



PORT KLANG MALAYSIA

MARINE INFORMATION HANDBOOK

Disclaimer

This Guide was compiled by Port Klang Authority in collaboration with Northport (Malaysia) Bhd. and Westports Malaysia Sdn. Bhd.

The information contained in this Guide is produced in good faith and while every effort has been made to ensure that the information is correct at the time of publication no warranty is given as to its accuracy.

More detailed information can be obtained by contacting the Marine Manager, Port Klang Authority

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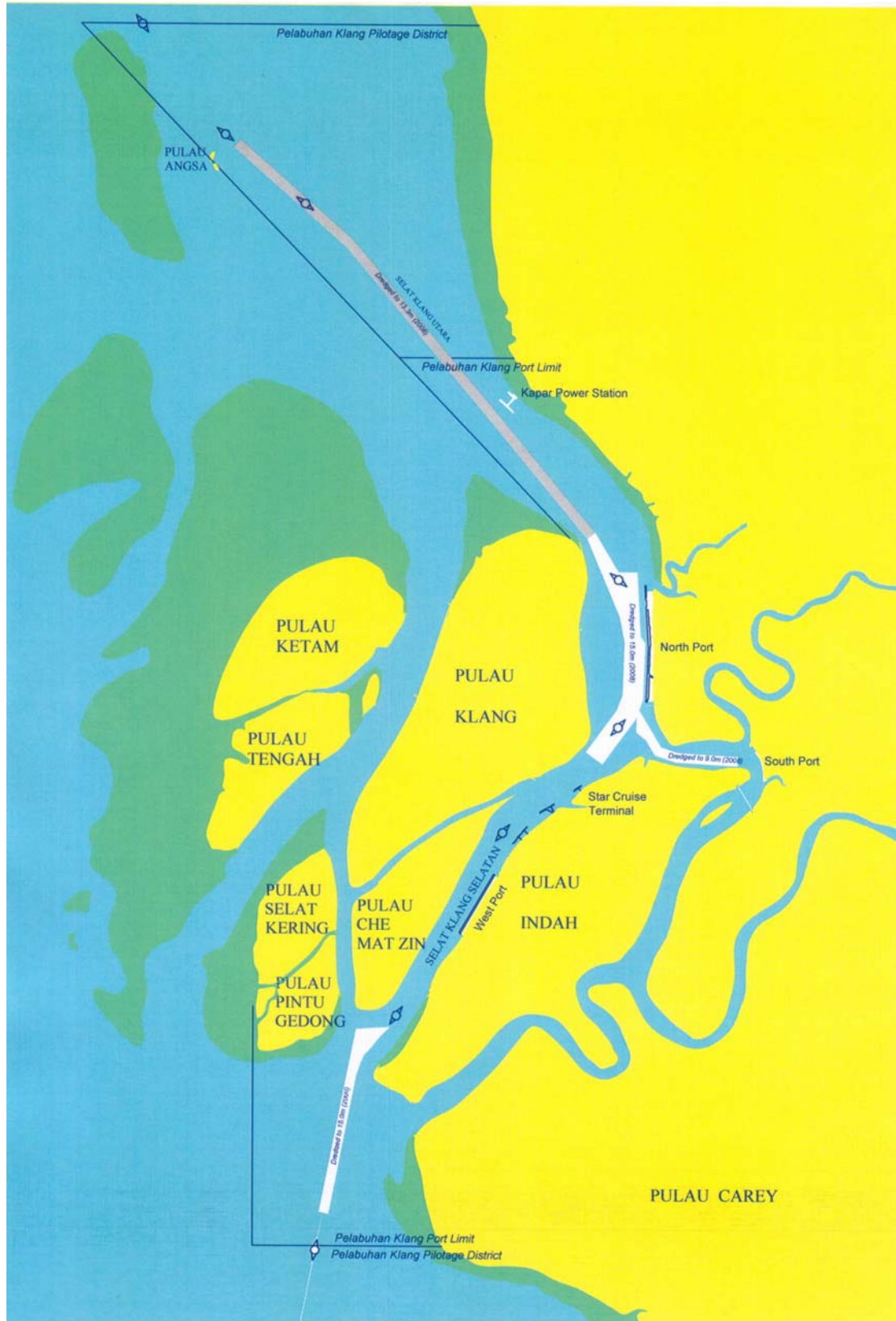
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General Layout Plan & Radio Reporting Points



1. GENERAL

PORT KLANG

Position	:	Lat. 03°00'N, Long. 101°24'E
Time Zone	:	GMT + 8 hrs
Navigational Charts	:	MAL 5300, 5307, 5322 BA 2139, 2152, 2153, 2155
Admiralty Pilot	:	Vol. 44

1.1 LOCATION & GENERAL OVERVIEW

Port Klang is Malaysia's principal gateway and busiest port, situated on the West coast of the Malaysian peninsula, due W of the nation's capital Kuala Lumpur at the North end of the Straits of Malacca. It is well sheltered by surrounding islands which forms a natural enclosure. The port is well linked to other parts of the country by a network of road and rail connections and is located about 70 km from the Kuala Lumpur International Airport (KLIA).

Port Klang is served by three major gateways called North Port, South Port (Southpoint) and Westports. There are 18 berths in North Port, 8 in South Port and 23 in Westport. In addition, the Kapar Power Station operates 2 berths while Star Cruises Terminal operates 3 berths.

1.2 GENERAL DIRECTIONS FOR NAVIGATION

The General Directions, rules and regulations pertaining to safety of navigation are in accordance to Port Authorities Act, Merchant Shipping Ordinance and Regulations, Port Klang Authority By-Laws, Pilotage By-Laws, International Regulations for Prevention of Collisions At Sea 1972 and IALA Buoyage System A. In addition, special provisions are also issued from time to time by the Port Officer and The General Manager of the Port Authority to enhance the safety of navigation within the port.

Approaches

Port Klang can be approached via the Southern or Northern entrances.

The Northern Pulau Angsa Approach

The Northern Pulau Angsa Approach lies between the mainland on the east and a vast area of mudflaps and sandbanks known as Angsa Bank on the west. The approaches are marked by 2 major lighthouses i.e. Kuala Selangor and Pulau Angsa in addition to a number of beacons and buoys, viz. Angsa Bank North Cardinal Mark, Penyu Buoy, and Batuan Penyu Beacon. The Pulau Angsa dredged channel is currently maintained at a depth of 11.3 metres with a width of 365 metres.

The Southern Pintu Gedung Approach

The Southern Pintu Gedung approach lies off the adjacent North Bound Lane of the Malacca Straits Traffic Separation Scheme. The approach is well marked by Bukit Jugra Lighthouse, Tg. Rhu Lt. Beacon and South Fairway Buoy. The Pintu Gedung access channel was deepened to 16.5 metres and widened to 500 metres in December 2009 and is well marked by navigational buoys.

1.3 ANCHORAGES

Outer Anchorages

South Channel

Vessels awaiting berthing instructions may anchor west of the South Fairway buoy. However vessels are prohibited from anchoring within 1 nm radius of the South Fairway buoy.

North Channel

Recommended anchorage for vessels awaiting pilot is about 0.5nm east the of pilot boarding ground where depths of between 15m – 22m are available. Vessels are prohibited from anchoring between the Pilot Boarding Ground and the entrance to the North Channel.

Inner Harbour Anchorage Areas

(Refer to charts BA 2152 or MAL 5307)

Four designated anchorages are available within the inner harbour. Each anchorage has limitation in terms of types of vessels, maximum LOA and maximum draft permissible.

Deep Water Point (North)

Area north of the line between buoy 14 and the mainland extending up to a line between buoy 10 and mainland. Maximum LOA is 200 metres and a permissible draft of not more than 10 metres.

Deep Water Point (South)

Area north of Tiram buoy until buoy 13. Maximum LOA is 180 metres and permissible draft of not more than 8 metres. Tankers are prohibited from anchoring in this area.

Deep Water Point (Reserve)

Area NE of Tg. Sarang Lang until Tiram Buoy

Maximum LOA is 120 metres with a maximum draft of 8 metres.

Northshore Anchorage

Area north of Tg. Agas Buoy adjacent to South Port Approach Channel. Coastal vessels other than tankers, of LOA not more than 90 metres and draft not more 4 metres may anchor in this area.

Special Anchorages

Special Anchorage 'A'

Posn: Buoy No.8 brg 265° (T) dist 0.25 nm

Max. LOA : By arrangement

Purpose: Explosive anchorage

Lay-up anchorage

Any other special purpose

Special Anchorage 'B'

Position: Buoy No. 10 brg.166° (T) dist 0.35 nm

Max LOA 275 metres

Purpose; Lash ship operations

Ship to ship transfer

Any other special purpose

Quarantine Anchorage

Position: Deep Water Point South between Latitudes 03° 02.0'N and 03° 03.0'N

1.4 TIDES & TIDAL STREAMS

Standard Port : Port Klang (Lat 03° 02' Long 101° 21')

Ref: Admiralty Tide Tables Vol.3 & Malaysian Tide Tables Vol.1

HAT	6.1m
MHWS	5.27m
MHWN	3.89m
MLWN	2.52m
MLWS	1.15m
LAT	0.0m

Tidal ranges at Port Klang vary between 2 metres during neaps and 5.5 metres during springs. Lowest Astronomical Tide recorded is 0.0 metre while the Highest Astronomical Tide recorded is 6.1 metre.

Tidal streams in the Klang Straits generally set in the Southerly direction at a rate of 1 to 3 knots during flood tide and in the northerly direction during ebb tide at a rate of 1.5 to 3 knots.

At Northport, the maximum rate of tidal stream is attained 1 hour before LW and HW. The tidal stream changes direction about 2 hours after LW and HW. At Southport, maximum tidal stream is attained at HW and LW. The tidal stream changes direction 1 hour after HW and LW. At Westport, the maximum tidal stream is attained at LW or HW and the tidal stream changes direction 2½ - 3 hours after LW and HW.

Tidal streams at the wharves in general run parallel to the wharfline.

1.5 WATER DENSITY

Water density ranges from 1.020 to 1.025 .

1.6 UNDER KEEL CLEARANCE

The recommended minimum under keel clearance within ports water is :-

- i. 1.0 metre for vessel of LOA not exceeding 200 metres and / or draft not exceeding 10 metres
- ii. 1.5 metres for vessel of LOA exceeding 200 metres and / or draft exceeding 10 metres
- iii. 1.0 metres for all vessels in Labuhan Gurap and Anchorage Reach channels
- iv. 0.5 metres for all vessels at berths

1.7 SPEED RESTRICTION

All vessels shall navigate at a safe speed and in no case exceed 12 knots. Vessels navigating within 300 metres of wharves or other mooring structures shall not exceed 8 knots.

2. PILOTAGE

2.1 PILOTAGE LIMITS

The area constituting the pilotage district of Port Klang comprises all waters within the following limits:

Northern Limits

A line from beacon B running Northwest towards Pulau Angsa Lighthouse until it intersects Lat 03° 13' 47" N, hence extending due east along this latitude passing through Batu Penyu Beacon until it meets the mainland.

Southern Limits

A line from Tanjung Rhu running west along Lat 02° 50' 21" N until it intersects long 101° 14'E hence extending due north along this longitude until it meets Pulau Pintu Gedong.

It includes all waters in the Klang Straits, Selat Lumut, Sungai Puloh, Sungai Klang, Sungai Aur, Sungai Langat and other waterways contained within the Lat 2° 50'21"N and 3° 13'47" N and westward towards the coast from Long 101 28' 30" (which passes through Connaught Bridge), including all piers, jetties, landings, wharves, quays, docks and other similar works whether within or without the line of high water mark, subject to the rights of private property therein.

Port Klang is declared a Compulsory Pilotage District. All vessels entering, leaving or navigating within the limits are required to engage a licenced pilot. However, Government vessels, fishing vessels, harbour service crafts and vessels below 28 metres LOA are exempted from compulsory pilotage. Vessels that call regularly at Port Klang may also apply for pilotage exemption for movements other than to and from wharves subject to conditions as stipulated by the Authority (Pls refer to PKA Notice No. 3/2004).

2.2 PILOT BOARDING GROUNDS

North Channel Boarding Ground

The pilot boarding ground is at Lat 03° 12.0' N Long. 101° 13.1' E which is about 1 nm north of Pu. Angsa Lt.

South Channel Boarding Ground

The pilot boarding ground is at Lat 02° 50.7'N Long 101° 15.4'E, which is about 0.5nm northeast of the South Fairway Buoy.

2.3 PILOTAGE SERVICES

Pilots are available 24 hours a day. Pilotage services are provided by Northport (M) Bhd and Westports Sdn. Bhd. The former operates the Northport and Southpoint Terminals while the latter operates the Westport Terminal. Each operator is licenced to provide pilotage services to stipulated areas as below:

Northport (M) Bhd Pilots – *NORTHPORT PILOTS*

Vessels calling and departing berths operated by Northport (M) Bhd at Northport and Southpoint;

Vessels calling and departing Kapar Power Station, Star Cruises Terminal and private jetties within Sg. Klang and Sg. Puloh;

Vessel bound for inner anchorages from pilot stations and vice-versa;

Vessels shifting from Westport berths to Northport berths;

Vessels shifting from inner anchorage to Northport berths and vice-versa;

Vessels shifting from Westport to inner anchorages.

Westports Sdn. Bhd. Pilots – *WESTPORTS PILOTS*

Vessels calling and departing berths operated by Westports at Westport;

Vessels shifting from Northport and Southpoint berths to Westport berths;

Vessels shifting from inner anchorages to Westport.

Northport Pilot Control : Call Northport Pilot Office VHF Ch:12
Ph : 03-31698910 Fax: 03-31698006

Westports Pilot Control: Call Westports Pilot Office VHF Ch:12
Ph : 03-31694022 (direct line)
03-31694000 ext:481
Fax : 03-31694131

Pilot Boats

Northport operates a fleet of 5 pilot boats while Westports operates 4 boats. All boats are painted white or international orange and have the word 'PILOT' distinctively marked on the hulls and at night display a white over a red light. All pilot boats maintain listening watch on Ch 12.

i. NORTHPORT MALAYSIA BHD (NMB)

1.	Port Facility Name	NORTHPORT
2.	Operator	NORTHPORT (MALAYSIA) BERHAD
3.	Operation Address	P.O.Box 234, 42009 Port Klang Selangor Darul Ehsan
4.	Port ID No.	
5.	Grid Reference	Latitude 03° 01'N / Longitude 101° 22.0'E
6.	Statement of Compliance	
7.	MARITIME FACILITY SECURITY OFFICER	MOHD FAIZ BIN ISMAIL
MFSO COMMUNICATIONS		
8.	Telephone (Ops) Fax No. e-mail	603-31698953 603-31698002 mfaiz@northport.com.my
MFSO CONTACT NO		
9.	MOHD FAIZ BIN ISMAIL I (PFSO)	H/Phone : - Telephone : 603-31698953

ii. WESTPORTS MALAYSIA SDN. BHD.

1.	Port Facility Name	WESTPORTS, PORT KLANG, MALAYSIA
2.	Operator	WESTPORTS MALAYSIA SDN BHD
3.	Operation Address	P.O.Box 266, Pulau Indah , 42009 Port Klang Selangor Darul Ehsan
4.	Port ID No.	20367/ IMO Code = MYPKG
5.	Grid Reference	Latitude 02° 57'N / Longitude 101° 18.5'E
6.	Statement of Compliance	017/6105-BA/5/2004
7.	MARITIME FACILITY SECURITY OFFICER	AP/DSP Mjr (R) Manisegaran Vadivel
MFSO COMMUNICATIONS		
8.	Telephone (Ops) Fax No. e-mail	603-31694000 603-31694128 mani@westports.com.my
MFSO CONTACT NO		
9.	AP/DSP Mjr (R) Manisegaran Vadivel (PFSO)	H/Phone : 6012-3836249 Telephone : 603-31694051

iii. **PORT KLANG CRUISE TERMINAL SDN BHD (STAR CRUISES)**

1.	Port Facility Name	STAR CRUISES TERMINAL, PORT KLANG, MALAYSIA
2.	Operator	PORT KLANG CRUISE CENTRE SDN. BHD.
3.	Operation Address	P.O.Box 288, Pulau Indah , 42009 Port Klang Selangor Darul Ehsan
4.	Port ID No.	
5.	Grid Reference	Latitude 02° 59'N / Longitude 101° 20.5'E
6.	Statement of Compliance	
7.	MARITIME FACILITY SECURITY OFFICER	Mr. Nicholas Benedict Barry
MFSO COMMUNICATIONS		
8.	Telephone (Ops) Fax No. e-mail	603-31011333, 603-31092192 603-31011271 nicholas@starcruises.com
MFSO CONTACT NO		
9.	Mr. Nicholas Benedict Barry (MFSO)	H/Phone : 6012-3814120 Telephone : 603-31092192

iv. **SULTAN SALAHUDDIN ABDUL AZIZ POWER STATION JETTY (KAPAR POWER STATION)**

1.	Port Facility Name	SULTAN SALAHUDDIN ABDUL AZIZ POWER STATION
2.	Operator	KAPAR ENERGY VENTURE SDN. BHD
3.	Operation Address	P.O.Box 220 42200 Kapar Selangor Darul Ehsan
4.	Port ID No.	
5.	Grid Reference	Latitude 03° 06.5'N / Longitude 101° 19'E
6.	Statement of Compliance	
7.	MARITIME FACILITY SECURITY OFFICER	Abd. Karim Bin Harun
MFSO COMMUNICATIONS		
8.	Telephone (Ops) Fax No. e-mail	603-32508801 Ext 665/603 603-32507617 / 603-32503370 karim@kaparenergy.com.my
MFSO CONTACT NO		
9.	Abd. Karim Bin Harun (MFSO)	H/Phone : 6019-2368305 Telephone : 603-32508801 Ext 665/ 603

3.3 NOTIFICATION OF ARRIVAL / DEPARTURE TO MARINE DEPARTMENT

The procedures for arrival / departure and port clearance online are as follows:-

- i. Data entry for MSS 1 (arrival) and MSS 2 (departure) into application system will be made at company's own premise (shipping agent);
- ii. For first transaction with the Marine Department, statutory documents (or changes made thereto) must be verified for its authenticity by officers of the Marine Department at their premise. For subsequent transaction, the application can be made at the company's own premise via internet;
- iii. There is no collection of fees except that all existing fees must be paid in full before port clearance is transmitted to the relevant party ; and
- iv. Document for port clearance can be printed at company's own premise prior to submitting to Jabatan Kastam Di Raja Malaysia.

Contact information

Unit Perkhidmatan Pelabuhan
Bahagian Hal Ehwal Pelaut & Pelabuhan
Ibu Pejabat Laut, Semenanjung Malaysia
Peti Surat 12
42007 Port Klang
Tel: 03-3346 7777 Fax: 3168 5289
e-mail: kpgr@marine.gov.my
<http://www.marine.gov.my>

3.4 IMMIGRATION CLEARANCE

Vessels arriving from foreign ports are required to obtain immigration clearance before commencing cargo operations or passengers / crew are permitted ashore. Masters or agents are required to submit crew list and / or passenger list to immigration authorities at least 10 hours before arrival of vessel. **Cargo vessels requiring immigration clearance must display numerical flags two above five by day and all round lights red over white or green over green by night. Passenger vessels shall display numerical flags three over four by day and similar lights as cargo vessels by night.** Immigration officials will normally board vessels on arrival at berths although clearance is also occasionally done at inner anchorages upon request by agents.

Contact Information:

Port Klang Immigration Office
2nd Floor, Bangunan NTS
Persiaran Raja Muda Musa
42000 Port Klang
Tel: 03-3168 8166
Fax: 3167 7930

Immigration Office Northport
Tel: 03-3176 3472
Fax: 03-3176 2886

Immigration Office Westport
Tel: 03-3101 1570
Fax: 03-3101 157

3.5 HEALTH CLEARANCE

Shipping agents are required to submit forms PKP 02 / PKP 03 to Port Health Office at least 24 hours before the arrival of the vessels to know the status of the ships. Shipping agents are required to fill the following particulars in the form:

- i. Last three ports visited within 14 days
- ii. Validity of Deratization Exemption Certificate (DEC)/ Deratization Certificate (DC)
- iii. Any passenger or crew sick on board
- iv. Any stowaway on board

A status (Free or Quarantine) would be given to the ships

Quarantine Vessels - Vessels that are arriving from endemic areas of Yellow Fever and Plague or in other condition which might constitute any public health risks will be boarded and inspected by the Health Officer on arrival on the berth (In some cases vessel may be inspected at designated quarantine anchorage) . Such vessels shall display Yellow Flag (day) / Red over White Light (night). These vessels require Free Pratique and Port Health Clearance before commencing work or any other authority could board the ships. Documents that are needed before Free Pratique and Port Health Clearance are issued are Maritime Declarations of Health, Crew Lists, Voyage Memo and copy of the DEC.

Free Vessel - Vessels that are deemed healthy will be given Provisional Pratique into the port and the Master/Shipping agents are required to submit the Maritime Declaration of Health, Crew List, previous ports called and copy of Deratting Exemption Certificate (DEC) within 6 hours of arrival to obtain Health Clearance to allow vessels to sail. The port health office also provide services for the renewal of DEC and issuance of Deratting Certificate (DC)

Contact Information

Port Health Office
Persiaran Raja Muda Musa
42000 Port Klang
Tel: 03-3168 6364
Fax: 03-3168 4171

4. DEPARTURE PROCEDURES

4.1 PILOT REQUEST

Vessels departing from berths or inner anchorages to pilot station shall request for pilots at least 1 hour prior to departure. Vessels departing Kapar Power Station shall request for pilot at least 1½ hours prior to departure. Information required would include ETD, LOA, draft of vessel and point of exit (North or South Channel).

4.2 PORT CLEARANCE

No vessel is allowed to leave port without a valid port clearance issued by Royal Malaysian Customs Department.

5. SHIFTING PROCEDURES (WITHIN PILOTAGE LIMITS)

5.1 PILOT REQUEST

Vessels shifting within port limit shall request for pilots at least 1.0 hour prior to intended movement. Information required will be ETD, LOA, draft and destination berth/ anchorage.

(NB. Vessels shifting between Northport and Westport and vice-versa require 1.5 hour notice)

6. VESSEL TRAFFIC MANAGEMENT SYSTEM

Port Klang Authority operates a Vessel Traffic Management System (VTMS) for the pilotage district of Port Klang. The system is linked to the Malacca Straits Surveillance System and is supported by a network of radars, Automatic Identification System (AIS) and communication facilities.

Primarily, the area of jurisdiction of the VTMS is only within the pilotage district including the approaches to the North and South Channel. However the radar coverage extends up to 15 miles from the entrances.

The Control Centre is located at the 19th Floor of Westport Tower Block. Vessels within the coverage area are tracked by a network of 4 radars located at Pulau Angsa, One Fathom Bank, Bukit Jugra and VTMS Control Centre. Vessels due to arrive at pilot stations are identified and tracked in advance. ETA information is conveyed to the appropriate pilot control centres. Vessels are notified of pilot boarding and berthing information. Navigational information is also relayed to vessels under pilotage. (Please refer to Section 7 for Mandatory Ship Reporting System)

7. MANDATORY SHIP REPORTING SYSTEM

A Mandatory Ship Reporting system came into force on **01st March 2000** for **all vessels** entering, leaving and navigating within the Pilotage District of Port Klang. The aim of the reporting system is to ensure that the movement of traffic is monitored so as to enhance navigational safety within the waterway. In addition, traffic movements will also be coordinated with proper planning and communication. Masters and Pilots will also be provided with updated traffic and weather information.

a) The procedures for reporting are as follows:

Call : **PORT KLANG TRAFFIC**
VHF frequency : Ch 12
Tel : 603 - 31011512
Fax : 603 – 31011510

* Listening watch is also maintained on VHF Ch: 16

* Email: vtms@pka.gov.my

b) **ARRIVAL**

Vessels should call PORT KLANG TRAFFIC on Ch12, 2 hours before arrival and provide the following information:

- i. Name of vessel
- ii. Vessel callsign
- iii. LOA
- iv. GRT
- v. Maximum draft
- vi. Last Port

- vii. ETA
- viii. Point of Entry : Pintu Gedung (South Channel) or Pulau Angsa (North Channel)
(Vessels will be advised on availability of pilots)

c) DEPARTURE

Vessels should call PORT KLANG TRAFFIC on Ch12, 15 minutes before departure and provide the following information:

- i. Name of vessel
- ii. Berth number
- iii. ETD
- iv. Point of Exit (Pintu Gedung or Pulau Angsa)
- v. Next Port

Vessels leaving Port Klang via the South Channel shall report to Klang VTS on Ch 88 and vessels leaving via the North Channel shall report to Klang VTS on Ch 66. Please refer to ALRS Vol. 6 - Straits of Malacca & Singapore - Description of the mandatory Ship Reporting System (STRAITREP).

d) MOVEMENTS WITHIN THE PILOTAGE DISTRICT

Vessels should call PORT KLANG TRAFFIC on Ch12, 15 minutes before departure and provide the following information:

- i. Name of vessel
- ii. ETD
- iii. Point of departure
- iv. Destination

e) REPORTING POINTS (Please refer to attached chartlet on page 4)

Vessels should call PORT KLANG TRAFFIC on Ch12 when abeam of the following reporting points:

- I. Vessels approaching from the North
 - i. Batu Penyu Lt. Bn.
 - ii. Pulau Angsa Lt.
 - iii. Lt. Buoy No.1
 - iv. Lt. Buoy No.6
 - v. Lt. Buoy No.14
 - vi. Tail Lt. Buoy

- II. Vessels approaching from the South
 - i. South Fairway Lt. Buoy
 - ii. Pintu Gedung Lt. Buoy
 - iii. Lt. Bn. No.28 (First Point)
 - iv. Lt. Bn. No.25 (Second Point)
 - v. Lt. Bn. No.24 (Tg. Sarang Lang)
 - vi. Tail Lt. Buoy

8. NAVIGATIONAL CHANNELS AND BERTHS

8.1 DREDGED CHANNELS

All soundings are reduced to Chart Datum (LAT)

Channel	Length	Width	Depth
Pulau Angsa (North)	11.0nm	365m	11.3m
Pintu Gedong (South)	2.3 nm	500m	16.5m
Fairway Opposite Northport (Tg. Sarang Lang to Wharf 15)	3.5 nm	700m	15.0m
Fairway opposite Northport (Wharf 15 to Wharf 21)	1.0 nm	700m	13.0m
Approach Channel to Southport	2.6 nm	210m	7.5m

8.2 WHARVES

	Berth	Max Disp (T)	Length (m)	Depth (m)	Ht. of wharf above Chart Datum (m)
Southport	1 (Liquid Bulk)	40000	177	10.5	6.53
	2 (Liquid bulk)	40000	177	10.5	6.53
	3	23000	177	10.0	6.53
	4	20000	146	9.0	6.52
	5	6000	107	6.0	6.52
	6	6000	107	6.0	6.51
	7	6000	94	5.0	6.51
	7A	6000	94	5.0	6.51
	P7A		43	2.2	Pontoon

		Berth	Max Displacement (T)	Length (m)	Depth (m)	Ht. of Wharf above Chart Datum (m)
Northport	Container	8	40000	213	11.0	6.53
		9	60000	320	13.2	6.53
		10	120000	320	13.2	6.54
		11	100000	226	13.2	6.55
		12	120000	178	15.0	6.55
		13	120000	178	15.0	6.55
		14	120000	178	15.0	6.55
	Break Bulk	15	60000	244	13.0	6.56
	Container	16	60000	213	12.5	6.56
		17	80000	213	12.5	6.56
		18	80000	213	13.0	6.57
		19	80000	213	13.0	6.57
		20	80000	213	13.0	6.57
		21	80000	213	12.6	6.57
	Liquid Bulk	22	60000	213	11.6	6.57
		23	60000	213	11.6	6.57
	Bulk	24	80000	213	12.0	6.58
		25	80000	213	12.0	6.58

Terminal	Berth	Max Displacement (T)	Length (m)	Depth (m)	Height Above Chart Datum (m)	
Westports	Dry / Break Bulk	B1	80000	200	15.0	7.13
		B2	80000	200	15.0	7.13
		B3	80000	200	15.0	7.13
		B4	80000	200	15.0	7.14
		B5	80000	200	15.0	7.14
		B6	80000	200	15.0	7.14
	Container	B7	80000	300	15.0	7.15
		B8	80000	300	15.0	7.15
		B9	115000	300	15.0	7.15
		B10	115000	300	15.0	7.16
		B11	115000	300	15.0	7.16
		B12	115000	300	15.0	7.16
		B13	160000	300	15.0	7.16
		B14	160000	300	17.5	7.16
		B15	160000	300	16.5	7.16
		B16	160000	300	16.5	7.16
	Liquid Bulk	LBT1 (Inner)	15000	195	10.0	7.0
		LBT1 (Outer)	15000	195	10.0	7.0
		LBT2	80000	320	14.0	7.0
		LBT3	80000	305	14.0	7.0
		LBT4	130000	350	16.0	7.0
	Dry Bulk	Slag	78000	250	13.5	7.0
Cement		35000	285	12.0	7.0	

Terminal	Berth	Maximum Displacement (T)	Length (m)	Depth (m)	Height of wharf above chart datum (m)
Kapar	Coal Jetty	80000	335	14.5	7.77
	Oil Jetty	40000	245	14.5	7.77
Star Cruises	1	50000	350	12.4	7.20
	2	50000	190	8.5	7.20
	3	50000	120	10.8	7.20

9. TUGBOATS

Tug boats are provided primarily to assist vessels during berthing and unberthing operations. All tugs are also fitted with fire fighting equipment, towing lines and are also capable of deployment during oil spill clean-up operations.

9.1 USE OF TUGS FOR BERTHING / UNBERTHING

The minimum number of tugs recommended for each vessel during berthing and unberthing movements is stipulated as follows:

Vessels less than 140 metres LOA - 1 tug

Vessels above 140 metres LOA - 2 tugs

However shipmasters upon advice of the pilot may request additional tugs. Vessels fitted with bow / stern thrusters or twin screws or active rudders may apply for exemption of second tug. (Pls refer to PKA Notice No. 3/2004)

9.2 TUG FLEET

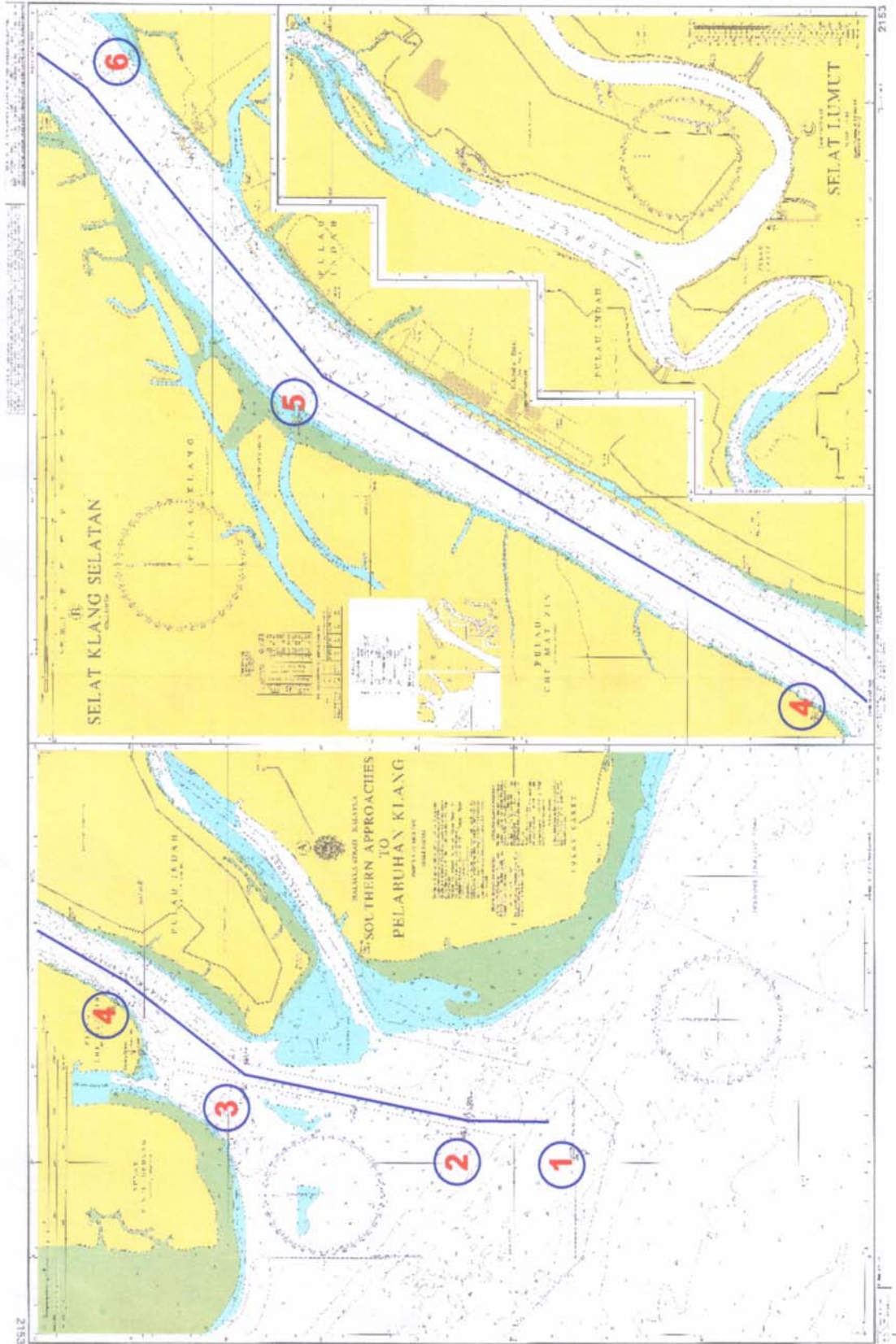
Northport maintains a fleet of 6 tugs with bollard pull between 40 and 45 tons.

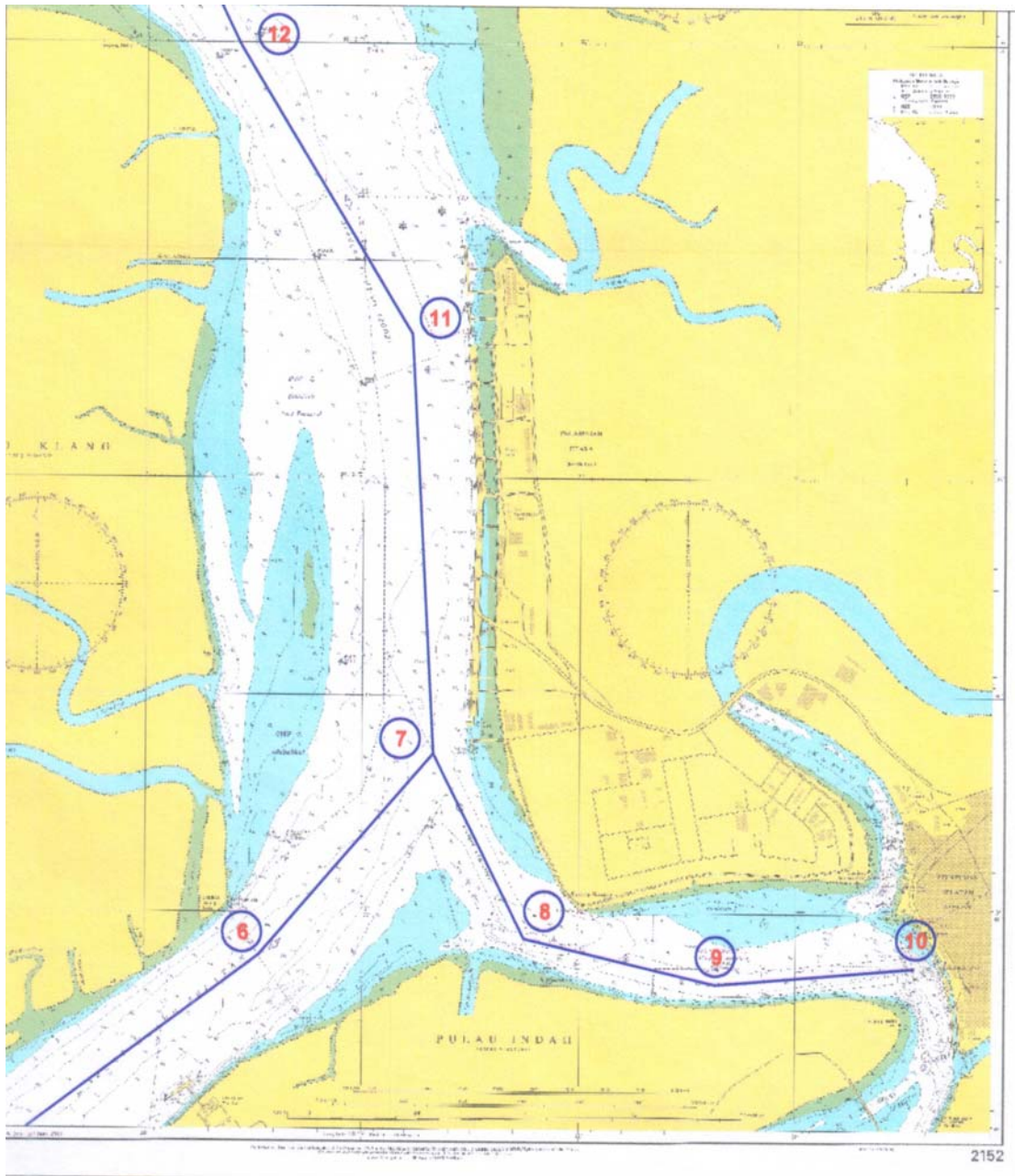
Westport maintains a fleet of 6 tugs with bollard pull between 40 and 60 tons.

10. PASSAGE PLANNING

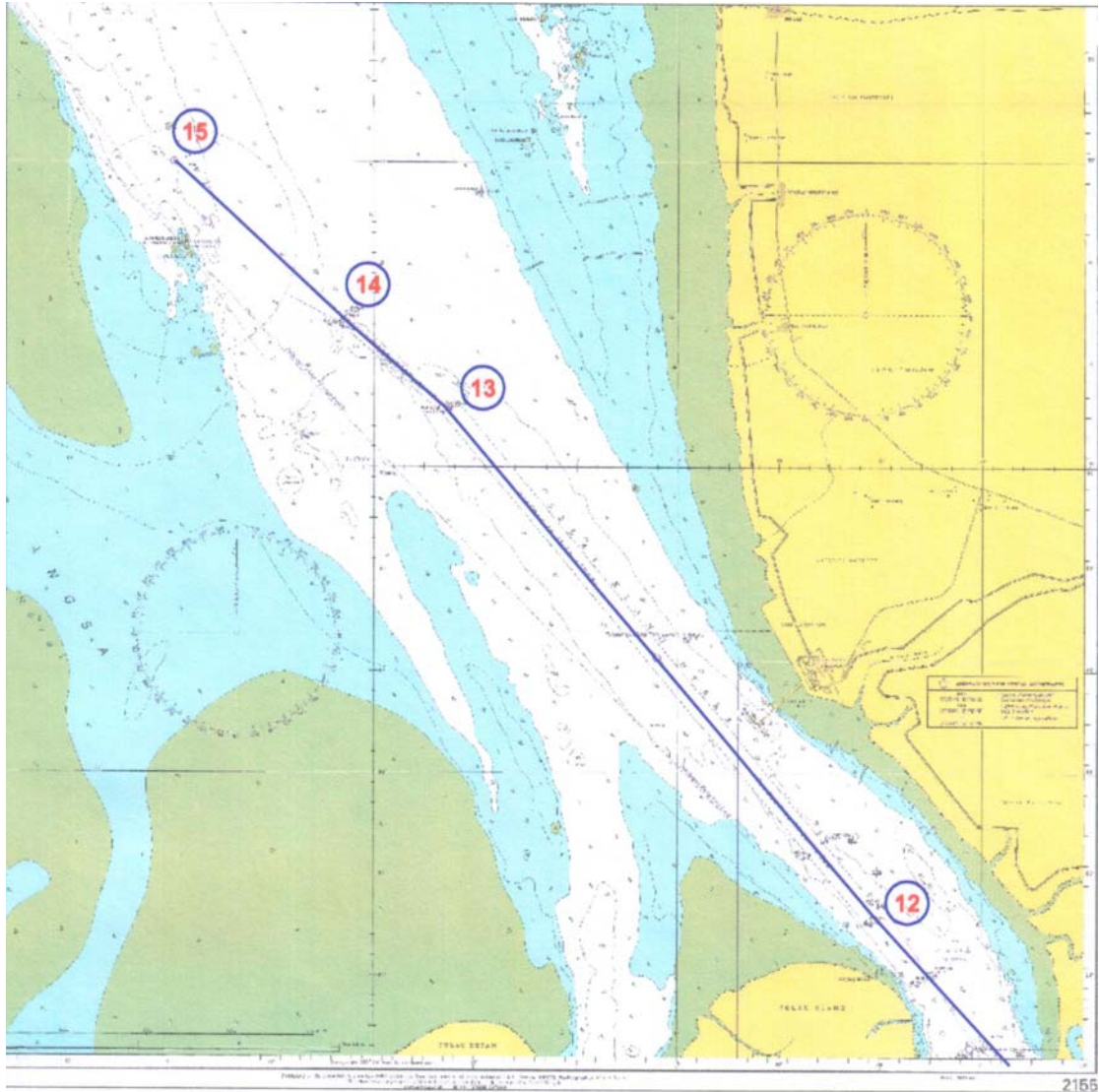
As guidance to Masters, passage planning information comprising of courses, distances, course alteration points (waypoints) and other navigational safety information for routes that are commonly used under pilotage have been included in this section. The waypoints are denoted by numerals in the attached chartlet. The passage plans are as follows:

Plan No	Passage	Arrival / Departure
01	South Boarding Ground to Westport	Arrival
02	South Boarding Ground to Northport	Arrival
03	South Boarding Ground to Southport	Arrival
04	Westport to South Boarding Ground	Departure
05	Northport to South Boarding Ground	Departure
06	Southport to South Boarding Ground	Departure
07	North Boarding Ground to Southport	Arrival
08	North Boarding Ground to Northport	Arrival
09	North Boarding Ground to Westport	Arrival
10	Southport to North Boarding Ground	Departure
11	Northport to North Boarding Ground	Departure
12	Westport to North Boarding Ground	Departure





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IMPORTANT NOTICE

Safe speed shall be observed throughout the passage plan. This speed will be consistent to safe navigation with regards to harbor regulations, prevailing circumstances and conditions including capabilities and limitations of the piloted vessel.

The Pilotage Passage Plan as shown above is merely a recommendation of the preferred route taken by vessels when navigating in the indicated area(s) and any Pilot or Master should exercise his own discretion and be prepared to depart from the Pilotage Passage Plan when circumstances dictate. Port Klang Authority shall not be liable for any losses, liabilities (whether accrued, absolute, contingent or otherwise), damages (payable to third parties), deficiencies, expenses, injury or death howsoever arising whether or not due to any form of reliance on or usage of any Pilotage Passage Plan or deviation thereof.

Waypoint numbers referred to in the passage plans are indicated on the chartlets on pages 21,22 and 23

ARRIVAL						
SOUTH BOARDING GROUND TO WESTPORT						
						PLAN NO. 01
WP	Description	Latitude	Longitude	Course	Dist	Remarks
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E	000° (T)	0.8'	<ul style="list-style-type: none"> Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) Pilot to brief Master on passage plan / emergency procedures
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	011° (T)	2.5'	<ul style="list-style-type: none"> Check vessel's drift
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	040° (T)	1.5'	<ul style="list-style-type: none"> Call for tugboat to stand by at Bn 27
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	030° (T)	3.8'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12. Make fast tug between Bn27 – wharf B01
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E			<ul style="list-style-type: none"> Report to Port Klang Traffic on completion of berthing

ARRIVAL						
SOUTH BOARDING GROUND TO NORTHPORT						
						PLAN NO. 02
WP	Description	Latitude	Longitude	Course	Dist	Remarks
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E	000° (T)	0.8'	<ul style="list-style-type: none"> Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) Pilot to brief Master on passage plan / emergency procedures
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	011° (T)	2.5'	<ul style="list-style-type: none"> ◆ Check vessel's drift
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	040° (T)	1.5'	
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	030° (T)	3.8'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12.
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E	050° (T)	2.3'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12. Call tug boats for standby at Tail buoy
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	040° (T)	1.0'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12.
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E			<ul style="list-style-type: none"> ◆ Make fast tug boats accordingly
						<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on completion of berthing

ARRIVAL						
SOUTH BOARDING GROUND TO SOUTHPORT						
PLAN NO. 03						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E	000° (T)	0.8'	<ul style="list-style-type: none"> Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) Pilot to brief Master on passage plan / emergency procedures
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	011° (T)	2.5'	◆ Check vessel's drift
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	040° (T)	1.5'	
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	030° (T)	3.8'	◆ Report to Port Klang Traffic on CH 12.
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E	050° (T)	2.3'	◆ Report to Port Klang Traffic on CH 12. Call tug boats for standby at Northshore
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	040° (T)	1.0'	◆ Report to Port Klang Traffic on CH 12.
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	154° (T)	0.9'	◆ Report to Port Klang Traffic on CH 12.
08	Off Tg Harapan Lt	2° 59.9'N	101° 21.73'E	104° (T)	0.9	◆
09	Off Sg Agas buoy	2°59.67'N	101° 22.65'E	085° (T)	0.9	◆ Make fast tug boats accordingly
10	Off Tg. Balai	2°59.75'N	101° 23.53'E	-	-	◆ Report to Port Klang Traffic on completion of berthing

DEPARTURE						
WESTPORT TO SOUTH BOARDING GROUND						
PLAN NO. 04						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At berth					<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 indicate draft, next port.
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E	210° (T)	3.8'	◆ Report to Port Klang Traffic
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	220° (T)	1.5'	◆ Report to Port Klang Traffic on CH 12.
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	191° (T)	2.5'	◆ Confirm with Port Klang Traffic on ships due for embarking Pilots at Pilot Station. Call Pilot boat to standby for disembarkation
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	180° (T)	0.8'	◆ Report to Port Klang Traffic and Klang VTS (Ch 88)
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E			◆ Disembark from ship

DEPARTURE						
NORTH PORT TO SOUTH BOARDING GROUND						
PLAN NO. 05						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At berth					<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 indicate draft, next port
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	220° (T)	1.0'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	230° (T)	2.3'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E	210° (T)	3.8'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	220° (T)	1.5'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	191° (T)	2.5'	<ul style="list-style-type: none"> Confirm with Port Klang Traffic on ships due for embarking Pilots at Pilot Station. Call Pilot boat to standby for disembarkation
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	180° (T)	0.8'	<ul style="list-style-type: none"> Report to Port Klang Traffic and Klang VTS (Ch 88)
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E			<ul style="list-style-type: none"> Disembark from ship

DEPARTURE						
SOUTH PORTH TO SOUTH BOARDING GROUND						
PLAN NO. 06						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At berth					<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 indicate draft, next port
10	Off South Port	2°59.75'N	101° 23.53'E	265° (T)	0.9	
09	Off Sg Agas buoy	2°59.67'N	101° 22.65'E	284° (T)	0.9	
08	Off Tg Harapan Lt	2° 59.9'N	101° 21.73'E	334° (T)	0.9'	
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	220° (T)	1.0'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	230° (T)	2.3'	
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E	210° (T)	3.8'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
04	Off Bn 28 (1st Point)	2°55.1' N	101° 16.85'E	220° (T)	1.5'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
03	Off Buas Buas Buoy	2° 54' N	101° 15.95'E	191° (T)	2.5'	<ul style="list-style-type: none"> Confirm with Port Klang Traffic on ships due for embarking Pilots at Pilot Station. Call Pilot boat to standby for disembarkation
02	Off Pintu Gedong Buoy	2° 51.5' N	101°15.4' E	180° (T)	0.8'	<ul style="list-style-type: none"> Report to Port Klang Traffic & Klang VTS Ch 88
01	South Pilot Boarding Ground-NE off Fairway Buoy	2° 50.7' N	101°15.4' E			<ul style="list-style-type: none"> Disembark from ship

ARRIVAL						
NORTH BOARDING GROUND TO SOUTHPORT						
						PLAN NO. 07
WP	Description	Latitude	Longitude	Course	Dist	Remarks
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E	135° (T)	2.3'	<ul style="list-style-type: none"> Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) Pilot to brief Master on passage plan / emergency procedures
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	130° (T)	1.3'	
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	140° (T)	7.4'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No 6. Call tug boats for standby
12	Off Buoy No. 11	3° 04' N	101° 20.4'E	152° (T)	1.7'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No 14
11	Off Elbow buoy	3° 02.5'N	101° 21.6'E	175° (T)	1.8'	<ul style="list-style-type: none"> Call for tugs to standby at Northshore
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	154° (T)	0.9'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
08	Off Tg Harapan Lt	2° 59.9'N	101° 21.73'E	104° (T)	0.9	
09	Off Sg Agas buoy	2°59.67'N	101° 22.65'E	085° (T)	0.9	<ul style="list-style-type: none"> Make fast tug boats accordingly
10	Off South Port	2°59.75'N	101° 23.53'E	-	-	<ul style="list-style-type: none"> Report to Port Klang Traffic on completion of berthing

ARRIVAL

NORTH BOARDING GROUND TO NORTHPORT

**PLAN
NO. 08**

WP	Description	Latitude	Longitude	Course	Dist	Remarks
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E	135° (T)	2.3'	<ul style="list-style-type: none"> • Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. • Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects • Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) • Pilot to brief Master on passage plan/emergency procedures
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	130° (T)	1.3'	
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	140° (T)	7.4'	<ul style="list-style-type: none"> • Report to Port Klang Traffic on CH 12 when passing Buoy No 6. Call tug boats for standby
12	Off Buoy No. 11	3° 04' N	101° 20.4'E	152° (T)	1.7'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12 when passing Buoy No 14 and make fast tug boats between buoy 14 and Elbow buoy
11	Off Elbow buoy	3° 02.5' N	101° 21.6'E	175° (T)	1.8'	<ul style="list-style-type: none"> ◆ Beware of ships coming from Tail buoy, anchorages and Northport
	At Berth					<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on completion of berthing

ARRIVAL						
NORTH BOARDING GROUND TO WESTPORT						
						PLAN NO. 09
WP	Description	Latitude	Longitude	Course	Dist	Remarks
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E	135° (T)	2.3'	<ul style="list-style-type: none"> • Vessels are to proceed with extreme caution due to converging and diverging traffic at channel entrance. • Master to give checklist to Pilot, pilot exchange card (if any) and explain any peculiarity or defects • Report to Port Klang Traffic on CH 12 (draught, last port, destination, etc) • Pilot to brief Master on passage plan / emergency procedures
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	130° (T)	1.3'	
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	140° (T)	7.4'	<ul style="list-style-type: none"> • Report to Port Klang Traffic on CH 12 when passing Buoy No 6.
12	Off Buoy No. 11	3° 04' N	101° 20.4'E	152° (T)	1.7'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12 when passing Buoy No 14 .
11	Off Elbow buoy	3° 02.5'N	101° 21.6'E	175° (T)	1.8'	
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	154° (T)	0.9'	
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	230° (T)	2.3'	<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12, Call tug boats for standby
05	Off Bn 25 (2 nd Point)	2°58.35'N	101° 18.75'E			<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on CH 12. Beware of ships leaving and berthing at Westport. Make fast tug boats accordingly
	At berth					<ul style="list-style-type: none"> ◆ Report to Port Klang Traffic on completion of berthing

DEPARTURE						
SOUTH PORT TO NORTH BOARDING GROUND						
PLAN NO. 10						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At Berth					<ul style="list-style-type: none"> Report to Port Klang Traffic indicate draft & next port
10	Off South Port	2°59.75'N	101° 23.53'E	265° (T)	0.9	
09	Off Sg Agas buoy	2°59.67'N	101° 22.65'E	284° (T)	0.9	
08	Off Tg Harapan Lt	2° 59.9'N	101° 21.73'E	334° (T)	0.9'	
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	355° (T)	1.8	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12.
11	Off Elbow Buoy	3° 02.5'N	101° 21.6'E	332° (T)	1.7'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No 14.
12	Off Buoy No 11	3° 04' N	101° 20.4'E	320° (T)	7.4'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No. 6
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	310° (T)	1.3'	<ul style="list-style-type: none"> Confirm with Port Klang Traffic on ships embarking pilots.
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	315° (T)	2.3'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 and Klang VTS onCh 88
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E			<ul style="list-style-type: none"> Disembark

DEPARTURE						
NORTHPORT TO NORTH BOARDING GROUND						
PLAN NO. 11						
WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At Berth					<ul style="list-style-type: none"> Report to Port Klang Traffic draft & next port
11	Off Elbow Buoy	3° 02.5'N	101° 21.6'E	332° (T)	1.7'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No 14.
12	Off Buoy No 11	3° 04' N	101° 20.4'E	320° (T)	7.4'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 when passing Buoy No. 6
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	310° (T)	1.3'	<ul style="list-style-type: none"> Confirm with Port Klang Traffic on inbound ships embarking pilots.
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	315° (T)	2.3'	<ul style="list-style-type: none"> Report to Port Klang Traffic on CH 12 & Klang VTS on Ch 88
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E			<ul style="list-style-type: none"> Disembark

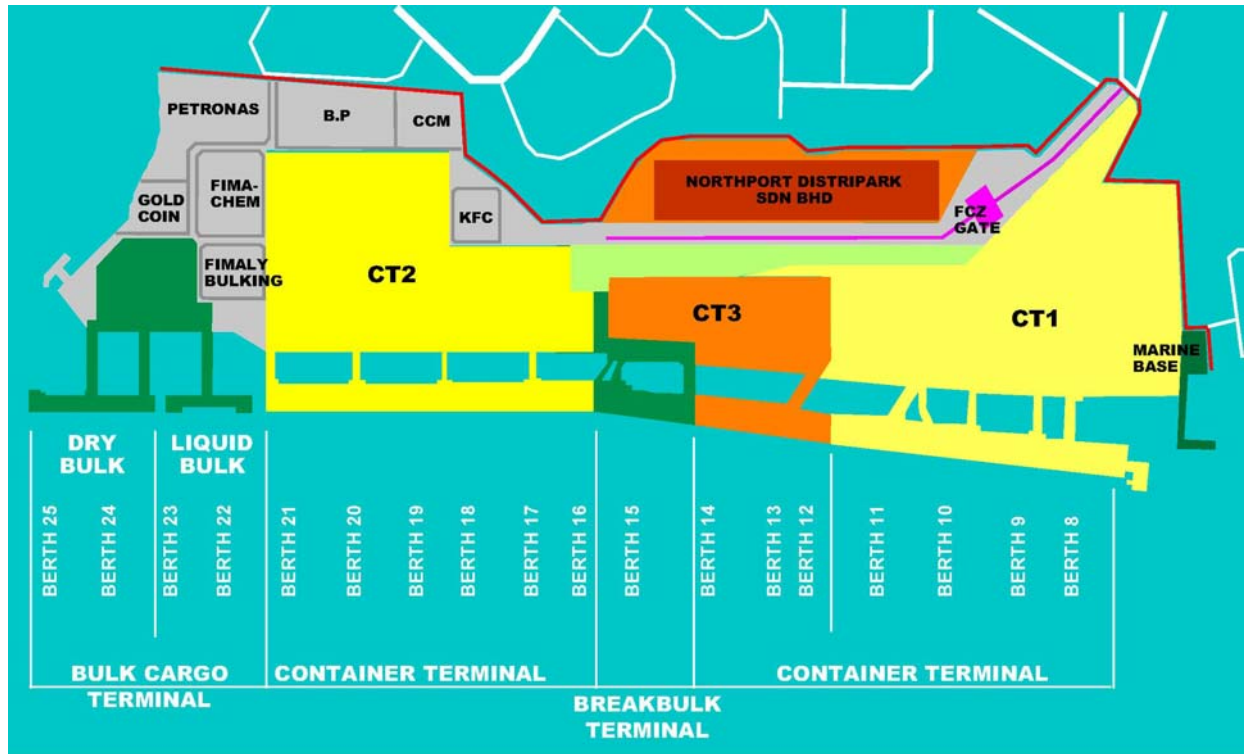
DEPARTURE

WESTPORT TO NORTH BOARDING GROUND

PLAN NO. 12

WP	Description	Latitude	Longitude	Course	Dist	Remarks
	At Berth					<ul style="list-style-type: none"> • Report to Port Klang Traffic draft & next port ◆ Report to Port Klang Traffic on CH 12.
05	Off Bn 25 (2 nd Point)	2°58.35'N	101°18.75'E	050° (T)	2.3'	◆ Report to Port Klang Traffic on CH 12.
06	Off Tg. Sarang Lang	2° 59.9'N	101° 20.6'E	040° (T)	1.0'	◆ Report to Port Klang Traffic on CH 12.
07	Off Tail Buoy	3° 0.75'N	101° 21.32'E	355° (T)	1.8	
11	Off Elbow Buoy	3° 02.5'N	101° 21.6'E	332° (T)	1.7'	◆ Report to Port Klang Traffic on CH 12 when passing Buoy No 14.
12	Off Buoy No 11	3° 04' N	101° 20.4'E	320° (T)	7.4'	◆ Report to Port Klang Traffic on CH 12 when passing Buoy No. 6
13	Off Buoy No 3	3° 09.6' N	101° 15.67' E	310° (T)	1.3'	◆ Confirm with Port Klang Traffic on inbound ships embarking pilots.
14	Off Buoy No 1	3° 10.5' N	101° 14.6' E	315° (T)	2.3'	◆ Report to Port Klang Traffic on CH 12 & Klang VTS on Ch 88
15	North Pilot Station-north off Pulau Angsa	3° 12' N	101° 13.1'E			◆ Disembark

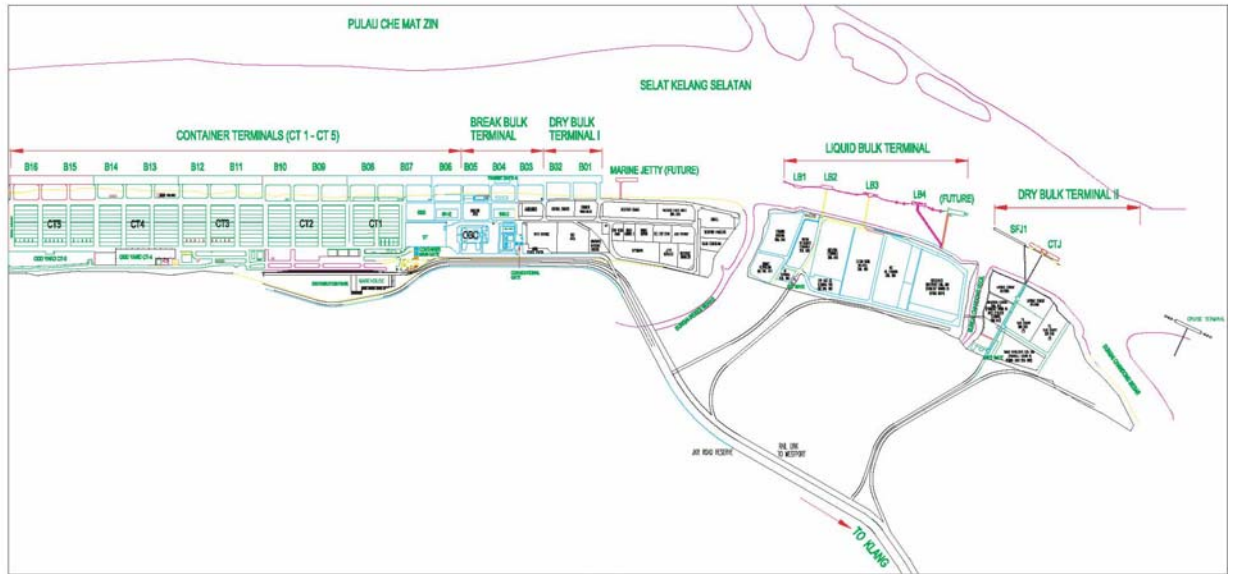
11. BERTH LAYOUT PLAN – NORTHPORT



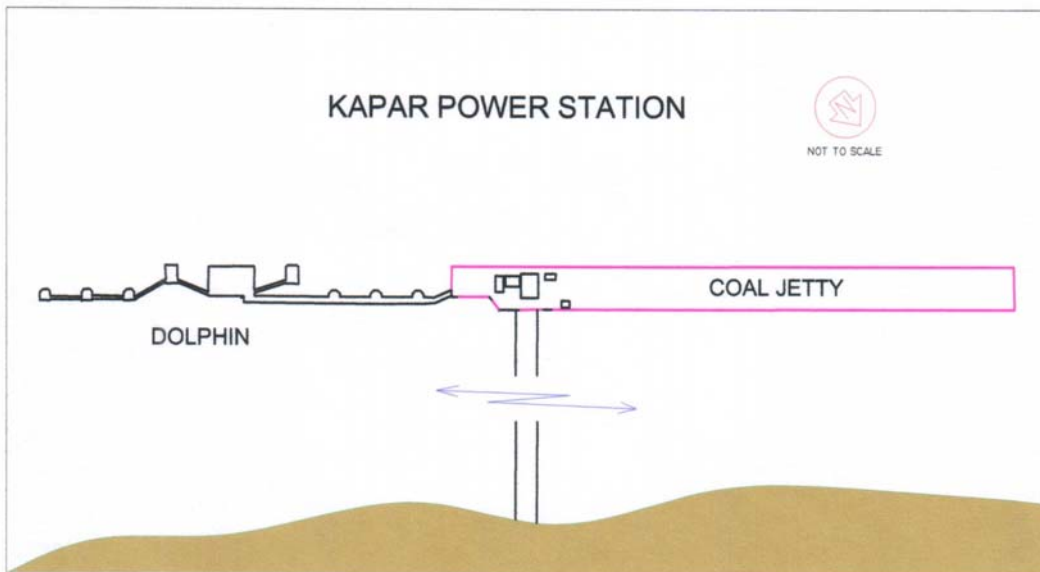
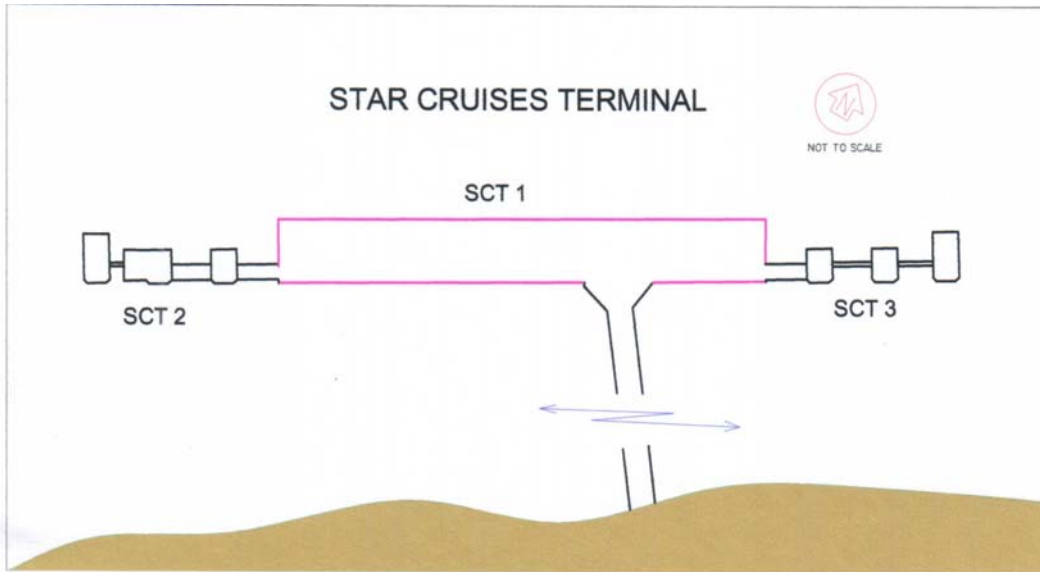
BERTH LAYOUT PLAN – SOUTHPORT



BERTH LAYOUT PLAN – WESTPORT



BERTH LAYOUT PLAN





PORT KLANG AUTHORITY

VESSEL CHECKLIST FOR PILOTED MOVEMENTS

Vessel Name:	LOA :.....	Local Agent
Flag :.....	Breadth :.....	Last Port
Call Sign :.....	Depth	Next Port
Year Built :.....	Draft Fwd	Type of Engine
GRT :.....	Draft Aft	Type of Propeller
NRT :.....	Draft Mean	
DWT :.....	Mean Freeboard	
Displacement:		

Is the equipment in good working order?

YES	NO		YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Main Engine*	<input type="checkbox"/>	<input type="checkbox"/>	Telegraph
<input type="checkbox"/>	<input type="checkbox"/>	Main Steering Gear*	<input type="checkbox"/>	<input type="checkbox"/>	Gyro Compass
<input type="checkbox"/>	<input type="checkbox"/>	Anchor Gear / Windlass	<input type="checkbox"/>	<input type="checkbox"/>	Magnetic Compass
<input type="checkbox"/>	<input type="checkbox"/>	Bow/Stern Thrusterskw	<input type="checkbox"/>	<input type="checkbox"/>	Radar/Arpa
<input type="checkbox"/>	<input type="checkbox"/>	Sound Signaling Apparatus	<input type="checkbox"/>	<input type="checkbox"/>	Echo Sounder
<input type="checkbox"/>	<input type="checkbox"/>	Rudder Indicator	<input type="checkbox"/>	<input type="checkbox"/>	VHF/Walkie Talkie
<input type="checkbox"/>	<input type="checkbox"/>	Tachometer	<input type="checkbox"/>	<input type="checkbox"/>	GPS / DGPS
<input type="checkbox"/>	<input type="checkbox"/>	GMDSS Equipment	<input type="checkbox"/>	<input type="checkbox"/>	Tow Rope
<input type="checkbox"/>	<input type="checkbox"/>	Pilot Boarding/Disembarking Arrangement	<input type="checkbox"/>	<input type="checkbox"/>	Mooring Winches

*Main Engines to be tested from stop to astern
Steering Gears to be tested hard over from midship

Remarks:

.....
.....
.....

I hereby declare that the information provided above is to the best of my knowledge true and correct.

Master :

Signature :

Date :

-----Movement from to

Time Boarded

Pilot

Signature

Date

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS

HANDHOLD STANCHIONS
Min. diam. 22mm
125cm above bulwark min. 75cm max. 90cm apart

MAN-ROPES
without knots min. diam. 28mm
IF REQUIRED BY PILOT
Always flat side of ship

SPREADER
Min. 180cm long

SIDES ROPES
Min. diam. 18mm
Must rest against ship's side

STEPS
Must rest against ship's side

Max. 8 steps between spreaders

5th step must be a spreader

Height required by pilot

SHIPS WITH HIGH FREEBOARD (MORE THAN 9M)

When no side door available

PILOT LADDER
Must extend at least 2 metres above lower platform

Officer in contact with bridge

ACCOMMODATION LADDER
Should rest firmly against ship's side
Should lead aft
Maximum 85° slope
Lower platform horizontal
Rigid handrails preferred

Ladders to rest firmly against ship's side

A PILOT LADDER COMBINED WITH AN ACCOMMODATION LADDER is usually the safer method of embarking or disembarking a pilot on ships with a freeboard of more than 9 metres

3 to 7 metres depending on freeboard of pilot launch and height of mast

0.5m

2m

Recommended 9 metre mark

Stern → Bow

MECHANICAL PILOT HOIST

Davit

Two man-ropes ready for immediate use, Min. diam. 28mm

Rigid part

Guard ring

Flexible part

A pilot hoist made and rigged in accordance with SOLAS Chapter V, together with a pilot ladder, rigged alongside for immediate transfer, may be used subject to agreement between the Master and the Pilot. It should be noted that the distance between the nearest side ropes of the pilot hoist and pilot ladder will be at least 1.4 metres.

NO!

NO!
No shackles
No knots
No splices

NO!
The steps must be equally spaced

NO!
The steps must be horizontal

NO!
Spreaders must not be lashed between steps

NO!
The side ropes must be equally spaced

NO!
The loops are a tripping hazard for the pilot and can become foul of the pilot launch

NO!

NO!
Very dangerous ladder too long

Two handhold stanchions rigidly secured to ship's structure

Responsible officer

NO OBSTRUCTIONS

Lifeline with self-igniting light

Bulwark ladder secured to ship

AT NIGHT
Pilot ladder and ship's deck lit by forward shining outside light