

INDIAN OCEAN CRUISING GUIDE

Supplement No. 2 & 3

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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand.

The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be 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of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Page references are made to *Indian Ocean Cruising Guide* 2nd edition, 2007.

The last input of technical information was March 2011.

Author's Note

This material is copyright. The material in the book takes a lot of time and expense to research and put together into a book. Just drawing the plans takes me ages with lots of triangulation and a lot of plumbing depths. The publishers then spend a lot of money editing it and getting it printed. Now I know you can download PDF's of this book over the internet or pass it on to others on a memory stick, but you are contributing to the demise of this sort of material in so doing. Be fair about it and don't pirate copies off the internet or from others. After all you wouldn't like it if someone stole something from you or off your boat. So why steal from me and my publishers?

For more 'informal' information on the area go to www.tell-tales.info

Piracy in the Arabian Sea and Gulf of Aden 2011

In 2011 the situation for yachts crossing the Arabian Sea to the Gulf of Aden has become more perilous than in years past. Somali pirates operating off motherships have extended their range to cover much of the western Arabian Sea including the area off Oman. ISAF recommendations are reproduced below.

As of March 2011 three yachts have been attacked in the Arabian Sea. One of these, the 21m *Capricorn* accompanied by an armed 42m patrol boat was attacked on an eastabout transit near the entrance to the Gulf of Aden. The attack was repulsed. The 13m Danish yacht *ING* was captured near the entrance to the Gulf of Aden with seven people including three teenagers onboard. They have been taken by the pirates to an undisclosed location in Somalia. The 18m American yacht *Quest* was captured 280 miles off the coast of Oman and in unclear circumstances the four on board were killed by the Somali pirates.

A considerable number of yachts are now contemplating their options. These boil down to:

1. Shipping the boat back from SE Asia, the Maldives, India or any other harbours the ship carriers choose. The cost in 2011 for Maldives or Cochin to Marmaris Turkey is in the order of \$650 per foot.
2. Waiting in SE Asia to see if things get better.
3. Taking the Cape of Good Hope route via Cocos Keeling, Chagos, Mauritius and Reunion and to Richards Bay in South Africa.

Certainly anyone contemplating this passage should understand that the risk of an attack by Somali pirates is much higher than in previous years.

Consult the ISAF website
www.sailing.org/28144.php

Also see the *Indian Ocean* pages on
www.tell-tales.info

INTERNATIONAL SAILING FEDERATION

Danger of Piracy – Guidelines for Yachts considering a passage through the Gulf of Aden and its approaches including the Indian Ocean north of 10° south and west of 78° east (see Admiralty Chart Q6099).

These guidelines are published in co-operation with the MSCHOA (Maritime Security Centre – Horn of Africa) set up by EU NAVFOR (EU naval force) Operation ATALANTA. A final decision on whether to enter the Gulf of Aden or any waters where pirates operate and how to conduct a vessel in those waters remains entirely the responsibility of the master of each vessel.

The danger of piracy and consequent loss of life and property in the GoA (Gulf of Aden), Yemeni and Somali waters is high. Yachts are strongly recommended to avoid the area. See also advice from the UK FCO (Foreign and Commonwealth Office) at www.fco.gov.uk/.

If, despite this advice, a yacht does intend to sail through these waters, then the following information may be helpful and reporting to the naval authorities is strongly encouraged. A yacht which does not report to the naval authorities will be unknown to them and unlikely to receive any assistance if required.

Q: Have there been many attacks recently?

A: The number of attacks on merchant ships in these waters has increased by about 45% in the past year although, as deterrence and defensive measures improve, the success rate has reduced, especially in the Gulf of Aden. This has caused the pirates to range widely over the Somali Basin and far into the Indian Ocean. Activity has been reported in the southern end of the Red Sea but it is believed that most, if not all of the incidents reported were disagreements between Yemeni and Eritrean vessels, one country's fishing boats encroaching on the other's waters and being fired on by patrols.

Q: What are the authorities doing to overcome this threat?

A: As many as 28 warships are operating in the GoA and the Somali Basin. The majority are under the control of MSCHOA, whose operations are co-ordinated from Royal Navy Headquarters in Northwood. (www.mschoa.org)

MSCHOA has established an IRTC (Internationally Recognised Transit Corridor) through the GoA. The IRTC has two lanes, each 5M wide with 2M wide buffer zone between them 2M wide. To all intents and purposes it operates as a Traffic Separation Scheme (TSS) although formally it does not have that status. The co-ordinates of the IRTC lanes are:

Westbound lane: northern boundary: 12°00'N 45°00'E
14°30'N 53°00'E

Southern boundary: 11°55'N 45°00'E 14°25'N 53°00'E

Eastbound lane: northern boundary: 11°53'N 45°00'E
14°23'N 53°00'E

Southern boundary: 11°48'N 45°00'E 14°18'N 53°00'E

The course eastbound is 072° and westbound 252°.

Merchant ships are recommended to use this route through the GoA. At any time some seven warships may be expected on patrol along the IRTC most provided with helicopters ready for action. In addition Naval patrols aim to disrupt pirate activity in a variety of ways but they are governed by International Law.

While successful attacks in the GoA have fallen in the past year, it is not possible to provide similar coverage in the Somali Basin or elsewhere including the Indian Ocean though individual warships, and pirates, may be present.

Piracy Incidents, March – June 2009

Q: How are the Pirates organised and how do they operate?

A: The pirates are organized in criminal gangs whose object is to make money. Those on the land bankroll the ones who go to sea, pay for whatever ships they capture and then handle the ransom. Those at sea view themselves as warriors, 'Jin al Bar' – Demons of the Seas. Mostly young without prospects, they chew a drug 'Khat' which keeps them in a constantly heightened state in which their actions are unpredictable.

Generally the piracy operation is weather-dependent as the skiffs cannot maintain speed in large seas. Their optimum windows during the year are governed by the monsoons. A few large offshore fishing vessels and dhows have been pirated to act as mother ships allowing a much wider operating window.

The pirates typically go to sea in a long narrow roughly built open GRP boat of 30–40ft with an inboard diesel

towing two smaller open GRP boats fitted high-powered outboards giving a speed of 25 knots. The 'mother ship' is often white in colour and the skiffs blue. All the boats are known generically as 'skiffs'. With drums of fuel on board a mother ship could achieve a range exceeding 1,000 miles and may be at sea for 30 days. On finding a ship they will fire AK47s or RPGs to intimidate the crew while attempting to board using a hooked ladder if needed.

Not infrequently a pirate vessel will outrun its fuel supply and the crew will perish from lack of food and water. That is all part of the 'Jin Al Bar' culture. If a ship has not been taken by the end of their deployment the pirates become desperate and liable to attack anything including yachts.

Other gangs operate people-smuggling in large open boats from the north coast of Somalia towards Yemen. Estimates of migrants reaching Yemen were 29,000 in 2007 increasing to 78,400 in 2010. On a number of occasions smugglers have turned back when still offshore and dumped their passengers into the sea with few survivors. People-smugglers and pirates may well be the same individuals, showing a ruthless disregard for humanity.

Q: How big is the threat to a cruising yacht passing through these waters?

A: During just over 12 months two yachts were taken by pirates (*Lynn Rival*, in the SW of the Seychelles archipelago whose crew, Rachel and Paul Chandler were held for over a year before a ransom was paid for their release in early November, and *Choizil*, reportedly pirated on the border between Tanzania and Mozambique – crew Bruno Pelizzari and partner Debbie were taken hostage whilst owner/skipper Peter Eldridge escaped – also in early November 2010). Another yacht, the *St Victoria* (*Fyodor Konyukhov*) was attacked unsuccessfully in the GoA on 1st October. This last was escorted by a vessel carrying Russian marines who opened fire and drove off the pirates. In previous years there were more attacks.

To put that in context, in the past year it is believed that about 200 yachts sailed through the GoA.

However, despite these statistics the opinion of MSCHOA staff is that the risk to yachts remains high and the consequences of being seized are dire.

Yachts are not expected to be targeted in advance, since mostly they are not valuable enough to be as interesting as a merchant ship, but they may fall prey either to a pirate crew who are nearly out of fuel and have no other way to achieve at least some result as well as to replenish their fuel supplies or they may encounter a people-smuggling boat which has had to jettison its human cargo because of Yemeni patrols and is similarly looking for at least some compensation.

Q: Can yachts passing through the GoA expect a naval escort, perhaps by forming a large convoy?

A: No. There are insufficient warships to provide this protection and their primary duties are to guard World Food Programme and vulnerable merchant ships.

Q: Can I expect help from naval forces if attacked?

A: Realistically, probably not. It would take a skiff at 25 knots about three minutes from being spotted to being alongside a yacht. Once pirates have boarded, the rules

of engagement of the naval forces prevent further action due to the risk of cross fire killing the yacht crew. The skipper of the yacht *Tanit* was killed by cross fire in a 2008 rescue attempt.

Q: So what is the advice to yachts considering sailing through these waters?

A: The clear advice from MSCHOA is 'Do not go'. Only do so if you have fully considered the risks. If you decide to go ahead you are strongly encouraged to register in advance and to report during the passage (see below).

For the transit of the Somali Basin you may wish to plot a course which keeps you clear of the main areas of past activity. See chart above. However, the pirates follow their prey and as merchant ships sail ever further east, so do the pirates.

For the Gulf of Aden, register your intended passage with UKMTO Dubai and MSCHOA and provide the information set out in the attached Yacht Passage Advice Form, preferably by email but alternatively by telephone:

- UKMTO (UK Maritime Trade Organization) (RN)

Dubai *Email* ukmto@eim.ae

① +971 50 552 3215; *Fax* +971 4 306 5710;

Telex (51) 210473 (24 hour watch)

- MSCHOA *Email* postmaster@mschoa.org

① +44 (0)1923 958547, 39, 35;

Fax +44 (0) 1923 958520 (24 hour watch).

US-flagged vessels may wish to contact MARLO (Maritime Liaison Office) (USN) Bahrain
Email marlo.bahrain@me.navy.mil

① +973 3940 1395 (24 hour watch) who will provide a similar service.

This information will be passed to patrolling warships which will then at least be aware of your intentions, likely time of transit and numbers of crew on board. In return you will be sent regular updates by email on pirate attacks and related warnings such as the one below:

WARNING WARNING WARNING

Vessel was fired upon in position 12°21'N 06°625'E at 181325Z NOV 10. 1 skiff with 6 people on board.

Vessels are advised to exercise extreme caution when navigating within 100nm of this position.

Rod Drake RD MSc CEng MIMechE

Lieutenant Commander Royal Navy

OIC UKMTO

SO2 N3 (MTO)

① +971 4 309 4268 (Office - direct)

Mobile +971 50 552 3215

Email OIC@ukmto.mod.uk

Snapshot of shipping, 2010

Q: What is the best course through the Gulf of Aden- in or close to the IRTC or close to the Yemeni coast?

A: MSCHOA encourage yachts to sail EITHER in the 2-mile-wide buffer zone between the two lanes of the IRTC or close to the northern lane. These options give the best chance of a yacht's transmission on VHF 16 or VHF 8 being received by a patrolling warship, or being relayed by a merchant vessel.

However, VHF contact is not guaranteed, a warship may well not be able to respond to an attack before the pirates are on board and there is the view that pirates loiter near the IRTC waiting for a merchant ship to pass.

A yacht coming from for example Aden eastbound or Salalah westbound may choose to join the IRTC some way from its start point. The area of the IRTC between 47°E and 49°E is considered the most dangerous and a yacht should ensure she has joined well before this high risk area to enjoy the maximum possible protection. The yacht should plan to conduct as much of this part of the passage as possible at night.

As for hugging the Yemeni coast, MSCHOA state that the Yemeni coastal forces are NOT under MSCHOA control nor is there any formal co-operation. Naval units may not enter Yemeni waters without first obtaining permission from the Yemeni authorities which may take some time. There may be an increased chance of encountering a people-smuggling boat. Parts of the Yemeni coast have been reported to be under the influence of terrorist groups.

Q: What about convoys?

A: It has long been common practice for yachts intending to transit the GoA to form informal convoys in either Djibouti, Aden or Salalah. The military forces support this concept.

If the convoy approach is to be followed it is suggested that there is a limit of no more than five or six vessels in any one convoy. This is because vessels will need to keep very close to one another if they are to offer any protection through numbers, and close station-keeping for the duration of the voyage through the GoA may prove a strain particularly if shorthanded.

There are some who advocate a large convoy of 25–30 yachts (although organised into smaller sections of five or six boats except when under attack). The advocates of this approach claim that the large number of yachts acts as a deterrent, especially as the potential attackers will not know if arms are being carried.

While recognising that to be part of such a group may give a feeling of heightened security, the military do not believe that the large convoy does provide any deterrent effect. A Khataffected young 'Jin al Bar' warrior, who will cheerfully open fire on a warship, is not likely to be put off by the sight of 25–30 yachts. Additionally, given that it has taken such convoys some 25 minutes to form their defensive formation and only three minutes for a pirate skiff to approach and board a victim, it would be all too easy for outliers to be picked off.

Q: Should we carry firearms?

A: Naval advice is very strongly against and also discourages use of flares etc. as weapons which could lead to an escalation of violence.

Q: What about nav lights, radio procedures, AIS and the like?

A: Yachts should use only their deck-level navigation lights.

Monitor Ch 16 VHF. For intra convoy communications use a different channel at low power and never give a position but instead bearing and distance from pre-arranged arbitrary points.

For an early warning call discreet use of a satellite phone to one of the numbers given above may be the best option.

When in transit a radar transceiver should be used in the normal way. A radar target enhancer (RTE) provides

an apparently large echo and should be switched off unless there is danger of collision.

If you have an AIS transponder, current naval advice to yachts is to leave it switched on in the Gulf of Aden so that the warships know where and who you are. In the Somali Basin or further afield where there are far fewer warships an AIS transponder should be switched off unless the yacht is either aware of military forces in their vicinity, or is under attack.

The military state that the pirates are not big users of modern technology but do use GPS.

Q: What of the Hanish Islands in the southern Red Sea?

A: Local militias are reported to be active around the Hanish Islands and Zuqar Island and a wide berth is advised.

Q: Is there ship transport available to yachts?

A: A shipping company has expressed interest and if a service can be provided details will be published as widely as possible.

Q: If I do decide to go against advice, what precautions should I take?

A: Every skipper will have their own checklist of preparations which should be thoroughly thought through in advance. Security advisors have suggested:

- split up money into different caches
- keep electronic copies of your passport etc. on yahoo- or Google-type accounts with spurious names - if your original papers are lost you can access the copies from any police station or internet café
- consider carrying only copies (not originals) of essential documents on the boat, although it is acknowledged that some countries insist on seeing originals
- consider having two passports (a legitimate exercise for eg business travellers)
- wear a cheap watch
- have an old mobile phone
- keep only old (out of date) credit cards in your wallet
- (if ashore) wear only such clothing that you can afford to lose
- before entering a dangerous area study FCO advice on conduct if you are taken hostage
- advise your next of kin if you are going into a dangerous area so they are prepared to deal with matters if the worst happens – they should know in advance which authorities to talk to, etc.

Q: What if the yacht is under attack?

A: Set off the 406MHz EPIRB, make a Mayday call (VHF or HF DSC, VHF 16 or 8, Sat-C or any other means) and if possible report immediately to

- UKMTO Dubai ☎ +971 50 552 3215 or
- MSCHOA Northwood ☎ +44 1923 958 547 or
- MARLO Bahrain ☎ +973 3940 1395.

Q: If pirates get on board how should the crew react?

A: Security experts offer the following advice:

- Stay calm - attackers are likely to be excitable and nervous - you will think more clearly and your conduct may also calm them – do not make sudden movements
- Stay together as far as practicable
- Offer no resistance
- Co-operate

- Do not use firearms, even if available – the risk of escalation is significant

- Do not use flash photography, which may be mistaken for muzzle flashes by pirates or military forces sent to assist

- Do not use flares or other pyrotechnics as weapons

- In the event that military personnel take action on board the vessel, unless otherwise directed everyone should keep low to the deck, cover their head with both hands (always ensuring that both hands are empty and visible). Be prepared to answer questions on identity and status as military personnel will need to differentiate quickly between crew and pirates.

ISAF 12/2010

Gulf of Aden/Indian Ocean YACHT PASSAGE ADVICE FORM for UKMTO / MSCHOA

1. YACHT NAME
2. MMSI
3. NATIONAL REGISTRATION NUMBER
4. HOME PORT
5. FLAG STATE
6. CALLSIGN
7. LOA
8. NUMBER OF PERSONS ON BOARD – M/F/TOTAL
9. SATCOM C NUMBER
10. SATPHONE NUMBER(S) (state which can take SMS text)
11. MF/HF (DETAILS PLEASE)
12. CRUISING SPEED /MAX SPEED
13. COLOUR OF TOPSIDES
14. COLOUR OF DECK
15. RIG
16. SAIL NUMBERS/INSIGNIA
17. EMAIL ADDRESSES ON BOARD
18. MASTER'S NAME
19. MASTER'S NATIONALITY/ PASSPORT NO
20. PRINCIPAL YACHT CLUB/ASSOCIATION
21. 24/7 SHORESIDE CONTACT
- 22 DATES/PLACES OF INTENDED PASSAGE

Consult the ISAF website:

www.sailing.org/28144.php for the full advice and additional updates.

INTRODUCTION

Page 10 Email

7. *Sat phone*: There are three contenders. Of the two that cover the Indian Ocean, Thuraya and Iridium, only the latter really works for cruisers going offshore. Thuraya does not have good offshore coverage for the Indian Ocean.

Iridium: Worldwide coverage and the most popular option for cruising boats. The connection speed for data is 2400 baud. That is around 20kb a minute. There are some myths surrounding data reception, but the connection speed to the Iridium satellites is fixed at 2400 baud. This all assumes full signal strength. What this means is that you are basically restricted to text and cannot send graphics.

A handset will cost around £1,250 (\$1,850) new and around half that second-hand depending on spec. You should also get an external aerial for better reception of data. You also need to pay for line rental and airtime. Sample figures are \$39 for 30 days rental and \$75 for 50 minutes airtime. 500 minutes airtime plus 12 months line rental is \$775.

It is useful to use an email compression system so that your airtime is not gobbled up receiving uncompressed data. Compressed email from providers like SailMail (\$250 per annum) and Mailasail (£140/\$210 per annum) will generally pay for themselves. In addition you get weather services from Saildocs or Mailasail gratis.

Mailasail has a good website explaining the finer details www.mailasail.com

Page 11 Gas

One of the problems that doesn't usually get a lot of thought when arriving in a new country is how easy, or not, it is to get gas bottles filled. In a significant number of countries you effectively need to get a new gas bottle that conforms to the regulations in that country so you can have gas onboard. The reason for that is that to get an old bottle certified can be next to impossible and even if you manage it, the cost of certification will often be more than the cost of a new bottle.

Most cookers will run happily on propane or butane. Butane is stored at a lower pressure than propane so you should never fill a butane bottle (such as Camping Gaz bottles) with propane. In some places the gas is actually a mix of propane and butane.

Once you have a new bottle then there is the matter of connecting it. The fittings for bottles in different countries vary and the chances are that you will not have a fitting for the local bottle. Hayward ([Email whayward@onetel.com](mailto:whayward@onetel.com)) make a kit for cruising boats which has a permanently mounted marinised regulator that can cope with propane and butane and a fittings kit with all the connectors you are likely to come across around the world. All the components of the kit are sold separately.

Alternatively you can buy the 'world' kit and the marinised regulator.

Page 15 Piracy

Indonesia

There have been no reports of piracy on yachts in Indonesia although there has been the odd incident of theft or attempted theft in past years.

Singapore

There have been a number of attacks on commercial ships on the Indonesian side of the Singapore Strait in 2009–2010, but no reports of attacks on yachts.

Malacca Strait

There have been several attacks on commercial ships in the Malacca Strait in 2009–2010, but no attacks on yachts.

Sri Lanka

Fishing boats approaching yachts have been reported and we experienced a number approaching us in 2010, but these are NOT pirates despite some rumours on internet sites.

Southern India

Ditto for Sri Lanka.

Oman

There have been a number of attacks on commercial ships by Somali pirates in 2009–2010, most of them several hundred miles off the coast. The coast itself is heavily patrolled by the Omani Navy and the Coalition ships in the area. You will likely be approached by patrol vessels or helicopters on patrol up to 200 miles off the coast. There have been no attacks on yachts in 2009–2010.

Yemen

There have been fewer attacks on shipping in the Gulf of Aden corridor in 2009–2010 compared to previous years. There have been no attacks on yachts in convoy or proceeding individually along the Yemen coast in 2009–2010. There have been numerous rumours about local Yemeni skiffs out fishing acting suspiciously. In 2010 we stopped and talked to at least half a dozen of the Yemeni fishing skiffs and they are simply poor fishermen who want treats and cigarettes. I'd suggest you give them some.

I was asked on this trip how you distinguish between a fishing skiff and a pirate skiff. The answer is that by the time you might identify a pirate skiff they will be close to you anyway. Most of them do 15–20 knots with large outboards and it is unlikely a yacht could escape. That said the statistics speak for themselves although that is unlikely to stop the rumour mill and badly researched articles on the internet and in yachting magazines. My best advice is to talk to people who have actually been there.

It should be noted that MSCHOA advises that yachts should not transit the Gulf of Aden corridor.

Somalia and Socotra

The area off the northern and eastern coast of Somalia and the waters of the Somalia Basin up to

500 miles off the coast remain a piracy area as the tragic case of the Chandlers in 2009 shows. Yachts should avoid these waters and get regular updates on the situation here from MSCHOA and other agencies. In recent months (2010) attacks on ships have occurred at greater distances off the coast, up to 1,000 miles off the coast in one case.

Page 17 War zones and civil unrest

Sri Lanka

The long-running civil war between the Sri Lankan army and the Tamil Tigers Liberation group ended on May 18th 2009 when the Sri Lankan forces finally overran the last of the Tiger fighters in the north of the island around Jaffna.

Since that time there has been no further activity from the Tamil Tigers and the guerrilla group has effectively been disbanded and some elements have formed a political group to contest elections. Presidential elections were held in January 2010 (while we were there) and proceeded smoothly although not without some brutality and violence between candidates. Parliamentary elections were held in April 2010.

For cruising yachtsmen the situation is calm and there are no problems with visiting the island.

Yemen

The present government in Yemen is making a determined attempt to crack down on terrorist groups in the country. Along the southern coast there are now fast patrol boats operating from Aden and Mukalla. In the north of the country there is some trouble with Al-Qaida groups and dissident tribal groups.

Somalia

Somalia remains a failed state with several fundamentalist Islamic groups vying for control of areas of the country. The government in Mogadishu remains in power, but only just. In other parts of the country various warlords still fight for control of areas. The country remains at the top of the FCO's DO NOT VISIT list.

Sudan

Sudan held elections in April 2010 and despite some problems in the interior is stable along the Red Sea Coast.

Mozambique

In 2009 the military intervened after public demonstrations against the sitting president Marc Ravalomanana. It's believed that the protests were organised by the opposition headed by Andry Rajoelina who installed himself as president after the effective coup d'état.

The situation around Nosy Be where most yachts cruise appears to be stable although it is worth keeping an eye out for future developments.

Page 30 Southeast Asia regattas

Sail Indonesia

Most of the regattas leaving Australia for Indonesia have been amalgamated into the Sail Indonesia Rally. In 2009 the rally went to Ambon and then a number of other nearby islands before returning to the Lesser Sunda islands and then heading on towards Borneo and then to Nongsa Point Marina before crossing to Singapore or Malaysia.

In 2010 yachts have the option of the route to Ambon or short-circuiting this route and heading to Kupang and then the Lesser Sunda Islands and on up towards Singapore.

For exact details on the route, which changes from year to year, go to the Sail Indonesia site. www.sailindonesia.net

Sail Malaysia

Passage to Langkawi This is a much looser rally than Sail Indonesia and involves sailing from somewhere like Danga Bay near Singapore up the west coast of Malaysia to Langkawi.

Passage to the East (May–August). This rally goes down the Malacca Strait from Langkawi and then across the top of Borneo to Sabah. In Borneo there is a regatta in Miri, Brunei, Labuan and Kota Kinabalu (www.borneorace.com).

www.sailmalaysia.net

BIMP EAGA A new rally taking in Borneo, Philippines, Papua New Guinea and back west through the Indonesian archipelago. There are a lot of variations on the routes you can take and sections of the rally you want to go on. It runs from June to November. www.bruneibay.net

Raja Muda One of the most sociable regattas I have been to. As a cruiser you rub shoulders with all the top racing boats and the entertainment and food ashore is outstanding. *Skylax* won the cruising class in 2009.

Kings Cup Still the premier racing event in SE Asia but with classes for cruising boats and classics. Stunning hospitality ashore with as much wonderful food as you can eat and more than you can possibly drink. *Skylax* won the cruising class in 2009.

A plea Cruising boats here seem to shun these two events for reasons unknown to me. All cruising boats are overloaded and that is no hindrance (or not too much) for some good racing. If you join in you will be converted so give it a go. See www.tell-tales.info for an account of the racing in the Raja Muda and Kings Cup.

Andaman Sea Rally This no longer runs but may be revived in future years.

Page 44 Radio Nets

Some of these nets appear not to be operating any more although informal nets operate every year. For the Indian Ocean these are usually on the 8MHz frequency. In 2010 this was 8188 kHz.

Sheila Net A net that operates around the east coast of Australia up to Papua New Guinea and the bottom of Indonesia. In 2009 it operated on 8188kHz at 0830 LT.

Mobile Maritime Net For information on frequencies Email rhda@loxinfo.co.th

GRIB data sources

The following subscription services have been used by us or highly recommended by other cruisers:

Mailasail Forwards GRIB files from other sources plus supplies weather forecasts. www.mailasail.com

Buoyweather Subscription service. Grib data emailed to you on request. www.buoyweather.com

Commanders' Weather Subscription service. Grib data and customised text forecasts and passage planning emailed to you. www.commandersweather.com

WetterWelt Subscription service in German and English. web.wetterwelt.biz

PredictWind Subscription service somewhat more expensive than other models though it states that the model is run at a tighter resolution than normal GFS models. www.predictwind.com

Page 46 Weather on the Internet

PassageWeather Grib forecasts for most world cruising areas. www.passageweather.com

Wind Guru Weather forecasts for surfers, windsurfers, etc. but useful data for cruisers. Worldwide coverage. www.windguru.com

Wind Finder Weather forecasts for wind and kite surfers. www.windfinder.com

Page 47 Navtex

In the SE Asia region we had a lot of trouble picking up Navtex. Either the ranges are much less than the normal 400 miles for Navtex signals or some of the stations are not operating.

I NORTHERN INDIAN OCEAN

Page 67 Entry formalities

Clearing in

Yachts can clear in at Raffles Marina or at the Republic of Singapore Yacht Club. Currently the charge for this is around \$S140. If you get the marina to clear you out then you pay this fee again. The marinas must bring the immigration man to the marina so some of the charge is for this service. Clearance is only during working hours which is 0800–1600 for Raffles Marina and 0900–1700 for RSYC. Keppel Marina also offers clearance though this does not always seem straightforward.

NOTE: ALL THE MARINAS REQUIRE AT LEAST SIX HOURS PRIOR NOTICE and preferably more.

The alternative is to call Singapore MPA for east or west control and clear customs off the coast. This only operates in the eastern approach (off Changi VHF Ch 16/12) or western approach (off Tuas reclamation VHF Ch 16/68) and you will be cleared

at sea. I haven't done this, but talking to a yacht that has, it apparently is quite painless. The customs boat comes nearby and a long-handled net is held out for documents. This is then processed on board the customs boat and the completed docs put back in the net and passed back across.

Yachts should heed the letter of the law regarding procedures as, although the officials are all very friendly, a close eye is kept on yachts and all systems are computerised (including those on board the customs boats).

If you have any crew leaving the boat then they should be entered as passengers and not boat crew. Passengers can cross to Malaysia and then on re-entry to Singapore get two weeks. All crew on board only get two weeks on arrival, but this can be extended for (usually) 30 days on first application and longer if you are having work done on the boat. You can do it yourself by going to the Seaman's Section at Marina South Pier in the Departure Hall (☎ 6324 5015). You will need to take a taxi there from downtown Singapore.

You will need the following documents to clear a yacht into Singapore:

- Passports
- Vessel Registration Certificate
- Insurance Certificate
- Last Port Clearance
- Crew/Passenger List (to be stamped by the Immigration officer)

Moving around Singapore

Yachts that want to move from one port in Singapore to another need to have a Class B AIS transponder. These can be hired for around \$S35 a day (2009). If you are entering and leaving from the same port the transponder is not needed.

Page 68 Practicalities

MRT

The Mass Rail Transport system in Singapore is fast and efficient and cheap. You can get to most places or close to most places in Singapore and then take a taxi to where you want to go. Buy a smart card for a single journey (around \$S2–3 for most journeys) and then get a dollar refund when you return the smart card. Taxis are everywhere and relatively cheap.

Page 68 Box: Crossing the Singapore Strait

Sitting in Nongsa Point Marina and looking out to the Singapore Strait it's rare that you don't see two or three ships passing by. I have never seen tankers as big as these with some of them the size of several football pitches. They make Panamax ships look tiny. Singapore is the busiest port in the world with some 140,000 shipping calls every year. I work that out to be an average of 380 shipping calls a day. On any one day there are reckoned to be 400 ships in the designated anchoring areas around Singapore. Ships transiting the strait are strictly regulated and are on average 15 seconds apart. In practice this is not how it works and you get ships overtaking in the strait, ships slowing down and turning to go into the Port of Singapore, and ships just going slowly while they take on supplies.

There are two crossing zones clearly shown on all charts and any small craft needs to cross the shipping channel as near to right angles as possible in either of these two zones. You can be fined for not crossing at these zones as near to a right angle as possible and it's important to remember that small craft do not have right of way over shipping in the channels whether they are sailing or not. In fact I'd recommend you just have a main up with a reef or two in it to give a bit of stability to motor-sailing and also increase your visibility.

Cruisers who have been around this area for years recommend the following route from Nongsa Point Marina – which is where most yachts that have come up through Indonesia will clear out of. This route for crossing the strait is shown on the map.

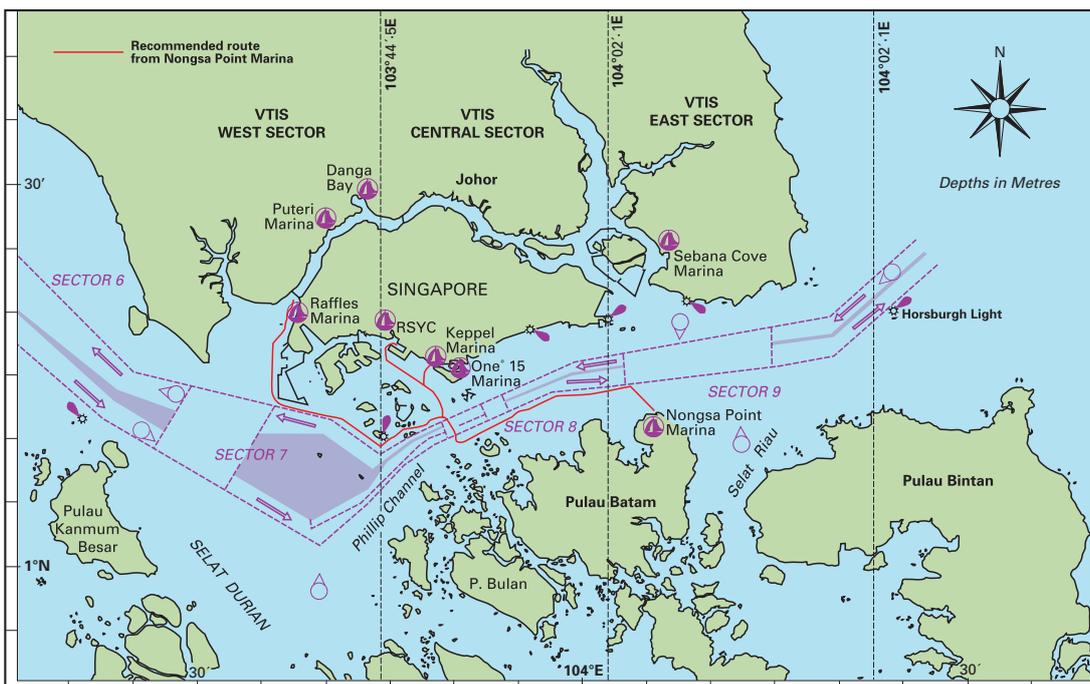
Basically you go west just outside the shipping channel until you get to Batu Berhanti at the western crossing zone. There are fewer ship movements on this side of the channel, though 'fewer' here is a relative term, so it is easier to stick to the Indonesian side rather

than crossing at the eastern crossing zone. Then head across to Kusu Island and 'The Sisters' until you get to the north side of the shipping channel.

You will most likely have to slow up or do a turn to avoid shipping going E or W, but it is not that difficult. The isolated danger mark on this crossing is a useful reference point and you shouldn't worry too much as it marks a 14 metre patch, adequate for most of us. You will likely see small open fishing boats pottering around fishing between the E and W-going channels, seemingly oblivious to the nautical juggernauts coming through. There are also a fair number of fast ferries going back and forth between Indonesia and Singapore which are used to keeping clear of small slow craft like yachts.

Yachts going to Republic of Singapore YC, Senetosa or Keppel Marina will head up the East Keppel Fairway. Yachts going to Raffles Marina should proceed west along the northern side of the shipping channel to Raffles light and then head across the anchorage areas to where they can turn to head towards the Johor Strait and into Raffles just before Tuas No.2 crossing bridge. Anywhere around Singapore port you need to keep an eye out for ships leaving and entering the port facilities and the anchorage areas.

One thing that will strike you is the vast extent of the oil storage tanks and refineries along this bit of Singapore. This little island has the third largest refinery area in the world. A bit further on you will come across oil rigs in various states of construction. Singapore builds more oil rigs than anyone else in the world. To police all this fast patrol boats roar up and down all the time and call up ships that are not conforming or have not checked in with Singapore traffic control. It's a hurley-burley of organised chaos with more than enough going on to keep you occupied, but in practice it is not as bad as you might think as long as you keep your wits about you.



CROSSING THE SINGAPORE STRAIT

Page 70 One°15 Marina

A new marina on the SE side of Senetosa Island.

Approach The marina lies on the SE side of Senetosa Island at 01°14'·50N 103°50'·40E. VHF Ch 77.

Mooring 270 berths. 14 mega-yacht berths. Visitors' berths. Max LOA 50m. Depths 2–5·6m. Charge band 3.

Berths Berth where directed. Finger pontoons and moorings. Good shelter although it suffers from wash and a ground swell when the wind is in the S.

Customs clearance will be available.

Facilities

Water and electricity (240 and 360V) at all berths. Showers and toilets. Waste pump-out. 24 hour security. Fuel quay. Wi-Fi. Chandlers. Small yard for hauling.

General

Visitors may be asked not to use some facilities when members need them (usually weekends). Bus nearby into town or connects with the

Harbourmaster ☎ +65 6305 6999.

www.one15marina.com

Republic of Singapore Yacht Club

The shuttle bus does not always run and you will often need to take a taxi to get to Clementi MRT or to downtown Singapore.

Raffles Marina

General

Choosing a marina around Singapore is always going to be a matter of preference. Raffles is the most comfortable (wash-wise) and although it is further away from downtown Singapore, the marina operates a regular shuttle bus to the MRT at Jurong Point and Jurong East. There are also large supermarkets at Jurong Point and Jurong East and malls with lots of other shops.

Page 72 Nongsa Point Marina

Approach The marina cannot be seen from the eastern approaches until close to, although you will see the pier off the Turi Resort. In the direct approaches to the marina there is a reef, Terumbu Babi, so yachts need to shape a course into the marina on either side of it. A small flag sometimes marks the reef (red 2009). When you are in the immediate approaches to the marina call up on VHF Ch 72 and they will send a boat out to guide you in. There are three sets of beacons showing the channel into the marina, although there are also beacons marking the channel down the Nongsa River to the ferry terminal.

VHF Ch 72

Mooring

Data 90 berths. Visitors' berths. Max LOA 18m. Depths 3–5m. Charge band 2.

Berths Where directed on finger pontoons. Good shelter now the breakwater has been modified. There is a little wash from passing craft but nothing really discernible.

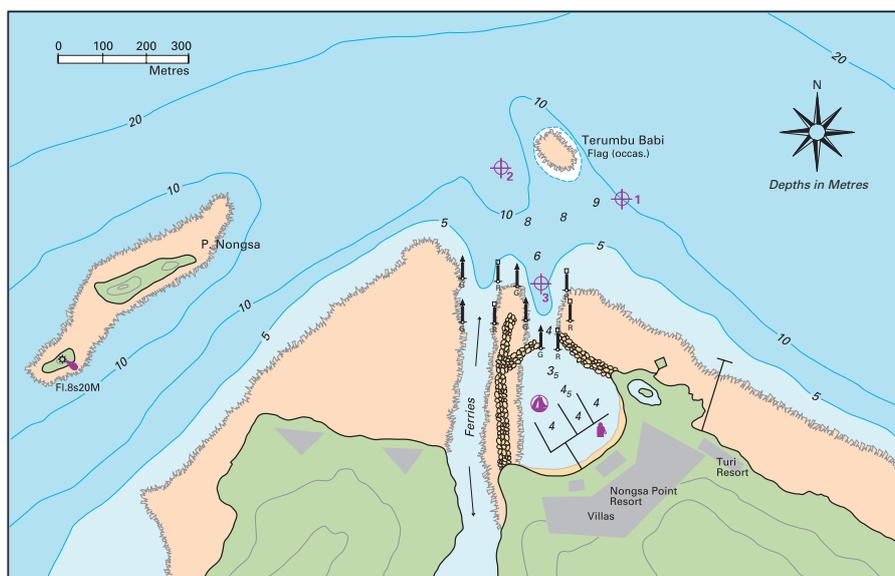
Authorities Paperwork for clearing in or out can be processed here for a small fee. Notify the marina a day in advance of your departure date.

Facilities

Water and electricity at every berth. Showers and toilets. Wi-Fi. Laundry. Swimming pool. Fuel quay. Mini-market. Restaurant and bar. For stocking up you need to take a taxi into Panas (around 45 minutes).

General

The marina is the most useful jumping off point for Singapore or Malaysia. The staff are friendly, the bar



NONGSA POINT MARINA
 ① 01°12'·30N 104°05'·93E WGS84
 ② 01°12'·35N 104°05'·63E WGS84
 ③ 01°12'·13N 104°05'·77E WGS84

and restaurant is palatial, and apart from good shopping facilities, there is everything you need here for a few days R&R before setting off across the Singapore Strait. There are plans to extend the number of berths in the future by adding new pontoons.

www.nongsapointmarina.com

Email reservations@nongsapointmarina.com

☎ +62-778 761333, Fax +62-778 761330

Page 73 Entry formalities

Most nationals do not need a visa for Malaysia. When you get to a port of entry then you need to go to the following authorities:

1. Immigration. Get all passports stamped into the country. You will need to fill in immigration slips that remain with the passports. If someone is leaving the country by any other means other than the yacht then they should be stamped in as passengers and not as crew.
2. Harbourmaster. Fill in the paperwork and pay a small fee for light dues (around 40M\$/€8/12\$US).
3. Customs. Will take copies of the paperwork and that is that.

Clearing out involves going to the same offices in reverse order. The Harbourmaster will issue the clearance papers for your next destination.

Most nationals will get 90 days in Malaysia which is easily extended for another 90 days. Yachts can be left in the country for a year.

Page 81 Puteri Marina (New entry)

Approach Proceed under Tuas Bridge 25 metres air height. Once under the bridge the channel is well

marked all the way up to Danga Bay. Do not stray close to the Singapore side which is a military area and firing range (you will likely hear them practising). Once up to the Puteri marina and hotel/apartment complex you will see dredgers and barges around the entrance. Call up Puteri Marina on VHF Ch 18 and they will send a boat out to guide you in. In November 2009 there was 4m least depth (my adjustment for LAT) at the entrance, but dredging is ongoing. It is planned to have a least depth of 4.5m LAT.

Note: The entrance is silting already and is likely to continue doing so in the future so contact Puteri Marina to see what depths there are in the immediate approaches to the outer basin.

Mooring 76 berths. Visitors' berths. Max LOA 60m. Depths 4–6m. Charge band 2.

Berth where directed. There are finger pontoons and plenty of space to manoeuvre when entering or leaving a berth. Staff will help you tie up. Excellent shelter.

Authorities The staff will run you into the large container port at the entrance to the Johor Strait to clear in with the authorities. You need to give them a days notice for clearing in and clearing out. A charge is made as quarantine and customs will come to the marina. You clear in with immigration at the container port.

Facilities

Water and electricity (220V). Showers and toilets. Laundrette. Wi-Fi. Fuel and gas can be arranged. There is a small chandlers cum grocery shop, but the stock at present is so limited it is unlikely to have anything you need. Transport arranged on specific days to a night market and to a supermarket.

General

This is a very upmarket marina, part of a huge hotel and residential complex. The public marina is up and running and a convenient place to clear into Malaysia. Work on the rest of the complex is ongoing. The staff are all very friendly and bend over backwards to make things work. Puteri, by the way, is 'Princess' in Bahasa Malay.

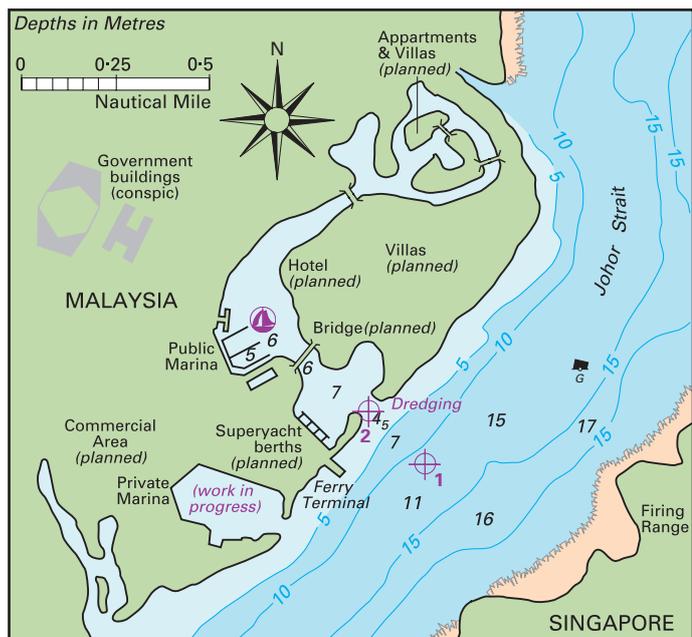
Superyacht berths It is planned to have a superyacht quay for approx. 10 superyachts in the outer basin. Max LOA 100m.

Bridge The plans show a bridge between the outer basin and the public marina. It is not known whether this will be a lifting bridge or a floating bridge that swings the middle span to one side.

Private marina A private marina for residents is under construction south of the public marina.

Villas and apartments These will likely go up in stages as they are sold off.

Commercial centre Like the villas and apartments, this will be developed over time.



PUTERI MARINA
 Ⓧ1 01°24'·81N 103°39'·81E WGS84
 Ⓧ2 01°24'·95N 103°39'·75E WGS84

Page 81 Danga Bay

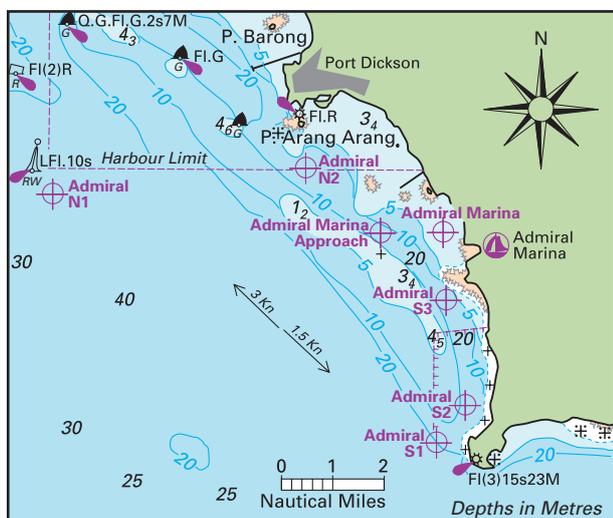
01°28'·38N 103°43'·42E WGS84

If you proceed up the Johor Strait from Puteri you come to the huge new development at Danga Bay. This is intended to be a huge commercial and residential development hitch-hiking on the economic powerhouse of Singapore just across the water. Danga Bay was the venue for the Sail Malaysia Rally with lots of free dinners, exhibitors from various parts of Malaysia and tours of Johor state.

As you get close to Danga Bay you need to be careful of the sandbank on the western side of the bay which stretches more than halfway across the channel. Just stick close in to the eastern side of the river mouth where all the development is going on. Its all mud here so as long as you are going slowly its not a problem touching bottom. On the eastern side there are 3-4 metre depths up to the pontoons off the shore at 01°28'·38N 103°43'·42E (WGS84). You can berth on the finger pontoons or anchor off clear of the fairway.

There is good shelter and you can clear into Malaysia here, although you will need a taxi to get around to the various offices. There is an ATM, food stalls and a supermarket not too far away.

Page 82 Admiral Marina



ADMIRAL MARINA APPROACHES

- ⊕ Admiral N1 02°29'·50N 101°43'·00E WGS84
- ⊕ Admiral N2 02°30'·00N 101°48'·00E WGS84
- ⊕ Admiral Marina Approach 02°28'·75N 101°49'·25E WGS84
- ⊕ Admiral Marina 02°28'·75N 101°50'·40E WGS84
- ⊕ Admiral S1 02°24'·69N 101°50'·30E WGS84
- ⊕ Admiral S2 02°25'·40N 101°50'·85E WGS84
- ⊕ Admiral S3 02°27'·42N 101°50'·50E WGS84

Approach The approach from the N or the S should be made using the waypoints in the approach plan.

N Approach

Admiral N1 02°29'·50N 101°43'·00E WGS84 Near the fairway buoy

**Page 82 Box: The Malacca Strait
Getting up the Malacca Strait**

If you read any of the media articles on piracy and a lot of the stuff on the internet you will see the Malacca Strait gets mentioned as an area where yachts need to be on the lookout for pirates. This is simply misinformation or bad research as for a decade or more the piracy risk to yachts here has been next to non-existent. In fact its not pirates you need to worry about here, but unlit hazards like fishing boats, nets and FADs and logs. Oh and lightening strikes.

Every year several boats are damaged, usually damage to the propeller and shaft, when motor sailing at night and encountering nets and logs. A number of boats have been sunk from hitting water-logged logs that float just on the surface or just beneath it. Fishing boats will usually display a light of some sort, blue and red strobe lights have been popular in recent years, but not always. Just before Port Dickson at three in the morning we were humming along at 6½ knots under sail when I dimly saw a shape ahead of me and just managed to get the wheel over to skim by a 40 foot solid hardwood fishing boat. He was not lit at all.

I recommend following the 20m contour so that you stay inside the commercial shipping lanes and outside the worst of the nets and log-lines. At times you can be in deeper water and still be inside the commercial shipping lanes.

There is a lot of lightening along this coast and I know of at least half dozen boats that have been hit by lightening in 2009. There is not too much you can do about it except cross your fingers and try not to stand anywhere near the rigging.

The other problem you have coming up the Malacca Strait is the tides set from the north getting later the further south you go. This means you can pretty much carry the tide the whole way going south down the Strait. Going north you are bucking the tidal system and you will be lucky to get four hours favourable tide in any 12 hours.

And so back to pirates.

The Malacca Strait has been extensively patrolled for years and there have been no known attacks on yachts for at least 10 years. Local yachts from Singapore, Malaysia and Thailand regularly transit the strait and even attacks on commercial shipping have declined dramatically in the last five years. There are still attacks on commercial shipping, but not on yachts.

That said, there can still be events like the one in the Butang Islands in Thailand (technically out of the Strait) where Burmese fisherman murdered a yachtsman in 2009 in order to steal his dinghy. That is an exception and on a recent visit to the very same place there were at least five of us tied to moorings in the bay and another half dozen yachts around the corner. In general piracy is not an issue in this part of the world and it's the dangers mentioned above, unlit fishing boats, nets and long-lines, floating logs and lightening, that are the real worries.

Admiral N2 02°30'·00N 101°48'·00E WGS84
Crosses shoal patch with 6–7m least depths to deep water channel

Admiral Marina Approach 02°28'·75N 101°49'·25E WGS84
In deep water channel off the marina.

Admiral Marina 02°28'·75N 101°50'·40E WGS84
Off the entrance to the marina.

S Approach

Admiral S1 02°24'·69N 101°50'·30E WGS84 Off Tanjung Tuan. The lighthouse is conspicuous.

Admiral S2 02°25'·40N 101°50'·85E WGS84 Deep water channel.

Admiral S3 02°27'·42N 101°50'·50E WGS84 Deep water channel.

And then to Admiral Marina Approach and Admiral Marina above.

The immediate approaches to the marina are not deep and you will be in 5–6m for a while. The entrance to the marina is difficult to make out until right up to it. The villas on the outer mole are conspicuous and at the entrance you will see a sign for the marina on the E side.

Dangers

1. Deep draught yachts need to make the approaches at high tide.

2. The approach would be dangerous with strong onshore winds.

Facilities

Repairs Yachts can be hauled by crane onto hard-standing. There is limited hard-standing and you will need to go to Port Dickson for hardware items and basic chandlery.

Provisions No provisions in the marina. Basic provisions nearby and good supermarkets in Port Dickson.

Eating out Restaurant and bar in the marina. Local restaurants nearby within walking distance.

Other Bus or taxi into Port Dickson from outside the marina/apartment complex. Hire cars available.

Page 83 Port Klang

Approach The approach from the S is straightforward. The waypoint for the beginning of the buoyed channel should be amended to 02°50'·35N 101°14'·98E WGS84. From here the buoyed channel runs up past the new West Port on both sides of the channel. The deep water channel is dredged to 15–20 metres least depth. The channel is then buoyed right around and into Port Klang.

Dangers

1. There are usually numerous commercial ships, large and small, on the move through the channel.

2. In the immediate approaches there are all sorts of craft, small coasters, fishing boats, bunkering boats, on moorings.

Mooring Most yachts will be alongside on the pontoons off the YC or on the detached pontoons on the W side of the river. There is a lot of rubbish drifting down the river and you may need to encourage branches, small trees and other debris that accumulates between the boat and the pontoon to continue its journey down the river.

General

This is a river straight out of Conrad's Lord Jim. A steaming tropical river port teeming with coasters and lighters loading and unloading cargo, the river itself full of rubbish swirled along by the current, tin-roofed houses down at the waters edge with rickety wooden jetties, a miasma of steamy mist overlaying the water... this is Conrad's river. Even in town you get a feeling of edgy goings-on, of seedy characters in dilapidated bars off the main street, of con-men and others.

From the detached pontoon in the river you look across to the wonderful Royal Selangor Yacht Club, built in Malay style and open to what little wind there is. A bumboat runs you across the river and you sink into rattan chairs and order a drink from the attentive staff while fans whirl overhead. Malay style with colonial overtones.

This is all up the river in old Port Klang. Downriver at the entrance is the new duty-free port, all huge deep water docks and serried rows of gantries to haul the containers off the ships and onto trucks bound for Kuala Lumpur. In the river entrance just south of the main south channel there is a brand new marina built by the government that the RSYC hopes to move into ... that is when the local politics have been settled and permits granted.

Page 84 Lumut

Pulau Pangkor

Yachts going up or down the Malacca Strait will often anchor in the large bay on the SW corner of Pulau Pangkor. The sea breeze blows into here and can make it a bit rolly, but it usually (but not always) dies down at night. More uncomfortable than dangerous.

Ashore there is a hotel and restaurants and local shops. Better shopping in Pangkor on the other side of the island.

A marina is planned for the E side of Pulau Pangkor, but no details are available at the moment.

Page 87 Pulau Penang

Second Penang bridge

In the southern approaches to Penang a new bridge is under construction between Batu Maung on Penang Island and Batu Kawan on the mainland. The bridge will be the longest in SE Asia at 22km (15 miles) long with 10 miles of the bridge over water (albeit quite a lot of shallow water).

The bridge is under construction and by day you will see the pilings to take the spans. In late 2009 the channel for navigation was on the west side with the

southern approach at 05°17'·00N 100°18'·30E and the northern approach at 05°17'·35N 100°18'·48E. There are red port hand buoys marking the southern approach and a police boat patrols the area and escorts boats through the channel. At night things could be a little more confusing and it is probably worth anchoring off and proceeding through in daylight.

Completion is planned for 2012 and the air height will be 30 metres.

Page 88 Batu Maung Boatyard

Situated on the SE corner of Penang at approximately 05°16'·5N 100°17'·3E. Hauling is by travel hoist and owners can do their own work on boats. Chandlers and engineering shop. Local canteen and other restaurants and small provision shops close by.

Page 90 Tanjong City Marina

The marina has silted since the earlier survey in the book and there are now shallow spots N of the ferry quay and along the foreshore quay. The marina staff are pretty good at fitting you into berths with sufficient depths. In the entrance there is a wreck just underwater off the end of the N pontoon. Small buoys cordon off the wreck and you should stay closer to the outer wave-breaker pontoon than to the inner berthing pontoon.

Revised waypoint at entrance: 05°24'·94N 100°20'·75E WGS84.

Page 93 Kuah

Approach The green buoy on the drying patch E of Pulau Dayang Bunting in the plan is now a green (-ish) beacon. Off the outer breakwater of the RLYC marina there is now an isolated danger buoy (Y with x topmark Fl).

Page 95 Royal Langkawi Yacht Club

There are now no lights on the outer detached breakwater. The outer pontoon is connected to the detached breakwater by a line of buoys at the N end. This means that to get from the N pontoons to the S pontoons you need to go outside of the detached breakwater.

Fuel is now on the central pontoon after the first pontoons from the shore.

There is now a small chandlers and shop inside the marina. Nautical Bits (Sheila and Paul)

Email paullangkawi@myjaring.net

Page 96 Rebak Marina

Amend waypoint at entrance to 06°15'·04N 99°43'·82E WGS84

Depths are 2–2.5m in the entrance channel. Yachts drawing 2–2.5m should wait for a rising tide before entering.

Chandlers within the marina.

The fuel quay appears not to be operational.

Page 102 Thailand

Entry formalities Yachts clearing into Thailand need to visit immigration, customs and the Harbourmaster. In somewhere like Ao Chalong in Phuket there is a one-stop office for clearing in. When you get to a port of entry then you need to go to the following authorities:

1. Immigration. Fill in the forms and get stamped into the country. Anyone leaving the country by any other means other than the yacht should be stamped in as a passenger.

2. Go to customs and fill in the necessary paperwork.

3. Go to the Harbourmaster and fill in the necessary paperwork.

When you leave visit the authorities in the same order. The Harbourmaster will issue the clearance papers for your next destination and make a charge for light dues (200 Baht).

If you intend leaving your boat in Thailand and then leaving the country by other means then you need to put up a bond (around \$US800) with customs. This can be tedious and it can be useful to use an agent, though I have done it without using an agent.

There have been rumours floating around various internet sites of corrupt officials demanding fees for clearing in and out. In my experience at Ao Chalong this was not the case and the officials were friendly and helpful in that smiley Thai way.

At Phuket there is a system of issuing orange flags with a number so that visiting yachts can be identified. In fact we had to ask for a flag and the system has broken down a bit as the flags and numbers have all faded in the sun. We were not checked anywhere while cruising Thailand.

Page 108 Butang Islands

Ko Lipe S side A fast ferry runs to Telaga Marina on Langkawi.

Ko Adang There are now mooring buoys on the W side of the island. If they are all occupied then make sure you anchor clear of the coral as there are fines for anchoring and destroying coral.

Page 112 Ton Sai Bay

There is now a buoyed channel for ferries and tripper boats through the middle of the bay. There is a fairway buoy at the seaward end.

Yachts can still anchor on the W side of the channel clear of the buoyed channel.

Ashore the old shanty town that hummed and buzzed has been cleared and replaced by a pretty sterile collection of hotels and shops and ancillary buildings.

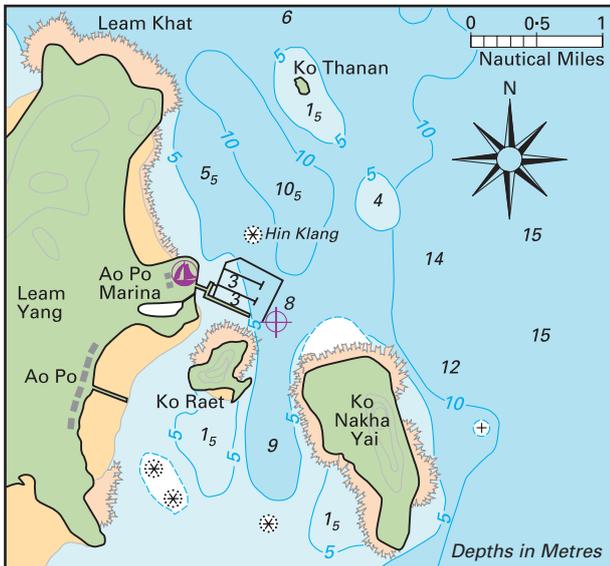
Page 116 Ao Chalong

New waypoint mid-channel at the entrance of the E channel 07°47'·55N 98°23'·90E WGS84.

Ashore there are now numerous shops including a supermarket nearby and sadly some pretty seedy girly bars for seedy expats.

Page 118

The Kings Cup is now held at Kata Beach to the N of Nai Harn.



APPROACHES TO AO PO MARINA

⊕08°04'·07N 98°26'·74E WGS84

Page 122

Delete entry for Paradise Bay Marina.

Ao Po Marina

A new marina on the NE corner of Phuket Island.

Approach The approach is best made from the W leaving Ko Nakha Yai to port. The entrance is fairly close to the N side of Ko Raet which is fringed by a coral reef. To the N Hin Klang reef needs to be avoided. Hin Klang is not marked at present (2010).

Conspicuous The masts of yachts inside will be spotted and closer in the wave-breaker pontoon will be seen.

By night A night approach should not be made for the first entrance.

VHF Ch 69.

Dangers

1. Care is needed of the reefs in the southern approaches if coming up inside the islands of Ko Phae, Ko Nakha Noi and Ko Rakha Yai,

2. Care is needed of Hin Klang in the northern approaches.

3. With a strong NE monsoon a swell piles up at the entrance and care is needed making the sharp turn to starboard at the entrance.

Mooring

Data 200 berths. Visitors' berths. Max LOA 80m.

Depths 2–6m. Charge band 3.

Berth where directed. Finger pontoons.

Shelter Reasonable shelter although with strong NE monsoon or any strong winds from the NE-E can

make it uncomfortable. Strong NE winds have caused problems with the wave-breaker pontoon in the past but it is now being reinforced with an extra barrier outside of old tyres and sand-bags.

Authorities Harbourmaster and marina staff.

Facilities

Services Water and electricity at all berths. Shower and toilet block. Security.

Fuel Fuel dock near the entrance.

Eating out Restaurant/bar at the marina. Local restaurants in Ao Po S of the marina.

General

The new marina has become a major charter boat base with better all-tide access than Boat Lagoon or Royal Phuket Marina further S. At present it has little in the way of shore side development and it's a fairly long drive to shops and restaurants in Greater Phuket town. When the planned villa development around the marina is up and running facilities will no doubt improve.

Page 132 Sri Lanka

Entry and exit formalities Yachts arriving at Galle will usually be directed to anchor off to the E/SE of the harbour. The navy will then come out to check you over and you can then go into the harbour. A boom now obstructs most of the entrance and you need to wiggle around the S end of it. Once anchored or berthed then the agent will come out and the other various officials will follow. It is a good idea to email your chosen agent at least 24 hours in advance so they have all the paperwork ready to clear you in.

Page 136 Galle

There is only one pontoon off the breakwater. Yachts can go stern-to the pontoon or anchor with a long line ashore or a stern anchor in the SE corner. Some yachts will be able to go alongside the central pier if there is room.

Page 149 Cochin

Revised waypoints

Buoyed channel entrance 09°57'·88N 76°10'·29E WGS84

Mid-channel Fort Cochin and Vypin 09°58'·21N 76°14'·33E WGS84

Arrival anchorage off Taj Malabar 09°58'·18N 76°15'·39E WGS84

Entrance to Bolghatty Hotel anchorage 09°58'·20N 76°16'·57E WGS84

Agents You may now be intercepted at the arrivals anchorage off the Bolghatty Hotel by an 'agent' cum 'fixer'. The two main 'fixers', who are both reliable, are both confusingly called Nasir. Either Nasir Boat 72 or Nasir and Ibrahim are OK. They will help you clear in and take you to an ATM to get rupees. Once in the anchorage they will arrange fuel, laundry, and just about anything else. They can also arrange a SIM card for your phone which otherwise can be an irritating and frustrating process. Often they will

loan you a SIM card and you top it up and give it back before you leave.

Bolghatty anchorage

The channel into the anchorage is now buoyed. Depths are still around 2.2–2.5m so deeper draught boats need to go in on a rising tide. A yacht drawing 2.8m got in when I was there. The bottom is all soft mud so you can usually trawl your way through it.

A small marina is nearly complete on the W side of the anchorage. A small apartment block has been built and the piles are in place and the pontoons ready to be attached. This will have around 30 berths. Ashore there is a 3-story apartment block and behind it the extension to the old Bolghatty Hotel. Apparently the marina project has been modelled on St Katherines dock in London though it is difficult to see the resemblance.

Despite the rumours around that yachts will have to go here and won't be allowed to anchor, I suspect that many of the berths will fill up with boats (mostly motor boats) owned by the rising wealthy middle class here and visiting yachts will have a choice between the anchorage and the marina.

Page 158 Goa

The new pontoon installed at Panajim is reported to have fallen apart. Yachts still anchor off in the bay as in the past.

Page 160 Entry and exit formalities

Since the Mumbai attack by terrorists in November 2008 the authorities now require visiting yachts to inform customs and the port authority at least 72 hours before arrival. They will require the name of the yacht, flag, registration number, no. of POB and their nationality. Notification is easiest using the Royal Bombay YC as an agent. RBYC

Email rbycmail@vsnl.net

When 12 miles off call up Harbour Control on Ch 12 and ask permission to enter. Keep monitoring Ch 12 all the way into the harbour and follow any instructions given.

Page 162 Maldives

Entry formalities You will need six copies of your crew list on entry.

Page 169 Oman

Entry formalities Most yachts will be clearing into Salalah where Mohammed is the only real agent for yachts. In 2010 he charged \$US50 for his services and there is another \$US30 for customs and immigration charges. The latter two charges are taken by credit card (you can't use cash) which Mohammed will pay with his card and charge you for in cash. You also need a visa to leave the port area which costs \$US35 per person.

Page 162 Box: Across the Arabian Sea

Previous to this trip I've set out from Cochin and curved around with the wind towards the Gulf of Aden and Salalah. The logic of this is that the NE monsoon initially blows from the north and even the NW close to the Indian coast and then gradually clocks to the north and then NE and east. So you can effectively cruise around on a close reach towards Yemen or Oman.

The problem now is that with piracy attacks occurring further out to sea from Somalia, most yachts have decided to head north through the top of the Lacadives and then head west for Yemen and Oman along around 15° north. This is more or less what we did and it does mean being pretty close hauled up through the Lacadives. In practice we shaped our course to the wind (it oscillated between NW and NE mostly veering to the NE at night) and wriggled our way through the Lacadives. The channels between the islands are all wide and deep and the islands are not too badly lit.

Once clear of the northern Lacadives it was a matter of sailing pretty much along the rhumb line climbing up towards 15° north and towards Salalah. The wind further north tends to be a bit more patchy than further south and yachts that sailed a rhumb line course from Cochin or Uligan in the Maldives had a better trip and more wind than yachts that went north to 15° and then west. In fact we sailed more than most of the other yachts that took this northerly route, though you had to be patient and boat speed was often only 3–4 knots.

In the north currents are also more variable than further south where you can usually carry a favourable current for the whole trip. In the north currents seemed almost to be diurnal with 12 hours of current against (0.3 to 0.8 knots) and 12 hours of current with you (0.5 up to 1knot and more at times).

Overall it is an easy trip with the seas slight and even flat calm at times. As you get towards the Omani coast you will start to encounter more shipping heading in and out of the Gulf so more vigilance will be needed. There have also been a number of attacks on shipping in the area off the Omani coast although none on a yacht. We found that in some cases ships would alter course radically to pass behind us, presumably worried that we were a pirate boat.

Page 171 Mina Raysut

Approach The approach to the port is straightforward with a bright fairway buoy (Fl.2s) and the channel well marked with lit starboard and port hand buoys. Port control operates on Ch 13 and are on the ball. It's a big port so you may have to wait for ships coming or going or keep just outside the marked channel where there are good depths. We came in at night which was straightforward and no real problem apart from picking your way through all the yachts at anchor which didn't show anchor lights (most of them).

Port control will talk you in and keep tabs on you and you need to let them know when you have anchored.

Mooring The anchorage in the basin is often packed in March–April. You will have to anchor close to others here though fortunately depths are 3–5m and the holding in mud is good. A number of boats anchored in the SE corner with long lines ashore to the rocks.

Facilities

Water by jerry can from a tap on the quay.

Fuel in jerry cans by arrangement with Mohammed (\$US1 per litre).

Provisions Small provisions shop (with duty free) in the port area.

Eating out Local restaurant in the port area and the Oasis Club just outside the port (around 2km) has an alcohol license and good international food overlooking the sea and a beautiful beach in a cove below. In Salalah there are several restaurants (mostly Indian) which also have alcohol licenses. Big LuLu supermarket in Salalah. Mohammed can arrange hire cars.

Page 173 Yemen

Documentation and visas You now need to get a visa in Aden if you wish to visit San'a or any other parts of Yemen. The only practical way to do this is to go to a travel agency who will process the application for you. Expect it to take 3–5 days minimum. You do not need a visa to visit Aden and its environs.

Entry formalities Small 'gifts' are rarely asked for now.

Page 179 Mukalla

Mooring Yachts are no longer allowed to anchor in the old harbour off the town. Go to Khalf Harbour and anchor inside. *See plan page 180.*

Page 185 Aden

Mooring Omar the taxi driver and Mr 'Fix-it' sadly died a few years ago. You will find numerous taxi drivers around the Prince of Wales Quay and they will ferry you around. Alternatively you can go outside the port area and find taxi drivers who will do the job as well. There are a few taxi drivers around who will want to take you on a tour of the sights around Aden. The old water cisterns, the Arab market and Krater are commonly included in the tour. There are one or two of these taxi drivers who will demand an extortionate fee for their services and in truth you can visit most places using your own initiative and local taxi drivers or mini-buses.

The oil pollution which used to cause problems in the harbour has not been evident for a few years now. Certainly in the time we were here and in conversation with others there has been no sighting of bad oil pollution in 2009–2010.

Facilities

Water Available on the Prince of Wales Quay. Go alongside where it costs around \$US10 for a ton.

Fuel Still available at the Aden Bunkering Company. Go alongside the bunkering barge and then go to the

office to do the relevant paperwork. You need to visit a few offices and then pay in US dollars in a separate office. You will then get your fuel. Fuel was around \$US0.75 a litre in 2010.

Gas Achmet the laundry man on the Prince of Wales Quay can arrange to have gas bottles filled.

Repairs There is now a chandlers close to the Prince of Wales Quay with very helpful owners.

Provisions There is now a big LuLu's Supermarket in Krater. Take a mini-bus to the shopping mall and get a taxi back with your shopping.

Other ATMs that give US dollars or riyal in the Krater mall. Several internet cafés near the Prince of Wales Quay.

Page 189 Box: Getting up the Red Sea

All across the Indian Ocean I've been sneaking a look at grib files for the Red Sea. On the two other occasions I've been in the Red Sea the wind has blown strongly from the north for the top two thirds of the sea. Getting up the Red Sea has been a matter of hunkering down and beating to windward in 15–25 knot winds and short steep seas.

So it's been a bit of a surprise to look at the grib files from Passage Weather, Airmail and Buoy Weather (a subscription service at around \$US70 a year) and find that there seemed to be a lot more benign weather with some southerlies, easterlies and westerlies and generally lighter weather than I remembered in those distant non-grib times of 13 and 14 years ago. I assumed I had just got it wrong in those days and had beat up the Red Sea against northerlies when I could have waited a bit and motor-sailed or sailed with the sheets freed off instead of pounding into it.

Still there was a niggling feeling that somehow I had not got it so wrong. The winds stats for the Red Sea compiled for a hundred years or more had to give you a bit of a clue to direction and strength and that modern forecasting, for all its wondrous bounty of information, cannot yet model complex atmospheric effects as reliably as we sometimes imagine when we look at those coloured arrows on the map.

As per the usual wind patterns the wind blows from the south up to just before Massawa dependent on just where the ITCZ is. After that you are predominantly in for northerlies which vary between light sub-10 knots and boisterous 30 knots. There is a diurnal thermal component whereby the wind tends to be NW-NNW at night and veers to NE-NNE in the day. So it makes sense to sail on port tack through the night and tack over to starboard in the day.

So with all this weather info what happened. Well we left when the grib files showed light and often variable weather and still got 15–25 on the nose anyway. Others have been more lucky and have been able to motor-sail in the 5–15 knot range and even get a bit of sailing with the sheets freed off. But by and large all the grib models get it right for less than 50% of the time.

Grib files are computer generated and rely principally on models using pressure differences to predict wind speed and direction. They are not good at modelling thermal effects and the topographical effects of land masses and localised sea temperature differences. Here in the Red Sea it's not surprising that with two large deserts on either side that there are significant thermal effects. Add to that a comparatively narrow sea and you get a channelling effect from the land on either side.

Page 190 Box:**Bab El Mandeb... The Gate of Tears**

Bab El Mandeb is the southern entrance to the Red Sea with the small channel on the east side and the main channel on the west side. The main channel includes the shipping channel with separation zones between the Yemeni island of Mayyun with a coastguard station on it and the Djibouti coast on the other side. Currents mostly flow northwards here, but there are tidal streams as well that will increase or decrease the current.

In December 1996 I left Massawa for Aden. It was the wrong time of year and I knew it. Passages down the Red Sea are best made in July or August during the SW monsoon. Once around to Aden or Salalah you then catch the tail end of the SW monsoon in September or the faltering start of the NE monsoon in October across to India. If you are later into the Red Sea then you have strong winds blowing from the south up to around Massawa. You also have a current of around 1–3 knots against you (i.e. N-going).

When I say there are strong winds blowing up the Red Sea I mean up to gale force winds. The trip down to Bab El Mandeb is one of the worst trips I have done beating to windward against a 35 knot true wind and being pushed back up the Red Sea by the current. By the time we got to Aden we were all bruised and battered and I had to send one of the crew back home as he was exhausted.

Going the right way and heading north up through Bab El Mandeb into the Red Sea is definitely the easy way to do it in November through to March. The wind channels through the strait and can blow up to 35–40 knots at times from the south. We had 35 knots for around a 6–8 period after the strait along with up to 2knots of north-going current and flew up here with just some genny out.

There is some debate over whether to use the small east channel or the main channel. I have always opted for the main channel as it leaves plenty of room to manoeuvre. Ships heading north or south are pretty well spaced and it's easy to cross the shipping channel more or less at a right angle and then sail up just outside the west side of the south-bound channel.

A good number of yachts anchor in various places on the way up, although you do need to take care as theoretically you are not supposed to do this. No yachts I know encountered problems with this strategy in 2010, but in years past there have been problems.

NOTE: There have been several pirate attacks on commercial ships in the immediate approaches to Bab El Mandeb in the first half of 2010. Yachts heading from Aden should keep close to the Yemeni coast before turning up through Bab El Mandeb.

Page 193 Eritrea

Current situation When I first visited Eritrea in 1996 and then again in 1997, the Civil War with Ethiopia, all 34 years of it, had just ended in 1991. The city was a bombed and pock-marked place with the bare minimum of services. But the people were over-joyed the war had finished, Eritrea had won, and great hopes for the future. An interim military government was in place and democratic elections were promised in two or three years.

Sadly the military are still in power and have tightened their grip on keeping power and keeping the ordinary people in line (what's that they say about absolute power?). Their foreign policy has also become somewhat bizarre. When I was in the Hanish Islands in 1996 Eritrea invaded the islands which had traditionally belonged to Yemen. Some sort of rapprochement with Yemen is now in place. They have also been accused of helping Somali insurgents which seems odd given a large proportion of the population is Tigraen Christian. Then again it's not so odd when you know that the Ethiopians are helping the provisional government in Mogadishu and Eritreans just love to hate anything to do with the Ethiopians.

Sadly Massawa seems nearly as pock-marked from the war as it did 13 years ago with the exception of a few of those memorials that military governments like to erect for themselves. The people still lead a life blighted by shortages of just about everything including diesel, good sanitation, communications and food.

Entry formalities You do NOT need a visa in advance to visit Eritrea.

Things are pretty much as detailed in *Indian Ocean Cruising Guide*. Massawa Radio answers promptly and you will usually be directed to go alongside the commercial quay for formalities. The doctor will arrive for quarantine with a form to be filled in. Then another man or two (I'm not sure if they are actually from customs and the Harbourmaster) with more forms and you will need three crew lists. You then go with the 'men' to immigration within the dock area where you will be stamped in and shore passes issued.

You then go to the harbour dues office and pay for your projected stay. The cost is \$US15 per day and you get NO refunds if you leave earlier. You can however extend the period you stay by going back to the office.

You get 48 hours in Massawa without a visa. If you want to stay longer then you need to go to the immigration office just outside the harbour gates (not the same office as immigration within the harbour area) and get a visa which allows you to stay for up to two weeks. These visas cost \$US40 per person. You will also need a passport photo and a photocopy of the passport.

Page 195 Massawa

Revised waypoint for the entrance 15°36'94N 39°28'92E WGS84.

Mooring Yachts are no longer permitted to anchor in Talaud Bay. If there is room you can stay on the quay or anchor off at the W end of the commercial harbour in 4–6m. You need to be a bit circumspect looking for a place here as it shallows up towards the bridge and you also need to leave the channel into Talaud Bay clear. There is also some debris on the bottom.

Facilities

Water Can be obtained by tanker although it seems difficult to arrange.

Fuel By jerry can but again difficult to arrange and not always available. You need to obtain 'coupons' from the authorities. 'Johnny' who hangs around the waterfront has arranged small amounts for other boats.

Eating out Mike the 'laundryman' now has a café, the Jasmin, on the waterfront. Apart from laundry he will do his best to source things in what is a difficult climate in Eritrea. He also serves very good coffee and does simple food. There is now just one fish restaurant in the town. Several of the hotels on Talaud Island also have a restaurant.

Internet There is an internet café on Talaud Island and another in Dagga the Segelen Hotel across the causeway from Talaud Island. Both are desperately slow and you struggle to get text email.

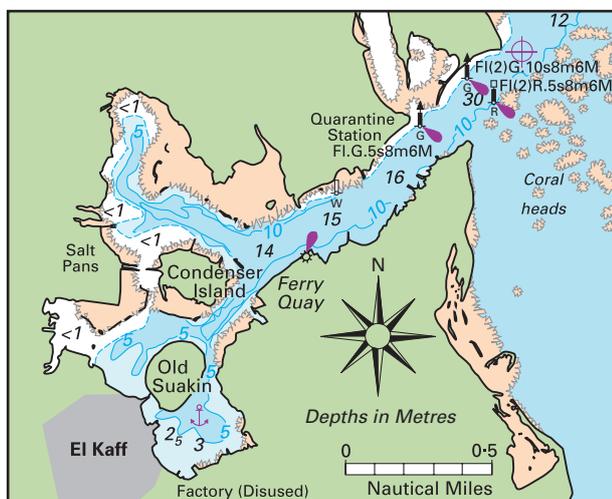
General

Some of the foregoing might sound a bit disheartening, but I still have fond memories of Massawa. The people and the kids on the street are friendly and happy to see you despite the poverty all around. The old Italian colonial architecture in Massawa is crumbling, but still wonderful. Colonnaded walkways, high ceilings, great doorways and doors, big windows with lattice shutters so the wind can cool the rooms, it reminds me of faraway Havana in Cuba where wonderful buildings from another age could look so wonderful and special with a little plaster and a lick of paint. Well some of the more bombed buildings will need a bit more than paint in Massawa. And hope springs eternal for the Eritreans themselves.

Page 197 Sudan

In April 2010 Sudan held its first elections since 1986. Although there were problems with the election process and accusations of corruption, this was nonetheless a big step forward for the country.

Suakin



SUAKIN APPROACHES

⊕ 19°08'.4N 37°22'.1E

Most yachts now head for Suakin in preference to Port Sudan. The anchorage can be approached from the S through the reefs or by the NE channel which is more straightforward but means extra miles when coming from the S.

The channel down into the anchorage is buoyed and lit, although a night approach is not advised. Anchor under Old Suakin where shown. Excellent shelter.

Mohammed is the agent here and will likely contact you on arrival.

For more detail see *Red Sea Pilot*.

Port Sudan

Approach Call *Port Sudan Port Control* 10 miles off and again at the entrance. You are unlikely to get a reply and we headed in without getting through to Port Control.

The older commercial port has been massively expanded by reclaiming ground over the coral reef on both sides of the entrance. The lights were all working in 2010 and the immediate approach is deep right up to the entrance and inside.

Once into the port head for the old basin where shown. The south side of the basin is now a container terminal and it's busy. Anchor clear of the container quay at the west end taking care not to stray into the shallows. In good light you will see them. There is also a stick marking the edge of the shallows though don't rely on it.

The dive boats, there are a dozen of them, anchor with a long line ashore to the north side and this is also an option. There are laid moorings for some of the dive boats and some use their anchor. The dive boats turn around on the weekend. Take some local advice if you want to find a gap to anchor with a

long line ashore and ensure you let out plenty of anchor chain as the prevailing wind is on the beam.

Formalities

There is really only one agent working here now as there just aren't enough yachts to keep any more busy. Achmet works for Hamid Agent and will come out to you once you are anchored. He doesn't have a boat so usually gets a lift on a dive boat tender. After that you will need to run him around in your own dinghy.

Quarantine will arrive in their own boat and you just fill in a form. Achmet will then get some crew lists from you and the boat papers and your passports. You then need to go across to customs (with Achmet) on the east commercial quay and then ferry the customs officer(s) to the boat. Achmet will guide you through the paperwork. You then ferry customs back and bring Achmet to the quay in the basin. He will go to immigration with your passports to get shore passes. You need to supply passport size photos for all crew. Immigration keep the passports. Achmet will return a few hours later with the shore passes and you can go ashore.

Fees are \$US30 for customs, \$US35 for five days in the harbour (you can do several cumulative five day extensions), and \$US50 for Achmet. It's really not worth trying to do it yourself. When you leave give Achmet some warning and he will take the shore passes and retrieve the passports.

Facilities

You take dinghies ashore to a stubby little quay – Achmet will show you where.

Fuel You can get diesel either by anchoring with a long line to the stubby quay and get a tanker to come down or for smaller quantities Achmet will jerry can it from the petrol station. He charges a bit of a premium for this so jugged diesel cans cost around 80–90 cents US a litre.

Water can be obtained by water tanker or by jerry cans. It should be treated.

Ashore there are small provision shops, fresh fruit and veggie shops and of course the huge souk under canvas, excellent small restaurants or international fare in several of the hotels like the Palace Hotel. The Palace Hotel also has broadband either on their own computers or Wi-Fi.

General

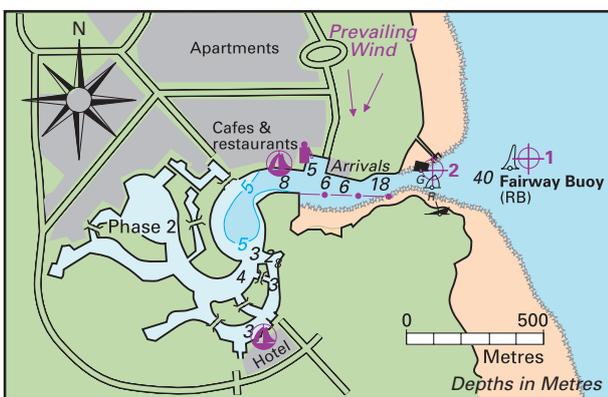
Most yachts headed up this way go to Suakin. There is more room to anchor and it's a more picturesque place than Port Sudan. More picturesque but not really the heart of Sudan. Port Sudan is crowded, noisy, you are tucked in with a giant container port on one side, and it's a bit dirty and frenetic. And there are lots of beggars. What it does have is a bazaar area with wonderful little grocery shops, bakers, fruit and veggie shops, hardware shops, spice shops and friendly people. A bit further out (take a tuk-tuk) is the souk under canvas with fruit

and vegetables galore and freshly butchered meat (and flies), a whole area supplying Port Sudan with friendly people, though expect them to be curious and a little reserved as you will likely be the only Europeans there.

Port Sudan is also a magnet for refugees from surrounding countries. Daniel the Ethiopian. Eretrians. Achmet and Mustafa, Nubians from near Aswan. You get a feel for the country here that is outside the desert trips and monuments.

Page 201 Egypt

Port Ghalib



PORT GHALIB

⊕₁ 25°32'·03N 34°38'·78E WGS84 - Fairway Buoy
 ⊕₂ 35°31'·99N 34°38'·48E WGS84 - First set of buoys

Approach The fairway buoy (R & W) is easily located and in good light the entrance between the reef on either side is straightforward. It is narrow, around 50 metres wide, and has small red and green buoys showing the channel. You should call up (call sign *Ghalib Port Control*) when 10 miles out on VHF Ch 16 and you will then be asked to call up again when you off the fairway buoy. The harbour authorities answer any calls promptly. Once into the marina go alongside on the arrivals quay immediately inside.

Formalities

One of the marina staff will come down with the necessary forms for you to fill in and wait while you complete them. You will also need one crew list. The papers and passports and boat registration will be taken away and it usually takes a couple of hours for the papers and passports to come back.

Costs are:

\$US15 per person for a one month visa

\$US30 for customs

\$US40 for processing the paperwork

Given that some other places will charge \$US100 plus to act as an agent, the charges in Ghalib are very reasonable.

Berths

Data 100 berths. Visitors' berths. Max LOA 50m. Depths 3–5m. Charge band 2.

Once the paperwork is done and passports and boat docs returned you will be directed to a berth. Smaller yachts up to 14 metres will usually be directed to the southern basin off the hotel. There are least depths of around 2·8 metres in the channel. It is very tight in here for manoeuvring and the staff on the boat that helps you in are not the greatest at sorting out lines etc. You need to have a longish line ready to tie onto the mooring buoy or preferably to go through and back to the boat.

Once tied up in the basin the shelter is excellent.

Larger yachts go stern-to tied to a buoy off the main complex just past the fuel basin. There is a lot more room to manoeuvre here and getting into a berth is a lot easier than in the southern basin.

Facilities

There is water (potable) and electricity (220V but there seem to be problems with some of the connections) near every berth. Close to the arrivals quay there is a fuel quay.

The resort is geared up for people on holiday, many of them on all-inclusive packages, so there is little in the way of shopping. In the dormitory town for the workers (around 3km away) there is a mini-market and a fruit and veggie shop and it here you will need to go to get anything. In the resort itself there is a restaurant and snack bar in the hotel in the southern basin and in the main resort there is a TGI Fridays, Costa Coffee and the Grand Café. These all do food as well as very good coffee. Grand Café and TGI Fridays have Wi-Fi.

A free water taxi runs between the south basin and the main resort from 1000 to late in the evening every day.

There are no facilities for hauling or repairing yachts here.

General

For the most part yachts in Port Ghalib are a bit like a flower arrangement for the hotels... we look good parked under the hotel. It is a weird place, probably somewhere you would never choose to go to if given the choice. But for yachties bashing up the Red Sea it is a little taste of luxury, of water and electricity on the quay, of Wi-Fi with a cappuccino, of just sitting around taking it easy and waiting for the next weather window to head north.

www.portghalib.com

Page 202 Hurgadha Marina

The marina is situated just N of the old arrivals jetty at 27°13'·46N 33°50'·70E.

Note Hurgadha Marina is not a port of entry at present.

Approach Follow the instructions in *Indian Ocean Cruising Guide* to the Arrivals Quay and you will

see Hurgadha Marina breakwater just N of the quay. By *night* Yachts are not allowed to enter the marina at night.

VHF Ch 74, 16

Mooring

Data 200 berths. Visitors' berths. Max LOA 50m. Depths 3–5m. Charge band 2.

Berth Where directed. Berthing is stern or bows-to using a mooring buoy so you will need to have a long line ready. Good all-round shelter.

Facilities

Services Water and electricity at every berth. Showers and toilets.

Fuel Fuel quay.

Repairs No lift out in the marina.

Provisions In Hurgadha town.

Eating out Several restaurants in the marina and lots in Hurgadha town.

Other ATM in the marina.

www.hurgadhamarinaredsea.com

Page 204 Port Tewfik

Amend waypoints:

Beginning of buoyed channel 29°50'·99N 32°33'·34E WGS84

Entrance to Suez YC basin 29°56'·58N 32°34'·43E WGS84

Felix Yacht Agency now handles many of the yachts here. VHF Ch 74, 68, 16. See contact details for Suez Canal section on page 206.

In 2010 the Suez YC charged \$US21 per day to go on fore and aft moorings.

Note: The pontoon that yachts could go stern or bows-to was partially destroyed in bad weather and there is now just a stubby section off the shore. However the piles for attaching it are still in place.

Water from a tap on the dinghy pontoon.

Fuel by jerry can. Arrange with the agent for delivery of fuel.

Page 208 Ismalia

Ismalia on the N side of Lake Timsah is the usual stopover point for yachts taking two days to transit the canal.

Approach The buoyed channel up to the Ismalia Yacht Club is straightforward even if the pilot will want you to take a shortcut through shallower water. Use your own judgement.

Mooring

Data 40 berths. Visitors' berths. Max LOA 18m. Larger yachts can anchor off. Depths 2·5–4m. Charge band 2.

Berth Where directed stern or bows-to the quay. You need to take a line to a mooring buoy so have one ready. The YC does not have a dinghy to help you get a line onto the mooring buoy so it can be a bit of a palaver doing this.

Shelter Good shelter from the prevailing northerlies. Strong southerlies could cause a problem though they are rare.

Anchorage Yachts over 18 metres or so will need to anchor off. Yachts under 18 metres will be directed to the YC even if they anchor.

Note: You are inside the restricted port area at the YC and must pass in and out of the customs gates leading into town. They will ask to see your passport(s) and may check on your shopping etc. when you are returning to the port area.

Facilities

Services Water and electricity on the quay. Showers and toilets. Security.

Fuel By jerry can if customs on the gate get paid baksheesh.

Repairs There are no dedicated yacht facilities but around the shores there are a number of large boat-building and repair facilities for tugs and workboats.

Provisions Good shopping with a Metro supermarket in town. Metro will deliver you and your shopping to the customs gate for a small fee.

Eating out Good local restaurants in town.

Other ATMs. Taxis. Excursions to Cairo and other places can be arranged.

General

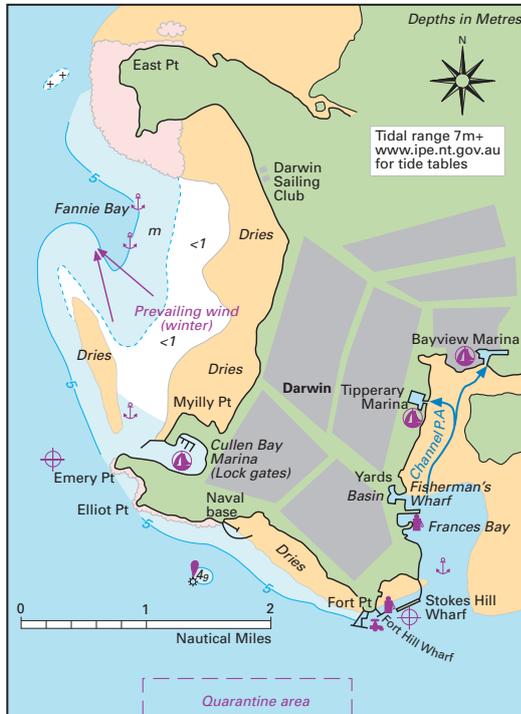
Ismalia is a convivial spot to stop over for a few days. In many ways it makes sense to stop here to wait for a weather window in the Mediterranean and then just transit the second half of the canal and keep on going straight into the Mediterranean. If you are late leaving like we were then this can mean heading out through the channel with a lot of shipping coming and going and lots of oil wells to wend your way through. It's a bit stressy but doable and the channel and the oil rigs are well lit.

The Yacht Club at Ismalia is a wonderful art deco affair from another era. In the 1930s you could imagine this being the hub of social life in Ismalia full of French and English couples drinking Pernod or Pimms and listening to the latest gossip. It really is a wonderful building that has been restored to something of its former glory.

II. SOUTHERN INDIAN OCEAN

Page 212 Australia

Darwin



DARWIN
 12°27'·2S 130°48'·4E

Anchorage

Prevailing wind The prevailing wind in the winter is a sea breeze blowing onshore from the NW-W. This will typically get up around late morning and blow through until early evening. At times it can blow at Force 4-5 and set up a fair amount of chop in the anchorages at Fannie Bay and off Cullen Bay Marina. These anchorages are safe enough with the sea breeze but can be uncomfortable depending on what the tidal stream is doing. It can also make getting ashore or back in the dinghy a wet affair and many will go ashore in the morning and return in the evening when the chop has died down.

Any systems around will modify the typical sea breeze and winds can then be from other sectors. There can also be quite violent thunderstorms with an associated squall.

Tides The tides run strongly through these anchorages and you will usually be lying to the tide and not to wind. At times the tidal streams can be 2-3 knots through Fannie Bay and Cullen Bay Marina anchorage.

Cullen Bay You can anchor off Cullen Bay Marina behind a drying sandbank where the shelter is OK except when the afternoon sea breeze gets boisterous. You lie to the stream here, around 4knots plus at springs, and wait for the drying

sandbank to emerge and give a bit more shelter. The anchorage inside the sandbar is not the most comfortable with the afternoon sea breeze, but is certainly tenable. The sandbank is obviously the best beach in Darwin and at the weekends the locals are out in force erecting garden pagodas and beach umbrellas and getting the barbie fired up and sinking a few chilled tinnies.

You can leave your dinghy at the entrance to Cullen Bay Marina at the end of the fuel and ferry pontoon tied to the gangway and although it's not ideal, it works. From here you can get a No. 14 bus into town where all the goodies are. Around Cullen Bay Marina there is a small chandlers, a laundry, cafés and restaurants. You can also get fuel and water at the fuel pontoon (where you leave the dinghy).

Marinas

Cullen Bay Marina Cullen Bay Marina recently introduced a one off fee for the lock. For visiting yachts who are going to just lock in and out, the fee is a bit steep.

For yachts up to 12 metres: Aus\$250

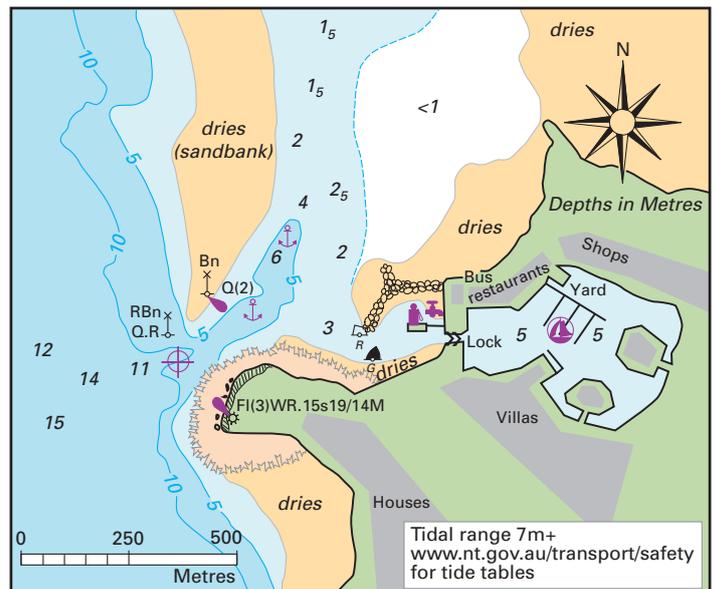
For yachts over 12 metres: Aus\$430

That's apart from your actual marina fees.

Tipperary Marina and Bayview Marina do not charge a lock fee.

Darwin

In downtown Darwin there is everything you need. A big Woolworths and a Coles supermarket. Restaurants and cafés. Boutiques and dollar shops. The Indonesian Consulate (near the Law Courts) is in downtown as is customs (21 Lindsay St) for clearing out. Customs is quite happy for you to do the paperwork in advance (drop in to see them) and make an appointment for clearing out. After doing the final paperwork and getting stamped out you have 24 hours to leave.



CULLEN BAY MARINA AND ANCHORAGE

12°27'·15S 130°48'·9E

Page 213 Box:

Indonesian Formalities:

How it works in practice

CAVEAT The rules and local interpretation of the rules will likely change over time. Some may be for the better, some for worse, but as I stress below, disregard 90% of what you hear over the grapevine or on some internet sites.

Before anyone gets to Indonesia the worries begin. Wherever two or three cruisers are gathered together there will anxious conversations about the latest rumours on the formalities involved for cruising Indonesia. In NZ, Vanuatu, New Caledonia and Australia worried cruisers mutter amongst themselves and quiz any newly arrived yachts on the 'Indonesia question'. 'Who are using to get a CAIT?' 'What about this bond which I've heard can be XX% (insert any number here) of the boats value?' 'Social visa or not to social visa?' The cruiser rumours rattling around the anchorages and over the ether and around internet forums are enough to make you miss Indonesia altogether. Which would be a pity.

Indonesia is a huge diverse country made up of hundreds of islands. Thousands if you count the smaller ones (some estimates run to 17,000 islands but that is counting some very small ones). The combination of the ethnic and cultural diversity through the islands into the Republic of Indonesia means that there is a lot of local variation between the major islands and the law-makers in Jakarta. The rules for yachts are that you need a CAIT before you enter Indonesia and a social visa if you are staying longer than 30 days but less than 60 days. To get a social visa you need a special sponsor letter.

All good and straightforward you might think. The problems in the past have arisen from a local interpretation of the rules that Jakarta makes by the officials (principally customs) in the other islands. This, shall we say, flexible interpretation has led to the 'bond' question, though in some ways that is a bit of a red herring that has been amplified out of all proportion by cruiser rumour and a bit of bad faith by cruisers who have cruised Indonesia in years past. Most of the rumours about the 'bond' question have come from Kupang where the whole problem has been magically solved with a contribution to the 'retirement fund' for customs officers. More on that later.

Its important to know that, to my knowledge, not one yacht has had to pay the temporary import bond (variously calculated at 20/30/40/50% of the boats value) which is then repaid when you leave Indonesia. This bond is ONLY payable after a yacht has been continuously in Indonesia for one year.

To get a CAIT realistically you need an agent. We used Rachel who actually uses Lytha in Jakarta to get the CAIT. When Rachel and her family were not off cruising she answered any enquiries promptly although in fact you can find most answers to your questions on her website:

<http://cruisingindonesia.blogspot.com/>

In Rachel's absence Lytha answered questions and replied quickly and comprehensively. There are other agents as well and you can pretty quickly find them

with a quick search on the internet. Rachel's blogspot has probably the best information on Indonesian regulations and the ins and outs of cruising the archipelago and should be your first stop when researching what is going on in Indonesia.

Getting a CAIT

The procedure for getting a CAIT goes something like this:

- You need to apply at least a month and preferably two months before you plan to sail into Indonesian waters.
- You need to pick up the original CAIT somewhere it can be posted or couriered to. Most agents will email you a digital scan of the CAIT, but you still need the original. Darwin is by far the best option. The staff in the Indonesian Consulate here are used to holding a CAIT for yachts until you arrive and you can also get a social visa here with your sponsor letter which will arrive with the CAIT. There have been problems getting the CAIT sent to your arrival port in Indonesia with some messy consequences. You could also get the CAIT sent to somewhere like Cairns, Thursday Island or Gove.
- The details you need to put on your CAIT will be provided by your agent. Rachel or Lytha will tell you what they need for the CAIT. Most of the info is to do with crew, passport numbers, boat details including registration number and port, insurance, dimensions and tonnage etc. and all the islands/ports you intend to visit in Indonesia. It's best to put as many islands and ports as possible. It doesn't matter if you don't visit them all, but it can matter if you visit a port not listed on your CAIT.
- You then send all these details off to your agent along with the CAIT fee and the agents fee including any costs for postage or a courier. In total it cost us \$US280 plus \$US20 to post the CAIT and sponsorship letter to Darwin (2009). For some reason Western Union seems a favoured way of sending money.
- You collect the CAIT at whatever address you have had it posted to or at the port of entry in Indonesia if you have decided to go down that route. The CAIT is valid for 90 days from the DATE OF ISSUE. The social visa is valid for 60 days from your first port of entry in Indonesia. The social visa cost \$US60 per person in Darwin (2009). You can obtain a normal tourist visa on arrival in Indonesia valid for 30 days. This normally costs \$US25 though that depends on where you get it.

Clearing into Indonesia

There are three ports of entry that are popular with cruising yachts. There are more, but these three are the ones commonly used when on passage from Australia and Papua New Guinea/Lousiades to Indonesia.

Ambon

The Sail Indonesia Rally (formerly the Darwin to Ambon Rally) goes direct from Darwin to Ambon or a shorter route via Kupang. To Ambon is a passage of nearly 600 miles. The rally organisers process all the paperwork for the CAIT and social visa as part of the fee for the rally (\$Aus500 in 2009). The rally

leaves Darwin around mid-July so you need to get a wiggle on to get there in time if you are coming from NZ or the more easterly islands in the South Pacific.

In 2009 there were 130 odd boats in the rally so not surprisingly clearing into Ambon took around three days for the over-pressed officials in Ambon. As the rally progresses there are similar traffic jams at any other ports where large numbers of rally boats arrive at the same time. For those who like cruising in company and want to take any hassle out of getting a CAIT then this is the way to go.

You don't have to be on the rally to clear into Indonesia in Ambon and to date this has been relatively hassle free for individual cruising boats at a cost of around \$US5.

Bali

From Darwin to Bali is around 950 miles. Yachts will often break the passage with a stop at Ashmore Reef. Yachts go to Benoa, either to Bali Marina or to the moorings off the Royal Bali YC. Here you can get cleared in for around \$US50 or do it yourself. Half a dozen yachts I know of have cleared themselves in at Denpassar with no hassle, no mention of the bond, for a total cost of around \$US5. Despite reports of the 'bond' issue here, in 2009 no yachts I know of had a problem here. There has been some muttering about bad faith and conspiracy theories by websites that have lumped Bali in with Kupang as a port of entry where 'the bond' issue is raised. To date it has NOT.

Kupang

From Darwin to Kupang is around 460 miles. This used to be the popular route until there were 'problems' with the local officials for clearing in here. Yachts still use Kupang as we did although you must be prepared to pay the local 'tax' to customs. This is facilitated through Napa at Kupang Yacht Service, the most used agent here, and basically you hand your papers and passports over to him, pay \$US250, the 'tax' for customs, and get your paperwork back some time later.

Kupang Yacht Service Napa Rachman

Email kupangyacht_service@yahoo.com When you are off Kupang town just call him on VHF Ch 16.

If you don't want to pay the tax then be prepared for customs to start quizzing you about the value of your boat and requesting some fairly large percentage of that value to be lodged with a bank as the 'temporary importation bond'. I will reiterate here that no boats I know of have paid the bond and all choose, for pretty obvious reasons, to cough up the \$US250. Some boats have spent days trying to do it themselves, arguing about the bond, and eventually going to Napa and coughing up the \$US250.

There have been a number of yachts on the way to Bali and running low on fuel that have stopped at Kupang to get fuel. This entails a small 'fee', usually

around \$US50, and the yachts have then continued on to Bali where they have cleared in, probably without mentioning the unscheduled stop at Kupang.

Note: This can all change in subsequent years, but I do counsel caution on advice and paranoia that has spread like wildfire around various internet sites. I've talked to a lot of cruisers who have been cruising these waters from Darwin for some 20 years. The general consensus was ... 'Its always been like this', '...in some places you need to pay out a little local tax, some years you don't, but hey, none of us should be too precious about cruising around in what the locals are luxury items'.

So relax a little. And maybe you need to cough up a bit, maybe you don't. It's a great country, lovely people, for most of us a once in a lifetime experience. Don't sour it with your own mean minded boat economics.

After the Port of Entry

Most yachts will not have to show anyone the CAIT if they do not go to any other large ports with harbour officials. We didn't show anyone the CAIT until we went into Nongsa Point Marina to clear out of Indonesia for Singapore. Other yachts that have been in larger ports have had to go to the harbourmaster and do some paperwork. In a few cases and a few places here have been requests for 'fees' of one sort or another (i.e. 'retirement funds'), but most of these have been resisted.

None of the above should be read as some sort of judgmental tirade against cruising in Indonesia. It is not intended to be. Local corruption is a fact that all Indonesians have to live with and the actions of corrupt officials affects all in Indonesia. And they have to live there all the time while we are just passing through. Witness the following extract from the Straits Times on the devastating earthquake in Padang in Sumatra...

The government has pledged six trillion rupiah (\$892.4 million) for reconstruction efforts, but many fear the money too will be lost to corruption as it flows through the local government... 'It gets thinner and thinner and then just the mouse's tail comes out the bottom. That's Indonesia,' said housewife ... who lives on the outskirts of Padang.

This is an amazing country to cruise peopled by softly spoken and generous individuals (with only a few exceptions including customs officials). The paperwork may be a bit of a hassle, (though it is really not that bad), but that should not deter you from cruising this huge archipelago of amazing islands.

Page 213 Box:

Main Routes through Indonesia

Indonesia is such a huge archipelago of islands that the choice of routes through it is many and varied. It is a 'pick and mix' sort of place where you could spend months cruising and still see just a small part of it. Most yachts will leave from Darwin for either Ambon, Kupang or Bali and then work their way up through the archipelago according to time and inclination. Those yachts on the Sail Indonesia Rally will have the itinerary mapped out for them, though within this itinerary there is some variation on routes. It should be remembered that when a large number of yachts turn up in one place the authorities and the locals can be overwhelmed by the sheer scale of arrivals and it may take you some time to clear in and get hold of scarce commodities.

Below I have listed a series of routes, but it must be emphasised that these routes have many variations and it's up to the individual to do some intensive research on just where to go and what to see. There is a lot to see in this fascinating and friendly country.

Darwin to Kupang

Kupang

From Darwin to Kupang is around 460 miles. This used to be the popular route until there were 'problems' with the local officials for clearing in here. See the section on Getting a CAIT for the situation on 'payments' to customs.

Clear in with Napa Rachman

Email kupangyacht_service@yahoo.com. See the entry on Kupang for details.

Lesser Sunda Islands

Most boats will head up to Flores and then cruise along the N side of the islands. The following are a few of the anchorages along the N side of the group. See also the Nusa Tenggara and Komodo Country info boxes.

Solor Island Overnight from Kupang. Anchorages on the N side of Solor Island.

Flores Island Anchorages at Larantuka, Telong Gedong (exposed), Sea World Resort, Maumere (a port of entry), Koro, Nangarujong, Riung Island, Terang, ending up in Labuan Bajo.

Rinca Island Anchor in Crocodile Creek on the N side.

Sumbawa Island Anchorages at Teluk Bima, Dangar Besar, Sumbawa, and Utan.

Lombok Island Gilirengit and Pamenang.

Bali Island See entry for Benoa.

Boats not going on to Jakarta (the majority of boats) will cruise up through the islands to Nongsa Point

Marina. From Lombok the following stops may be of use.

Kangean Island Ketapang on the W side is well protected.

Bawean Island Bight on the N side that can be used in calm weather.

Kalimantan Kumai on the W side of Borneo. Many yachts will head for the river at Kumai to see the orang-utan reserve. Anchorage in the river can be a little dicey but is safe enough.

Lepar Island Several anchorages around the island.

Singkep and Lingga Islands Anchorages around these and smaller islands in the group.

Riau Islands Numerous anchorages around the group before ending up at Nongsa Point Marina to clear out.

Darwin to Ambon

From Darwin to Ambon is around 575 miles. This can be a light wind trip and most boats factor in a fair amount of motor-sailing. This route has been used by the Sail Indonesia Rally.

Ambon Island See the entry on Ambon for details.

Banda Islands Yachts will sometimes stop at the Banda Islands. Samulaki is not a port of entry but you can always say you are going onto Ambon to clear in.

Wakatobi Islands A group of four islands off the SE corner of Sulawesi. Sail Indonesia use Wangi Wangi Island.

Sulawesi Island Yachts will head W from either Ambon or the Banda Islands to Butong and then onto Makassar.

From either the Banda Islands or Wakatobi/Sulawesi boats will often want to head SW for the Lesser Sunda Islands. See routes above. Alternatively some boats cruise W to Kalimantan and Kumai and then up to the Riau Islands.

Darwin to Bali

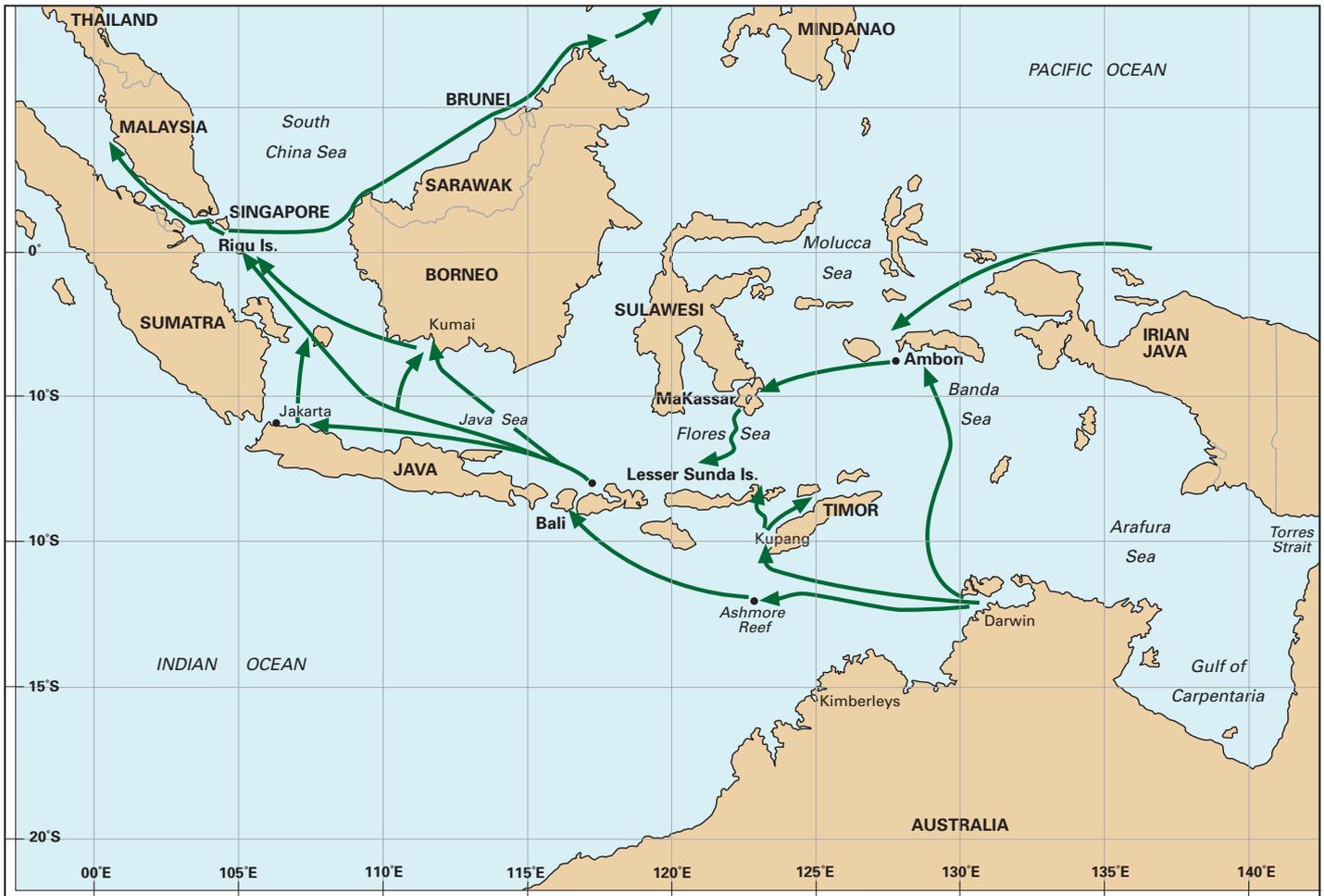
From Darwin to Benoa in Bali is around 950 miles.

Yachts will often stop at Ashmore Reef for a break en route. See the entry for Ashmore Reef. The first half of this trip is often in calms or very light easterlies. The second half is often in westerlies that get stronger as you approach Bali. It is not a bad idea to stay S so you are not too tight on the wind for Bali.

Bali Island See entry for Benoa.

Yachts cruising the Lesser Sunda Islands from Bali will usually head along the N side as far as Flores before heading back W and N. Reverse the route for the Lesser Sunda Islands above and then follow the route N to the Riau Islands.

Page 214 Rallies from Australia to Indonesia
See amendment here on page 30.



MAIN ROUTES THROUGH INDONESIA

Page 215 Indonesia

Benoa

Royal Bali Yacht Club

Yachts can proceed into the anchorage on the N side of the reclaimed land at Benoa and pick up a mooring here. The depths given in the plan are reported depths and you should take local advice before entering.

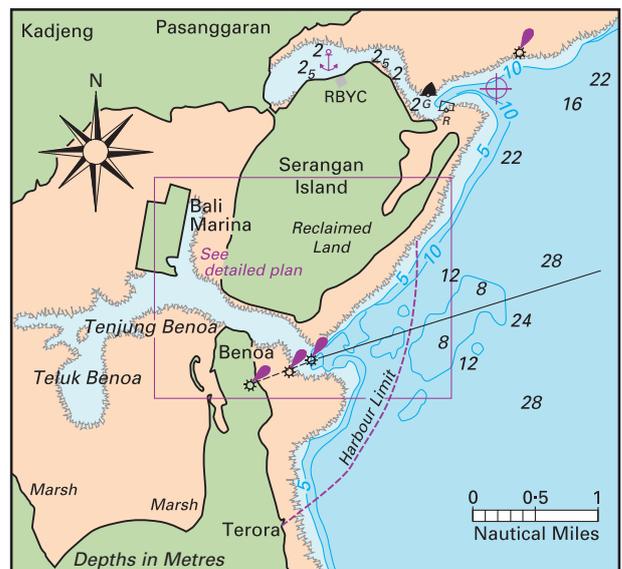
The RBYC can organise paperwork, is a good source of information on spares and repairs, and has a convivial bar and restaurant. However the latest news is that the RBYC is moving. www.royalbaliyachtclub.com

Kupang

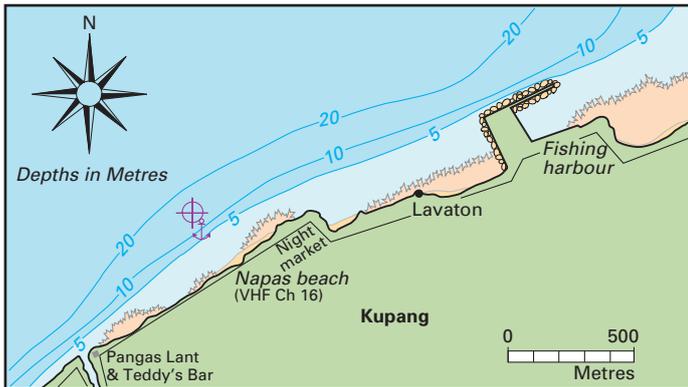
Approach

Tidal range 2.5m.

In the southern approach care is needed of Beatrice Rock 11M SE of Tanjung Oisinia where you proceed up the channel (Selat Semau) to Kupang. Selat Semau has lots of fish farms on either side and a lot



BENOA APPROACHES
⊕08°43'5S 115°15'1E



KUPANG

⊕10°09'.45N 123°34'.85E WGS84

of local fishing boats working the sheltered waters. The approach through the centre of the channel is straightforward keeping a good lookout for local boats. Many of them will come out in the early evening to fish this channel and adjacent waters so if you are making a late approach in fading light extra care is needed. Tidal streams flow strongly in the channel either N or S depending on the state of tide. *By night* With care only, though it is better to heave-to and wait for first light. The fishing boats and the fish farms are not always lit and if they are lit it is nearly always in an eccentric and confusing fashion.

Dangers

Beatrice Rock in the approaches. Care also needed of fish farms and fishing boats and of the reef running out on the NE end of the channel.

VHF Ch 16 for Kupang Yacht Services.

Anchorage

Anchor off 'Napa's Beach' where shown on the plan. The bottom is mud and good holding. It can be choppy here and you will more often lie to the tide rather than to the wind. The prevailing wind is a sea breeze blowing in from the NW or the trades blowing offshore from the SE. Reasonable shelter in settled conditions.

Dinghy's It can be wet getting ashore or back to the boat with the sea breeze. Take the dinghy to 'Napa's Beach' where one of his 'helpers' will look after it.

Facilities

Water Can be obtained by jerry can although it should be treated. Napa can arrange for 20 litre bottles of mineral water (galloni's) which you fill your tank with and then return the bottle.

Fuel Napa can arrange jerry cans or you can take your own to the petrol station in a bemo.

Provisions Most provisions available in local shops on the main road. Fruit and veggie market on the main road going E.

Eating out Local restaurants and a great night market.

Other PO. ATMs. Banks. Internet at Lavalon (Wi-Fi) to the E of the beach or at Teddy's.

General

Kupang is a ramshackle city littered with rubbish where the whiff of sewerage lingers in the street. It is also delightfully un-touristy, vital and has a brilliant night market. At night the main street you come up to off the beach is barricaded off and becomes a night market with small stalls serving excellent food of all types. Mind you in most of them you eat with your fingers – right hand only.

From the anchorage you land on the beach and one of Napa's 'boys' keeps an eye on the dinghy. If the afternoon sea breeze blows onshore it can be a bit wet landing or departing the beach, but there were always willing hands to drag the dinghy out or help launch it.

In town you can find most things you need and lots you don't. The streets bustle with bemos and motorbikes buzzing about. There are only a handful of tourists here and that makes you a target for the half a dozen touts selling ikkats, the traditional hand woven cloth usually worn as a scarf when getting dressed up or as ceremonial adornments often signifying rank.

Napa Rachman *Email* kupangyacht_service@yahoo.com

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Nusa Tenggara: On the Ring of Fire

The Lesser Sunda Islands or Nusa Tenggara, literally the Southeast Islands, run pretty much from west to east with Bali at one end and West Timor at the other end. The chain includes a number of islands popular with cruisers including Flores, Rinca, Komodo, Sumbawa, Lombok and of course Bali. Although you can cruise from west to east, it is more easily done starting in the east and heading west. Most yachts will cruise the more sheltered north coasts of the islands where there are more anchorages than you could shake a 60 day social visa at.

Probably one of the most striking features of the islands is that there are volcanoes everywhere. Most are dormant, at least for now, but all around can be seen the characteristic cones and craters of volcanoes past and present. Some of them are alive and occasionally fire up at night, though most just let off a bit of steam from fumaroles on the side.

These volcanoes all sit on the western edge of what is called 'the ring of fire' in the Pacific, on a subduction zone where the Indo-Australian plate rubs up against the Eurasian plate causing earthquakes and letting magma bubble up to the surface and explode out of weak spots in the earth's crust, our volcanoes. Krakatoa in the Sunda Strait is the one we have all heard of and this massive eruption in 1883 destroyed most of the original island and flung so much dust into the air that world temperatures dropped for the ensuing two years of volcanic winter because the sun was partially obscured. This region is the most active in the entire ring of fire with more volcanic eruptions than anywhere else around the Pacific basin. I have to confess to some uneasiness as we sailed around

Sangeang Island at dusk, which is just one gigantic volcano sitting in the Flores Sea, a little fumarole puffing away on its north side, as the insignificant speck of *Skyfax* edged westwards on a fading breeze.

Sailing strategies

Yachts arriving from Kupang or Ambon and heading west will generally make for the northern coasts of the islands. From Kupang it is an overnighter up to Flores and then you can day-hop all the way along the northern coast. From Ambon yachts will usually come down to Alor and then proceed along the north coasts of Pantar, Adonara, Flores, Rinca, Komodo, Sumbawa and Lombok to Bali. Yachts heading east from Bali will head up to the north coast of Lombok and then potter along the island chain as far east as they intend to go, usually just to Komodo or Rinca before turning around to head back west.

Winds in the usual cruising season of August to October tend to be E-SE in the eastern islands and SW in the more westerly islands with a mixture of winds in the middle. Frequently the wind will start SE and clock around to the SW. There can also be a NE sea breeze blowing onshore in the afternoon. The high islands cause a lot of channelling and wind shadows so if you stay close to the land there will often be little or no breeze. Go a few miles offshore and there is usually wind, sometimes quite a lot.

There are anchorages all along the island chain and it is not difficult to look at the charts and then work out an itinerary. Nights along the northern coast are frequently calm so you can anchor in quite open roadsteads without any real problems. The holding also tends to be very good on mud, clay or sand.

Currents and tides

The narrow channels between the islands can give rise to very strong tidal races with overfalls and whirlpools, so getting the timing right so you go through on a favourable stream is important. In the Flores Strait between the eastern end of Flores and Adonara we did 10.4 knots over the ground with the engine on low revs. Friends on another boat who got it wrong went nowhere for two hours at max revs in the narrows at the northern end of the strait.

Working out the tides can be difficult with different regimes in different places. Most yachts now have tidal programmes that are accurate enough for the straits. The Admiralty tidal programme with tidal stream clocks seems to work particularly well here. In general the stream will run north with the flood and south with the ebb. To this general rule you need to add in data from other sources.

In the Lombok Strait between Bali and Lombok the stream runs south with the SW monsoon and north with the NE monsoon. Most yachts will be here when the stream is generally running south. This southern flow is attenuated by the tidal stream so that when the stream runs north the current is lessened. To complicate matters the prevailing SW wind kicks up a nasty chop in the strait.

In other places the tides are semi-diurnal and there can be two high tides together followed by two low tides. Some tides work on an approximate basis with moon-rise and moon-set which most GPS units will show. The Flores Strait is one of these with tides

running north from moon-set to moon-rise and then reversing. It's all a messy business so take whatever advice you can.

Fishing boats and FADs

There are fishing boats everywhere day and night. By day there are few problems, but at night the boats are more often than not, badly lit if lit at all. The fashion at the moment is for strobe lights (red, blue, white, green) positioned anywhere that can be found on the boat. Sometimes these won't be turned on until you are close by.

At night there are fleets of boats with bright pressure lamps that can be seen from some distance and these are not too much of a problem as they rarely move when fishing for squid and whatever else is attracted to the bright lights.

If you see any boats at night it's worth turning the tri-colour off and putting the sidelights on as well as a steaming light. The local boats have a problem estimating distance with a tri-colour and can be still gazing upwards at it as they get close to you.

In a lot of places makeshift Fish Attracting Devices (FADs) are employed. These are commonly a bamboo raft with some palm leaves on top and a bucket or weight at either end to slow the rate of drift. In the morning and evening the 'owner' will come out and fish around the FAD. In places there will be a lot of them, a maze that you need to zig-zag through. They are not lit and don't show up on radar so at night are a real problem. I nearly hit one and only avoided it by a matter of feet when I spotted it's dark outline just in front of me. Now you might think a bamboo raft wouldn't do much damage, but in SE Asia bamboo is frequently used to build scaffolding on construction sites, often up to five stories and more, so if it's that strong ... don't hit a bamboo FAD at speed.

Shipping

There is a lot of shipping through the Indonesian archipelago and also a fair number of dumb barges towed by tugs. While most of them use the main shipping lanes marked on the charts through the archipelago, a fair number do not. AIS is invaluable for identifying and tracking ships and radar helps as well.

Fuel and water

In a lot of places you go you will often be greeted just after the anchor is down by a local fixer or maybe just a fisherman with time on his hands. They will supply diesel, water sometimes, fruit and veggie, and some local info on the area. All of the ones I came across were polite, their boat handling was generally OK, and their margins for fuel and water are reasonable.

We filtered all of our fuel, but it was often cleaner than fuel from Australia or NZ. Water is something of a problem, although some of the resorts like Sea World on Flores say their water is good or in somewhere like Kupang or Labuan Bajo the water comes in sealed 19 litre containers from the mineral water plant and tastes great (and it's halal!).

Provisioning

In the larger centres like Kupang in western Timor, Larantuka on the east end of Flores and Labuan Bajo on the west end, and Lembar on Lombok you can find mini-markets which will have most of the basics. Only in Bali are there more western style goods.

In most of the anchorages you can get fruit and veggie and there will often be a simple shop ashore with basic goods.

Facilities

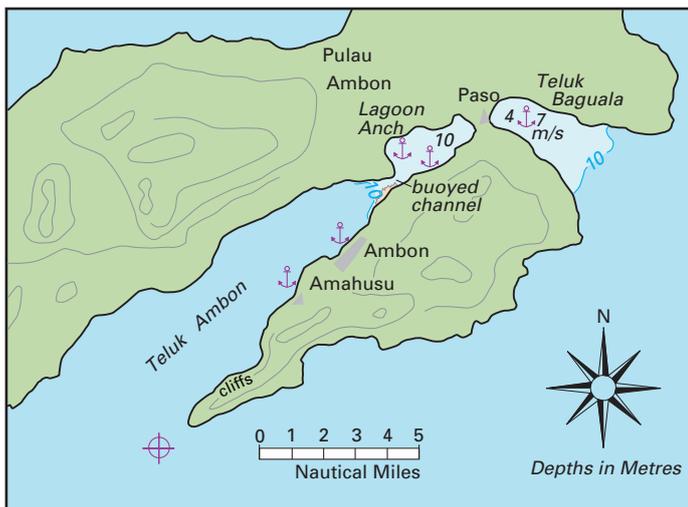
There are basically no yacht facilities except in Bali where you can get spares sent to the Royal Bali YC or the marina. There are general hardware shops in the towns and these often carry basic bits for the local boats. There are also diesel mechanics used to working on fairly basic engines and workshops that can do basic metalwork and welding jobs.

Reading

101 Anchorages within the Indonesian Archipelago Available in Australia and places like Bali.

South East Asia Cruising Guide Vol II Stephen Davies and Elaine Morgan. Imray. Gives a wide brush stroke for cruising Indonesia.

Page 215 Ambon



APPROACHES TO AMBON

⊕03°48'.75S 128°04'.6E

Approach

Tidal range 2.8m

The approach from the S is clear and free of dangers. If clearing in proceed up to Ambon town. If already cleared in see the section on anchorages below.

By night A night approach is possible but care is needed of local fishing boats.

Anchorage

If you are clearing in you will need to anchor off Ambon to complete formalities. This anchorage is most uncomfortable and not tenable in unsettled weather. Even in settled weather it has little to recommend it. If you do not need to go to Ambon to clear in go to one of the anchorages in the lagoon to the NE or at Teluk Baguala.

Ambon Anchor off the fort in 12–15m on mud. Good holding. Shelter here is not the greatest and

the afternoon sea breeze kicks up a considerable swell. Slightly better shelter can be found tucked into Wainitu (03°42'.1S 128°10'.1E), but not to any significant degree. The whole bay, hemmed in by high mountains, can be squally and you will need to make sure your anchor is well in. If in doubt lay a second anchor as well.

Amahusu An anchorage just down the coast from Ambon proper. No more tenable than Ambon.

Ambon lagoon Approximately two miles NE of the anchorage off Ambon there is a lagoon entered through a buoyed channel. In the channel depths are greater than 10m and within the lagoon there are numerous places to anchor off in around 8–12m. Anchor off on the SE side clear of the naval base. It's useful to be on the SE side as you can then easily catch a bemo into Ambon if you need to. Shelter in the lagoon is good and the surroundings convivial.

Teluk Baguala This is a large bay on the S side of Ambon Island. You need to go out of Teluk Ambon and around to the S side. There are reefs off the coast but steer for the middle and you should have no problems. Anchor in 6–8m where convenient. The bottom is mostly sand with a bit of scattered coral. A peaceful spot and you can go into Paso for some supplies and catch a bemo into Ambon if needs be.

Facilities

Water In Ambon or Paso you can get water though it should be treated. 20 litre galonis also available.

Fuel In Ambon or on the road close to the lagoon and Baguala. You can always contact a *Mr Fix-it* to ferry it out to the boat.

Provisions Most provisions in Ambon and some in Paso. Good markets in Ambon and a smaller one in Paso.

Eating out Good local restaurants. Night market in Ambon.

Other ATMs. Internet at Amans Hotel.

General

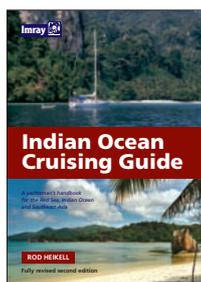
While the approach to Ambon is spectacular, the anchorage off the town does nothing to recommend the place. Once you have moved to the lagoon or Baguala the calmer waters bestow a warmer aspect to the island. Ambon is used by the Sail Indonesia Rally so can be crowded at the end of July.

Note See entry for Nongsa Point Marina in Northern Indian Ocean.

Page 227 Seychelles

Security There have been a number of piracy incidents as close as 100 miles west of the Seychelles. The last involved the kidnapping of the Chandlers from their yacht *Lynn Rival* and at this time they have still not been released by the Somali pirates. Anyone heading from the Seychelles to the coast of West Africa or down to the Comoros and Madagascar should take every caution.

There have been no piracy incidents within the home islands of the Seychelles to date.



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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand.

The author and Imray Laurie Norie & Wilson Ltd believe this supplement to be 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/her.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Page references are made to *Indian Ocean Cruising Guide* 2nd edition, 2007.

The last input of technical information was April 2008.

Page 167 Uligan

Uligan is now an official port of entry and the relevant officials who speak good English will come out to your boat. Anchor in 07°04'·85N 072°55'·15E in around 20 metres on a stony bottom although holding is reported as good. You can leave your dinghy on the beach on the south side of the wooden jetty. A post marks the gap in the reef and it should be left to port.

Some provisions can be obtained ashore. Most yachts enjoy their stay here and it has been described as 'as close to paradise on earth as we have seen'. You cannot cruise any of the other atolls from Uligan unless you get permission from Male (see Male entry).

Page 171 Mina Raysut/ Salalah

A new breakwater has been built from the base of the E breakwater running out and then parallel to it. The end of the new breakwater is marked by a N cardinal buoy in position 16°56'·8N 054°01'·7E. Yachts should call Port Control on VHF Ch 12 or 16 for permission to enter the harbour.

Yachts anchor where shown in approximate position 16°56'·22N 054°00'·34E leaving room on the E for the patrol boat to leave. The holding is not good on stony clay and there is insufficient room to lay a good scope of chain out.

Muhammed is the local agent and will assist with formalities, fuel, and car hire. In town there are several supermarkets and a fruit and veggie market and bazaar. Cruisers generally enjoy their stay here and it is also a staging point to organise convoys for the Gulf of Aden.

Page 183 Aden

The tank leaking oil into the harbour is reported to have been repaired and recent visitors have reported no fouling of their topsides. New supermarket (Lu Lu's) in Aden with good range of provisions.

Page 201 Port Ghalib

Dick Moore reports: In 2007 it was far from complete but there was a place to check in, a quay alongside which to moor, electricity and water (with some difficulty) and fuel from the pump at a price. Ashore there was one hotel with bar and restaurant, a swimming pool and staff who could fix car rental and trips to e.g. Luxor. It was luxury for all of us battling up the Red Sea.

Page 202 Hurgadha

Hurgadha Marina The marina is situated just S of the ferry pier and is now operational. VHF Ch 71. Marina staff will come out to help you into your berth. All facilities and repair facilities nearby. Some provisions and a restaurant and cafés at the marina. You are a short walk away from the other extensive facilities in Hurgadha itself.

www.hurghadamarina.com

My thanks to Dick Moore of s/y *Aliesha* for this information.

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