

## SAILING DIRECTIONS CORRECTIONS

**PUB 174**            **8 Ed 2000**            **LAST NM 1/02**

Page 16—Lines 1 to 51/L; read:

**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 (1993) in the dredged part of North West Entrance.

**2.5 Lumut** (4°14'N., 100°38'E.) (World Port Index No. 51615) is approached through River Passage and 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.

**Tides—Currents.**—The current through Selat Dinding sets S at a rate of 2 to 3 knots during spring tides. In 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.**—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.

**Lumut Naval Base** (4°14'N., 100°37'E.) 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** (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.

**Regulations.**—Entry is prohibited in the area centered on 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 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.

**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** (4°14'N., 100°35'E.). 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.

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

(PUBS 001/2002)

5/02