

SAIL MALAYSIA RALLY: CRUISING NOTES FOR YACHTS

A Guide to Sailing in Malaysia from Langkawi to Tawau (via Singapore, the Anambas/Natuna Islands and Brunei Darussalam)

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INTRODUCTION

The Purpose and Limits of this Guide

This Guide started as an informal collation of information by rally participants. The data presented is very far from comprehensive and is intended merely to complement other sources. These include digital and paper charts, published yacht cruising guides/pilots and tourist guidebooks.

The Guide includes waypoints to be used with the Global Positioning System (GPS). For those unfamiliar with latitudes and longitudes, there is a brief introduction in Appendix I.

There are few published sailing guides for yachts in South East Asian waters. The *Cruising Guide to South East Asia, Volumes I & II* by Davies & Morgan, published by Imray, Laurie Norie & Wilson, have insufficient detail for many destinations in Malaysia. It's believed that new editions will be published soon. The *South East Asia Pilot*, Dowden & O'Leary, Image Asia, (2013) was originally published as the *Andaman Sea Pilot* and dealt principally with the waters off Western Thailand. It has now been much expanded and has good coverage of the Malacca Straits and for much of the east coast of the Peninsula. Future editions will doubtless have better information on Malaysian Borneo.

Some published sailing guides expend far too many words describing what should be clearly evident from paper or electronic charts. In this Guide the intention is not to duplicate charted information. Where the published nautical charts have been found in error, or where new developments remain uncharted, this data will be incorporated in to the Guide as it becomes available. **Listed GPS waypoints should be treated with grave suspicion in this and every Pilot and Yacht Cruising Guide.**

Whilst every effort has been made to ensure that the information offered is accurate, errors are inevitable and there are certainly significant omissions. In some areas of Malaysia, things are changing so fast that they've likely outpaced all attempts to report them.

These Notes are a work in progress. A string of asterixes ********* means that it's believed that significant information is missing. Additional information, corrections and comments are always very welcome. Please send your contributions to Sail Malaysia at mail@sailmalaysia.net All contributors will be acknowledged in future editions of this Guide.

Monsoon Sailing

The weather in Malaysian waters is dominated by the monsoons. The south-west monsoon begins in May/June and continues to October/November. The north-east monsoon begins in November/December and continues to April/May. There are transitional periods between the monsoons which the Singapore meteorological office refers to as "No persistent significant condition". The monsoons may be strong, moderate, or, most commonly, weak.

The Passage to Langkawi Yacht Rally sails from near Johor Bahru (just north of Singapore) in November. After arriving in Langkawi the rally fleet has the sheltered western coasts of peninsula Malaysia and Thailand to explore during the dry north-east monsoon season. Many stay on for the south-west season, which has more rainfall but there are plenty of safe anchorages and marina berths. The Passage to the East sails from Langkawi in April and heads north to the eastern shore of peninsula Malaysia in early May – crossing to Borneo in June and finishing at Tawau in August. The east coast of the Malaysian peninsula and Malaysian Borneo are best cruised in the south-west monsoon season. In the northeast season the

South China Sea can be rough and shallow river entrances become dangerous as the prevailing winds are onshore throughout Malaysian Borneo and on the east coast of the peninsular. And it rains. Floods are routine.

North of Langkawi, and north of Malaysian Borneo, the winds tend to be stronger and more consistent as both areas are on the edge of the tradewinds belt. Sabah was once known as 'The Land Below the Wind'. North of Borneo there are frequent typhoons, generally north of 09 degrees north. They can occur year round, but are most common in the south-west monsoon season. Fortunately they rarely affect Malaysian waters.

As air heats up over land during the day, it rises to be replaced by cooler air from over the sea. These sea breezes can reinforce either monsoon to create excellent sailing winds, or, just as often, work against the monsoon to generate unexpected calms.

Thunderstorms are common, and sometimes violent. A black squall line (or heavy smudge on the radar) might indicate the imminent arrival of a light shower, or sometimes winds of 50 knots or more with spectacular lightning and blinding, torrential rain. Fortunately these events are short lived and rarely last more than an hour. Seas have no time to build, although when a powerful squall meets a strong contrary tidal current, conditions can quickly become very unpleasant.

When a thunderstorm approaches, many yacht crews put valuable computers and cameras in the oven (or any convenient metal box) and disconnect as many electronic devices as possible. There are whole books written on the subject of protecting yachts from lightning. Even the best prepared can be struck.

In some areas, notably anchorages off the islands of Langkawi, Tioman and Redang, there can be fierce katabatic winds from high cliffs and peaks. These are seldom dangerous, but can cause anchors to drag if they are not set properly.

Weather forecasting is an inexact science, especially for areas so close to the equator. The Malaysian Met. Office has marine forecasts at www.met.gov.my/web/metmalaysia/forecasts/marine/fishery See also www.met.gov.my/web/metmalaysia/observations/radar/malaysia for current rainfall. The Singapore Met. Office marine forecasts are recommended: <http://www.weather.gov.sg/weather-marine-shipping-bulletin> The website www.windyty.com/ has excellent weather forecast data based on grib files.

Radar and Radio

As mentioned above, radar is useful to see squalls at night. It is also very helpful in trying to work out what the fishermen are up to. Wooden fishing boats show up poorly on radar, but on short ranges even small open boats should be visible. A likely confusing confection of flashing lights and fluorescent tubes can then be accurately tracked. Sometimes fishing boats try to save their batteries by turning off their lights, only turning them on as another vessel approaches. Radar gives at least some warning of a fishing boat in stealth mode.

All vessels underway are required to monitor Very High Frequency (VHF) radio Channel 16, which is supposed to be restricted to calling and emergency traffic. Rally yachts often monitor VHF Channels 72 or 74 to keep in touch with each other. VHF radios are short range, limited to about 25 miles between yachts. Many yachts have long-range High Frequency/Single Sideband (HF/SSB) radios that can also send and receive emails when connected to a computer and a specialised modem. For more information on HF/SSB frequencies and services in the area covered by this Guide, see www.bruneibay.net/bbradio/

Security in the Melaka (Malacca) Straits

There hasn't been an attack on a yacht in Malaysian waters for a very long time. But there have been many recent incidents involving commercial shipping, especially near Singapore and between Tioman Island, Singapore and the Indonesian Anambas Islands. In most cases the motive is simple robbery, with the victims left poorer but unharmed.

In the Melaka Straits in recent years there have been a few incidents of rally yachts taking fright as local boats have zoomed up alongside. Often the local crews were wearing balaclavas and seemed menacing. In every case they were innocent. Fishermen often wear black balaclavas and what look like 'military' fatigues to try and prevent getting sunburnt in their open boats. They will often approach to try and sell fish. Sometimes they request beer, to which a recommended response is to offer bottled water. On one occasion a disreputable-looking crew on a villainous-looking vessel went out of their way to warn a small group of yachts that they were heading into very shallow water. It's said that fishing boats will sometimes steer close to try and persuade their bad luck to jump ship. Or maybe they are just interested in these exotic looking vessels and want to have a closer look. In any event, don't panic.

Sailing in Eastern Sabah

The waters of Sabah ought to be renowned as one of the world's finest yacht-cruising areas.

Sadly there have been recent attacks by armed intruders from the Philippines, in an area centred on the town of Semporna. In the first quarter of 2014 there were four night incursions, in each case leading to kidnappings. The victims were then rushed to the Philippines on fast speedboats to be held for ransom. Although the numbers are tiny, the impact on Sabah's tourism industry has been profound. Yacht crews are vulnerable.

In response, the government of Malaysia created ESSCOM (Eastern Sabah Security Command) and heavily fortified military and police forces in the area. In July 2014 ESSCOM also enforced a curfew, making it illegal for any vessel to be underway more than three miles offshore in Malaysian waters between Kudat and Tawau, between the hours of 19.00 and 05.00. This curfew was still force in April 2017.

ESSCOM took extraordinary measures to ensure the safety of yachts on the 2014, 2015 and 2016 Sail Malaysia Rallies, from Kudat to Tawau. Reconnaissance aircraft and drones watched from above, while Maritime Police (Polis Maritim) and Coast Guard (Maritim Malaysia) patrol boats were in continuous close escort. Other escort vessels shadowed the fleet from afar. Yachts on the rally were required to travel together in close convoy, to maintain radio contact with their escorts and to anchor overnight as a group. Rally yachts travelling under ESSCOM escort did their best to help by organising night watches, the idea being that escort vessels could be contacted if anything untoward was seen or heard. Should a yacht have broken down, others were ready and willing to take her under tow and so keep up with the fleet. Regrettably, in both 2014 and 2015 several yachts broke away from the main fleet and sailed on ahead. ESSCOM thus suddenly had two fleets to protect and defend. Plans and arrangements were disrupted and the workload of the security services was at least doubled. **ESSCOM has made it clear that yachts breaking away ahead of the main fleet will not be tolerated. Those breaking away ahead of the fleet now risk very serious penalties.**

Yachts are permitted to travel independently, but are strongly encouraged to join the main rally fleet. If travelling independently, ESSCOM requires visiting yachts to submit a planned route and schedule. For additional details, see Section 10.7: [Sailing Between Kudat and Sandakan](#).

On 21st September 2015, three foreign yachtsmen and one Filipina were abducted at the Ocean View Marina in Davao by ten armed gunmen from the fundamentalist al Qaeda-linked Islamic terrorist group Abu Sayyaf (“Bearer of the Sword”). It is probable that yachts at the Ocean View Marina were targeted because Abu Sayyaf were unable to penetrate ESSCOM’s defences. Abu Sayyaf subsequently demanded over US\$ 20 million for the safe release of each foreign hostage. When ransoms were not forthcoming, two hostages, both Canadian citizens, were beheaded. The Filipina was released unharmed in June 2016 and the fourth hostage, a Norwegian citizen, was released in September. It is unclear whether ransoms were paid for their release. There were several other abductions of crews from commercial ships and in August 2016 over 20 hostages were being held for ransom.

In November 2016 a German yacht proceeding independently in the Sulu Sea was intercepted by Abu Sayyaf. One crew member was shot on board when she resisted the attack. Her husband was abducted and held for ransom. When no ransom was forthcoming, he was beheaded in February 2017.

SECTION 1: OFFICIAL FORMALITIES FOR FOREIGN YACHTS

Introduction

Official formalities for foreign yachts visiting Malaysia are usually relaxed. Once cleared by the Immigration Department, the Jabatan Laut and Customs, yachts can remain indefinitely in Malaysia without payment of taxes or duties. Yachts over 15 registered tonnes will sometimes be required to pay a nominal fee for light dues. Officials never ask for presents/tips, or demand dues or fees without issuing an official receipt. Not all South East Asian countries have such refreshingly honest officials.

Ports of Entry commonly used by yachts:

Pulau Langkawi	Kuala Terengganu
Pinang (Penang)	Kuching
Malacca (Melaka)	Miri
Port Dickson	Labuan
Bahru	Kota Kinabalu
Nusajaya	Kudat
Tanjung Pengilih	Sandakan
Pulau Tioman	Tawau

Arriving at a Malaysian Port of Entry from a Foreign Port

The Immigration Department will require the crew list and registration, as well as passports for all on board. They will offer 90 day tourist visas to visitors of many nationalities, but those from neighbouring countries such as Thailand, Indonesia and the Philippines are given only 30 days. Visitors caught overstaying will at best be required to leave immediately, but may be fined or even officially deported. Visa extensions can often be arranged, for a fee, but it's more common for yacht crews to complete a 'visa-run' (often by public transport) to another country, usually Singapore, Thailand or Brunei. On your return to Malaysia you will be offered another tourist visa, of 30 or 90 days depending on your nationality.

The Jabatan Laut ('Marine Department') will require a copy of the yacht's crew list and registration document. An International Maritime Organisation (IMO) Arrival form will be presented for completion. Much of this standard form applies only to cargo ships. Many sections can be left blank or marked N/A

Customs will need to see the Clearance documentation from the last foreign port, and may retain it. They may also require a crew list and a copy of the yacht's registration document. The Master of the yacht may be asked to list stores of alcoholic beverages and to sign a form declaring that there are no illegal drugs or undeclared firearms aboard. The death penalty is in force upon conviction for the importation of illegal drugs and firearms.

Departing from a Malaysian Port

Visit the Jabatan Laut first. An IMO Departure form will be presented for completion, again with many sections that can be left blank or marked N/A. A crew list and copy of the yacht's registration document may be requested. A Request for Clearance form will then be issued, to be taken to Customs.

At Customs, the Request for Clearance form issued at the Jabatan Laut will be exchanged for a pale yellow/buff-coloured Clearance document. This Clearance document is important, and will need to be taken to Customs when later clearing in to the next port. Sometimes two copies are issued, one to be given to Customs at the next check-in, the other retained.

Immigration need only be visited if the yacht is sailing for a foreign destination, when the crew's passports will need to be stamped on departure.

Clearance to Where?

Yachts travelling in Malaysia need not check in at every port of entry. But all yachts are required to check in with the Authorities when arriving at one of the three Malaysian islands with a special Duty Free status. These are Langkawi, Tioman and Labuan.

The State of Sarawak in Malaysian Borneo has a degree of autonomy and slightly different regulations. Yachts departing from any other state in Malaysia should check out at the Jabatan Laut and obtain a clearance from Customs before sailing for Sarawak. But there is no need to check out with Immigration. On arrival yachts should check in with the authorities in Sarawak, including Immigration. At the next Malaysian port after departing from Sarawak, yachts should again check in with Immigration.

Aside from the exceptions detailed above, it seems acceptable to spend time in a Port of Entry without checking in, so long as the yacht is already cleared through to a subsequent destination. But if a long stay is anticipated, yachts should check in. If the plan is to stop sailing in one general direction and to turn around and return, you should plan to check in and out at the furthest convenient Port of Entry. Examples follow, with the Duty Free islands underlined:

Johor Bahru (JB) to Langkawi: clear from JB to Langkawi.

When sailing from JB to Kuala Terengganu via Tioman: clear to Tioman and then to Kuala Terengganu.

When sailing from Kuala Terengganu to Kudat (Sabah) via Kuching (Sarawak) and Labuan: clear to Kuching, then to Labuan, then to Kudat.

When sailing from Kudat to Tawau, planning to return to Labuan: clear to Tawau, then to Labuan.

Arriving at a Malaysian Port (Domestic Voyage)

Visit the Jabatan Laut first. A crew list and copy of the yacht's registration document may be requested. An IMO arrival form will be presented for completion. Many sections can be left blank or marked N/A.

At Customs, present the pale yellow/buff-coloured Clearance document, even if the stated destination is different: Officers are aware that plans can sometimes change. The Customs Officer may request that the Clearance document be retained and re-presented when checking out.

Immigration need not be visited unless the yacht has arrived from a foreign country, or has departed from Sarawak and arrived in another Malaysian state.

SECTION 2: PENINSULAR MALAYSIA: WEST COAST

2.1 TIDES AND CURRENTS IN THE MELAKA (MALACCA) STRAITS

North of Penang, tidal currents are negligible and rarely exceed 0.6 knots even between islands in Langkawi. The flood tide in the Malacca Straits from Langkawi to Pulau Kukup ($01^{\circ}17'.5N$ $103^{\circ}26'.6E$) flows south or south east.

The tides to the west of Penang can run at up to 2 knots, the south flowing stream starting at low water Penang +2 hours 20 minutes, the north flowing stream starting at high water Penang +3 hours.

To the east of Penang near Butterworth ($05^{\circ}24N$ $100^{\circ}21'.5E$) and the Kra Flats ($05^{\circ}21'N$ $100^{\circ}20'.75E$) flows can approach 4 knots at springs. The southerly flow runs from about high water Penang -4 hours to high water Penang +2 hours, but varies locally. Slack periods are brief.

Between Penang and Pulau Jerejak ($05^{\circ}18'.46N$ $100^{\circ}18'.03E$) currents are less and perhaps average just over a knot. The north flowing stream starts at high water Penang +3.5, the southerly flow starts at high water Penang -4.5 hours. Slack periods are brief.

To the south of Penang near Pulau Rimau the north-flowing stream starts at low water Penang -1 hour, the south flowing stream at high water Penang - 1 hour.

Between Pangkor and Lumut ($04^{\circ}13'N$ $100^{\circ}35'E$) the tide floods south and ebbs north at up to 3 knots. There are similar flows in the Sungai Dinding ($04^{\circ}14'.3N$ $100^{\circ}37'E$) that closely follow high water and low water Lumut.

Off Pulau Angsa ($03^{\circ}11'N$ $101^{\circ}13'E$) the north-flowing tide starts at high water Port Klang + 1 hour and the south flowing tide starts at high water Port Klang -4.5 hours. Slack water lasts an hour or so.

In the Selat Klang Selatan and Sungai Klang, tidal currents can flow at 2.5 to 3 knots.

Tidal currents can reach 3 knots in the One Fathom Bank area.

At the south end of the approaches to the Sungai Klang (approx. $02^{\circ}52'N$ $101^{\circ}15'E$) the north-westerly flow starts at high water Port Klang +2.5 hours and continues for about 5 hours. The south-easterly flow starts at high water Port Klang -3.5 hours.

Tidal currents can reach 3 knots around Cabo Rachado (Tanjong Tuan, $02^{\circ}24'N$ $101^{\circ}51'E$) with charted whirlpools and overfalls. The north-westerly flow starts at high water Penang -4 hours, and continues to high water Penang +3 hours. The south-easterly flow starts at high water Penang +3.5 hours and continues to high water Penang +9.5 hours.

North of Pulau Kukup the tide floods south east and ebbs north-west. North of Pulau Kukup in the North East Monsoon there is an underlying set to the north-west, whereas in the South West Monsoon the set is south-east. These sets slightly delay the flood in the north-east Monsoon, and slightly delay the ebb in the South-West Monsoon. North of Penang these sets are negligible. From Singapore to Pulau Kukup ($01^{\circ}17'.5N$ $103^{\circ}26'.6E$) the tide floods to the north-west and ebbs to the south-east. Tidal flows in the Singapore Straits are complex. The British Admiralty's 'Total Tides' programme is recommended.

2.2 LANGKAWI

Langkawi is the nation's best known holiday destination and Malaysia's principal yachting centre. There are 99 islands, most of which are uninhabited. Pulau Langkawi is where most of the population resides. In 2007 the islands were granted Geopark status by UNESCO.

Langkawi was declared a duty-free zone in 1986. **All yachts are required to both check in and to check out.** *Duty free alcohol and tobacco are available, but fuel is at or slightly above mainland prices. Regulations were changed in late 2016. The maximum personal duty-free allowances per calendar month per adult passport are now 5 litres of wine or spirits, 3 cases (72 cans) of beer and 30 packets of cigarettes. Passports are required to purchase duty free goods. Passport numbers are recorded on a computerised database.*

There are Immigration, Customs and Jabatan Laut offices at Kuah and Telaga (see below). The commercial centre of Langkawi is Kuah town. Fast ferries to the mainland operate from the Kuah Ferry Terminal, which also houses Immigration, Customs and the Jabatan Laut, all of which open every day. The Customs and Jabatan Laut offices in Telaga closed in early 2017, but re-opened in March.

Some areas of Langkawi have been designated as Marine Parks. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160, or whether charges will apply again if a yacht crosses a Park boundary and then re-enters the Park. There is a map of the Marine Park boundaries at the Kuah Ferry Terminal. Kuah, Bass Harbour, Rebak, and Telaga (see below) are all outside Park boundaries.

Kuah

There's a good anchorage in Bass Harbour off Kuah town, in 6 metres on mud around 06°18'.75N 99°50'.80E. There are some areas of poor holding. In 2014, foul ground was reported 30 metres around 06°18'.863N 99°50'.677E, where construction waste was dumped.

A pontoon for dinghies is close by docks used by ferries and tourist tour boats. There is a small daily charge for using this pontoon: RM 3.00/dinghy/day in 2016. From the nearby local-ferry terminal building it is an easy and pleasant walk approximately south through a park to Kuah Ferry Terminal. Yachts over 15 tonnes are required to pay a nominal fee for light dues, and there is a small additional charge for yachts staying for an extended period.

Moorings are available in Bass Harbour. Email solidgoldmoorings@yahoo.com or call +60 17 510 4865. See www.langkawi-gazette.com/marine-guide/maintenance-repair for a comprehensive list of marine specialists and suppliers in Langkawi.

In 2015, 2016 and 2017 the Shell fuel barge in Bass Harbour had clean diesel fuel available for about RM 0.10 above road prices. There was no objection to selling small quantities in carriers, or yachts can go alongside either the wooden barge or the *Tuba No 5* tanker that imports the fuel from Penang. In 2016 a superyacht purchased 80,000 litres from this barge (!)

Royal Langkawi Yacht Club

To the east of the Ferry Terminal the Royal Langkawi Yacht Club offers high quality marina berthing. There are newly renovated facilities ashore, including a swimming pool and a fine restaurant. The website is at <http://langkawayachtclub.com/> Tel: +604 966 4078. The Yacht Club's email address is: office@langkawayachtclub.com The berths can sometimes be a bit rolly.

Northern Shipyard

Newly opened in 2015, this recommended yard has a big travel lift and good facilities. It mostly deals with the Langkawi ferry fleet, and can therefore be expected to be expert in steel works and engineering. The travel lift is huge and is wide enough for catamarans with a beam of at least 12 metres. Yacht crews are permitted to work on their own boats.

See www. <http://northernshipyard.com/> The General Manager's name is Brendan Wright. His email address is brendan@northernshipyard.com - but apparently he often fails to reply to emails. His mobile phone number is 019 235 2181.

The yard's phone numbers are 04 969 5888 and 04 969 5880. The yard's site address is Lot 3537, Kampung Bukit Malut, Mukim Ulu Melaka 07000 Langkawi.

B & V Marine

Just north of the Boustead Langkawi Shipyard, B & V Marine has a small haul-out facility using a crane with a maximum capacity of 12 tonnes. Contact Barry Kriel (Director) Phone 017 425 7278 or email bv.marine@yahoo.com or barry.kriel@yahoo.com The yard's website is at <http://sailingbug-sea.com/b-v-marine-sdn-bhd/>

Boustead Langkawi Shipyard

This yard southwest of Kuah offers maintenance facilities for the local ferry fleet and visiting superyachts.

Rebak Marina

The Marina entrance is at 06° 17'.48N 99° 41'.70E. The marina itself is hard to see from seaward, tucked away inside Pulau Rebak. The Marina monitors VHF Channel 69. The Marina's website is at www.rebakmarina.com/rim_mrn_mdnf.html

Rebak Marina has an extensive hardstand with room for about 70 yachts. At 7 metres the 65 tonne travel lift is wide enough to haul out most cruising multihulls. Yacht owners are permitted to work on their own boats. Gloss spray-painting is available. Welding and metal grinding are prohibited. Owners of steel or alloy yachts might therefore find the yards at Satun (Thailand) and Penang (see below) more suitable.

Yacht Supply is a small on-site chandlery run by Noel Bradley. He can organise rigging, mechanical, sail and canvas repairs. Tel: 04 966 4067 or 012 473 1948. Email noel@yachtsupplymalaysia.com Noel can accept duty-free deliveries from overseas for a small fee. In 2014 he very helpfully sent spare parts to a rally yacht in Sabah using Poslaju (the Malaysian Post Office's Parcel Service).

Alan & Mary Tatton of Langkawi Boat Sales & Services are based at Rebak Marina. They provide yacht brokerage, yacht management, boat caretaking services, provisioning and chandlery. Tel: 04 966 1303 or 017 4098 308 Email: info@langkawibss.com The company website can be found at www.langkawiboatsalesandservices.com

Rebak Marina is associated with a five star resort that has an excellent pool. Resort prices are high, but cheaper alternatives are available for marina patrons. The Hard Dock Cafe (that is off-limits to Resort guests) permits BYO (Bring Your Own) alcohol and offers good quality fare at reasonable prices. In times of peak demand, access to the pool may be restricted to Resort guests. There are daily free ferries to the Langkawi 'mainland', but to get to Kuah (and its hardware stores and chandlers) or Telaga, a rental car is necessary. Call Mr Din on 012 402 0827 the day before you need a car. Tell him which ferry you will be arriving on, but see the notes for Telaga Marina (below). The 'Vegetable Man' is reported to meet the 08.45 ferry on Fridays.

Telaga Harbour Marina

Telaga Marina is located at 06°21'.70N 99°40'.94E. Contact the Marina Office on VHF 69. The area is protected by two artificial islands. There are areas of poor holding in the anchorage to the north of these islands, although some reports suggest that the holding is slowly improving as more mud settles over dredged areas.

Telaga is an official Port of Entry and it is possible to check in here when arriving from Thailand. The offices are in an orange-coloured building near the Petronas fuel station. In 2016 the offices were open from 08.00 hours until 17.00 Monday to Friday, and 08.00 hours to 12.00 on weekends and public holidays. Although these offices were closed briefly, they re-opened in March 2017. The offices at the main ferry terminal in Kuah are open every day.

The marina is well sheltered and offers water, power and WiFi to every berth. There is an easily accessible fuel dock, but in late 2015 it was announced that the minimum delivery is now 1000 litres from a nozzle too big for all but superyachts. Diesel can be collected in carriers from the nearby Petronas station at road prices.

In late 2016, Yacht Worx moved from premises near Telaga Marina. Their well-stocked chandlery and recommended sail-repair business continues. Email yachtworx@asia.com or call 016 741 0987.

Telaga is overlooked by the spectacular Gunung (Mount) Mat Cincang. The marina can arrange car rentals, but these vehicles will likely have no insurance. Fully insured cars can be rented from the nearby Langkawi Airport, at a significantly higher price. There are several restaurants, and an ATM (cash machine) at the Petronas fuel station near the Marina office. The 'Glorious Store' located on the other side of the marina is recommended for cellphone 'top-ups.' The 'Vegetable Man' visits Telaga every Friday. He sometimes also offers vacuum packed meat, fish, cheese and butter.

Other Anchorages in Langkawi

Pulau Singa Besar is a popular place for weekend get-togethers on the white sand beach. Anchor around 06° 13'.70N 99° 44'.8E Five metres on sand/mud.

There is a well sheltered anchorage east of Pulau Gubang Darat at 06° 11'.13N 99° 47'.23E.

The freshwater 'Lake of the Pregnant Maiden' can be found by climbing to a dip in the cliffs near an anchorage at 06° 11'.9N 99° 46'.8E: 3 metres on mud. In 2016 there was rough access ashore to a newly completed walkway to the main tourist facilities which can also be reached via a jetty to the north around the next small headland. In 2016 a new jetty was under construction. Early morning and late afternoon visits avoid the considerable tourist traffic. There are many monkeys and sea eagles. In squally weather, strong katabatic winds can affect this anchorage.

Teluk Ayer Tuan on Pulau Dayang Bunting is a scenic anchorage, 4 metres on sand at 06° 10'.64N 99° 48'.07E.

There is a recommended anchorage at Pulau Gabang Laut, at 06° 10'.66N 99° 46'.88E. A mud bottom with rocky patches in 9 metres.

Teluk Ketapang on Pulau Singa Besar is another pleasant bay with beaches. A reported anchorage is at 06° 11'.29N 99° 43'.90E, 7 metres on sand.

There is a popular anchorage south of Pulau Singa Kecil, 4 metres on mud, around 06° 13'.60N 99° 44'.85E

The 'Hole in the Wall' 06° 24'.99N 99° 51'.95E has good holding on mud. There is a lot of high-speed small boat traffic carrying tourists to see sea eagles in an inlet to the east. From Tangong Rhu, 06° 27'.75N 99° 49'.10E, there is dinghy access to the 'Hole in the Wall' – follow the tour boats. Moorings are available for rent: call 04 967 5301

2.3 PASSAGES BETWEEN LANGKAWI AND PENANG

It is common for yachts to break the 64 mile trip between Langkawi and the Junk Anchorage in Penang into two day-sails. There are numerous uncharted and unlit bamboo fish-traps/fish aggregation devices that are invisible at night and which barely show on radar. There is a recommended overnight anchorage at Pulau Bunting, which is joined to the mainland by an uncharted bridge: 05° 52'.46N 100° 20'.08E in 5 metres on mud. Alternative anchorages are off Pulau Bidang, with good holding on mud at 05° 44'.9N 100° 17'.5E or Pulau Songsong at 05° 48'.7N 100° 18'.0E

Pulau Paya, close to the route the route between Langkawi and the mainland, is a Marine Park. Anchoring and fishing are prohibited. It may be possible to pick up a mooring late in the day when the last tour boat from Langkawi has left. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160

2.4 PULAU PENANG (PINANG)

Surface Nets

Penang fishermen are laying increasing numbers of (illegal) surface nets at night, even in recognised channels. These nets are normally only laid during spring tides. In 2015 there was a serious incident when a parang (machete) waving fisherman threatened a yacht's crew after they refused to pay for his unlit surface net that they had inadvertently run over at night. The authorities seem unwilling or are perhaps unable to deal with the problem. Until the existing laws are adequately enforced, yachts should avoid transiting Penang waters at night. There have also been several recent instances of surface nets drifting onto anchored yachts.

The Penang Bridges

The authorised clearance under both of the Penang Bridges is at least 25 metres. (Some reports say 27 metres.) The as yet uncharted southern bridge has a navigable channel at about 05°17N 100°18.6E. An official written permit is apparently required to pass under either bridge, but this rule is not enforced. Hundreds of yachts pass under both bridges annually and as far as is known not one has been asked to produce a permit.

Marinas in Penang

The Straits Quay Marina has 40 berths with 24 hour security. Yacht owners are requested to keep their vessels in a clean and tidy condition. External repairs are prohibited. Third party insurance is required. The Marina is small and usually full: advanced booking is essential - call (604) 890 6521. The manager's name is John Ferguson. The marina monitors VHF 71. To approach, pass close to the wreck buoy at 05°28'.53N 100°19'.03E and then proceed down the approach channel to the leading marks at 05°27'.46N 100°18'.98E. Start a turn to starboard when 100 metres from the nearest leading mark. The southern extremity of the main breakwater is marked at night by a green flashing light. Continue to turn 180° to starboard around the end of the breakwater and enter the marina basin heading north, leaving the lighthouse tower to port. In 2012 the dredged channel was 3 metres below chart datum, but in 2016 extensive silting has resulted in depths at close to chart datum in the marina entrance. In other words, at low spring tides the entrance is barely deep enough for a dinghy. An approach towards high tide is recommended. *Nearby shops include Cold Storage (a 20 minute walk) and Tesco (10 minutes). There are frequent buses to George Town (Service 101) from the Tesco store.*

The Tanjong City Marina was located just north of the Penang/Butterworth ferry terminal, on the edge of the Little India district of George Town. The marina disintegrated in 2012 and is now closed, although the on-shore buildings remain. The broken docks that sometimes broke free and threatened anchored vessels were all removed in 2013. A new marina is promised, but will likely be long delayed by political issues well outside the scope of this Guide. Concrete steps at the Marina that were accessible with a tide 1 metre over datum were closed by the Polis Marin in February 2017.

A small marina is operated by the Jabatan Laut at Batu Uban. It is located just south of the original Penang bridge at about 05°21'.3N 100°19'.0E. This marina is very popular with long-stay visitors and is almost invariably full. In early 2016 it was announced that this marina was to

temporarily close for essential maintenance, but by early 2017 it was back in commission and once again at or near capacity.

Anchorage in Penang

It is possible to anchor off the Straits Quay Marina, north of the marina entrance. This anchorage can be rocky and with a strong monsoon sometimes untenable. The whole area is now subject to rapid shoaling. To the south of the entrance there are massive and as yet uncharted reclamation schemes. The restricted area is indicated with a line of yellow 'special mark' buoys and silt curtains that are regularly moved. The Marina management kindly allows dinghies to be left at the marina, but care should be taken to ensure that they won't obstruct larger vessels: ask at the office. At low water springs in early 2017, there was insufficient water in the marina entrance even for dinghies.

The Junk Anchorage just south the Penang/Butterworth ferry terminal offers mostly good holding on mud, sometimes compromised by plastic bags and miscellaneous wreckage. There can be strong currents, up to perhaps 3 knots during springs. When a big squall opposes a spring tide, yachts can sail around their anchors to an alarming degree. Extra room should be allowed between anchored yachts. Tugs, barges, dredgers and small tankers operate in deeper water to the east of the anchorage area. Some wooden freighters have all-rope cables and sometimes drag their anchors. Smaller wooden freighters from Indonesia and Myanmar also use the anchorage, with up to twelve vessels sharing a single mooring. In recent years the residents of the Chew Jetty (the one that extends the furthest offshore) kindly permitted yachts to moor their dinghies there. This privilege was withdrawn in early 2015, but yacht crews can still use the wooden steps that are maintained by a water-taxi operation. At low water springs there is very little water at the end of the Chew Jetty. Water taxis to/from an anchored yacht are RM 5 per person each way: call Taxi Leong at 018 405 8188 or Taxi Sun at 016 433 7624. Because access to the Chew Jetties is restricted between 21.00 and 09.00, water taxis do not usually operate between those times. Concrete steps at the derelict Tanjung City Marina that were sometimes used by yachts anchored off the Chew Jetties were declared off-limits by the Polis Marin in February 2017.

There is an anchorage near the marina at Batu Uban around 05°21.22N 100°19.03 E. Should a yacht drag this anchorage is worryingly close to the original Penang bridge, and drifting surface nets maybe a problem. There can be strong currents and plenty of space should be allowed between yachts. Dinghies may be left in the marina for a fee of RM 3/day. This anchorage has traffic noise from the bridge and it's a 1.5 km walk to the nearest bus route that passes the now closed Jerejak Jetty.

Anchorage is still possible almost anywhere in the sheltered waters to the west of Pulau Jerejak (say 05°19N 100°18E to 05°21N 100°19E). A new reclamation scheme off the Queensbay Mall started in 2016, but there is still room to anchor nearer Pulau Jerejak. Access ashore is becoming increasingly difficult. The concrete jetty north of Queensbay Mall was built to service the resort of Pulau Jerejak. The resort closed in 2016, and dinghies are no longer permitted to use this jetty. To the south of the anchorage there is a fisherman's jetty near the Seagate factory, but also a noisy karaoke bar that shuts at 5am. From this fishermen's jetty to the nearest bus route at Queensbay Mall is about 2.4 km along a major road with no pavement. The jetty near Keysight Technologies was removed in 2015 and the jetty at Hammer Bay collapsed in 2016. The Hammer Bay fishmarket has been demolished, and the area is now at the north end of the new reclamation scheme.

There are good walks ashore on Pulau Jerejak, including to a one-time leprosy/TB hospital later converted to a prison: “The Alcatraz of Malaysia”. The prison closed in 1993 but two blocks are still standing. To the south of Pulau Jerejak, the new second Penang bridge opened to road traffic in March 2014.

There is a good anchorage off Pulau Rimau to the south of Penang at about 05° 15'.12N 100° 16'.48E, on the edge of the charted cable zone. Elsewhere, yachts are often asked to move by fishermen wanting to lay their (illegal) surface drift nets. This anchorage usually remains calm in both monsoons and (fishermen permitting) is a fine place to await favourable currents when heading north or south. In 2014 four yachts found good shelter at Tanjung Gertak Sanggul 05° 16'.08N 100° 11'.33E

Clearing In and Out of Penang

Customs and Immigration are both close to the Swettenham Pier Cruise Ship Terminal. The Customs office for yacht clearance is now within the Cruise Ship Terminal, where it moved from temporary offices in 2014: ask Security at the Main Gate. Immigration is at the east end of Beach Street, near the Queen Victoria Jubilee Clock Tower. In 2016 the Jabatan Laut moved to offices south of the Tesco on the 3113 highway that heads south from George Town. Access is difficult from the highway. Take a taxi, or from George Town take a bus heading for Bukit Jambal, asking to be dropped off near Jalan Akuarium, just before Gelugor. The Jabatan Laut is on Jalan Akuarium, a short walk from the nearest bus stop. These offices are closed on weekends and public holidays.

Fuel in Penang

Foreigners are not permitted to purchase fuel from service stations in Penang without a permit. In practice there are rarely problems when purchasing small amounts of petrol. For larger quantities of diesel, permits are sometimes available from the Penang Customs Office. Call Mr Sekar A.L. Raman on 04-261 6167. His office is located on 8th floor of the Federal Building, next door to the post office and close to Swettenham Pier Cruise Ship Terminal. He will need to make copies of your passport and boat registration documents.

Alternatively, there is a fuel barge located 200 metres south of the Chew Jetty (see ‘Anchorages’ above.) The barge is managed by Mrs Mei, whose phone numbers are 012 488 5725 and 04 262 6028. In December 2014 the price at the fuel barge was RM 2.45/litre when the price at road stations was RM 2.23. Fuel from the barge was reported clean and the pumps were accurately calibrated, but in 2017 the barge seemed to be out of service. Individuals from the Chew Jetty may offer to obtain fuel for visiting yachts. Based on reports from late 2014, these offers should be politely declined.

Boatyards and Suppliers

The Limbongan Batu Maung shipyard at Batu Maung (approximately 05° 17N 100° 17'.5E) deals mainly with fishing boats and steel/alloy vessels operated by Maritim Malaysia and the Police. The yard operates a 70 tonne travel lift and has two railway slipways, wide enough for most

cruising multihulls. Tel: 604 626 2628 or email lbmsbyachts@yahoo.com When approaching the travel-lift dock there can be strong north to south cross currents.

Pen Marine (associated with Limbongan Batu Maung Shipyard, see above) has a chandlery at 64 Weld Quay, about half a mile south of Tanjung City Marina on the same road. Thye Huat at 126/128 Jalan Pintal Tali (near the Komtar Tower) has a good selection of electrical parts and supplies. East Bay Teak can supply teak and marine plywood: telephone Mr Chong on 012 492 1456. S.M. Badjenid & Son at 184-186 Beach Street usually work with canvas, but can also make covers and awnings for yachts. In 2014 and 2017 they successfully repaired an acrylic strip on a genoa. Ooi Sin Huat Foundry at 97/99 Jalan CY Choy has lathes, presses and a skilled workforce: at least two servo-pendulum self-steering gears have been repaired here. Hipower Metal and Stainless Steel works do fine work and are highly recommended. Hipower is near Batu Maung at the south of Pulau Penang: email hipower3333@gmail.com or phone Ms Chew at 04 626 6618 or 04 626 3043. Steelway in Butterworth offers first quality hot-dip galvanizing: steelway.com.my The works has a big spinner for galvanizing chain. In 2012 the price was RM 4.20/kg, including pickup/delivery to Penang. Call Mrs Wong at 045 016 333. Ong Liang Ching, better known as 'The Chemical Man', was forced to close his shop in April 2015 to make way for yet another boutique hotel. He has re-opened at 22 Pintal Tali (Ropewalk), close to his old shop at 352 Chulia Street. He opens at about 14.30 hours, weekday afternoons.

Visas for Thailand

In 2015 a 90 day single-entry visa for Thailand was for RM 150 from the Thai Embassy in Penang. You will need to submit your passport(s), a copy of the passport(s) and two passport-style photographs for each applicant. Take the 101 bus from downtown George Town, and ask the driver for the Thai Embassy. The fare is RM 1.40. Alternatively, a taxi should be about RM 20 for up to four passengers. If the one page application form is filled in by noon (weekdays only), the visa(s) should be available for collection the following day, after 14.00. You must enter Thailand within 90 days of obtaining the visa or it becomes invalid.

Penang's many attractions for tourists are well documented. Many visiting cruisers have also benefited from Penang's excellent (and often by Western standards inexpensive) medical and dental facilities. George Town is a UNESCO World Heritage Site.

2.5 LUMUT AND PULAU PANGKOR

Pulau Tealang

An attractive and well sheltered anchorage is reported between Pulau Talang and the mainland at 04° 25' .4N 100° 34' .7E in 8.3 metres at low tide, with an alternative at 04° 24' .96N 100° 34' .60E

The Northern Approaches to Lumut

Both the north and north-west channels can be used. In the north channel the lighthouse at Tanjung Hantu (approx. 04° 18'.5N 100° 33'.4E) is a convenient landmark when crossing the bar at its narrowest point between 04° 18'.70N 100° 32E and 04° 18'.55N 100° 33'.23E

Lumut International Yacht Club

There is a good anchorage in the Sungai Dinding, off the now closed Lumut International Yacht Club, centred on 04° 14'.37N 100° 38'.53E, 5 metres on mud. South of this anchorage, close to shore, there is an unmarked channel used by tugs and barges laden with aggregate from a nearby quarry. On the 2009 rally, two yachts were damaged after being hit by a loaded barge. In 2012 another yacht was hit and damaged.

Access ashore from this anchorage is now uncertain *****. *There is limited shopping and a fuel station within walking distance of the now closed yacht club. Take a bus to Sitiawan (12 km from Lumut) for supermarkets (including an Aeon and a Tesco).*

Pangkor Marina

This 160 berth marina is located at 04°12'.70 N 100°36'.10E on Marina Island. The approach waypoint is 04°12'.66N 100°35'.10E. The Marina monitors VHF Channel 69. Marina charges are likely to be around RM 2.00/foot/day plus power and water. There may be substantial discounts available for long-term storage ashore for past and present Sail Malaysia participants.

Highly recommended haulout and storage facilities are available for vessels up to about 20 metres/45 tons. Repairs to fibreglass, steel and wooden vessels can be undertaken. Diesel and outboard engine mechanics are available. Nearby Lumut is a Navy town and there is a lot of local expertise in boat repairs and engineering. Other facilities include a laundry, a swimming pool and a bar/lounge with live entertainment and discounted beer for marina guests. Many hire a car or motorbike to get to the shops on the mainland. An alternative is to take the ferry to Pulau Pangkor (RM 14 return) for basic provisioning and a well-stocked hardware store.

The Marina's mailing address is Marina Island, KM 1, Teluk Muroh, 32200 Lumut, Perak. The website is at www.pangkormarina.com Call Pangkor Marina Office at: [+6 018 713 4088](tel:+60187134088) Email pangkormarina@icloud.com, The Manager is James Khoo. His email address is jameskhm@gmail.com His phone numbers are [+6 016 550 4088](tel:+60165504088) and [+6 019 512 4088](tel:+60195124088)

Anchorage off Pulau Pangkor

During the southwest monsoon season there is a sheltered anchorage at 04° 11'.87N 100° 34'.81E, 3.2 metres at low spring tides, but beware of a charted submarine cable.

Teluk Nipah is a pleasant bay with relatively clear water. There are recommended anchorages at 04° 14'.27N 100° 32'.56E, 4 metres on sand, and 04° 13'.85N 100° 32'.36E, 10 metres on sand. The latter has been reported as "The nicest anchorage on west coast Malaysia".

Pasir Bogak is an anchorage sheltered by Pulau Pangkor Laut at 04° 12'.6N 100° 33'.1E, 5 metres on sand, mud and shells. Tides can run strongly through this anchorage. Another good anchorage with shelter from the west is reported at 04° 11'.42N 100° 32'.91E

An anchorage at 04° 12'.48N 100° 34'.73E off a kampung at the south-east of Pulau Pangkor has plenty of room on the edge of the channel between the ferry piers.

Pangkor has an important history, and is a very popular holiday destination for Malaysians. There are shops, restaurants, souvenir stalls and resorts ashore, although yacht crews are apparently unwelcome at the upscale resort on Pangkau Laut.

Iron Ore Terminal

There is a new and as yet uncharted iron ore terminal on the mainland to the south of Pangkor Marina. The following waypoint is a safe distance off the west end of the terminal: 04° 09'.31N 100° 35'.48E Many new and uncharted navigation buoys marking the channel to this terminal were reported in 2014

An Uncharted Wreck

An unlit and uncharted wreck originally reported as “looking like a ski jump” at 03° 55'.45N 100° 40'.38E has now been cut down to water level and so is much more difficult to see.

2.6 ANCHORAGES BETWEEN LUMUT AND PORT KLANG

Anchoring in the Sembilan Archipelago is often difficult, with deep depths and poor holding on rock. But a good anchorage is reported off Pulau Lalang at 04° 00'.34N 100° 32'.98E, close to the beach, 10 metres on sand.

There is a protected anchorage with good holding on mud off a Chinese Temple at Sungai Bernam: 03° 50'.85N 100° 49'.36E. Currents can be fierce, perhaps exceeding three knots on the ebb, and drifting surface nets are becoming an increasing problem. In 2014 three yachts were run down by fishing boats when anchored in this area, but the details are not known. It would certainly be worth anchoring as close to shore as possible, and showing extra anchor lights. An alternative day-sailing route uses open roadsteads at 03° 43'.13N 100° 49'.72E or 03° 40'.40N 100° 53'.62E. From these roadsteads it is a day sail to/from a sheltered anchorage with 9 metres at high tide at 03° 05'.52N 101° 18'.43E

There are anchorages around Pulau Angsa in about 10 metres on mud around 03° 11'N 101° 13'E. There is a powerful light on Pulau Angsa.

2.7 ROYAL SELANGOR YACHT CLUB

The Sungai Klang can be entered at the junction between Kelang Utara and Selat Kelang Seletan at about 03° 00'.0N 101° 21'.5E The Royal Selangor Yacht Club is on the south side of the Sungai Klang. The club possesses a security boat which operates 24 hours and also acts as a free water taxi to the club quay. Provisioning is easy and fuel is available at the Club's fuel dock. The Club's email address is

info@rsyc.com.my and the phone number is +603 3168 6964. Their website is at www.rsyc.com.my The mailing address is Jalan Shahbandar, 42000 Port Klang, Selangor darul Ehsan, Malaysia.

The Club is the home of the Raja Muda Selangor Regatta, and the Patron is his Royal Highness the Sultan of Selangor. A station on the high-speed railway line to Kuala Lumpur is a short walk from the Yacht Club.

2.8 SELAT CHE MAT ZIN

The route that threads between Pulau Ketam and Pulau Tengah to the north and Pulau Klang to the south is reported deep with no overhead wires or other obstructions. This route offers a quieter alternative to the main Klang river. Stay mid-way between the fish farms on Tengah and the shore of Klang. Beware an inadequately charted shallow patch that extends from western end of Pulau Klang at about 02°58'.80N 101°15'.65E

There are several anchorages, all on mud. Around 03°01'.7N 101°16'.5E, between the fish farms near the channel between Pulau Ketam and Pulau Tengah, in 5 metres. At 02°58'.6N 101°14'.1E there's a sheltered anchorage south of the fish farms, in 5 metres at low tide. 02°56'.90N 101°15'.70E, in 8 metres. At the south end of Selat Che Mat Zin there is an anchorage on mud at around 02°56'.16N 101°15'.71E In 2014 an alternative at 02°55'.36N 101°15'.74E was reported to have less good holding. Currents can be strong. Many fishing boats and small ferries use these waters and extra anchor lights are recommended.

2.9 SELAT LUMUT

At the south end of Selat Kelang Seletan there is a good anchorage in the north-east monsoon season at the entrance to Selat Lumut at 02°52'.32N 101°16'.36E Depths are about 6 metres at low tide. Even better shelter in both monsoons is available by proceeding mid-channel up the Selat Lumut and anchoring off the Pulau Indah Marina. Unfortunately, strong currents in this marina make it difficult to enter and to moor safely.

2.10 PASSAGES IN THE SOUTHERN MELAKA (MALACCA) STRAITS

When heading north or south in the Malacca Straits between Port Klang and Singapore, one possible technique is to proceed very close to (but not quite over) the eastern boundary of the main northbound traffic lane. Shipping in the lanes is likely to behave predictably, except when joining or leaving the lanes off Port Klang, Port Dickson or near Singapore. Smaller ships, tugs and barges using the inshore traffic zone tend to stay a little further east and so yachts traveling very close to the eastern boundary of the northbound traffic lane should be able to keep out of their way.

Fishing boats are a hazard, especially at night when their lights can be very hard to understand. They routinely lay drift nets to the edge of the main traffic lanes, but fortunately these nets are set deep enough for yachts to proceed safely over them. A line of white plastic floats with nothing obvious between them usually means that the net can be safely sailed over.

Inside the 10 metre line there are extensive surface nets which are a menace. In 2015 and 2016 there were reports of nets being deliberately laid upstream of anchored yachts, with the likely intention of demanding

compensation once a yacht had been caught. It therefore seems logical to keep offshore as far as possible, which in this case is the edge of the main northbound shipping lane.

Yachts proceeding to or from Sumatra should, of course, cross the shipping lanes at as close to a 90° angle as possible.

2.11 ANCHORAGES NEAR PORT DICKSON

From Selat Lumut it is an easy day sail to or from Port Dickson. A recommended anchorage is south-east of Pulau Burung at 02°32'.57N 101°47'.13E, with depths of around 5 metres at low tide. An alternative is at 02°30'.79N 101°48'.23E, just east of a Prohibited Anchorage. There is a boat ramp and beaches that are suitable for landing in settled conditions. *There is a McDonalds Restaurant ashore, and three major supermarkets/department stores. There are also very good fruit shops.*

2.12 ADMIRAL MARINA, PORT DICKSON

The entrance to this well run marina is at 02°28'.76N 101°50'.68E. From the north-west, the approach waypoint is 02°28'.89N 101°48'.98E. From the south, the approach waypoints are 02°25'.15N 101°50'.81E, then 02°25'.99N 101°50'.91E, then 02°27'.11N 101°50'.65 and finally 02°28'.11N 101°49'.93. The marina monitors VHF Channel 14. Port Dickson is a Port of Entry.

The marina's website is at www.admiralmarina.com.my Email info@admiralmarina.com.my The marina's office phone number is 606-648 2514. The Marina Club phone number is 606-647 0888. The mailing address is Admiral Marina, Batu 5½, Jalan Pantai, 71050 Si Rusa, Port Dickson, Negeri Sembilan. Fuel can be arranged. Daily rates approximate to RM 1.50/foot/day for monohulls, discounted for longer stays. Catamarans are charged 1.5 times the monohull rate, if placed in a double berth.

There are free WiFi facilities ashore. There is a laundry, a fine swimming pool and a good restaurant. There are cheaper restaurants, sundry stores, a mini-mart, a pharmacy a 7-11 store and a good laundromat 10 minutes walk away: turn right on the main road. There are hardware stores and automotive shops further south on the same road. A taxi to Melaka (Malacca) takes around 60 minutes and costs about RM 150. Port Dickson is a good place from which to explore Melaka. The Kuala Lumpur International Airport is about a hour's drive from Port Dickson.

2.13 MELAKA (MALACCA) MARINA

This marina opened in November 2009. The entrance is at 02°11'.22N 102°14'.46E on the north bank of the river. Melaka is a Port of Entry. In 2016, two yachts were efficiently cleared in here from Indonesia. The various offices are all close to the marina.

The marina's seawall consists of closely spaced vertical steel piles. These can permit a dangerous surge to enter, accentuated by very shallow water because the marina has silted up. The Melaka Straits rarely have any underlying swell. But locally strong squalls (known as 'Sumatras') can generate sufficient wave action to make the marina hazardous. The Sail Malaysia Rally called at Melaka Marina in May 2010. A moderate Sumatra struck with a northwesterly swell and heavy monohulls were swiftly rolling 30 degrees at their berths. The lightweight aluminium pontoons threatened to break up and some shifted on their mountings. Pontoon cleats slid in their tracks and one broke clean off. Many rally yachts were re-tied to

piles. Multihulls fared better but there was still a risk of damage. Fortunately there were no injuries. If you decide to risk it, allow at least one empty berth between yachts and take at least three lines across to the finger opposite to keep your yacht off the dock. Attach mooring lines to piles where possible. Align neighbouring yachts to make sure that their masts cannot touch.

In May 2016 it was reported that new and extensive reclamation works nearby are offering the marina some protection. The docks have been repaired and there are new pontoons along the shore and southern sea wall. But the marina is still very shallow, and yachts drawing over 1.5 metres will likely be aground during low spring tides. There is potable water at the bottom of the gangway but no power.

An alternative is to anchor outside the marina. It is shallow (one report from 2016 suggests about 5 metres) but with good holding on mud. The facility has 24 hour security and seems to welcome visitors even if they anchor outside and just bring their dinghies into the marina. In 2013 it was reported that visitors were charged RM 30/day to moor a dinghy in the marina, but in 2016 no fees were requested. The official rate is apparently RM 1/metre/day for yachts or dinghies. The marina management hopes to secure funding to add a rock wall to the outside of the existing piles. This would both make the marina safe and help to reduce the rapid silting. A new 500 berth marina is promised.

Melaka was one of the original Straits Settlements, but the waters proved too shallow for the new steamships and Singapore took over its role as the trading hub of the area. The City is a UNESCO World Heritage Site and should be a priority for all visitors to Malaysia

2.14 ANCHORAGES IN THE SOUTH MELAKA (MALACCA) STRAITS

For those wishing to anchor overnight on their way north or south the following anchorages/open roadsteads have been used in the past:

Pulau Besar (Water Islands) 02°06'.5N 102°20'.6E. Good holding on mud. A recommended alternative is at 02°07'.17N 102°20'.04E. In 2015 it was reported that powerlines with an unknown clearance now stretch from the mainland to the Water Islands. The approach waypoints are:

1. 02°07'.62N 102°19'09E
2. 02°07'.43N 102°19'.76E

Muar Town, 02°03'.06N 102°33'.86E. In some areas the bottom is foul with plastic and the holding is poor. Un-fouled areas have good holding on mud. Approach waypoints are:

1. 02°03'.24N 102°30'.12E
2. 02°03'.67N 102°31'.14E
3. 02°03'.42N 102°32'.36E.

Muar is pleasant and has good markets. The Elephant Coffee Shop near the market is recommended. Unfortunately, dinghies can no longer be left on the Polis dock and access ashore is difficult. Melaka is perhaps 40 km by road. There are buses.

Batu Pahat 01°51'.14N 102°55'.44E downstream of a bridge. Good holding on mud but with floating refuse, branches and bushes that may foul the chain. In some areas the bottom is foul with plastic and the holding is poor. Landing is possible on private jetties. The approach follows the shore, with a sandbank to

the west. In 2016 the minimum depth found a chart datum was 0.9 metres, with a range of up to 3 metres at springs. The approach waypoints are:

1. 01°47'.05N 102°53'.15E
2. 01°47'.66N 102°53'.15E
3. 01°47'.84N 102°53'.36E.
4. 01°47'.96N 102°53'.55E
5. 01°48'.60N 102°53'.63E
6. 01°49'.12N 102°53'.49E

Batu Pahat is a large friendly town. There is a Chinese food court and a daily wet market near the anchorage. The market is closed on Thursdays. There are otters and big crocodiles in the river.

Pulau Pisang To the north of Pulau Tanda: 01°28'.48N 103°14'.23E. There is adequate holding on mud and shells. An alternative is 01°28'.45N 103°16'.03E, in 7 metres, with sticky mud. Or to the south of Pulau Pisang: 01°27'.80N 103°16'.01E in about 5 metres at low tide.

Pulau Kukup There is an anchorage inside fish farms at 01°19'.65E 103°26'.47E. And another south of the green beacon at 01°17'.54N 103°26'.61E Depths are reported shallower than charted.

Tanjung Piai. In 2016 the previously reported anchorage around 01°16'.5N 103°31'.4E sadly became part of a reclamation scheme, despite being adjacent to a National Park. Those needing an anchorage to await light when heading east into Singapore or to Puteri Harbour/Danga Bay (see below) should now consider Pulau Pisang or Pulau Kukup (see above.) Earlier sea defence works off Tanjung Piai commenced in early 2015. Yachts should plan to clear the beacon at 01°15'.5N 103°30'.6E by at least a quarter mile.

Pulau Merambong 01°19'.47N 103°36'.91E. This is an ideal anchorage for an early-morning start when heading east around Singapore (see Section 3: Singapore, below).

2.15 PUTERI HARBOUR MARINA

Both Puteri Harbour and Danga Bay (see below) are north of the Second Link (Tuas) bridge with a maximum authorised clearance of 25 metres at high tide. The maximum tidal range is about 3 metres.

Keep to the Malaysian side of the waterway. Singapore operates patrol boats that monitor all traffic in Singapore waters, 24 hours a day. On the Singapore side north of the bridge is a live-firing range.

Excellent docks have been installed in a spacious marina at 01°25'.12N 103°39'.49E. Call Puteri Harbour on VHF Channel 18 to request a pilot or for berthing instructions.

The marina's mailing address is Satellite Clubhouse, Lot PTD 141090, 79000, Nusajaya, Johor, Malaysia. The email address is marina@uemsunrise.uemnet.com. The phone number is +607 530 2122 The marina is of a very high standard. There are first class toilets and showers, washing machines and dryers. Water and electricity are metered. A fuel dock opened in May 2014, but by April 2015 it was no longer operational. When the rally visited in 2015, diesel was made available by road tanker at a price of RM 3.00/litre when the price at road stations was RM 1.95/litre. There are ATMs nearby.

A new International ferry terminal opened nearby in 2014. Immigration, the Jabatan Laut and Customs have offices there. In 2016 it was reported that these offices apparently refuse to deal with visiting yachts except via Puteri Harbour Marina, which they say has been appointed as their agent. In other words, yachts cannot check in or out here unless they are berthed in Puteri Harbour Marina. Alternative Ports of Entry are Port Dickson (see Section 2.12), Malacca (Section 2.13), Pengelih (Section 4.3) and Seban Cove (Section 4.4).

A free minibus service runs twice weekly to a local shopping complex with a Tesco, Giant and Jusco. Once a week there is also a free minibus to the local night market. There is also a minibus service to the nearby bus station with buses to Jurong East Station in Singapore via the Second Link (Tuas) bridge. Jurong East is a major transit hub with light rail connections, shopping centres and several supermarkets. *Puteri Harbour Marina is part of the huge Nusajaya development. The Johor government has moved into the area. There is a lot of construction in progress, and little of interest lies within walking distance of the marina. Note that the BBC World Service is broadcast 24 hours a day from Singapore on 88.9FM.*

2.16 DANGA BAY

The new Danga Bay Marina is two miles west of the causeway to Singapore. There is no access through the causeway for yachts or dinghies. Danga Bay Marina is north of the Second Link (Tuas) bridge with a maximum authorized clearance of 25 metres at high water spring tides. Keep to the Malaysian side of the Johor Straits. On the Singapore side north of the bridge is a live-firing range.

The original Danga Bay Marina opened in 2008 and closed in October 2014. In early 2017 it was reported that a new marina has been built a few hundred metres to the north of the original site and is now almost complete. It may formally open in 2017. It may be possible to arrange a berth. The contact details are: Adrian Leong Chi Wan (Sales and Marketing), Ph +607 2333 888 ext 3710, Mobile [+6012 738 3865](tel:+60127383865), Email: adrian@iskanderwaterfront.com Rates may be around RM 150/week or RM 600/month, plus water and power. In March 2017 there was no security except for a 1 metre high gate with a card lock.

The approach waypoints, with depths below chart datum in March 2017, are:

1. 01°27'.87N 103°43'.39E 2.8 metres
2. 01°28'.06N 103°43'.37E 2.0 metres
3. 01°28'.33N 103°43'.39E 3.1 metres

The new marina is at 01°28'.60N 103°43'.27E The berths are very long and narrow. The downstream berths are deeper, with depths on the outer docks ranging from 2.0 to 4.4 metres below chart datum. The centre berths have 1.6 to 3 metres, the inner berths 0.4 metres to 4 metres.

Currents are reported to be swift, especially around the downstream docks. An approach at slack water is suggested. There is often a significant amount of rubbish in the muddy waters. The fouling is severe.

Ashore there are several restaurants within walking distance. There is a permanent funfair. Access to downtown Johor Bahru (JB) is easy. There is a bus stop close to the nearby footbridge that crosses the main road. Ask the bus driver for "City Square" The fare should be about RM 1.50/RM 1.70 depending on the bus company. In 2015 the main bus terminal in downtown JB moved to between the railway station and the Customs, Immigration and Quarantine (CIQ) complex. Buses to/from Danga Bay use this terminal. Note that Danga Mall is north of downtown JB, and not adjacent to Danga Bay. Danga Mall is recommended for computers and electronics.

There are small supermarkets in downtown JB. There is a Tesco at KSL City Mall, which is served by buses from the downtown terminal. There is a Tesco and a Jusco at Tebrau, which are also on a bus route. Intercity coaches go from Larkin bus station. Taxis from Danga Bay to downtown JB or Larkin should be RM 8-10. Most local taxis are now using their meters, which is a welcome development.

From Danga Bay, take a bus in the other (northbound) direction for a Giant supermarket at Tampoi. Kipmart, beyond Giant on the same road, is recommended for fresh supplies.

To catch an inexpensive bus for Singapore (see Section 3, below), head to the downtown CIQ building. In 2015 a bus from JB to downtown Singapore was RM 3.80, S\$3.50 to return. Having cleared from Malaysia, proceed to the bus station which is underneath the CIQ complex. Alternatively, Mr Chang is a highly recommended taxi driver who charges about S\$60 for up to 4 passengers from Danga Bay to downtown Singapore, which usually takes 30-40 minutes. His phone number is +6 016 731 8358. He can also be booked to pick up passengers arriving at Changi Airport in Singapore.

Mr Joni Oan, a retired ex-skipper, is reported a very good contact for those seeking yacht-related goods and services in Singapore. His phone numbers are 087 858 638393 and 081 271 434108. His email address is: jonieliasaroan@yahoo.co.id

Note that the BBC World Service is broadcast 24 hours a day from Singapore on 88.9FM.

2.17 COUNTRY GARDEN MARINA

This marina is just south of Danga Bay. It opened in 2014. There are berths for 16 yachts. The marina has no seawall and the outer docks can be affected by waves and wash. There are massive construction works ashore on newly reclaimed land.

In April 2015 the daily rate for a 45ft monohull was RM 80, or RM 1200 per month, inclusive of electricity and water. Catamarans are charged 1.5 times the monohull rate. For more details or to make a reservation, contact Marthen Rorintulus the Marina Manager at 019 776 6959 or email marthen@countrygarden.com.my There is plenty of room to anchor off the marina around 01°27'.75N 103°43'.35E: 6 metres on mud and sand. In 2016 there were a few sand barges, some arriving to dry out on a nearby sandbank for repairs. Dinghies can be safely left at the marina: RM 20/day.

Marina tenants may use the pool at the adjacent Phoenix Club House. There are showers, a sauna, WiFi links and free non-alcoholic drinks in a glamorous lobby lounge. About a dozen shops and cafes are a short walk from the marina. A small supermarket with fresh fruit and vegetables opened in October 2016. For further details on nearby facilities and public transport to downtown Johor Bahru, see Danga Bay (above). Note that the BBC World Service is broadcast 24 hours a day from Singapore on 88.9FM.

SECTION 3: SINGAPORE

3.1 PASSAGES THROUGH THE SINGAPORE STRAITS

Night passages around Singapore are not recommended, not least because it is often hard to identify other vessels against the extensive backlighting. Traffic is exceptionally heavy 24 hours a day, including tankers and freighters of all sizes, poorly lit fishing boats, fast ferries and high-speed security craft. As it is either illegal or impractical to anchor in Singapore waters, passages should be completed in daylight in a single day.

Vessels unable to complete the passage in a single day should consider using the south side of the Straits, where it is possible to anchor legally. In this area the Indonesian authorities apparently tolerate yachts in transit so long as no attempt is made to go ashore.

Tides in the Straits are complex and sometimes strong. The timing of passages is thus very important. Computerised tide tables like the British Admiralty's 'Total Tides' seem to give fairly accurate predictions of the tidal currents. The most favourable tides east or westbound seem to occur at intervals of about two weeks.

3.2 CHANGI NAVAL BASE: PROHIBITED AREA

Yellow buoys mark a prohibited area surrounding the Singapore Navy's Changi base. Any unauthorised vessel entering this area will be intercepted. In recent years several yachts have unwittingly 'cut the corner' north of buoy CNB 3, and attracted unwelcome attention. Buoy CNB 3 is at approximately 01° 18'.14N, 104° 02'.41E

3.3 VESSEL TRAFFIC INFORMATION SYSTEM (VTIS)

Singapore's Vessel Traffic Information System (VTIS) operates on VHF Channel 73 to the west of Raffles Lighthouse, VHF Channel 14 in the Central Area and VHF Channel 10 to the east of Changi Naval Base. Special information broadcasts are announced on the above channels but delivered on VHF Channel 09. Yachts may check in with VTIS if they wish, but it is not compulsory. It is sometimes useful and always entertaining to monitor the VTIS channels when on passage around Singapore.

3.4 AUTOMATIC IDENTIFICATION SYSTEM (AIS)

All vessels arriving in Singapore must have a working AIS transponder with a valid MMSI number. There are reports that vessels arriving without an AIS transponder have had to fit one before an International Clearance was issued. No vessel is permitted to sail between ports in Singapore without a Cruising Permit or an AIS transponder. For those without a transponder, visiting Singapore by public transport is now an even more attractive option (see Section 3.7 below.)

AIS transponders are not apparently compulsory for yachts transiting Singaporean waters between Malaysian ports.

3.5 FORMALITIES IN SINGAPORE

Entry formalities were changed and made more complex in 2016. Raffles Marina has information on the new regulations. See: www.rafflesmarina.com.sg/marina_ser.htm#immi An alternative source is at <http://one15marina.com/images/Marina/ARRIVINGTOSINGAPORE.pdf> Changi Yacht Club has similar data: www.csc.org.sg/contact-us/immigration-clearance

Approved marinas (examples are Raffles and One15, see below) can enter yacht crews into the new CREW system for a charge of S\$ 20 plus GST. But yachts must now also have an approved agent. Agents fees are unknown *****, although at www.rafflesmarina.com.sg/pdf/CIQP_Rates-1July2015.pdf a charge of S\$ 170 plus GST is quoted for most yachts, payable on entry and again on departure.

Visiting yachts must also pay port fees. In 2015, Official Clearance cost an additional S\$ 30/yacht.

The Singapore authorities should also be notified 12 hours (some sources say 6, others 24 hours) before arrival, by providing the following information by email to the Singapore Port Master at noa@mpa.gov

1. Name of Vessel
2. Call Sign
3. MMSI Number
4. IMO Number (few yachts will have one)
5. Draught (in metres)
6. Height (air-draught, in metres)
7. Name of local agent (if any)
8. Expected Time of Arrival (in the format DDMMYYYYHHMM)
9. Direction of Approach to Singapore (N,S,E or W)
10. Intended Destination in Singapore
11. Last Port of Call
12. Remarks (such as “medical assistance required” or “engine breakdown” etc)

Immigration clearance can be completed in a matter of minutes at the Western Quarantine and Immigration Anchorage at 01° 13'.2N, 103° 49'.6E or the Changi General Purpose Anchorage at: 01° 20'.2N, 104° 03'.8E. On arrival, vessels not carrying passengers should raise the No. 2 signal flag and No. 5 signal flag. Contact “Western Immigration” or “Eastern Immigration” on VHF Channel 74. Note that the position of the Eastern Immigration Anchorage has recently been moved.

Yachts may anchor or drift while awaiting the arrival of the Customs vessel. Four A4 sized copies of the crew/passenger list will be required, along with passports for all on board, Clearance from the last port and the yacht’s Registration Documents. Immigration will initially offer two weeks on entry.

Even before these new regulations were introduced, very few rally yachts visited Singapore. A far better alternative is to visit by public transport, see Section 3.7 (below). But for those sufficiently affluent and determined, the following destinations are available. Note that it is either illegal or impractical to anchor anywhere in Singapore waters.

3.6 MARINAS AND YACHT CLUBS IN SINGAPORE

Raffles Marina is close by the east end of the Second Link bridge. 1:15 Marina is on Sentosa Island (01° 14'.5N, 103° 50'.4E). Both are reported expensive by Malaysian standards. Fuel is available but the fuel dock seems rarely used as supplies are very much cheaper in Malaysia. There is a good chandlery. There

s a boatyard at Raffles Marina but ‘hot’ work such as welding is not permitted and metal grinding is forbidden. This yard is therefore of little use for steel yachts.

Call the 1:15 Marina on VHF Channel 77 (Callsign: One15Marina) or phone 630 56999 for an assigned berth number. This Marina is recommended, with a “gorgeous” swimming pool and ‘state of the art’ gym. There is a free shuttle bus from the Marina to Vivo Mall.

The Changi Sailing Club at 01° 23'.66N, 103° 58'.62E offers temporary memberships for visitors and secure moorings. Temporary membership includes the use of all the club’s facilities, including discounts at the bar and restaurant, a swimming pool and a free dinghy ferry service if required. Anchoring is prohibited. Multihulls can dry out on the beach if necessary. Call on VHF Channel 77. From the Club there is a regular bus service to Tampines where there is excellent shopping. Packages can be received and held to await your arrival.

The Singapore Yacht Club at 01° 17'.7N, 103° 45'.7E. has very good facilities ashore but their docks are reported to be badly affected by vessel wash and can be very rolly.

3.7 VISITING SINGAPORE BY PUBLIC TRANSPORT

A good way to visit Singapore is to leave your yacht in Malaysia and to take public transport. In 2015 a bus from Johor Bahru (JB) to downtown Singapore was RM 3.80, S\$3.50 to return. Take the bus to Queen’s Street, near Bugis and Little India MRT (light rail) stations. This bus terminus is also close to Sim Lim Square and Sim Lim Tower for electronics and photographic equipment. Oceantalk, #02-42 Sim Lim Square supplies marine electronics: Tel 6270 8105. Computers can be repaired by Mr Ang at #06-24 Sim Lim Square: Tel 9339 8586. Unicell has a wide range of computer and cellphone batteries #02-70 Sim Lim Square: Tel 6337 6548. Marintek is a well-stocked marine chandlers within walking distance of Sim Lim Square: #02-14 Jalan Besar Plaza, Ist Floor, 101 Kitchener Road: Tel 629 88171 Honly Co. has inexpensive rope: 335 Beach Street, Tel 6298 1233. One Sailmakers can make and repair sails: 30 Neveravon Road. Call Bruce Anson on +65 8535 7267 or email bruce@onesails.com.

Certain retailers (including Marintek) will exclude Singapore Sales Tax (7% in 2014) from an invoice if presented with your foreign passport and yacht registration document. The yacht should not be moored in Singapore waters.

Ferries to Singapore operate from Penglih Marina (see below). Transport to Singapore may also be arranged from Puteri Harbour Marina.

Note that the BBC World Service is broadcast 24 hours a day from Singapore on 88.9FM.

SECTION 4: PENINSULAR MALAYSIA: EAST COAST

4.1 RECLAMATION SCHEMES

Singapore's reclamation schemes are extensive to the north, west and now south west of Tanjung Pengelih (01°22'.2N 104°05'.3E). The full extent of Singapore's newly extended Pulau Tekong is now accurately charted on at least some new electronic charts. Reclamation works continue and may be extended later.

A new South Cardinal buoy called 'South Nelayan' at about 01°20'.15N 104°04'.97E now marks the approach to Tanjung Pengelih. Pile-driving barges, associated oil-booms, dredging pipes and other construction equipment (some fixed, some floating) often clutter the approaches to Tanjung Pengelih and the Sungai Santi anchorage (see below). It would be difficult to navigate this area safely for the first time at night.

4.2 ANCHORAGES NEAR TANJUNG PENGILIH

There's a quiet, safe and strategically placed anchorage with very good holding in the approaches to the Sungai Santi between approximately 01°23'.75N 104°06'.25E and 01°23'.10N 104°05'.75E. If you anchor too close to the Naval Base pier at 01°22'.7N 104°05'.5E you'll be politely moved on.

A good anchorage is reported off Pengelih Marina (see below) at 01°22'.11N 104°05'.16E

4.3 TANJUNG PENGELIH MARINA

This small marina has been built alongside a new Customs, Immigration and Quarantine facility. There is also a Jabatan Laut. Few yachts use this marina, but landing by dinghy is permitted.

4.4 SEBANA COVE MARINA

The entrance to this marina is at 01°24'.85N 104°09'.65E. The approach via the Sungai Santi is straightforward and the recent C-Map charts are believed accurate.

A barge moored on the Sungai Santi had clean diesel for sale at road prices in 2015/16. In April 2016 it was reported as "the best fuel dock in Malaysia." The barge is at 01°24'.556N 104°07'.251E Contact Belungkor Services at 607-825 2255, Mr Taib at 013 730 0834 or email hidayah_bssb@yahoo.com In May 2017 the contact details were amended, perhaps temporarily: call Mr Afiq Tel: 013 743 4915

Sebana Cove was once a sleepy resort with a thriving marina. In late 2007 the marina was almost full but by 2014 only a handful of yachts remained. Daily fees approximate to RM1.20 /foot plus water and power. Monthly rates are discounted by about 25%. The polarity of the marina's shore-power is reversed (with the exception of one small dock), but check that they haven't (at last) fixed the problem before wiring up your power plug with the live and neutral wires switched. Sebana Cove monitors VHF 71, but staff now only have handheld radios. Try calling after passing under the powerlines (authorized clearance 30 metres) that cross the Sungai Santi. Phone: 607 826 6688. The Customs/Immigration offices at Sebana Cove were open in September 2016 and ferry services might resume in 2017.

In April 2016 the fine swimming pool was open. There are showers and a gym. Walking trails are available, the golf course reopened in 2016. Twice a week the resort runs a shopping trip by minibus to the local small town of Sungai Rengit, RM10 round trip per person, with a minimum of 4 persons/RM40 per trip. In early 2016, taxis to Sungai Rengit and back were reported to charge RM 60 each way.

4.5 EAST OF THE JOHOR BAHRU/SINGAPORE CAUSEWAY

Pulau Nenas Anchorage

This is the last quiet anchorage when heading west towards the Causeway. Approach from 01°25'.61N 103°59'.23E to 01°25'.77N 103°58'.74E. There are rocks to the south of this route. Anchor on mud, good holding in 7-10 metres. The chart is inaccurate. The other approach to this anchorage from the southwest was found too shallow in 2014.

Dalac Marine Engineering & Services

This long-established yard has hauled out several yachts in recent years. The approach waypoint is 01°28'.26N 103°51'.04E There is room to anchor off the yard, in about 15 metres on mud, keeping clear of the oyster farms. In early 2016 it was reported that the yard no longer permits owners to work on their own boats. See www.dalac.com.my/ for more details.

Senibong Cove Marina

Senibong Cove Marina opened in June 2014. There are 50 berths located at 01°29'.03N 103°49'.92E Some 10,000 housing units are being built on the 100 hectare site, for which the marina will one day be the glamorous centerpiece. The manager's name is Gregory Yap: email gregyap@yahoo.com, Tel: 012 407 1880. The website is at www.senibongcove.my/marina/ The marina has three piers: Pier A (up to 12 metres) is RM 40.00/day or RM 1000.00/month; Pier B (up to 14 metres) is RM 50.00/day or RM 1200.00/month; Pier C (up to 16 metres) RM 60.00/day or RM 1400.00/month. All prices include power and water. For multihulls the prices are 1.5 times the above rates. Pets are strictly prohibited.

Permas Jaya is the nearest township, a half hour walk or RM 4-6 by taxi. There are very good shops (including an AEON mall), hardware stores, inexpensive laundries, restaurants and hawker stalls. There are also welders, electricians and an upholsterer.

To approach the marina, look for the gap in the oyster farms at 01°28'.71N 103°49'.76E There is a charted obstruction at 01°28'.73N 103°49'.94E marked by sticks. A reported shallow patch with only 0.8 metres at chart datum is at 01°28'.838N 103°49'.777E, very close to the first port and starboard lateral marks in the entrance. The marina monitors VHF 09.

Note that the BBC World Service is broadcast 24 hours a day from Singapore on 88.9FM.

East of the Causeway Anchorage

There is an anchorage around 01°27'.43N 103°46'.32E, close to the causeway: 15-18 metres on mud and heavy clay. The holding is suspect. The old Polis Marin station nearby has gone. Instead there is a show-house for a residential development called Princess Cove. In 2014 there were two huge signs saying: HELLO and R & F WELCOME. Sadly, yachts are not at all welcome at Princess Cove and dinghies may not land at the docks or on the artificial beach.

Further east there is a ramp near the Foon Yew school, by the KFC, which offers shore access at high tide. It's doubtful whether dinghies could be safely left on this ramp for any length of time. The new Customs Immigration and Quarantine (CIQ) complex (with buses to Singapore) is nearby. There is no yacht or dinghy access through the causeway.

4.6 RESTRICTED AREA OFF THE 'RAPID' REFINERY

Works commenced in 2012 on a very large oil refinery complex. These works include two massive as yet uncharted jetties. In 2016 the eastern jetty was still under construction. In 2016 a yacht was instructed to stay south of a new special mark named DB4 at about 01°18'.79N 104°11.48E, which presumably marks the southern boundary of a new restricted area. Suggested waypoints to stay clear of this restricted area are 01°18'.79N 104°09.53E and 01°18'.79N 104°11.48E

Sometimes there are additional obstructions, some of which may be unlit. Night passages in this area are not recommended at least until new navigational buoys and beacons are installed.

4.7 EAST JOHOR ANCHORAGES

This area is an outstanding cruising ground, and incorporates the Pulau Tinggi Marine Park. There are 13 islands in the Park: Pulau Harimau, Pulau Mensirip, Pulau Gual, Pulau Besar, Pulau Tengah, Pulau Hujung, Pulau Rawa, Pulau Tinggi, Pulau Mentinggi, Pulau Sibul, Pulau Sibul Hujung, Pulau Pemanggil and Pulau Aur. The islands are volcanic, with sandy beaches and extensive fringing coral reefs.

In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160, or whether charges will apply again if a yacht crosses a Park boundary and then re-enters.

Teluk Punggai

An anchorage is recommended at 01°25'.8N 104°17'.4E in 5 metres. It's possible to get further into the bay than the chart suggests.

Desaru

An anchorage at 01°33'.11N 104°16'.31E in a sometimes rolly open roadstead off the various hotels and resorts. Good holding on sand.

Sibu Channel Bay

An excellent overnight anchorage during the south-west monsoon season is reported at 02°11'.94N 103°59'.83E

Pulau Sibu

An anchorage is recommended around 02°14'.00N 104°03'.45E. Good holding on sand. *Clear water and good snorkeling on the reef. Backpacker accommodation ashore. Yacht crews are welcome to land. There is a bar offering expensive drinks. A 'Jungle Trek' to another small resort starts behind Hut 8 – about 15 minutes one way.*

Another anchorage on the west coast is suggested at 02°12'.84N 104°03'.76E in 5 metres. Enter just north of most northerly fishing house on stilts and head towards the jetty. Good holding on sand. This anchorage is deeper and larger than charted, with room for several boats.

Pulau Tinggi

One recommended anchorage is at 02°16'.50N 104°07'.22E, tucked in behind the reef in 6 metres with good holding on sand. The entrance is reported deeper and easier than charted. Ashore there are small resorts. Another anchorage is reported at 02°19'N 104°06'E, 11 metres on sand.. *A sandy beach. Good snorkelling, several turtles and possibly a resident dugong.*

Poor holding on broken coral was reported in the north bay, around 02°19'.06N 104°06'.24E.

Pulau Besar

There are adequate anchorages on the west coast, but they are close to shore. The Aseania Beach Resort here welcomes yachts. The General Manager is Jasbeer Singh Khaira: Tel +6019 746 9111. Anchor around 02°25'.94N 103°58'.45E, north of a new public jetty. A line of buoys marks the edge of the reef and a protected area for swimmers.

Pulau Tengah/Pulau Hujung

A good anchorage is available between these islands at 02°28'.80N 103°57'.26E

Jason's Bay (renamed Teluk Mahkota)

A wide muddy bay with good holding. Beware of surface nets marked by flags. In 2015 a small group of rally yachts entered the Sungai Sedili Besar at the north of the bay by crossing the reef between approximately 01°55'.3N 104°07'.7E and 01°54'.41N 104°08'.43E. Note that this reef extends a considerable distance to the south east of the white beacon. (The light on this beacon was reported extinguished in October 2016.) Two yachts were damaged, one seriously. This reef is clearly marked on C-Map charts, but is easy to miss on Navionics charts. Inside the river there is a powerline, but room for perhaps two or three yachts to anchor. Yachts should anchor as close

to shore as possible to minimise the chances of being run down by a fishing boat.

Pulau Rawa

Good holding at 02°31'.00N 103°58'.48E, but exposed to the west and the likely evening thunderstorms. *There is a private resort on shore, but visitors from yachts seem to be welcome. There is a pool with a giant water-slide. Adam at the resort's dive shop offers highly recommended guided snorkelling and diving tours, for a reasonable fee.*

Mersing

The river bar is reported to be shallower than charted. It is possible to enter the river but the only place to then stop is alongside a fishing boat and other fishing boats will likely want to raft up outside your yacht. It is recommended that yachts anchor offshore and the town centre reached by dinghy. Alternatively, take the ferry from Tioman. *Mersing is a good place to for provisioning with several supermarkets. There is a Yamaha outboard motor dealer in the town. Soon Yien at 80-E Jalan Endau has a wide range of first quality marine plywood: call Mr Yee on 07 799 1024.*

Pulau Seri Buat/Pulau Sembilang

Sometimes informally called 'Butterfly Island', these twin islands are connected by a very shallow reef that dries at low tide. There are good anchorages on sand to the north and south. To the south, 02°40'.5N 103°53'.8E has sand at 8 metres. Further in towards the reef there is sand and sea-grass on a gentle slope. To the north, 02°41'.9N 103°53'.9E is a scenic anchorage in 12 metres on sand. The reef is steep-to. Small buoys mark the best dive spots on the reef.

A fine beach with good snorkelling on the west side of Pulau Sembilang is accessible by dinghy.

Pulau Aur/Pulau Dayang

A good anchorage is available in 20 metres. There are 20+ moorings between the islands, but these are usually restricted to local boats. *Excellent snorkelling and diving.*

4.8 PULAU TIOMAN

Pulau Tioman is a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160.

Tioman is a duty-free island. **All yachts are required to both check in and to check out.** *Duty free alcohol and tobacco are available. Regulations were changed in late 2016. Passports are required to purchase duty free goods. Passport numbers are recorded on a computerised database. The maximum personal allowances per month per adult passport are now 5 litres of wine or spirits, 3 cases (72 cans) of beer and/or 30 packets of cigarettes. Prices of duty-free goods are generally significantly higher than in Langkawi and the choices much more limited. Most other supplies are generally more expensive*

than on the mainland. Petrol is easily available in small quantities. Tioman is not a good place to load significant quantities of diesel.

Teluk Tekek is the main village on Pulau Tioman, with a ferry terminal and airport. The marina is well designed and built and offers good shelter. But it is small and often full. Most rally yachts will anchor off. The authorities in Tioman are understandably anxious about anchors and chains damaging coral and request that visiting boats take great care to anchor on sand. There are anchorages to the north and south west of the marina but some areas are deep and it may be necessary to anchor in 15 metres or more. In 2014 the anchorage to the south-west of the marina was surveyed by divers. In 15 – 21 metres they found “discarded fishing nets, ropes/lines, sunken moorings (blocks, lines, and floats), shipwrecks and even a set of bed springs.” Fouled anchors can be rescued (for a fee) by one of the dive operations on the beach nearby. Violent katabatic winds can affect this area.

A recommended anchorage position on sand, tucked to the east of a relatively shallow coral area, is at 02°49'.43N 104°09'.56E.

Dinghies can be left in the marina as long as they don't block access to the ferry docks. The Jabatan Laut is located in a building close to the marina. Customs and Immigration are in the ferry terminal.

Diving tours are offered from Teluk Tekek, a recommended company operates on the beach just south of the marina. Only charter flights now operate at Tioman Airport.

There is a recommended anchorage at Monkey Bay, 02°51'.9N 104°09'.0E, which is reported quiet and relatively isolated. A strong mooring may be available. An uncharted shallow coral reef is reported at 02°51'.842N 104°09'.009E, with depths of about 3 metres at chart datum. *Good snorkelling on the north side of the bay.*

The anchorage off Teluk Salang 02°52'.73N 104°09'.15E is not recommended as it is deep at 20 metres or more and cluttered with small-craft moorings.

An anchorage off Kampung Mukut at 02°43'.10N 104°10'.40E has good holding in 10 - 15 metres on sand. There is some snorkelling over recovering coral nearby. *Leave the dinghy at the village jetty and walk to the east before branching left to a popular waterfall. Bathing is possible. There's a good if simple restaurant in highly recommended Kampung Mukut. The Simukut Hill View Resort is a small low-key resort with excellent food and drink on a rocky outcrop near the beach: simukuthillview@gmail.com or call Tam on +6012 9190 785*

Teluk Juara at 02°47N 104°13E can be rolly, but there's good holding in about 7 metres on sand and a fine beach. The south end of the bay is often more sheltered, a stern anchor sometimes helps align the boat with the swells. Fresh water is available from a tap on the end of the long pier. Petrol and diesel are available. *Onshore there's a centre to protect turtles, several restaurants and a supermarket. The weekly supply boat arrives on Wednesday evenings or Thursday mornings. There are pleasant walks on the roads and tracks inland from the beach. A nearby swimming hole and waterfall are recommended. It's possible to hike to Teluk Tekek (3 hours one way) or to take a taxi.*

4.9 PULAU TULAI

An anchorage open to the west but otherwise sheltered is reported at 02°54'.86N 104°06'.07E on sand in 16 metres. In 2013, six new moorings for A Class fishing boats were reported close to this position. The

fishing boats tend to use the two largest moorings, and usually leave them unoccupied at night. But divers checked these moorings in 2014 and found them inadequate for yachts except in settled conditions.

This anchorage shelves rapidly to the south, and there are areas of poor holding on broken coral. In 2009 a yacht got into difficulties in this bay during a powerful westerly squall. Similar violence was reported in 2013 and 2014. There are abandoned heavy mooring blocks linked with rope that can (and have) fouled an anchor at exactly 02° 54' .771N 104° 06' .041E, in 20 metres. *Concrete steps at the south-east corner of the bay lead to a navigation beacon for Tioman Airport – a short, shady walk.*

There's also a reported anchorage to the north east of the island at 02° 54' .62N 104° 06' .75E, 8 metres on sand, which is very exposed but popular for diving on the nearby reef. There are several red mooring buoys for the local dive boats.

4.10 ENDAU

A recommended anchorage to await the high tide for the river entrance to Endau is at 02° 39' .65N 103° 45' .15E, which is sheltered and with good holding on mud. An alternative is to anchor at Pulau Seri Buat/Pulau Sembilang (see above). Anchoring off the river entrance is risky. In 2012 a steel yacht anchored near the river entrance was run down by a trawler and severely damaged. The trawler continued into the Endau river without investigating what it had just hit. Repairs took months.

The river bar is shallow and the channel moves from season to season. The channel is well marked, but the buoys may not have caught up with the channel's recent moves. In May 2012 a route using the following waypoints provided a minimum depth of just over 3 metres at high spring tides: 02° 40' .92N 103° 40' .63E, then 02° 40' .03N 103° 39' .24E, then 02° 40' .02N 103° 38' .40E, and then mid-river. This route cuts right over a charted mud bank on C-Map charts. It would certainly be worth taking note of the routes taken by the big C-class fishing boats, many of which are usually underway at high tide. In 2013 the red port hand buoy at about 02° 40' .0N 103° 39' .14E in the entrance channel was replaced with a black-painted beacon.

The town has good shops and reasonable bus services to Mersing and Rompin, with onward connections to Johor Bahru and Kuala Lumpur. It is possible to anchor on mud to the north side of the river. The holding is suspect in some areas, with much detritus to foul an anchor.

Prospect Dockyard is a railway-based haulout facility and shipyard that has branched into yacht repair and maintenance. The railway suits long-keeled yachts well, but deep fin-keel yachts are less easy to accommodate. Tel: (609) 413 1868. Mobile: 013-931 8900. Email: proboat@streamyx.com. Mark your email FAO Ms Ng. Website: www.prospectdockyard.com.my The yard is reported expert in engineering and engine repairs. Welding and metal grinding is permitted, sandblasting can be arranged. This is one of the few yards in Malaysia that can work on metal yachts. There is a first-class propeller repair shop.

4.11 SUNGAI PAHANG

About 30 miles south of the Sungai Pahang, an unlit steel Safe Water buoy has been reported, apparently attached to a shallow wreck. The position is 03° 03' .535N 103° 27' .649E

The entrance of the Sungaoi Pahang is shallow and may not be accurately marked. Dredging and construction works continue. In 2014 the depth over the bar was reported as 1 metre over chart datum. In

the river there is good shelter. Currents are strong, with over 3 knots possible on the ebb. There are numerous sandbars and a powerline which will prevent most yachts from proceeding far upriver. An anchorage with good holding is reported south of the river entrance at 03°27'.47N 103°29'.87E. Another anchorage with shelter from a new breakwater is reported north of the river entrance at 03°32'.14N 103°28'.0E. An alternative, in 7 metres on sand, is 03°33'.49N 103°27'.10E, within a 'fish reserve'.

4.12 KUANTAN

It is possible to anchor in the Sungai Kuantan. The depths in the river entrance change regularly. In early 2015 it was reported that the starboard-hand buoy in the approaches was missing and that the river bar has become much shallower than charted. Fishing boats were powering their way through the silt to get to sea. The bar will likely deepen again during the 2015 south-west monsoon. The best option may be to follow a big 'C' Class fishing boat. Inside the river, anchorage space is very limited because of a low bridge, but three or four yachts could perhaps squeeze in on the south side of the river across from the Polis Marin station around 03°48'.53N 103°20'.20E. The Polis Marin no longer permit dinghies to be left on their slipway. In recent years, Maritim Malaysia have permitted dinghies to be left on their dock, upstream of the bridge. But neither the Polis Marin nor Maritim Malaysia encourage yachts to anchor in the river because of the risk of being run down by one of the (very many) large fishing boats. Backlighting can make yachts difficult to see at night. Extra anchor lights are essential.

Note that yachts are not welcome in Kuantan Port: 03°58N 103°26'.5E

4.13 SUNGAI KEMAMAN AND BANDAR CUKAI

In 2015 a yacht leaving the Sungai Kemaman on a low tide 0.6 metres over datum found a minimum depth of over 3 metres using the following waypoints.

Both sets of charted leading marks into the Sungai Kemaman have disappeared, but an approach to 04°14'.04N 103°27'.42E and then 04°14'.08N 103°27'.13E is straightforward, passing north of a substantial as yet uncharted rock breakwater. It is possible to anchor in the shelter of the new breakwater but it is shallow, perhaps 1.5 metres or less at low spring tides. In 2014 a yacht anchored at 04°11'.69N 103°26'.71E, 6 metres on sand, to await good light to enter the river.

Head to 04°14'.37N 103°26'.99E, then pass Kemaman fishing village to 04°14'.56N 103°26'.36E. The charted port-hand buoy has been moved to 04°14'.59N 103°26'.23E. This must be intended to be left close to port when heading upriver, but having passed the buoy keep well away from the right bank on your starboard side for about 0.2 miles because of a very shallow patch. From 0.2 miles upstream of the new red-buoy keep close to the mangroves on the right hand bank for deeper water to Cukai (pronounced 'Chukai') town. Catamarans can anchor off the town, (one reported position is 04°13'.85N 103°25'.85E, 3 metres on sand), but in 2016 a catamaran's window was broken by a lead fishing weight cast from the shore. Deeper-draft monohulls should anchor downstream off the mangroves. The holding in the deeper water close to the bank is sometimes poor on gravel. There is a lot of high-speed traffic.

Kemaman is the southernmost district of Terengganu, and the town of Cukai is the district capital. Some reports have said "It's the ideal cruisers town" – unpretentious and with excellent shops and light industries. There is dinghy access to the town via concrete steps by a park, although with a tide less than 1 metre over datum the steps are difficult. Other all-tide steps are available, but should be left clear for water-taxi operations. There is a very good market, with a taxi stand nearby. A Shell fuel station close-by

to the river closed in 2014 during road-widening operations, and supplies will need to be collected from further afield.

Note that yachts are not welcome in the commercial port of Kemaman, just north of the Sungai Kemaman. In 2014 a yacht found a day anchorage at 04°21'.19N 103°28'.79E, 8 metres on sand.

4.14 TANJUNG SENAJANG

A good if deep anchorage in 16 metres on sand is reported at 04°18'.43N 103°29'.80E.

4.15 RESTRICTED AREA OFF KERTIH REFINERY

Anchoring is prohibited within the Kertih Refinery Port Limits, marked with a pink line on Navionics charts. In 2014 a yacht was politely moved on after anchoring at 04°36'.47N 103°27'.17E. In 2016 a yacht proceeding north about 2 miles offshore from the refinery was informed by radio that yachts are not permitted to enter the charted Port Limits, which extend over four miles offshore.

4.16 SUNGAI PAKA

There is plenty of depth and room to anchor in the river, but there is an unmarked and dangerous rock in the entrance at about 04°39'.4N 103°26'.5E. There are likely shifting sand and mudbanks over the bar. This entrance should probably only be attempted in settled weather after a careful survey by dinghy.

4.17 PULAU TENGGOL

Pulau Tenggol is a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is not clear whether a yacht with two crew will be liable for a charge of RM 100 or RM 160.

This island looks like a convenient stop-over, and probably has the best snorkelling on the entire east coast. But in the past this anchorage has been crowded with local boats and the apparently available spaces may be too deep. One yacht on the 2010 rally anchored at 04°48'.6N 103°40'.5E in 38 metres (!) In 2016 a rally yacht wished to anchor on a patch of sand in 16 metres at 04°48'.41N 103°40'.53E but was informed by representatives from the local diving operation that all anchoring is now strictly forbidden.

In 2014, three new moorings were available, two of them tied to a wreck at 04°48'.476N 103°40'.610E. These moorings were also available in 2015 and found reliable, although they may not be heavy enough to be safe in a storm-force squall. In 2016 a nearby wreck at 04°48'.42N 103°40'.51E had a mooring attached. This wreck was slowly leaking diesel

Charlie the helpful local dive operator seems to have moved on and his successors seem much less accommodating. Those hoping to pick up a mooring should have a backup plan in case the moorings are all occupied. *Dive trips are available.*

4.18 PULAU KAPAS

Pulau Kapas is a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is not clear whether a yacht with two crew will be liable for charges of RM 100 or RM 160.

Beware of a floating obstruction and unmarked reef between approximately 05° 14'.04N 103° 16'.0E and 05° 13'.85N 103° 16'.0E that are not shown on some older electronic charts. Yachts should approach from the west, not from the east. There is a heavy and unlit steel mooring off the west coast, near the concrete jetty, which is hard to see at night. The anchorage around 05° 13'.7N 103° 15'.8E has mostly good holding on sand although there are areas of broken coral. Several moorings were laid in 2016, and visiting yachts were encouraged to use them. On inspection these moorings were thought to be adequate for most yachts, although it could be argued that they are a bit close to the reef.

There is a fine beach to the south of the anchorage with shade trees, ideal for a BBQ. There are simple restaurants on Pulau Kapas. The Gemia Island Resort and Wellness Spa on Gem Island (just north of the anchorage) offers five star dining. There is good snorkelling north and northwest of Gem Island, south of the anchorage and off the east coast of Pulau Kapas. Dive packages are available. There is a substantial cave off the east coast, approachable by dinghy and tenanted by thousands of bats. In 2015 a rally participant photographed an unfortunate bat at the instant it was snatched by an eagle. A short, rugged but recommended (and in all but the driest weather invariably muddy) trek across the island starts just inland of the Kapas Island Resort and leads to the east coast before climbing a fierce over 45 degree slope (the fixed ropes are essential) and winding around to Lighthouse Point at the south of the island.

4.19 KUALA TERENGGANU

There are recent massive sea defence works and land reclamation schemes. Some new electronic charts now have these schemes accurately charted. New works continued in 2015. What was once a difficult entrance is now straightforward.

The entrance to the river is between two rock breakwaters at 05° 20'.42N 103° 09'.25E. From the breakwaters it is a straight and deep approach almost exactly west to the Duyong Marina and Resort (renamed from the Ri-Yaz Heritage Marina in 2015) at about 05° 20'.3N 103° 07'.9E. There is also a fine anchorage north of the marina around 05° 20'.46N 103° 07'.90E. The long marina dock parallel with the shore is used by rig-support tugs, the Science University's research vessel *RV Discovery* and superyachts. It should not be obstructed.

In 2016 what will be an opening bascule bridge across the estuary was under construction at about 05° 20'.41N 103° 08'.65E.

The river water is opaque and contains an orange/yellow silt that can stain topsides. The fresh water and silt together seem swiftly fatal to barnacles and weed growth. The stains wash off eventually.

Duyong Marina

The marina monitors VHF Channel 69, but sometimes their radio is switched off or has a flat battery. The marina's phone number is: 609 627 7888. Rates increased in 2014 to RM 3.80/metre/day for monohulls, and RM 5.00/metre/day for multihulls. There are discounts for

longer stays. Water is RM 7/1000 litres and power RM 0.50/kWh. Security may be an issue for yacht moored on the docks. Laundry can be arranged, ask at the Marina office.

The marina can accept mail and packages. The mailing address is Duyong Marina and Resort, [Your Name, Your Boat's Name], Yacht in Transit, Duyong Marina and Resort, Pulau Duyong, Kuala Terengganu, Terengganu 21300, Malaysia. Your package may be waiting at the Marina Office, or the Resort's Reception Desk, or at the Security Office. From December 2014 'Inbound GST' must be paid on imported goods. Duties may also be payable.

Official Formalities

The Jabatan Laut and Customs offices are easily found opposite each other on Jalan Hiliran, the road leading south west from downtown, close to the river.

In 2015, Mr Syamsur from the Immigration Department at Terengganu Airport visited the Marina and cleared out nearly 40 rally participants before they departed for the Indonesian Anambas Islands. Call Mr Syamsur on 019 985 7792. An alternative is to clear from Terengganu Airport. A taxi to the Airport from downtown Kuala Terengganu is likely to be about RM 30 each way. Rally yachts were also able to clear at the Marina in 2016, when Immigration Officers were already on-site to clear crews from rig-support tugs, at least one of which visits twice daily. But Immigration later insisted that yachts crews could only clear at the Airport. It was also insisted that all yachts must now clear with Immigration on arrival from any other Malaysian State. It is hoped this new and unusual interpretation of the rules will soon be amended. Try calling Immigration on 09 662 6250 to ask them to bring the correct stamps to the Duyong Marina so that you can clear in/out.

Fuel

In 2016 the marina was able to organise deliveries of diesel fuel in carriers to rally yachts for RM 2.00/litre when the price at road stations was RM 1.55/litre.

Upstream from the marina, a few metres from the bridge on the east side, there's a fuel dock. Only diesel is available. The dock is usually cluttered with fishing boats but they are happy for yachts to raft up. Upstream from the marina the river is quite shallow in parts. It is therefore suggested that yachts should plan to arrive at the fuel dock shortly after high tide, when the ebb would push them away from the (low) bridge if the engine failed. The fuel hose is long enough to reach across several boats. In 2009 one yacht loaded over 1500 litres of diesel at this fuel dock. In 2016 the quoted price for fuel from this fuel dock was RM 2.00/litre. It may also be possible to purchase fuel at 'road' prices from the Caltex station across from the 'Waterfront' park, just upstream from the tall Felda Residences hotel on Jalan Hiliran. There is a 'step' accidentally built into the seawall, which inadvertently provides adequate access ashore from a dinghy.

In Town

There is a dinghy dock downtown, near the new (and striking) pedestrian suspension bridge close by the municipal market. This dock is used by river-tour boats, and dinghies should be tied up close to the wall to leave the dock available for larger vessels. There is another dock suitable for

dinghies half way down the new 'canal' that has the suspension bridge at its seaward end. Dinghies can also be left on the beach near the tour boat dock.

A new and first-class Laundromat is on Jalan Banggol, within walking distance of the market.

The Esso/Petronas gas shop in Kampung Cina (Chinatown) is highly recommended. Contact Sun Mee Heung on 09-622 1203. They can fill foreign bottles. A Shell gas shop on the same road can decant gas from local to Australian and US bottles.

There are many automotive parts suppliers further along Jalan Hiliran. Fishing boat supplies, including stainless steel bolts and epoxies can be found at Haji Embong Muhammad dan Anak, 21-B Jalan Hiliran (near the main bridge). Similar supplies are available from Timor Jaya Engineering Parts Supply, at 15 Jalan Hiliran, close to the Shell station. Mr Tan at Shidaro hardware store (opposite Haji Embong Muhammad) has plumbing supplies and is a very useful source of information. Terengganu Diesel Fuel Pump is a highly recommended firm run by Ah Wee and family: 012-989 9772 or e-mail tdfp68@gmail.com The company has US\$80,000 worth of specialised Bosch equipment for servicing diesel fuel pumps and injectors. Ah Wee will come to the boat at the marina if necessary. Dhuhaa Resources at 42A Jalan Hiliran Masjid are agents for Jotun paints, thinners and epoxies. Contact Ms Bella on 019 340 3632. In 2016 a yacht's freezer was repaired by Hashim CYC Engineering and Services: Abdul is the manager: 019 946 5630 and 019 984 9460. Try Shariat Hi-Cool at 09-622 2448 for refrigeration parts. Fock Sen Hin at 94 Banggol (near the HSBC bank) has a wide selection of oil filters. *Dentique is a recommended dental surgery. Call 09 622 5898, email dentique.dental.surgery@gmail.com or call at 80-D 1st floor, Jaland Petani, 200000 Kuala Terengganu.*

Beyond the bridge are the Crystal Mosque, Islamic Convention Centre, Islamic Edutainment park and the highly recommended Terengganu State Museum. This museum can be visited by dinghy. There is a dock with concrete steps at the museum, or dinghies can be left at the now disused ferry slipway just down-river. The ferry ceased operations when the bridge was opened.

Rental Cars

A recommended car rental agency is DYG Travel at Terengganu Airport. The owner/manager is "Zul" Zulkefli Salleh at 019-983-3103 or e-mail zul@dygtravel.com.my. The web site is www.dygtravel.com.my Ask for a 12 hour rental, which in 2016 cost RM 100. Zul will deliver the car to the Marina, deal with the paperwork, accept payment by credit card and will pick up the car the next day.

Visa Runs to Thailand

Visa runs to Thailand are possible by bus or by hiring a car. If two couples can share a car, it's cheaper than the bus. The SP Bumi bus company runs buses every two hours to/from Kota Bahru, with the first leaving at 08.00 from the Kuala Terengganu Express Bus Station, downtown. The first bus is often full so get tickets early. In 2014, tickets were RM 16/person one way. After arriving in Kota Bahru (usually around 12.00), immediately get a bus to Rantau Panjang – which takes an hour and costs RM 3.00 At the border, walk on to check out of Malaysia and into Thailand at Golok. Golok is unsafe for foreigners and Thailand Immigration will be relieved to hear that you are heading straight back to Malaysia. Having cleared back into Malaysia, catch

the bus or hire a taxi (RM 25 in 2013) to Kota Bahru in time to catch a bus back to Kuala Terengganu.

4.20 PULAU BIDUNG

This island was once a Vietnamese refugee camp. Some areas are foul with wrecks of refugee boats scuttled on arrival. Several of these wrecks are clearly visible when the sun is high. Anchoring in Refugee Bay (near the red-roofed jetty) is not recommended because all kinds of detritus (including a concrete turtle, railings, a train carriage, a backhoe and a truck) have recently been dumped there, presumably to encourage coral growth. Three fish (or possibly seaweed) farms (named in one report as “Octopi from Outer Space”) occupy the only area suitable for anchoring in Refugee Bay. In 2014 the “Octopi” were disused. Square-shaped yellow and black fish farms were in active use, and were full of groupers and barramundi. The fish-farmer lives on the beach nearby. His permission should be sought before swimming close to his farm. These farms are not connected to the shore and it should be possible to navigate between them and the beach, in depths of about 12 metres. The local fishing fleet uses the red-roofed jetty as a daytime base. Dinghies can be tied up there.

There are five moorings north of Refugee Bay, around 05°37'.23N 103°03'.33E They belong to a Universiti Malaysia Terengganu facility nearby. In 2014 permission was kindly given for visiting yachts to use these moorings. It was requested that the middle mooring, which was attached by a rope to shore to indicate a channel, be left clear for Universiti vessels. Unfortunately these moorings are not heavy enough to hold a yacht in a big squall and should probably only be used in daylight in settled conditions. *There is very good snorkelling in the area. Sightings in 2014 included nudibranchs, turtles, sharks, rays, sponges and many species of fish, in water with 12 metres visibility.* There is an anchorage area to the west of these moorings in 15 metres, sand. Ashore there is abundant fresh water from wells. With permission water can be collected for laundry and showers.

A newly recommended anchorage is at 05°36'.60N 103°03'.63E, 12 metres on sand. This anchorage shelves rapidly to a fringing reef.

Ashore are the remains of a village, including a temple, church and several wells. There is a memorial for the refugees. There are walking trails. A new pier with a red roof has recently been completed, apparently part of a now cancelled resort development. A good snorkelling area accessible only by land or dinghy is off the beach to the south/south west of the island.

The small and uninhabited Pulau Geluk is two miles north of Pulau Bidung. There is an anchorage to the west of the island with excellent holding on sand in 12 metres around 05°39'.40N 103°03'.90E *The best snorkelling is to the south-west and north of the island, with lots of fish and juvenile sharks. The visibility can be amazing; up to 30+ metres in 2014. Drift dives with a dinghy are also recommended off the north-east corner of Geluk, where currents may be strong and unpredictable.*

4.21 PULAU REDANG

Pulau Redang is a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is not clear whether a yacht with two crew will be liable for charges of RM 100 or RM 160.

The whole island has been dedicated to tourism. There are several possible anchorages.

Harbour Bay off the Marine Park Headquarters.

A large anchorage at 05°45'.07N 103°00'.10E or moorings may be available around 05°44'.9N 103°00'.2E. There is a lot of fast traffic. The fuel dock is now closed, but diesel is available from a shack at the shore end of the pier. Fuel is available the islands' ferry dock. *There are facilities in the village but it is a long walk.*

Off the East Coast.

There is some shelter behind small islands and reefs at 05°45'.6N 103°01'.5E, but the traffic from resort boats is noisy and creates lots of wash.

Coral Island Redang Resort

There is a fine anchorage around 05°46'.56 N 103°03'.30E., where the rally had a very successful stop in 2016. The resort is welcoming and can offer dive trips. There is no road access, but there is a footpath to the North East Bay (see below).

Off the West Coast

There are two moorings intended for small boats at 05°47'.28N 102°59'.46E There is also room for one yacht to anchor overnight, with water clear enough to find the sand in about 15 metres. The beach is used by nesting turtles and yachts are requested not to show anchor lights at night.

North West Bay

One yacht has reported a very tight but just possible anchorage at 05°48'.91N 103°00'.43E, 10-12 metres on a large 'V' of sand between coral, *with good snorkelling nearby. Ashore is a turtle sanctuary with a university outstation. Landing is prohibited on the beach to avoid disturbing the turtles. The university outstation does not encourage visitors for the same reason.*

North East Bay

There are moorings in the south-east corner of the bay, but they are usually occupied by fishing boats and Maritim Malaysia patrol boats, often rafted up. A quiet anchorage off the white sand beach around 05°47'.23N 103°01'.06E is recommended. Other anchorages include 05°47'.29N 103°01'.76E with good holding, 10 metres on white sand. There are also tangles of abandoned moorings and nets, but the water is so clear that with good light these can be avoided. The holding is marginal on broken coral in the centre of the bay. It is much better to the east. Katabatic winds can affect this bay in squally weather.

Superyachts and large Police boats regularly anchor off the glamorous and friendly Taaras Resort and Spa. The resort has a floating dock *and a fine (if inevitably expensive) restaurant and bar.*

In 2014, visiting yachts were kindly permitted to land dinghies on the resort's floating dock, and officially non-potable water was available from a nearby tap. *There are cheaper local restaurants in a kampung inland from the resort. This kampung also has small shops for simple provisioning. In 2014 a new mini-market was prepared to organise special orders from the mainland. The resort can be bypassed by landing on the white sand beach to the east. Behind which is a track leading to a road to the kampung. Taxis are available. At the far-east end of the beach a track leads to another resort on the east coast: half an hour's walk each way.*

Note that it is likely that yacht crews can no longer clear Immigration at Redang Airport, as in 2015 there were no International flights to/from Singapore or Thailand. If International flights resume, Customs clearance for yachts leaving Malaysia is not available at the airport, and must be completed in Kuala Terengganu (see above).

There is very good snorkelling on coral gardens close to the rocky shores, and the beaches are excellent. There are lots of turtles too, often grazing on the sea-grass. Note that water clarity is often better off Pulau Redang than further north.

4.22 PULAU PERHENTIAN

Pulau Perhentian is a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is not clear whether a yacht with two crew will be liable for charges of RM 100 or RM 160.

Pulau Perhentian Besar

The anchorage to the south of Perhentian Besar at Teluk Dalam (05° 53'.3N 102° 44'.9E) is deep and has many coral heads to foul an anchor. There may be moorings available. *There are several small resorts ashore.*

The channel between the two islands has many possible anchorages. Two adjacent anchorages reported off the Perhentian Island Resort are 05° 54'.11N 102° 44'.18E (8 metres on sand) and 05° 54'.35N 102° 44'.44E (good holding on sand). There are large numbers of high-speed craft and swimming from a yacht could be hazardous. One recent report says "You would be crazy to get in the water in the Perhentians" In some areas the water taxis ignore all safety rules and so are spectacularly dangerous for swimmers and divers. Closer to shore there are roped-off areas for swimmers but the water taxis sometimes proceed through these areas at high speed. *Ashore there are two paths leading to the cellphone tower nearest the anchorage. A path continues from the cellphone tower to the south bay (Teluk Dalam).*

There is an anchorage north of Turtle Point (05° 54'.71N 102° 44'.94E) - off the headland between two beaches with good holding on sand in 10-15 metres. Further offshore are small dive-boat moorings over artificial reefs. The beaches are reserved for nesting turtles after sunset and visitors are prohibited without permission.

Pulau Perhentian Kechil

Moorings off the friendly kampung to the south of Perhentian Kecil are too small for yachts but there is room to anchor outside them. *On shore there are simple restaurants. The shops are reported to have a better selection than in Pulau Redang. Fuel, ice and some fresh produce is usually available.*

The anchorage off Long Beach at the north east of the island has good holding. Swimming is dangerous (see Pulau Perhentian Kechil, above). *Ashore there is backpacker accommodation, restaurants and noisy music until 03.00. From Long Beach there are paths to Coral Bay and Aur Bay on the west side of the island and to the windmills and solar arrays on a hilltop to the north.*

North of Long Beach is D'Lagoon resort. There is very good holding on sand in clear water just to the south of the resort or anywhere outside the roped-off swimming areas in 8-15 metres: 05°55'.17N 102°43'.48E *Ashore there are restaurants, dive shops and a laundry (RM 10/kg). A rusty stairway leads to the windmills on top of the hill.*

There is an unprotected anchorage between two islands of the Pulau Rawa group at 05°57'.67N 102°40'.82E. *The snorkelling is excellent with many big fish and shells.* The holding is good.

There are moorings off Pulau Lang Tengah (around 05°47'.6N 102°53'.7E) but most are claimed by dive and fishing boats overnight, many of which raft up. The small sand/broken coral shelf is deep at 20 metres and shelves quickly. There may be a free 'government' moorings with pale orange floats to the north of the area, one at least of which had an adequate sized block in 2014.

4.23 KUALA BESUT

A small town convenient for re-provisioning with a recommended supermarket called Pasaraya Pantai Timur. Nearby there is a large outdoor market on Fridays. An anchorage protected by breakwaters at 05°50'.10N 102°33'.63E has 0.7 metres over chart datum. Approach via 05°50'.47N 102°33'.55E and then 05°50'.26N 102°33'.41E, skirting a bar extending north west of the outer breakwater. Alternatively, anchor off for deeper water. Dinghies can be left on the tourist boat jetty. There is a lot of small boat traffic.

SECTION 5: CROSSING THE SOUTH CHINA SEA

During the south-west monsoon season the breezes tend to follow the east coast of the peninsular. In June, south-east winds are common off Terengganu. Thus it is often difficult at first to lay a course for Santubong/Kuching or even Labuan. In June a generally north-setting current doesn't help. But the winds usually tend more south-west when away from land, and the current slackens too. In June/July there is also a general set from the south west to the north east off the coast of Malaysian Borneo.

There are many oil production platforms off Terengganu. These platforms monitor VHF Channel 12. Beware uncharted and unlit mooring buoys and wellheads, although in this area these hazards seem to be restricted to within two or three miles of active rigs. In 2016 three unlit wellheads (looking like steel pylons) were seen at about $04^{\circ}00'.34N$ $105^{\circ}04'.44E$, just south of a gas field. Two showed up well on radar, but the third was only just above water.

There have been a number of recent reports of piracy off the Indonesian Anambas and Natuna islands. To date these attacks have been restricted to merchant ships, but yachts are vulnerable. The rally visited the Anambas and Natuna Islands in 2015 and 2016, without incident. But yachts should certainly avoid anchoring in the islands unless they have valid Indonesian visas. In 2014 a group of yachts from Singapore visited these islands and got into difficulties with the Authorities because they didn't have cruising permits. Cruising Permits were not required in 2016.

The main Singapore-Taiwan-Japan shipping lanes crossing the Terengganu/Kuching route can be roughly estimated by drawing a line between the following waypoints: $01^{\circ}27N$ $104^{\circ}32E$ and $05^{\circ}00N$ $106^{\circ}20E$. Possible pirate attacks on merchant ships are likely to concentrate on these lanes. One idea might be to cross the lanes in the vicinity of the numerous charted oilrigs, which pirate vessels would presumably try to avoid. Note that there is no Traffic Separation Scheme in this area, and ships can come from both directions across an expanse of sea at least ten miles wide. In 2014 it was reported that all ships were transmitting AIS data.

In 2014 an Indonesian Navy patrol vessel contacted a number of rally yachts on passage between Kuala Terengganu and Kuching. The patrol vessel invited the yachts to call them on VHF 16 in the event of any trouble. The offer was much appreciated.

SECTION 6: ANAMBAS AND NATUNA ISLANDS (INDONESIA)

Introduction

The 2015 Sail Malaysia Rally was the first to successfully visit the Anambas and Natuna Islands. In 2016, Customs, Immigration and Quarantine regulations were amended and the islands are now also accessible for yachts not travelling with a rally. In 2016, at least three yachts proceeding independently from Pulau Tioman was permitted to clear into the Anambas. In other words, it is no longer necessary to enter Indonesia at Nongsa Point on Batam Island, or to subsequently return to Nongsa Point to clear out.

From 2016, AIS transponders are compulsory for all yachts in Indonesian waters.

In February 2017 it was announced that Tarempa, the capital of the Anambas Islands, is now an Official Port of Entry. This may mean that yacht crews can obtain a one month visa on arrival. If it becomes clear that two month 'Social' visas are still necessary for each crewmember, they can be obtained from the Indonesian Consulate in Johor Bahru.

In 2016, Neville & Glenys Howarth on the yacht *Alba* put together very comprehensive cruising notes for the Anambas and Natuna Islands. They have very kindly made this information available for all. The link as follows:

<http://www.thehowarths.net/cruising-information/cruising-notes/449-the-anambas-islands-2016>

The following information was contributed by Sail Malaysia participants.

ANAMBAS ISLANDS

There are 255 islands, of which 26 are inhabited. The total population, mostly Muslim, is 50,000. Many of the villages are 'kampung air', built on stilts over water. The main town and port of entry is Tarempa on the island of Siantan.

There are several recommended anchorages to the west of Tarempa, but as yachts will likely not have checked in after leaving Peninsular Malaysia, it is recommended that no attempt should be made to go ashore. In 2016 a group of rally yachts were moved on by the Indonesian military after starting a BBQ on a beach.

Checking In at Terempa

The yellow 'Q' flag should be shown. Up to six officials will likely ask to come aboard, although some yachts have managed to restrict numbers to two officials at one time. In 2016, officials were reported as friendly and helpful. See anchorage details below.

Anchorage in the Anambas Islands

1. West Side of Pulau Anak

There is an excellent anchorage on the west side of Amak, north of Djemadja. There is room for several boats in 5 to 10 meters around 03°06'.55N 105°40'.39E on sand. Further out, the relatively flat area drops rather steeply and is deeper than chart shows. Good snorkeling all along the shore. The water is very clear and the coral is healthy.

2. Telok Mampo

A large and well sheltered bay that shoals gradually. Clear water and good holding on sand in 6-8 metres at 02°58'.33N 105°45'.10E

3. Pulau Telaga

A long stretch of sand off a fringing reef. Anchor in 10 metres at 03°03'.20N 105°58'.00E Good snorkelling.

4. Pulau Genting Unjut

A small, pretty bay with enough room for two yachts at 03°09'.30N 106°05'.28E Well sheltered, with good holding in 9 metres on sand.

5. Outside Terempa

In the northern reaches of the harbour at 03°13'.56N 106°14'.94E About 12 metres on mud. This anchorage is 3.6 miles from Tarempa town, but a suitable choice if arriving late in the day or in bad weather.

6. Tarempa (Capital of Anambas Islands, and Port of Entry)

In the harbour just off the town, near the floating Naval Jetty. 03°13'.12N 106°13'.14E About 22 metres on mud, rocks and debris. In 2016 several rally yachts fouled their anchors. There are shallower areas closer in, but local children will likely swim out and swarm your yacht. There is considerable traffic, including shipping, fishing boats, water taxis and dhows. The cargo jetty should not be obstructed. The anchorage runs parallel to a causeway. A reef runs along the causeway, and construction waste has been dumped into the sea. In 2015 there were 27 rally yachts anchored in this area. Dinghies can be left at the Marine Police station, at the eastern end of the foreshore. *Ashore there are good markets. The La Luna restaurant is recommended. SIM cards can be purchased for internet access, but speeds are much slower than in Malaysia.*

7. Mubur Island

There is an anchorage in 6 metres on sand at 03°22'.69N 106°14'.07E. Nearby alternatives are 03°23'.04N 106°13'.48E (17 metres on sand/coral) and 03°23'.71N 106°13'.96E in 20 metres. There is a white sand beach nearby but the reefs are bleached and there are few fish.

Note that the passage between Pulau Semut and Pulau Matak (that starts close to 03°23.14N 106°16.09E) is unsurveyed and a coral reef extends for much or perhaps all the way across the channel. Two rally yachts hit this reef in 2015.

8. 'Derek's Bay'

An anchorage in 10 metres on sand at 03°23'.31N 106°17'.76E. A nearby alternative is very close to shore on a 'V' of sand in 5 metres at 03°23'.13N 106°17'.41E. In 2016 four yachts anchored here at one time. Pretty, sheltered, good snorkelling and lots of fish.

9. Pulau Pidi

Approach with good light to 03°18'.44N 106°19'.14E as there are isolated coral 'bommies'. An attractive anchorage with good holding on sand in 8 metres.

10. Pulau Manda Riouw Darat

An uninhabited island with a beautiful sheltered bay at 03°18'.22N 106°24'.12E. Clear water, on sand in 6 metres. Very good snorkelling on excellent coral. During the day 'A' frame fish traps are moored here, which are towed to deeper water overnight.

11. Pulau Pendjalin Besar

A convenient stop on the way to the Natuna Islands. About 16 metres on sand at 03°23'.59N 106°26'.89E. This area is beautiful with white sandy beaches and sun-bleached rocky islands with a sense of remoteness. An alternative anchorage is reported at 03°23'.31N 106°26'.48E, 8 metres on sand.

NATUNA ISLANDS

1. Selahang Bay

Shallow, in just 3.5 metres on sand at 04°00'.29N 108°20'.81E. Reasonably clear water. The white sandy beach shelves very gradually and dinghies have to be carried a long way. There are small shops and restaurants ashore. The main town of Ranai, with banks, supermarkets and a wet market, is about 16 kilometres away, a 20 minute drive. There is internet WiFi at the View Café in town.

2. Setaphi Island

A small anchorage with room for two or three yachts at 03°37'.4N 108°08'.0E

3. Pulau Midai

A large anchorage on sand in 8 metres at 03°00'.02N 107°44'.84E or in 5 metres on sand at 03°00'.00N 107°44'.42E Dinghies can be landed on the beach, from where it is a short walk to a village. There is a good morning market. In 2016 there was a new jetty under construction to the north of this anchorage.

4. Pulau Serasan

A recommended stop between the Anambas and East Malaysia. A gently shelving anchorage on sand in 8 metres at 02°32'.14N 109°01'.54E or in 5 -10 metres at 02°32'.30N 109°03'.34E Approach at right angles to the beach, watching for scattered coral patches. The beach has all-tide access. There is a village on the other side of the island and the locals are friendly. This anchorage could be approached at night if necessary.

*

There are certainly other possible anchorages off the east coast of Bungaran (Pulau Natuna Besar), but as yet there are no details available.

SECTION 7: SARAWAK

7.1 ANCHORAGES NORTHWEST OF SANTUBONG

Tanjung Datu

This area is a National Park. The anchorage at 02°02'.15N 109°39'.32E is rocky with poor holding. The Park Rangers prefer yachts to anchor on sand just north of the position above, off the Ranger station: 02°02'.59N 109°39'.28E There is space there for 6-10 yachts. *There are freshwater showers and toilet facilities ashore. There are numerous trails. The elusive Rafflesia flower can sometimes be seen in this National Park.*

Tanjung Serabang

A calm, attractive anchorage in the south west Monsoon season is reported at 02°01'.87N 109°39'.33E. But the holding is poor on rock.

Pulau Telang Kechil and Pulau Telang Besar

This area is a turtle reserve. Anchor in 10-15 metres on sand at 01°54'.83N 109°46'.37E. The turtles lay on a sandy spit to the south. Coral and rocks extend out 200-300 metres. Use outboard motors with care as they can disturb the turtles. *At the Reserve ashore it is possible to 'Adopt a Turtle' for RM 200 or to 'Adopt a Nest' for RM 100. Good snorkelling with fine coral and many fish to the south of the island.*

Pulau Satang Besar

The island is a Marine Reserve. An anchorage at approx. 01°46'.8N 110°10'.2E has good visibility and good holding on sand. This is an ideal place to clean propellers after a stay in Santubong (see below). Another anchorage at 01°47'.30N 110°09'.76E is reported well sheltered. *On the south shore of the island, turtles come ashore daily to lay, their numbers counted by resident wildlife officers. The officers seem to welcome yachts.*

7.2 SANTUBONG

Approaches to Santubong

Approach waypoints to Santubong: 01°46.93N 110°16.49E, then 01°42.83N 110°17.81E, and then 01°42.83N 110°19.00E. The first set of charted leading marks have disappeared during new construction ashore. The second set is clear except at daybreak when the sun rises behind them. Beware the dangerous Royalist Rock at about 01°42.70N, 110°18.35E. Royalist Rock was entirely unmarked in 2008. In 2009 it was clearly marked with a bent steel pipe topped with a green flasher. In 2010 and 2013 there was a proper starboard-hand beacon. In 2014 the beacon was bent and leaning. In 2015 it was missing and Royalist Rock was again entirely unmarked.

During the flood tide, beware a strong set towards Royalist Rock when entering Santubong River. This set is less obvious in the absence of the beacon.

When leaving Santubong, proceed to the first waypoint (01° 46.93N 110° 16.49E) before heading west or northwest. In 2008/09/10 an unmarked steel wreck to the west of the approach was given a wide berth by tugs/barges. In 2012 another barge hit the first wreck, and sank at a highly visible (and extraordinary) bow-down 45 degree angle. This wreck was no longer visible in 2015. It may have been removed, or it may have disintegrated.

The charted isolated danger marks at about 01° 45.48N 110° 17.16E and 01° 45.28N 110° 17.67E are now fixed beacons. They mark wrecks.

The Santubong Anchorage

Anchor on the north side of the river to the east of the village. There is an unmarked wreck of a Vietnamese fishing boat covered in nets and cables that is just off the Marine Department concrete wharf (the large, easternmost wharf on the north bank). There are also heavy nets from ruined fish farms, especially in the shallows between the concrete wharf and the village. These nets can be avoided by not anchoring too close to the mud. There are excellent views of the beautiful Mount Santubong from this anchorage.

There is some ship and barge traffic but it (usually) keeps well to the centre of the river. The south end of the river near Kuching is now blocked off and there has been very considerable silting in recent years. The sand near the inlet to the east of the village was in 2016 estimated to extend at least 50 metres offshore.

With wind against tide it is common for yachts in Santubong to dance around their anchors. It is suggested that generous extra space should be allowed, especially between monohulls and multihulls. There are frequent reports of yachts dragging anchor, despite the generally good holding. Extra scope is recommended.

Tan Sri Linggi owns a small 'marina' just west of the Marine Department wharf. Visiting yacht crews have been very generously permitted to moor their dinghies on these docks, but yachts are prohibited. Water is available on the dock, without charge. Tan Sri Linggi's staff will be able to help with obtaining fuel. In 2016, diesel brought by carrier from a distant road station was RM 3/litre. Laundry services are available, for RM 8/kg in 2016. Small quantities of petrol are available in Santubong village, from roadside stalls and the first house to the east of the bridge. *There are several small shops in the village for basic food supplies. The Palm Garden Seafood Restaurant sadly closed in late 2014 and was demolished in 2016.*

The fouling in the Sungai Santubong is severe. After a week or two it is likely that propellers will need to be cleaned. There are crocodiles in the river and the visibility is very poor. In 2015 a three metre crocodile was spotted several times by rally participants. In January 2016 a nurse and later a child from Santubong village were killed by crocodiles. Three crocodiles were subsequently shot. Although the immediate threat may have been removed, it's still suggested that if propellers and/or hulls need to be cleaned, the boat should first be taken to Pulau Santang Besar (see above).

Road Transport from Santubong to Kuching

Leave your dinghy at Tan Sri Linggi's dock, walk through his property, exit the white gates, turn right past the Police Station, turn right on the main road and 100 metres ahead there's a lay-by on the left by the late Sultan's mausoleum. Commercial minibuses bound for Kuching will stop if you flag them down: the first of the day often leaves at about 07.30. Hitchhiking works too. In 2015 the minibus to/from Kuching cost RM 5 each way per passenger. The trip can take up to an hour. Forty minutes is perhaps average. Omar Jemali is a recommended taxi driver who lives in Santubong. His phone number is 013 840 5888

Minibuses terminate at the Open Air Market, near the salmon-coloured Divisional Mosque. There are also air-conditioned scheduled Resort minibuses that in 2014 cost RM 12 per passenger. In Kuching they pick up passengers at downtown hotels – details are available from the (excellent) downtown Visitors Information Centre, a short walk east of the Open Air Market in the old court buildings. A scheduled Kuching/Santubong bus service (Route K15) started in 2011, but is widely reported to be hopelessly unreliable. In 2013 the K15 service seemed only to operate on weekdays.

Minibuses from Kuching to Santubong leave from the Open Air Market (a block east of the bus station that's close to the salmon-coloured Divisional Mosque). For Santubong you'll need a Zon 1 minibus. Ask for Santubong as not all Zon 1 minibuses go there. There is no schedule for the minibuses, they leave when they are full. The last minibus leaves at 17.00 or often earlier. A taxi from Kuching to Santubong is likely to cost at least RM 50.

There is a new shopping area at Samariang, close to the Petronas station about 15 km from Santubong on the road to Kuching. In 2016 a Mydin was under construction and there are several self-service laundries.

Checking into Sarawak

All yachts arriving from Peninsular Malaysia (or from anywhere else) are required to check into Sarawak, including with Immigration. Visit the Jabatan Laut first. The Jabatan Laut is now located at Kuching Marina, near the Convention Centre to the east of downtown Kuching. Buses from Kuching to Bako National Park (Service K1) go via the Convention Centre. These (big) buses leave from across the road from the minibus terminal at the Open Air Market.

In 2013, 2014 and 2015 the Jabatan Laut was content to complete the necessary paperwork for arrival and departure at the same time, with just an estimated departure date. It should therefore only be necessary to visit these offices once upon arrival.

Customs and Immigration are located in Pending Port, east of Kuching City Centre. It's a long walk or a short dinghy ride from Kuching Marina to Pending Port. Taxis from downtown Kuching to the Jabatan Laut or Pending Port will likely cost around RM 30.

The security guards at the Pending Port gates will give directions to Immigration. (From the gates, walk to the first roundabout, take the first exit and the Immigration Office is on the right at the far end, near the fence.) Immigration will usually issue new visas for all rally yacht crews arriving from Peninsular Malaysia, but not for those travelling independently. It is important to ensure that plenty of time remains on your Malaysian Tourist Visa when you arrive in Sarawak, in case new visas are not offered.

Visa extensions can be arranged (at the Immigration Office at the main Federal Offices, near Spring Mall in Kuching) but not for all nationalities. Customs is located in a tiny office next door to Port Security. If this office is unattended, ask Security (or the Customs Officers checking vehicles) to call the main Customs Office. In 2010, Customs were happy to issue a clearance based on an expected date of departure, even a month hence. But in 2009, 2013 and 2014, Customs refused to issue a Port Clearance to any yacht not planning to set sail from Kuching or Santubong within 48 hours.

Sarawak Cultural Village and the Rainforest Music Festival

The Rainforest Music Festival is held at the Sarawak Cultural Village, 4 km north of Tan Sri Linggi's property in Santubong, uphill from the Sultan's Mausoleum. The Sarawak Cultural Village is open year-round and is highly recommended. The staff include fascinating young people drawn from many of the native cultures of Sarawak. The standard ticket price is RM 60, or (an unadvertised) RM 30 for those over 55.

7.3 KUCHING

For most yachts it is now not possible to anchor off Kuching City Centre because of a new bridge with a 10 metre clearance. There is also a barrage with lock gates

Kuching Marina opened in 2009. The marina is at 01°33'.48N 110°24'.26E - to seaward of the new bridge and barrage, near the Convention Centre. The marina is 14 miles upriver from the first buoy, and about 40 miles by sea from Santubong (see above). There are over 20 berths available with power and water. The Marina is operated by the Jabatan Laut. The phone number is 082 483 472, the fax number 082 483462. In 2015 the rates were RM 2/metre/day, or RM 30/metre/month.

There is ample depth in the marina but strong currents can cause problems. It's advisable to wait for slack water before entering or leaving the marina. Several yachts have been swept on to docks and other yachts. Spring tides exceed 6 metres and debris piles up, especially on the upstream pontoons. Whole trees are not unknown. These problems worsen in the wet north-east monsoon season. During low spring tides the ramp from the marina docks to shore is so steep as to be hazardous.

In the past, yachts that have anchored off Pending Port (in the vicinity of the new marina) have had security problems. But security at the marina is reported satisfactory. In 2014 the wake from an excessively fast powerboat passing the marina broke a dinghy and two yachts rolled so violently that their masts touched and were damaged.

For information on checking into Sarawak, see above.

The thriving State Capital of Sarawak should be a priority for all visitors to Malaysian Borneo. The Kuching Waterfront Park forms an attractive centre with many colonial-era buildings still in active use. The nearby Main Bazaar is the principle tourist area. The excellent Tourist Information Centre in the old Court Buildings is a good place to start. The State Museum and the Textile Museum are both highly recommended.

Buses from downtown Kuching to Bako National Park (Sevice K1) pass close to Kuching Marina. Buses to downtown are reported to leave from the main road near the Marina at a quarter to the hour.

Nationals of countries needing a visa for Brunei should obtain one in Kuching before sailing north. Visas for Brunei Darussalam are also available in Kota Kinabalu. Note that South African nationals may need to obtain a visa before arriving in Brunei.

7.4 PULAU LAKEI

There are two anchorages close to the Baku National Park. The western anchorage is reported around 01°44'.77N 110°29'.60E, the eastern anchorage at 01°45'N 110°30'E. A new yellow beacon is reported at about 01°45.22N 110°30.10E. Between the anchorages is a dangerous, charted but unmarked rock that is invisible at high tide. It is possible to navigate past this rock, preferably towards low tide. *The trail from the anchorage to Park Headquarters is rugged and apparently takes 7 hours one way. There are shorter walks on with good views on Pulau Lakei.*

7.5 SUNGAI RAJANG

The huge, muddy Rajang Delta offers many opportunities for cruising yachts. But there can be many logs and much floating debris, including 'islands' of nipah palm that can get wedged between catamaran hulls and/or caught on anchor chains. Fragile saildrives and rudders without skegs seem particularly vulnerable. Currents can be swift, especially on the ebb after heavy rainfalls inland.

The fast currents scour out the river-beds and depths are usually more than adequate even for deep-draught monohulls. Stay to the outside of bends for deeper water. There is ferry and freighter traffic day and night, and yachts should anchor on straight sections as close to the bank as possible. Extra anchor lights are recommended. The holding is generally excellent on mud, although some areas of gravel may be found where the holding is not so reliable.

Buoys and leading marks are well maintained. Detailed charts and tide tables for the whole of the Rajang River delta are available from the Sarawak Marine Department Cartographic Unit, Jalan Utama, Tanan Puteh, Kuching, Tel: +6 082 484 159 This office is not far from Pending Port. Charts are also available for all Sarawak coastal waters.

Longhouse communities on the Sanjong Rajang seem invariably friendly and interested in passing yachts.

An alternative to taking your yacht through the delta is to leave her anchored at Santubong (or moored in Kuching Marina) and to take the fast ferry from Kuching to Sarikei and on to Sibul. Another ferry from Sibul could take you on to Kapit, deep into the interior.

There are three main routes through the delta from south to north.

Route 1

The southern entrance at around 02°08'.2N 111°06'.2E is convenient for yachts proceeding north from Kuching/Santubong. The beacon at 02°06'N 111°09'E was missing in 2013. There is a sheltered anchorage with good holding to await light or favourable tides at 02°05'.5N 111°13'.0E. Proceeding upriver, note a prohibited area near Tanjung Manis, north of an area bounded (approx.) by 02°08'.9N 111°20'.3E, 02°09'.4N 111°21'.3E, and 02°09'.4N 111°21'.8E

Sarikei is the fifth largest town in Sarawak. There is a fuel dock that caters mainly for the fast ferries where yachts can refuel. Water is available. It is possible to anchor close to the far bank to the east of the fuel dock around 02°08'.02N 111°31'.56E. Petrol and cooking gas can be purchased from a garage nearby. *There area good daily markets, and a major market at the weekends with produce from all over the delta.*

The river divides north and south at about 02°17'.4N 111°40'.2E. Yachts heading north with the flood beyond Bintangor will encounter foul currents north of this junction. From Sibü to this junction and north there is often much more debris than in the river passing Bintangor, Sarikei and Tanjung Manis. **There is new bridge at 02°19'.6N 111°40'.04E. Since July 2009 the maximum authorised clearance is 20 metres.** Vessels with taller masts wishing to visit Sibü will need to retrace their route back to sea via Sarikei. The tidal range at this bridge is reported to be in the region of 3 metres.

Yachts can proceed to Sibü by heading east from this junction, but there are many logs and currents are strong, especially the ebb if there have been heavy rainfalls inland. In mid June 2008 the ebb ran all day in Sibü, with one daily slack period after midnight. Similar currents were reported in June and August 2010. In October 2010 there was a major problem with logs and debris that shut down the entire ferry network. When the river is in flood, empty log ships and huge tug/barge combinations regularly cut through the official anchorage in Sibü to try and avoid some of the foul current. This can be alarming. The Sungai Igan north of Sibü is now closed off to most yachts by a low bridge (13.8 Metres).

At 02°20'.8N 111°36'.3E the river divides again near Tanjung Kamis. The northern route was reported clear of bridges and powerlines in 2013, but had more logs and debris than the route to the west.

There is another new bridge at 02°15'.94N 111°27'.55E with a maximum authorized clearance of 15 metres, but this is not on a major route through the delta.

Route 2

A new route was reported in May 2017, via Kuala Belawai. This route has a minimum depth of 1.8 metres at chart datum. This is the 'middle' entrance on the west side of the delta, some 50 miles from Pulau Lakei. There are no bridges. The entrance is not exactly as charted. The waypoints for the entrance, as follows:

1. 02° 12'.12N 111°07'.66E
- 2 02° 12'.35N 111°09'.62E
- 3 02° 12'.50N 111°10'.13E
- 4 02° 13'.07N 111°11'.28E
- 5 02° 14.10'N 111°12'.59E

This route bypasses Sarikei, Bintangor and Sibü, and joins Route 3 (see below).

Route 3.

A useful and popular 'shortcut' uses the strong tides in the Rajang. When heading north-east from Kuching, enter the Rajang delta at Kuala Paloh (02°29'.25N 111°11'.10E) on a flood tide. Anchor where convenient (one suggestion is off Tanjung Bangau: 02°23'.84N 111°18'.42E) and then time your passage to catch the north-flowing early ebb at Muara Seredeng around 02°22'.80N 111°25'.60E. In the

north-east monsoon season the shallows at the northern river entrance at 02°48'.46N 111°25'.67E are reported dangerous.

7.6 SUNGAI MUKAH

A shallow, muddy river that could be explored by shoal draft vessels. There is barge traffic. Approach waypoints are:

1. 02°55'.31N 112°05'.59E (-0.2 metres at chart datum).
2. 02°54'.87N 112°05'.73E (1.3 metres at chart datum)

There is an anchorage in the widest part of the river 02°54'.33N 112°05'.70E, with 0.9 metres at chart datum. Spring tides in this area peak at about 1.8 metres above chart datum.

7.7 BINTULU

The Sungai Bintulu, south of the commercial port at about 03°11'.3N 113°01'.3E, has a very shallow bar. There are leading lights atop a flat roofed building but these are difficult to identify. There is good access ashore from the Jabatan Laut dock but this is locked up out of office hours. Security is very poor and nothing of value should be left unlocked. Four dinghies with outboards were stolen from January to July 2012 in the Bintulu area, at least one of which was locked with a steel cable. In 2016 a rally yacht had a reefing line cut and stolen. Turn left from the Jabatan Laut dock for excellent markets. This is a good destination for provisioning and there are many restaurants. Diesel is available by carrier from “long stick jetty” by a fuel station on the opposite bank to the wet market. Potable water is available for sale.

The entrance to the commercial harbour waypoint is 03°15'.0N 113°03'.4E. This is a busy port with associated oil refineries. There is good shelter behind the breakwater. Call Bintulu Harbour Control on VHF 16/12. The Bintulu Harbour Control callsign is Kilo Mike. A launch may be sent to pilot you in. The anchorage is at 03°15'.0N 113°04'.4E is reported good but lonely. This position is south of the original commercial harbour which is being dredged and extended to the south. The old anchorage near the Police dock is no longer available. The Police dock is a 20 minute dinghy ride from this new anchorage. Leave dinghies at the Pilot launch dock. Security is said to be satisfactory inside the commercial port but may be a problem elsewhere. Hitchhiking from the Police dock to the town is reported to be easy.

A new harbour has been built about 26 miles north east of Bintulu: 03°34'.7N 113°19'E Good anchoring is reported inside the breakwaters, but no other details are known. *****

7.8 MIRI

An excellent website with up-to-date information on Miri Marina was completed in 2017. It has aerial photographs, and even a movie: www.marinamiri.com *Miri is the home of the Borneo International Yachting Challenge, which organises races for both specialised racing boats and cruisers.*

Miri Marina is a Trans Ocean Support Point. The Support Point leaders are Walter and Gisela Mittasch, who live aboard their yacht *Atlantis*. Their email address is: atlantis.segelyacht1@gmail.com

The marina is very well protected behind substantial breakwaters. The bay to the south and east of the marina shoals rapidly. There is no anchorage outside the marina or off Miri Town, except in unusually settled conditions. The entrance to Miri Marina is at 04°22'.90N 113°58'.15E. The entrance tends to silt up, but is regularly dredged, most recently in 2016/2017. In early 2017 a yacht with a 2 metre draft could enter with tide 1.1 metre over datum. In late 2014 the depth was 1.5 metres at low water springs.

Security is good. An excellent new toilet and shower block was completed in late 2016. There is also a new BBQ area.

Capt. Fin is the Marina Manager. Capt. Fin's mobile phone number is +60 (0)14 273 0186. Cynthia is the Office Manager. Her phone number is +60 (85) 423 033.

Rates at the Marina increased in 2013 to RM 1.30/foot/day, plus RM 5.00 for unlimited water and power. For catamarans the rate is RM 1.50/foot/day. From the fourth month onwards, for stay of over three months, these rates are discounted to RM 1.00 for monohulls and RM 1.20 for catamarans. The Marina Office is within walking distance, on the main road adjacent to the Everly Park Hotel. Miri Marina is highly recommended as a safe place to leave a yacht for weeks or months. It's possible that long-term pre-paid rates may soon be substantially discounted.

Miri is an oil town and there is a well developed marine industry. Liferrafts can be serviced. A charming taxi driver named Simon can collect diesel in carriers from a filling station in town in his battered Toyota, perhaps up to 200 litres per load. Simon's mobile phone number is 016 879 3125. Miri Canvas and Sails can undertake sail repairs with zig-zag stitching. (This is rare in Malaysia.) Call Stephen Chai on 017 858 2722 or email kiwi_ent@hotmail.com. The works address is Lot 1300, Ground Floor, Jalan Melayi, Centre Point Commercial Centre, Miri. In 2010, an enterprising laundry in downtown Miri collected, cleaned and delivered washing for a reasonable fee. LPG bottles can be refilled. Bicycles can be rented for RM 10 per day.

Customs and Immigration are located close to each other at the north end of the downtown core. There is no requirement to visit the Jabatan Laut in Miri as the offices are many miles away.

Some 90km south of Miri the Niah Caves are well worth visiting. Take a taxi or hire a car for the day.

7.9 SARAWAK/BRUNEI OILFIELDS

The oilfields extend south west of Miri. Active production rigs are very well lit at night, but sometimes there are heavy unlit steel mooring buoys nearby which are very hard to see, especially when backlit by the rig. A catamaran on the 2009 rally hit a mooring buoy at speed, fortunately without suffering serious damage. There are also numerous disused wellheads, many unmarked on charts and most unlit. In this area it is recommended that radar be used at night, or travel restricted to daylight (or at least moonlit) hours.

In late 2015 a new and uncharted oil platform was reported at 03°45'.18N 112°27'.09E, about 50 miles north west of Bintulu. There may be other new and uncharted rigs and platforms in the area.

In 2013 and 2014 a ship was carrying out seismic surveys for oil, requesting that all vessels keep at least 10 miles clear of its current position. This position was broadcast frequently on VHF Channel 16.

SECTION 8: BRUNEI DARUSSALAM

8.1 KUALA BELAIT

The entrance waypoint is 04°36'.21N 114°10'.31E. There are rock training-walls extending out to deep water, with a minimum of 2.5 metres in the entrance. The river is used by rig-support tugs and barges. Oil rigs are built on the river and floated out to the oilfields. Call “BSP3” on VHF 16/15 and request permission to enter. There are leading marks, but they are dark red in colour and hard to see.

Anchor across from the Kuala Belait Boat Club at 04°34'.42N 114°11'.71E – good holding with a minimum depth of 2.5 metres on mud. There is commercial traffic 24 hours a day in the main channel. The club is operated by Brunei Shell for its staff. There is a dinghy dock. *The club is welcoming and has excellent facilities including a fine restaurant, a washing machine and showers. It is a short walk to town, or a bus ride to the Super Save supermarket. A café on the 9th floor of a new high rise called V Plaza offers good views and free WiFi.*

It is possible to clear into Brunei at Kuala Belait. Visit the Marine Department first, then the Port Department, then Customs and finally Immigration. When checking out with Customs and Immigration you'll need to return to the Marine and Port Departments to deliver carbon copies of the clearance papers.

Nationals of countries needing a visa for Brunei should obtain one in Kuching or Kota Kinabalu. Visitors needing a visa but arriving without one may be issued with a 72 hour transit visa, or possibly asked to leave immediately.

Some yacht crews have managed to obtain a Seaman's Pass rather than a normal Visitor's Pass from Immigration in Kuala Belait. This allows the holder to stay in Brunei for as long as their vessel is in the country. This may be a useful longer-term alternative for some nationals, who would otherwise be limited to a regular 2 or 4 week Visitor's Pass.

The haul-out facility on the Belait river is no longer operational. There is a safe anchorage.

8.2 JERUDONG HARBOUR

This is a huge artificial harbour. The breakwaters extend 1.5 miles offshore. The entrance waypoint is 04°57'.5N 114°48'.6E. Yachts are tolerated for overnight stays but visitors are not allowed ashore. The leading lights have been unlit since at least 2007. There is an island in the centre of the harbour which offers shelter if westerly swells are a problem. Visitors are allowed to land on the island. The bottom is soft mud in about 5 metres. Offshore there are many unlit wellheads and moorings. Without radar, transits of this area should be restricted to daylight hours.

8.3 MUARA

When approaching the dredged channel into Maura that starts at about 05°03.75N 115°06.37E, call Maura Port Control on VHF 16 for permission to enter the channel. Maura Port Control will likely ask for the yacht's name (the phonetic code may help here), possibly the radio call-sign, the country of registration, the number of crew on board and their nationalities. With that all done, ask for permission to proceed to the Royal Brunei Yacht Club, Serasa.

Beware an often submerged retaining wall that runs along the northwestern side of the approach channel into Muara that starts at about 05°03.75N 115°06.37E. A few years back a catamaran cut the corner and neatly removed a rudder. In 2010 a monohull hit the wall and was damaged. There can be considerable cross-currents.

The Maura Port Control station is at the south-west end of the dredged approach channel. If you have no courtesy flag, they may call you up on VHF 16 to ask why. Explaining that they are hard to find outside Brunei and that you'll purchase one as soon as possible seems to be an adequate excuse.

In 2016 a new bridge was under construction south of Maura. Access for yachts will be maintained during construction and the finished bridge should be high enough for most yachts

8.4 CHECKING INTO BRUNEI AT MAURA

Formalities can be completed in the Muara ferry terminal at approx. 05°00'.9N 115°04'.0E The terminal has a blue roof and two floating jetties. The terminal is open 7 days a week to handle ferries to and from Labuan, from about 0730 to 1800. Usually only the master of the yacht need check in, with the ship's papers and passports for all on board - although sometimes officials insist that the entire crew needs to be present. **Note that despite confident assertions to the contrary in 2015, it is not necessary to appoint an agent, and yachts can be checked in independently.**

There are no additional charges to complete formalities on Fridays, Sundays or Public Holidays. Yachts that entered Brunei at Kuala Belait, then cleared out (with Port and Marine clearances) for the passage to Muara, will need to clear in again with the Jabatan Laut (Port and Marine) at the Ferry Terminal.

The easiest way to the Muara Ferry Terminal is to anchor off the Royal Brunei Yacht Club at Serasa (see below) and to take the dinghy to the inshore end of the ferry docks, tying up under either of the two aluminium gangways. You may be asked by a security guard to move your dinghy to a small boat dock nearer the shore, but except at high water this dock has exposed razor-sharp oyster shells that could certainly puncture an inflatable and/or cut unwary crew. Once this problem is explained, permission should be granted to leave your dinghy on the inboard end of the floating dock.

Nationals of countries needing a visa for Brunei should obtain one in Kuching or Kota Kinabalu. Visitors needing a visa but arriving without one may be issued with a 72 hour transit visa, or possibly asked to leave immediately. An alternative is to ask for a Seaman's Pass (see Section 6.1 Kuala Belait, above).

In 2013 and 2015 the routine on entry was Port Captain first, then Maritime, then Health, then Customs, and then Immigration. Procedures seem to vary, and in 2016 the required order was reported as Health first, then Jabatan Laut, then Maritime, then Customs and finally Immigration. At least five copies of the Crew List will be required, and it might be helpful to also have copies of your last clearance document. Several of the forms provided by the Jabatan Laut are intended to be taken away and filled out in time for departure. Carbon paper is useful.

Alcohol is not for sale in Brunei. Visitors 17 years or over are allowed to bring in 2 litres of liquor plus 12 cans of beer for personal consumption only and these may not be given or sold to any other person. Declarations of ship's stores above these limits have caused consternation and may result in supplies being bonded until departure. An innovation is a 'Liquor Form' which is sometimes issued to be filled out and then kept by the visitor. Printed black on orange it is very hard to read in florescent lighting.

The procedure on departure is Port Captain first, then Maritime, then Health, then the Port Captain again, then Customs, then the Port Captain yet again (who should then issue the Clearance) and finally Immigration. Five or six copies of your crew list will be required. Immigration Officers may insist that you set sail immediately, although in 2015 they were content if the yacht sailed within 24 hours. Since 2013, vessels over 15 tons are charged a nominal fee for light dues. (As an example, in 2015 the dues payable for a yacht of 16 registered tonnes were B\$ 3.20.)

8.5 THE ROYAL BRUNEI YACHT CLUB

The ample anchorage off the Royal Brunei Yacht Club (RBYC) at Serasa (05°00'N 115°04'.1E) has very good holding. In 2015, extensive dredging was underway to the north and east of this anchorage and some areas are now much deeper than charted.

In 2016 an uncharted (and it's believed new) 10 centimetre submarine cable fouled a rally yacht's anchor. The precise position of this cable is not known, but it probably runs east from about 05°00'.07N 115°03'.82E It's suggested that anchors should not be laid within 200 metres of this line.

Inshore of the anchored and moored yachts it is shallow. With wind against tide yachts can sail around their anchors, and extra room should be allowed. Occasionally violent squalls are common in the afternoons.

Leave the two "Slow 5 km" beacons to starboard when taking the dinghy ashore. But in 2016 one of these beacons had broken off and was invisible and dangerous except at low tide. One inflatable dinghy from the rally fleet hit the broken beacon and was badly damaged. To avoid this (and another reported broken pipe) stay close to the line of fishing stakes south of the RBYC until the remaining "Slow 5 km" beacon lines up with the RBYC jetty.

The anchorage off the other RBYC facility at Kota Batu on the river at 04°53'.84N 114°59'.21E, (100 metres downstream of lateral mark 33A) is upstream of the Brunei River bar (see below) and 10 miles from Serasa. This anchorage is heavily fouled with plastic bags and other detritus that can prevent an anchor resetting should it drag in a squall. But this anchorage is very convenient for access to the capital city of Bandar Seri Begawan (often abbreviated to Bandar or BSB). The holding on the far side of the river from the RBYC clubhouse is reported to be more reliable. Both Club facilities have dinghy docks. There are crocodiles in the river.

The RBYC warmly welcomes foreign yachts. There is a swimming pool at Serasa, and both Club facilities have a fine restaurant, showers, WiFi, TV and a washing machine. Government regulations now prohibit any club activities whatsoever between 12.00 and 14.00 on Fridays. Alcohol is not for sale, but own supplies can be consumed on Club premises. Temporary RBYC membership must be obtained before the club's facilities can be used. In 2015 the procedure was to visit the RBYC Clubhouse and to sign the Visitors Book. A deposit of B\$35 is payable. The Club charges B\$5/yacht/day for the use of its facilities. (Note that the RBYC charges only B\$5/yacht/day, not B\$5/crew member/day.) If a yacht were to stay only one day, then on departure there would be a refund of B\$30. If the yacht stayed longer than a week, then additional payments would become necessary. By any measure, this is a bargain.

To take a bus from RBYC Serasa to BSB, first take the No. 33 bus to Muara (the small town next to the green container cranes). The No. 33 has an erratic schedule and operates more like a taxi. It is therefore worth walking a quarter mile to the 'main' road. Turn right when leaving the RBYC, and right again at the 'T' junction with the 'main' road. Wait there on the left by the grey gates. In the absence of the No. 33

bus, there is a very good chance you'll soon be offered a lift to Maura. The convention is that you pay the driver the bus fare: B\$1.00 per person. Buses in Maura operate much more predictably. There are three services to BSB: Services 37, 38 and 39. Service 39 goes via Kota Batu on the way to BSB. Buses from Maura to BSB take a minimum of 50 minutes, and often considerably longer.

All buses cost B\$ 1.00 If you managed to get a 33 bus to Maura, ask the bus controller (who operates from an alcove south of the bus stand in Maura) to stamp your ticket: this will give you a free transfer to the next service. On returning to Maura from BSB, get your ticket stamped for a free transfer to the 33 service.

8.6 THE SUNGAI BRUNEI BAR

The river bar has moved in recent years and is not as charted. There is an uncharted starboard-hand beacon at about 04°56.37N 115°01.74E In 2016 the route over the bar was:

- 1 04°56.60N 115°02.39E,
- 2 04°56.24N 115°01.76E
- 3 04°56.16N 115°01.43E

In 2015 the least depth over the bar was 2.4 metres, with a tide 1.4 metres over datum. Upstream of the bar a new bridge was under construction in 2016. The authorised clearance when completed is not known but one early estimate is about 20 metres. *****.

8.7 FUEL, EQUIPMENT DELIVERIES AND REPAIRS

In 2015 the on-water fuel station at 04°55.98N 115°01.12E (upstream of the Sungai Brunei bar, see above) was able to supply cheap (but alas dirty) subsidised diesel to rally yachts. In early 2016 it was reported that foreign yachts are now required to pay a premium price for diesel from this station, over twice the then price in Malaysia. Other fuel stations further upriver supply only petrol.

Subsidised diesel at a fixed price of B\$ 0.31/litre is still available from some road stations, to a maximum of 300 litres/yacht. The RBYC at Serasa has carriers that can be borrowed. Contact Allan Riches of Intrepid Marine at marine@bruneibay.net or call on 872 3702 to arrange a fuel run. (Malaysian cellphones work in Brunei, but roaming charges are very expensive. Incoming calls are also charged.) Allow a few days notice for Allan to schedule a vehicle and driver.

Allan's email address is, the website www.bruneibay.net Cars and vans are available for rent, and inbound parcels can be received (duty-free and without 'special fees') to await your arrival: B\$20 per item by regular post, B\$15 per item by courier. Tours inland can be arranged: see www.bruneibay.net/intrepidtours . Allan also runs the SailMail operation in Brunei that provides low-cost email via HF/SSB radio throughout SE Asia. Discounts on fuel transfers and tours are available for SailMail customers. Intrepid Marine also has a shop at their office: 04°56'.2N 114°58'.18E, call +673 2 221685/6. This shop has a limited range of boating equipment, mostly related to communications and electronics, safety equipment and navigation. Email ahead if you need life-rafts, tenders or other equipment waiting when you arrive in Brunei.

Just south of the Muara Ferry Terminal is a small-craft boatyard with a railway system. This yard could be useful in an emergency and the railway is wide enough for catamarans. But the yard deals principally with steel and timber fishing boats and has little experience with yachts. It is also reported to be expensive.

8.8 BANDAR SERI BEGAWAN

Yachts can anchor near Bandar Seri Begawan at 04°52'.51N 114°55'.92E. Stay away from the Istana (the Sultan's Palace) and anchor on the other side of the river (on the left when heading upstream). Yachts anchoring too close to the Istana have been asked to move to the other side of the river, or to leave the area and to return downstream to the Kota Batu RBYC.

Anchor close to shore to leave plenty of room for the passing gravel barges. Call a water-taxi for access to the City Centre: B\$ 0.50/person. Fenders are recommended. Some cruisers have arranged with a nearby water village house owner to keep an eye on their yacht while they are ashore. Anchoring closer to the town centre is also possible, but there is considerable chop from the water-taxi traffic.

Within 250 metres of the waterfront in BSB is a large supermarket, coffee shops and cafes, restaurants (including inexpensive take-aways), the HSBC and Standard Chartered Banks with ATMs, money changers and the embassies of the UK, Canada, Australia, France and Germany.

When the tide is at least 1 metre over datum, it is possible to take a dinghy to the low-cost local open-market (fish, eggs, vegetables, fruits etc) in Sungai Kianggeh at 04°53'.36N 114°56'.67E. It is also possible to take a water taxi (or tender) to the riverfront steps of the biggest Mall in BSB at 04°54'.33N 114°55'.04E, again with the tide at least 1 metre over datum.

Proboscis monkeys, macaques, crocodiles, monitor lizards, fireflies, egrets, kingfishers, snakes and much else can be seen in the mangrove channel upriver of the Istana – from around 04°52'.05N 114°54'.63E to 04°50'.98N 114°52'.62E. Take your tender or a water taxi between 1630 and 1830 with tide levels of at least 0.5m over datum.

Further inland, the Temburong National Park is highly recommended. Tours can be arranged for groups of 4 -18. Contact Allan Riches at tours@bruneibay.net

SECTION 9: LABUAN

Victoria harbour at Labuan has unreliable holding because of plastic bags on the seabed, especially in the anchorage area directly off the Ferry Terminal near the Polis Marin/Maritim Malaysia dock at 05° 16' .50N 115° 14' .31E. Another anchorage area off the marina is less fouled. Labuan Marina entrance is at approximately 05° 16' .32N 115° 14' .83E.

The Marina re-opened in 2014 after being closed for several years. Unfortunately the marina still has an inadequate breakwater and so further problems are expected. At least one new dock broke up in 2014. The rates are RM 1/foot/day, plus metered power and water. In 2015 some yachts had equipment damaged when 415 volts was inadvertently supplied to the 240 volt shore-power mains. *The Marina restaurant is highly recommended.*

The Marina can accept packages to be collected later. Address: [Name], [Yacht Name], Labuan Public Marina, Jalan Wawasan, WP Labuan, 87000, Malaysia. The Marina's phone number is 087 581820.

Dinghies can be left in the marina, inside the inner breakwater. Alternatively, they can be precariously moored under the gangway to the water taxi dock just north-west of the Ferry Terminal. Or call a water taxi on VHF 67, RM 1-2 per person for short trips. Most taxis are very careful coming alongside but a few have nails in place of fendering and can damage gelcoat/paint.

Labuan is a Federal Territory with Duty free status. **All yachts are required to both check in and to check out.** If clearing in from Sarawak or Brunei, Immigration at the Ferry Terminal should be visited before checking in with the Jabatan Laut and Customs. Jabatan Laut is just east of the Ferry Terminal. Customs moved in 2016 to the Customs Building near the roundabout just east of the Jabatan Laut. Checking in and out of Labuan is easy and much more convenient than completing formalities in Kota Kinabalu (see below).

Duty free alcohol and tobacco are available. Regulations were changed in late 2016. The maximum personal allowances per month per adult passport are now 5 litres of wine or spirits, 3 cases (72 cans) of beer and 30 packets of cigarettes. Passports are required to purchase duty free goods. Passport numbers are recorded on a computerised database. Prices of duty-free goods are generally similar to Langkawi, with a similar wide range of choices.

Labuan is a major support base for the oil industry and marine parts and services are available. Motorship Trading has Jotun antifouling at very good prices: tony.yeo@motorshipco.com or phone +60 874 14035. Paint not in stock must be paid for with the order.

Diesel fuel is difficult to obtain, with only a small maximum daily allowance permitted in carriers.

To the south of Labuan, the three islands Pulau Keraman, Pulau Rusukan Kechil and Pulau Rusukan Besar comprise a Marine Park. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160. In the southwest monsoon there is a fine anchorage off Pulau Keraman: 05° 13' .2N 115° 09' .0E, to the north of a sand spit. There are areas of poor holding, especially close to the beach. *There is clear water, good swimming, turtles, and simple accommodation ashore that will likely soon be upgraded. Small tour boats regularly visit from Brunei and Labuan. There are walks ashore from the 'resort' to the lighthouse*

and also on Pulau Rusikan Kechil nearby to the south. Fresh water is very limited and the well water is brackish.

On the north-east coast of Labuan there's an anchorage at 05°22'.7N 115°15'.4E, good holding in 6 metres on sand. *Good swimming and ashore there is the mysterious Labuan Chimney. The nearby museum is free and highly recommended.*

SECTION 10: SABAH

10.1 SUNGAI KLIAS

A recommended destination with proboscis monkeys, fruit bats, otters and fine bird life amidst the nipah palms, mangroves and jungle. It is possible to travel about 25 meandering miles from the river entrance before power lines are reached at Kota Klias: 05° 26.9'N 115° 37.4'E. Just beyond the powerlines there is a low road bridge. At Kota Klias, high water is Labuan + 2 hours. There are few logs and little debris.

The waypoints for the approach and river entrance as follows:

1. 05° 19'.00N 115° 18'.30E
2. 05° 18'.90N 115° 18'.90E
3. 05° 18'.06N 115° 19'.75E
4. 05° 17'.60N 115° 20'.95E
5. 05° 17'.50N 115° 21'.70E
6. 05° 17'.72N 115° 22'.36E
7. 05° 18'.31N 115° 22'.63E (Anchorage at Menembok)

In 2013, depths on the bar were reported a minimum of 3.2 metres on tide 1 metre over datum. There are buoys and first-class beacons marking the channel to the ferry terminal at Menumbok. The anchorage at Menumbok has a depth of 5 metres with a tide 1.5 metres over datum and has very good holding on mud.

The Sungai Klias entrance is at about 05° 18'.23N 115° 23'.13E Upstream there is a shallow area with rocks that in 2013 was marked with a beacon at around 05° 22'.05N 115° 24'.55E This beacon was missing in 2015. In this area, keep to the right-hand bank of the river when heading upstream, well away from the shallows to the west. Take the larger right hand fork at 05° 22'.30N 115° 25'.90E Upstream from this fork, keep to the outside of the bends for deeper water. There is a tributary that is wide and deep enough for yachts at 05° 25'.66N 115° 33'.58E In many areas of the river, the holding is poor.

Menumbok has small shops, and ice is available. Tour boats depart from Kota Klias. Operators include the Proboscis River Lodge: borneowildlife.org and Borneo Starcruise: borneostarcrui.se.com Tour boats operate from about 16.00-18.30. Proboscis monkeys in abundance are reported from about 05° 24'.6N 115° 13'.8E to almost Kota Klias. In 2015 a large crocodile was seen in mid-river.

10.2 KUALA PENYU

There is a shallow bar in the river entrance at 05° 35.06'N 115° 37.64'E with only 0.9 metres at low water springs. There is an anchorage to await high tide at 05° 36.42'N 115° 37.36'E – good holding on sand and mud.

There are two sets of channel markers before the river entrance. Once over the bar there is deeper water in the river, with 6 metres or more. There is a good anchorage in the river at 05° 34.31'N 115° 36.15'E

The Excel Corporation Boatyard opened in 2013. It has a large travel-lift. It is a short distance north-west of the river entrance. The travel lift dock is well protected. It is preferable to haul out between half tide and high water. Kuala Penyus is a small town, but some marine supplies are available. It is only two hours

by coach to Kota Kinabalu, and there are ferries from nearby Menumbok to Labuan which has a highly developed marine industry to support the offshore oil and gas rigs.

Boat owners are permitted to work on their own vessels. In 2013, prices were reported as: haul-out RM 1520 (both ways), RM 100/day on shore, plus power and water. Yard labour is RM 25/hour, orbital sander hire RM 2/day. Full insurance is required, but it may be possible to waive this requirement if an indemnity is signed. In 2015 a yacht was badly damaged by careless handling at this yard.

For more details, contact Lindi Majalap at Exelcorp on +60 87 883091 or (cellphones) +6 019 850 6854 or +6 013 850 6854. The email address is excelcorp.kp@gmail.com

Further upstream there are unmarked power cables crossing the river, near the town.

10.3 PULAU TIGA

The area is a Marine Park, consisting of Pulau Tiga, Pulau Kalampunan Besar and Pulau Kalampunan Damit. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160,

Watch for coral patches when anchoring off the resort at 05° 43'.26N 115° 38'.84E, good holding on sand in 3.5 metres. The resort welcomes yachts. *Dive packages are available from the resort. The resort has a restaurant and bar.*

An anchorage on sand with patches of coral is reported at 05° 43'.44N 115° 40'.09E where a new resort is under construction. *Ashore are walking trails: 4km to 'base camp' (in the south west of the island) and 1km to the 'cold mud volcanoes' that are recommended for wallowing. There are megapode birds on the island.*

Good holding on sand is available at 05° 43'.71N 115° 39'.87E, *Clear water and good swimming.*

There is a good anchorage on sand off Pulau Kalampunan Besar is at 05° 45'.0N 115° 40'.7E Beware an isolated reef at 05° 44'.46N 115° 40'.47E There are other fine anchorages off the north-east coast, but they should be approached in good light as there are shallow reefs. Pulau Kalampunan Damit is the small island at the end of the nearby sand spit. *There are many sea snakes*

10.4 KOTA KINABALU (KK)

On the approaches to KK there are uncharted shallows at 05° 58'.029N 116° 02'.619E

Sutera Harbour is a very glamorous resort hotel and marina complex at 05°58'.02N 116°03'.37E. The postal address is Sutera Harbour Marina, Sutera Harbour Boulevard, Sutera Harabour, 88100, Kota Kinabalu, Sabah, Malaysia

To moor in the marina, yachts must have a holding tank and full Liability Insurance. External repairs are prohibited. The Marina is often full. The daily rates for yachts seem to be at least double those of other marinas in Malaysia. If full, there is room to anchor off, although it may be rocky. The holding is fair on

mud/sand but in 2015 a rally yacht dragged anchor during a 50 knot squall and narrowly averted being wrecked on the marina seawall. Security is doubtful for yachts anchored off.

Sutera Marina has a fuel dock with easy access. Neither a holding tank nor Third Party Insurance are necessary to visit the fuel dock. In July 2015, diesel was quoted at RM 3.75/litre, when the price at road stations was RM 2.05/litre. *For marina customers there's an hourly courtesy bus to KK city centre, RM 3/return.*

There is a marked channel to the downtown area that starts at 05°59.13N 116°03.50E There is a lot of fast ferry boat traffic. Several yachts have been broken into when anchored off KK, around 05°58.64N 116°04.01E. There is nowhere safe to leave a dinghy.

The offices for Immigration, Customs and the Jabatan Laut are widely scattered and outside the city. The Immigration Office is reported to be a 30 minute taxi ride north of the town centre

Shangri-La's Tanjung Aru Resort has new watersports and boating facilities and a jetty at 05°57'.41N 116°02'.65E There are plans to install moorings for visiting yachts. But in 2015 a yacht anchored off was made thoroughly unwelcome. *Hotel facilities, night food stalls and transport to central KK are available nearby. For details, contact the marine manager Ywan Carraz at ywan.carraz@shangri-la.com .*

The Kinabalu Yacht Club is on the road leading to the Shangri-La's Tanjung Aru Resort. Visiting yacht crews are very welcome. Email: kyctarul@streamyx.com The address is 3A Jalan Aru, Tanjung Aru. Phone (088) 240070. The Office Manager's name is Janet.

The ORI Pharmacy is recommended: call Ron Lim on 016 777 2126. The Dr Alex Lo Dental Centre is also recommended. It is located on the 5th Floor of the CPS Tower Centre Point.

The Mun Seng Cushion Centre on Jalan Dua Puluh can repair sails and make awnings: call 088 230607 Tsin Sen Mui can make awnings: call 088 710525 and ask for Ken. Call George at Dr Sofa on 012 828 5808 for awnings, biminis and upholstery. Dr Sofa are agents for Sunbrella acrylic fabric.

Options ashore include the Sepilok Orang Utan Rehabilitation Centre, Uncle Tan's Jungle Camp, Poring Hot Springs, and, for the fit, climbing Mount Kinabalu.

Nationals of countries needing a visa for Brunei should obtain one in Kota Kinabalu before sailing south. Visas for Brunei are also available in Kuching. Note that South African nationals may need to obtain a visa before arrival.

10.5 ANCHORAGES BETWEEN KOTA KINABALU AND KUDAT

Pulau Gaya

Pulau Gaya forms part of the Tunku Abdul Rahman Marine Park. There are four other nearby islands included within the park boundaries: Pulau Sapi, Pulau Manukan, Pulau Sulug and Pulau Mamutik. The Park boundary is clearly marked on C-Map charts. In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160,

From Sutera Harbour a well marked channel in Selat Selatan can be followed to Gaya Island.

Recommended anchorages include 06°00'.56N 116°03'.18E in about 9 metres sand/mud off a resort on the north side and 06°01'.71N 116°01'.71E: 14 metres on mud.

Good shelter and good holding is reported on mud and sand off Teluk Malohom (or Gayana Bay) at 06°01N 116°03E, with depths of 15 to 20 metres all the way to the fringing reef. Isolated coral heads are also reported. The resort here is open to the public but is expensive. In 2010 there was a ferry service to Jesselton Point Pier in Kota Kinabalu.

Good holding is reported in Police Bay at about 06°01'.81N 116°01'.17E in approximately 8 metres on sandy mud off a white sand beach. A nearby resort charges heavily for landing a dinghy, but there are smaller public beaches nearby.

Kampung Besabak

A settled weather anchorage in about 10 metres on mud, off a fringing reef: 06°05'.60N 116°05'.67E. Swells from the north can make this anchorage uncomfortable.

Teluk Ambong

An anchorage reasonably sheltered from the south is reported at 06°18'.7N 116°18'.0E, 11 metres on mud.

South of Tanjung Sambalang

A sheltered anchorage in 6 metres on mud at 06°19'.22N 116°19'.03E Beware an isolated reef to the south west of this anchorage.

Teluk Tengah

An anchorage in 8 metres on mud off a fringing reef at 06°20'.25N 116°18'.98E

Teluk Kaduka (Usukan Bay)

An anchorage is reported at 06°22'.17N 116°19'.57E, 4 metres on sand off a white sand beach. An alternative is at 06°21'.95N 116°20'.41E, 9 metres on mud.

Pulau Silad

There are two anchorages here, south of Pulau Silad 06°38'.83N 116°34'.25E and north of the island at 06°39'.11N 116°34'.76E Both are in 4 metres on sand, off deserted beaches.

White Rocks

An anchorage at 06°42'.65N 116°38'.31E is reported adequate but uncomfortable with a north-westerly swell.

Pulau Mantanani

These islands are a favoured diving spot and tours arrive daily from the mainland. But the anchorages are difficult. Yachts sailing from Kota Kinabalu will likely arrive in late afternoon when the light is low and the very extensive coral is hard to see. Much less water than charted is reported between the islands. . In 2009 a satisfactory anchorage was reported at 06°42'.04N 116°21'.57E, but this was found untenable in 2010 because of a south-westerly swell. A nearby alternative is 06°42'.22N 116°21'.08E, 4 metres on sand. There is a fishing village on Pulau Mantanani Besar.

South of Tanjung Tambuluran

A recommended anchorage at 06°49'.67N 116°39'.50E, on sand in about 5 metres. It might be possible to enter the river to the east of the anchorage, but survey the entrance first by dinghy as there is a sandbar. There is deeper water beyond the sandbar.

Pulau Kulambok

This promontory offers excellent anchorages depending on the wind and swell. The anchorage to the south at 06°59'.17N 116°43'.31E is in 3 metres on sand off a sandy beach.

Around the 'Tip of Borneo'

A fine, un-named anchorage in the south-west monsoon season is reported at 06°59'.11N 116°48'.24E, good holding in 11 metres on mud and sand. The approach is easy day or night on a westerly heading from 2 miles offshore to avoid reefs to the north and south. This anchorage is a recommended alternative to arriving in Kudat after dark (see below).

An alternative anchorage in 11 metres on mud is off a small stream at 07°01'.02N 116°46'.70E. Many rocks are reported to exist closer inshore from this position. In 2015 there were many fishing boats and tug/barge combinations anchored in this area, sheltering from strong south-westerly winds. Some of them had anchor lights.

10.6 KUDAT

A marina called Marina Jetty Kudat has opened in the 'Duck Pond' at 06°53'.5N 116°51'.5E. Marina Jetty Kudat's phone number is +6088 616298, the email address: marinajettykudat@outlook.com Upgrades and improvements are planned. In 2014 water was available on the docks, but no power. Clean showers are on shore. There is a restaurant and free WiFi. It is also possible to anchor stern-to with a line (or lines) ashore. The holding is good on mud. If several yachts are moored stern-to, finding a space and

maneuvering safely in close quarters might prove a challenge, especially in strong winds. It would be difficult to anchor safely in the Duck Pond after dark. In 2014 and 2015 several rally yachts anchored in the approaches to the Duck Pond. The holding is good on mud.

The town is a 30-40 minute walk from the harbour. The Jabatan Laut, Customs and Immigration are conveniently close to each other in town. *The nearby resort has a pool. The golf club restaurant is recommended. There is a good market downtown and a small supermarket under the Upper Deck hotel.*

It is reported that yachts have anchored off Kudat town 06° 52' .63N 116° 51' .23E in 10 metres on mud. This anchorage is near the Petronas fuel station, one block from the municipal markets and the largest supermarket in town, but seems much less secure than the 'Duck Pond'. Up to 200 litres of diesel may be purchased, but permits are required. In 2014 a taxi driver named Peter proved expert at obtaining permits and then transporting the fuel to the 'Duck Pond.' His phone number is 019 802 0084.

Penuwasa Shipyard is near the Duck Pond: email Clarence on penuwasa@hotmail.com The yard has a big 150 tonne travel-lift, that can accept catamarans with a beam of up to 26ft/7.8 metres. In 2015 the travel-lift had a hydraulic leak that sprayed oil on boats on the slings. The yard specialises in fishing boats but are well used to yachts. Yacht crews are permitted to work on their own boats and may live on board. In 2010 it was reported that up to 15 yachts were hauled out there at one time. Welding and grinding are permitted. Shotblasting can be arranged. Gloss painting and varnishing is sometimes difficult because of airborne pollution from other hauled-out vessels. In the north-east monsoon season there's a lot of rain and the yard becomes very muddy. Local hardware stores have parts and materials used by the fishing fleet, but more specialized supplies will need to be obtained elsewhere. Kota Kinabalu is a four hour bus trip from Kudat.

10.7 SAILING BETWEEN KUDAT AND SANDAKAN

In 2014 a curfew was imposed by ESSCOM (Eastern Sabah Security Command) between the hours of 19.00 and 05.00 for all Malaysian waters more than 3 miles offshore between Kudat and Tawau. This curfew was still in force in April 2017.

There is a risk of yacht crews being abducted and subsequently held for ransom by bandits based in the southern Philippines. These bandits have contacts in Sabah who assist in planning attacks. In September 2015 three foreigners and one local were abducted from a yacht marina in Mindanao. Another yacht was attacked in 2016. See also [Sailing in Eastern Sabah](#) on page eight.

In 2014, 2015 and 2016, ESSCOM provided enhanced surveillance and an armed escort for Sail Malaysia. Similar generous arrangements are promised for the 2017 rally.

Regrettably, in both 2014 and 2015 several yachts broke away from the main fleet and sailed on ahead. ESSCOM thus suddenly had two fleets to protect and defend. Plans and arrangements were disrupted and the workload of the security services was at least doubled. **ESSCOM has made it clear that yachts breaking away ahead of the main fleet will not be tolerated. Those breaking away ahead of the fleet risk serious penalties.**

Yachts are permitted to travel independently, but are encouraged to join the main rally fleet. If travelling independently, ESSCOM requires visiting yachts to submit a planned route and schedule. The following route is recommended for a fast transit of the high-risk area:

Kudat
Pulau Tigabu
The Turtle Islands National Marine Park
Sandakan or Dewhurst Bay
Pulau Evans
Kampung Tungku
Tun Sakaran Marine Park
Tagassan Bay or Sungai Kalumpang
Tawau

In 2016, ESSCOM recommended that the following destinations should be avoided until further notice:

Pulau Banggi
Pulau Tambisan
Dent Haven
Pulau Mabul

To call the Authorities on VHF 16 when in town, use the prefix “Marine” Thus call Marine KK, or Marine Kudat, or Marine Sandakan or Marine Lahad Datu or Marine Semporna or finally Marine Tawau.

Another way to quickly call the security forces is to dial 999. Ask for MMEA, which is short for the Malaysian Maritime Enforcement Agency. Phone coverage is pretty good in coastal areas all the way from Kudat to Tawau.

The phone number of the main ESSCOM Operations Room in KK is 088 270 165 The phone number of the operations room in Lahad Datu is 089 863 181

10.8 ANCHORAGES BETWEEN KUDAT AND SANDAKAN

Pulau Banggi

An anchorage with good holding in 12-15 metres on mud is reported off the village of Karakit in the south west of Banggi Island: 07°06'.78N 117°05'.42E. The anchorage is reported safe even in strong winds (including 30 knot katabatic gusts off the local hills). *There are small shops and restaurants ashore. Petrol is available. There is a good market on Wednesdays.*

A very calm anchorage even in very breezy conditions with good holding in 8 metres on mud is reported at 07°07'.66N 117°05'.60E. *There is a small wharf ashore and a walk to Karakit.*

An alternative anchorage is at 07°06'.88N 117°04'.36E on sand in 5 metres.

A very calm, well sheltered and exceptionally comfortable anchorage is reported at Mitford Harbour, north of Pulau Laksaing: 07°10'.21N 117°09'.42E

A good anchorage north of Pulau Tagajawan is reported at 07°18'.58N 117°17'.28E: 5 metres on mud. The C-Map charts for the area are reported reasonably accurate.

Other reported anchorages are 07° 08'.37N 117°07'.0E, 07° 10'.61N 117°12'.13E and 07°19'.77N 117°19'.82E There are certainly many more. *Pulau Banggi is a big island, reported to be larger than Singapore.*

Pulau Balambangan

An anchorage in about 13 metres near an isolated reef (marked with a stick by local fishermen) is reported at 07° 16'.13N 116°59'.18E A nearby alternative is 07°16'.610N 117°00'E, in 8 metres on sand. Good shelter from the north-west to the south-west. The C-Map charts for the area are reported reasonably accurate. Good snorkelling and walks on the north shore by an abandoned settlement.

Pulau Silk

A well sheltered anchorage. Sand in 7 metres: 06°58'.53N 117°13'.55E In this area, C-Map is reported to be reasonably accurate.

Pulau Mandidarah

An anchorage with very good shelter from the south, 6 metres on sand at 06°56'.02N 117°20'.12E and 14 metres on sand/mud at 06°56'.09N 117°20'.05E In 2013 a rally yacht dragged anchor in a 50 knot squall, stranded on the reef and was badly damaged. Local residents offered their help and the crew stayed ashore overnight before refloating the yacht the next day.

Pulau Tigabu

The south coast of Pulau Tigabu has good holding in 13 metres at 06°52'.84N 117°28'.36E. There is a Marine Police post nearby, with a strong ESSCOM presence and enhanced surveillance. This is a recommended stop for yachts travelling independently. In 2014, yachts anchoring off the north east coast of Pulau Tigabu found it rolly, but in 2015 the fleet anchored to the west in breezy conditions and found it satisfactory.

Pulau Jambongan

There is a well sheltered anchorage on sandy mud in about 6 metres: 06°41'.27N 117°31'.69E. **But note that the reef to the north-west of this anchorage extends approximately 300 metres further south-east than charted.** A yacht on the 2014 rally hit this reef, fortunately without damage. The charted beacon at 06°42'.80N 117°32'.43E was missing in 2014.

In 2014 the river was explored by dinghy. There are lateral marks. A large tug was seen well upriver. Near the river mouth a small general store built on stilts has basic provisions and small quantities of gas and diesel: anchor at 06°38'.35N 117°28'.70E, on mud.

Marchesa Bay

The unlit safe-water buoy in Marchesa Bay has been moved about a fifth of a mile south west of its charted position. Nearby is a reasonably protected anchorage in 10 metres with excellent holding on stiff mud at 06°40'.72N 117°35'.82E. The approach is easy and can be attempted at night.

Tanjung Samungat

An anchorage in 4 metres with good holding on mud is reported at 06°37'.88N 117°31'.02E. C-Map charts are said to be sufficiently accurate to use to navigate between the shallow mud banks nearby.

Pulau Lankayan

There is a mooring off a resort at 06°30'.27N 117°54'.92E in 7 metres. A fee is sometimes charged for the use of this mooring.

Pulau Libarran

In August 2010 the area around Pulau Libarran, and Pulau Gulisan offered calm anchorages. Very good holding in 8 metres on a gently shoaling mud bottom is reported at 06°10'.06N 118°00'.64E. Shallow reefs surrounding these islands offer very good snorkelling. Another anchorage is reported south-west of Pulau Libarran at 06°06'.36N 118°00'.95E - that shoals rapidly.

The Turtle Islands National Marine Park

In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160,

Anchor southwest of Pulau Silingaan at 06°10'.25N 118°03'.54E. in 8 metres sometimes with fast currents. Good holding, 14 metres on sand. In 2015 the rally fleet anchored at 6°10'.82N 118°03'.45E to seek shelter from strong south east winds: moderate to good holding on sand.

There are many turtle tracks on the beach. Landing is prohibited without a permit. In 2014 permits were issued for all yachts on the rally. Vessels anchored off are requested to not show lights at night.

Note that the national border with the Philippines passes just north of the Marine Park. In the past, yachts have mistakenly anchored in the wrong country. There is a strong ESSCOM presence in the Marine Park and enhanced surveillance. This is a recommended stop for yachts travelling independently.

The Park area includes Pulau Silingaan, (with the Park headquarters, a turtle hatchery and simple accommodation for visitors), Pulau Gulisan and Pulau Bakungan Kecil. Over 1,000 green and hawksbill turtle eggs are collected daily, with a similar number of turtle hatchlings released every night.

10.9 SANDAKAN

The recommended anchorage off the Sandakan Yacht Club (SYC) at around 05° 50' .35N 118° 07' .45E is also directly off the Polis Marin complex and well lit at night by onshore lights. This is important because the anchorage is alarmingly busy at all hours with wooden freighters from the Philippines, Polis launches, fishing boats and small runabouts. Quieter areas doubtless exist, but the lighting and the Polis presence argue in favour of the anchorage off the SYC. Extra anchor lights are recommended. Some charts show a Prohibited Anchorage just west of this area.

The SYC is very welcoming. An annual fee of RM 50 is charged per yacht, or RM 100 if an SYC 'T' shirt and cap are required. There is an additional daily charge of RM 10/yacht. All these charges are plus 6% GST. Facilities include a dinghy jetty with good security, a swimming pool, a gym, a bar and a restaurant. Photocopies of the yacht's registration document and of the crew's passports are required when checking in with the SYC. The Club's postal address is Sandakan Yacht Club: Jalan Buli Sim Sim, 90000 Sandakan, Sabah, Malaysia. The Club's phone number is 089 212 518.

In 2010 the SYC replaced its wooden jetty. The holding nearby is mostly good in about 12 metres on mud, but there are a few rocky areas and heavy wreckage is reported (including abandoned anchors and mooring blocks) off the jetty. Four yachts on the 2010 rally fouled their anchors here. At least two yachts had a similar experience in 2014. Several of these anchors were rescued by Navy divers, who did not ask for payment. It is suggested that yachts anchor further offshore from the SYC than might be considered usual. Fishing boats and runabouts run at high speed between the nearby stilt village and the fish-market just east of downtown. Anchoring offshore also allows local boats unrestricted access to their usual routes. In 2014 an anchor was also fouled further offshore at 05° 50' .250N 118° 07' .494E

During spring tides the tidal currents are strong off Sandakan. Yachts can sail around their anchors, especially in squally winds. Generous extra room between boats is recommended. In 2015 several yachts dragged their anchors.

.For those not wishing to use the SYC jetty, access ashore may be found at the fishing boat dock (just west of the Maritime Police). But there is really nowhere safe to leave a dinghy unattended for even a few minutes. Outboards have been stolen in Sandakan in past years. A spate of thefts was reported in August 2011 from yachts anchored off the town. Further thefts were reported in 2012. In 2014, 2015 and 2016 there was very strong security and no problems were reported.

Sandakan is a friendly if slightly manic border town with good facilities to service the extensive fishing fleet. Agnes Newton-Keith's house is a recommended destination. Nearby is a Memorial Park for the thousands of Australian and British prisoners of war who died during a forced march from Sandakan to Rinau in 1945. In 2010 a Memorial Service for these prisoners was held on August 15th, attended by the Australian Governor General. It was reported to be a moving experience.

The Rainforest Discovery Centre near the Sepilok orang-utan centre (www.forest.sabah.gov.my/rdc), the sun bear sanctuary at Sepilok (<http://www.bsbcc.org.my/>) and the proboscis monkey sanctuary (www.proboscis.cc/the_sanctuary.html) have all been warmly recommended.

10.10 SUNGAI KINABATANGAN

The second longest river in Borneo with much exotic wildlife. Yachts can enter via the north west entrance near Sandakan, or via Dewhurst Bay further east. Once in the river it is possible to anchor almost anywhere with good holding on mud.

Northwest Entrance Route

The C-Map chart of the northwestern entrance is inaccurate. This route has a shallow bar which could be violent in the north-east monsoon season. But during the south-west monsoon the northern entrance offers a very significant shortcut from Sandakan. The following waypoints have been approximately averaged from several sources in 2009, 2010 and 2014. These reported waypoints were all in fairly close agreement.

1. 05°54'.00N 118°16'.00E
2. 05°52'.32N 118°17'.65E
3. 05°51'.50N 118°18'.24E
4. 05°50'.81N 118°18'.51E
5. 05°50'.00N 118°19'.64E
6. 05°48'.52N 118°20'.19E
7. 05°47'.63N 118°20'.52E
8. 05°46'.85N 118°21'.00E.

These waypoints were used successfully in 2014. The shallowest section is between Waypoint 3 and Waypoint 4. With a tide 1.4 metres over datum, in 2014 the least depth found was about 2.4 metres. In 2015 it was thought that the water was likely deeper perhaps 100-200 metres to the southwest of this route. The channel undoubtedly moves from season to season and deep draught yachts obviously need to proceed with caution.

Having crossed the bar, navigation in the river is reported straightforward. Shallow water is reported on the inside of the first major bend to the right: stay close to the left bank.

In 2015 there was little traffic, but palm-oil barges have been encountered underway and long, narrow log booms are sometimes towed downriver. In 2010, sand-barges were operating. In the narrower sections of the river it is important to anchor as close to the bank as possible, avoiding outside bends where logs and barges might swing wide. An anchor light is essential.

There is a recommended anchorage (that in 2014/15 had astonishing fireflies flashing in unison) at 05°42'.06N 118°21'.56E. Turn right at Kampung Abai, 05°41'.91N 118°23'.04E for the river upstream to Sukau.

Upstream from Kampung Abai

In 2012 a rally yacht was burgled with the crew aboard when anchored about 3 miles north of Kampung Abai. The thief may have been associated with tour boats from Sandakan.

An anchorage near a tributary leading to a large ox-bow lake is at 05°40'.22N 118°23'.25E In 2010 and 2014 male orang utans were seen in this area. Another tributary near an anchorage at 05°33'.42N 118°20'.09E has ropes crossing, installed to encourage (non swimming) orang utans to extend their territories. All monkeys now use them to cross this tributary without risk of attack from crocodiles.

Some 23 miles upriver from Kampung Abai is Kampung Sukau, with various tourist lodges. There is excellent cell-phone coverage and slow but stable Celcom internet reception near the village. This is the end of the road for many yachts as powerlines cross the river. The tides in Sukau are reported to turn 6 hours later than at Sandakan.

The powerlines are very difficult to see. The wires are at approx. 05°30'.51N 118°17'.20E. The exact height of the powerlines is not known. In 2010 a ketch with a 16 metre mast passed safely under the wires at high tide by heading upstream very close to the right hand bank where the wires are highest, in about 3.5 metres of water. During the wet season the river will be higher and the clearance less. In October 2010 the river quickly rose about 2 metres after rains inland. A few years ago a crane on a barge hit the wires and caused RM 50,000 worth of damage. The cost of repairs to the crane isn't known. Further upstream another set of powerlines is reported, with perhaps 14 metres of clearance. It's about 50 miles from the wires to the eastern mouth of the Kinabangan at Dewhurst Bay.

Yachts restricted by the powerlines can anchor near Kampung Sukau, or south of the ferry terminal on the left bank of the river (when heading upstream) near the Barefoot Lodge at 05°31'.39N 118°17'.80E (This anchorage often offers more protection from logs and debris than the anchorage nearer the village centre.). *The Barefoot Lodge can offer good and inexpensive evening meals (with 24 hours notice) and the staff there have been very friendly and helpful to visiting yachts. (See www.barefootsukau.com, email enquiry@barefootsukau.com or call 019 822 2598) In 2015, simple but inexpensive meals were available without pre-booking from a recommended new restaurant just downstream of the Barefoot Lodge. From the Barefoot Lodge it is a half-hour walk to the village, but there are gibbons, red leaf-monkeys and hornbills to see on the way, especially just after dawn.*

There are very basic provisions in Sukau village and a couple of simple restaurants. There is a good new shop a mile or so out of the village on the main road to Sandakan/Lahad Datu. High quality petrol and diesel is available from a store on the river, on the right bank heading upstream beyond the powerlines, just past the Kinabatangan River Lodge. In 2015, diesel was RM 2.60/litre – a fair price considering it has to be delivered in plastic barrels from some distant source. On Thursday mornings there's a fish and vegetable market in the village centre – get there by 07.00 for the best produce. Over the first weekend of every month there's a much bigger market south of the village centre that starts on Saturday afternoon and continues on Sunday morning.

Perhaps half a mile upstream from the wires (just after the first bend to the left) there's a side tributary on the right with many proboscis monkeys. There are rope bridges across this tributary, perhaps two miles from the entrance on the main river.

The local pygmy elephants have been reported at the following locations:

2006: 05°36'.48N 118°21'.0E & 05°35'.75N 118°20'.80E.

2009: 05°36'.25N 118°20'.09E & 05°37'.72N 118°22'.30E.

2010: 05°38'.50N 118°21'.50E & 05°35'.96N 118°20'.82E.

2012: 05° 35'.62N 118° 20'.68E & heard but not seen at 05° 47'.41N 118° 20'.64E
2014 Close to Kampung Sukau, and at about 05° 39'.71N 118° 23'.20E

In early August 2008, September/October 2010 and in 2015 the elephants were reported much further upriver. In 2015, tours to see the elephants some 30 miles upstream from Sukau were available by fast speedboat at very reasonable cost.

A local boatman/tour operator named Ahmad Arsih is highly recommended. He's reported as: "The best eyes in Sabah". His phone number is 019 873 2925 His email address is sukau82@yahoo.com In 2014 a 2-3 hour evening tour with Ahmad was quoted at RM 150, for up to eight passengers.

From Kampung Abai to Dewhurst Bay

When returning downstream, there is a choice of turning left at the junction at Kampung Abai (05° 41'.91N 118° 23'.04E) to return to Sandakan, or of turning right for Dewhurst Bay.

Some ten miles from the Kampung Abai river junction the jungle starts to be replaced with Nipah palm. About fifteen miles from the junction is a 'crossroads', where yachts should turn right (approximately due south). Keep the centre of the river until reaching 05° 37'.90N 118° 31'.83E. It is very shallow on the right if you turn too soon. In 2014 yachts heading downstream with a strong favourable ebb tide met a considerable set to port having turned right at the above waypoint. The tides at this junction are reported to turn 3 hours later than in Sandakan.

The shallowest navigable section of the river is where it joins Dewhurst Bay. In 2015, yachts on the following route met a least depth of 2.2 metres on a tide 1.0 metre over datum. The shallowest section was between waypoints 1 – 2: stay as close as possible to the nipah palms. It was shallow when approaching waypoint 3 in 2014, but very much deeper in 2015.

1. 05° 35'.96N 118° 31'.96E
2. 05° 35'.53N 118° 32'.61E
3. 05° 33'.93N 118° 33'.79E
4. 05° 34'.65N 118° 34'.92E

The mud is likely to move during the wet season floods and these waypoints may not stay valid. Yachts drawing 2.5 metres or more have made it past these shallows, presumably on a high and rising spring tide.

Passing a village with a tall communications tower, there is an anchorage around 05° 35.94N 118° 35'.22E In 2014 a jetty a short distance north had fuel and a limited selection of provisions for sale. The route then favours the right bank to avoid charted shallows to the west.

There is an anchorage in Dewhurst Bay around at 05° 38.34N 118° 36'. *The beaches are often alive with wild boars, proboscis and smaller monkeys, while above there are plentiful eagles, bats and fireflies. Crocodiles are common.*

10.11 ANCHORAGES BETWEEN DEWHURST BAY AND TAWAU

Sungai Maruap/Pulau Evans

The river entrance is said to be reasonably accurately charted on C-Map. Approach from 05°29'.57N 118°56'.00E. At high tide there's about 4.5 metres over the bar on the way to 05°26'.38N 118°56'.05E. From there head for 05°24'.62N 118°56'.44E. On entering the river there was once a Police post to port, although in 2014 this was in a state of collapse. An anchorage at 05°24'.20N 118°55'.50E offers very good holding on mud in about 5 metres. The anchorage is reported idyllic, very well protected with no swell and often breezy. There are lots of river branches to explore by dinghy. The tide times appear to be very close to those published for Sandakan.

Pulau Tambisan

A good, flat anchorage in 8 metres with excellent holding on stiff mud is reported at 05°26'.51N 119°05'.04E. In north winds it would be possible anchor off the kampung air on the south west corner of Tambisan. There are extensive unlit fish farms and traps inside the 20 metres contour off the west and north-west coasts of the island. On north-east Tambisan there is a large fishing port with much activity. In 2010 the channel between Pulau Tambisan and the mainland was successfully navigated, but another yacht (a steel vessel not on the rally) hit an uncharted rocky pinnacle. The C-Map chart of this channel is reported inaccurate.

Dent Haven

Not named after the steel yacht in the previous paragraph. Approach from 05°15'.96N 119°19'.49E and head west towards a blue-roofed house. A large anchorage in 7 metres with good holding on mud is reported around 05°16'.06N 119°15'.76E. A nearby alternative, with better shelter from the south east, is at 05°15'.03N 119°15'.52E

There may be strong cross currents in the approaches. At night the breezes are usually offshore from the west.

Kampung Tunku

A good if open anchorage off Kampung Tunku and a nearby resort: 05°01.03N 118°53'.57E Excellent holding on heavy mud. There are fish farms/traps nearby. Ashore there are small shops and at least two restaurants: one Malay, the other Indian.

West of Tunku Lighthouse

Beautiful scenery is reported in an un-named bay at 04°59'.24N 118°50'.33E. Very good holding in 10 metres on heavy mud. Entrance is possible at night. There are no fish farms in the area.

Lahad Datu

Lahad Datu is the regional centre. It is a very well sheltered port with a commercial area east of the town. The anchorage recommended by the Police and Maritim Malaysia is between the Polis Marin station (a blue-roofed building near the red-and-white water tower) and the Maritim Malaysia dock, around 05°01'.17N 118°20'.10E: 6 - 10 metres on muddy sand. The generally good holding is sometimes compromised by plastic bags. Approach via 05°01'.50N 118°20'.70E to keep safely north of a shoal area.

The landing on the seawall is rough and dinghies would need a stern anchor to hold them off. Security is doubtful. But in 2014, rally participants were permitted to leave their dinghies tied to a patrol boat at the Maritim Malaysia dock. It was requested that dinghies remain unlocked in case the patrol boat was needed in a hurry.

In 2015 a two metre crocodile was seen in the anchorage area.

There is a large Econosave supermarket in the centre of town. A Giant supermarket is due to open in late 2015. There are excellent markets.

Tun Sakaran Marine Park

In late 2016, new charges were introduced for all Marine Parks in Malaysia. For non-Malaysians, the fee per entry is now RM 100 per yacht, and RM 30 per individual. It is unclear whether a yacht with two crew will be liable for charges of RM 100 or RM 160,

In 2014, 2015 and 2016, rally yachts were invited to anchor inside the 'lagoon' at Tun Sakaran Marine Park, off the Marine Park headquarters on Paulau Bohaydulang at around 04°35'.89N 118°46'.68E. This anchorage is deep, ranging from about 18-21 metres, but the holding is adequate on sand with occasional coral outcrops. Pulau Bohaydulang and the larger Pulau Gaya to the north, offer spectacular scenery. *Snorkelling on the nearby reefs is reported excellent, with a profusion of turtles.*

Yachts travelling independently will need a permit the Tun Sakaran Marine Park. In the absence of a permit, yachts seem to be tolerated at a scenic and sheltered anchorage at 04°35'.56N 118°43'.31E. Crystal clear water, 15 metres on sand. There are many secluded anchorages nearby, but these would likely need surveying first by dinghy.

Alur Silawa

Approximately 1 mile west of the entrance to the channel between Semporna and Pulau Bumbun. Excellent holding on mud in 12 metres was reported 04°31'.89N 118°33'.02E, with pretty scenery and no swell or wave action. This is especially recommended as an anchorage to await favourable tides when heading south in the Semporna Channel.

Semporna

The tidal currents in the channel off Semporna can be significant. The British Admiralty's 'Total Tides' programme's predictions for tidal currents in this channel are reported inaccurate. In 2010 it was observed that north-going tides arrived up to two hours earlier than predicted when the moon had a high southerly declination. In 2014/15 the south-going current was seen to be running one to two hours earlier than predicted. Better information would be warmly welcomed *****.

Note that the direction of buoyage changes at Semporna. There is considerable small-craft traffic and often appalling volumes of floating rubbish.

Yachts have reported anchoring off the green-roofed Seafest Hotel, but the holding is marginal at best on broken coral. An anchorage with better holding on mud was found at 04°30'.21N 118°37'.38E, but there is coral close nearby. In 2010 one rally yacht anchored near the above waypoint swung into coral with the change of tide. Adequate holding was found in 15 metres just south of the town at about 04°28'.1N 118°37'.5E, but this anchorage is steep to with coral close to the west. In 2010 a superyacht was anchored for several weeks in mid-channel, presumably in 30 metres or more. In 2016 the rally fleet was invited to moor stern-to the wall in the fishing harbour, an arrangement that was warmly welcomed.

In 2013 a rally yacht anchored off the Semporna Navy Base at 04°25'.12N 118°35'.46E. This is a restricted area, into which the rally fleet was denied access in 2014. But individual yachts may be allowed to remain after being given permission by a patrol vessel. Calm and well sheltered. Good holding on mud, 5 metres.

An anchorage in Tagassan Bay at 04°21'.81N 118°33'.46E. is less sheltered than the Navy Base (see above) but recommended for yachts awaiting the tide to head towards Semporna or the Sungai Kalumpang (see below). Tagassan Bay has mostly good holding on mud.

At the south end of the Semporna Channel there is a good anchorage in about 12 metres with excellent holding on mud at 04°19'.82N 118°29'.37E. This would be a good place to await a favourable north-going flood tide through the Semporna Channel, which should flow between High Water Tawau and High Water Tawau +5.

Mabul Island

Good snorkelling is reported near a anchorage on sand at 04°14'.68N 118°38'.39E and 04°15'.0N 118°38'.15E.

Pulau Sipadan

Yachts are not permitted to enter the marine park, which is rated as one of the best diving locations in the world. Visitor numbers are restricted to 120 per day. The best way to get to the island is to book via dive operators in Semporna or via the Sipadan Mangrove Resort in Sungai Kalumpang (see below).

Pulau Silungan

There is a good anchorage to the east of the island at 04° 19N 118° 27'.5E, in 4 metres at low tide, on mud.

Horn Reef

An anchorage at 04° 15'.04N 118° 26'.15E is reported, 14 metres on sand. The edge of the reef is clearly visible at low tide.

Sungai Kalumpang

A shallow river entrance leads to the Sipadan Mangrove Resort on the Sungai Kalumpang. In 2014/15 the following waypoints were used successfully by Sail Malaysia yachts.

- 1 04° 18'.80N 118° 21'.76E
- 2 04° 19'.47N 118° 21'.81E
- 3 04° 20'.04N 118° 21'.62E
- 4 04° 20'.34N 118° 21'.23E

The shallowest section was between waypoints 2 and 3. Depths were approximately 1.6 metres with a tide 1 metre over datum. Yachts drawing over two metres made it over the bar at high tide, with 1.8 metres over datum.

From waypoint 4 the depths increase and there is plenty of water on the outside of the river bends.

The Sipadan Mangrove Resort is on the left bank of the river when heading upstream, at around 04° 21'.29N 118° 19'.28E There is ample depth, good holding and room for 20 yachts or more. There is some small barge traffic, and yachts are requested to anchor close to either bank to leave a channel clear. See www.facebook.com/pages/Sipadan-Mangrove-Resort/505619906147335 for more information on the resort.

Fishing Platforms

Between Sungai Kalumpan and Tawau there are numerous wooden fishing platforms, that are often lit at night. They do not seem to have floating ropes, nets or other obstructions attached or nearby, but if unlit they might be difficult to see at night and will likely show up poorly on radar.

There are further fishing platforms south of Tawau in Indonesian waters.

Roach Reef

A new resort complex was under construction in 2014. The waters were found unsuitable for diving and will remain so until construction is complete.

10.12 TAWAU

In 2014 a curfew was imposed by ESSCOM (Eastern Sabah Security Command) between the hours of 19.00 and 05.00 for all Malaysian waters more than 3 miles offshore between Tawau and Kudat. This curfew was still in force in April 2016.

There is an anchorage off the Tawau Yacht Club (TYC) at around 04° 14'.95N 117° 52'.40E. But the holding on soft mud is suspect in some areas and in 2016 several rally yachts fouled their anchors on "rubbish". Beware a (charted) line of four heavy unlit steel mooring buoys just north and east of this position. South-east of the anchorage is a very busy container port. In 2010, extensive dredging was being carried out 24 hours a day around the container port, with unlit floating pipe-work extending south and south-west. All in all, it might be best to arrive in daylight.

In September 2010 a gale force squall affected the anchorage and two of five yachts dragged anchor. This anchorage might quickly become unsafe if a powerful squall coincided with a contrary spring tide. Tidal currents in Tawau can run at over 2 knots.

In 2014 five rally yachts had ropes cut and removed when their owners were ashore. Police patrols were subsequently stepped up. In 2013 a dinghy and outboard was stolen from an anchored yacht, but both were subsequently found and returned by the Polis Marin. The culprit was caned and received 9 months in jail.

During big low tides there is very little water off the Club's slipway and pier. When wet the slipway is dangerously slippery.

The TYC is extraordinarily welcoming. Individual visiting yachts are charged RM 160 for temporary membership. Rally yachts are charged RM 50. The TYC's manager is Mr Tan. He can assist with supplies (including fuel) and repairs. The Club's postal address is: Tawau Yacht Club, Jalan Tanjung Batu (opposite Hospital Tawau), 91008 Tawau, Sabah, Malaysia

The TYC has an excellent restaurant with inexpensive beer. Food is paid for by cash, drinks by buying a RM20 book of tickets. There is a swimming pool, a gym and an enormous flat-screen TV.

To check in with the authorities, exit the Tawau Yacht Club, turn right onto Jalan Dunlop, pass the hospital and head towards town. The Jabatan Laut is on the right 200 metres beyond the first set of traffic lights. The office opens at 07.30 weekdays, but is closed on weekends. The Customs office dealing with yachts used to be nearby, next to the container port, but is now in an office near Immigration. For Immigration and Customs, head towards town on Jalan Dunlop for perhaps a quarter mile to the Shell Service Station. Turn right here and head to the end of the road near the fish market. Customs and Immigration are by the ferry terminal dock just north of the fish market. When ferries are operating, Immigration is impossibly busy. It is recommended that those needing clearances should visit at 09.00 hours

There is an Indonesian consulate in Tawau that can arrange visas in about 3 hours. If the paperwork is completed in the afternoon, the completed visas should be available the following day. In 2015 each visa cost RM 190. Note that one-month Visas on Arrival are not available in Tarakan (see below).

SECTION 11: TARAKAN (INDONESIA)

The formerly compulsory Cruising Permit for Indonesia, otherwise known as a Clearance Approval for Indonesian Territory, or CAIT, was discontinued in 2015.

In another welcome change, one month visas should now be available at most Ports of Entry, including Tarakan. But one month Visas On Arrival cannot be renewed.

In 2016 it was also announced that Automatic Identification System (AIS) transponders would henceforth be compulsory for all yachts in Indonesian waters. There may be some initial confusion as the new rules are put into effect.

Two month 'social' visas can be arranged at the Indonesian Consulate in Tawau. If the paperwork is completed in the afternoon, the completed visas should be available for collection on the following day. In 2015 each visa cost RM 190. In some Ports of Entry, at least five days have been required to renew a social visa. Sometimes the original sponsor of the visa is rejected and a local sponsor has to be found instead. This can take days and be very expensive.

The first yachts arriving in Tarakan with the 2014 Sail Raja Ampat Rally were ordered by a Coast Guard patrol vessel to anchor off the oil terminal. The next morning a tanker's departure was delayed whilst those yachts moved and re-anchored. Yachts should anchor to the north-west of a line drawn from the north-east to the south-west of this waypoint: 03° 17'.04N 117° 35'.05E. – well clear of the oil terminal. The holding is marginal on mud with rocky outcrops. In 2016 a yacht fouled its anchor at 03° 17'.159N 117° 35'.128E. It was suggested that yachts anchor at least 80 metres away from this waypoint, which has heavy wreckage.

Officials from Immigration, Customs, Health, Quarantine and the Harbourmaster's office will visit the yacht. The yacht will be searched. The crew's body temperatures will be taken and solemnly recorded.

Up to ten copies may be required of all or some of the following documents:

Passports for all on board (just the page with personal details and photograph(s))

Crew List.

Crew List stamped by Immigration at the Last Port

Clearance from the Last Port

Yacht's Registration Document

Yacht's Bill(s) of Sale

Crew's Vaccination Records

Papers Relating to any Pets on Board.

Master's Licence (if available)

The original clearance from the last port must be submitted to the Harbourmaster, who may want an estimate of the yacht's value and the place, date and time of departure from Indonesia.

In 2010 a yacht travelling independently needed a total of seven hours to complete the paperwork, and was charged around Rp.400,000 (just over RM 100) for onward clearance. In 2014 it took 48 hours for rally yachts to clear, but there were no charges. In 2015 it took 6 days to clear rally yachts, again without charge. The trend is not encouraging. Approved alternatives to Tarakan are Bitung or Bali (see the list of approved ports below).

Agents have been reported to take 3-4 days to complete the same process, at much greater cost. A Ship's Stamp may not be strictly necessary but is if you have one its use will be welcomed.

In recent years a completed set of documents have included the following. With the changes to the rules, from 2016 this list may no longer be valid:

Port Clearance from Tarakan (or Bitung)

A big green Health Book with eight stamps from various agencies

Certificate of Pratique

Ship Sanitation Exemption Certificate

Ship's Certificate of Medicine

Port Health Quarantine Clearance

Crew List stamped by Immigration

A document detailing the approved value of the yacht

Five stamped documents relating to the temporary importation of the yacht

Departure Cards for each passport

A document from ASWINDO or Sail To Indonesia, – or your Approved Sponsor.

There are two ferry terminals in Tarakan. The blue-roofed building at the north-west end of the anchorage is the terminal for local ferries. Dinghies are not permitted to land there. South east of the oil jetty is the Port of Tarakan's main wharf. In 2014/15, access ashore was by climbing over a long-range ferry or an official patrol boat moored on the inner side of the dock. Dinghies could be safely left on the ferry or patrol boat. The vertical ladder to the dock from the patrol boat is not for the faint-hearted, but the 2015 version was an improvement on the year before. From the wharf a covered walkway leads to Customs and Immigration.

Tarakan is not a tourist town and yachts are a novelty. The locals are reported very friendly and eager to help. It is suggested that a picture of your yacht be taken ashore with you to explain your means of transport. The Port of Tarakan's main wharf is at the south-east corner of the main road that runs along the seafront. The main shopping area and the market are at the north-west end of this road: in 2014 a minibus charged Rp. 4,000 (just over RM 1) per person each way from the wharf to the market. Close to the market is a nature reserve with wild proboscis monkeys. The island has a museum and several memorials and relics from fighting between Australian and Japanese forces in 1945.

When subsequently clearing out of Indonesia, make sure the intended Port of Departure has approved Customs and Immigration offices. Not all Ports of Entry can clear yachts. In 2015 the following list was made available, listing only 18 Approved Ports for yachts to clear in and out of Indonesia.

- Sabang, North Sumatra – Weh Island
- Medan, North Sumatra
- Bintan, Bintan Island
- Padang, West Sumatra
- Batam, Nongsa Point Marina
- Belitung, Belitung Island
- Jakarta, Batavia Marina
- Bali, Bena
- Kupang City – West Timor Island
- Kumai, Central Kalimantan
- Tarakan, North Kalimantan
- Nunukan, North Kalimantan
- Bitung, North Sulawesi

- Ambon, Molluccas
- Saumlaki, South Mollucas – Yamdena Island
- Tual, South East Mollucas – Kei Island
- Sorong, West Papua
- Biak, Papua.

Notify your Approved Sponsor at least a week before the proposed departure date, from a place with reliable internet access. The Approved Sponsor may need to send you six documents by email, including an Outward Manifest. These documents should be printed and then submitted to the local Customs office with the rest of the paperwork. In 2014, one yacht clearing from Indonesia reported that five more documents subsequently issued by the local Customs were then requested by ASWINDO to be forwarded to Customs in Tarakan. If the correct procedures are not followed, yacht crews and their Approved Sponsors could be fined. The correct procedures seem to vary from place to place and over time.

When clearing out, Immigration should be visited first, then the Health Department, then Customs and finally the Harbourmaster, whose office will eventually issue the Clearance, but only within 24 hours of departure. (This differs from the procedure in Malaysia, when the final clearance is issued by Customs.) Charges should total Rp. 100,000, or less.

A respectful attitude to the Authorities is essential. Pointing out that the paperwork is insane is unlikely to help.

(Very) Brief Notes on the Sail (To) Indonesia Rally Route from Tarakan to Bitung

C-Map charts of the area around Derawan are about half a mile in error. There are very strong currents. Approach only with good light.

Toli Toli is highly recommended, with a good if rapidly shoaling anchorage on mud around 01°02'.42N 120°48'.40E To the north-east of this anchorage there is a good new dinghy landing near the DJ bar/restaurant.

There is a very good anchorage off Kwandang around 00°51'.64N 122°54'.04E with plenty of room for many yachts. Around 4 metres on mud with excellent holding. C-Map charts in this area are up to a mile in error. Approach only with good light. There is very fine snorkelling/diving around offshore islands about 5 miles from this anchorage. Local tours are available.

The only anchorage reported off Manado is just north of the big suspension bridge: 01°30'.20N 124°50'.34E It is steeply shelving but has good holding on mud. In 2015 the Immigration office in Manado was surly and unhelpful. For visa extensions use the office in Bitung instead. In 2015, visa extensions in Bitung took 1-2 days

The main anchorage near Bitung is around 01°27'.35N 125°13'.00E: mostly good holding in about 15 metres on mud. There are several alternative anchorages on the east side of the waterway. **Beware a very dangerous and completely unmarked steel wreck in Bitung Harbour at 01°26'.843N 125°12'.698E** This wreck is clearly visible on Google Earth.

In 2015, constant strong southerly winds and a north-setting current of 2 – 3 knots made it close to impossible to sail south from Bitung into the Gulf of Tomini.

APPENDICES

APPENDIX I: LATITUDES AND LONGITUDES

Waypoints have been incorporated into the text. A waypoint is a geographical location. Each location has a latitude and a longitude. For those not familiar with these terms, here is a quick introduction.

A latitude is a distance north or south from the equator. All latitudes in Malaysia are north of the equator. Latitudes are measured in degrees, minutes and fractions of a minute. These fractions can be in sixtieths or hundredths of a minute. In this Guide they are listed in hundredths of a minute, usually rounded to two decimal places. One minute of latitude is one nautical mile. A knot is a unit of speed, exactly equivalent to one nautical mile/hour, or approximately 2 km/hour. For example, the latitude 06°19'N represents a line 6 degrees and 19 minutes north of the equator. With 60 minutes in a degree, this line of latitude is thus exactly $(6 \times 60) + 19 = 379$ nautical miles north of the equator. An aircraft flying at 379 knots would take an hour to fly due north from the equator to this line of latitude, which incidentally passes through an anchorage in Kuah, Langkawi.

A longitude is a distance east or west of the so-called Prime Meridian, which passes through Greenwich, London. On the other side of the world from the Prime Meridian, east and west longitudes meet at 180 degrees E/W at the “date line” - although the actual observed date line swerves around some national boundaries because it would be inconvenient for a single nation to have some territory on one day and the remainder on another. The distances represented by degrees and minutes of longitude east or west vary depending on the latitude. All longitudes in Malaysia are east of the Prime Meridian. That same anchorage in Kuah has a longitude of 99°51'E. The complete waypoint is thus 06°19' N 99°51'E, although in the Guide this waypoint incorporates decimal fractions of a minute for extra accuracy and is presented as 06°18'.75N 99°50'.80E

All yachts now use the Global Positioning System (GPS) for navigation. This system was created for and by the United States Department of Defense, but has been made available free of charge for all. It is astonishingly accurate, but the paper or electronic charts onto which GPS positions are plotted may not have been recently surveyed or corrected. Some older charts in Malaysia do not conform to the usual WGS84 datum. (See ‘Chart Datum’ in the Glossary for a little more detail.) In addition, it is frighteningly easy to transpose numbers or otherwise muddle up GPS waypoint data. Listed GPS waypoints always need to be treated with grave suspicion in this and every pilot and cruising guide.

APPENDIX II: AN (ABRIDGED) GLOSSARY of SAILING TERMS

Aft Towards the stern or after-part of a ship.

Aground A ship resting on the seabed is said to be aground. When put aground on purpose, she is said to be taking the ground. When put aground by accident, she has run aground.

AIS (Automatic Identification System) Automatic transmitters broadcast information on the ship, including the ship's name, course and speed, which can be received by other ships. This is an excellent safety feature, especially for commercial vessels. **Yachts** can fit a receiver, or a transponder which both receives and sends details of the yacht to all ships in the vicinity. In areas of very high traffic density, for instance near Singapore, AIS receivers tend to get overwhelmed by the number of vessels both anchored and underway that are broadcasting data.

Anchor A device designed to dig into the seabed and then to hold a ship in one location. There are many designs. An anchor can be attached to the ship by a rope or chain. Chain is much more reliable, but much heavier. As a compromise, some **yachts** have a length of chain attached to the anchor, and then rope from the chain to the boat.

Anchorage A location suitable for ships to lie at anchor. Anchors usually dig deeply into mud and sand and these areas are said to offer good **holding**. Rocky bottoms are best avoided if possible. Broken coral usually has poor holding, and chains can easily get tangled up in coral reefs, which is bad for both the ship and the coral.

Anchor Ball A spherical shape mounted forward to indicate to other vessels that the ship is anchored.

Anchor Buoy A floating buoy used to mark the position of an anchor. If the buoy rope is tied to the crown of the anchor, the rope can be used to try and recover a fouled anchor by pulling it 'backwards' away from the chain. This is called 'tripping the anchor'.

Anchor Light An all-around white light shown at night when the ship is at anchor. These lights can be at the top of the mast, or anywhere convenient usually at the forward end of the vessel. In Malaysia it is now common practice to add additional flashing lights, but flashing lights alone are not recommended.

Antifouling A poisonous paint that is designed to inhibit the growth of weed and barnacles. Antifouling using tin are highly effective but also damage the environment and are now banned. Copper based antifouling are less effective but are still permitted. In Malaysian waters most **yachts** need to **haul out** every year or two for new antifouling.

Awash Almost submerged. Rocks awash at high tide might be clearly visible at low tide.

Beacon A fixed navigation mark positioned to indicate shallow water at the edge of a channel. Beacons may be professionally-built structures complete with solar powered lights, or, at the other extreme, just a stick (or 'withy') stuck into the seabed.

Bearing The horizontal angle between true north and an object whose bearing is being taken. Bearings taken with a magnetic **compass** may need to be corrected for deviation (errors aboard the ship) and variation (the local difference between true north and magnetic north). The magnetic variation in Malaysia is insignificant.

Becalmed A sailing ship motionless at sea because of a lack of wind is said to be becalmed.

Bow The front end of a ship.

Breakers Waves breaking over rocks or shoals are a clear indication of shallow water.

Breakwater A construction designed to protect a harbour and so provide shelter for ships and docks.

Catamaran A vessel constructed of two hulls linked by a deck. (See **Multihulls**)

Cardinal Marks Cardinal Buoys and beacons can be positioned to the north, east, south or west of a danger. They have various yellow and black colour schemes. All have two triangular topmarks: two pointing up for north, two pointing down for south, two ‘back to back’ for east (making an ‘Egg’ shape) and two apex to apex (making a ‘Waist’ shape) for west.

Catenary The curve of an anchor chain between the ship and the seabed. If the water is deep enough and if sufficient chain is let out (that is, sufficient **scope**) the pull of the ship on the anchor will be horizontal. This maximises the holding power of the anchor. If insufficient scope is used the pull may be partly upwards, away from the seabed, which tends to pull the anchor out of the ground and so can cause it to drag.

Characteristics The distinguishing qualities of a navigation light. These lights can be red, green, white, or yellow. They can be fixed, flashing or occulting. (Flashing lights are off more than they are on. Occulting lights are on more than they are off.) These characteristics are recorded on navigational **charts**: an example being Fl(3)G8s (three flashes from a green light every eight seconds) and Fl(2)20s22M (two white flashes every 20 seconds, with a range of 22 **nautical miles** in ideal conditions). Incidentally, the navigation lights in Malaysian waters are very well maintained by the government’s Jabatan Laut (Marine Department).

Charts The most important piece of navigational equipment on board a ship. A nautical chart is a map of a sea area, with depths of water (at **chart datum**), coastlines, land areas, shoals, **buoys**, **beacons** and the **characteristics** of all lights. There is often information on the seabed, like Co (coral) or M (mud). Every chart should also have information on the local magnetic variation. (See **Magnetic North**). Modern electronic charts are now widely used, but it’s wise to have paper charts as a backup.

Chart Datum The reference point for depths of water on a chart, usually (but not always) the Lowest Astronomical Tide. Thus there is usually more water than the chart indicates, depending on the state of the tide. If in the Guide a depth of water is reported “with the tide 1.4 metres over datum” then at the lowest **spring tide** there would 1.4 metres less water at that location.

Another meaning of Chart Datum refers to the chart itself. Most new charts now use the World Geodetic Survey 1984 (WGS84) Datum, onto which satellite-derived (**GPS**) positions can be directly plotted. Some older charts use different datums, which can result in errors. For example, GPS positions plotted on some charts in Sabah waters are about 300 metres in error, probably because these charts are based on an obsolete datum. Charts of Pulau Derawan in Indonesia are close to half a mile out.

Colregs (International Regulations for Preventing Collisions at Sea) These regulations are binding on all ships. Professional mariners on commercial vessels almost never break the rules. Fishermen in South East Asia are less familiar with the Colregs and cannot be relied upon to obey them. In confined waters and Traffic Separation Schemes (such as in the Malacca Straits and around Singapore) **yachts** never have the right of way and must always keep clear of commercial vessels.

Compass An instrument with a magnetic needle that points towards the earth's **magnetic north** pole. There are also gyro-compasses that achieve similar ends with very different technology, but these are rarely seen on **yachts**.

Courtesy Flag A vessel visiting a foreign country should fly that country's flag as high as convenient on the **starboard** side of its mainmast. The usual convention is that this courtesy flag should be about a quarter the size of a yacht's national **ensign**, which should be flown at a much lower height at the stern of the ship.

Declination The angular distance of a celestial body north or south of the equator, measured from the centre of the earth.

Dinghy A small boat used to carry crew and goods to and from a **yacht**. Sometimes called a tender, they can be propelled by sails, oars or these days most commonly by small outboard motors. Many modern yachts use inflatable dinghies, which are very buoyant and stable but vulnerable to being punctured by sharp objects. The words yacht and dinghy (derived from a Hindi word for small boat) are both very hard to spell for those whose first language is not English, and for some of those for which it is.

Direction of Buoyage **Lateral marks** are always aligned with the **flood** tide. Thus, where flood tides meet the direction of buoyage changes.

Draught The depth of water needed to float a ship. The draught of commercial freighters varies considerably depending on how much cargo they have aboard. The largest supertankers need up to 20 metres when fully loaded. In contrast, a yacht's draught remains approximately constant. **Multihulls** often have a draught of 1 metre or less. Shallow-draught **monohulls** have draughts from about 1.4 metres. Deeper draught **yachts** (usually with a better sailing performance) have draughts of 2 or even 2.5 metres, whereas modern racing yachts can have draughts of 4 metres and up.

Ebb The flow of a falling tide from high water to low water is called the ebb. The flow of a rising tide is called the **flood**.

Echo Sounder An electronic device for measuring the depth of water. Before electronics, depths were measured with a lead line – a 3 kg lead weight attached to a specially marked line.

Ensign The national flag of the ship, worn at the stern. Many nations (including Malaysia) have two ensigns, one for merchant ships (and **yachts**), and one for naval vessels.

Equator A great circle on the earth's surface equidistant from the north and south poles.

FAD (Fish Aggregation Device) Floating buoys, or in shallow Malaysian waters bamboo stalks jammed into the seabed, intended to attract fish.

Fetch The distance of open water traversed by waves before reaching a given point, such as a ship or a shoreline. The longer the fetch, in general the higher the waves.

Fibreglass Most modern **yachts** are built from Glass Reinforced Plastic, or Fibreglass. Other materials include steel, aluminium, ferro-cement and wood. Wooden yachts constructed using epoxy adhesives are very strong and durable.

Flood The flow of a rising tide from low water to high water or high tide. The flow of a falling tide is called the **ebb**.

Foul A word with many nautical meanings. A foul bottom means that the ship is encumbered with weed and barnacles, which will slow her down and increase fuel consumption if engine driven. A fouled anchor is either caught on some obstruction on the seabed and so cannot be recovered, or is tangled up in its own rope or chain. Foul ground is an area of seabed with many obstructions, whether natural or man-made. A foul hawse is when two anchor chains have crossed over one another. A foul wind is from too much ahead, meaning the ship cannot sail directly towards its destination (unless using an engine). One vessel can foul another if she drags anchor and drifts down upon her. All in all, foul things are best avoided.

Fouling A general term for weed and barnacle growth on a ship.

Gale A wind with a sustained speed of between 34 and 47 **knots**. Winds above 47 knots are said to be storm force. Gale force winds are very rare in Malaysia, except when associated with short-lived but violent **squalls**.

Global Positioning System (GPS) A satellite-based navigation system developed by the United States Department of Defense, which has been made free for use by all. Some 32 satellites are used to provide position fixes of down to a few metres, on inexpensive and reliable receivers. The GPS system has completely revolutionized maritime navigation.

Grib Files A grib file is computer data file containing weather information. Grib is short for Gridded Binary. This raw data is available on the internet, and can be used to forecast wind speeds, wind directions, rainfall and wave heights. But forecasts derived from grib files alone are often a poor substitute for those produced by meteorological agencies.

Hauling Out All ships need to be regularly painted with **antifouling**. Big ships use dry-docks. Smaller ships and **yachts** can be hauled out ashore using cranes and lifts of various types. When ashore, other repairs are often completed, for example to propellers, propeller shafts and through-hull valves (called seacocks). Metal ships may need to replace sacrificial zinc anodes, which in service steadily corrode away and in the process protect the ship's hull from corrosion.

Holding A seabed which allows an **anchor** a firm grip is said to have good holding. See **Anchorage**.

Hull The main body of a ship or **yacht**, including the bottom, sides and upper deck, but excluding the masts, engines, rigging and other fittings.

Isolated Danger Mark A buoy or beacon painted black and red, with two black spherical topmarks. It indicates an isolated danger, with navigable water all around.

Katabatic Winds. Turbulent gusts that blow down steep hillsides and cliffs, often of very high velocity. They can cause problems for boats under sail. Yachts can drag their **anchors** if hit by strong katabatic winds.

Knot A measure of speed at sea, also used by aircraft. It is defined as one **nautical mile** per hour. Note that it is incorrect (and actually meaningless) to refer to 'knots per hour'.

Land Breeze An evening wind, generated when the land cools to below the temperature of the sea. Usually much weaker than the daytime equivalent, a **sea breeze**.

Lateral Marks International Association of Lighthouse Authorities (IALA) System A (which is that applied in Malaysia) uses red, **port-hand buoys** or **beacons** to indicate the port side of a channel, and green, **starboard-hand** marks for the starboard side. (In IALA System B, which is in use throughout

North and South America, Japan and the Philippines, these colours are reversed.) These buoys and beacons are collectively known as lateral marks. See also **Direction of Buoyage**

Latitude A latitude is a distance north or south from the equator. (See Appendix I for a more detailed explanation.)

Leading Marks Two **beacons**, usually painted white, with triangular topmarks. Leading marks are often abbreviated to “leads” – as in “Are the leads lined up?” When the two beacons are approached on the correct **bearing**, the two white triangles appear exactly one above the other, apex to apex. Leading marks are commonly used in Malaysia to indicate the channel into rivers, although in several cases they have gone missing during developments ashore.

Line Squall A **squall** consisting of a narrow band of low pressure, with relatively high pressure following in its wake. It appears as a thick black line of cloud, or a distinct line on **radar**.

Log A device to measure distance sailed at sea, measured in **nautical miles**. Sometimes speed is measured too, in nautical miles per hour (**knots**).

Longitude A longitude is a distance east or west of the so-called Prime Meridian, which passes through Greenwich, London. (See Appendix I for a more detailed explanation.)

Magnetic North The place on the earth’s surface towards which the needle on a magnetic **compass** points. Magnetic north is currently in northern Canada, but changes slowly over time. The horizontal angle between true north and magnetic north at the position of the observer is known as the variation, east or west. The magnetic variation in Malaysia is insignificant.

Millibar A measure of atmospheric pressure, a thousandth of a Bar. One bar is roughly equivalent to an average pressure at sea level. The variations in atmospheric pressure in Malaysian waters are so small that they are largely ignored by sailors and are not a useful feature of weather forecasts.

Monohull A ship with a single hull. Most commercial vessels and the majority of cruising **yachts** are monohulls. Sailing monohulls need heavy (often lead) ballast in their keels to provide stability. See **Multihulls**.

Monsoon The weather in Malaysian waters is dominated by the monsoons. The south-west monsoon begins in May/June and continues to October/November. The north-east monsoon begins in November/December and continues to April/May.

Multihulls. Catamarans, trimarans and proas. Multihulls are lighter and often faster than equivalent sized **monohulls** and need no heavy ballast. Catamarans in particular also offer much more accommodation than a monohull of a similar length. But they are easily overloaded, can be more vulnerable to damage and if capsized they will likely remain upside-down – unlike a monohull **yacht** which should be self-righting. There was a catamaran on the Sail Malaysia Rally, Passage to the East 2010 called *This Way Up*.

Navigation Buoy A floating navigation mark. Often informally called a ‘can’.

Nautical Mile A unit of distance exactly equivalent to one minute of latitude, or 6077 feet. Both the nautical mile and nautical miles per hour (**knots**) will continue to exist within the metric system, at least so long as degrees and minutes of latitude remain in use. A standard ‘statute’ or land mile is 5280 feet. (See Appendix I for a more detailed explanation.)

Neap Tides See Spring Tides

Pilot A qualified coastal navigator taken aboard a ship to conduct her into confined waters like a river or port. Pilots are usually compulsory for commercial vessels, but are rarely legally required for **yachts**. The word ‘pilot’ has also come to mean a published guide for ships and yachts.

Port The left side of a vessel when looking forward from **aft**. The name derives from the old convention that cargo vessels would load from the dock on the port side, leaving the delicate steering oar (steering board, or **starboard**) on the other side safely away from the wall.

Prime Meridian A line of longitude that passes through Greenwich, in England. (See Appendix I for a more detailed explanation.)

Proa From the Malay word ‘prau’. A kind of **multihull**, with one main hull and a single, smaller outrigger to provide stability.

Propeller A device for converting rotary motion provided by an engine to forward thrust in order to propel a ship. **Yacht** propellers usually have two or three blades, and some designs fold to a streamlined shape to minimise drag when sailing. All propellers quickly lose their efficiency when the blades are fouled by barnacles or other marine growth. When very badly fouled, a propeller can overload an engine while providing very little useful thrust.

Radar Named from **RA**dio **D**irection **A**nd **R**anging. Radar sets emit short pulses of microwaves. When not transmitting, the radar antenna picks up reflected echoes that have bounced off objects in the vicinity. The picture shown on the radar screen provides useful information in conditions of poor visibility, but needs practice to interpret accurately.

Refit All ships need constant maintenance. Every year or two, yachts need to be **hauled out** ashore, at least for new **antifouling** paint.

Running Lights Small sailing **yachts** under sail are permitted to show a single navigation light (or “tri-colour”) at the top of the mainmast, which shows red to **port**, green to **starboard** and white **aft**. A yacht under power must show conventional ‘running lights’ at close to deck level, with red and green lights forward and a separate white light aft, plus a ‘steaming’ light on the forward side of the mainmast. It is not correct (or legal) to show a tri-colour and a steaming light, or to replace running lights with flashers.

Safe Water Mark A buoy with white and red stripes that indicates that there is navigable water all around it, which can be used as a landfall.

Scope The length of chain and/or rope run out when a ship lies to a single **anchor**. The usual minimum is three times the depth of water, but where space permits it’s common to use much more. The greater the scope, the greater the likely holding power of the anchor, but the greater the swinging room needed as the ship lies to wind or tide.

Sea Breeze A daytime wind, usually gaining strength in the afternoon. Sea breezes are generated when land heats up, air rises and cooler air from over the sea flows in to replace it. Sea breezes are usually much stronger than their night-time equivalent, **land breezes**.

Slack Water Slack water is usually around high or low tide, when the tidal currents cease before flowing the other way. In some places, however, slack water may be hours different from the calculated times of high and low water.

Soldier's Wind A wind of strength and direction so favourable that even a soldier could sail the ship.

Special Mark A yellow buoy with an 'X' topmark. They can be used to indicate prohibited areas (like Changi Naval Base in Singapore), permitted anchorage areas, spoil grounds or any area of interest.

Spring Tides These rise highest and fall lowest from the mean tide level. They occur when the gravitational pull of the sun and moon act in conjunction. When the sun and moon act in opposition, the smaller tides that result are called **neaps**. There are two peak spring tides and two minimum neap tides every lunar month.

Squall A sometimes violent blast of wind and usually rain that occurs suddenly and rarely lasts for more than an hour. Often there is lightning and thunder. On sailing vessels it's important to try and shorten sail before a squall hits. In squally weather, commercial ships often greatly reduce their speed to just a few **knots** because of the risk of collision in poor visibility.

Starboard The right side of a ship when looking forward from aft. The name is thought to have derived from the "steering board", or steering oar which was used until the development of rudders in the 13th Century. The other side of a ship is the **port** side.

Stern The back end of a ship.

Sumatra A violent squall in the Straits of Malacca.

Trade Winds The sun heats the earth most strongly at the **equator**. There hot air rises, to be replaced with cooler air from the north and south, creating winds. The rotation of the earth diverts these winds to the west, so that trade-winds north of the equator blow from the north east, and south of the equator from the south east. These usually reliable trade winds, (often abbreviated to 'trades') are so called because they were exploited by commercial sailing ships needing to carry cargo across oceans. In some areas the trades blow from about 30 degrees north and south to a few degrees from the equator, where they are disrupted by a belt of thunderstorms and squalls known as the Inter-Tropical Convergence Zone. In Malaysia the trades are also disrupted by the seasonal monsoons.

Trimaran A **multihull** vessel with a central hull and two floats.

Typhoon A tropical or sub-tropical revolving storm, also known as a cyclone or a hurricane. Typhoons regularly occur in the Philippines and less commonly in the Bay of Bengal, but are almost unknown in Malaysian waters.

VHF Radio Short for Very High Frequency, Marine VHF radios are 'line-of-sight' and therefore short range. Between **yachts** the maximum range is about 25 miles, rising to perhaps 60 miles between yachts and aircraft. There are 55 channels, although in some countries some of these channels are reserved for official purposes. Channel 16 is for calling and distress only. In other words, unless a vessel is in distress, it should only use Channel 16 to call another vessel, and then when contact is made immediately to change to a different channel. Channel 70 is reserved for Digital Selective Calling.

Watch All ships underway are required to have at least one member of the crew on watch. For **yachts** offshore on ocean passages it is usually sufficient for the watchkeeper to complete a careful search of a usually empty horizon every 10 minutes or so. But in Malaysian waters a constant watch is essential.

Yacht The word derives from the Dutch word "jacht", and refers to a private vessel not carrying cargo or plying for hire. Like the word **dinghy**, it is frequently mis-spelled.

**APPENDIX III: A SUGGESTED READING LIST FOR BOOKS ON MALAYSIA AND
NEIGHBOURING COUNTRIES**

Tales from the South China Seas (1983). Charles Allen

Sinister Twilight (1968) Noel Barber. [The Fall of Singapore 1942]

The War of the Running Dogs. (1971) Noel Barber [The ‘Emergency’ in Malaya]

Confrontation. The War with Indonesia (2007) Nick van der Bijl [Indonesia’s attempted invasion of Malaysian Borneo, 1962-1966]

The Golden Chersonese and the Way Thither. (1883) Isabella Bird [Travels in the Malacca Straits]

The Malayan Trilogy. (1972) Anthony Burgess

At the Court of Pelesu and other Malayan Stories. (1966) Hugh Clifford

Almayer’s Folly. (1895) Joseph Conrad

Outcast of the Islands. (1896) Joseph Conrad

Tales of Unrest. (1898) Joseph Conrad

Lord Jim. (1900) Joseph Conrad

Twixt Land and Sea. (1912) Joseph Conrad

Victory. (1915) Joseph Conrad

The Rescue. (1920) Joseph Conrad

Sylvia, Queen of the Headhunters (2007) Philip Eade [Sylvia was the wife of the White Rajah in Sarawak. Sadly Out of Print,]

Inspector Singh Investigates: A Most Peculiar Malaysian Murder (2008) Shamani Flint [Detective Fiction, Malaysian author].

Inspector Singh Investigates: The Singapore School of Villainy (2010) Shamani Flint [Detective Fiction, Malaysian author].

Flashman’s Lady. (1977) George McDonald Fraser (Historical Fiction. Derring do in Singapore and Borneo)

Shadow Play (2012) Barbara Ismail [Detective Fiction based in Kelantan, Malaysia]

Princess Play (2013) Barbara Ismail [Detective Fiction based in Kelantan, Malaysia]

An End to a War. A Japanese Soldier’s Experience of the 1945 Death Marches of North Borneo (2012) Ueno Itsuyoshi

Into the Heart of Borneo. (1984) Redmond O'Hanlon [A Journey up the Rajang River]

History of Malaya (1993) J Kennedy [Malaysian Heritage Series]

The Kampong Boy (1979) Lat [A Malaysian cartoonist, who has published over 30 books of cartoons. *The Kampong Boy* is his first, based on his life as a child in a village near Ipoh]

The Land Below the Wind (1939) Agnes Newton Keith [Pre-War Life in North Borneo]

Three Came Home (1946) Agnes Newton Keith [As Prisoners of the Japanese in Borneo]

White Man Returns (1951) Agnes Newton Keith [Post-War Life in North Borneo]

Streets of George Town, Penang (1993) Khoo Su Nin [A guide to the heritage buildings of George Town].

The Battle of Penang (2012) J.R. Robertson [The Sinking of Russian Cruiser *Zhemchug* by the German raider *Emden* in 1914]

Our Man in Malaya (2007) Margaret Shennan [The 'Emergency' in Malaya]

The Gift of Rain (2007) Tan Twan Eng [Novel, Malaysian author, Booker Prize Longlisted]

The Garden of Evening Mists (2012) Tan Twan Eng [Novel. Malaysian author]

The Harmony Silk Factory (2005) Tash Aw [Novel. Malaysian author]

Map of the Invisible World (2009) Tash Aw [Novel. Malaysian author]

Five Star Billionaire (2013) Tash Aw [Novel. Malaysian author. Booker Prize Shortlisted].

Saint Jack (1973) Paul Theroux [Novel: a rogue in Singapore].

The Malay Archipelago (1869) Alfred Russel Wallace [A Contemporary of Darwin, a naturalist who independently arrived at the Theory of Evolution]

In Search of Conrad (1991) Gavin Young [Sailing in the Malay Archipelago]

APPENDIX IV: LEAVING AN UNATTENDED YACHT IN MALAYSIA

Once cleared into Malaysia, yachts can be left in Malaysia indefinitely without the payment of duties or taxes. A 'frequently asked question' is where to leave a yacht when the crew wishes to return home or to continue their travels by land. The following suggestions are cross-referenced to additional data in the main text.

Leaving a yacht in a Singapore marina is possible, but very expensive by Malaysian standards: see page 32. The anchorage off the Royal Brunei Yacht Club at Serasa in Brunei Darussalam has very good holding and some yachts have been moored there for years. In 2010 one rally yacht was anchored off the RBYC for several weeks while the crew returned home. See page 64.

There are certainly other possibilities not mentioned in the list below. Further suggestions, updates and corrections are always welcome. Please send your contributions to sailmalaysia.net

1. WEST COAST PENINSULA MALAYSIA

1.1 Pulau Langkawi

- Royal Langkawi Yacht Club Marina. Not as well sheltered as the marinas at Rebak and Telaga, but with good security. Recommended. Page 13.
- Rebak Marina and attached boatyard. Very well sheltered, with good security and a very popular place to leave a yacht afloat or ashore. Highly Recommended. Page 13.
- Telaga Harbour Marina. Very well sheltered, good security and a very popular place to leave a yacht long term. Highly Recommended. Page 14.
- B & V Marine. Boatyard. Limited to 12 tonnes, unless a bigger crane is brought in from the mainland. Page 13.

In addition there are moorings available in Bass Harbour, off Kuah (Page 12), and the 'Hole in the Wall' (Page 15). Some yachts have been anchored for years in Bass Harbour.

1.2 Pulau Penang (Pinang)

- Straits Quay Marina. Very well sheltered with good security, and recommended. But the marina management wants to keep at least some berths available for short-term visitors, and may be reluctant to accept a long-term booking. Page 16.
- Limbongan Batu Maung boatyard. Space is very limited. The management may be reluctant to accept a long-term booking. Page 18.

1.3 Pangkor/Lumut

- Pangkor Island Marina and attached boatyard. Very well sheltered with good security. Highly recommended. There is a large hard-stand area that was extended in 2016. Special discounts for long-stays may be available for past and present Sail Malaysia Rally participants. Page 20.

1.4 Port Dickson

- Admiral Marina Highly recommended. Very well sheltered with good security. Page 23.

1.5 Nusijaya (West of Singapore)

- Puteri Harbour. Highly recommended. Very well sheltered with good security. Page 25.

1.6 Johor Bahru (North of Singapore)

- Country Garden Marina. Moderately well sheltered. Good security. Page 27
- Danga Bay Marina. Closed in 2014. May re-open in 2017. Page 26.
- Senibong Cove Marina. Very well sheltered with good security. Highly recommended. Page 32.

2. EAST COAST PENINSULA MALAYSIA

2.1 Johor (East of Singapore)

- Sebana Cove Marina. Very well sheltered with good security. Brackish water inhibits fouling. Highly recommended. Page 31.

2.2 Pulau Tioman

- Tioman Marina. Well sheltered with good security. Power and water may be unreliable. Recommended. Page 35.

2.3 Kuala Terengganu

- Recommended, although wet season floods (especially in November–February) can cause problems. Fresh water, zero fouling. Page 40.

3. MALAYSIAN BORNEO

3.1 Kuching

- Kuching Marina. Recommended, although debris in the river (especially during wet season floods) can be problematic. Page 55.

3.2 Miri

- Miri Marina. Highly recommended. Excellent shelter and security. Page 58.

3.3 Labuan

- Labuan Marina. Has a history of disintegrating but likely OK for short stays. Page 64.

3.4 Kota Kinabalu

- Sutera Harbour. Highly recommended. Excellent shelter and security, but expensive. A holding tank is compulsory. Page 68

3.5 Kudat

- Marina Jetty Kudat. Recommended. Space is limited but security is good and the marina is well sheltered. Page 71. In 2014 a yacht unable to find accommodation in the marina was left unattended at anchor in the 'Duck Pond', with stern lines taken ashore.
- Penuwasa Boatyard. A short distance from Marina Jetty Kudat. Recommended. Page 71.

APPENDIX V: BOATYARDS IN MALAYSIA

1. WEST COAST PENINSULA MALAYSIA

1.1 Pulau Langkawi

- Northern Shipyard. Newly opened. Page 13.
- Rebak Marina Travel-lift, 65 tonnes, 7 metres wide. No welding or metal grinding permitted. Highly recommended. Page 13.
- B & V Marine. Limited to yachts of up to 12 tonnes, unless a bigger crane is brought in from the mainland. Page 13.

1.2 Pulau Penang (Pinang)

- Limbongan Batu Maung Travel-lift, 70 tonnes. Two railway slipways suitable for multihulls. Propeller shop. Page 18

1.3 Pangkor/Lumut

- Pangkor Island Marina. A 'Sealift' suitable for monohulls and catamarans to 20 metres/45 tonnes. Highly recommended. Page 20.

1.4 Johor Bahru (North of Singapore)

- Dalac Marine Engineering & Services. Travel-lift. Page 32

2. EAST COAST PENINSULA MALAYSIA

2.1 Endau (West of Tioman on Mainland)

- Prospect Dockyard. Railway system, up to 250 tonnes. Propeller shop. Recommended, especially for metal yachts. Page 37.

3. MALAYSIAN BORNEO

3.1 Kuala Penyu (About 30 Miles North-East of Labuan)

- Excel Corporation. Travel lift. Page 67.

3.2 Kudat

- Penuwasa Boatyard. Travel-lift, 150 tonnes, 7.8 metres wide. Recommended. Page 71

APPENDIX VI: MALAY LANGUAGE (BAHASA MALAYSIA) **WORDS USED IN THE CRUISING GUIDE**

Bandar	Town
Besar	Big (as in “Pulau Telang Besar”: Big Telang Island)
Jabatan Laut	Marine Department/Harbour Master (literally “Sea Department”)
Jalan	Road
Kampung	Village
Kampung Air	Water Village (built on stilts over a river or estuary).
Kecil	Small (as in “Pulau Telang Kecil”: Small Telang Island)
Kuala	A confluence of two rivers
Maritim Malaysia	Malaysian Coast Guard
Polis Marin	Maritime Police
Pulau	Island
Selat	A Strait or Sound
Sungai	River
Tanjung	Cape or Headland
Teluk	Bay