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Cruising Guide to Southeast Asia

Volume II
Papua New Guinea, Indonesia, Singapore & the Malacca Strait to Phuket

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Papua New Guinea, Indonesia, Singapore & the Malacca Strait to Phuket (including West Peninsular Malaysia)

Stephen Davies & Elaine Morgan

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Caution

Every effort has been made to ensure the accuracy of this supplement. It contains selected information and thus is not definitive and does not include all known information on the subject in hand; this is particularly relevant to the plans, which should not be used for navigation. The author and Imray Laurie Norie & Wilson Ltd believe that its selection is a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him.

This supplement contains amendments and corrections sent in by cruising yachtsmen and women, in addition to those taken from official sources such as *Notices to Mariners*. The author and publisher would like to thank users of the pilot who have kindly submitted information.

The updating of pilot guides is an ongoing process and the publisher is always pleased to receive information, sketch charts or photographs for incorporation in future supplements or new editions.

Please send updates and corrections by email to morelaine@gmail.com and ilnw@imray.com.

Bearings and courses

All the bearings and courses given are true unless otherwise specified.

East Timor

Now called Timor Leste. Clearance can be completed at Dili 08°33'S 125°34'E, but better to contact an East Timor diplomatic mission in advance, eg in Darwin. The flag, with a red

background, has 2 triangles based on the hoist. The inner triangle is black, with a 5-pointed white star. The outer triangle whose height is half the length of the flag overall, is yellow. Dili harbour is well protected from SE'lies but slightly exposed to the NW'lies during the monsoon season (November–late March). Facilities in Dili are basic and theft can be a problem.

Page 13 Routes

When making the passage from Langkawi to Sri Lanka or vice versa, DO NOT steer the direct, rhumb line route of 270°/090° which carries very heavy shipping which is seriously worrying in squalls. Routeing yourself via Sombrero Channel through the Nicobars adds little to the distance. Monitor your position in the approaches and through the channel. Best to transit in daylight.

Page 16 Intertropical Confluence

The older term, 'Intertropical Convergence Zone' (ITCZ) is no longer favoured by some climatologists because it is descriptively inexact.

Pages 23 and 25

Correction to wind rose zones Wind roses for Zones 1 and 3 have been transposed. Those on p23 are Zone 3 and those on p25 are Zone 1.

Page 27-29 Radio

Voice forecasts Singapore (9VG) no longer gives voice weather forecasts. The only service is now via Inmarsat. See below for websites.

Page 29 Voice forecast, Papua New Guinea

Forecasts are given daily at UTC 0003 & 0603 on 6510 from Port Moresby. From Rabaul they go out at UTC 0503, 2103 and 2303

You may be able to pick up the USCG computerised voice forecast from Guam on 6501kHz or 13089kHz at 0330, 0930, 1530 and 2130

Page 27 Ham radio

The SE Asia Maritime Mobile net (once Rowdy's net) now goes out on 14323 and is run by controller, Richard.

Page 30 Weather

Weatherfax The US Navy no longer issue forecasts on weatherfax.

Weather websites

<http://intranet.mssinet.gov.sg/~rndops/ship/gif>

www.gov.sg/metsin/flm.html#mslp for Singapore,

Malacca Straits and South China Sea maps

www.weather.gov.hk or www.info.gov.hk/hko/wxinfo

South China Sea

www.oceanweather.com/data/indian.gif adequate but not inspired

www.weatheronline.com though in our experience the German version, www.wetteronline.com is less dumbed down

www.saa.noaa.gov US government site, so be prepared to search around

www.edwards.indian.html and

www.edwards.cc/tcp/wpacific.html for cyclone (typhoon) formation and movement

www.weather.com/weather/sat/animated/asiaat

720x486.html slow but interesting
www.thaimet.tmd.gov.th Thai met agency equivalent to Hong Kong & Singapore
www.bmg.cbn.net.id/english/wind.htm for a look at weather over Indonesia
<http://thestar.com.my/weather/wind.html> for a Malaysian newspaper's view

Page 52 GPS and DGPS

Selective Availability (SA) has been switched off by the US Department of Defense. This means that a standard GPS receiver will now offer consistent accuracy to the order of ± 10 m. It also makes DGPS in practice redundant. However, please continue to note that many charts in the region, especially most of those for Indonesian waters, are not to the WGS84 datum and that reconciliation correction data may not be known.

Page 57 Telecommunications

Public internet services are everywhere. Mobile phones are a good alternative aid but expect poor coverage offshore or in the islands. Local topography can also interfere, for example in the approaches to Lumut N of Tg Hantu. Try to obtain a local SIM card if possible.

Singapore landline phone numbers are now all 8 digits beginning with '6'.

Page 60 Health

Avian flu has been the concern this year although serious problems have not yet emerged. Dengue fever is a problem in some areas. The aedes mosquito that transmits dengue is most active during the day, unlike the malaria vector, anopheles. Medical care in Malaysia is good and treatment in government hospitals is free. The best facilities are in Penang, KL and JB. In Penang, both the Gleneagles Hospital and the Loh Guan Lye Specialist Centre offer very good private treatment. Medical tourism has taken off particularly in Thailand where facilities are also excellent and cheap, especially in Bangkok.

Page 69 Papua New Guinea, currency

The exchange rate with the US\$ is now about US\$1 = 3 kina.

Page 73 Papua New Guinea formalities

A 'Yachtsman's visa', aka cruising permit, may be available at PNG consulates. In Australia, they cost approx US\$100 for the skipper and A\$25 per crew. If you pay in PNG rates may vary a little but will usually be cheaper. Visas should be valid for 6 months from date of issue and for 2 months once you have checked in. In Port Moresby you can get a visa on arrival but in Madang, there is no immigration office, only Customs which deals with all formalities. Latest reports say that officialdom in Madang is easier than in Lorengau (Manus) or Kavieng (New Ireland), possibly because more yachts call there but things can change. We have

reliable reports that the rascal problem in PNG is much reduced.

Page 77 Bwagaoia, Misima

Security problems. Lock your dinghy and don't go ashore at night. The best anchorage is near the head of the inlet after the outhouse built over the water. It shoals rapidly after this. There is approx 11m opposite the jetty. Check-in is straightforward. Water usually available. Drinking water is usually available at Cape Ebola (W tip of Misima I). 'Hole in the Wall' (approx 10°38'N 152°32'E) is an excellent, sheltered anchorage > 5 yachts.

Page 81-2 Lae

New yacht club at Lae with good facilities, (06°44'3S 147°00'3E). Breakwater, finger berths (some with power and water), a nice clubhouse with a reasonable café, and a filling station for diesel and 'zoom' (premixed outboard engine fuel).

Page 85 Louisiades

Good anchorages in the Strathord Is (10°13'5S 151°52'E), 4M N of Hastings I in the Bonvouloir Is. Also in the Deboyne Is and the Calvados chain, W of Nivani, well protected in sand at 10°47'27S 152°23'22E, and the uninhabited Duchateau I. The entrance to the anchorage at Panasia is at 11° 07'3S 152°20'8E. Open to N but protected by reef. The island is uninhabited but traders may visit. The anchorage mentioned on the W side of Nimoa I is off a village with a trade store and a large Catholic Mission with church on SW end of island. Bagaman I anchorage has received unfavourable comment. In the Torlesse Is good holding in sand at 10°48'14S 152°12'74E, but only protected from SE. In the Renard Is, anchorage at 10°50'23S 152°58'39E. Good drinking water at Pana Wina I but ask before taking. Trade goods: reading glasses, drill bits, knives, dishes, school supplies and batteries.

Page 86 D'Entrecasteaux Is

Good anchorages in Milne Bay off the village on Dobu I, between Fergusson and Normanby Is, at 09°51'8S 151°16'9E and off Makela Pt on the S coast of Normanby. Don't leave tempting loose objects on deck when you anchor near settlements.

Page 87 New Guinea shore

Good anchorage, sand and shell, at 09°37'82S 149°58'E off Mukawa Mission at Cape Vogel. Entering Porlock Harbour, Cape Nelson, avoid the bay to starboard at the entrance where there are uncharted reefs. Good anchorage also reported at 09°30'S 149°04'E.

Page 87 Muyuwa Gp

Good anchorages reported in Buyyasi Bay, NE coast of Muyuwa (Woodlark) I, 09°73'S 152°58'E, 12m sand and coral, and off Guasopa Village at 09°14'24S 152°57'E, 6m, sand. At Budibudi the people are very poor and used to begging

successfully from yachts. They want clothes more than anything. The anchorage in sand, among bommies is at 09°17'9S 153°39'9E.

Page 90 Rabaul

Formalities Customs and Immigration are now at the commercial wharf.

Facilities New yacht club. PNG EMS Express mail very efficient, eg for submitting passports for visas. Kokopo has good public transport into Rabaul, an excellent market and supermarkets. Fuel by jerry from BP on the waterfront.

Page 93-101 Madang

No problems here recently. The Game Fishing Club is still very friendly and will keep mail. A well-protected anchorage has been reported off the Number One shipyard. Boats drawing less than 1.5m can enquire about long-term berthing at Rookes Marine at the end of the creek above the Shell Oil jetty. An alternative is stern to at the old 'yacht club' by the power station. Diesel is much cheaper in PNG than in Australia. Yacht services in Madang include Hansen Marine who can ship parts in. Email Tracey@hansenmarine.com

Recently used anchorages between Madang and the Vitiaz Strait include Mur, (05°40'S 146°33'E) in volcanic sand. The reef keeps the swell down and the area is fairly secluded though locals may visit from the nearby village. Kelanoa Harbour, (06°01'S 147°30'E) is good and there is a marked channel to Sialum I, (06°05'S 147°36'E). Cattle are raised here and exported live to the Philippines and Indonesia. Good trade goods are balloons, soap, pencils, whistles. The Tami Is (06°46'S 147°54'E) have been 'found' by tourists. Prices reflect this.

A boat that visited Finsch Harbor in 2004 was asked for an 'anchoring fee'. They argued, left without paying and were not pursued. Jais Aben Resort is apparently no longer as yacht-friendly as it once was.

Page 97 Put Put Hrbr

There is only 1 leading mark left. The channel leads 240°. It's narrow but has 10m. Anchor in 8-10m. Boats from the timber company can block access to the dock for over a week. Beware, some small crocodiles in the harbour.

Page 97 English Cove

Crocodiles have been seen here too. The 2 streams ashore have designated uses, the N one is for washing and the S for drinking. Don't ignore this because this is the rule of the villagers from Lambom I whose turf this is.

Page 97 Duke of York Gp

The anchorage S of Makada I, (04°08'06S 152°26'4E) is reported to have an easy entry with good holding, sand. Enter the anchorage at Mioko via the E passage. Then skirt the reef edge and

anchor in the bay on the NW side of Mioko I, sand, at 04°13'76S 152°27'34E. Friendly villagers, good snorkelling. GPS position for anchorage in Foul Bay, 04°11'82S 152°25'6E.

Page 97 Watom I

Good shelter for strong NW'lies at the SE corner (04°07'S 152°05'4E) close off the jetty in about 4m, sand.

Page 102 Kurum

For latitude, read 145°54'E not 154°54'E.

Page 105 Vanimo formalities

Customs are in a lane to seaward of the Indonesian Consulate.

Page 106 Lorengau

A wreck on the W side of the entrance makes a good mark with the old lighthouse on the E side. Check in at the government offices, 10 minutes walk E from the wharf, 02°02'05S 147°17'56E. Turn right past the PO and go straight on till you reach some low buildings. Customs are round the back. They deal with all formalities. A charge of 50 kina was made in 2000 for boat inspection, 48 kina for light dues and 50 kina for 'rubbish collection'. These were valid for 3 months. Fuel and water available (see also correction for page 73.) Don't try anchoring elsewhere before you check in at Manus. You'll be asked to move to Lorengau. For checking out it's possible to anchor off the government building. Leave dinghy on beach. Sadly, we have had a report of armed robbery of a yacht at Lorengau and in the islands SE of Manus.

Page 109 Admiralty Is

An anchorage on the NW side of Patuam I (02°10'2S 147°47'6E) has been recommended.

Page 110 Hermit Is

Now a marine reserve. US\$10 per person for scuba diving. A guide is provided. Anchorage is now restricted to either of the bays N or S (Carola Bay) of the village of Luf. The latter is preferable if the weather suits, at 01°30'92S 145°04'39E in 5-8m sand/coral. Small gifts of about US\$20, preferably cash, are appreciated. There may be crocodiles in the mangroves on some of the islands and there's a pet one in the village too!

Page 111 Island chain

A very confined anchorage for boats with maximum draught of 2m has been reported at Wuvulu in the S bay at Agita Pt, (01°44'29S 142°51'23E) where there is a pass through the reef to a small pier. It involves anchoring on the reef, inside the drop-off, and taking lines ashore. For SE'lies there is another possibility off the small island on the NW coast. At Heina Atoll, NE of Ninigo Gp, the pass into the lagoon marked 'boat passage' on the sketch has <2.1m (7') at mid-tide. The pass is close to the sandy peninsula with the huts on it. It is fairly

straight and marked by 2 buoys. Make in only in good light. Once inside anchor in 4m, sand just behind the entrance. Excellent snorkelling, but many mosquitoes and sand flies.

Page 111 **Ninigo**

The Longan anchorage is poor in W quadrant winds (common in the NW monsoon, June through September). A better anchorage for that season is reported S of Longan at Bahanat, once the German hospital island, where good fresh water is available and yachts are made welcome. Anchor close under the lee shore (about 10m off!) in 4m. Pihun I has also been visited. Trade goods include cigarettes and t-shirts, old sails, fishing gear and medical supplies in exchange for fish, sweet potato, green veg, coconut, citrus fruit and shells. The people have no electricity, no running water or sewage system.

Page 113-5 **Kavieng**

The Malangan Resort (02°34'55S 150°47'3E) welcomes yachts but this area can be uncomfortable and security can be a problem. For fuel and water it's possible to go alongside the commercial wharf. Email is available but unreliable and expensive at Becks beside the Kavieng Hotel, opposite the PO. Another recommended anchorage is in the pool off Nusalik I, W of the 2 posts in the sketch and N of the edge of West Reef. Good shelter and holding. The anchorage at Ribnitz has been tried recently and is reported easy to enter even though the water is often cloudy, as long as you have good light. At 02°40'2S 150°36'6E there is good holding, well sheltered in 8m, mud. Lights in the area are reported extinguished except for the outer reef light at Steffen Strait.

Page 119

Royal Papua Yacht Club has a new clubhouse and facilities have much improved since the arrival of a new manager. Berths and haulout available.

Page 129 **Indonesia, formalities**

Visas There is a new system. You can get a 1-month visa on arrival for US\$25 or you can apply for a 2-month social visa at an Indonesian consulate in another country in advance. The latter costs about US\$100 per person and is renewable for up to 6 months. You will need a sponsor's letter. The Bali International Marina offers a package deal for issuing such letters. The cost for CAIT plus sponsor's letter is approx US\$170. Both Bali International Marina and Bali Yacht Services (see Appendix 3 for addresses) issue CAITs. The cost is about US\$150. The good news is that non-commercial yachts no longer need to clear into/out of every port visited unless there are crew/ skipper changes or you alter your itinerary. Otherwise you only check in at the first and last port.

Documents needed for a CAIT application are:

- copies of all crew passports and 1 passport size photo of owner/capt
- copy of boat registration with complete description of boat
- last port of call before entering Indonesian waters and date of departure
- next port of call after leaving Indonesia
- list of Indonesian islands you intend to visit
- your return fax/email/postal address to send the CAIT.

For payment by Visa/Mastercard they need a photocopy/fax/scan of it with a signed authorization as follows:

'please charge my credit card for the purchase of an Indonesian CAIT in the amount not to exceed US\$150'.

Alternatively, make a bank transfer to: Permata Bank, Beneficiary: Haryo Sugito, Account no 580-410-1170 (US\$ account), Swift: Cabang, Bena, BBBAIDJA, Bali, Indonesia.

Processing usually takes 4-5 weeks but Bali Marina can send a partially completed CAIT in 2-3 weeks. Better set off with that than nothing and pick up your full CAIT in Bali. If you arrive in Bali without a CAIT you get 3 days 'safe harbour' emergency permit only. The fee is the same as for a CAIT. Crew changes can't be made on the CAIT so include details of all crew even if they are to fly in and join you. They will need to carry a copy of your CAIT with them and produce it on arrival if they have no return air ticket.

If you are based in Singapore or nearby and choose the Riau Gateway scheme for a limited cruising permit, be wary. The office sometimes issues registration documents showing the original cruising limits, although these have subsequently been extended. Specify the areas where you wish to cruise when you apply. Before you accept your green registration book, check the small map on the last page. Also check your permit to make sure they match. A CAIT is nearly always cheaper and less hassle unless you go regularly from Singapore.

Approx costs for Riau permits, payable in S\$ (S\$1=approx. US\$0.56c) are:

	LOA<30'	30-45'	46-60'	>60'
Registration#:	S\$120	S\$200	S\$300	S\$500
Single entry				
sailing permit	S\$35	S\$50	S\$75	S\$120
Multiple entry				
valid 3 months	S\$80	S\$120	S\$150	S\$250
valid 6 months	S\$120	S\$200	S\$240	S\$400
valid 1 year	S\$200	S\$350	S\$400	S\$600
CIQ clearance,				
pay on departure	S\$50	S\$50	S\$50	S\$50

##Port dues pro rata pro rata pro rata

#Registration renewal is 50% of initial fee payable on expiry or transfer of registered owner.

called 'sea port levy', payable on departure from any port of call, calculated according to tonnage. For 14 GRT approx S\$32 e.g. single entry permit for a 12m (40'), 14

GRT boat: S\$200+S\$50+S\$32=S\$282

When you get local port and health clearance at Nongsa for a cruise you may be asked to pay 50% of the CIQ clearance fee when you set out from there and 50% when you clear out for return to Singapore. Nongsa Point Marina makes all these arrangements for you - and takes the cash - payable in any currency but with a 5% surcharge if you pay by credit card.

Confirmation of extended limits to the Riau Gateway area - which will include the Anambas Is, the W coast of Sumatra, all of the Lingga Is, the N of Bangka I and of Selat Gelasa and part of the NE coast of Kalimantan is expected soon. Check with Golden Image in Singapore for the latest information. Note that their office is closed from 1230 Friday-0900 Monday. Note that all old Singapore phone and fax numbers, except handphones, are prefixed by a figure 6.

Page 127-8 Hints on protocol

Yachts are viewed with intense, benign curiosity in many of the remoter islands in Indonesia. If you find being a host gets too much but can't find a polite way of explaining, try smiling and saying or miming that it's time to pray ('jam berdoa') or just that you're busy ('kami seebuk').

Page 135 Jayapura

Difficult to find reasonable depths in the anchorage. Try looking for the large neon MESRAN sign. Even there it's very deep but quiet. Don't leave your boat unattended here or in Teluk Imbi at night. Visit the Dept of Navigation for charts and the Post Office for a cybercafé. Telecoms office next door. Staff at Hotel Yasmin are helpful. See also warning page 4-5 above.

Page 137 Sorong

It has been confirmed that check in is feasible.

At Mapia (00°52'5N 134°17'1E) the pass is feasible but the current out of the lagoon runs at 2kts even at slack water

Page 141 Ternate

If you clear in here the problem is a very deep anchorage. CIQ are behind the port entrance near the PELNI office. The harbourmaster's office is about 300m away. For fuel, take a minibus and your jerries to the nearest service station, about 1M away, past the football stadium.

Page 155 Kupang

The anchorage off Kupang town at 01°09'55S 123°34'45E, about 250m WSW of Toddeh Pt Light (F.R.8M) has been recommended. Jimmy has, alas, died. His brother Napa has taken over. You can raise him on VHF Ch10. Charges approx A\$50/US\$25 to complete all formalities.

Page 156-57 Cruising E Nusa Tenggara

Roti The anchorage off the village of Papela at 10°35'8S 123°22'.6E, 10m, mud and stones is apparently amongst wonderful local fishing boats. There is a drying reef in the entrance worth avoiding. The villagers are welcoming.

Sumba The entrance to the anchorage at Waingapu (09°37'5S 120°16'5E) is buoyed, though there are shoals near the buoys and to the E of the anchorage to beware of. Give a wide berth to the beacon (R) at 09°37'7S 120°15'23E. After passing between the buoys (R and G), leave the ferry pier to stbd and head towards the town wharf. The anchorage (09°38'5S 120°15'18E) is quite crowded and a stern anchor is recommended. Police may ask for papers.

Kawula (Lomblen) Lewoleba is reported to be well protected with good holding in sand, 8-9m. Fuel available in the village.

Flores Recent reports have come in of more anchorages on the N coast. In Teluk Hading there is one at Wolu Dama, 08°17'9S 122°49'E. At Wodong anchor off the youth hostel at 08°13'7S 122°28'5E. Teluk Nagaraujong, 08°30'S 121°42'8E, is a natural harbour, easy to enter with good holding on sand and mud. Untelue I in Riung Bay is in a protected marine reserve. There is a good anchorage in Si Pau Bay, between Untelue and Flores itself at 08°23'4S 120°59'6E. Beware of extensive reef N of Untelue I. Labuan Bajo continues to get good reports though the authorities may ask for baksheesh. Possible dinghy landing spots there are at the Komodo Information Centre or near the youth hostel. Fuel from a service station half way along the beach, N of the pier. Treat fresh water taken aboard with chlorine. Good markets and restaurants.

Rinca The coordinates for the anchorage N of Nusa Kode (Lehok Uwada Dasami) are wrong. They should read 08°46'6S 119°39'43E. Some find it hard to set their anchors here, but it gets rave reviews as a fabulous spot with wonderful wild life on the beach and good snorkelling on the island. A protected anchorage in Buaja Bay has been reported (entrance 08°37'8S 119°42'25E)) at 08°39'16S 119°42'73E, 12-14m, mud, near the buoys. If you try to anchor closer in, you'll find it hard to get your anchor to stick. The anchorage is quite small (<5 boats) and can be very gusty at night.

Komodo Entering Soro Lia Bay a white float to starboard marks extensive reef off the tourist boat dock beside the park HQ. Another possible anchorage, in about 10m with good holding is over in the E corner of the bay at 08°35'14S 119°31'33E. Fees are charged for a 7-day permit for boats anchoring off Komodo or Rinca. Entrance fee for the park was Rp20,000 per person in 1999, valid

for 3 days and covering Rinca as well. Extra charges for longer walks. Take an early morning guided walk to miss the crowds.

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A yacht has recently tried the S route from Rinca and Komodo to Bali. It was apparently a most uncomfortable trip with lumpy seas, not much wind and overfalls off the entrances to the various straits. It compared very unfavourably with the rather longer but easier route across the N of Sumbawa. Our informant also stressed the importance of getting the tide right for your arrival in Selat Lombok and Selat Badung. With a small engine, they had a hard time making northing until they made the 100m line. On the 100m line there were overfalls which, had there been any wind, would have been dangerous in a small boat.

The peaks of Bali are apparently not always or even very often visible.

Leaving Bali Headed N up Selat Badung and Selat Lombok, it is recommended you leave 2hrs before HW. When the tide turns, hold within 1M of the shore aiming to pass inside Gilli Tepekong, being careful of Labuan Mendira (08°31'53S 115°34'69E) which lies halfway between the Gilli and Tg Bugbug. Thereafter close the shore as close as you dare (>50m) to stay in the counter-current, marked by smooth water.

Page 162 **Bali International Marina**

The marina will also organise clearance for you for about US\$30 but clearance is free if you obtain your CAIT through them (see Formalities above), check their website www.balimarina.com. Makro in Denpasar is a good supermarket, which also sells hardware and takes Visa cards. There are ATMs outside Makro and internet cafés abound.

Bali Yacht Haven, at 08°43'S 115°15'E, is about 3M NE of the entrance to Benoa. There is a channel in the fringing reef heading sinuously in towards the N tip of P Serangan. At 08°43'55S 115°15'28N you are in clear water off its entrance. This is a new marina in Bali with 18 moorings, a pontoon and some shoreside services. Standard monthly rate is Rp 1,500,000 or US\$180 (approx Rp 8,400 to US\$1). 6 weeks discount for 12 months in advance and 1 month for 6 months in advance. Hardstanding and wet berths are at the same rates. Haulout up to 15 tonnes approx. US\$340 both ways for a 40' boat plus chocking. Maintenance and repair services.

Contact: PT Perahu Moana, Serangan I
 VHF Ch 68 ☎/Fax +62 823 616009
 email stephen@baliyachthaven.com
www.baliyachthaven.com

Page 163 **Cruising W Nusa Tenggara**

Bima A new light has been reported between Bima and Sanggar Bays at Tanjung Bato Besar. Kilo

(08°19'5S 118°23'E) has been recommended as a calm anchorage off a friendly village. Also try Brenti 08°09'4S 117°43'4E. On Moyo I the Amanwana Resort is apparently very expensive.

On Lombok a good anchorage is reported at Kekalak, Gili Sulat, 08°20'2S 116°42'3E, in 10m mud. Another well recommended anchorage is off the pier at Gili Aer in 12–18m over sand and coral with good protection. Co-ordinates for a good anchorage have been given as 08°09'9S 116°05'3E. For the approach from the N, pass between Gili Meno and Gili Aer where there is negligible current and the reefs are clearly visible. The anchorage south of Tg Santigi (Sangiggi) behind the reef, near 08°30'S 116°02'3E is rather rolly and deep but reportedly good. Ashore are hotel shopping malls with cybercafés but relatively high prices for souvenirs. Boats may be asked for an anchoring fee by the harbourmaster.

Page 167 **Madura**

Good anchorage off Gilli Jenteng, 07°13'15S 113°55'0E amongst fish traps. At Kalianget (entrance 07°03'73S 113°55'86E) the harbourmaster will direct you where to anchor.

Lembongan (off Nusa Penida, Selat Badung) Good anchorage reported in 10m sand, mud and coral at 08°40'5S 115°26'3E.

Kangean, a good anchorage reported in Ketapang Bay at 06°51'5S 115°14'E. Note the rocks in the N part of the bay, the S of which may be lit (Fl.5s12M).

Bawean, a good anchorage on the N side of the island in Teluk Promahan, to the W of the Tg Mantegi at 05°43'7S 112°40'E. Making in from the E beware of Karang Batu Kebu just E of Tg Mantegi and note that the reef flats W of the point extend a long way offshore. Open the bay right up before heading in.

Karimunjava Kura-Kura Resort (approx 05°45'S 110°17'E) welcomes yachts. The anchorage is only OK for quiet weather.

Contact KuraKura@idola.net.id

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PP Talaud Karakelong I has a fair anchorage over sand, 04°29'1N, 126°43'6E, with a fresh water spring near the village of Esang.

Kendari (03°58'S 122°40'E) Check-in is obligatory here and as at Labuan Bajo you should be prepared to deal with requests for baksheesh.

Page 172 **Cruising Kalimantan**

The Sungei Kumai on the S coast of Kalimantan, 172M WNW of Banjarmasin and 184M NNW of Bawean is now very popular. The entrance to Sungei Kumai in Telok Kumai is reportedly best accessed from 03°10'S 111°37'E, at which point you'll be roughly midway between the beacons

marking Gosong Sangora (4.5M SE of you, Fl.G.5s11M) and Gosong Berasbesah (5M NW of you, Fl.5s10M) Steer about 005° to 02°58'30'S 111°40'46E (watch out for the rock at 03°06'115S 111°37'16E) in about 5m with a starboard hand buoy ahead. On a bearing of about 005° the first lead to the channel, which favours the Tg Kluang shore should be visible. Follow the leads past the stbd hand buoy to a port hand beacon marked by a red square topmark. Keep 200m from the port (west) shore to round Tg Kluang (in theory Fl.5s10M), which should bring the next leading marks into view. Keep these in line until you can spot a leading line astern and by regularly looking behind you keep on that line until you lose it. Continue till in about 02°51'38S 111°43'29E when another set of leading marks should appear on about 350°. Once well into the river follow the middle until you are off Kumai town in about 02°44'22S 111°43'88E. Anchor in 11-12m, good holding in mud. Exploring the Sekonyer River in the Tg Puting Reserve in your yacht is no longer recommended as the local Dayaks have made quiet objections to yachts being moored in the area, especially if they take lines ashore. There's also apparently some spat between the Dayaks and the park rangers. Instead it's much better to anchor off Kumai town where there is plenty of room and either take the dinghy up the Sekonyer or charter a local boat. The park has orang-utangs, proboscis monkeys, crocodiles and much else besides. More info on the reserve may be obtained from the Orang-utang Foundation, info@orangutan.org.uk

Page 175 Indonesia Area 3

Cruising zones key map. The numbers of the zones are missing. They are: 1. Java: Jakarta to the Sunda Strait; 2. The Riau Islands; 3. West Kalimantan and 4. Sumatra.

Page 185 Riau Gateway Scheme

Area limits are under review. See page 129 above for details. Bridges now connect the islands of Batam, Rempang and Galang and nearby smaller islands in the straits between. Between Batam and Rempang the bridge has 37m clearance. Between Rempang and Galang it has 27m clearance. Those connecting the smaller islands are much lower.

Page 186 Nongsa Point Marina

Approach Enter with caution in good light. P Nongsa is lit (Fl.8s.20M, in the sketch on p.185, the light is on the smaller islet to the SW), as is the entrance to the marina but it is NOT recommended to enter at night. Terumbu Babi, the most dangerous shoal in the approaches, is on a direct line into and out of the marina. It was marked by a yellow flag in 2002. Waypoints clear N of it at the outer end of the channel (the mark is often missing) are, to the W, 01°12'60N 104°5'5E and to the E

01°12'6N 104°05'72E. From either of the waypoints above make for 01°12'455N 104°05'64E and then for 01°12'23N 104°05'775E which is just outside the marked channel. Tides run across the approach <2kts at springs.

Formalities New flag flying etiquette. You must fly flag N as well as flag Q when requesting inward clearance. Whether the hoist is NQ or QN doesn't seem to matter. A modest seaport levy (port dues) based on tonnage is charged on departure. You also have to pay outward clearance under the Riau scheme of S\$50 payable in S\$ or Rupiah when you leave for Singapore. If you intend to cruise in the Riau islands from Nongsa you may be asked to pay 50% of this fee when you set out and 50% when you clear out of Indonesia.

Facilities In strong NE'lies a considerable surge makes into the basin. and the orientation of the berths ensure you roll heavily, especially when at high water ferry wash rolls in to add its bit. However, berthing rates are very reasonable. Power (220v, US type plugs, available for hire) and water (same connectors as in Singapore) are metered. Payment in US\$, S\$, Rupiah or by credit card (with surcharge). The return ferry fare to Singapore (Tanah Merah only) is approx US\$16, including tax. Good bus service to Tanah Merah MRT from the Tanah Merah ferry terminal. If you only intend to stop in Nongsa for a couple of days while in transit you may be excused for not holding a CAIT. This assumes you will not be stopping elsewhere in Indonesia. Fuel and the cost of living in the marina are relatively expensive. Dockmaster: Francis Olsen. Fax +62 778 761330, 761474 (from Singapore use prefix 019 or 011) email mrbat@batam.wasantara.net.id To sail from Singapore to the Anambas, enquire at Raffles Marina, www.rafflesmarina.com.sg

Page 187 Sekupang

Approach Contrary to our caution, we didn't find any significant silting in the Riaus recently. Depths on charts are usually reliable and water visibility of shoals is generally pretty good. On the other hand, the outer red beacon charted in the approaches is looking the worse for wear. On the hill above the most conspicuous landmark is a new white statue. The quieter fuel barge is at approx 01°06'31N 103°55'58E, but all the fuel barges have industrial nozzles.

Page 187 Marina Cove Resort

Waterfront City is a large development, partially completed, S of Sekupang. The resort includes a half-finished facility called Tee Kay Marina where ferries are brought for refit while they're awaiting a licence to operate. The occasional cruiser comes for cheap long term berthing. The approach to the marina is down a narrow dredged channel with

some eccentric buoyage. Waypoints for the channel are 01°05'·02N 103°55'·78E, 01°05'·00N 103°55'·85E, 01°05'·05N 103°56'E, 01°05'·03N 103°56'·06E. The marina has pontoons though not all with mooring cleats. Some berths have services though when we were there the water supply was unreliable. There are no showers or heads. Rates negotiable. Manager, Mr Anasran, Batam mobile ☎ 0812 7022307 for a quote.

Page 187-9 **Tanjung Penang**

Anchorage here is not recommended at present. It is busy and dirty. No visible haul-out facilities. The harbour master may charge you the maximum in dues.

Page 189 **Cruising the Bangka, Lingga and Riau Is**

Good sailing, slight seas and clean water during the NE Monsoon. The fierce overfalls and standing waves where tidal streams meet and on the downstream side of passes, are less alarming than they look. Rips and eddies are common. Countless anchorages, though most are weather dependent. We found no evidence to support stories of aggressive approaches.

Lingga Is Good sailing but you need to work the tides and navigate very carefully, since shoal ground doesn't always show. You'll also have to be prepared to make 'donations' (approx. US\$10) to the local headmen of villages. Dabo on P Singkep (00°30'·7S 104°34'·05E) is a large town where you can get supplies. Anchor clear of the long concrete jetty and expect to have to deal with the harbourmaster. You have to anchor quite a long way off near Daik (00°15'S 104°39'·5E), A good anchorage can be had SW of P Kongka Besar (Kanga I) at approx 00°04'·7S 104°51'·6E in 8-9m sand. Pick your spot depending on wind direction. The stilt villages of Sekana and Panchur in the N of the lagoon entered at 00°04'·94S 104°39'·8E are also worth visiting. It's too shallow for yachts, but you can anchor off Senayang (between the main island and the smaller one offshore 00°02'S 104°39'·5E). Alternatively, anchor behind one of the small islets opposite the lagoon entrance and use your tender. At P Mesanak the anchorage on the N side is at 00°25'·3N 104°31'·3E, 10m in excellent holding - a N'y squall packing 40kts was uncomfortably ridden out. Nearby P Merodong (00°23'·2N 104°26'·5E), 5-6m sand and coral. In PP Ansunda the stilt village on the W coast of P Benan (00°28'·4N 104°26'·3E) has water and you can eat ashore. Lovely anchorage on the NE side of P Temiang (00°22'·N 104°19'E) with its catamaran fishing rafts. Watch for isolated reefs off the N entrance of the strait between P Temiang and P Batang, best at HW.

Riau Is At PP Abang, anchor W of the strait between P Abang Besar and P Abang Kechil near

00°33'·2N 104°12'·2E, feel your way into 4m, but watch for reefs. There is another anchorage between the small islet and the E of P Abang Besar at 00°34'·8N 104°10'·95E. Charming spot E of Tg Koko (00°37'·25N 104°16'E) in 6m, sand. Strong tides. The anchorage SW of P Citlim is now a loading point for a nearby quarry, though you can anchor inside the long shoal NW of it and, if you're adventurous, essay the narrow strait between P Citlim and P Combol (5m, go at HW and feel your way. At the E end favour P Combol until clear of the long spit off the N of P Citlim). The anchorage at the SW end of P Pangkil (00°49'·2N 104°21'·1E), off the fringing reef and S of the kelong was viable in a lively NE but not that comfortable. You might try N of Tg Sembulang, 00°52'·14N 104°15'·25E. About halfway up Selat Riau and with some careful eyeballing, you can anchor N of P Nginang in amongst reefs at 01°01'·3N 104°09'·6E in 12-13m, good holding. The latitude given for P Kasem should read 01°02'·N, not 00°02'·N, but it's better to anchor more securely in the N running creeks W of Telaga Punggur, the town on Batam opposite P Kasem.

Page 191 **W Kalimantan**

Approach the anchorage we give coordinates for, off the village at P Serutu, on the centre line to avoid danger. The diesel is very expensive. The beach has a fresh water stream. There is another recommended spot further E towards the light (Q(3)10s48M but don't bet on it) at 01°42'·4S 108°41'·6E, but choose one of the big sand patches among the coral heads. P Karimata is a nature reserve.

Page 195 Sabang, P We

Formalities The town is definitely worth a visit. but there is still a state of emergency in Aceh so think twice before heading in. See pp 4-5 Caution above. if you stop here to reprovision expect to have to pay about US\$25 for temporary clearance allowing you to stay 2-3 days. You may be able to arrange for a CAIT.

Page 199 **Singapore, routes**

Much reclamation in Singapore waters, some of which is incomplete. The chartlet on p.198 is out of date. Local sailors advise to stay outside all orange/yellow buoys at night, transit the area in daylight till it becomes familiar and listen out for Navigational warnings on VHF Ch 9 or check notices on www.mpa.gov.sg. Major changes are S of Raffles Marina and E of Tanah Merah ferry pier, where the new naval base and associated reclamation extend to the limit of the old restricted area. Roughly, there is now land at the E end of the island out as far as 01°19'·N 104°02'·4E. At the W end of the island the reclamation extends S from Tuas Jetty to approx 01°12'·6N 103°37'E. Extensive

reclamation is also going on off P Tekong, in the channels S of Selat Jurong, and between P Serangoon and the main island.

For the recommended route to Raffles Marina see below but also contact the marina office ☎ +65 6861 9000, *Fax* +65 6862 2280. The excellent Maritime and Ports Authority (MPA) small craft chart book, which includes coastal charts for cruising the N part of the Rias and as far as P Pisang and P Tioman in Malaysia, is hard put to keep pace even though there are regular new editions. Beware also Malaysian fishing craft with nets set in the approaches to Raffles Marina.

W-E/E-W passage through Singapore waters

The positions below are for guidance only, sailing W-E

1. Tg Piai to S of the new Tuas South Extension reclamation at 01°12'5N 103°37'5E, thence to
2. W edge of the Sinki Fairway at 01°13'N 103°39'3E whence
3. cross Sinki Fairway clear of all traffic to
4. entrance to Selat Bukom at 01°13'4N 103°42'3E (watch cross track error very carefully the tide can set you on to the reefs N of P Sudong) whence
5. along the strait N of PP Sudong & Semakau and S of PP Hantu & Bukom to
6. E entrance to Selat Bukom at 01°13'1N 103°47'1E
7. cross the fairway and western anchorage area carefully to
8. entrance to Selat Buran at 01°14'1N 103°50'0E (the tides run <3-4kts) to
9. E entrance to Selat Buran at 01°14'8N 103°51'E thence
10. carefully cross the major traffic fairway for the main Tg Pagar Container Port.

At this point your options will vary:

- 11a. if going to Seban Cove, Changi SC, Punggol or Peninsular Malaysia's E coast head for 01°18'N 104°02'0E then
- 12a. if going to Seban Cove head across the E Johor Strait to Calder Hrbr leaving the sheet pile wall around the P Tekong reclamation to port
- 12b. if going to Changi or Punggol, just follow the Singapore island shore
- 12c. if headed to Peninsular Malaysia's E coast, hold to the N of the main traffic separation scheme and alter N when between North Rock and Ramunia Shoals in approx. 01°22'75N 104°20'4E. (The passage W of P. Mungging & Batu Utara is for local waters specialists only.)
- 11b. if going to Nongsa Pt, Waterfront City, Selat Riau, etc. choose where to cross the main strait and its separation scheme. A good spot is between approx. 01°14'6N 103°56'1E and approx 01°12'9N 103°56'7E, where the scheme is only about 1.75M wide, traffic tends to be headed steadily and predictably ENE or WSW and it's easy to get across to the Indonesian shore.

Page 200 Singapore formalities

On arrival, you can either go to Raffles Marina, RSYC or Changi Sailing Club who will arrange

clearance on behalf of visiting yachts. Fees vary but can be up to S\$50 per boat. If several yachts arrive together at Raffles Marina they can clear at the same time and share the call-out fee. Make sure you mention this when you check in with the dockmaster. The alternative is to anchor in the unsuitable quarantine anchorage and call on VHF. If you go ashore to DIY as in the old days you may well meet problems. Paperwork is done on the spot at the marinas and crew will be issued with a 2 week visa extendable by 1 month.

For visa extensions, apply in person at the Seamen's Section, Immigration & Registration Department, ICA Building at 10, Kallang Road next to the Lavender MRT. The Seamen's Section is on the ground floor. The entrance is at the back of the building. Open 24 hours for extensions. Once cleared in, if you want to leave your boat in Singapore and fly home you'll have to sign yourself off as crew a few days before you leave. You'll need new crew lists, a letter of explanation, completed departure cards and airline tickets.

After Immigration you must clear in with the Port Authority (MPA) which is opposite the bottom of Anson Road. The IBM building is on one corner and Motion Smith chart agent is across the street. Cross the dual carriageway and look for a white building. Go to the MPA One-Stop Centre for your clearance. It's on the ground floor of the building, on the same side as the car park, ☎ 63252373. Take a numbered ticket from the machine near the door when you arrive or you'll miss your place in the queue. If you wish to do port clearance after 2300, the One-Stop Centre is closed. You must instead go to #02-01 Maritime House, Cantonment Rd (buses 75, 167, 196, 501 & 605 all pass by). Cantonment Rd leads off Keppel Rd about 200m west of the Tg Pagar Complex, but on the opposite side. See Customs if you have firearms to declare.

Page 202 Singapore marinas, clubs and services

Raffles Marina is still expensive but the only place currently for haulout. Latest details from the dockmaster, ☎ +65 6861 9000, *Fax* +65 6862 2280. The adjacent boatyard is now run efficiently by Mr Jeffrey Leng, ex- Natsteel. The boatyard and marina have been seriously affected by subsidence. Contact: Marina Yacht Services

☎ 6862 4320, 6869 1861

Fax 68624431 *email* marinayacht@pacific.net.sg

Republic of Singapore YC

☎ 6768 9233 *Fax* 6768 9230, h/p 93865500 *email* marinamgr@rsyc.org.sg, is welcoming. Be warned that it is marina practice in Singapore to measure LOA from the furthest point forward (including anchors) to the furthest point aft (including dinghies on davits) to determine the pricing band you fall into. The finger berths suffer markedly from wash and surge from passing traffic and living aboard is

NOT comfortable. A new breakwater may be added. RSYC offer CIQ clearance services that are cheaper than Raffles Marina and Changi. But note, this does NOT include port clearance which you must do personally at Tg Pagar whether or not your boat is Singapore registered. No haul out. The club is luxurious, friendly and makes visiting yachts welcome. A long way from town but shuttle bus to MRT. www.rsyc.org.sg.

Natsteel Marine has closed.

Ponggol Marina has been seeing some hard times but there are still berths for visitors. Rates are as high as elsewhere in Singapore but you may be able to negotiate a discount for longer stays. The travel hoist is not working.

The Singapore Armed Forces Yacht Club (SAFYC) This is out in Sembawang on the N side of the island in the old naval base (approx 01° 28'3N 103°49'2E). There is a small marina with about 40 berths, some moorings and a friendly, well-appointed clubhouse. Gen Manager Lt Col Puah Neo Peng Chew

43, Admiralty Rd West, Singapore 759962

☎ 6758 3032 Fax 6757 9046

email safyc@singnet.com.sg www.safyc.org.sg

Changi Sailing Club often has inexpensive moorings available now. The problems are wash from passing traffic and the virulence of under-water growth. You may be able to negotiate a discount for long stays. Haul-out at the club is available only for yachts <6 tons. *Email* enquiry@csc.org.sg www.csc.org.sg after hours Operations Manager mobile ☎ 6963 67031.

Keppel Marina is undergoing redevelopment. Short-term berthing on a few good quality pontoons is available, but pontoons and the hard are surrounded by a building site. You may be able to organize being craned out. The new development is a villa and apartment complex plus 200 berth marina. The marina entry will be at the W end (01°15'85N 103° 48'6E).

Sentosa Cove (01°14'5N 103°50'5E) The latest plan is for a mega-marina village complex with access to the canals around the houses via locks and, in the tidal basin, yet another large marina with no yard services. For now, boats occasionally use the empty basin for a day anchorage.

Penguin Boat International has excellent, very expensive haul-out facilities at Tuas and caters largely for commercial vessels and mega-yachts up to 500 tons. They don't really like handling any vessel under 20m LOA.

☎ 6868 06818322 Fax 6897 8309

email yscheng@penguin.com.sg

'**Lighthouse Marine**' is a misnomer. Its real name is Ho Ah Lam Ferrocement Ltd, aka Light Marine. The premises are next door to Penguin and are very cramped. Bala Tan, the manager, will do haulout for you but you'll need to give him warning. The

yard is dirty and would not suit everyone. Still, its hardstanding is the cheapest Singapore has to offer at US\$14 per day and the work is reported to be quite good.

☎ 6861 8828 Fax 6861 5042

email alumboat@singnet.com.sg

Motion Smith in Anson Rd is the agent for Imray pilots and for charts.

email motsmith@singnet.com.sg

www.singnet.com.sg/~motsmith

Marintech 101 Kitchener Rd, 02-14 JI Besar Plaza, also has a retail outlet at Changi Sailing Club, they will source almost anything you want and try to match US mail order discount prices. They will also order charts and publications from Motion Smith. Call Jessie Lee, ☎ 62988171 Fax 62923869 Raymond, H/P 5420310

email marintech@pacific.net.sg

Marine International are one alternative, 388

East Coast Rd ☎ 64473004 Fax 64474110

email salesinfo@marine-intl.com.sg

Intermarine Supply Co are at no 12, Tuas

Avenue 11, Jurong ☎ 6863 3966

email ropes@intermarine.com

Good for bulk cheap rope.

Repairs George Olivit, Yacht Construction

☎ 65422728 *email* isys@pacific.net.sg

Scott Walker, North American Boat Services,

mobile ☎ 97334849 *email* walkerx3@pacific.net.sg

Electrician Neo Poh Huat ☎ 67410317

Fax 67440317/96791304

Air-con/refrigeration Wilson Tsing

☎ 62607638, Fax 62607639

email wiltsing@magix.com.sg

Generators Raymond Lim (specialty Onan)

mobile ☎ 9618 5685

Equipe Service agent for Jotun Paints

☎ 6861 5057/6893 9618 Fax 6893 9628

mobile ☎ 96882068

Azko Nobel now own International Paints

☎ 6453 1981 Fax 6453 1778

contact *email* ernest.lee@uk.akznobel.com

PA Marine Zodiac, Bombard, Avon agent

☎ 6264 0823

Jason Electronics agent for Simrad

☎ 6774 4667; Fax 6774 5673

Galvanizing Tempura Metals in West Tuas are quick, efficient and very reasonable (2 x 16kg and 1 x 12lb anchors all up S\$50). ☎ 6861 8933 Fax 6862 3318. The only hot dip galvanizers we found with a centrifuge.

Anthony Cushion, Blk 5 Ang Mo Kio Industrial Park 2A (AMK Tech II), no.05-19, offer a high quality upholstery service. ☎ 6482 3949 Fax 6482 6548, h/p 9781 4623

LPG: Note that LPG fittings in Singapore and Thailand are different from those found in Malaysia.

Page 206 **Cruising from Singapore**

Anchorage: P Hantu (01°13'4N 103°45'05E) is prettier and cleaner than you'd expect in a small harbour inside breakwaters. N side of P Ubin in the Nenas Channel tucked well up against the Ubin shore, though there's now an unsightly anti-immigrant fence in the sea below the high water mark to keep out illegal immigrants from Malaysia. From Raffles Marina, head up the strait under the main arch of the bridge into Malaysian waters. There's only 10m or so air draft in the marked passage close to the Singapore side. Anchor near P. Sarimbun (01°26'0N 103°41'05E). The only suitable longer-term anchorage is actually in Malaysian waters (see p.210, Johor Bahru below).

N of Singapore, one alternative is Seban Marina Resort in Johor, up the Sungai Santi off Calder Harbour, N of Tg Pengelih. For full details see volume I of this book.

Enquiries ☎ (0)7-8266053

Fax (0)7-8266054/8266677

email sebanacove@pacific.net.sg

Page 209-10 **The coasting route & tides**

Use tides to give yourself a lift along the Malaysian shore. A 60-80M daytime run is often eminently feasible but remember that in general the NW flowing (ebb) stream runs marginally harder (<0.5kt) and for slightly longer. Many navigation marks along this coast have been upgraded recently but keep a VERY good lookout for fishing markers, nets and lines. Don't stray close inshore and avoid sailing after dark if possible.

Page 210 **Malaysia, formalities**

A cruising permit is no longer required for Johor State. Alternate Saturdays are a public holiday throughout Peninsular Malaysia. Jabatan Laut (Marine Department) and other government offices' opening hours can vary from state to state, eg in Muslim Langkawi Friday is a public holiday whereas in Perak on the mainland Sunday is closing day. Generally, office hours are approx 0900-1200, and for a short period in the afternoon. In Port Klang, Penang and Langkawi hours are longer because of the international ferry traffic.

In principle, you must check in wherever you stop, usually going first to Jabatan Laut then immigration, then customs. The order is different in Port Dickson if you are arriving from Singapore. In this case go to Immigration first. Most visitors now get a 3-month visa free on arrival. In Penang the situation varies depending on where you anchor or berth and for how long. If you're already cleared into Malaysia then just go to Customs at the ferry pier near Fort Cornwallis.

LPG in Malaysia You may find it difficult to get your bottles filled in Malaysia, especially if you have Singapore type bottles with the clip on regulator.

Page 210 **Johor Bahru**

Anchoring E and W of the causeway is possible but the E side is thought best at approx 01°28'6N 103°47'55E. It's W of the Sungai Tebrau entrance and E of the Marine Police pier. No charges. Land your dinghy on the beach or the marine police dock where water is also available, but do check that using the pier is all right. Clear in with the authorities at the duty-free terminal at Stulang Laut about 1M E of the causeway which is also the ferry pier for Indonesia. You have to complete normal, land-based tourist immigration formalities with both Malaysian and Singaporean authorities again if you take the bus across the bridge to Singapore.

In the entrance to the Sungai Danga/Sungai Sekudai opposite Tg Danga at approx 01°28'25N, 103°43'5E there is a huge new waterfront food court and shopping mall with a pontoon off it alongside which there's room for about ten boats. There are no services. It's apparently the first part of a big development to include marina and Florida style villas with berths.

Page 211-3 **Water Islands & Malacca**

The Water Is anchorage S of the jetties on P Besar is noisy with ferries for Malacca in daytime, but usually quiet enough at night, good holding in 5-7m, sand and mud, 02°06'7N 102°20'3E. Squalls can be alarming in unsettled weather during the Sumatra season. The currents in the Water Is anchorage are strong. It can be pretty roly here and the water can be murky. Note that Malaysian ferries carry orange flashing lights in this area as elsewhere; they are not hovercraft!

There is a 1m channel that leads towards the root of the old jetty where you can leave the dinghy at high water. At low tide you're better off taking the dinghy to the beach nearer the new jetty or hailing a passing local boat and paying a couple of ringgit for a ride. Ferries to the mainland leave from the new jetty several times a day. An alternative anchorage N of Malacca is off P Upeh (02°11'5N 102°12'35E). There is a bridge across the entrance to the Malacca River connecting the foreshore to the N with reclamation S of the old town. Tying up to the Customs dock is now impossible for a yacht. The channel is very tight at any stage of tide and busy with ferries. It was being dredged in 2004. Overhead clearance is <12m. Yachts can anchor off in quiet weather, but with ferry traffic it is pretty bouncy. The best anchorage for quick access to Malacca town is E of the new reclamation at approx. 02°10'5N 102°15'5E in about 4m, mud.

At Tg Keling there is a most conspicuous new and very large refinery immediately N of the point with a huge loading pier extending into the strait and a buoyed channel leading to it.

Page 213 Port Dickson, Admiral Marina
 02°28'75N 101°50'40E

Approaches require care but are easier now the marks have been upgraded. Still, don't be tempted to cut corners, there are some nasty shoals and reefs. Coming from the S, once clear of Tg Rachado head for 02°27'5N 101°50'5E, thence head for 02°28'2N 101°50'1E. Steer approx 035° to 02°28'8N 101°50'59E at which point you will be just outside the marina entrance.

The marina entrance is lit Fl(2)G.2s5M and Fl(2)R.2s5M. Half a mile SSW of the marina on P Terumbu (locally called Submarine Island) is a new, but rather small W Cardinal mark, Fl(9)10s at 02°27'99N 101°50'471E, Fl(9)10s). You should give it a generous berth. Coming from the N, head for Port Dickson proper, thence leave P Arang Arang to port and head for 02°30'N 101°48'E, from there head for 02°28'85N 101°49'42E and then due E to 02°28'8N, 101°50'59E. Reverse these waypoint tracks to leave north or south. Call on VHF Ch14 on approach.

120 berths and good facilities but is a bit short on hardstanding and rates are more expensive than in Langkawi. Long stay rates are negotiable. Power is not available on all berths and at the bigger ones you may need to hire one of the club's plugs. Fuel is available at the jetty in the outer basin but is also more expensive than in Langkawi. There is a good small chandlery run by Pen-Marine, managed by the affable and helpful Mr C M Wang ☎ 606 646 2792, Fax 606 646 2793 email penmarinepd@penmarine.com Mr Wang will order in anything not in stock, delivery of anything in Malaysia is within two days. Good value.

Internet access is available on the premises now. Ask at the reception desk. Check-in with the authorities in town is obligatory but the marina has applied for clearance facilities to be provided on site. For now, catch a bus (10 minutes walk to the bus-stop from the marina) or hail a taxi. Jabatan Laut is on the sea front in Port Dickson town. The building is one street back from the main road leading to the centre of town and the nearest landmark is the Hindu temple.

There are anchorages either side of Tg (Cape) Rachado, S of Admiral Marina, suitable for either monsoon, though the anchorage on the N requires care. Avoid the temptingly empty and remote looking W bay. There is an extensive rock shelf <1m at LAT across it's threshold and the bottom comes up to it from a >20m tidal scour channel very quickly. The next bay W has good holding in sand and mud, but the shoal ground (<2m) begins, paralleling the coast, on a line level with the E headland. The anchorage we mark between P Arang Arang and Port Dickson is no longer really tenable, the whole area between the jetties and the reef at

02°31'2N 101°48'2E being occupied by moorings used by tugs and pilot boats. The anchorage immediately off the Jabatan Laut and W of the old railway jetty is squalid.

The other marina in the vicinity that we mention, PD World, has a dredged basin, about a quarter of a mile S of Admiral but that's as far as the developers have got. We wouldn't recommend trying for a freebie anchorage.

Page 213 Port Klang

The Royal Selangor YC (RSYC) offers cheap berthing alongside pontoons, both adjacent to the club building with direct access ashore and across the river from where you should hail the hourly jingo boat to go ashore. There is no power on either pontoon but fuel and water, metered, can be taken on at the club. Ch 72 during office hours only. The club slip can take boats up to approx 25 tons, 60' LOA, 15' beam and 8' draught. There is a mechanic and a carpenter if you need repairs. Make sure to close hatches. Rats can be a problem. The best source of charts is the Hydrographic Department at the Malaysian Navy HQ, new

☎ (0)3 20713595 Fax (0)3 26987972

email info@rsyc.com.my www.rsyc.com.my

☎ (0)3 31686964 Fax (0)3 31688650.

For outboards, try Port Klang Outboard Centre,

Mr Ong Kian Hong

☎ (0)3 31671353 email pkoutboards@yahoo.com

mobile ☎ (006) 012 2104315

Alternatively there is Mercury Marine

☎ 5191266 and another Suzuki dealer

☎ (03) 4413133 Fax (0)3 4411491.

If you don't want to go into Port Klang there's lots of choice. One anchorage is up the Sungei Langat E of P Carey (see BA charts 2153, 3453), entrance (very shoal with only 0.3–0.5m at LAT) at 02°47'17N 101°22'27E.

The Selat Lumut (entrance 02°52'5N 101°16'5E) offers fair anchorage in its first reach, but go beyond the pilot station (which uses the remains of a failed marina project) just inside the entrance on the P Indah (sometimes charted as P Lumut) shore. A bridge at 02°59'5N 101°23'5E prevents you reaching Port Klang through the back door. It's shortly to be joined by another very much closer to the sea at approx. 02°53'7N 101°20'9E.

They serve the new West Port that occupies the whole W coast of P Indah. Alternatively, within Port Klang, tolerance seems to be given to anchoring opposite the North Port wharves in approx 03°02'2N 101°20'3E or a bit further N. The waterways W of Port Klang are fascinating but unmarked and full of fish farms. Some offer fair shelter once out of the deeper channels, if there are no fish farms. Selat Che Mat Zin is NOT as charted, the whole strait having shifted about 200m W, the deeper water now favouring the W shore. Good

anchorage at its junction with Selat Meriam at 02°56'·9N 101°15'·7E, 3kt tidal streams at springs.

Be wary of taking Selat Trusan Bagan as a short cut from Port Klang. It's the ferry and supply route to P Ketam's two Chinese Malay stilt villages. In Port Klang's N approaches, there is the possibility of anchoring near P Angsa, but you need settled weather. Try tucking S of P Selatan in approx 03°10'·9N 101°13'·1E, 2-5m, mud or, being wary of the quick shoaling, close to the edge of the 10m line between P Selatan and P Angsa. There is usually a lot of fishing boat activity at night. Good anchorage has been tried under the light at the N end of One Fathom Bank (02°53'·2N 100°59'·8E) in 7m sand and mud. The light has recently been upgraded, so there are now two edifices.

Page 214 Lumut

Approaches The bearing on the leading line for the S entrance to the Dindings River has been omitted. It should read 331°.

Marinas and moorings The Lumut International Yacht Club (LIYC) 04°14'·14N 100°38'·25E, 40 berths. Some boats anchor off. All CIQ offices are now together at Seri Manjung. Take a Sitiawan bus from just outside the LIYC to do clearance. The facilities at Chan's, 2M up river, are a short distance from the mouth of the Sungei Sitiawan which runs eastwards opposite the isolated rock marked on the sketch, just N of the flour loading wharf. Chan's is on the N bank opposite an area now completely developed as an industrial zone. Cheap, popular but remote. Mr Chan has a drying grid you can use for repairs and antifouling if your boat will take the ground. Opposite Mr Chan's in the industrial zone haul-out by crane can be arranged at reasonable rates, including for long term. Depths in the river are generally over 10m, though there are shoal patches, especially a large one tending S from the upstream side of the entrance to Mr Chan's, half closing the mouth to the Sungei Sitiawan.

The Kampung Bahru moorings are about 1M further up the main river on the E bank and the place seems generally moribund. The bridge has now been built across the Sungei Dinding, but rather than being just S of the entrance to the tributary on which Chan's lies, it is just N at 04°16'·85N 100°39'·58E, an elegant confection with eleven arches. The main channel under the highest point (approx 18m MHWS) is marked with a large red square on the pier to port, a large green triangle on the pier to starboard headed upstream. The centre of the arch is marked by a light Fl.

S of the Sungai Sitiawan entrance in the Sungei Dindings a power line is being constructed crossing in latitude 04°16'·2N approx., from the new power station at Tg Senangin to the industrial zone. It looks like it will have at least 30m clearance.

Diesel is available at LIYC's dock. Petrol from a service station in Lumut. There are good hardware shops in Sitiawan and Seri Manjung as well as in Lumut.

Contacts

Lumut International Yacht Club Lot 4182 Jl Titi Panjang, Lumut 32200, Perak ☎ (0)5 6837800; Fax (0)5 6837700.

Chan's (& the Perak Yacht Club) Mr Chan Mun Seng, 987 Taman Samudera, Sri Manjung 32040, Perak ☎/Fax (0)5 6881586

Kampung Bahru Mr Hj Zainal Bin Mat Isa, Chalet G-7 Kampung Bahru 32400, Air Tawar, Perak, ☎/Fax (0)5 6919754

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There are 2 new marinas, for info on the latest visit www.penangport.com.my. The other just S of the Penang Bridge at 05°21'·3N 100°21'E. With 29 berths it's small and designed mainly for yachts <10m. Berths are available to visiting yachts. There are two outside berths for large boats or one megayacht – though they're usually occupied by local vessels. Lively on the outside berths in a developed SE wind, S quadrant squall, or the wash from passing craft.

Passage to or from N is possible via the inner channel to/from the Junk Anchorage for vessels with air draft of <8m. The S-bound arch (marked R to stbd, G to port) is the one closer to Penang and has a metre or so greater clearance than the N-bound (R to port, G to stbd) one. Otherwise, coming from the N you must go through the main ship-channel and S round P Jerejak, or at HW shoal drafters (<1.5m), can try to cut across the N of P Jerejak holding close to the island shore, but clear of the rocks.

Check in with the office. No showers or toilets but there are restaurants nearby.

Anchoring is possible inside P Jerejak in approx 05°18'·7N 100°18'E, N of the red buoy off, N of Sungei Keluang. There has been a lot of reclamation here and the chart is inaccurate. It's deep well inshore in the anchorage area, known as SeaGate (after the factory just across the road inland) or Sri Pantai. You will see boats on moorings here as you approach. The resort on P Jerejak is yacht-friendly and has a jetty and moorings.

Our recent survey shows the entire Batu Maung mud flat to have been used as fill for the new reclamation which has moved the shore seaward up to 1.2 kilometres! No chart shows the new Penang island coastline S of Penang Bridge, although it's been as it now is since 1997. We draw 1.4m and left the SeaGate anchorage recently steering 175° for the Rimau channel buoy. We never recorded less than 2.4m an hour after LW springs.

Most yachts still anchor in the Junk Anchorage, in approx 05°24'·75N 100°20'·5E though it is recommended to use a sampan ferry rather than

your own dinghy. The alternative anchorage is at Gelugor, N of the bridge, off the Marine Police base. Anchor a tad NE of the marine police jetty in approx. 05°22'5N 100°19'1E. You can arrange with the police to take the dinghy in here.

At Batu Maung (05°16'9N 100°17'5E) Pen Marine has a double railway slip or by crane but there are draught and weight restrictions. There are some berths (4m on seaward berths) for haulout customers as well but rates are comparatively steep and the pontoons none too steady.

Contact

204-B1 Block K, Km 12, Batu Maung, 11960 Penang ☎ (0) 4 6262628/698
 handphone 0124848880

Fax (04) 6262688 *email* .lbmsb@pc.jaring.my

Liferaft servicing: Ocean Success Sdn Bhd, 11 Church St Ghaut

☎ 04 263 8352/5222. Flares also available.

Engine spares Sin Swee Hin imports/exports engines, Morse control levers etc. 3 Lorong Mak Mandin 5/3, Kawasan, perindustrian Mak Mandin Butterworth ☎ 04 331 3636 *Fax* 04 331 3637
 mobile ☎ 012 4811073 (Mr Goh Ewe Tong)

Beware of bulky flotsam while on passage between Langkawi and Penang and again S of Penang off the Great Kra Bank. This is presumably outflow from the Penang River.

Note the Outer Kra Bank is migrating N and W and in places is now further N and W than charted by up to a mile, sometimes more.

Page 219 Langkawi

Approach The shoreline at Kuah has changed dramatically from what it was when the picture on the cover of the guide was taken. There are many new dominant buildings but the most conspicuous and extraordinary landmark is the statue of an 'eagle' (actually a Brahminy kite) on the foreshore NW of the ferry jetty. The old mosque's golden domes, on the other hand, are practically invisible. On average the shore has moved seawards about 150-200m, much of it towards Kuah town as yet only berms enclosing shallow or drying lagoons at some stage destined to be filled in.

Anchorage and berthing

Finding a place to put your dinghy is getting increasingly difficult and all but impossible at low water. To access the beach off The Pier restaurant go to the entrance of the 'lagoon' near 06°19'33N 099°50'8E. For the 'lagoon' and the beach off Kuah town, head for the entrance N of the entrance to the Sungei Kuah. There is a large new building on the reclaimed waterfront S of the Sungei Kuah.

Formalities

Check in is at Jeti Point, Kuah, and you must go to Jabatan Laut here first, regardless of where you berth. For the moment this also applies to Telaga Harbour, which was damaged during the tsunami.

Langkawi marinas

Royal Langkawi Yacht Club 06°18'2N 099°51'E has expanded to over 200 berths but the new breakwater has only partially alleviated problems from ferry wash. Call on VHF Ch 69 on approach during office hours, 0900-1800. If you prefer to anchor and dinghy you will be charged a small fee.

Rebak Marina 128 berths, P Rebak Besar. Ch 69. Difficult to spot from seaward till you are practically there. Masts are hidden by land. Depths at the entrance, 06°17'44N 099°41'7E, are shallow with 2-3m at low water. The entrance could be dangerous, or at least very iffy in a strong SW wind. Both entrance and channel are lit at night. The fuel berth is on the way in but prices are higher than at the fuel barge or RLYC. 65-ton travel-lift. You can DIY here but will be charged extra for equipment such as shores, ladders and shore power. There is a ferry service, but not to Kuah. It goes across to a pier in Port Langasuka.

Telaga Harbour, being repaired after the tsunami, is the newest and smallest marina in a pleasant development at the E end of Pantai Kok. Approach (outer buoys at 06°21'55N 099°40'95E) is simple and there is a new lighthouse (conspic) at the entrance. The approach is protected by 2 (uncharted) artificial islands which also provide an excellent anchorage outside the marina in 3-5m. Do watch out for the power cables from the mainland to these 2 islands if you choose to anchor. They float near to the shore, cross from the main island approximately on the line of the opening between the two islets and are unmarked. The bottom is sticky mud and you will need a deck wash when you leave.

WaveMaster Langkawi Yacht Centre, serves superyachts principally. There are 2 large travel-lifts (450 and 150 tonne) and climate controlled hangars. They are close to the Royal Malaysian Marine Police base in approx. 06°17'5N 099°47'7E near Tg Lembong. The facilities are excellent but owners at present are reported to prefer bringing in and housing their own workers.

Awana Porto Malai 06°16'6N 099°44'1E is south of Wavemaster. You will see the Star Cruises berth adjacent to it. A few Mediterranean style berths are available, stern-to the land-bound arm of the Star Cruises wharf. You can also anchor outside the artificial harbour and there are a couple of moorings which may be free ENE of the NE end of the sea wall (approx. 06°16'65N 099°44'35E). The Awana Porto Malai will hold mail and parcels.

Contacts

Royal Langkawi Yacht Club ☎ (0)4 9664078
Fax (0) 4 9665078

email rlyc@langkawiyachtclub.com

www.langkawiyachtclub.com

Rebak Marina, PO Box 125, Kuah, 07007

Langkawi ☎ (0) 4 9665566; *Fax* (0) 4 9669973

email resort@rebakmarina.com

Telaga Harbour VHF Ch 69 ☎ (0)4 959 2202

Fax (0) 4959 2204 mobile ☎ (12) 206 5276

email info@telagaharbour.com

www.telagaharbour.com

Awana Porto Malai ☎ (0) 4 9555111

Fax (0)4 9555222 www.awana.com.my

WaveMaster Langkawi Yacht Centre Bukit Malut, Mukim Kedawang, 7000 Langkawi

☎ (0)4 9671230/9671500

Fax (0)4 9671231/9671600 *email* info@wmlyc.com

Langkawi anchorages

Many boats anchor off Kuah town in Bass Harbour. Set your hook well. The bottom is none too trustworthy and run off from the reclamation doesn't help. Some catamarans anchor very close to shore and dry out. There are also some moorings available off Kuah.

At P Dayang Bunting you will now find that there is a swimming pool in the lake intended to keep the rest of the water clean but it's not the world's most eco-sensitive spot. Another favourite is at Hole in the Wall, an enclosed harbour and maze of waterways through extensive mangrove swamps accessed via the channel marked on the plan of P Langkawi, NW of the anchorage shown W of P Langgun in approx 06°26'N, 099°52'2E. Access from the S from 6°23'98N 099°54'73E is simple; the deep water (>12m) favours the P Langgun shore. Coming from N towards Hole in the Wall and P Langgun, aim at the 2 small beaches you'll see ahead on approx 165°. You can anchor outside near 06°26'5N 099°51'6E in 4m, good in the transition season and SW Monsoon, but in a developed NE Monsoon it can be choppy.

Once inside you can anchor anywhere there are depths. Good holding in mud. The connecting channel from Hole in the Wall beyond the moorings N to the creek exiting W of Tg Kemarong is only for dinghies.

Anchorage not marked on the plan (p218), apart from that outside Telaga Harbour mentioned above, include fair weather anchorages off the beaches on the S side of P Dayang Bunting and off the E side of P Tuba and between P Dayang Bunting & P Kukos. At P Pasir, about 70m off the beach there are greater depths than charted and this would make a good NE monsoon anchorage. Other possibilities are off the beach at Pantai Cenang, 06°17'N 099°43'3E, the N (06°13'8N 099°44'2E) and NW sides (06°13'9N 099°44'8E) of P Singa Besar and Teluk Dawai. Many of these anchorages can be roly. The old Langkasuka Boat Club has closed. You can still anchor in the basin but the moorings are not maintained. Apparently the basin is now even more shoal than it was.

Langkawi services

LPG bottles have unusual fittings in Malaysia. ATMs and credit cards. Good supermarkets in Kuah and Matsirat. Workshops and timber merchants on the road between Kuah and Matsirat. Good hardware & paint available in both towns. In Kuah, try Timur Utara in Langkawi Mall. Chandlery from Peninsula Yachts Asia, 106 Jl Persiaran Mutiara and Chin Ho Trading on the main road about 2M NW of the town. Ask here for liferaft servicing. Suzuki outboard shop on the NW side of town on the main road and a Yamaha shop near KFC. For electronic repairs and parts try Sega Elektronik on Persiaran Mutiara. There's also a refrigeration engineer, Michael Chu, at Imeac engineering, N of Port Langasuka. The PO is at the Lada Centre next to Samudra. SK Intertrade for Thai and Malaysian charts. They do xeroxes. *Please do not ask them to photocopy our books.* For stainless steel work & welding try Yourway about 3M from Matsirat (Mr Ham Tak-kawn) mobile ☎ 012 408 2680 ☎ 04 9556 139 *Fax* 04 9555546. Alternatively there is the Khoon Foundry, (Mr Chin) ☎ 012 493 2985 near Langkawi Hospital. He rebuilds all local fishing boat engines.

Page 220 Cruising W Peninsular Malaysia

P Kukup Anchorage and immigration facilities here to service the fast ferries across to Tg Balai, P Kundur and P Kerimun Besar in Indonesia. You will be expected to clear in if you have come direct from Singapore. The approach is beacons once you are past the large kelong just W of Tg Piai. From 01°17'77N 103°26'06E pass the starboard beacon (Fl.3s8M) on approx 355°M towards the port beacon. Alternatively, once level with the stbd beacon, head for the isolated white stilt house. You should not have depths of less than 2m. Anchor in approx. 01°18'85N 103°26'6E, 50m, 3–4m beyond the stilt village. The channel is very busy. The easiest exit is to go back the way you came. However, you can exit N'wards generally holding to the mainland shore, via 01°19'94N 103°26'25E, then 01°22'86N 103°24'97E to 01°24'47N 103°23'7E and 01°26'98N 103°21'72E reaching clear, deep water between P Pisang and the beacon off Pontian Kechil in 01°27'95N 103°20'82E. Least depth should be around 4m.

P Pisang Anchor either side of the main island, under the light (Fl.10s22M), depending on the prevailing wind. On the N of the island in S sector winds try on the bank at 01°28'47N 103°15'24E in 4–6m good holding in very sticky, mucky mud. In the NE Monsoon the best bet is the bay SE of the light in approx. 01°28'1N 103°20'1E. 3m to 6m, mud. Access to the lighthouse, which is run by the MPA (Singapore), is via the pier on the SE side. The bay is shallow some distance out from the

shore. It can be roly but pleasantly breezy in the NE monsoon. Another recommended anchorage, well offshore but OK in settled weather is off Tg Tohor at 01°51'N 102°45'5E.

On passage between P Pisang and Muar and Muar and the Water Is, note there are large fish traps between 01°54'96N 102°37'99E and 01°57'22N 102°33'18E. There is a single stump of an old fish trap, awash, at 01°59'75N 102°30'78E. A final set of six fish traps 8 cables long orientated 240°/060° lies around 02°01'6N 102°29'1E.

Muar There are two new lit beacons, port (02°3'5N 102°31'27E in about 0.6m LAT) and stbd (02°2'53N 102°30'66E in about 11m LAT). They mark the NW/SE extent of the bar and the fairway lies roughly between them. There is a green buoy at (02°3'17N 102°30'21E, 12m LAT). Head from the buoy slightly N of E towards the bn (Fl 10s 5M, sector from seaward 011°-123°) on the N bank inside the entrance. The deep water (max 3m LAT) channel begins near the line of stakes on the mud flats by the N point at the entrance, then swings in a curve towards the S entrance – a park. The edge of the very shoal water on the N bank is marked by stakes, some white painted on the top. The Jabatan Laut is next to the conspicuous pink and blue customs building on the waterfront. Anchor below the bridge across from the cargo wharf and ferry pier (02°02'9N 102°33'8E) on the N side of the river. On the shore nearby a small Jabatan Laut marina along the lines of the one in Penang is being built.

Kuala Selangor (03°18'35N 101°12'5E) is shallow in the approaches as you cross the bar on roughly 015°. The fishing fleet use a leading mark made of a stake with a large red flag (in 2004 at 03°19'81N 101°13'37E) on this heading. Keep beacon on your port side, contrary to the chart and BA Pilot. Coming from the N hold well to seaward until the beacon is E or ENE, the charted shoal flat is very shoal and covered with stakes and fish traps. The bar is about 1M wide and has a least depth of 1m LAT. The channel deepens once you're across the bar. There is good quiet anchorage at approx 03°20'7N 101°14'05E, 3m, mud.

The Sungei Bernam (03°48'7N 100°46'3E) is very busy indeed. Make for the fairway buoy then follow fishing fleet in. Anchor just inside in 3-4m, E of the light out of the swell with good holding. A bridge (12m, 03°58'07N 100°58'42E) blocks access to Teluk Intan (Anson) via the Sungei Perak (entrance, buoyed, 04°03'5N 100°39'4E). At Bagan Datoh, just inside the Sungei Perak entrance, there's a wharf and a Jabatan Laut office. There are plans for another mini marina here.

Sembilan Is are really only for settled weather or daytime anchorage.

Pangkor Good anchorage at Pasir Bogak but roly. Calmer, but deep (<20m), off the Pangkor Laut

Resort jetty. Note that E of the rocks between the main island and Pangkor Laut Kechil there is a 30m deep scour hole. Beware strong tidal streams and overfalls in the channel between P Pangkor Laut, P Simpan and in the channel between P Simpan and Turtle Rocks. Some of the larger fishing trawlers go through all of the channels. Teluk Nipah can be a lot less roly, tucked behind the inner island, even in W-SW'lies.

12M N of Lumut, on the mainland side of P Talang you can anchor in approx 04°25'2N 100°34'7E off the small beach, or a bit further NW off the rocky shore where the fishermen sometimes anchor. If you anchor off the beach, don't go in too far or favour the SE side where there are a few large rocks awash at LWS.

River anchorage at Port Weld (04°50'15N, 100°37'5E) in the Kuala Sepetang. Only try entering or leaving any of the multiple entrances, which move about with the seasons, towards the top of the flood. Follow the fishing boats.

There are 1-2 moorings for yachts, depending on size, on the SE side of P Payar, in the marine park SE of Langkawi. If you pick up a mooring go and see the park rangers ashore to let them know how long you want to stay. It can be roly here – indeed sometimes untenable – and uncomfortably close to the buoys off the beach in a S'ly. Too deep to anchor.

For Sungei Merbok, from approx 05°40'6N 100°20'3E head about 075° towards a conspic radio mast. Least depth over the bar is 1-1.2m LAT. The directional light no longer exists and the small beacon now in place (Fl.8s10M) can't be spotted easily from seaward. Anchor off the town pier and market (long low green two-storied building) in 5-10m, mud.

The islands running N from Sungei Merbok – PP Bidan, Telor, Songsong and Bunting all have feasible fair weather anchorages depending on the prevailing wind. On Bidan, anchor S or N of the spit (05°44'8N 100°17'4E), 4-7m mud – but watch out for rocks. Day anchorage 05°46'2N 100°17'17E in about 5-6m, mud. Anchor N or S of the sand spit near 05°48'75N 100°17'85E in 5-6m. Note that the bottom drops away quite quickly further E. Bunting has no really protected anchorage, though on the N of the E end in 4-6m, mud off either of the two small beaches near 05°52'9N 100°20'15E is fine in quiet weather. Similarly in developed N sector winds off the new causeway end on the S of the E tip, 4-6m mud near 05°52'6N 100°20'1E.

Page 224 Thailand formalities

In Phuket all check in is done at the 'One Stop' clearance facility in building near the root of the Ao Chalong jetty. This includes customs, immigration and harbourmaster and applies regardless of whether you anchor or go into a marina first. No

damage to marinas in the tsunami.

Fees Immigration charges are 300 Baht per boat for combined arrival and departure. Visas are normally valid for 30 days. If any crew member wants to fly out of Thailand, they should be cleared in as a 'passenger' and not as crew (small fee). Customs and harbourmaster each charge 100 baht on departure only. If you check in on a public holiday or a weekend extra fees apply. Boats are now allowed to stay in Thai waters for up to 12 months without being liable for import duty. If you want to stay longer you have to apply to customs in Bangkok.

Page 225 **Satun**

Increasingly popular to check in here where the regulations are less stringently enforced and fees are minimal. You have to go up the river and anchor.

Page 225 **Kantang**

In the outer approaches to Kantang the anchorage on the W side of Koh Muk has been recommended, 6-8m near the Emerald Cave, despite the tripper boats. Koh Kradan to the S has moorings off the S end.

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The yard at Kantang is basic but those who've used it speak well of it. You need to warn them of your arrival and measurements if you're a keel boat.

Page 225 **Krabi**

No cruising fees are charged there. Anchor on the E side of Ao Nang Bay, N of Phra Nang. There are some moorings which may be available for visitors. A bus (songthaew) from here to Krabi town costs approx 20 baht. Immigration is on the right as you approach the town centre. Harbourmaster's office on the waterfront near the new ferry jetty a bit further north.

Page 226-30 **Phuket**

Anchorage, marinas and other facilities

There are 2 new long jetties at Ao Chalong to which you can take dinghies at low tide. Ask for info at the Ao Chalong Yacht Club, 300m N of the jetty where you can also do email and send and receive Faxes.

Delete references to Quantum Marine and Phuket Yacht Club (in Nai Harn Bay). The latter is no longer HQ for the King's Cup regatta.

Alternative, weather dependent anchorages are at Ko Hai, S of Ao Chalong. Ban Nit 'marina' has been sold and is apparently no longer popular but you can still anchor off. The bay is known as Panwa Bali.

Phuket Boat Lagoon Make your entry at high tide unless your boat is shallow draft, the beacons channel (keep the beacons several metres to port) isn't always perfectly dredged and there are some high spots. At LW the shallowest spot is only about 1.5-1.7m. The channel starts in Ao Tha Rua at

07°58'65N 098°24'9E. There is a sharp turn at the inland end. Transit and fuel docks to starboard. VHF Ch 71 and 67. Phuket Marina Yacht Services has closed down and Yacht Solutions, a yacht service agency, operates now.

email bolabowa@e-mail and david@yachtsolutions.net

Royal Phuket Marina 07°58'1N 098°23'5E. New facility. For info

email marina.@royalphuketarina.com
www.royalphuketmarina.com

New marina also planned for Phuket's W coast.

The Yacht Haven 170 berths and good facilities. Ch 68. The entrance is accessible at all states of tide but note that there is a drying shoal patch in the approach marked by a lit buoy. The entrance itself also has a sector light. Enter from the N between red and green buoys.

Contact

email info@yacht-haven-phuket.com
www.yacht-haven-phuket.com.

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Possible anchorages in the approach to the Yacht Haven are off Ko Wah Yai at the entrance to Ao Phangna.

Ratanachai Slipway Co Ltd has a good reputation for being clean and well run. Contact Jill ☎ 252852/210246/212443; *email* info@ratanachai-slipway.com

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Phuket services. Banks Sails now has a Phuket service loft ☎ (076) 345 203 Fax (076) 345 204, *email* rn@sails.com but it is reputed to be pricey, as is Rolly Tasker.

We have recommendations for upholstery done by Jin & Pong ☎ 01 894 2904 and for woodwork done by Nai & Toe ☎ 01 9702 687/076 282 214.

Page 230-1 **Cruising S of Phuket**

Good anchorages off the small resorts in Ko Kradan, Ko Muk and Ko Ngai. Koh Babu on the inside of Ko Lanta Hyai is shallow but quiet, usable in both seasons. The anchorage between Ko La Dang (Adnag) and P Lipis (Ko Lipe) now has moorings and there is National Park HQ on Lipis. Small amounts of water and fuel available. Good anchorage reported in the bay on the N side of Phi Phi Don at 07°44'78N 098°46'1E.

Page 232 **Ao Phangna**

There is a rock, just covered at low tide, off the E tip of Ko Daeng Yai, S of the anchorage marked on the plan.

