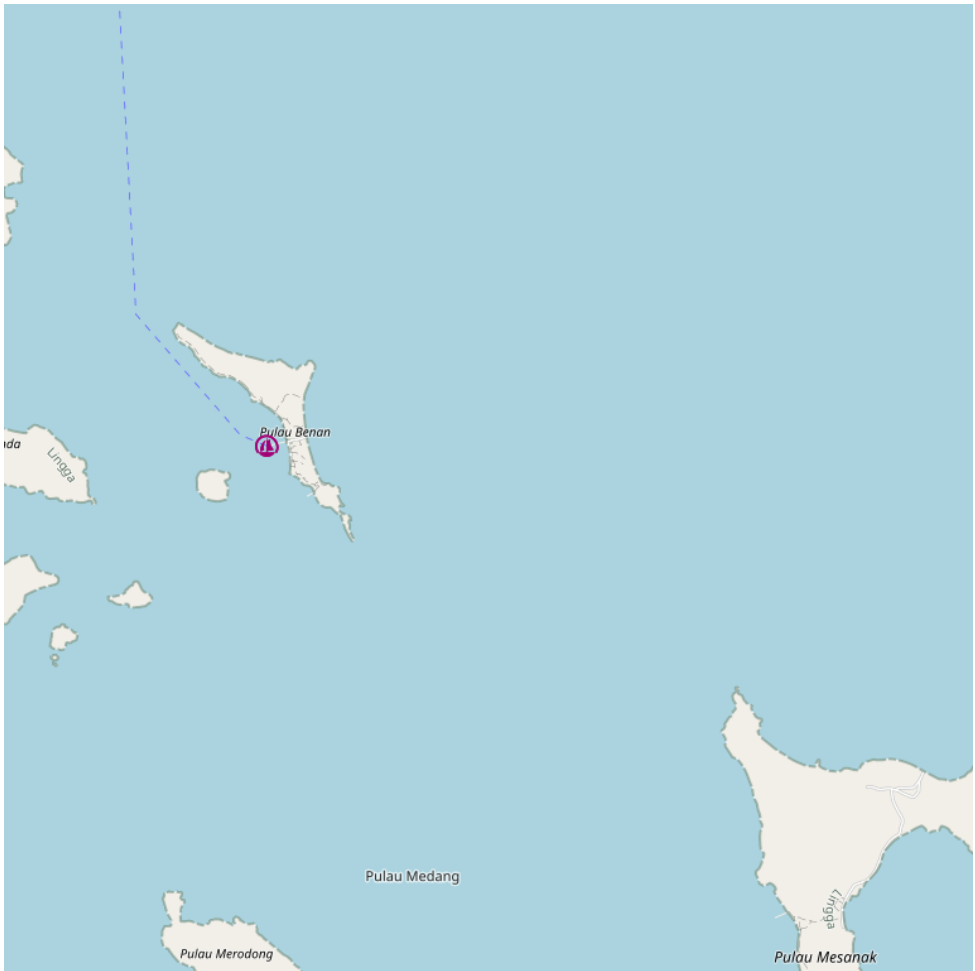
Merodong, the N island, is 186m high and its conical peak is one of the principal landmarks for making Selat Riau (Riouw Strait). Rocks, dry at LW, extend 0.8

mile NNE from the NW end of Merodong, on the S side of Selat Merodong (Selat Merodong).


2.27 - Karang Leman (Indonesia)

0°28.45 N
104°27.57 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Karang Leman (Indonesia)



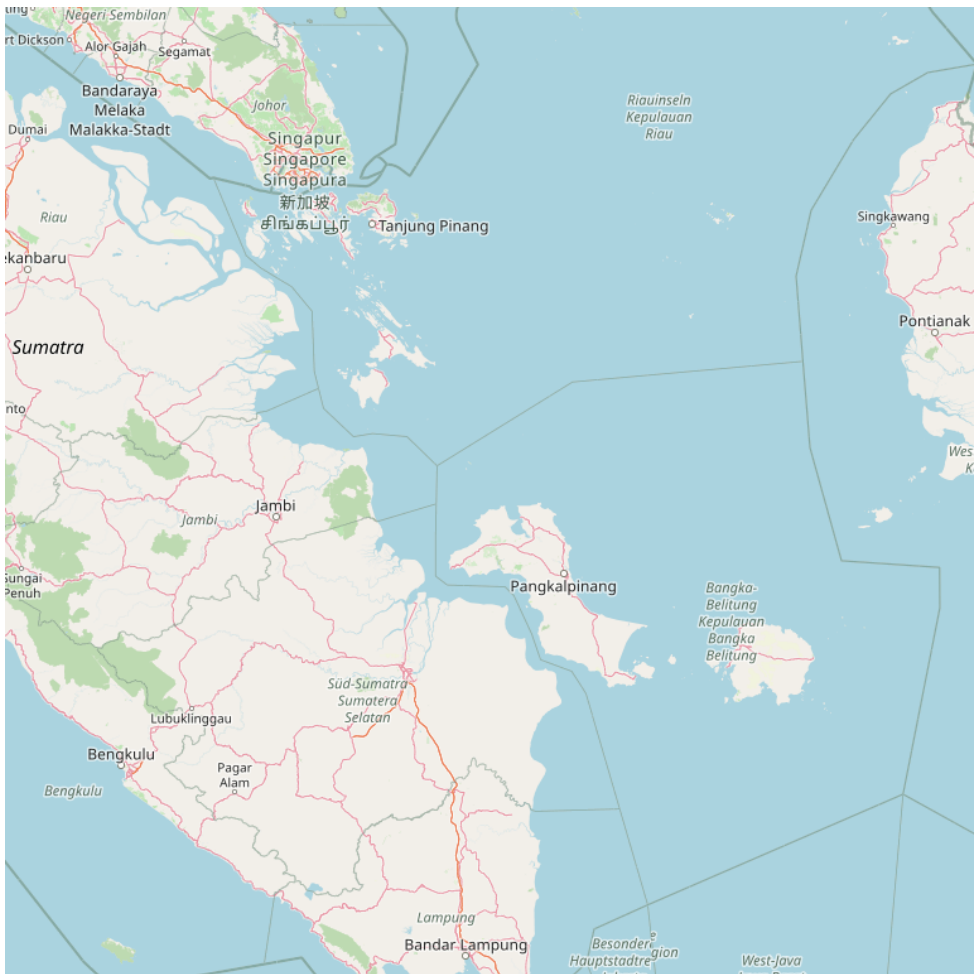
160 

 Karang Leman (Rifleman Shoal), lying about 1 mile E of Benan, is a patch of hard sand 0.3 mile in extent, with a least depth of 4.9m.


2.28 - Pulau Selayar (Indonesia)

0°59.10 S
104°29.84 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Selayar (Indonesia)



160 

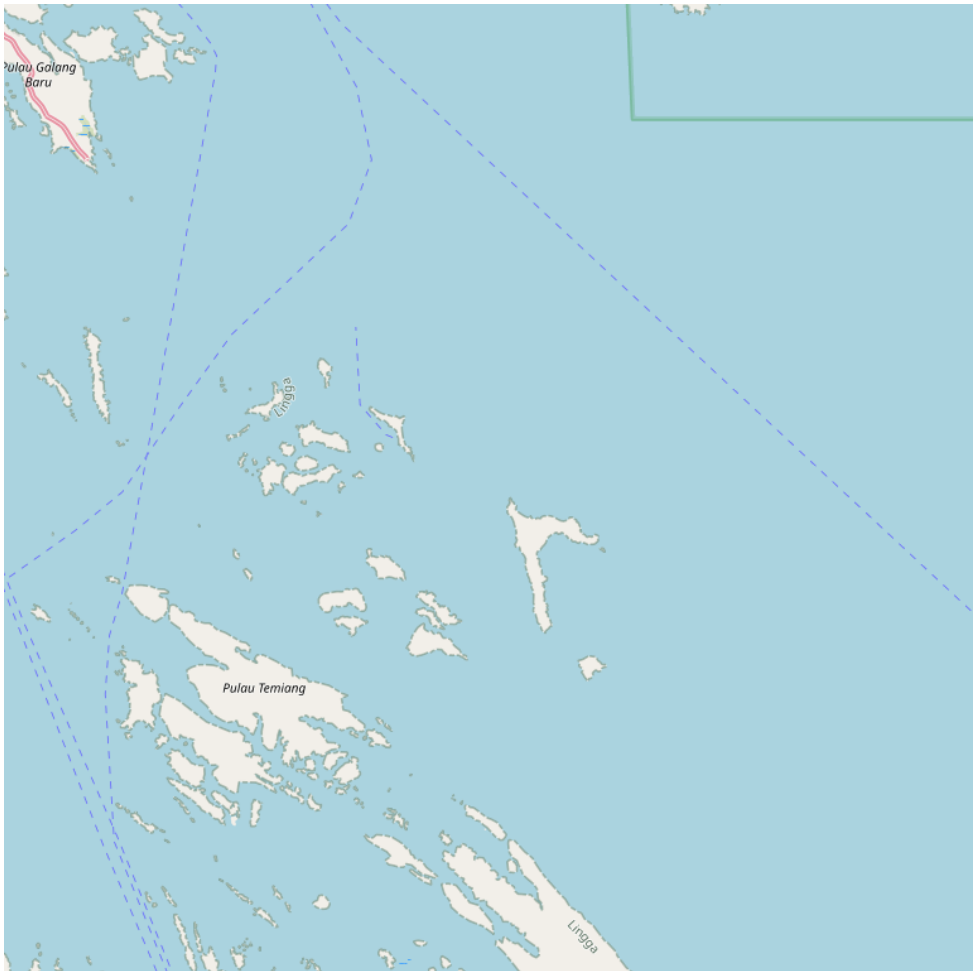
 Pulau Selayar is about 6 miles long, E and W, and 2,5 miles wide. It lies between Pulau Singkep and Pulau Lingga, dividing the passage into two channels, named Selat Penuba and Selat Lima.

A reef extends about 1 mile SE of Penuba, a village at the SE end of Pulau Selayar. A hill rises to a height of 300m on the W side of the island.


2.29 - Pulau Mesanak (Indonesia)

0°23.75 N
104°32.4. E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Mesanak (Indonesia)



160 

 Pulau Mesanak, located 7 miles N of the N end of Pulau Sebangka, has the form of an elbow, of which the long arm extends 4.5 miles in a N and S direction, and the short arm 3 miles E and W. Ridges of hills extend the whole length of both arms, the highest point, 107m high, being where the arms meet.

On the E side of Pulau Mesanak, the coastal reef extends for a distance of 0.7 mile; close to the rocky E point, and connected to it, is Koejoe Island, small but

moderately high.

Two rocks which cover at HW lie nearly 0.5 mile off the N side of the island and about 1 mile E of Observation Point, the NW extremity of the island.

Patches of 6.9m lies about 0.1 mile NW of the above-mentioned rocks and about 0.2 mile N of Observation Point.

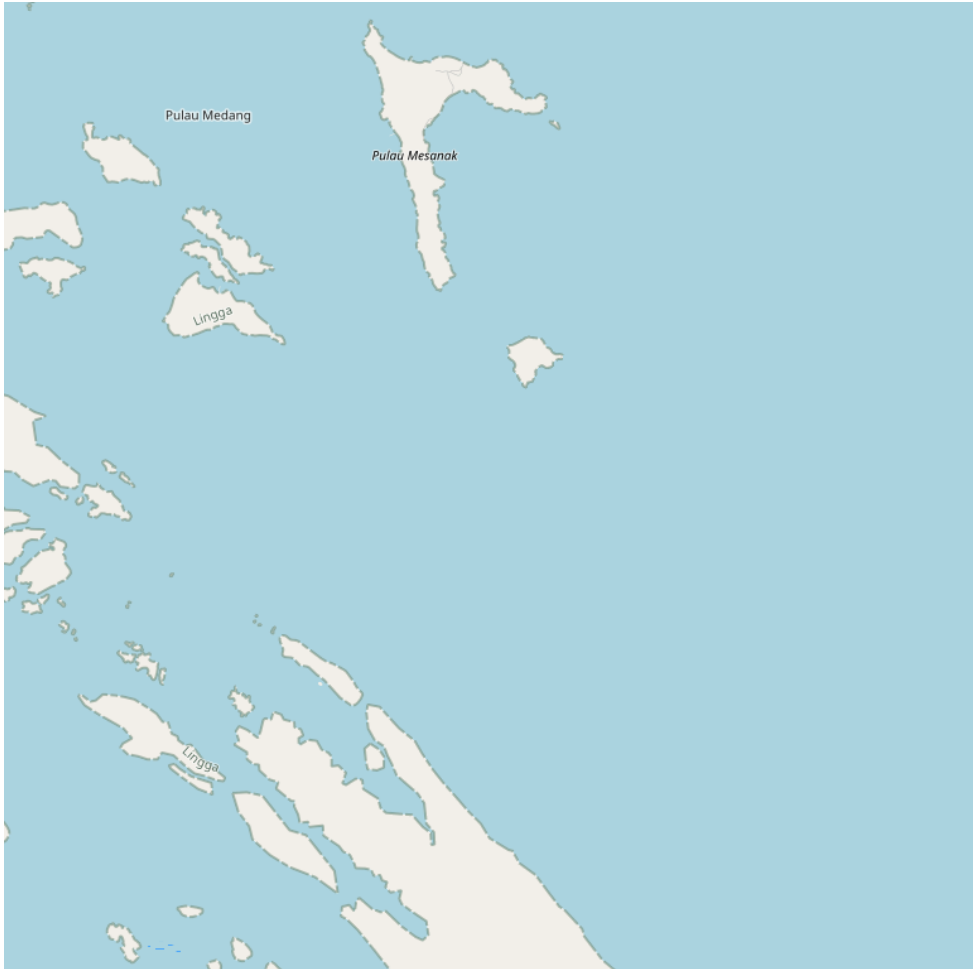
West of the island, foul ground extends W of Merodong Is land and other islands.

Pulau Mesanak forms the S side of the entrance to Selat Merodong, and the W side of approach to Selat Riau.


2.30 - Pulau Nyamok (Indonesia)

0°20.69 N
104°33.50 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Nyamok (Indonesia)



160 

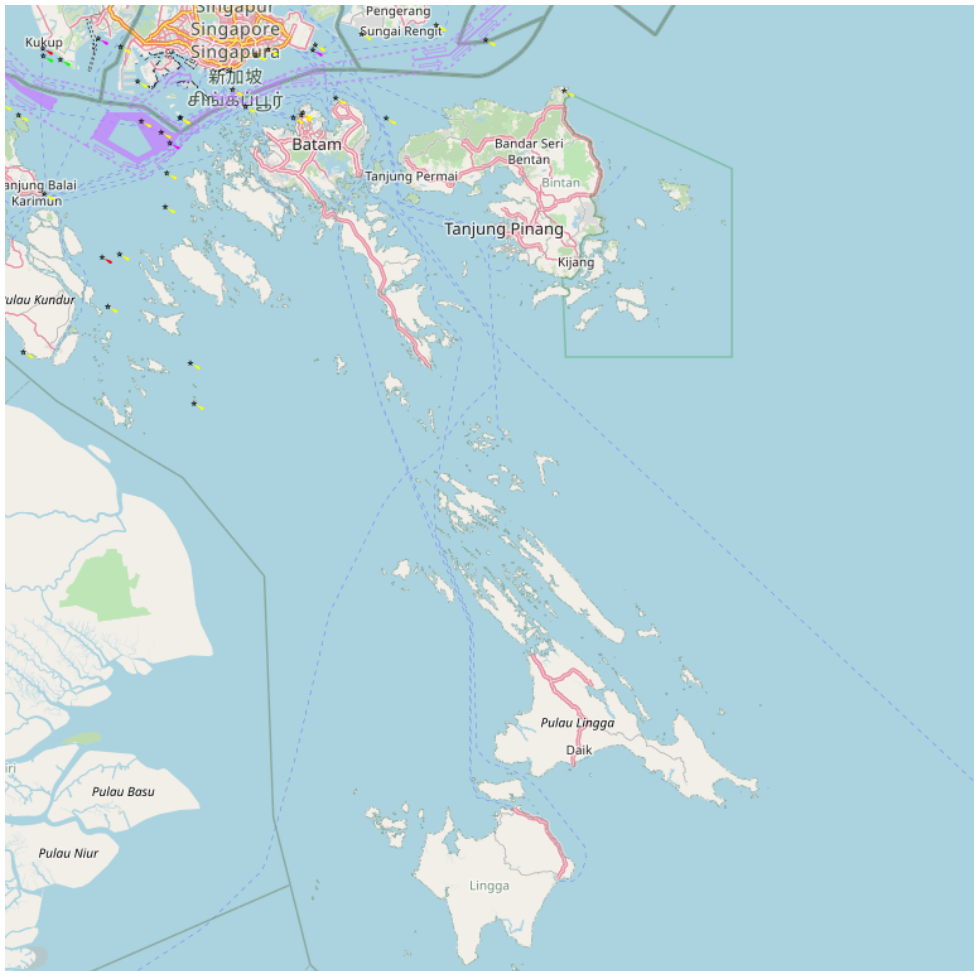
 Pulau Nyamok (Njamok), 56m high, and lying about 2 miles SE of the S end of Pulau Mesanak, is surrounded by a reef which extends about 1 mile NE, with drying rocks, and is generally breaking.

In the channel between Pulau Nyamok and Pulau Mesanak, there is a sandy islet with some trees; the channel is apparently choked with rocks.


2.31 - Pulau Sebangka (E Lingga)

0°08.94 N
104°34.19 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Sebangka (E Lingga)



160 

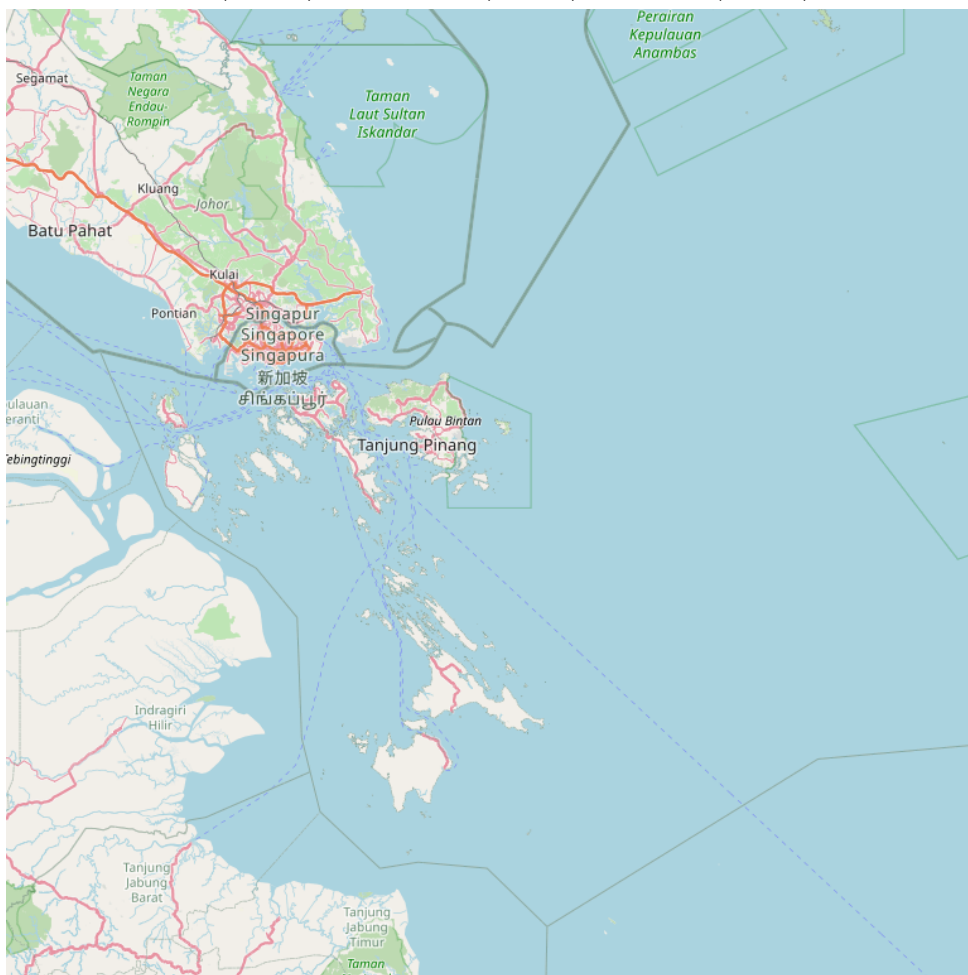
 Pulau Sebangka lies between Pulau Lingga and Pulau Temiang to the NW. It is 19 miles long between Tanjung Gantong, its SE end, and Oetan Besar, its NW end, with a maximum breadth of about 3 miles.


Reefs, dry at LW, front the N side of Tanjung Gantong; they are visible from the discoloration of the water.

2.32 - Pulau Bintan (Indonesia)

0°58.31 N
104°36.21 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia)



 Bintan Island or Negeri Segantang Lada is an island in the Riau archipelago of Indonesia. The capital Tanjung Pinang, lies in the island's south.

Bintan, is the largest among the 3200 islands of Riau Archipelago and is located 10 km E of the Batam Island.

Bintan is very close to the Equator.

Numerous islands and dangers extend for a distance of 20 miles off the E coast of Pulau Bintan.

Vessels

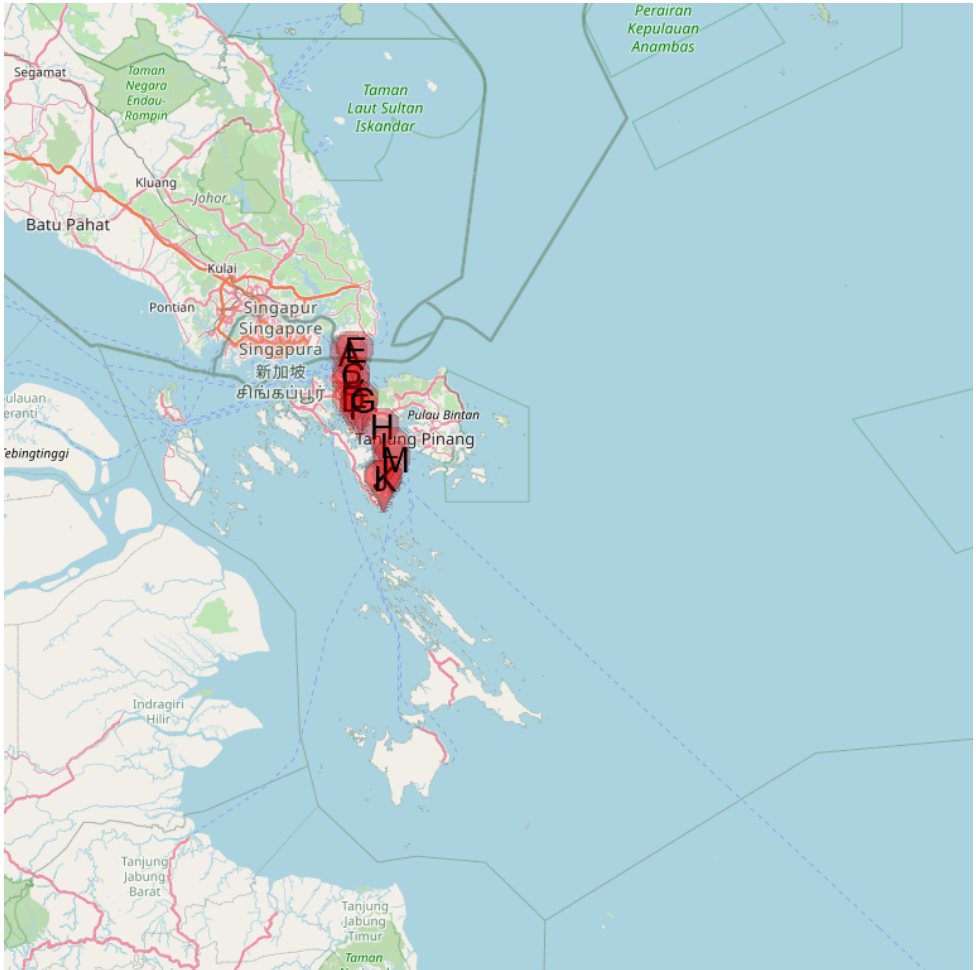
making the passage between Selat Bangka and Singapore Strait should

generally pass outside, or to the E, of the whole of these islands and dangers. The whole coast and the islands off it are, as a rule, fringed by coral.

2.32.1 - Selat Riau (Riouw Strait) Indonesia)

0°53.18 N
104°22.47 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia)



A Karang Passo (Indonesia)

C Pulau Tandjungsau (Indonesia)

E Karang Galang (Indonesia)

G Pulau Tunjuk (Indonesia)

J Pulau Dempo (Indonesia)

L Pulau Karas Besar and Karas Kecil (Indonesia)

B Pulau Nginang (Indonesia)

D Pulau Pelanduk Subang Mas and Airradja (Indonesia)

F Pulau Cemara (Indonesia)

H Pulau Mubut Laut and Mubut Darat (Indonesia)

K Terumbu Haai (Haai Reef) (Indonesia)

M Pulau Korekrapat (Indonesia)

durian strait



The route from Selat Bangka to Singapore, E of Pulau Lingga and through Selat Riau is the one commonly used by vessels proceeding either way between Selat Sunda (Soenda Strait) and Singapore.

The route is safe, sheltered, and easily navigable, with lights and beacons on many of the dangers. The route E of Pulau Bintan is exposed in both monsoons, and the fairway is encumbered with many dangers, which renders it necessary for vessels to keep off a considerable distance from land.

Selat Riau is available for all classes of vessels, both by day and by night.

Selat Riau, the S limit of which is between Pulau Mesanak and Pulau Telan (Telang), is bounded on the E by Pulau Bintan and on the W by the chain of islands, of which Galang Rempang, and Batam are the main ones.

Numerous smaller islands and shoals front the main shores on each side of the strait. The strait is about 50 miles in length, in a NW and SE direction, and has depths ranging from 10 to 55m in the fairway, with the least depths being in the S portion of the strait.

The S entrance of the strait is about 17 miles wide for a distance of 11 to 12 miles and then contracts to a width of 3.5 miles between Pulau Karas-kecil (Karas-ketjil) and the shoals to the S of Pulau Tapai.

About the middle of the strait, and 3.5 miles N of Pulau Karas-besar is Pulau Pangkil with dangers extending 5 miles SE; between these and the dangers N of Pulau Karas-besar is the principal channel, about 2 miles wide, with fairway depths of 18.3 to 37m bounded on the W by Pulau Mubut Laut, and the islets and dangers within it, off the NE end of Pulau Galang.

The principal dangers are marked by buoys or beacons. The shores of the strait are, for the most part, sparsely populated, the greater portion of the population consisting of Malays, with the remainder being Chinese.

At Pulau Lobam, about 10 miles NW of Pulau Pangkil, the strait is about 2 miles wide between Johannes Shoal and Orion Rock this is the narrowest part of the strait.

North of Tanjungban, the W extremity of Pulau Bintan, the strait rapidly widens to its N entrance, where it is about 10 miles in breadth.

Less water than charted was reported (2001) in an area approximately 2 miles E of Pulau Tundjuk.

The tide in the China Sea comes from the N; and being divided by Pulau Bintan, sweeps around its shores and flows into Selat Riau at both entrances, the current from Singapore Strait at the N end meeting that from the S, NE of Terumbu Soreh.

The tidal currents in the S approaches to Selat Riau E of Pulau Lingga and the other islands has the flood current running NNW more or less parallel to the islands, with indrafts into the several straits, and the ebb in the opposite direction. In the N entrance, on the W side, a portion of the flood current entering the strait is deflected between Malang Orang and Karang Galang and runs as an eddy to the NW, with the flood to Singapore, or in the reverse direction to the flood current entering the main passage of Selat Riau.

The ebb takes the reverse direction, circling S of Karang Galang, where it joins the main current ebbing NE. This must be guarded against when near Karang Galang.

The main body of the S current follows the trend of the W shore past the Karas Islands and turns gradually to the W into Selat Dempo, much of it diverging to the S through the channels dividing the several groups of islands lying between Pulau Mesanak and Selat Dempo, and a portion turning off to the NW in the direction of the Karas Islands.

This is joined by the currents flowing through Selat Telan and adjacent channels. To the E of Pulau Pangkil, between it and the Pulau Tapai, the flood current from the N entrance is met by the flood current coming around the E side of Pulau Bintan and through Selat Telan and adjacent channels, which curves around Pulau Mantang, and thence taking a NW direction.

The direction of the flood current at Tanjung Pinang and N into Teluk Bintan is N. The flood current at Pulau Terkulai runs SE, toward Tanjung Pinang. The current sets W through Selat Bulan and Selat Tiung, on the W shore of Selat Riau.

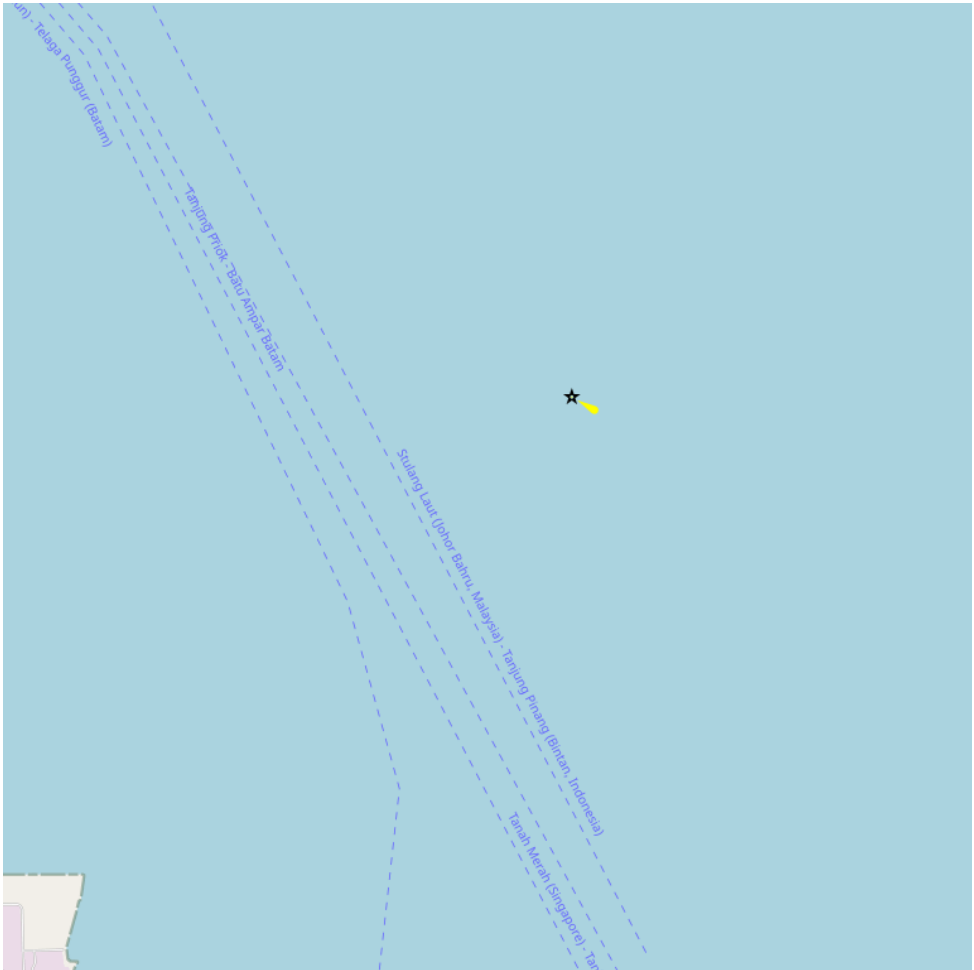
The monsoons and currents of the China Sea very much affects the regularity of the currents, which are strong, and at springs rush with considerable velocity through the channels among the islands, forming numerous eddies and stirring up the mud.

In the narrow N part of Selat Riau, abreast Tanjung Uban, this is particularly the case, the current running from 3 to 4 knots, and sometimes even 4.5 and 5 knots.


2.32.1.1 - Karang Galang (Indonesia)

1°09.41 N
104°11.19 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia - Karang Galang (Indonesia)



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 Karang Galang (Pan Reef), lying in the N entrance of Selat Riau about 3 miles NE of Sabang, is marked by a light; it is visible at LW, when it appears as a ridge of black stones. The reef is 0.6 mile long NE-SW, 0.2 mile wide, and steep-to in most places, with depths of 9.1 to 12.8m close-to.

A shoal, with a least depth of 7.4m, lies about 0.2 mile E of the light on Karang Galang; two 10m depths lie 0.3 mile ESE and 183m S, respectively, of the same

light.

A wreck lies on the NW side of Karang Galang; two other wrecks lie 2.5 and 6.5 miles WNW, respectively, of the light on Karang Galang.

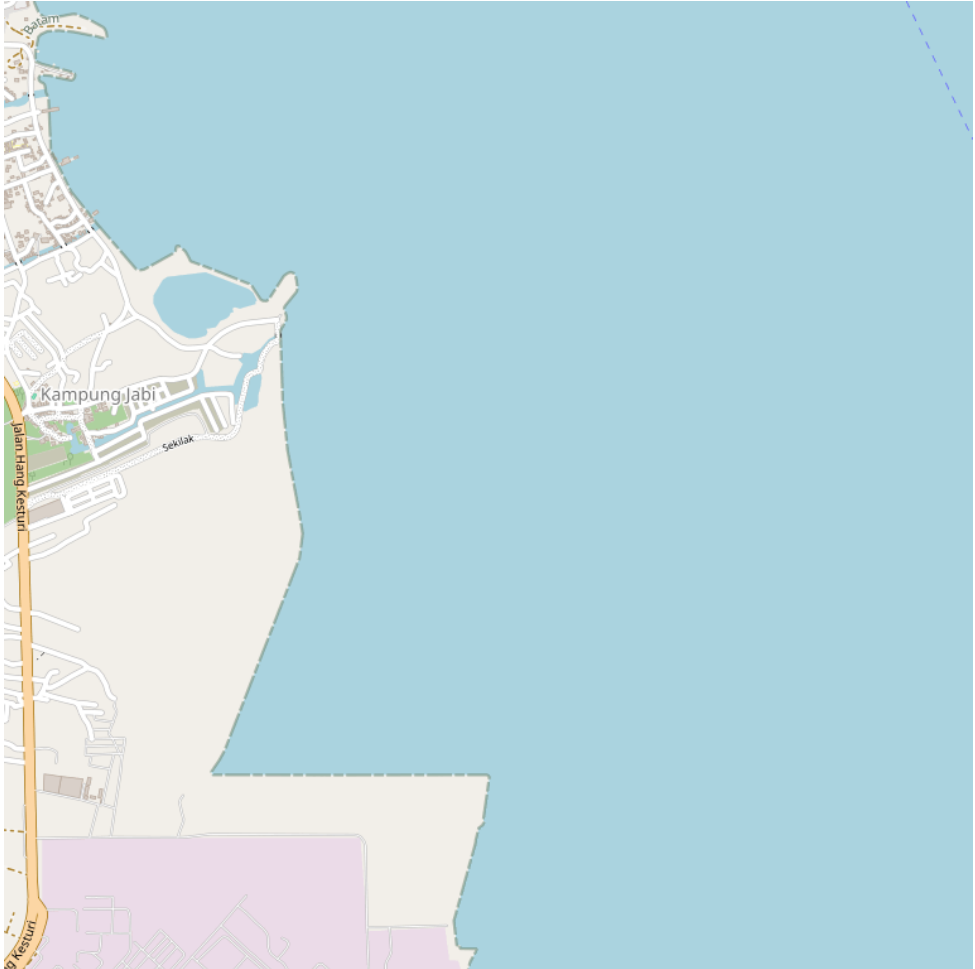
An 8.2m shoal lies about 0.7 mile SW of the beacon on the SW side of Karang Galang. A rocky patch of small extent, with a depth of 7.3m, lies 2 miles SSW of the light on Karang Galang.

Mariners will find no difficulty in proceeding by either channel aided by the chart.


2.32.1.2 - Karang Passo (Indonesia)

1°08.30 N
104°09.59 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Karang Passo (Indonesia)



163  

 Karang Passo, lying 2,5 miles NW of the light structure on karang Galang and 1,3 NM offshore, is a coral patch, with a least depth of 1,8 m and with depths of 7,3 to 9,1 m.

Batu Betata, a small islet, lies on the coastal reef about 2 miles W of Pasop Reef. There is a passage on either side of Karang Galang.

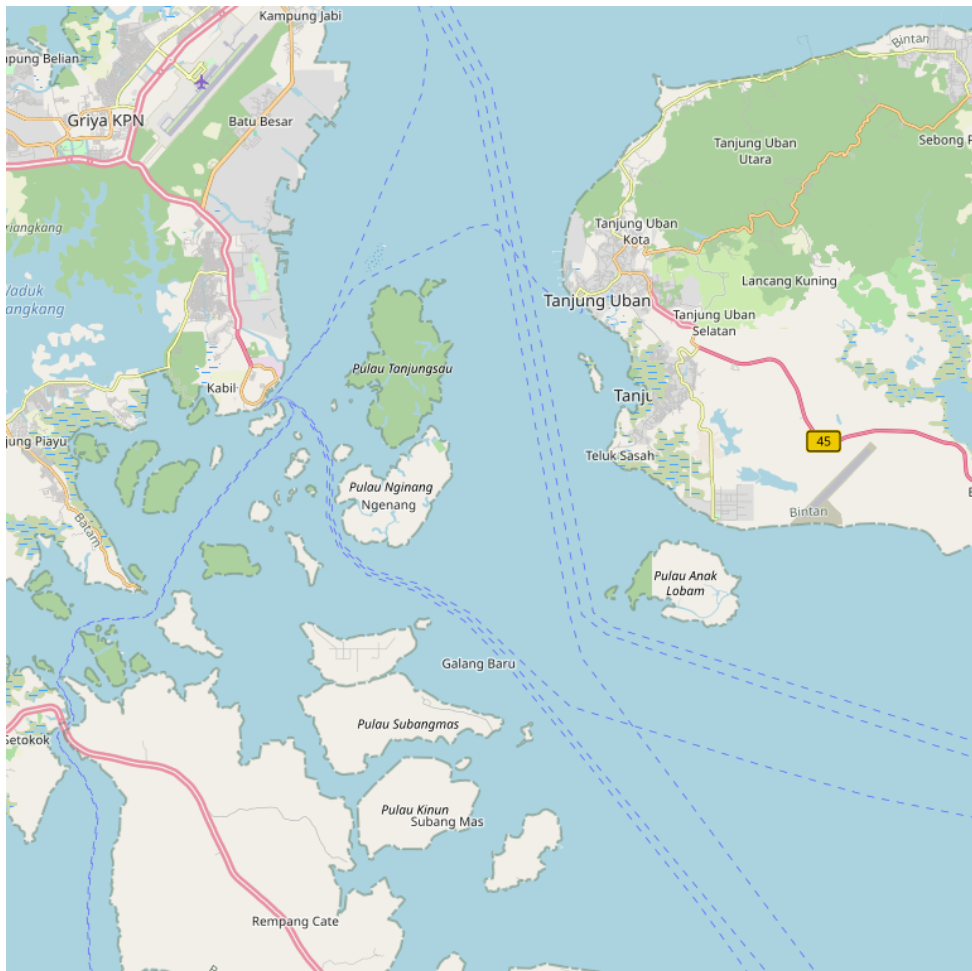
On the W side between the reef and the coast of Pulau Batam, although not so

wide as the E or main passage, has general depths of 11 to 14.6m. Vessels with a draft of less than 7.9m can safely use this passage by day. Native pilots seldom use the E passage, where the depths are much greater.

2.32.1.3 - Pulau Tandjungsau (Indonesia)


1°02.80 N
104°10.23 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Tandjungsau (Indonesia)



163



 Pulau Tandjung Sau (Tanjungsau) (Tandjoeng Saeo) lies close N of Pulau Ngenang; a hill rises to a height of 70m about 1 mile WNW of its E end.

A reef of coral and sand, S of the island's E end, fronts the shore to a distance of 0.2 to 0.3 mile; its S portion forms the N side of Pedissa Strait, the narrow channel between Pulau Tandjung Sau and the Ngenang Islands.

A reef, with a depth of 2m, lies 1.5 miles SE of Pulau Tandjung Sau Light. The

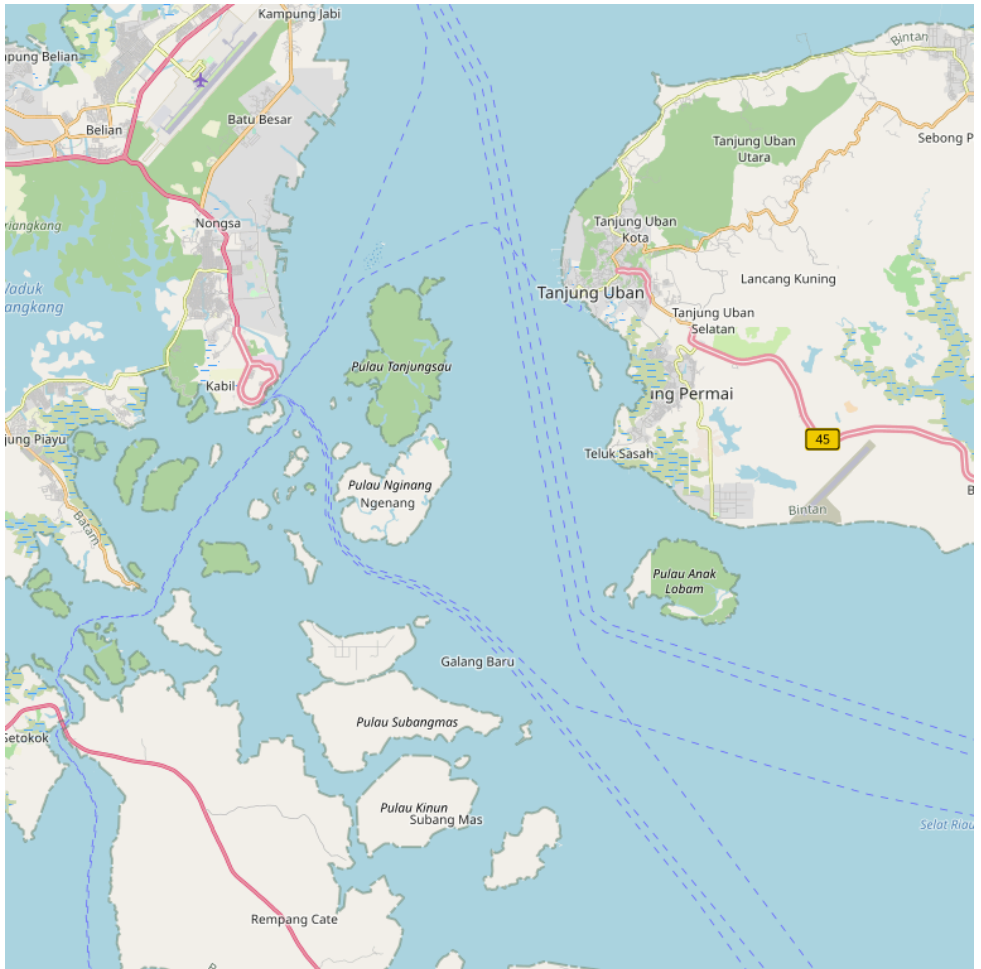
reef is marked on its E side by a buoy.

Pulau Sau (Saoe) lies on the NE part of the reef that surrounds Pulau Tandjung Sau; there is a conspicuous red patch on the E side of the island. A flat, with 3.6 to 4.6m of water, extends about 0.5 mile NW of the island.


2.32.1.4 - Pulau Nginang (Indonesia)

1°00.72 N
104°10.13 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Nginang (Indonesia)

163 

pulau bulan

 Pulau Nginang, a hilly island, located about 2 miles N of Pulau Airradja, with Selat Bulan between, is about 3 miles long, N and S, tapering to the N.

A reef fringes the S and E sides of the island, extending to a distance of 0.25 mile.

2.32.1.5 - Pulau Pelanduk Subang Mas and Airradja (Indonesia)

0°56.65 N
104°40.24 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Pelanduk Subang Mas and Airradja (Indonesia)



163

Pulau Pelanduk Subang Mas lies about 2 miles NW of Pulau Cemara.

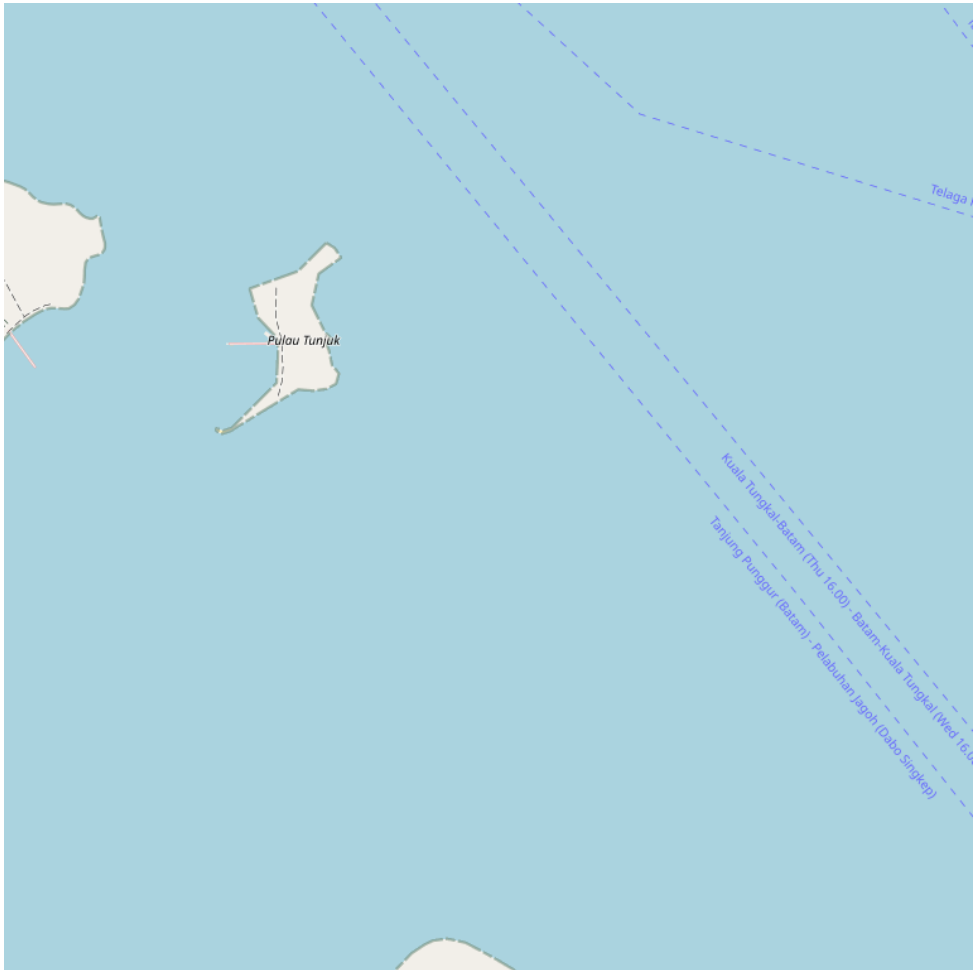
Pulau Airradja (Airaja), lies close N and is separated by a narrow drying channel at LW. It is the northernmost of the islands lying between Pulau Cemara and the E entrance of Selat Bulan.

Both these islands are hilly and covered with tall trees.


2.32.1.6 - Pulau Tunjuk (Indonesia)

0°56.12 N
104°12.53 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Tunjuk (Indonesia)



163 


 Pulau Tunjuk (Tandjuk) (Toendjoek), lying about 1.25 miles N of Pulau Cemara, is flatter than the latter and is entirely covered with vegetation. It is 0.3 mile in extent and surrounded by a reef which projects about 0.2 mile off the E side; a ridge, with rocky patches, some of which dry, connects these two islands.

2.32.1.7 - Pulau Cemara (Indonesia)

0°54.70 N
104°12.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau
(Riouw Strait) Indonesia) - Pulau Cemara (Indonesia)

163 

 Pulau Cemara (Tjemara), the southernmost of the chain of islands, lies between Pulau Rempang and Pulau Bintan.

It is hilly, partially covered with trees, 62m high, about 2 miles long and 0.75 mile wide and fringed by a reef.


2.32.1.8 - Pulau Mubut Laut and Mubut Darat (Indonesia)

0°49.31 N
104°17.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Mubut Laut and Mubut Darat (Indonesia)



163 

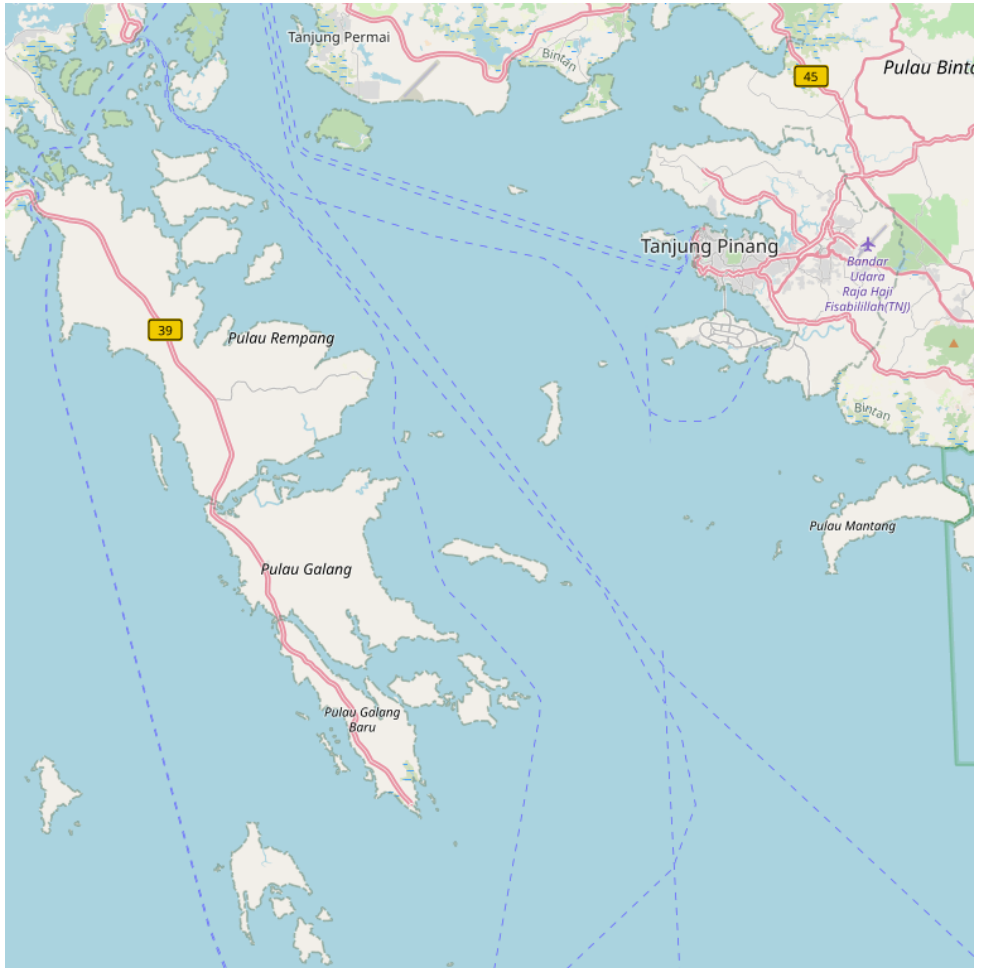
 Pulau Mubut Laut and Mubut Darat, about 0.5 mile W, lie about 3.7 miles N of the W end of Pulau Karasbesar.

Pulau Mubut Laut is 56m high and inhabited; it is the larger and higher of the two islands, and easily distinguished by its prominent position. It rises to a round peak, with the greatest slope on the E side, while Mubut Darat is considerably lower toward its center and thickly wooded.

2.32.1.9 - Pulau Karas Besar and Karas Kecil (Indonesia)

0°44.24 N
104°20.23 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Karas Besar and Karas Kecil (Indonesia)



163

Pulau Karas Br, lying about 4 miles N of Korek Rapat, is 3.5 miles long and about 0.7 mile wide; it is hilly, with a flat summit, wooded, and has a reef encircling it extending in places for a distance of 0.25 mile.

Pulau Karas-Ketjil (Karas-Kecil), an island marking the SW end of the narrow part of Selat Riau, is 26m high and about 0.3 mile long, E and W, formed by two small hills, and fringed by a reef. On its SW side is a sandy beach with a good landing

place.


2.32.1.10 - Pulau Korekrapat (Indonesia)

0°40.69 N
104°20.59 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Pulau Korekrapat (Indonesia)



163 

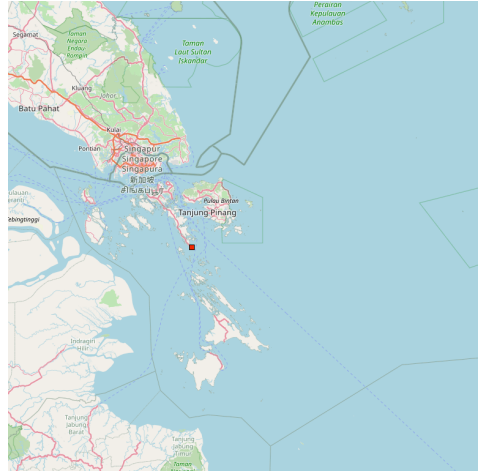
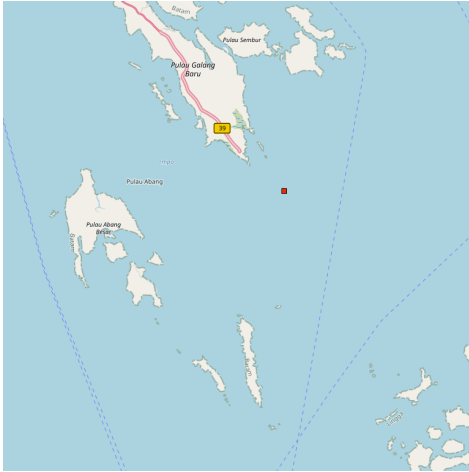
 Korekrapat lies nearly 3 NM SE of Tanjung Maralagan. Dempo Point is the E end of the island.


Korekrapat is the easternmost islet of those lying in and fronting the bay formed between the two Galang Islands.

2.32.1.11 - Pulau Dempo (Indonesia)

0°35.78 N
104°18.49 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia

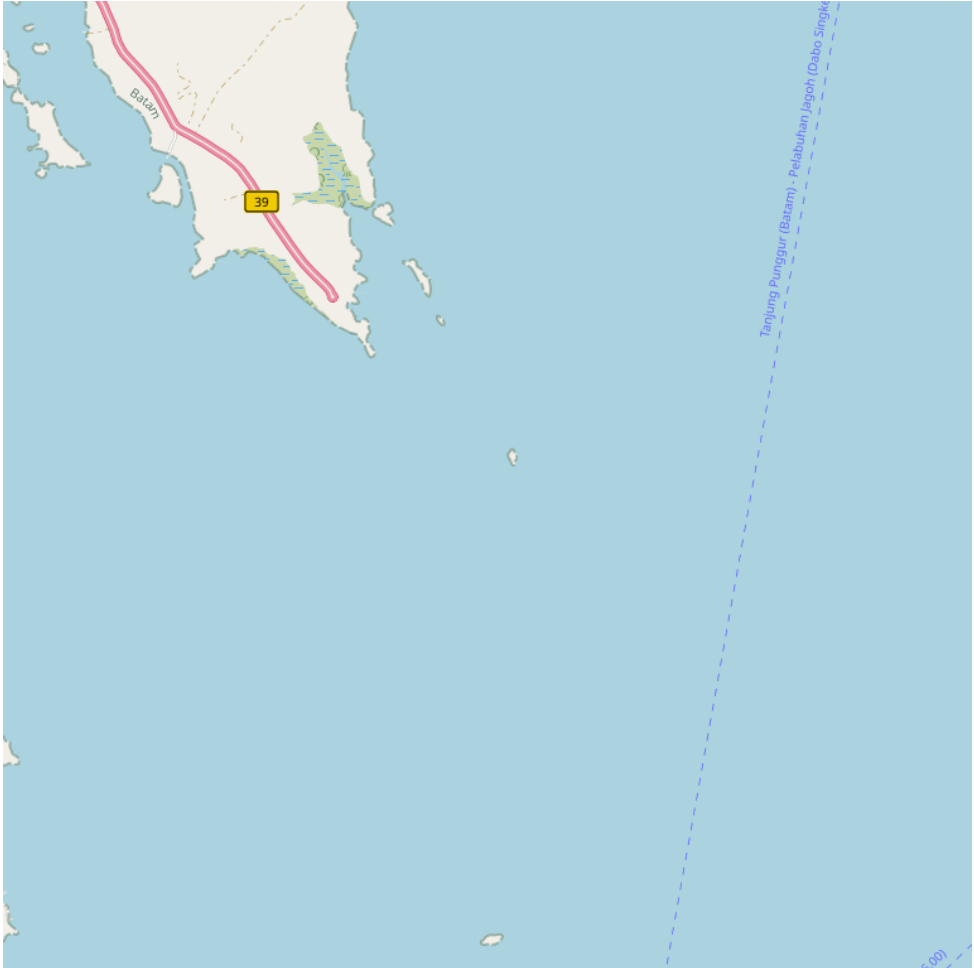


 Pulau Dempo, 45m high, lies about 1.3 miles SE of the S end of Pulau Galang Baru, and on the N side of the E entrance to Selat Dempo; it is a conspicuous thickly-wooded islet, showing round and bold against the adjacent land, and is one of the most useful objects for recognizing the entrance to both Selat Riau and Selat Dempo when coming from the S.


2.32.1.12 - Terumbu Haai (Haai Reef) (Indonesia)

0°35.61 N
104°18.79 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau (Riouw Strait) Indonesia) - Terumbu Haai (Haai Reef) (Indonesia)



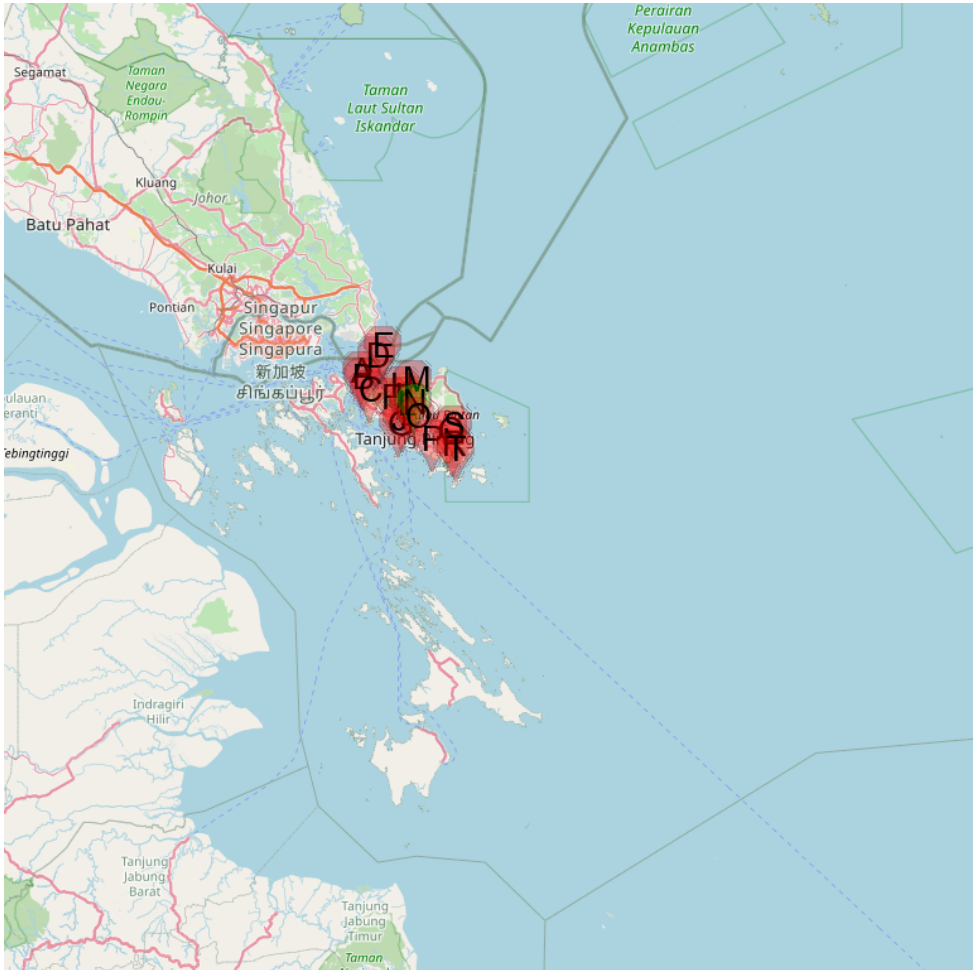
163 

 Terumbu Haai (Haai Reef), with a least depth of 2.4m, lies 0.25 mile SSE of Pulau Dempo; there is an above-water rock about 0.3 mile inshore of the islet. It is well W of the track to Selat Riau.





2.32.2 - Selat Riau E side (Indonesia)


0°55.45 N
104°26.37 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)



- | | |
|--|--|
| A Tanjung Uban port (W Bintan) | B Pulau Buau (W Bintan) |
| C Pulau Lobam (W Bintan) | D Tanjung Uban to tanjung Tondang (N Bintan) |
| E Tanjung Tondang (N Bintan) | F Pulau Terkulai (W Bintan) |
| G Pulau Pangkil (Indonesia) | H Pulau Ujan (W Bintan) |
| J Pulau Soreh (Indonesia) | K Pulau Los (W pulau Bintan) |
| L Pulau Penyengat (Indonesia) | M Teluk Bintan (W Bintan) |
| N Tanjung Pinang harbour (Pulau Bintan-Indonesia) | O Pulau Dompok Basin and Sekaptap (Indonesia) |

-  Pulau Mantang Siulung and Ranggag (Indonesia)
-  Tanjung Tili (P Bintan)
-  Selat Telan (S Bintang)
-  Selat Kijang (P Bintang-Indonesia)
-  Pulau Telan (Indonesia)

 Transiting Selat Riau from S presents few difficulties.

The normal care and prudence required in narrow waters should suffice in the fairway. Some difficulty has at times been experienced by strangers in recognizing the entrance to Selat Riau on account of the numerous islands in its vicinity.

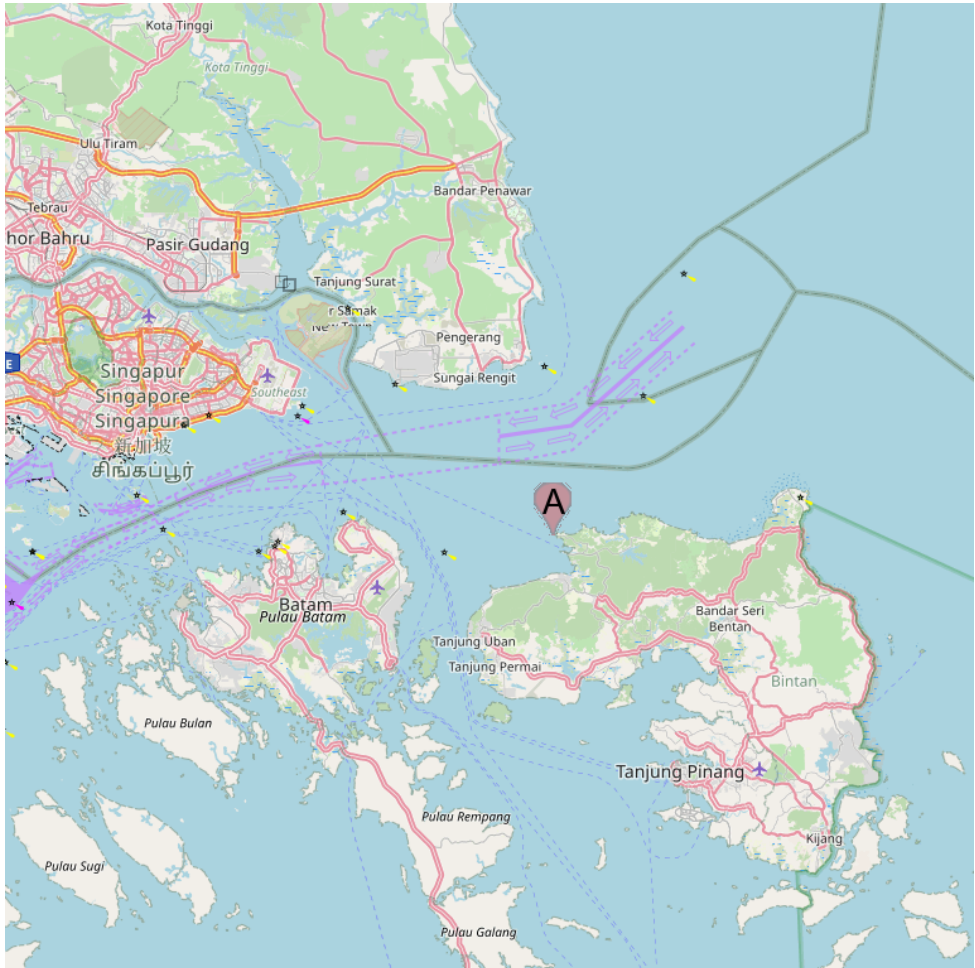
Care should be taken to guard against the strong tidal currents often encountered in this area.

Eastern Channel through Selat Riau can be used by small vessels proceeding through a swept channel in the S part of the E side of the strait. The least depth in the fairway of this channel is 6.9m.


2.32.2.1 - Tanjung Uban to tanjung Tondang (N Bintan)

1°08.07 N
104°16.67 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Tanjung Uban to tanjung Tondang (N Bintan)



A Tanjung Tondang (N Bintan)

 The shore reef which fronts the coast from Tanjung Uban extends about 0.3 mile outside Sekerah. To the NE it blocks the whole of Teluk Sebung (Sebung Bay, between Sekerah and Tanjung Tondang, about 6 miles ENE; the bay is encumbered with reefs.

2.32.2.1.1 - Tanjung Tondang (N Bintan)

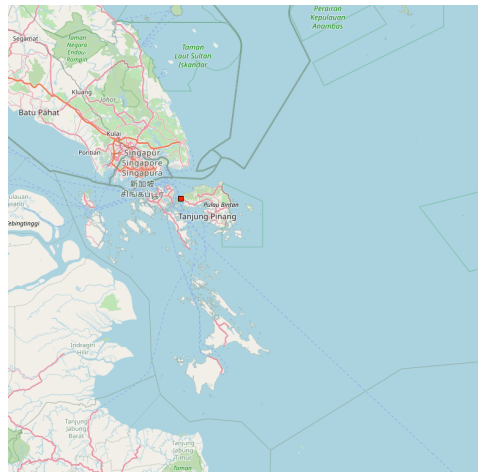
1°10.74 N
104°18.48 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Tanjung Uban to tanjung Tondang (N Bintan)



Pulau Tondang lies a little more than 183m W of Tanjung Tondang and S of this islet there is a rock on which there are palms. Panjang islets or rocks lie on the shore reef SE of Tanjung Tondang.

1°04.17 N
104°12.72 E



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N entrance of Selat Riau.

Tanjung Uban is primarily an oil terminal for trans-shipping oil owned by P. T. Stanvac Indonesia.

There are six T-headed berths which accommodate vessels up to 243m in length. These jetties, numbered 1 through 6 from the N, vary in length. Jetty 1 and Jetty 2 can handle LPG products and have 17.4 and 11.7m alongside, respectively.

The naval base at Mentigi, S of the above berths, comprises two jetties, each 100m in length, and lying perpendicular to the shoreline.

Some oil tanks, with a boiler house, stand close N of Tanjung. Three tall chimneys are plainly visible when approaching from either N or S; radio masts stand about 0.5 mile S of the chimneys.

An unofficial light is shown from the head of each of the petroleum piers at Tanjung Uban.

A beacon, with a red cylindrical topmark, stands on the shore reef about 1 mile N of Tanjung Uban.

Pilotage for berthing is reported to be compulsory for all vessels.

Advanced notice of 72 hours must be given. Vessels berth between the hours of 0600 and 1800 and unberth at any time.

The pilot boards 1.25 miles SW of the S pier. For vessels arriving from the N the pilot boards in position 1°15.1'N, 104°12.0'E.

Caution is necessary when docking at Tanjung Uban as a reef lies parallel to the dock, and an undercurrent frequently sets in the opposite direction to the main surface current.

Tel: 62 771 81064

Fax: 62 771 483454

Channel depth: 11 m

Anchorage depth: 23,2 m

Cargo pier depth: 18,6 m

Terminal depth: 18,6 m

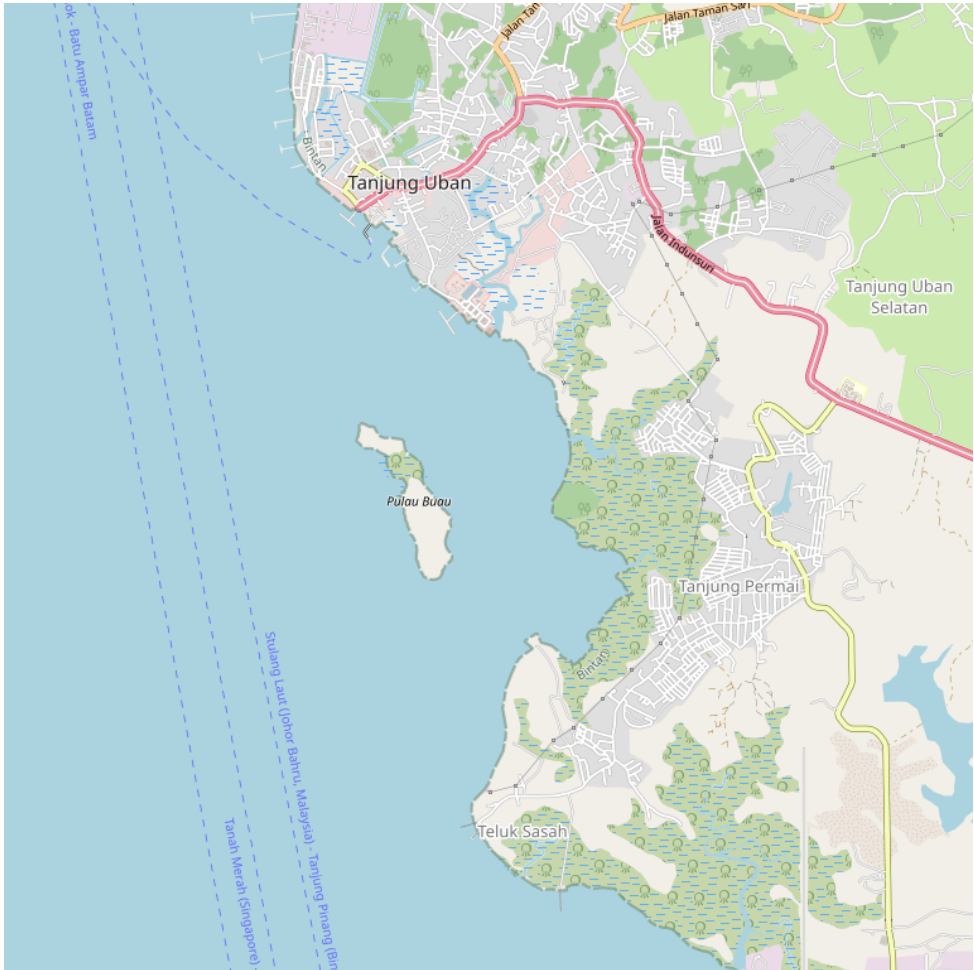
The current runs at the rate of about 5 knots in the channel in the vicinity of Tanjung Uban, and about 2 to 5 knots at the berths at the loading station.




2.32.2.3 - Pulau Buau (W Bintan)

1°02.56 N
104°13.27 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Buau (W Bintan)

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 Pulau Buau, flat at its N end and rising to an elevation of 28 m near its S end, fronts the bight between Tanjung Talu (or Taloh) and Tanjung Uban, about 3 miles NNW.

It is thickly wooded and with the exception of a round lump which rises in its center. It is reported to be lower than the adjacent land.

There is a white rock on the reef on its W side.

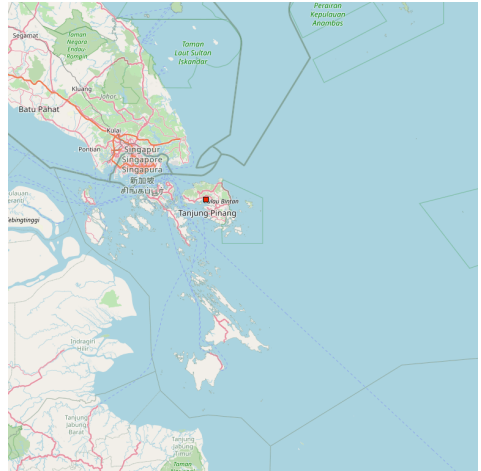
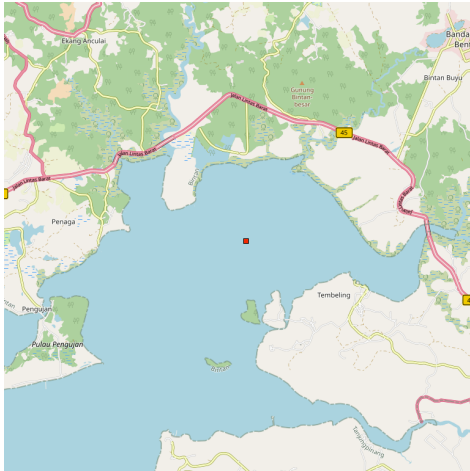
The island is bordered by a reef to a distance of about 0.1 mile. A light is exhibited from the N end of the island.


There is a reef, with a depth of 2.1m, 0.5 mile N of Pulau Buan.

2.32.2.4 - Teluk Bintan (W Bintan)

1°01.87 N
104°26.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)

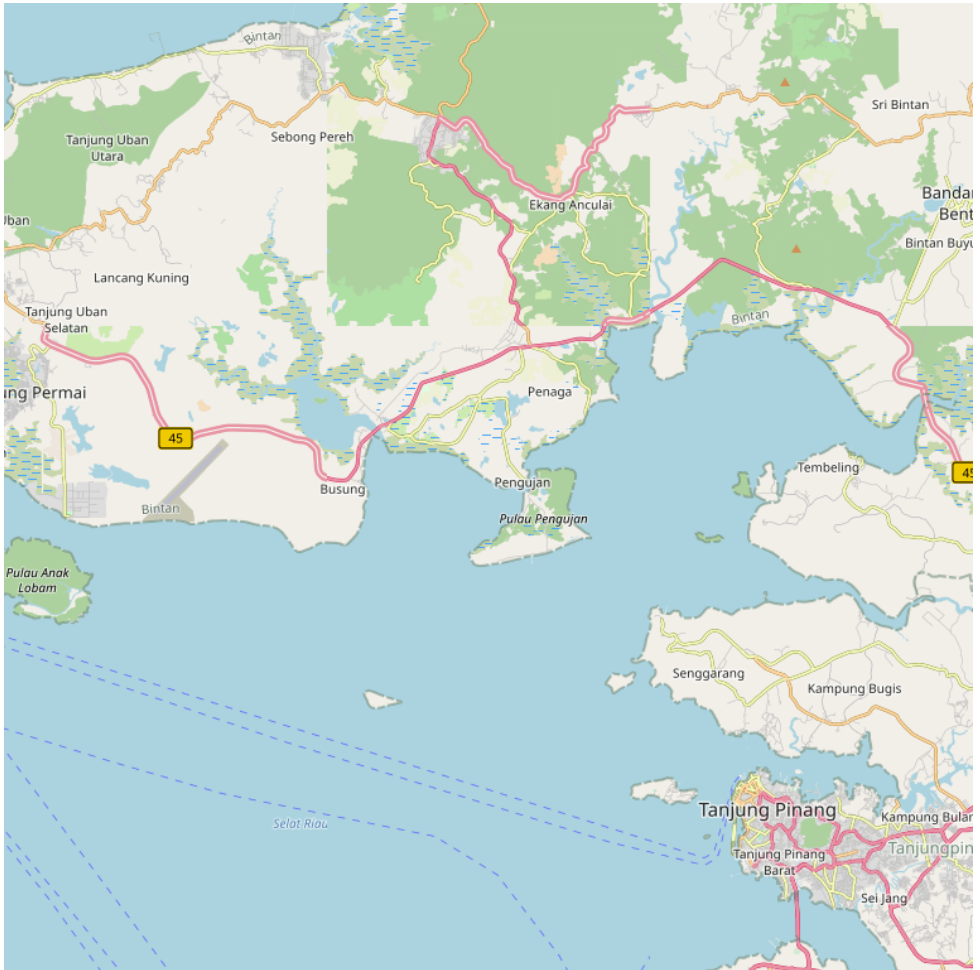


 Teluk Bintan (Bintan Bay) indents the coast to the E of Pulau Ujan, into which several small rivers discharge. Kapal and Ketir are two low, wooded islets lying on a bank that dries on the E side of the entrance to the bay.

2.32.2.5 - Pulau Ujan (W Bintan)


1°00.12 N
104°22.95 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Ujan (W Bintan)



163



 Pulau Ujan, 18.3m high, is a somewhat flat island located on Bintan Bay's entry, overgrown with trees; it is separated from the S coast of Pulau Bintan by a narrow boat channel.

On the SE side of the island is the village of Pengudjan.

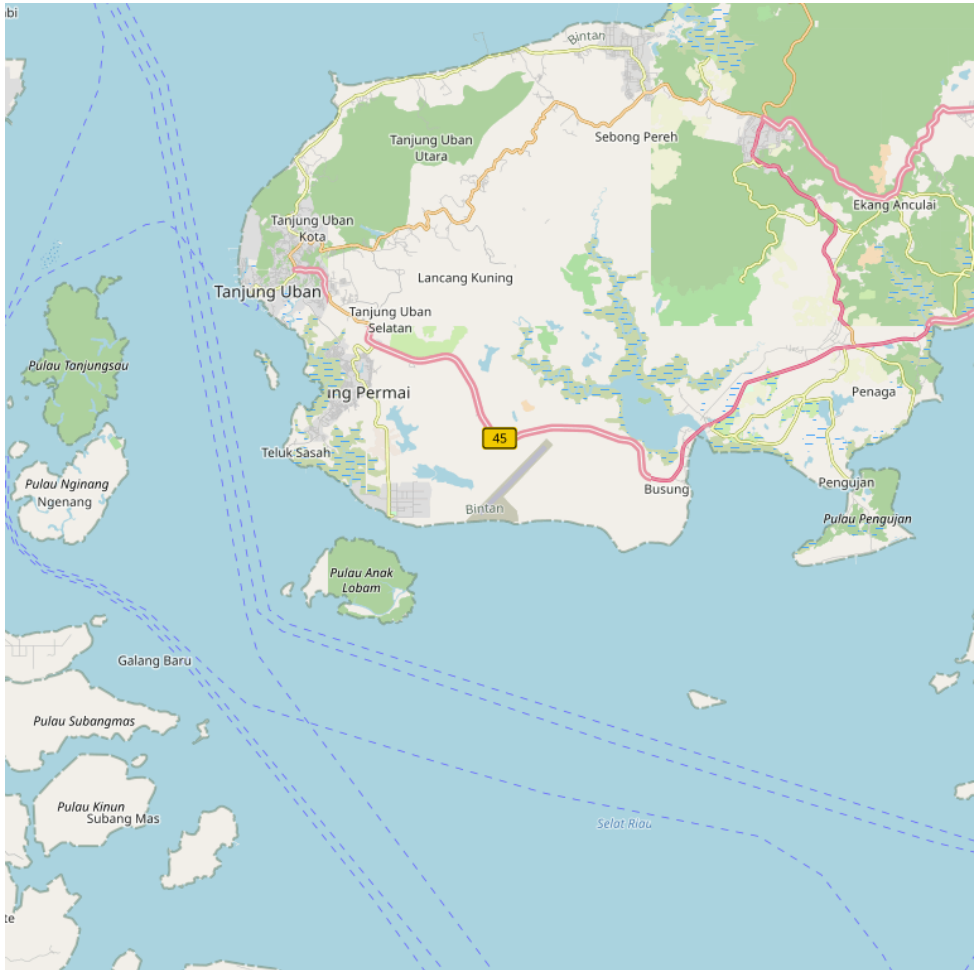
A bank of mud, sand, and drying rocks extends about 0.5 mile S of the island; a sandy spit extends nearly the same distance E from the SE end.

The S coast between Pulau Ujan and Pulau Lobam, about 7 miles W, is low and wooded; a bank extending off it dries at LW for a distance of 1 mile in places.


2.32.2.6 - Pulau Lobam (W Bintan)

0°59.10 N
104°14.66 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Lobam (W Bintan)

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SRI PAYUNG

 Pulau Lobam (or Loban), located about 0.5 mile off the SW part of Pulau Bintan and separated from it by a channel with depths of 9.1 to 29.3m, is highest on the W side. A group of trees stand on the NW hill, the highest of which, with a conspicuous wide flat top, is above the water.

The middle and E parts are lower and partly covered with mangroves, with

mangrove lined channels running through them.

Pulau Lobam Kecil, W of pulau Lobam, is hilly and wooded. It appears as three peaks when viewed from N.

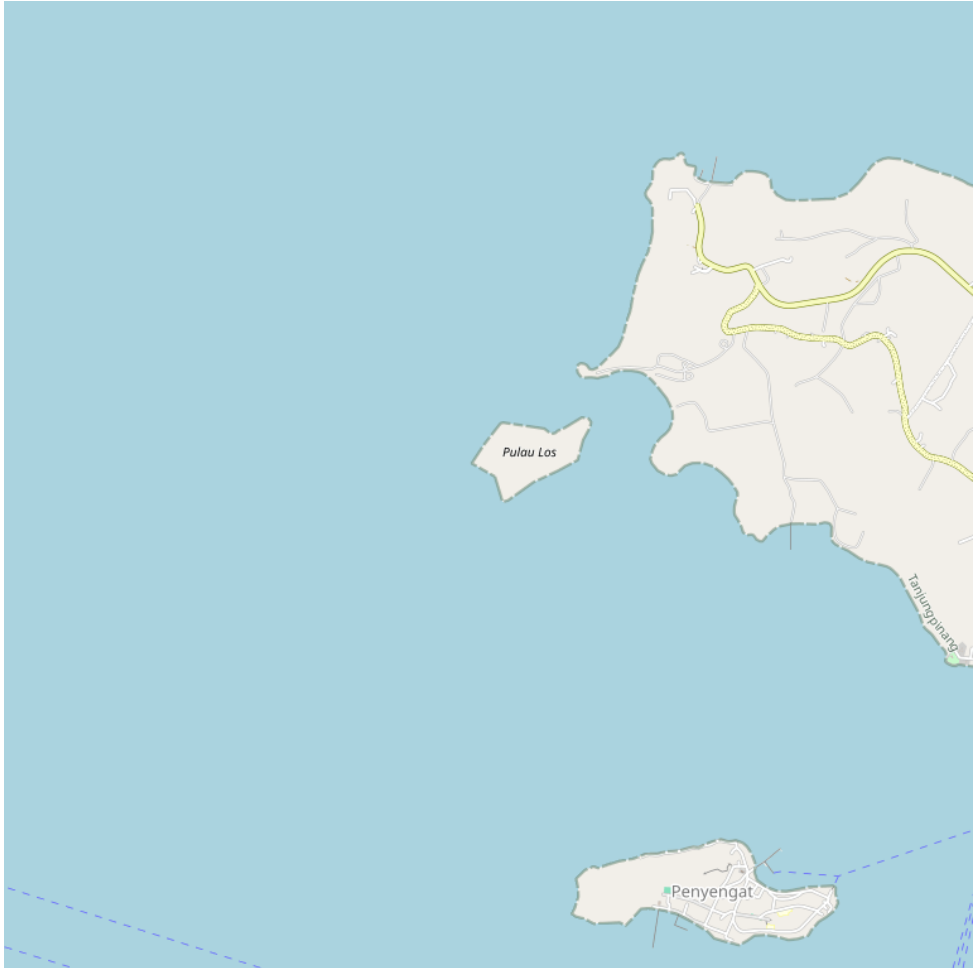
A reef, which is steep-to, almost surrounds the islands and extends in places to the distance of 0.3 mile.

On the N side there is a narrow sandy beach and a village; another village, the houses of which may be seen from the strait, is situated on the S side of the island.


2.32.2.7 - Pulau Los (W pulau Bintan)

0°57.42 N
104°24.28 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Los (W pulau Bintan)



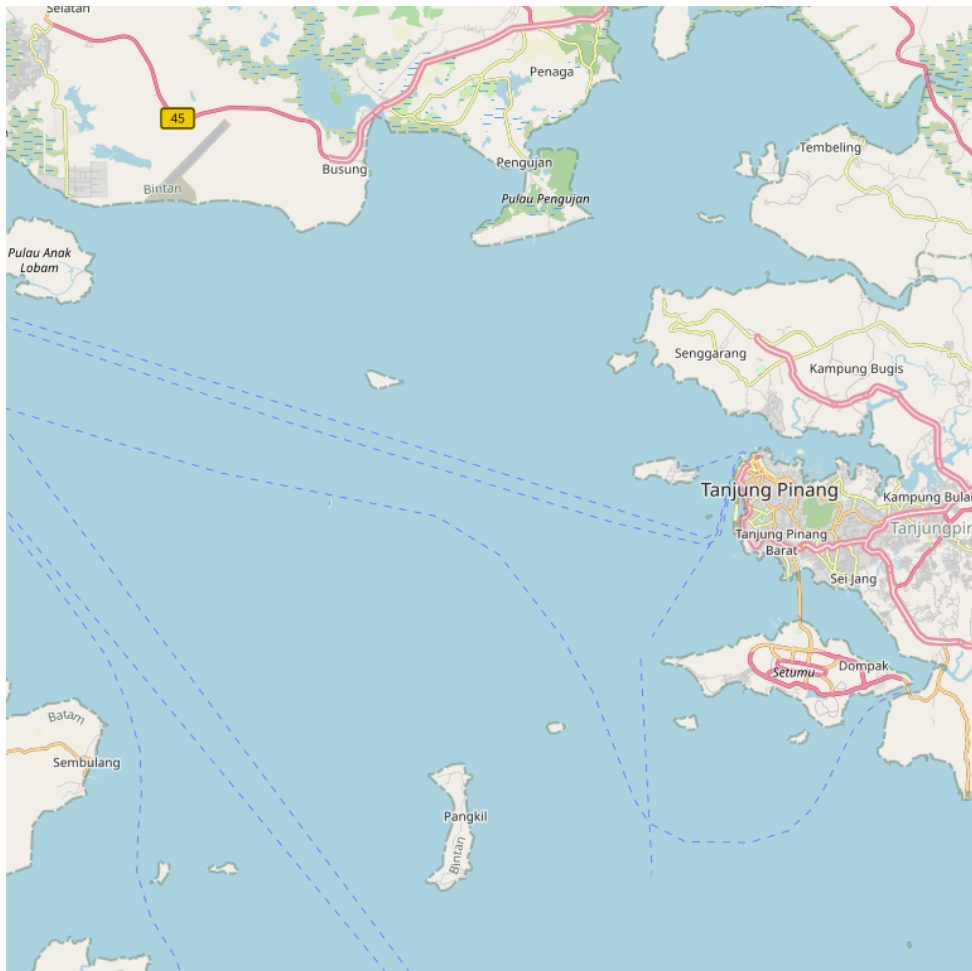
163 

 Pulau Los, about 0.5 mile W of the W end of Senggarang, is small, wooded, and low at the sides, but in the center is a hill 41m high; the islet is surrounded by a narrow reef on which there are some rocks.

2.32.2.8 - Pulau Terkulai (W Bintan)


0°57.22 N
104°20.58 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Terkulai (W Bintan)



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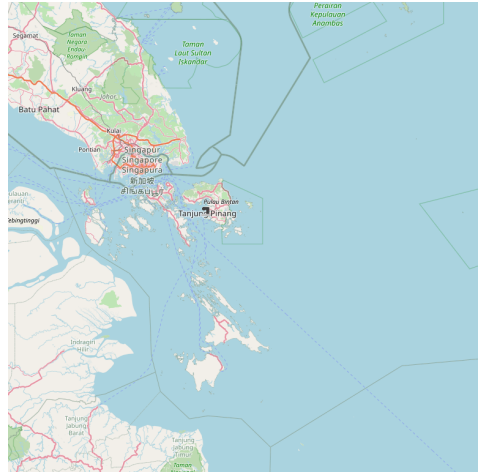
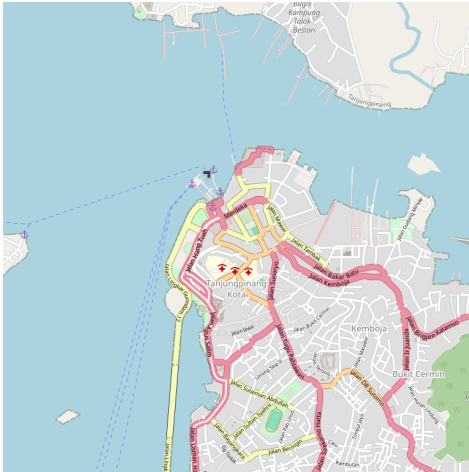


 Pulau Terkulai, lying about 3 miles SW of Pulau Ujan, is low, flat, sandy, and surrounded by a reef which in places extends nearly 0.5 mile; it is about 0.6 mile in length in an E and W direction, overgrown with trees, and has coconut palms on its W side.

2.32.2.9 - Tanjung Pinang harbour (Pulau Bintan-Indonesia)


0°55.95 N
104°26.36 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)



1



 Tanjung Pinang (Tanjungpinang) is the main town of pulau Bintan.

It is situated on the NW point of the peninsula. Fort Crown Prince (Krooprins) stands on a 71m high hillock located S of the town.

A pier extends about 0.15 mile NW of the town, with a flagstaff standing on the end of the pier head. At the root of this pier lies the harbor master office. Two other piers extend into the Sungai Carang just E of the flagstaff pier.

A pier, 750m in length with a T-head, projects WSW from the shore at Tanjung Batuhitam, which is located 1.5 miles S of the flagstaff.

A light is shown on the N side of Tanjung Batuhitam.

Pilotage is compulsory. The pilot boards 2.5 miles WSW of the Tanjung Batuhitam pier.

Vessels exceeding 3.7m in draft may anchor SW of Pulau Penyengat (0°56'N., 104°25'E.), in about 6.4m, with the whole of Pulau Los open W of Penyengat and the town pier open eastward of Penyengat.

The depths decrease gradually to the 5m curve; the bottom consists of soft mud. With S and W winds, a considerable sea sets into the outer roadstead, and it becomes difficult to load or discharge cargo there. Toward the middle of the day, the wind generally goes down except in July, August, December, and January.

Two lighted beacons, in range 004°, are shown near a wharf there is a narrow sandy beach and a village; another village, the houses of which may be seen from the strait, is situated on the S side of the island.

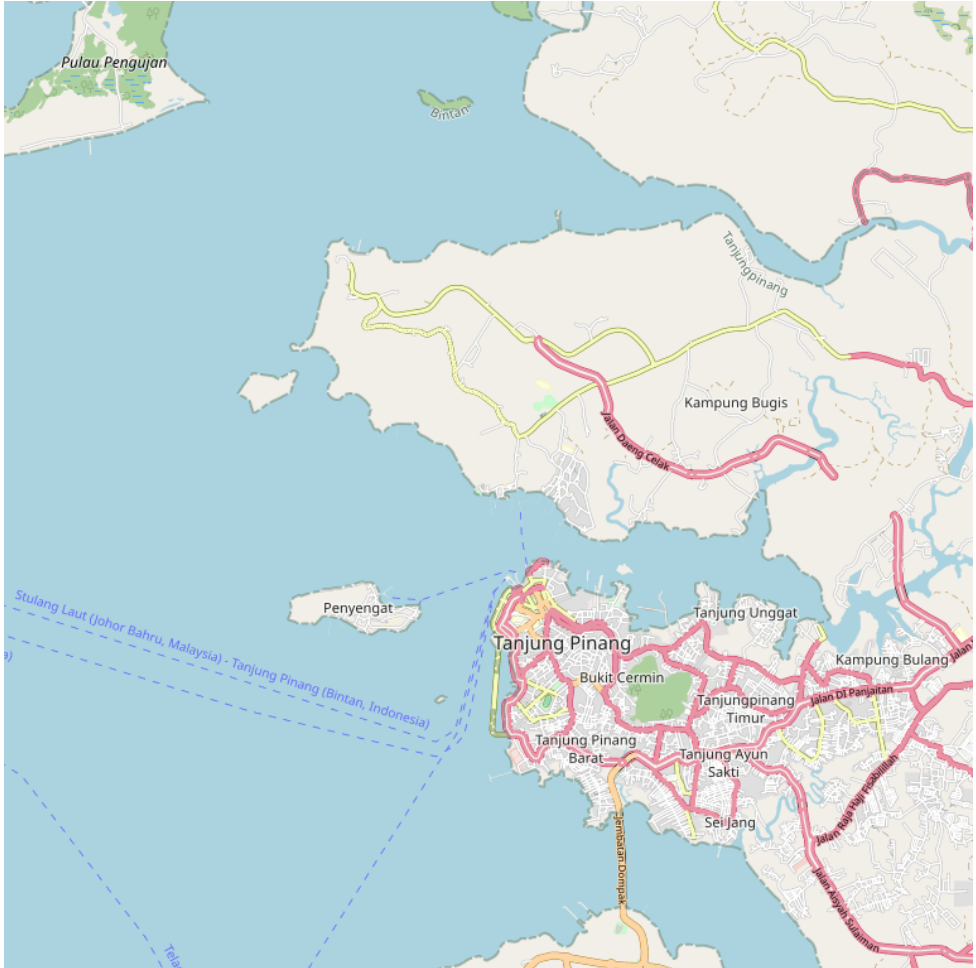
Tel: 0771 21785

Fax: 0771 29969

2.32.2.10 - Pulau Penyengat (Indonesia)


0°55.66 N
104°25.09 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Penyengat (Indonesia)



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 Pulau Penyengat is a hilly thickly-wooded island located 1 mile W of Tanjungpinang; it is about 1 mile in length, 0.3 mile in breadth, and surrounded by a reef to the distance of 0.2 mile.

A conspicuous tree, the top of which is 38m in height above HW, stands on a hill at the W end of Pulau Penyengat.

The island is connected with Senggarang, N of it, by a flat with a depth of about

0.3m at LW, within which is Tanjungpinang inner roadstead.

A 2.2m patch lies 1.25 miles SW of the SW extremity of Pulau Penyengat, with a 3.3m patch about 0.1 mile E.

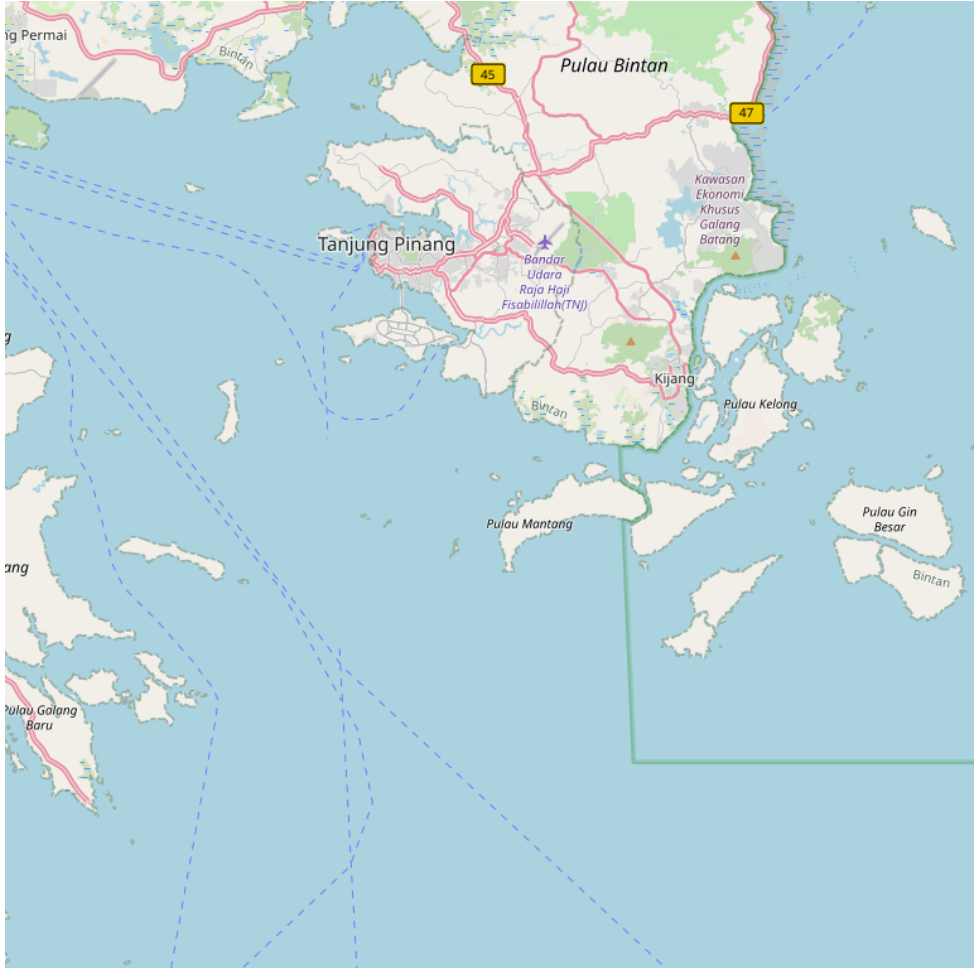
An obstruction lies about 2 miles SSW of the SW end of Pulau Penyengat.




Pulau Penyengat (Indonesia)

2.32.2.11 - Pulau Dompak Basin and Sekaptap (Indonesia) 0°52.26 N 104°27.03 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Dompak Basin and Sekaptap (Indonesia)



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 Pulau Dompak, 4 miles long and about 2 miles wide, is separated from the W coast of Pulau Bintan by Selat Dompak (Dompak Strait), a narrow channel only available to boats.

The land in the vicinity of the channel is quite hilly and surrounded with tall trees, as opposed to low land at the W extremity of the channel.

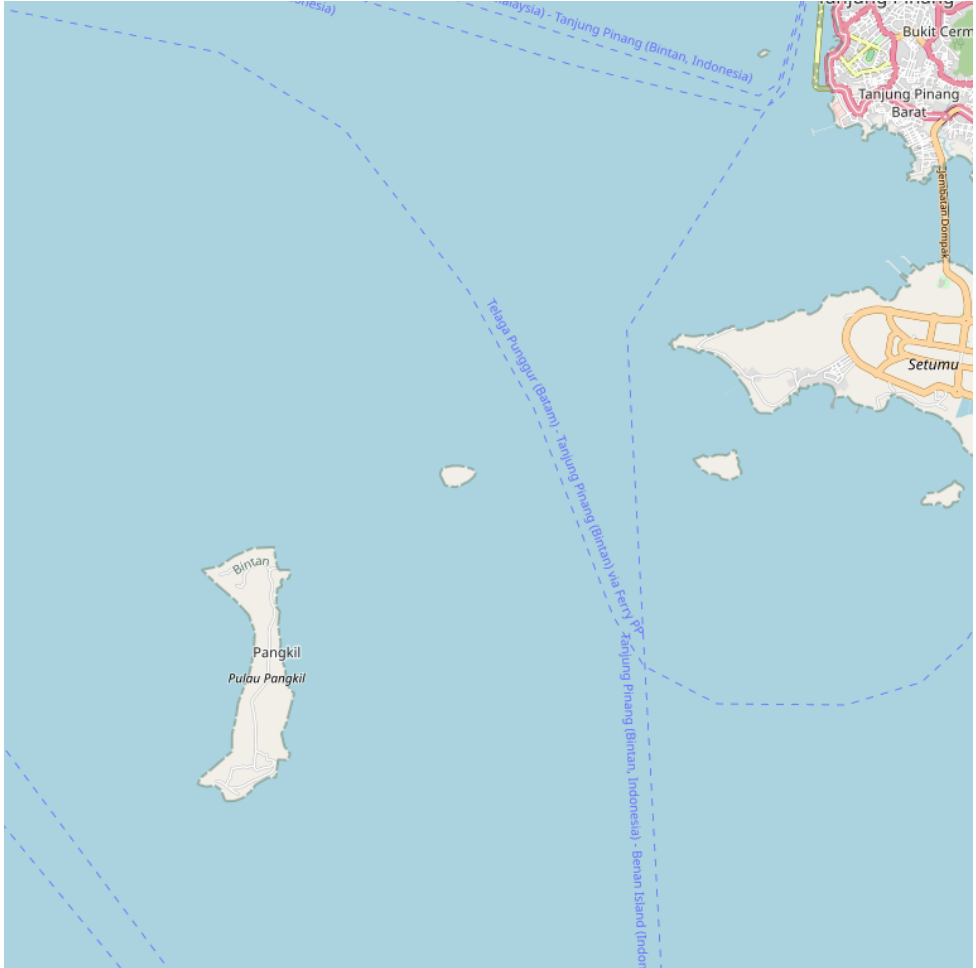
Dompak Village is situated at the E extremity of the channel near Tanjung

Rambu. Dangerous wrecks, best seen on the chart, lie to seaward of this point. Pulau Basing and Pulau Sekatap, two low and wooded islets, lie off the S shore of Pulau Dompok, both being on a reef; the former islet is inhabited.


2.32.2.12 - Pulau Soreh (Indonesia)

0°51.47 N
104°23.43 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Soreh (Indonesia)



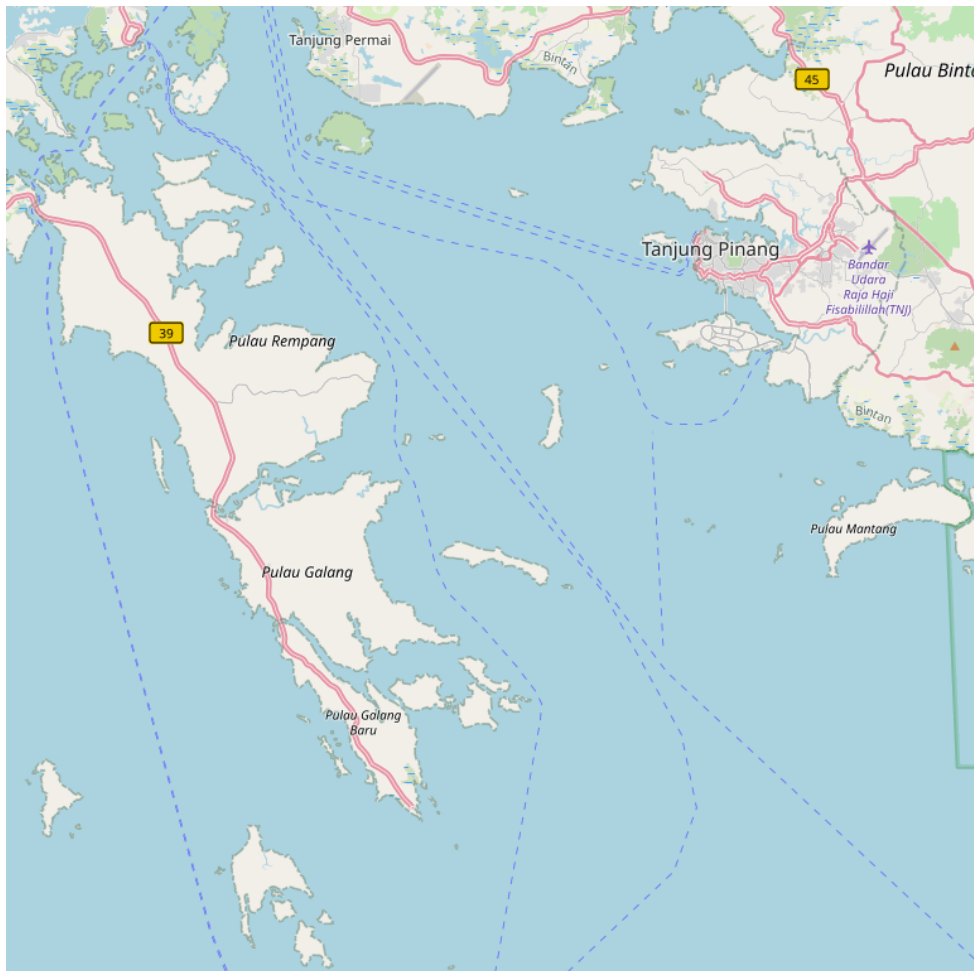
163 

 Pulau Soreh, lying NE about 2 miles ENE of the NE end of Pulau Pangkil, is a small, low islet inhabited and covered with coconut trees. It is surrounded by a narrow sandy beach and a reef which extends to the distance of 0.25 mile in places.

2.32.2.13 - Pulau Pangkil (Indonesia)


0°50.19 N
104°22.24 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Pangkil (Indonesia)



163



 Pulau Pangkil, attaining an elevation of 48m, is about 2 miles in length in a N and S direction and 0.5 mile in breadth; it is hilly, wooded, and lies on the E side of the main channel of Selat Riau, abreast Pulau Mubut Laut.

It is surrounded by a reef which extends from 0.25 to 0.5 mile from the shore; near its SW point there is a narrow, sandy beach and a village. A light is shown from the SW point of Pulau Pangkil.

It is a private island resort.

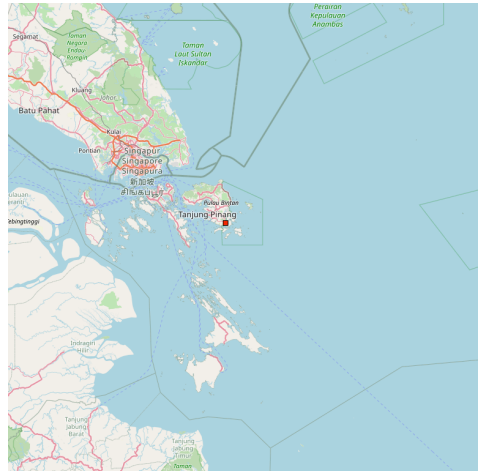



Pulau Pangkil (Indonesia)

2.32.2.14 - Selat Kijang (P Bintan-Indonesia)

0°50.07 N
104°36.78 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)



 Selat Kijang (Kidjang Strait) is a narrow passage between the SE coast of Pulau Bintan and several small islands immediately off that coast.

A bar, with depths of 5.6m extends across the S entrance to Selat Kijang from Tanjung Tili to the SW extremity of Pulau Koyang.

A lighted buoy is moored 0.6 mile ENE of Tanjung Tili.

Range lights are shown 1.25 miles SSW of Tanjung Tili. The front light stands close off Tanjung Muga, the NW extremity of Pulau Siulung; the rear light stands on the N coast of Pulau Mantang, 700m from the front. The entrance channel is marked by buoys.

An overhead cable, with a clearance of 45m, crosses the channel about 0.2 mile S of the berth at Sungei Kolar.

Vessels leaving Sungai Kolar pass N of Pulau Mana, a small island in the middle of Selat Kijang about 0.5 mile NNE of Sungei Kolar, then E and S through Selat Dendang and S and SW through Selat Kelong.

These channels are marked by buoys and beacons. It is reported that ships drawing 8.7m have cleared Sungei Kolar via these channels.

A channel, which is marked by beacons, leads into Selat Kijang from SE of Pulau Kelong. It passes N of two drying reefs lying a little less than 0.5 mile N and NW of Pulau Kambat, an islet located about 1 mile SE of Pulau Kelong.

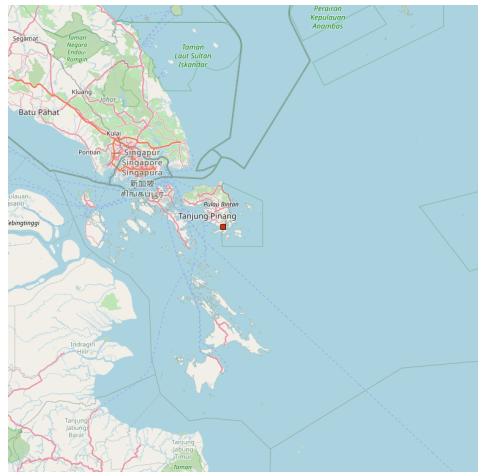
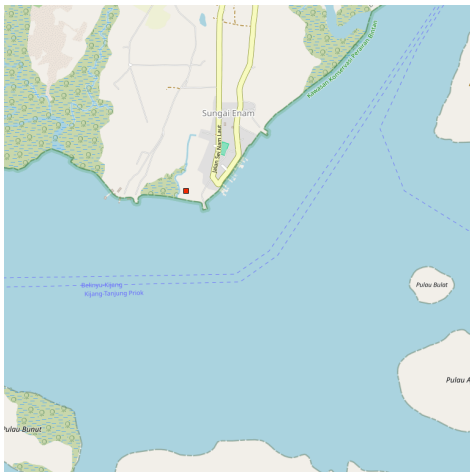
A beacon marks the NW drying reef. From there, it passes N of Pulau Rusa Besar.


An 8.2m shoal lies in mid-channel about 0.3 mile WSW of the SW point of Pulau Kelong. Caution is advised in the navigation of this channel, as it has not been thoroughly examined in recent years. A buoy is moored about 0.3 mile NNE of Pulau Rusa Kechil.

2.32.2.15 - Tanjung Tili (P Bintan)

0°48.65 N
104°35.49 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)



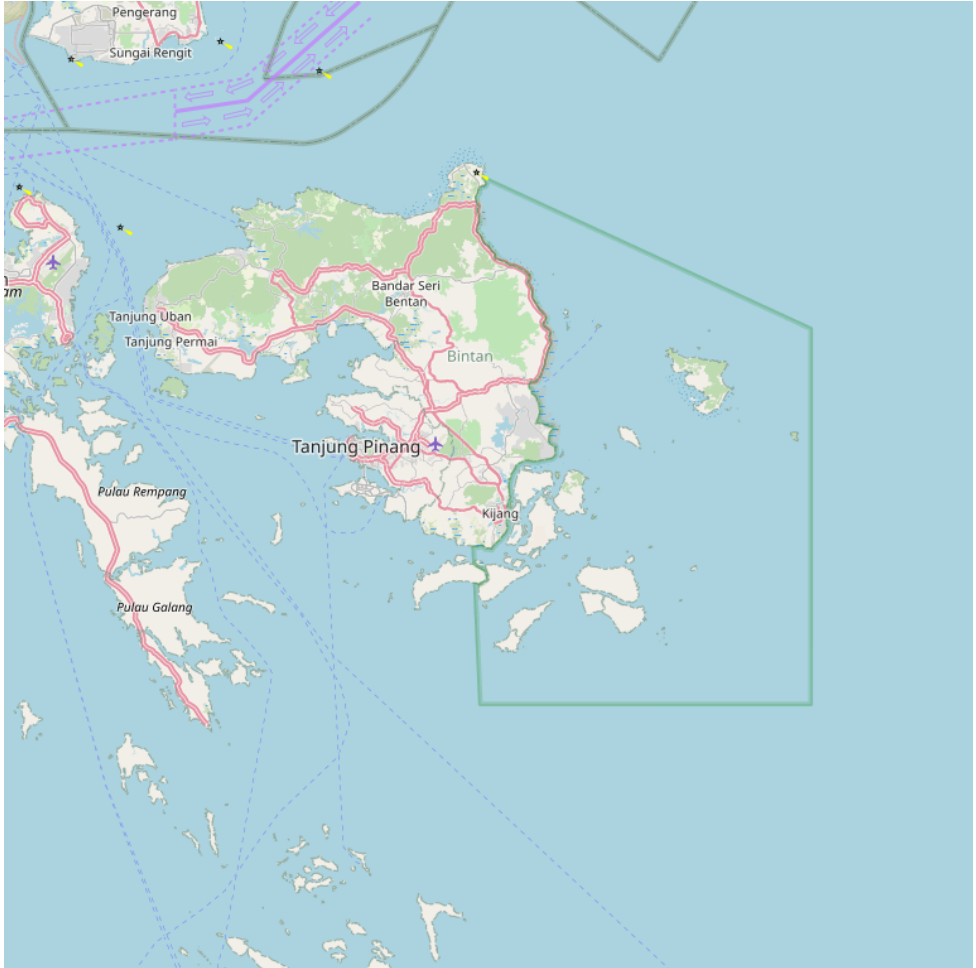
 Tanjung Tili, the S extremity of Pulau Bintan, marks the W side of the S entrance of Kijang Strait.

The distance from Tanjung Tili to the N entrance of Selat Kijang is about 8 miles. The N part of the strait is unmarked and used only by small vessels with local knowledge.

The S part is suitable for use by vessels inbound for Sungei Kolar, a port situated on the W side of the strait about 3 miles NNE of Tanjung Tili.

2.32.2.16 - Pulau Mantang Siulung and Ranggas (Indonesia) 0°46.34 N 104°31.13 E


Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Mantang Siulung and Ranggas (Indonesia)



163



Pulau Mantang and Siulung (Indonesia)

 Pulau Mantang and Pulau Siulung, separated by the narrow channel Selat Marau Limau, are together about 8 miles long, E and W, 1.5 miles wide, and lie NW of Pulau Telan.

The channel is navigable only by small craft as the entrance is shallow.

Pulau Mantang, the W island, is low, overgrown with mangroves, especially on the S coast, and encircled by a reef that dries. The W side of the island is foul to a distance of about 0.2 NM.

On the N side of the island are the villages of Baru, Mantang, and Riouw.

Pulau Ranggas, a small rock island, thickly wooded and 50m high, is about 0.7 mile long and 0.2 mile wide; it lies about 2 miles WNW of Tanjung Punggung.

From a distance this island looks very much like

Southwest Hill on the SW end of Pulau Mantang. There is a channel between Pulau Ranggas and Pulau Mantang, but it is not advisable to use it without local knowledge.

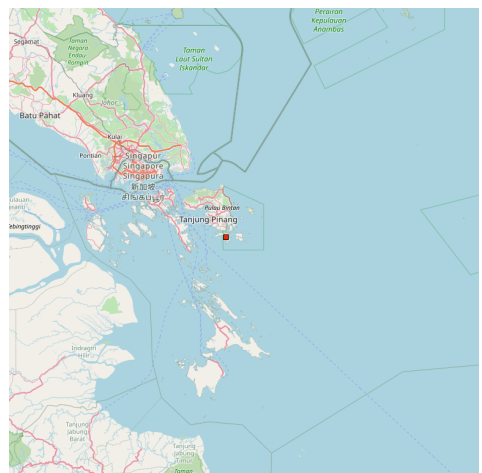
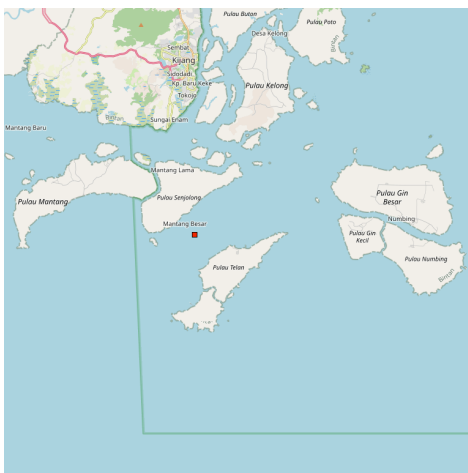
Off W pulau Mantang lie several wooded islands.

The channel N of Pulau Mantang and Pulau Siulung, and the coast of Pulau Bintan N of Pulau Bunut has several islands and reefs lying in places 2.5 miles from Pulau Mantang.

2.32.2.17 - Selat Telan (S Bintan)

0°45.09 N
104°36.54 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia)



The tidal currents in Selat Telan, the channel S of Pulau Mantang and Pulau Senjolong, and the channel N of the same islands run with considerable strength; there are overfalls or tide rips.

Selat Telang has varying depths of 26 to 44m in mid-channel and from 9.1 to 16m

near the shore on either side. Some reefs lie at the E end of the channel N of the E extremity of Telang Besar, rendering it somewhat intricate; it should only be used by those thoroughly acquainted with it.

2.32.2.18 - Pulau Telan (Indonesia)


0°43.56 N
104°37.59 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Selat Riau E side (Indonesia) - Pulau Telan (Indonesia)





Pulau Telan (Indonesia)

 Pulau Telan (Telang), the SW point of which forms the SE limit of Selat Riau, is irregularly shaped and nearly 5 miles long, NE and SW, and about 1 mile wide.

It is divided into two parts and may be identified by a square hillock

on its S end, 63m high, which, with a sharper peak W of it, forms a saddle; the land from here to the W end is the same elevation.

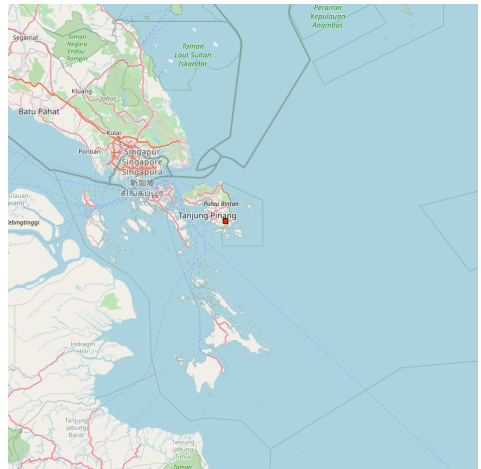
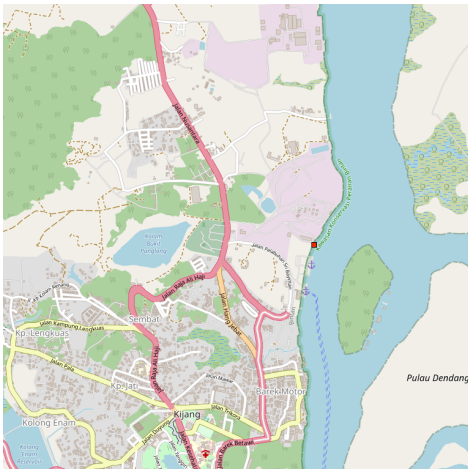
A reef fringes the W end of Telang Besar to a distance of about 0.2 mile, with depths of 11 to 12.8m close-to; a patch of 6.9m lies 0.35 mile W of the W extremity of the island.


Selat Telan (Selat Telang) (Telang Strait), between Pulau Senjolong and Pulau Telan, is about 2 miles wide. Another channel lies between Pulau Mantang and Pulau Senjolong on the S and the coast of Pulau Bintan to the N. These channels should only be used by vessels with local knowledge.

2.32.3 - Kijang port (Bintan-Indonesia)

0°51.71 N
104°36.70 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia)



 Kijang, a bauxite port, is situated about 3 miles N of the S entrance of Selat Kijang.

Timber products and general cargoes are also handled.

Tides?Currents

Tidal currents can be strong by Tanjung Tili at the S entrance to Selat Kijang, setting across the channel towards Pulau Siulung. A rate of 3.5 knots has been observed.

Off the bauxite terminal the rate can reach 6 knots.

Depths?Limitations

There is no quay at the bauxite terminal.

Ships moor alongside dolphins and two jetties. Vessels up to 180m long, with a maximum beam of 27m and a maximum draft of 10m, can be accommodated.

There are tidal currents of up to 6 knots at the berth. Numerous wrecks lie stranded on the foreshore within 0.5 mile N and S of the jetties.

The Sea Communication Wharf is 50m in length, with a depth of 8m alongside.

The wharf is used for passenger and general cargo vessels.

Plywood is worked at the Korindo Abadi Wharf, which has a length of 200m and a depth alongside of 8m.

Granite barges are worked at the Wirah Indah Kencana Wharf, which is situated 1 mile N of the bauxite terminal. This wharf has a depth alongside of 7m.

Pilotage

Pilotage is compulsory. Vessels should send their ETA 48 hours and 24 hours in advance. The pilot station for vessels approaching from the W is situated close SSE of No. 4.

Lighted Buoy, S of Tanjung Tili. Vessels should arrive no later than 1800.

For vessels approaching from the E, the pilot is embarked 1 mile ESE of Pulau Temborah Laut. Vessels arriving from the E should arrive before 1600.

Permission must be obtained to enter Selat Kijang.

Signals

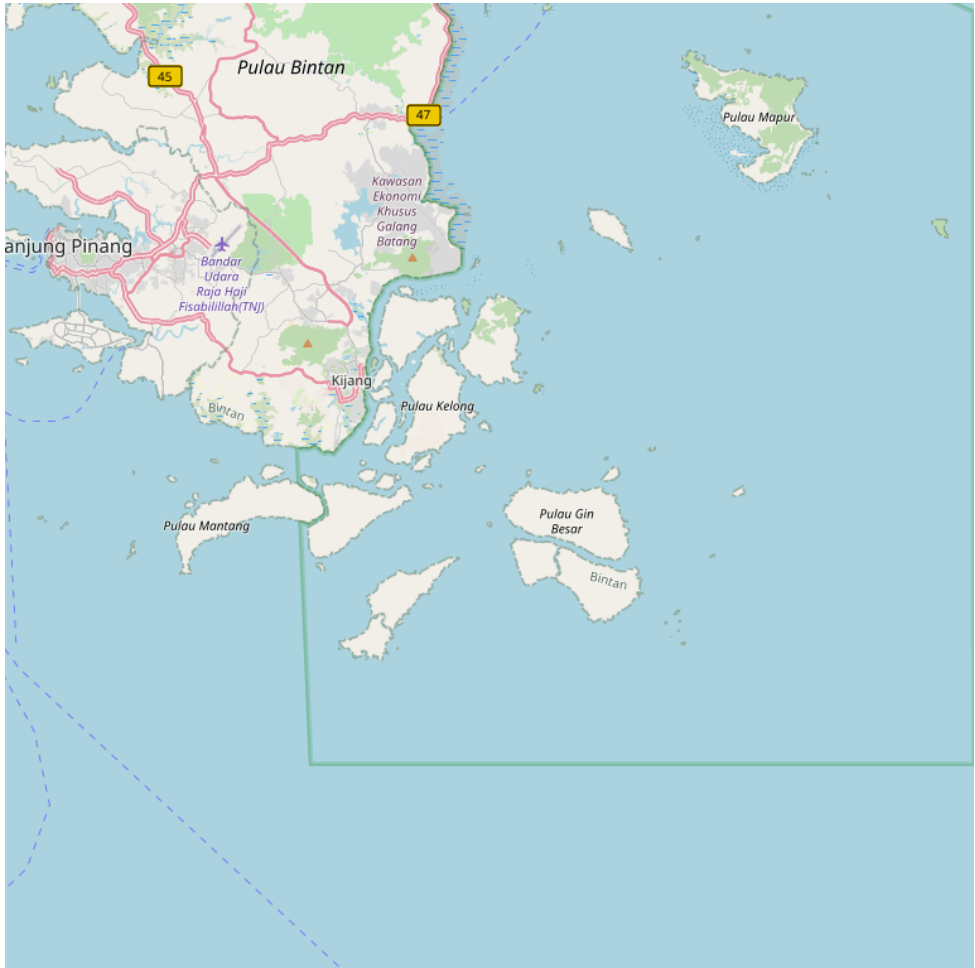
The following tidal signals are shown from the wharf at Kijang:

1. A cylinder, with a cone, point up, above it, indicates that the tidal current is flowing in.
2. A cylinder, with a cone, point up, above it, and a cone, point down, below it, indicates that the tidal current is flowing out.


2.32.4 - Pulau Gin Br - Gin KI - Numbing (Indonesia)

0°45.80 N
104°43.27 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Pulau Gin Br - Gin KI - Numbing (Indonesia)



163 

 Pulau Gin Besar, Pulau Gin-kecil, and Pulau Numbing are three islands, which together are about 5 miles in extent, lying from 8 to 13 miles SE of Gunung Kau, and separated from each other by narrow channels; the channel along the S side of Pulau Gin Besar has depths of 6.9 to 15.5m but its entrances are foul. Selat Sendara is the channel between Pulau Gin Besar and Pulau Gin-kecil on the E and Pulau Telan on the W. In it are some banks with less than 3.7m, and

off the coast reef of Pulau Telan are some drying patches.

At its N end off Pulau Gin Besar is Pulau Rinti with a small islet N of it, both surrounded by reef.

These obstructions and tidal currents combine to make the passage unsafe except to those acquainted with it.

Stop over at Equator Club in Pulau Numbing. Shore base Accommodation available.

Contact: Olivier@theequatorclub.com



Pulau Gin Br - Gin KI - Numbing (Indonesia)



Pulau Gin Br - Gin KI - Numbing (Indonesia)



Pulau Gin Br - Gin KI - Numbing (Indonesia)

2015:07:30 17:09:11



Pulau Gin Br - Gin KI - Numbing (Indonesia)

2015:04:13 15:58:56



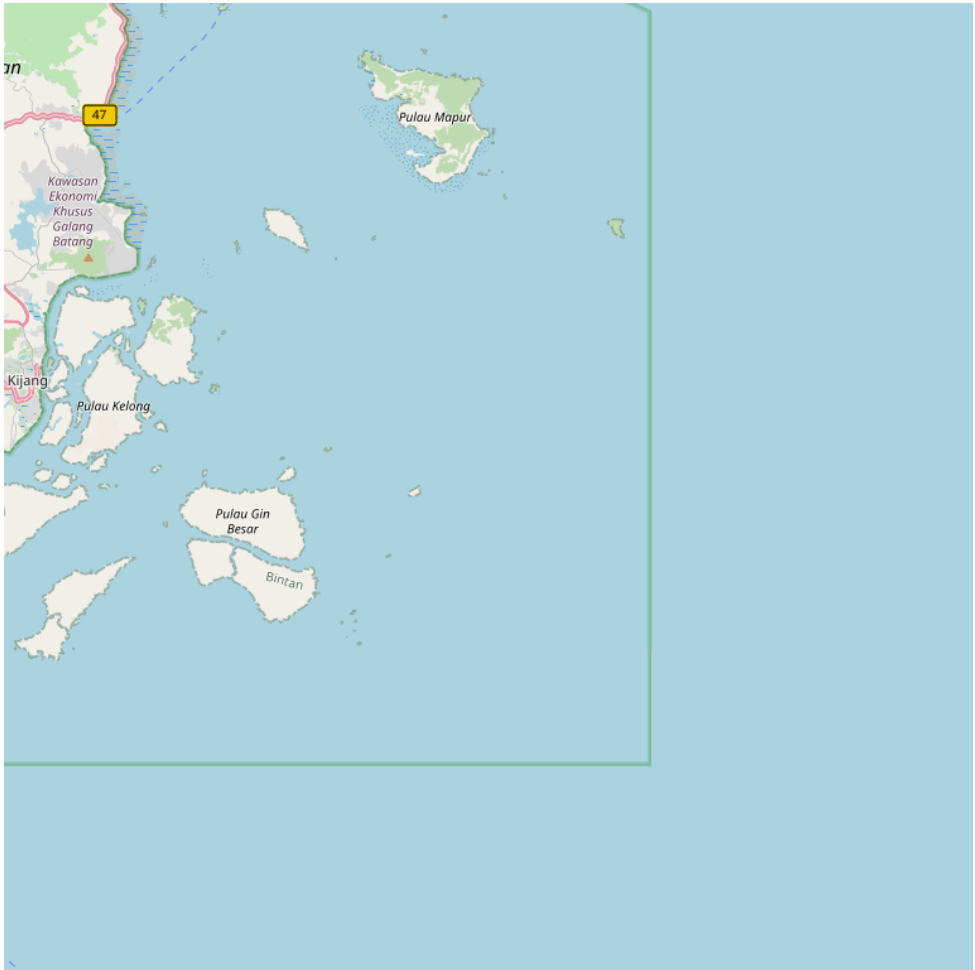
Pulau Gin Br - Gin Kl - Numbing (Indonesia)

2015:08:01 19:16:14


2.32.5 - Pulau teroti - Rusah - Beruan (Indonesia)

0°45.23 N
104°47.42 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Pulau teroti - Rusah - Beruan (Indonesia)



163 

 Pulau Teroti, the S of a cluster of islets lying to the SE of Pulau Numbing, is 34m high and 2.25 miles SE of Pulau Numbing.

Pulau Rusah, composed of two rocks on a small drying reef, lies about 2 miles W of Pulau Teroti, and there are several rocks above and below-water between these islets and rocks.

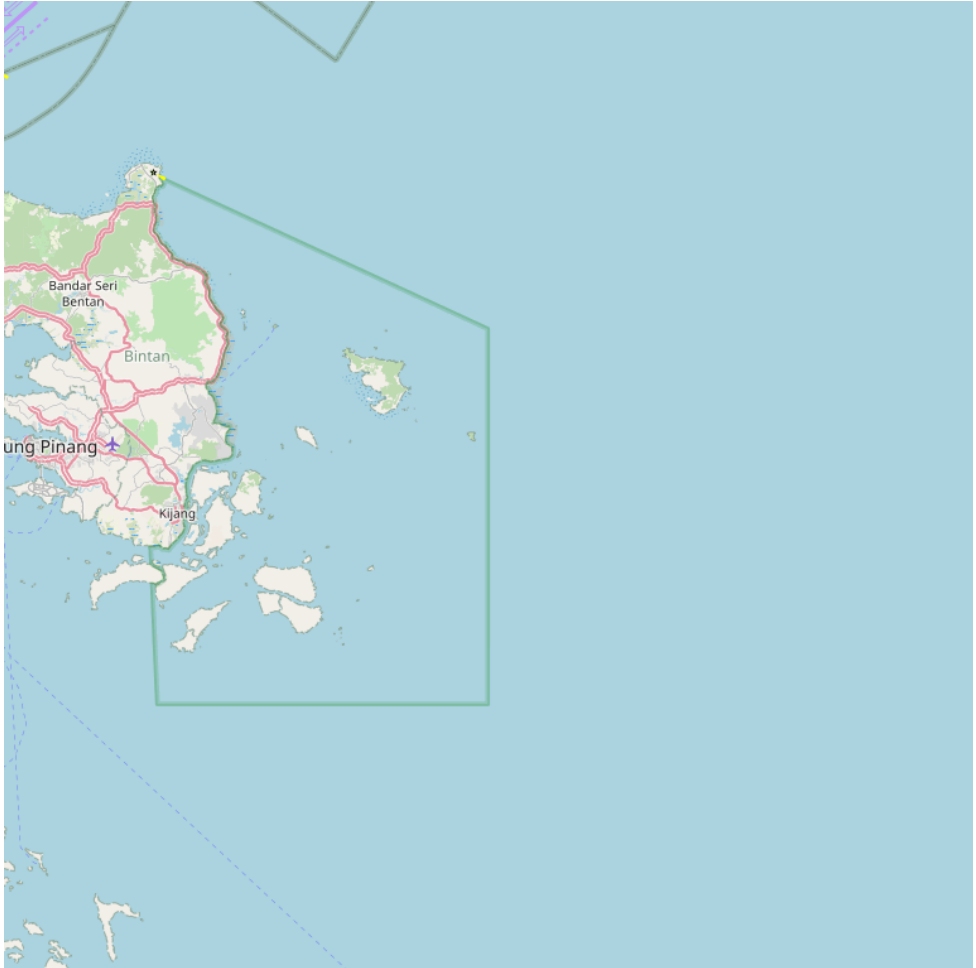
Pulau Beruan lies 5.5 miles NNE of Pulau Teroti; being 90m high and

saddle-shaped, it is inconspicuous and easily recognized.


2.32.6 - Pulau Merapas - Mapor - Sentut (Indonesia)

0°59.49 N
104°51.01 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bintan (Indonesia) - Pulau Merapas - Mapor - Sentut (Indonesia)



163 

 Pulau Merapas is the outer and E island off the E side of Pulau Bintan. It is 63m high, covered with trees, and steep-to 0.3 mile offshore.

Pulau Mapor (Pulau Mapur) lies with its S extremity about 10 miles N of Pulau Beruan. A prominent 107m high hill stands on the NW point of the island.

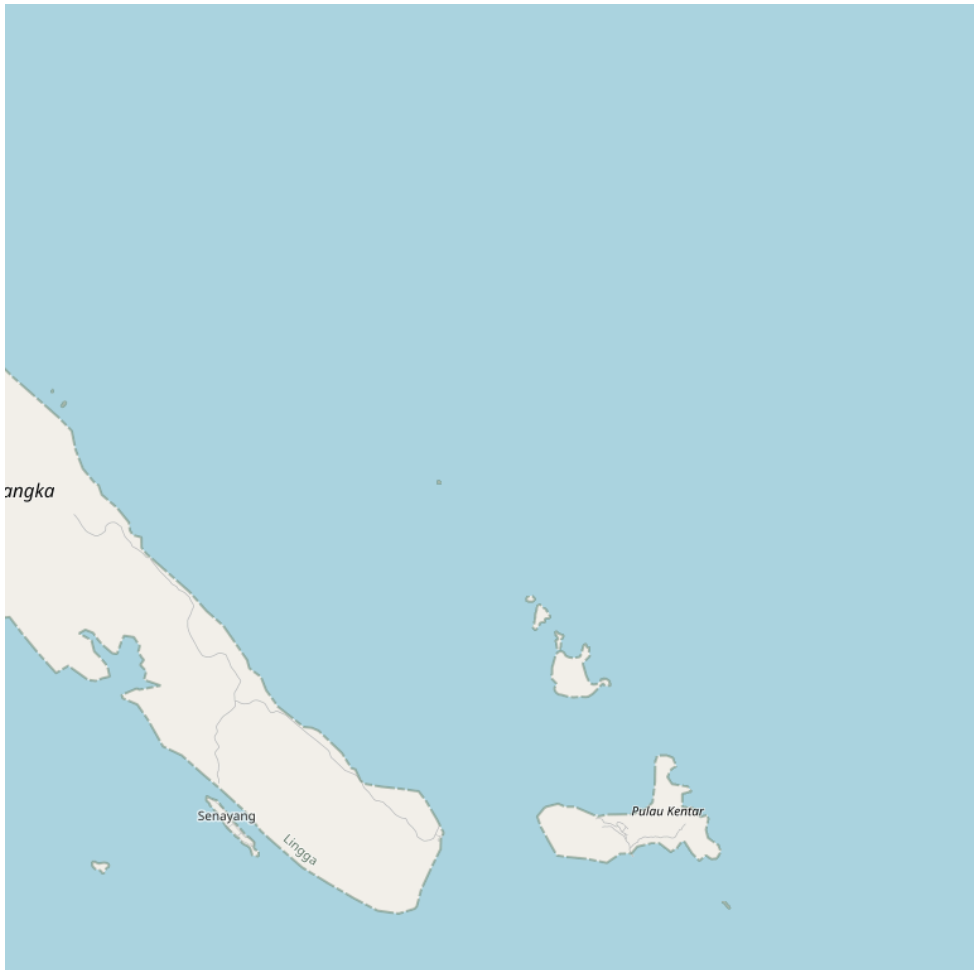
Pulau Sentut (Sentoet), 44m high and of sugarloaf form, lies about 2 miles NW of the NE end of Pulau Mapor. It is steep-to on the N side, but a reef extends about

0.5 mile from its S end.


2.33 - Pulau Kapas (Indonesia)

0°07.82 N
104°42.41 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Kapas (Indonesia)



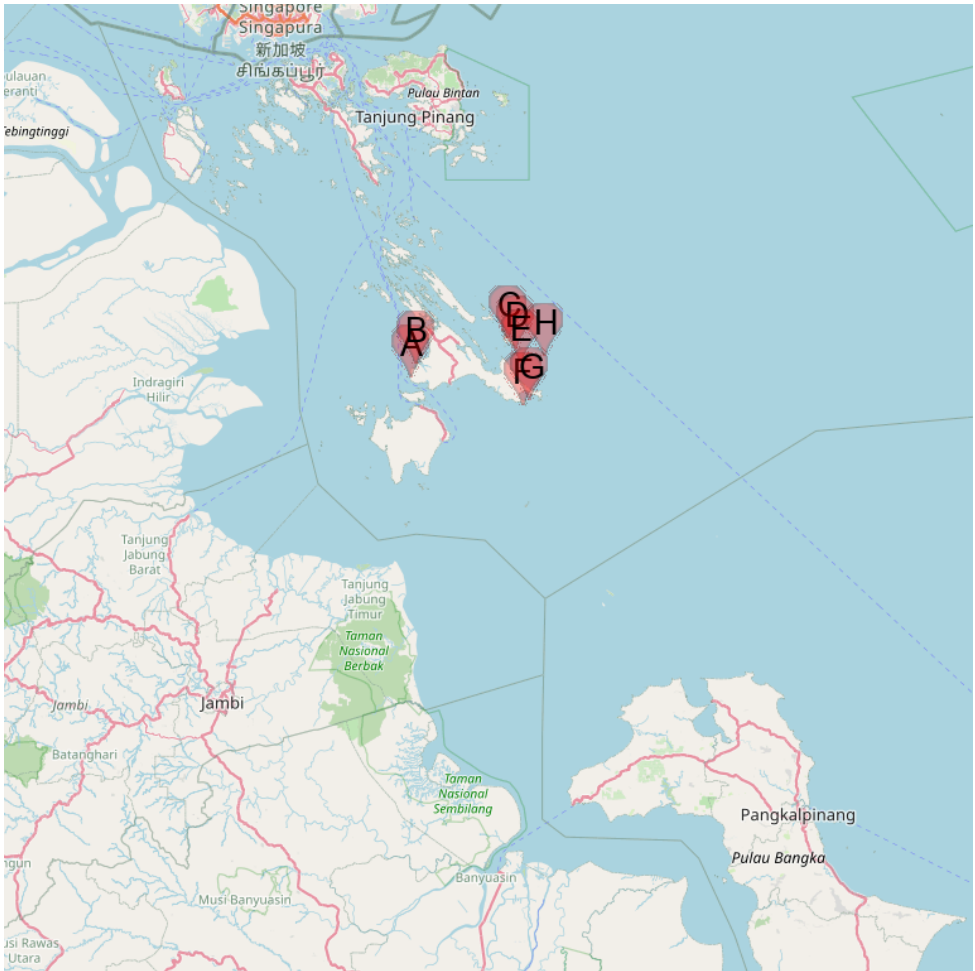
160 

 Kapas, a rock, 0.6m high, on the N end of the reef, lies nearly 3.5 miles NW of Bakau.


2.34 - Pulau Lingga (E Sumatra)

0°09.56 S
104°43.41 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)



- | | |
|--|--|
| A Tanjung Labuandadong (W Pulau Lingga) | B Pulau Pulon (W Lingga) |
| C Pulau Kongka Br and Kcl (E Lingga) | D Maras Rocks (E Lingga) |
| E Pulau Bujang and Gojong (E Lingga) | F Tanjung Goroh (SE Lingga) |
| G Teluk Tolo (Tolo Bay) (S Lingga) | H Pulau Selentang (Pulo Semat) (E Lingga) |

 Lingga Island is the largest and most populated of the Lingga Islands. It has an area of 889 km² and is located south of the Riau Islands off the east coast of Sumatra. It is 4 miles N of pulau Singkep and has a NW and SE direction. It largely consists of alluvial flats.

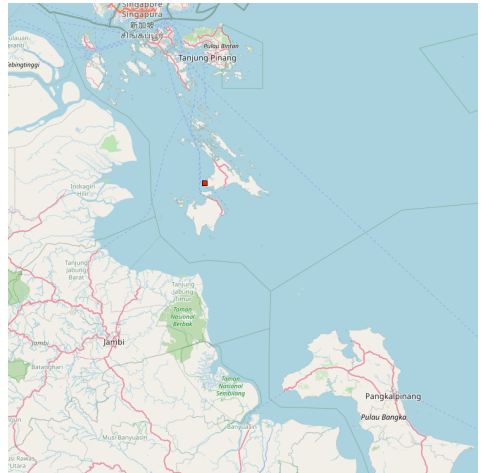
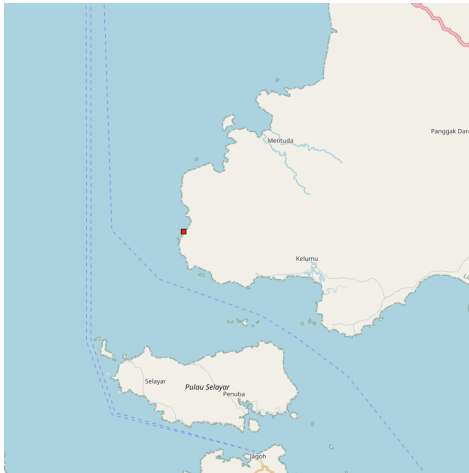
The NE coast of Pulau Lingga is formed of numerous hillocks, from 61 to 91m high, which gives it a uniform appearance, but neither it nor the adjacent islets are safe to approach at night. The hills near the N end of the island are 202m and 226m high.


The W coast of Pulau Lingga trends N about 4 miles from Tanjung Labuandadong to Pulau Pulon. The latter point is very conspicuous, and from it the coast trends NNE for 12 miles to Selat Dasi.

2.34.1 - Tanjung Labuandadong (W Pulau Lingga)

0°12.97 S
104°25.61 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)

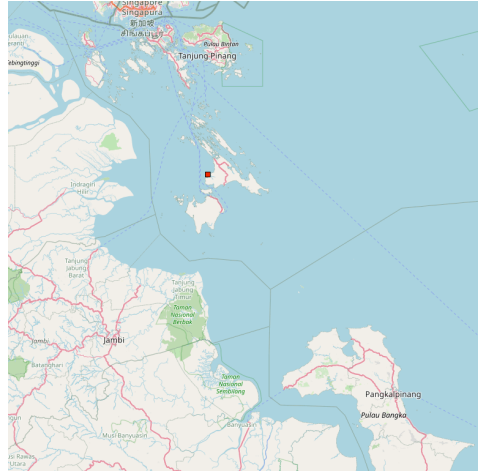
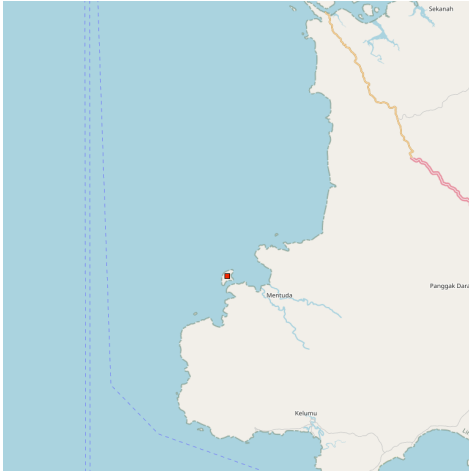



 Tanjung Labuandadong, the NW point of the entrance to Selat Lima, is fairly steep-to; Pulau Labuandadong lies close off the point.

2.34.2 - Pulau Pulon (W Lingga)

0°09.27 S
104°27.12 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)

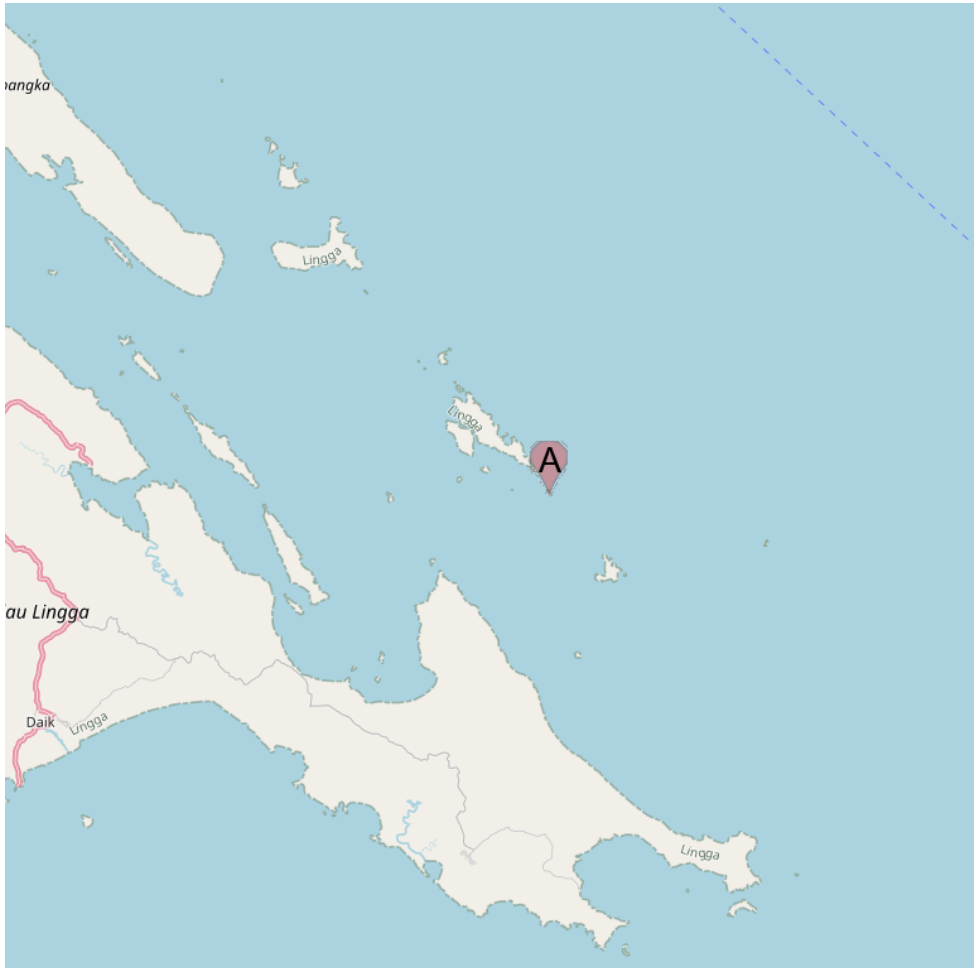


 Pulau Pulon lies about 2 miles NE of Tanjung Datuk; the islet is prominent with a sharp peak.


2.34.3 - Pulau Kongka Br and Kcl (E Lingga)

0°02.79 S
104°51.11 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra) - Pulau Kongka Br and Kcl (E Lingga)



 Maras Rocks (E Lingga)

 Pulau Kongka-besar (Kongka Besar) lies about 4 miles NW of Pulau Bujang and is hilly throughout its length, with some remarkable peaks; the E coast is rocky and steep-to. A drying rock lies about 2 miles W of the NW point of the island.

Kongka Kecil (Ketjil), 116m high, close W of Pulau Kongka-besar, is separated from it by a narrow channel, with depths of 4.6m and used by small vessels; a village is situated on its E side.

Two detached reefs lie SE of Kongka Kecil; on the N one is Penoh Island, and on the S there are rocks above-water which lie within the 10m curve around the larger islands. About 1 mile SSW from Kongka Kecil is Penoh Laoet, on the S end of a reef.


2.34.3.1 - Maras Rocks (E Lingga)

0°05.47 S
104°53.18 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra) - Pulau Kongka Br and Kcl (E Lingga) - Maras Rocks (E Lingga)



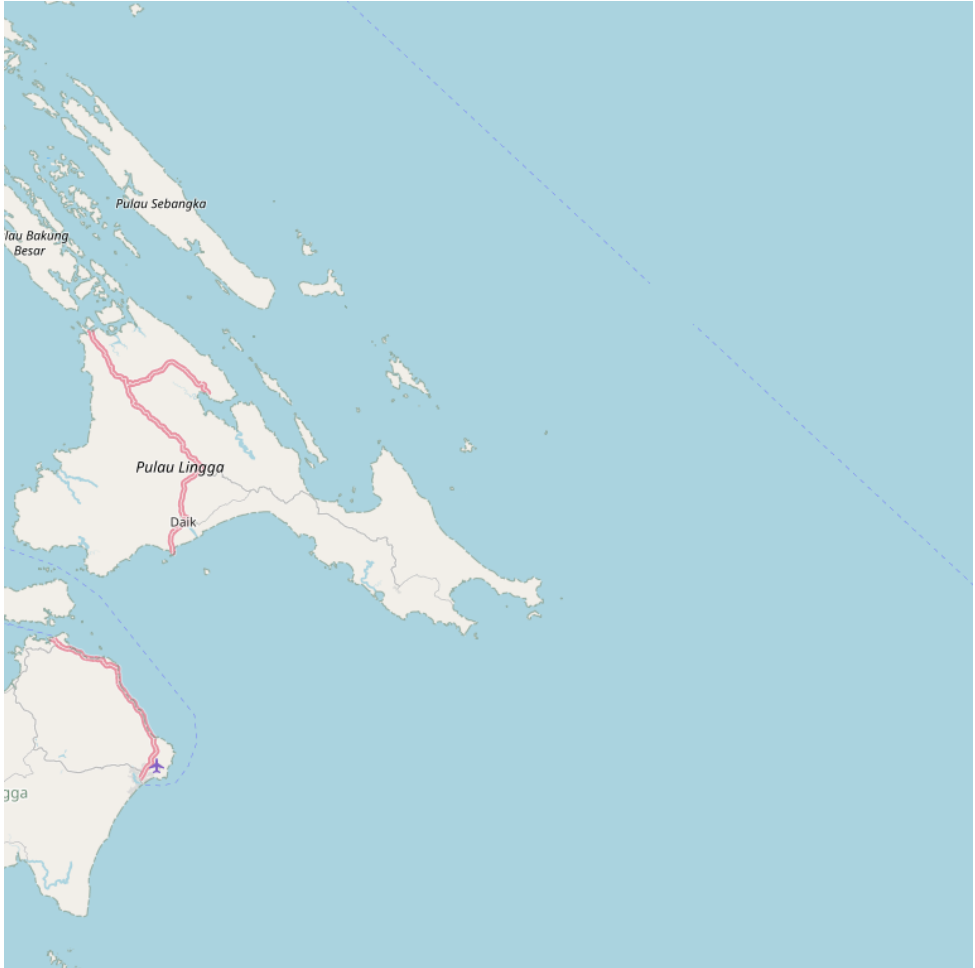
163 

 Maras Rocks, two wooded rocks, lie about 1 mile SE of Pulau Kongka-besar, with a narrow channel between and a depth of 11m. Midway between Maras Rocks and Tjawan Reef, to the SE, there is a reef with rocks above HW.


2.34.4 - Pulau Bujang and Gojong (E Lingga)

0°09.07 S
104°54.45 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra) - Pulau Bujang and Gojong (E Lingga)



163 

 Pulau Bujang, about 5 miles W of Pulau Selentang, is hilly and wooded, with a peaked hill 111m high near its center; it is steep-to on the NE side but elsewhere is surrounded by a reef which dries. On the SE side, are two wooded rocks.

Tjawan Reef, which dries, lies about 0.5 mile NW of Pulau Bujang.

Pulau Gojong, lying between Pulau Bujang and Tanjung Liang, is low and wooded, it is surrounded except on its SW side, by a reef that dries and extends

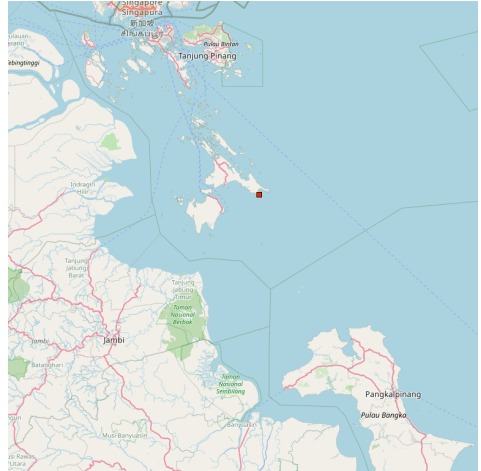
for a distance of 0.4 mile.


Pulau Malangbilang (Malang Bilang), a rock 4.3m high, and Pasir Pandjang, a sandbank which dries, lie about 1 mile SE and NE, respectively, of Pulau Gojong.

2.34.5 - Tanjung Goroh (SE Lingga)

0°20.21 S
104°54.89 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)

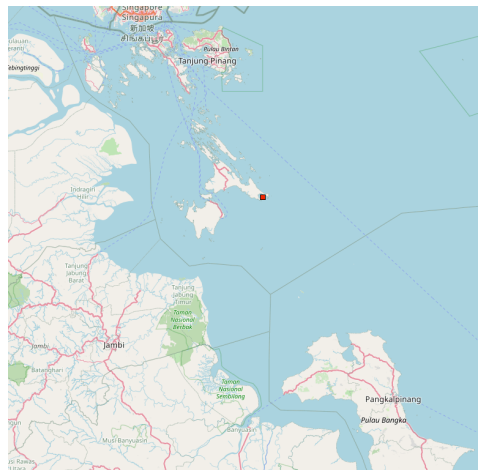
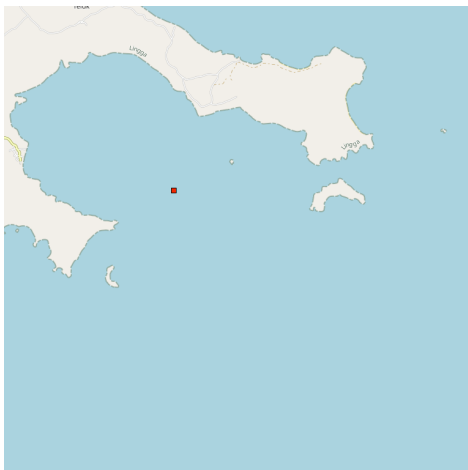



 Tanjung Goroh, the SE point of Pulau Lingga, may be known by a saddle hill.

2.34.6 - Teluk Tolo (Tolo Bay) (S Lingga)

0°18.93 S
104°56.70 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)



 Between Tg Goroh and Tg Jang is a shallow bay.

On the W side of the entrance of the bay is pulau Kokau, a small hilly islet, and 0,3 NM S of the islet is Batu Maresoh, a rock just above HW.

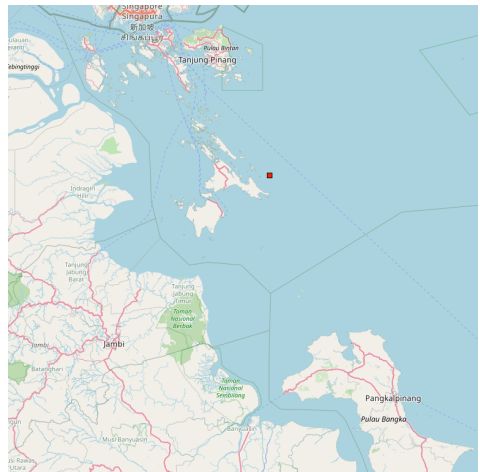
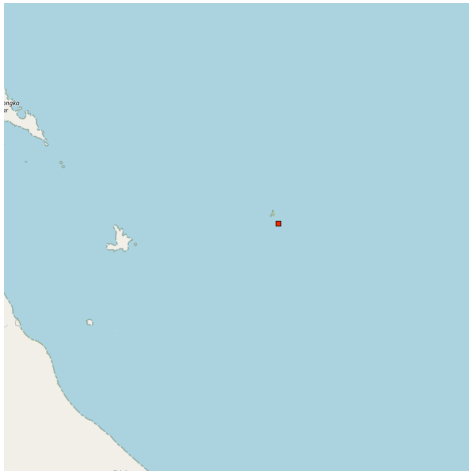
Pulau Sunsa, about 0.5 mile S of Tanjung Jang, has a hill 99m high; a small wooded rock lies close W, and 0.7 mile WSW of the islet there is a rock awash at LW.


A rock, with a depth of 2m, lies about 0.5 mile SE of Pulau Sunsa. The outer end of the coastal reef on the W side of Pulau Sunsa is located 1.4 miles from Tanjung Jang Light.

2.34.7 - Pulau Selentang (Pulo Semat) (E Lingga)

0°07.44 S
105°00.45 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Lingga (E Sumatra)



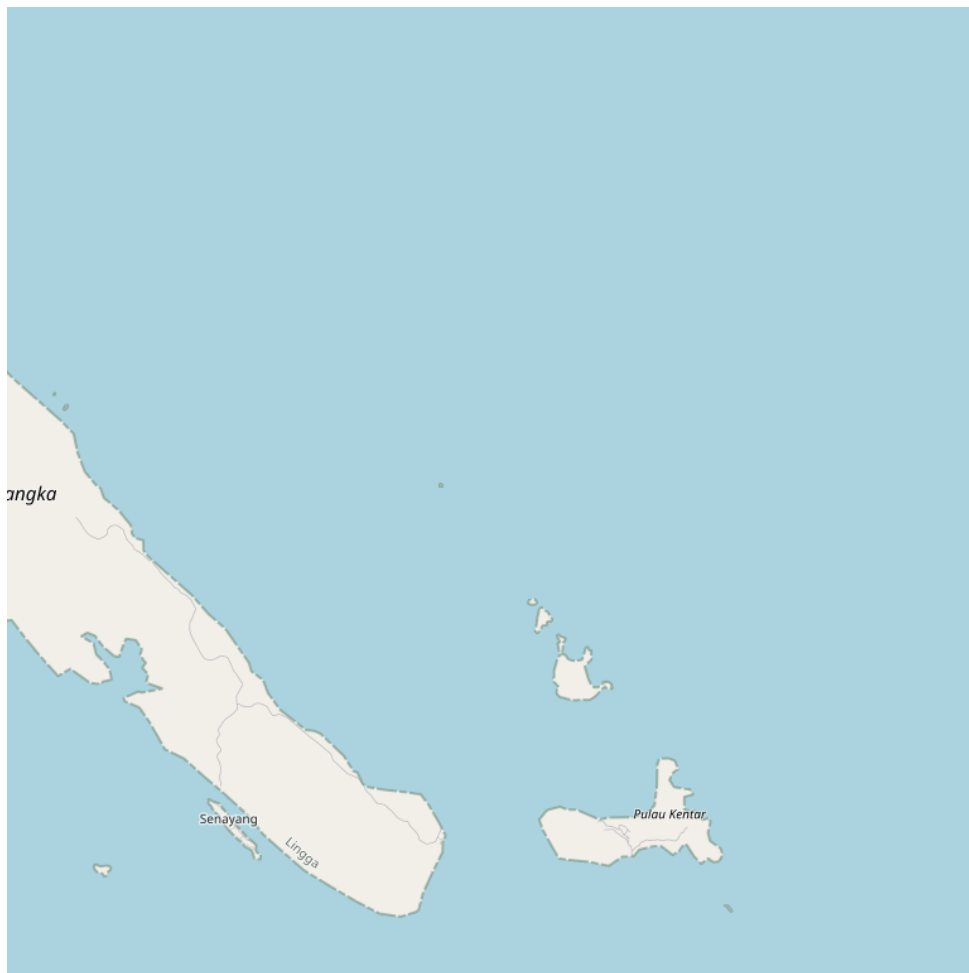
 Pulau Selentang, called ?Pulo Semat? by the natives, is a sandy islet 24m high and covered with high trees. Pulau Selentang lies about 11 miles N of Tanjung Jang.

It is surrounded by a reef which extends as much as 0.75 mile from its N side. Two rocks, with depths of 1.2 and 2.7m, lie, respectively, about 0.3 mile and 183m S of the islet.


2.35 - Pulau Bakau (Indonesia)

0°05.36 N
104°44.68 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Bakau (Indonesia)



160 

 Pulau Bakau, lying about 1 mile N of Pulau Kentar, is surrounded by a reef; Tjandur and Beringin, two small islets, are located on the reef about 1 mile N of Bakau.


2.36 - Pulau Kentar (Indonesia)

0°02.62 N
104°45.65 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Kentar (Indonesia)



160 

 Pulau Kentar, located 1.5 miles E of Tanjung Gantong, the SE point of Pulau Sebangka, is hilly, the highest point near its SE point being 120m high.

When coming from the N and before the adjacent islands to the S are visible, this high point resembles the hill on the SE end of Pulau Lingga. From the S side of the island, a bank, with less than 5.5m of water, extends about 1 mile.

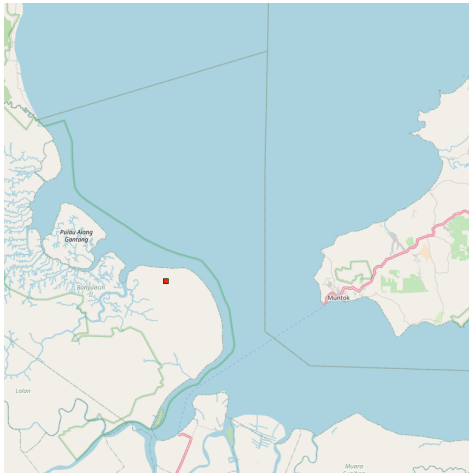
Nearly 1 mile beyond, a narrow reef stretches 2.5 miles in an E and W direction,


with a least depth of 3m, and W of this there is a sand bank nearly always dry. Between the E end of the narrow bank and the bank extending from Pulau Kentar there is a small reef with a rock abovewater named Anaklangu.

2.37 - Ujung Batakarang (SE Sumatra)

2°01.80 S
104°46.70 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)



 The coast of Sumatera (Sumatra) from Batakarang Point trends NNW for about 65 miles to Tanjung Jabung.

The entire coast is very low, covered with wood, and fronted by a mud bank that, within a depth of 9.1m, in places, extends about 13 miles offshore.

It may be approached to a depth of 9.1m, except off Tanjung Jabung, where the 10m curve is barely 1 mile offshore, with less than 3.7m close to its edge.

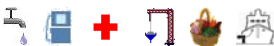
Vessels bound for Selat Berhala, when approaching Tanjung Jabung should keep about 8 miles offshore until it bears 270°.

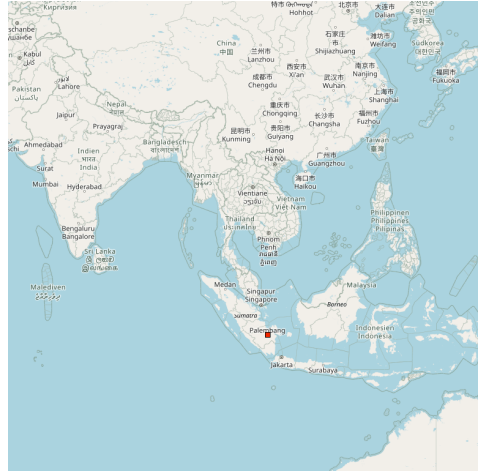
Tanjung Batakarang was reported to have extended nearly 1 mile E of its charted position.


2.38 - Sungaigerong

2°59.44 S
104°49.80 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia)





 Small port .

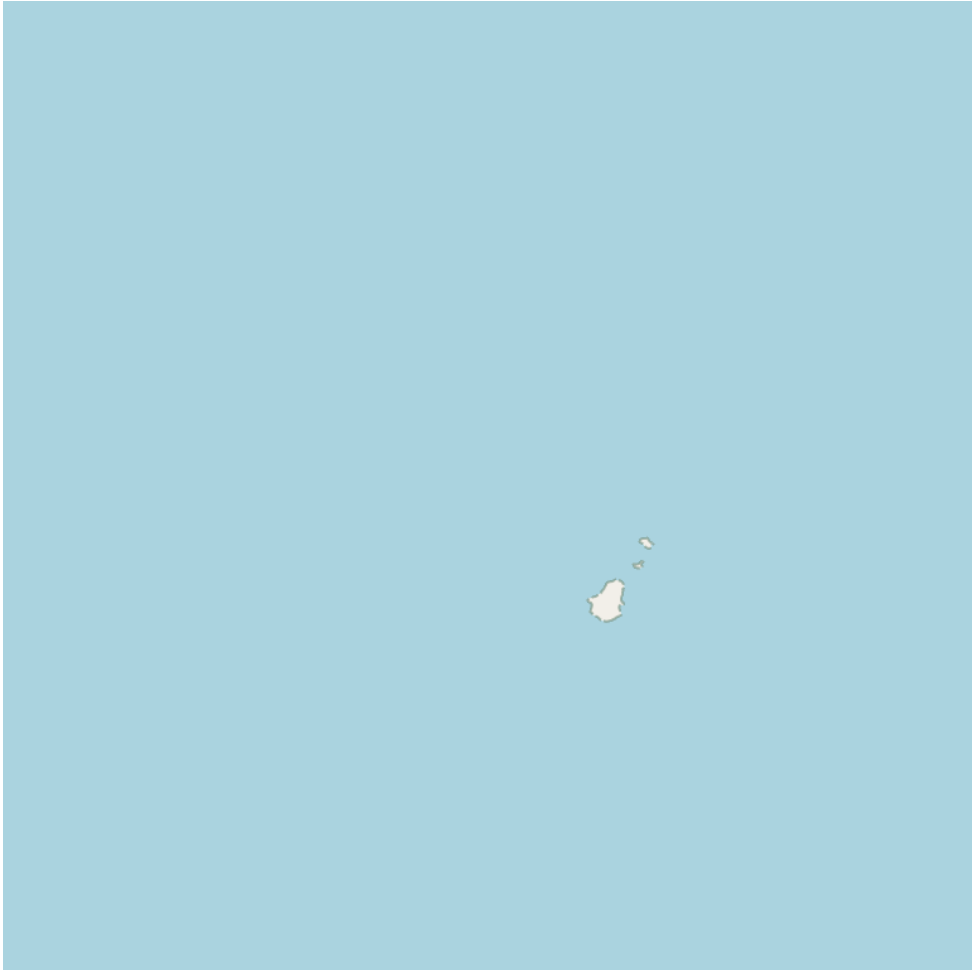
 Petit port .




2.39 - Pulau Saya and Nyamuk (E Sumatra)

0°46.68 S
104°55.92 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau Saya and Nyamuk (E Sumatra)



160 

 Pulau Saya, located about 30 miles NW of Pulau-pulau Tuju, is steep-to, of granite formation, covered with wood, and has a double-peaked 210m high summit; the N peak is about 18.3m less in elevation than the S one, and both peaks are in range on a 180° and opposite bearing.

A small village is situated on the NW side of the island.

Nyamuk is the N of two steep granite rocks lying 0.75 mile N of Pulau Saya. A

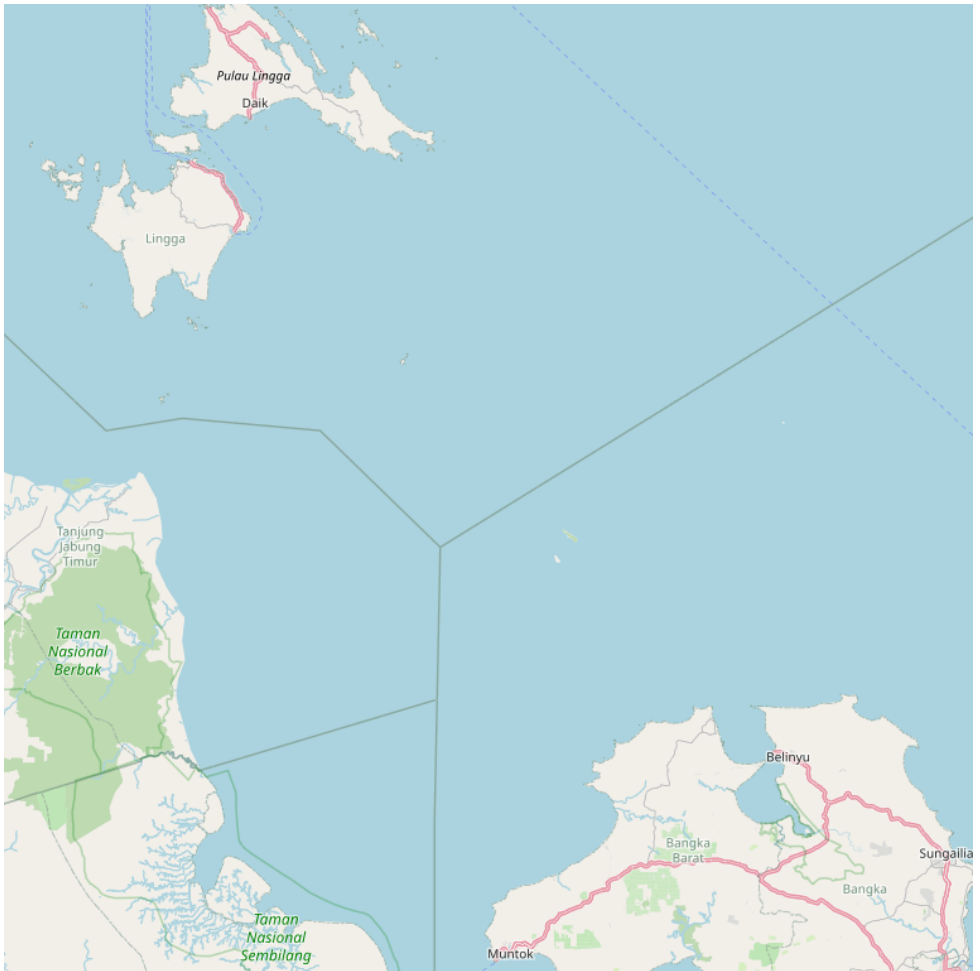
rock, awash at LW, lies between the islets.

Caution.?Less water than charted has been reported (1995) about 7 miles SSW of Pulau Saya.


2.40 - Pulau pulau Tuju (E Sumatra)

1°11.51 S
105°15.79 E

Mer du Nord - Sumatra (Indonesia) - Sumatra E coast (Indonesia) - Pulau pulau Tuju (E Sumatra)



160 

 Pulau-pulau Tuju (Tudju Eilanden) lie in the NE approach to Selat Bangka, in a position about 20 miles from the N coast of Bangka.

These islands are generally visible at a distance of about 25 miles and are surrounded by reefs.

Many shoals in the area are not marked by discoloration.

www.sea-seek.com



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