

Raja Muda Selangor International Regatta

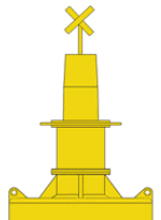
SPECIAL NOTICE TO MARINERS re PENANG STOPOVER.

Due to ongoing construction, dredging and silting works in the area due east of Straits Quay there are restricted danger areas to be avoided when approaching and departing Straits Quay. All vessels are to keep well clear of the restricted areas as defined below and on the diagram attached. The restricted area contains numerous floating booms, buoys, silt curtains, rocks and sand banks plus numerous barges and work vessels.

There is a 24/7 control room in the Marina Lighthouse Building at the south side of the marina. They, and the safety patrol boats operating, keep watch on VHF69, with Straits Quay Marina on VHF71. The regatta berthing team will be on **VHF 77** so vessels should call on **77** as they either approach Wreck or pass Buoy 3, to report their arrival and be directed to the anchorage.

Vessels to anchor off Straits Quay

- Due to severe draft restrictions at the marina entrance, participants will need to anchor off Straits Quay and utilise the 24hr shuttle ferry to go ashore.
- Depths may vary considerably in this area so you should ensure you will have sufficient depth at LOW water before anchoring. It is recommended that the vessel is not left completely unattended and an anchor watch maintained.
- The anchorage is an area **NE** of the northern end of the breakwater and is bounded by lines bearing **000°** and **045°** from the northern leading mark, as shown on the diagram.
- Vessels at anchor should use **VHF channel 77** to call “**regatta control**” to request a ferry shuttle to get to shore. They are also advised to maintain dual listening watch on VHF 69 whilst on board and during approach.



Buoys 1,2,4,5 are Special Yellow Marks with yellow flash, & have the buoy number marked. Buoy 3 is a WEST CARDINAL mark

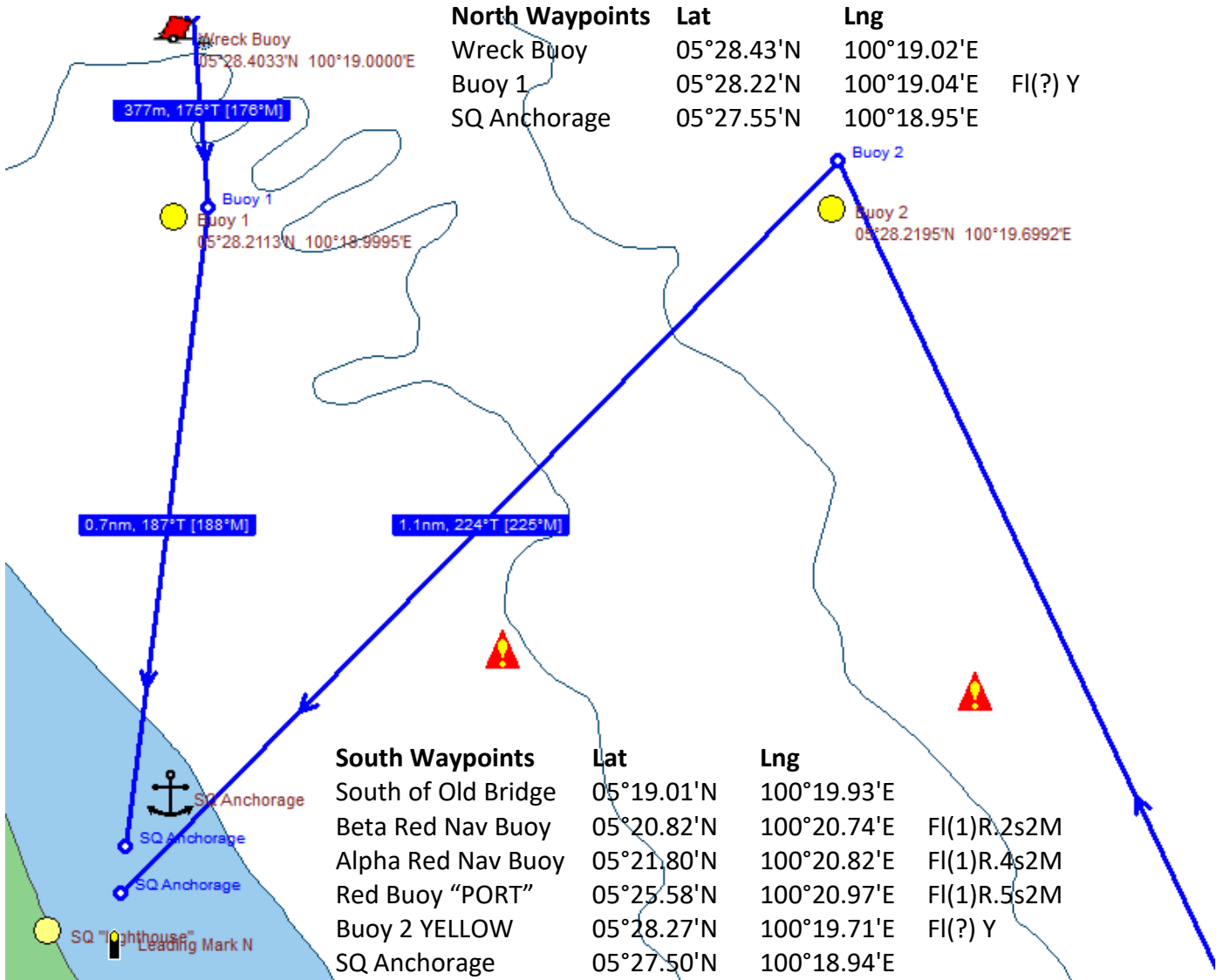
Vessels should use **VHF channel 77** to call “**regatta control**” as they pass Buoy 2 if coming from the south, or Wreck Buoy if coming from the North West.

Diagram not to be used for navigation.
See also chartlets below.

Directions for RMSIR vessels ENTERING Straits Quay
after completing Passage Race 2 (Pangkor to Penang) or Harbour Races :

From North (use this also when returning after Thursday's Penang harbour races):

For those vessels unable to pass under Penang bridges (air clearance 28metres) and using the outer westerly route, proceed, as previously, towards **Wreck buoy [05°28.43'N 100°19.02'E]**. From Wreck buoy steer **175°** to pass east of **Buoy 1 [05°28.22'N 100°19.04'E]**. Then approx. **185°** towards the leading marks off Straits Quay and the anchorage. Be aware they may be dredging vessels / silt curtains at vicinity of Buoy 1 working along that course, which should be avoided by passing to the east of them. **Call Regatta control on VHF 77 after you pass Wreck buoy.**



From South (via the 2 bridges):

pass under the (new) Southern bridge, then head to **Beta Red Nav Buoy [05°20.82'N 100°20.74'E]**, then under the old bridge to **Alpha Red Nav Buoy [05°21.80'N 100°20.82'E]**. Steer approx. **000°** for **3.8Nm**, passing the Cruise liner jetty to your port, to reach the **Red "PORT" Buoy [FI(1)R.5s2M]**. Then, steer no less than **335°** to keep outside the restricted area, for **2.85 NM** until you reach **Buoy 2 [Yellow Pillar + Cross [05°28.27'N 100°19.71'E]**. Keeping Buoy 2 to your port, you should then steer **225°** for **1 NM** towards the northern of the leading mark piles, and then anchor as directed in the anchorage area. **Call Regatta control on VHF 77 as you reach Buoy 2.**

Departing Straits Quay: To North (use this when leaving for Wednesday's Penang harbour races):

- From the northern leading mark (or the anchorage area) proceed between no less than **005°** and no more than **050°** towards Wreck buoy 1 and any avoiding any dredging vessels.
- In the unlikely event that a participating vessel wishes to proceed to the south when departing Straits Quay then they should steer a course no greater than **050°** from the northern leading mark pile to Buoy 2, and thereafter a course no greater than **150°** until they reach the harbour shipping channel.