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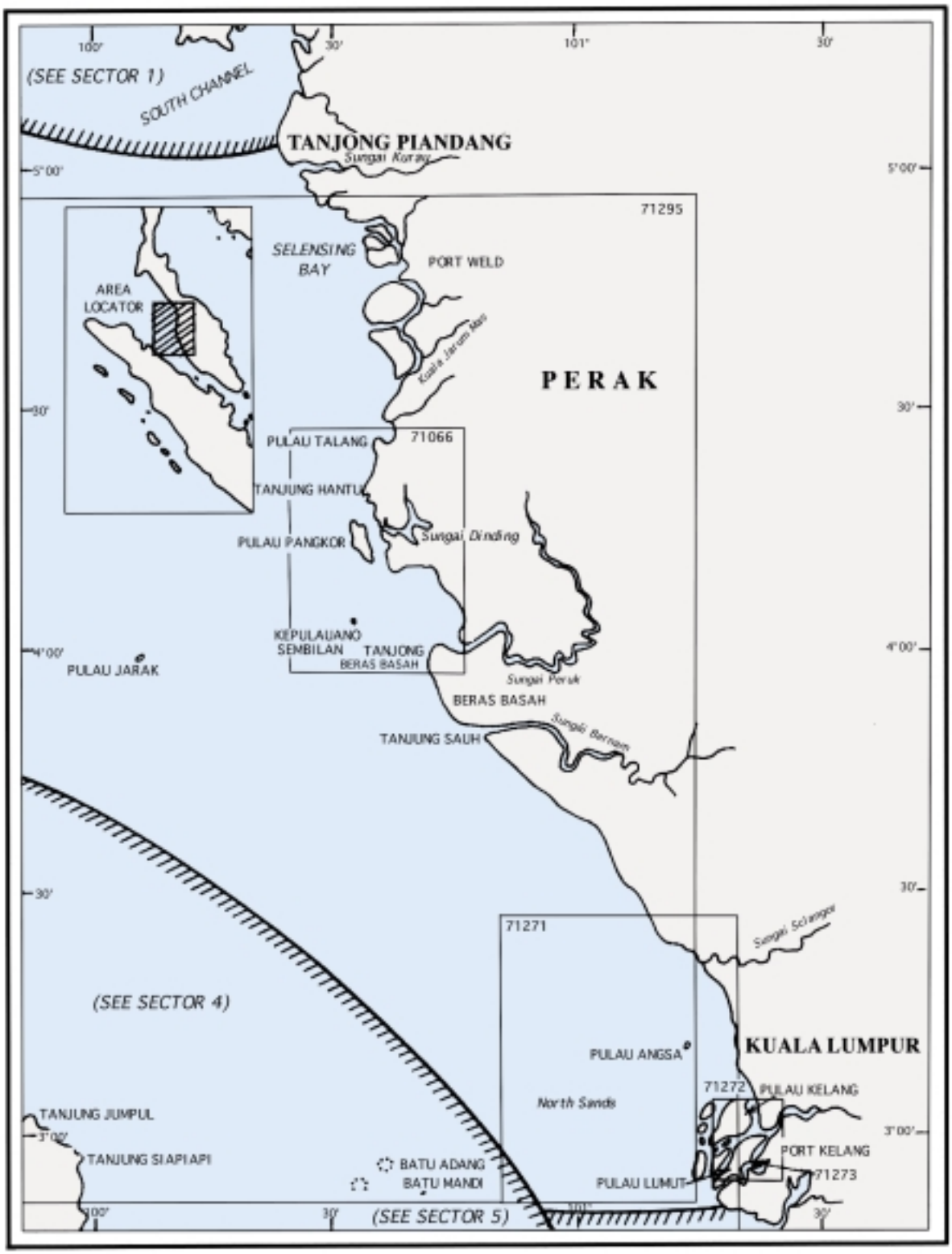

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR **2** — CHART INFORMATION

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SECTOR 2

STRAIT OF MALACCA—TANJUNG PIANDANG TO PORT KELANG

Plan.—This sector describes the E coast of the Strait of Malacca from Tangung Piandang to Port Kelang including the various islands lying close offshore. The arrangement is S from Tanjong Piandang.

General Remarks

2.1 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** (4˚26'N., 100˚36'E.), 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** (4˚19'N., 100˚33'E.) normally keep outside the 20m contour line. 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.

Coastal Features

2.2 From **Tanjong Piandang** (5˚05'N., 100˚21'E.) the coast takes a SSE direction to **Selinsing Bay** (4˚50'N., 100˚27'E.), forming several bights fronted by flats with depths of less than 5.5m in places. On the flats between **Pulau Pinang** (5˚25'N., 100˚15'E.) and **Kuala Larut** (4˚47'N., 100˚34'E.) there are numerous fishing stakes.

The **Sungai Kurau** (5˚00'N., 100˚25'E.) enters the sea about 5 miles SSE of Tanjong Piandang. Sungai Kurau is navigable at HW by craft drawing 1.8m, about 15 miles upstream.

Selinsing Bay is shallow and forms the entrance to Sungai Sangga Besar, the main approach to Port Weld, and Sungai Selinsing. The bay is bounded by **Tanjong Pasir** (4˚52'N., 100˚30'E.) 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 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.

2.3 **Port Weld** (4˚50'N., 100˚38'E.) (World Port Index No. 49870) is the port for Taiping the former capital city of Perak. Port Weld is situated about 5 miles above the entrance of Sungai Sanga Besar, and is connected by rail and a good road. The port is now only used by native craft.

The coast S of Tanjong Pasir to **Tanjong Kerang** (Tanjong Krang) (4˚48'N., 100˚34'E.) is a mangrove jungle, covered for some distance inland at HWS tide.

Tanjong Kerang is the N entrance point of **Kuala Larut,** (4˚47'N., 100˚34'E.) a wide estuary leading E, used only by small craft.

From Kuala Larut to **Kuala Jarum Mas** (4˚32'N., 100˚37'E.), 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.

It was reported that **Pulau Talang** (4˚25'N., 100˚35'E.), a small island off the mainland, is a good radar target up to 18 miles distance.

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

Tanjong Hantu (4˚19'N., 100˚33'E.) about 8 miles SSW of **Tanjong Batu** (4˚26'N., 100˚36'E.) is a sloping point, the summit of which is 203m in height.

The coast from Tanjong Hantu to **Motts Point** (4˚15'N., 100˚35'E.), 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.

2.4 **Pulau Pangkor** (4˚13'N., 100˚34'E.) 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, the largest being on the SW side.

Telak Belanga (4˚15'N., 100˚32'E.), the NNW bight, affords an anchorage in the center in depths of 8m, shoaling gradually to the shore.

Western Anchorage is entered between **Tanjong Nipah** (4˚15'N., 100˚32'E.) and the W extremity of **Pulau Mentangor** (4˚14'N., 100˚32'E.), about 1 mile SSW near the middle of this bay, about 0.1 mile from its head, is Pulau Giam, a steep wooded islet.

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

The E coast of Pulau Pangkor trends S from **Batu Jambol** (4˚14'N., 100˚35'E.) to the shallow bay in which lies **Port Pangkor** (4˚13'N., 100˚35'E.) (World Port Index No. 49890).

The settlement at Pangkor has a small jetty with a depth of 6.1m 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** (4˚12'N., 100˚32'E.).

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

Depths—Limitations.—There are three channels leading to the main fairway of Sungai Dinding and then to Lumut, namely, North Channel, North West Entrance, and Selet Dinding.

North Channel leads from Tanjong Hantu to Motts Point. North West Entrance leads S of Beting Batu Malang and the N coast of Pulau Pangkor.

Selat Dinding leads from South Entrance close to the E coast of Pulau Pangkor.

Selat Dinding is the channel most used by deep draft vessels calling at Lumut. A least depth of 11m is charted 0.5 mile NNE from South East Point Light. All three channels meet at River Passage, 0.75 mile W of Motts Point.

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

Caution.—Lesser depths than charted have been reported (1993) in the dredged part of North West Entrance.

2.5 Lumut (4˚14'N., 100˚38'E.) is approached through River Passage and Sungai Dinding, which has been reported (1998) to have been dredged to a depth of 12m.

Flour Mill Wharf (4˚16'N., 100˚38'E.) has 167m of berthage 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.

Pilotage.—Pilotage is compulsory and is available 24 hours. The pilot boards S of Pulau Pangkor in 4˚10.5'N, 100˚35.0'E. A notice of arrival should be sent through the agent 72 hours in advance.

Anchorage.—Anchorage may be obtained approximately 0.7 mile S of Southeast Point Light in about 22m.

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

Entry is prohibited in the area centered about 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.

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

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** (4˚14'N., 100˚35'E.).

Continue N maintaining the same distance off Tomb Point, Hospital Rock, and Batu Jambol. Then alter course to cross the bar of River Passage.

Pulau Tukun Perak (Fairway Rock) (4˚08'N., 100˚33'E.) 5.5m high lies about 4 miles SSW of Southeast Point, Pulau Pangkor.

A wreck, with a depth of 9.5m, lies 1.75 miles ENE of Fairway Rock.

Kepulauan Sembilan

2.6 Pulau Agas (4˚04'N., 100˚35'E.), 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.

White Rock (4˚00'N., 100˚30'E.), 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, 260˚ from White Rock; a racon is situated at the light.

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.

Pulau Jarak (3˚59'N., 100˚06'E.) lying near the middle of the Strait of Malacca, about 25 miles W of Kepulauan Sembilan (Sembilan Islands), 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.

Tanjong Katak to Tanjong Beras Basah

2.7 Tanjong Katak (4˚09'N., 100˚37'E.) is low and continues to the entrance of Sungai Perak (Perak River), located about 14 miles SSE of Pulau Pangkor.

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

Tanjong Beras Basah (4˚00'N., 100˚43'E.) the S point of the approach to Sungai Perak, is fronted by sandbanks partly dry at LW to a distance of 3.5 miles in a NW direction. Sungai Perak is navigable to Tuluk Intan, 30 miles inland for those vessels able to clear the shallow depth in the approach.

2.8 Bagan Datoh (Datok) (3˚59'N., 100˚47'E.) (World Port Index No. 49911) is situated on the bank of 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 Sungai Perak.

Tides—Currents.—At the mouth of 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 H 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.

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.

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

2.9 **Teluk Intan** (Anson) (4˚01'N., 101˚01'E.) (World Port Index No. 49910) is on the right bank of the river about 30 miles from the entrance. Above Telok Anson the river shoals rapidly, and is used only by small craft.

Sungai Bernam (Bernam River) (3˚51'N., 100˚49'E.) is located about 12 miles SSE of Tanjong Beras Basah. Tidal currents are strong in the river and only small craft with local knowledge should attempt to enter.

Between **Kuala Bernam** (3˚50'N., 100˚47'E.) and **Kuala Selangor** (3˚20'N., 101˚14'E.), about 39 miles SE, the coast is low and fringed with mangroves. The mudbanks 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** (3˚47'N., 100˚49'E.) 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.

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

Kuala Selangor (3˚21'N., 101˚15'E.) (World Port Index No. 49920) is conspicuous by the light structure and various small buildings at the foot of a hill.

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

Kuala Selangor to Port Kelang

2.10 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 mudbank, which dries, extending about 1 mile offshore, gradually closing the coast at the S end.

Offshore Dangers

2.11 **North Sands** (3˚05'N., 101˚01'E.) comprises various sandbanks and spits lying in a general NW and SE direction between Angsa Bank and One Fathom Bank. The ports within these sandbanks are Batu Kineing, Blenhiem Shoal, and Goldfish Bank.

These three areas can be best seen on the applicable chart and a 1.8m wreck lies about 6 miles NW of Blenheim Shoal.

One Fathom Bank (2˚53'N., 100˚59'E.) is a detached patch with depths from 3 to 10m and which extends 5 miles in a NW direction reaching a mile in width. One Fathom Bank Lighthouse is situated 0.6 mile from the SE extremity of the bank. A stranded wreck is situated about 0.7 mile NW of the lighthouse.

Caution.—Vessels are advised not to navigate within 0.5 mile of One Fathom Bank Lighthouse due to unlit obstructions.

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

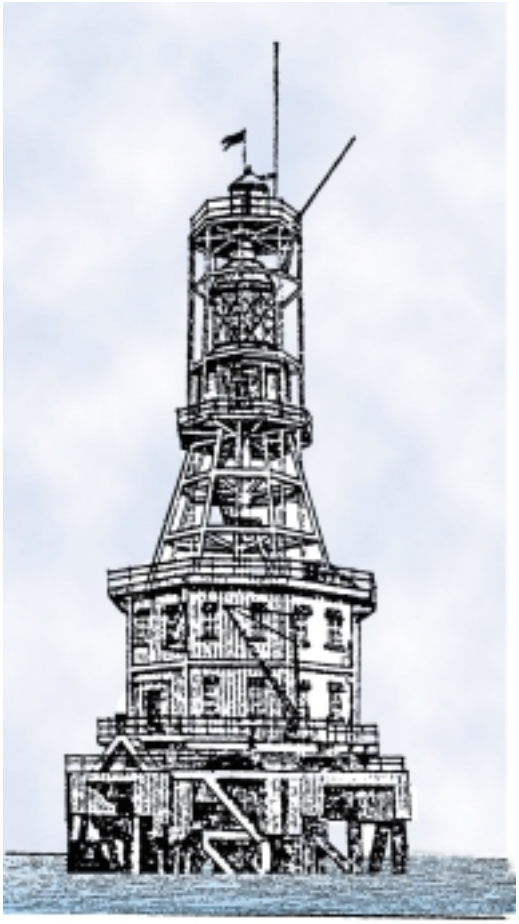
An IMO-adopted Traffic Separation Scheme (TSS) has been established in the vicinity of the One Fathom Bank in conjunction with the adoption of the Strait of Malacca and Singapore Routing System.

A dangerous wreck, marked by a lighted buoy (2˚16.1'N., 101˚47.8'E.), lies in the SE bound lane of the Traffic Separaration Scheme.

Selat Kelang Utara—North Approach

2.12 The N approach is bounded on the W side by Angsa Bank, which extends 25 miles in a NW direction from **Pulau Kelang** (3˚04'N., 101˚19'E.), and on the E by the extensive mudbank with rocks above water in places, fronting the coast S of 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.



One Fathom Bank Lighthouse

Angsa Bank North Cardinal Lighted Float (3˚20'N., 101˚00'E.) is moored off the NW end of Angsa Bank, about 15 miles W of Kuala Selangor Lighthouse. 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** (3˚11'N., 101˚13'E.) the vessel should steer for it, bearing 154˚ until about 4 miles from it.

Bukit Jugra (2˚50'N., 101˚26'E.), a hill, just open E of Pulau Angsa, bearing 150˚, will lead between the W mudbank and **Batu Penyu** (3˚14'N., 101˚13'E.). 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 11.1m.

The lighthouse at Pulau Angsa is linked by VHF with the Harbor Master'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** (3˚20'N., 101˚14'E.).

South Approach

2.13 Selat Kelang Selatan (2˚57'N., 101˚18'E.), 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** (2˚55'N., 101˚16'E.). 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 (PA) is reported in 2˚51'00"N, 101˚11'23"E.

Port Kelang (Klang) (3˚00'N., 101˚24'E.)

World Port Index No. 49930

2.14 Port Kelang (Klang) is the principal port of Malaysia and the nearest port to the capitol of Kuala Lumpar, which lies 40 miles to the E. The port is situated on the west 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.

The port consists of **South Port** (3˚00'N., 101˚24'E.) and the wharves of North Port on the E side of Selat Kelang Utara, about 2.25 miles N.

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 H 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.

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

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.

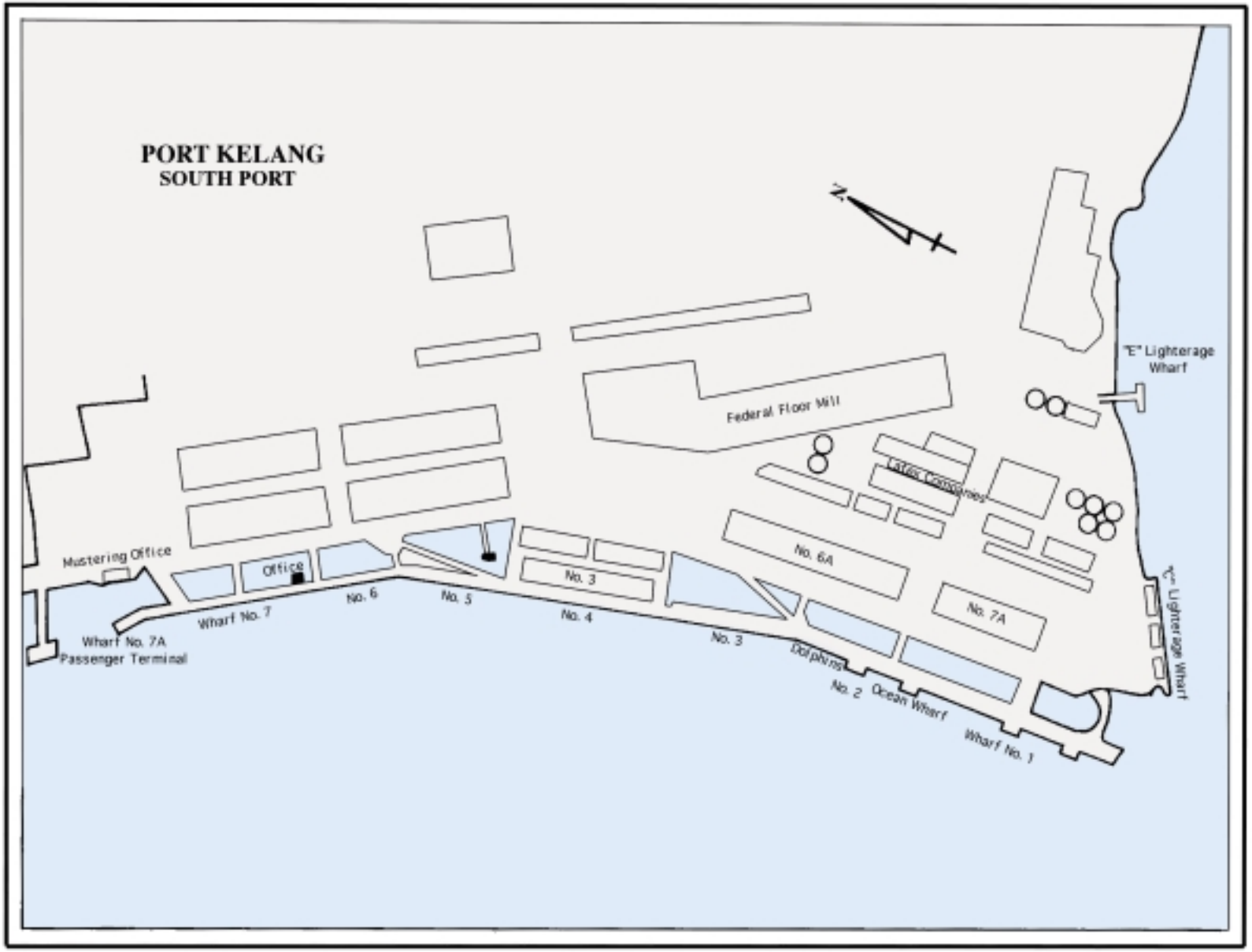
Tidal conditions govern movements of all vessels that are over 91m. At the N extension wharves container ships of 289m can berth. The accompanying table provides a detail on the facilities at Port Kelang.

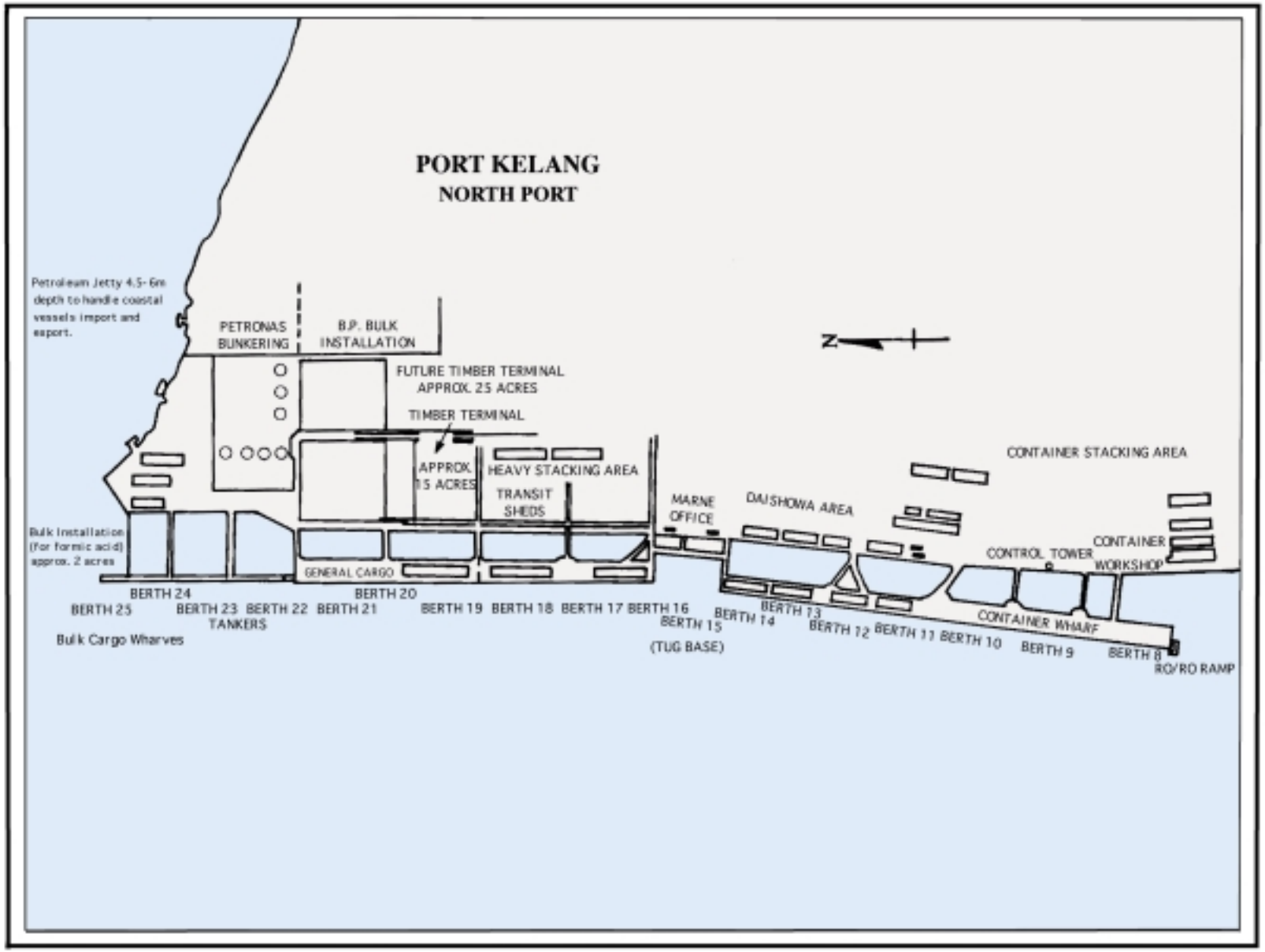
Pilotage.—Pilotage is compulsory for all vessels 28m long and over and is available 24 hours. The vessel's ETA should be sent 7 days in advance. The vessel's agent orders pilots 2 hours before the vessel's arrival, stating:

1. Vessel's ETA.
2. Length.
3. Draft.
4. Point of entry.
5. Time pilot service is required.

Pilots board, as follows:

1. Northern Approach—0.8 mile N of Pulau Angsa Light.
2. Southern Approach—0.8 mile S of Pintu Gedong Lighted Buoy.


PORT KELANG
SOUTH PORT
N
"E" Lighterage Wharf
Federal Floor Mill
Latex Companies
No. 6A
No. 7A
"C" Lighterage Wharf
Mustering Office
Office
No. 3
No. 6
No. 5
No. 4
No. 3
Wharf No. 7
Wharf No. 7A
Passenger Terminal
Dolphins
No. 2
Ocean Wharf
Wharf No. 1


PORT KELANG
NORTH PORT
Petroleum Jetty 4.5-6m depth to handle coastal vessels import and export.
PETRONAS BUNKERING
B.P. BULK INSTALLATION
FUTURE TIMBER TERMINAL APPROX. 25 ACRES
TIMBER TERMINAL
APPROX. 15 ACRES
HEAVY STACKING AREA
TRANSIT SHEDS
MARINE OFFICE
DAISHOWA AREA
CONTAINER STACKING AREA
CONTROL TOWER
CONTAINER WORKSHOP
Bulk Installation (for formic acid) approx. 2 acres
GENERAL CARGO
BERTH 24
BERTH 25
BERTH 23
BERTH 22
BERTH 21
BERTH 20
BERTH 19
BERTH 18
BERTH 17
BERTH 16
BERTH 15
BERTH 14
BERTH 13
BERTH 12
BERTH 11
BERTH 10
BERTH 9
BERTH 8
TANKERS
Bulk Cargo Wharves
(TUG BASE)
CONTAINER WHARF
RO/RO RAMP

Regulations.—The following regulations are in effect within the limits of Port Kelang: No vessel or small craft shall anchor in the fairway of the mouth of the Sungai Kelang.

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.

PORT KELANG PORT FACILITIES — NORTH PORT			
Berth	Length	Depth	Type of Cargo
8	213m	11.0m	Ro-Ro
9	320m	13.4m	Containers
10	320m	13.4m	Containers
11	176m	13.2m	General cargo/sugar
12	176m	9.1m	General cargo/sugar
13	176m	9.1m	General cargo/sugar
14	176m	9.1m	General cargo/sugar
15	213m	11.5m	General cargo
16	213m	11.6m	General cargo
17	213m	11.6m	General cargo
18	213m	11.6m	General cargo
19	213m	11.6m	General cargo
20	213m	11.6m	General cargo
21	213m	11.6m	General cargo
22	213m	11.6m	General cargo
23	213m	11.6m	General cargo
24	213m	11.0m	General cargo
25	213m	11.0m	General cargo

PORT KELANG PORT FACILITIES — SOUTH PORT			
Berth	Length	Depth	Type of Cargo
1	176m	10.0m	Bulk liquid
2	176m	10.0m	Bulk liquid
3	167m	10.0m	Bulk liquid
4	146m	9.1m	Bulk grain
5	106m	6.1m	Coastal
6	91m	5.5m	Coastal
7	94m	5.5m	Coastal
7A	94m	5.5m	Coastal

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.

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.

A Master of a vessel of less than 75 tons may, on application to the Harbor Master, be granted an exception to this regulation.

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** (3˚00'N., 101˚22'E.) at the same time, the vessel stemming the tide shall give way to the vessel with the following tide and allow her to enter Port Kelang (South Port) first.

Anchorage.—Anchorages can be obtained over all parts of the N approach in convenient depths, the bottom being of mud and sand. Vessels awaiting a pilot, may anchor 1 mile E of Pulau Angsa, or in the S approach, 0.5 mile S of Seaward Bar buoy. Within the harbor limits, anchor as instructed by the Harbor Master.

Sungai Kelang, the mouth of which is located about 0.2 mile NNW of Port Kelang (South Port), extends 30 or 40 miles inland. The river is narrow, tortuous, and is used only by small craft with a draft of 1.8m at HW, as far as the town of Kelang.

2.15 Selat Lumut (2˚53'N., 101˚17'E.) 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 mudbanks. Selat Lumut has not been surveyed in detail, but appears to be navigable by vessels of not more than 3m draft.

From **Tanjong Selat Lumut** (2˚52'N., 101˚17'E.), the S entrance point for Selat Lumut, the coast trends S and SE.

Construction of a new port is underway at Pulau Lumut, the island adjacent to Port Kelang. This new port will face the mainland so that the harbor is sheltered from the open sea, and linked to the mainland by a bridge. The approach channel will be dredged to a depth of 11.5m. An approach channel will be dredged to a depth of 11m. Initially, 1,000m of general cargo berths will be constructed.

In addition, there will be dolphin berths for petrochemical products and a lighterage for dangerous cargoes.

A second phase of construction will involve a further 1,200m of general cargo quays.

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