

A tropical beach scene with a large palm tree trunk leaning over the sand, a red and white flag on a pole, a white sailboat in the turquoise water, and a small wooden boat in the distance. The sky is blue with light clouds.

101 ANCHORAGES

WITHIN THE INDONESIAN ARCHIPELAGO



HOW TO USE THIS GUIDE?

101... AT TIME OF WRITING, THERE IS VERY LITTLE PRINTED DATA FOR CRUISERS PASSING THROUGH INDONESIA. CONSEQUENTLY A LOT OF CRUISERS RATHER THAN EXPLORING THE OUTER REACHES OF THE REALM PASS THROUGH QUICKLY OR STUCK TO WELL-KNOWN ROUTES. **101** ATTEMPTS TO PROVIDE ENOUGH PASSAGE PLANNING INFORMATION TO AVOID THIS. DON'T MISS THE WONDERS THESE ISLANDS POSSESS. **17,000** ISLANDS, DIVERSE CULTURES, WONDERFUL PEOPLE. IF **101** CAN CONVINCE ONE CRUISING VESSEL TO SAFELY LEAVE THE TRODDEN PATH, THEN IT HAS ACHIEVED ITS OBJECTIVE.

101 IS NOT a cruising guide, it can not claim to be. It is not the accumulation of one sailor's life spent in this area. It is, however, a compilation of safe anchorages provided by many sailors who have passed through the Indonesian Archipelago and enjoyed all it has to offer. A lifetime could be spent in discovery **here**.

101 utilises known waypoints (**WGS 84**) to guide you and your vessel into safe water and sensible anchorages. These anchorages may have totally different characteristics during each monsoon. Ensure you check the protection each offers before passage planning. Check all waypoints against other known data (C-Map, Maxi, Charts). **DO NOT** rely on these as the sole source of navigation data for any reef or

anchorage entry. **Waypoints are guides only** and are the product of passed on information, so please check and make corrections as necessary—by the third edition of **101**, they should be gospel!

101 utilises **Mudmaps** to illustrate the many reef or bay entries to the anchorages. These are called "mudmaps" for good reason. They are not to be used for navigation. Imagine you are at your favorite pub, a good friend says to you "you must go to this anchorage, the reef is amazing, fishing superb and water clear as crystal." He draws a guide on a napkin (after a few beers) for you, this is a prized secret spot, so the piece of paper is treasured. However, you would never rely on it solely for navigation. Treat the mudmaps the same

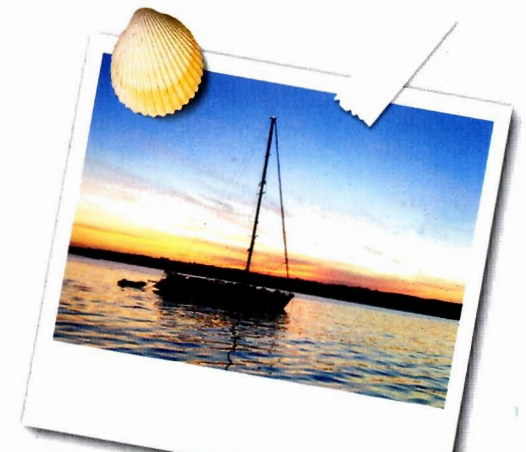
way, invaluable information but drawn on a napkin, nonetheless.

Many of the anchorages in this text are lovely unspoilt quiet bays, with beautiful local peoples. Let us all endeavour to keep them this way. Treat locals with complete respect, remove all your rubbish (and more if you can) or, at least, dispose of it sensibly, get to shore and meet the local people, learn all you can about their way of life. As the old saying goes...

"Take only photographs and leave only footprints."

101 is designed to allow the skipper a one page quick view of a selected anchorage.

Detailing entry, location, mudmap, wind and swell protection afforded, reef quality, expected water clarity, holding, pollution and many other pieces of data that cruisers value when selecting a place to overnight, spend a week or in some cases a month!



OVERVIEW & GRAPHICS EXPLAINED

Each page is dedicated to one location, and the format is as below



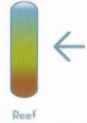
Swell



Wind



Beach



Reef



Water Clarity

Swell and Wind Graphics

Simply have a line indicating those areas (as related to a compass) that the anchorage protects from either wind or swell, i.e. above anchorage is well-protected from the north east.

Beach Graphic

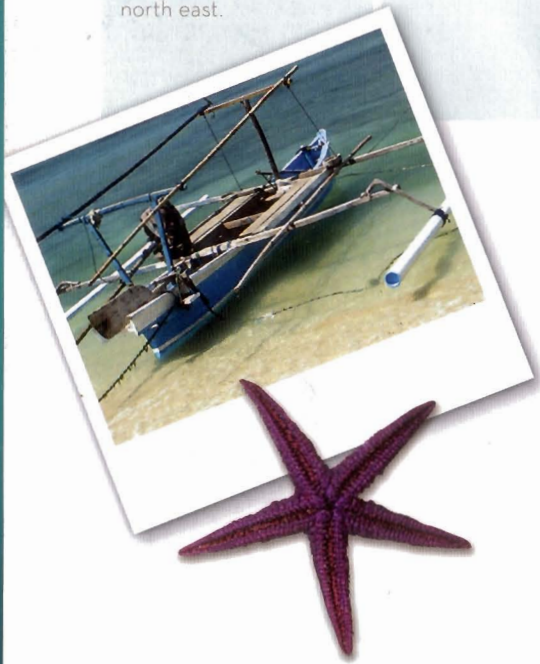
Sliding scale from pristine squeaky white sand to nasty cobblestone/lava beach.

Reef Graphic

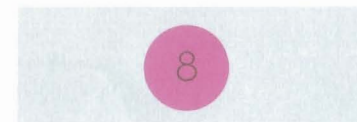
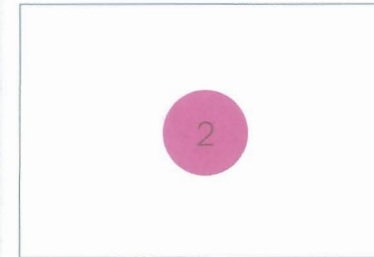
Sliding scale from marine abundance to tragic death of a reef system either from climatic change or man's more direct destruction (arsenic, bombing, anchoring folly).

Water Clarity

Relates to particular trade season, i.e. the one anchorage provides protection from. Sliding scale from sparkling clear water with 20 m visibility to river erosion run off, zero visibility



- Anchorage number & Anchorage name 1
- Picture of location 2
- Anchorage No, GPS Position (WGS84), rating 3
- Approach, information 4
- Swell and wind graphics 5
- Location notes or anecdotes 6
- Location details 7
- Mudmap 8



Anchorage No

Generally anchorages are numbered from East to West through the archipelago.

Anchorage Name

Generally Indonesian name is used unless one not available.

Dedicated to

In memory of a cruiser that passed through these waters. Sometimes the cruiser that provided the insight to the anchorage, but not in every case. Don't blame this vessel for any perceived errors.

Location

General Island or area within the archipelago on which anchorage is located.

Lat/Long

Exact location. Generally to 2 decimal places. Most often when more precise location is given it is rounded off. Make sure you check your own Navigation system.

Waypoints

Not always provided. Where provided give invaluable information regarding anchorage approach.

Rating

1 to 10. 1-being the anchorage you would only stay at For Lunch (and think twice at that). Poor holding, poor protection, swell running through anchorage, poor reef and poor water quality. 10—the world's perfect anchorage. This means different things to every sailor. In this text, it means clear

water, live healthy coral reefs, ample fish, good wind and swell protection, good holding, white sandy beaches with good access and only you and one other boat there for the night.

Approach

The best navigable approach to the anchorage GPS position given. Where waypoints are provided, they are reliable. Crosscheck with your own navigation system as standard.

Graphics

See over (pg 2).

Comments Box

This is generally a cultural note, or other pertinent information regarding the anchorage, not of a navigational nature.

Holding

Bottom nature and expected grip your anchor is likely to make with the seabed.

Poor (Bommies/Shale) to **Good** (Sand/Mud).

Water Clarity

An indication of expected water clarity in the tradewind season that the anchorage provides protection from. **Excellent**—Can see the bottom when anchored in 10 m.

Poor—Can not see end of your own Rudder!

Reef/Snorkeling

An indication of marine health in the area.

Excellent—abundant marine life, well developed coral in variety. **Poor**—evidence of bombing, coral death and anchoring damage, little marine life.

Rubbish/Pollution

Minimal—Clean water and beaches.

Moderate—Some evidence of plastic debris and waste. **Severe**—Bay choked with petrochemical, plastic and/or human waste (often seasonal varying in each trade).

Beach Access

Self-explanatory note on ease of reaching beach in tender.

Provisioning

An indication of availability of staples, i.e. Rice, bread, meat, eggs, cooking essentials. Not necessarily alcohol and chocolate!

Facilities

An indication of availability of ATMs, banking, internet, and IDD phones.

Water

Is potable water available. In Indonesia, this means bottled aqua. Well water is often potable, but for westerners it is best to boil all non-bottled water (some text say for up to 40 minutes!)

Fuel

An indication of the availability of diesel (Solar) or unleaded fuel (Bensin). Most Bensin is of good quality, however, due to the delivery systems in place for Solar a filter is suggested before placing Solar into cruising yacht fuel tanks.



WHY CRUISE INDONESIA?

THERE IS TRULY NO GREATER CRUISING GROUND THAN INDONESIA. THE EXPANSE OF OPEN WATER, MYRIADS OF PERFECT TROPICAL ISLANDS, THE DIVERSITY OF CULTURE, RICHNESS OF EXPERIENCE, FREEDOM THAT FEW OF US REALISE IN TRUE LIFE MOST PEOPLE'S RESERVATIONS HINGE ON FEAR OF PIRACY, RED TAPE, CORRUPTION AND A MEDIA FED IMAGE OF INDONESIA. THROW ALL PRECONCEPTIONS AWAY, PREPARE TO BE SURPRISED, DELIGHTED AND CHANGED BY AN ARCHIPELAGO THAT CONTINUES TO DELIGHT EVEN AFTER A DECADE OF EXPLORATION..

Piracy does exist in Indonesia, fortunately it is almost exclusively limited to large merchant vessels traveling through certain areas. Documented reports of visiting yachts being pirated in Indonesian waters are almost impossible to come by.

There are occasional reports of visiting yachts being chased or having "aggressive gestures" made by local boats. Once introduced into the rumor mill, these are quickly ground out as piracy. However, they are invariably cases of misunderstanding on behalf of the yachts. In twelve years of cruising extensively in Indonesia, with my wife and young family, I have yet to encounter an act of piracy myself. I do, however, often encounter boats that are in need of assistance.

Oil, drinking water and diesel fuel are often requested items (sounds like a lot of yachties I know) don't dispose of your waste sump oil,

it can be given or bartered almost anywhere. It is often these requests and "flagging down" of other vessels that are misconstrued as something more sinister.

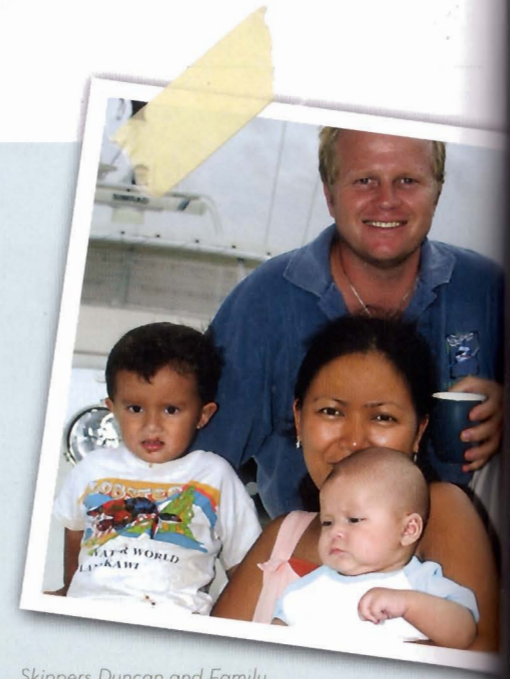
After piracy, many visiting yachts may worry most about the red tape and officialdom that seems to accompany everything in Indonesia. If your paperwork is in order, you have nothing to worry about. Getting a reputable agent to sort all this out is a moderately expensive but very hassle free option. If you decide to do it all yourself, as many visiting yachts do, bear in mind a number of things. The local "Syahbandar," harbour master, (Arabic translation: king of the port!) and other officials take their positions seriously. More often than not, their uniform will be pressed and clean, buttons polished.

To turn up asking for clearance in a raggedy T-shirt and scruffy shorts is rude and disrespectful. Things will go smoother with a clean

Skippers view...

Duncan Warner has been a skipper in Indonesian for over a decade. Crafts of all classes and type have been steered through these magical waters by his hand. Welcome to Duncan's office, he is well qualified to give unbiased counsel as to the wisdom of cruising these waters...

Lastly, one is often asked for medicines, these are invariably for



Skippers Duncan and Family

Skipper's view continue

children that either have a fever or diarrhea.

Carrying some of these medicines to hand out can be a life saver for them and give you an amazing insight to their local community. Indonesia is an almost endless horizon of cruising opportunities. The beauty of the sea and traveling on it is that you leave no trace of your passing, just as the tide cleans the white sandy beach

of your tracks so the wind and the currents erase your foaming wake from the oceans surface. Because of this, we can convince ourselves that we may be the first people to make land fall in this foreign and exotic archipelago. **Selamat berlayar!**

The beautiful Haruku

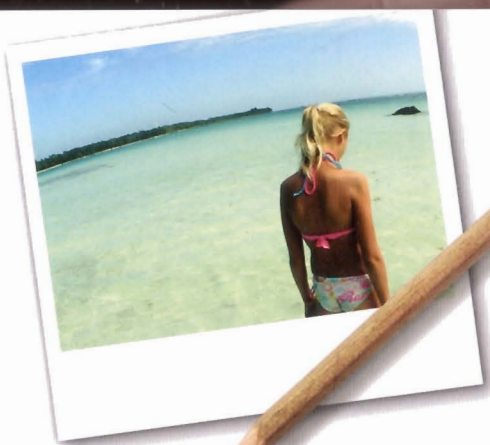


shave, collar and knee-length shorts. This is not because of any religious taboos, many mosques throughout Indonesia stand together with churches, just common courtesy

Indonesians are a very gregarious nation, and customs and etiquette are different from those in the West. "Where are you from? Where are you going? Are you married? How many children do you have?" Showing such a keen interest in someone you just met is polite, ignoring or not showing any interest at all in someone's life is quite rude. Don't take offense at these probing questions. The flip side of this is that you will be shown levels of hospitality and generosity in the islands that will astound you, such as being

invited into someone's home after even the briefest of introductions is in no way unusual. Some anchorages locals will crowd around any newly arrived yachts, which can sometimes be intimidating. People get excited and tempers can rise, stay calm and meet your visitors at boat side, ignoring their presence won't help. Smile and enjoy the experience.

Bargaining for local produce and handicraft is an accepted practice and quite fun, but there is little to be gained from screwing someone down by a few extra Rupiah. You won't gain any local kudos and your actions won't make things easier for those that follow.



UNIQUE HURDLES

Rules of the road, lights and floating debris. Most large commercial shipping and structures such as drilling or production platforms will be well and correctly lit. However, the smaller inter-island merchant shipping and the fishing fleets may not show the correct lights or indeed any lights at all.

I work on the principle, in daylight, that the larger vessel has right of way. This, unfortunately, puts most visiting yachts pretty much at the bottom of the food chain, but should avoid going right down to the line on a decision as to whether to change course or not. At night, things can become trickier. Some large boats will have a very faint light and the smaller fishing boats may revert to a lighter at the last minute. At night, presume the worst and take bearings on lights even if they appear to be showing a "safe aspect." Ensure that your own vessel is well lit as boats with nets spread will know your direction and try to warn you off.

The large scale logging in many parts of Asia means that there are some big gnarly bits of wood floating around. Some of these are large and bushy enough to be picked up on radar, many are not and there's nothing to be done about it. In my experience, the areas that are

most prone to this are Selat Makasar, North Sulawesi and Irian Jaya.

Yachts should also have a care for the FAD's (fish attracting devices or "Rumpons" in Bahasa) that can be anchored in several thousand feet of water. These are not marked on Admiralty or Indonesian charts. These seem to be worst off the N coast of Sulawesi, N coast of Bali and Java and some areas of N Flores. Though they can be found to varying degrees almost anywhere. I have inadvertently driven into these on two occasions and have had no damage done to hull or running gear, bamboo is quite forgiving below 10kts.

Obstacles and Dodgemes

Watches are never dull, day or night. Make sure an eye is always kept out for these unique and many other assorted hazards. Is this what makes cruising exotic? Would it otherwise it would just be a sail on the bay? Logs, small forests, unlit vessels, lit vessels with random patterns, erratic movements, tugs towing unlit barges, electronic charts half a mile out, islands that are not meant to exist, all in a day's sailing. However, the demands of this sailing are so far outweighed by the rewards they are quickly forgotten once at anchor.





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Longer Craft and Barge Fishing Platform on the island

GEOFF'S COMMENT...

My view of Indonesia is perhaps coloured, coloured by a large portion of my life spent exploring this land of spice. Leaky boats with motley crews chugging out to unnamed islands in search of the undiscovered. A comparatively short time has been spent on a sailing yacht cruising the length and breadth of this vast archipelago. Life on "Calypso JJ" has proven that this rich tapestry of islands is indeed one of the world's greatest cruising grounds. Cruising here is unforgettable, diverse, rich in experience and above all safe.

We have always had a love for the country and its peoples, but their generous care of our family whilst we tiptoed across their seas knew no bounds. In one of many examples, we were moored off a Tsunami ravaged island and onshore the level of poverty was astounding. However, amongst all this loss, a quiet lady approached my wife Sarah and gave her a bag of sweet juicy mangoes wanting nil in return. From Timor to Aceh and back again to the Molluka's, we saw this generosity shared again and again. Sailing forces us to slow down to a more third world pace and at this pace we can hear the laughter, story telling, sharing and smiles that we so often miss in the hustle of first world life. This gaiety and appreciation of the simple things would often lead us to question who, in fact, is poor in spirit and experience?

Pirates and Officialdom

Most yachties' greatest fear is the above two fiends, often they can be one and the same beast.

However, in reality both are rare nuisances and can be controlled. Pirates you can discount as a genuine risk to yachties as they are after large shipping. You are more likely to be stolen from

on home soil. However, avoid risk areas, eg. West side of Malacca Straits and place a "Jagah" or guard on your vessel if you feel security is a risk in an isolated area. Officialdom—Indonesians love uniforms and strange things can happen to a man in one. The uniform empowers the wearer and allows them another avenue to provide for their family. Understanding that it is accepted practice to ask a little more for service will remove a lot of the indignation and anger associated with red tape processes. Avoid port towns wherever possible, report to authorities only when required to. When you meet officials do all your business with a smile. Western directness and aggression will not assist here. Slow down, smile often and enjoy the game and banter. Pay as little as possible (yachties will follow you through) but pay you will. These encounters are surprisingly few, and approached in the above manner can actually add to the experience of your trip. Security is generally not an issue. We have never lost anything off our vessel. However, upon arrival in remote villages it is wise to make landfall and introduce oneself to the "Kepala Kampung" or "Kepala Desa," head man. This is polite and also ensures major loss of face if any harm befall you or your vessel. If still concerned pay someone local to keep an eye over your pride and joy whilst you are ashore. This very small payment will feed back into the community and ensure safe and happy sailing for you and all that follow in your wake.

So let the mooring lines go, take a deep breath and head for the land of countless islands, spices, white beaches, reefs, surf, myriad colours, scents, fabrics, fellow mariners and friends. Indonesia—the greatest cruising ground on earth.

LIST OF ANCHORAGES...

1 Kupang	14 Pulau Besar	27 Pulau Hoga	40 Gili Lawa Laut	53 Scar Reef I	66 Lovina Beach	79 Panaitan South	91 Hideaway
2 Pulau Bibi	15 Waimalung	28 Ambon Kota	41 Kelor	54 Scar Reef II	67 Kangean	80 Panaitan North	92 Kandu
3 Baa	16 Ngarujong	29 Teluk Ambon	42 Komodo Dive Site I	55 Maluk Mine	68 Bawean I	81 Krakatoa	93 Padang
4 Tanjung Hundihuk	17 Savu	30 Pulau Tengah	43 Komodo Dive Site II	56 North Lombok	69 Bawean II	82 Krakatoa East	94 Asu Island
5 Nembrala	18 Batu Boga	31 Pulau Manipa	44 Rhobang Island	57 Gili Lawang	70 Kuma Town	83 Krakatoa South	95 Afulu Lagoon
6 Terbang Utara	19 Batu Boga East	32 Misool Lagoon	45 Uwada Dusami	58 Teluk Kombal	71 Kuma River Mouth	84 Pulau Nangka	96 Pulau Bunga
7 Romang I	20 Monkey Beach	33 Kalem Irian	46 Teluk Ginggo	59 Gili Air	72 Masalembu Besar	85 Lingga Mesenek	97 Lahewa Lagoon
8 Romang II	21 Inca Village	34 Bira Harbour	47 Pantai Merah	60 Ekas	73 Perang Island	86 Lingga	98 Banyak Island
9 Kawula Island	22 Lingeh	35 Tanah Biru	48 North Komodo	61 Gerupuk	74 Jakarta Pantai	87 Pulau Kentar	99 Ujung Sueng
10 Adunara Island	23 Gili Bodo	36 Makassar	49 Potopuddu	62 Bangko Bangko	75 Jakarta Pennisri Hbr	88 Nongsa Point	100 Pulau Rubiah
11 Teluk Hading	24 Labuhan Bajo I	37 Gili Banta I	50 Periscopes	63 North Lembongan	76 1000 Islands	Marina	101 Sabang
12 Tanjung Gedong	25 Labuhan Bajo II	38 Gili Banta II	51 Huu	64 Bali Marina	77 Pulau Panjang	89 Topejat	
13 Wodong	26 Labuhan Bajo Lodge	39 Loh Buaya	52 Medang	65 Serangan	78 Pulau Peucang	90 Pulau Roniki	



1

KUPANG,
TEDDY'S BAR

Dedicated to Ocelot
Location Timor
Latitude 10.09.6 S
Longitude 123.34.4 E

Overall 101 Rating



APPROACH

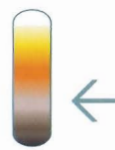
From South enter Selat Semau bear NNE taking care to avoid fish/oyster farms on east bank. Once clear of Pulau Semau head ENE to Northern aspect of Kupang township. Anchor in front of Teddy's Bar using waypoints as a guide. Anchor on muddy bottom in 3-8 m. plastic and other seabed debris may force repeat anchoring. Persist until you get good holding as anchorage can become choppy in afternoons. Approach from the north is uncomplicated and without hazard. Pollution is worst in front of rivermouth on outgoing tide.



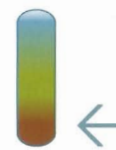
Swell



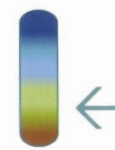
Wind



Beach



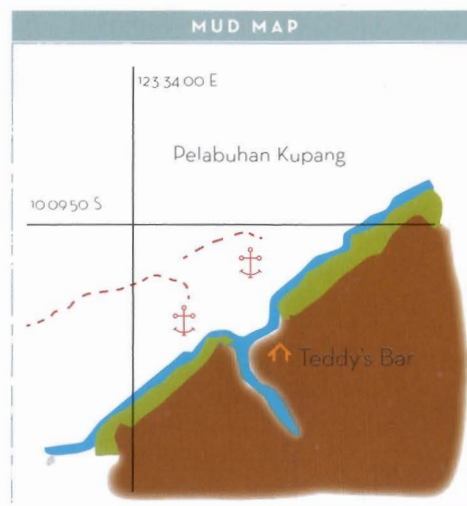
Reef



Water Clarity

Whilst Kupang is definitely not Indonesia's premier anchorage, what it lacks in swell and wind shelter it makes up for in charm. The Timorese are delightful, give visitors, and ensure all have a trouble free and pleasant entry into Indonesia. Teddy's Bar is definitely the focal point for yachters here and Teddy and his staff seek to cater for all yachting needs from Laundry, to travel, to phones and fuel. It is well worth getting out of the anchorage with lots to see and do.

Holding Good	Beach Access Can be choppy and difficult
Sand/Mud	Provisioning Good
Water Clarity Poor	Facilities Good
Reef/Snorkeling Poor	Water Available/Aqua
Rubbish/Pollution Nasty	Fuel Available/Jerrycans
when river flowing	



2

PULAU BIBI ROTI



Dedicated to Calypso JJ
Location Roti
Latitude 10.24.3 S
Longitude 123.21.4 E

Overall 101 Rating



APPROACH

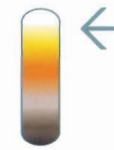
This is a magical bay allowing escape from the murky waters of Kupang. The reef and beach are very beautiful, it won't be long before this is discovered and hotels abound. get there first. Approach with caution (avoid late in day arrivals) as the fringing reef comes some way offshore and there are clusters of bommies. However, large areas of sand and sea grass are easily found, anchor in depth varying from 3-10 m. The bottom shelves up sharply, approach slowly with a bow lookout. Well worth the effort once anchored. Omnipresent seaweed farm adds extra challenge on tender ride to beach, but well worth the effort.



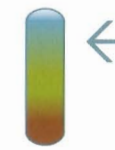
Swell



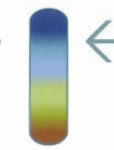
Wind



Beach



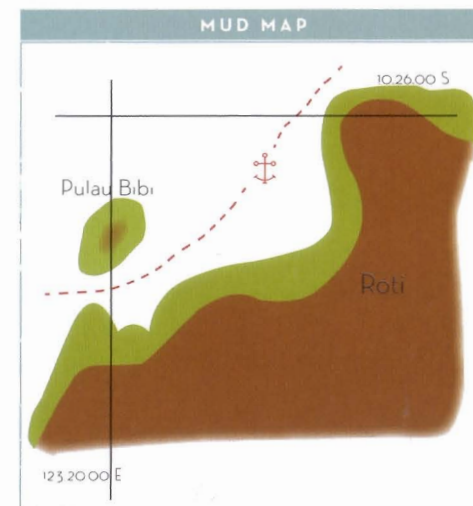
Reef



Water Clarity

The necessary stay in Kupang for check in, immigration refuel etc means that most boats leaving are hankering for clean seas and white beaches. This anchorage is a great point to recharge before heading East. However, most cruising boats sail above this area and in our view miss some of the best Indonesia has to offer. White beaches and pollution free waters characterise this relatively unspoilt area of the archipelago.

Holding Good	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Good	Water Nil
Rubbish/Pollution Nil	Fuel Nil
Beach Access Fair	
(avoid low tide)	



3

BAA, ROTI



Dedicated to Ocelot
 Location Timor
 Latitude 10.43.00 S
 Longitude 123.03.00 E

Overall 101 Rating



APPROACH

Slow approach is advised as reef shape is unlike C-Map. Approach from the north and proceed until depth favourable for anchoring. Keep a wary eye over shoulder for the express ferry from Timor, they only seem to have one speed and slow down for no man. Best area is to East of large commercial jetty. Anchor on sand bottom in 3-6 m. Secure holding and well protected during SE trades.



Swell



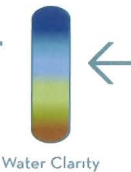
Wind



Beach



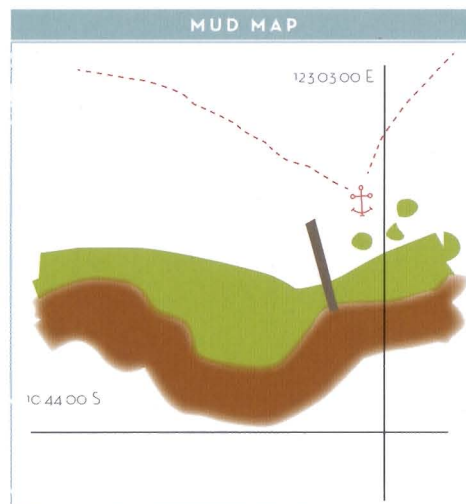
Reef



Water Clarity

Baa is Roti's major port and as such can be busy. Some roll is expected as the fast ferry from Timor arrives and leaves. Having said this, the water quality and reef is excellent considering its traffic and the town has real character. A good stopover point, or base for tours into Roti's fascinating interior. Surf on the southern coast is a major drawcard for surfers from the world over. Most will access that coast via Baa, then go overland.

Holding Good	Beach Access Good
Water Clarity Excellent	Provisioning Minimal
Reef/Snorkeling Fair/Good	Facilities Most (incl I-net)
Rubbish/Polution Moderate	Water Yes/Jerrycan
	Fuel Yes/Jerrycan



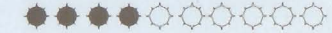
4

TANJUNG HUNDIHUK



Dedicated to Alchemy
 Location Roti
 Latitude 10.43.37 S
 Longitude 122.56.87 E

Overall 101 Rating



APPROACH

This is a more remote but very picturesque region of Roti. Approach island slightly from NE aspect to make use of shallower shelving area as some protection from the west. Do not run too close to this area as it does get very shallow over this shelf. Island itself blends into surrounds and is not readily distinguishable when seen from sea. Stakes are visible generally, these mark the edge of the reef drop off. Tender access to beach is good but some swell can develop occasionally making landing interesting. Anchor in 5-15 m, good holding. Some current at peak tides, so take care that current doesn't wrap you around the occasional bommie in the area.



Swell



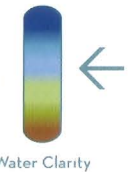
Wind



Beach



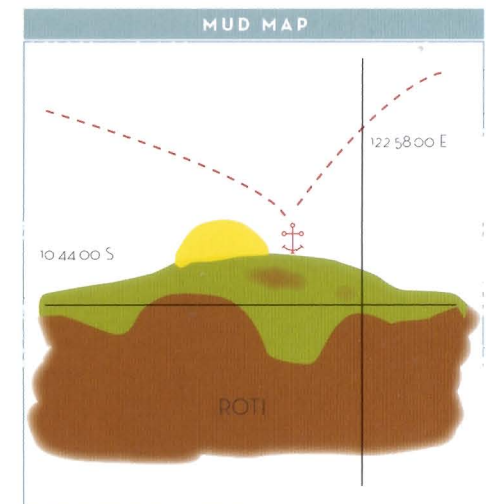
Reef



Water Clarity

This is a beautiful and unpopulated area of Roti. However it is exposed to N, E and W. Only advise use as a short term anchorage and in developed SE trades. Can be a good short term stop over point for boats heading west towards Bali etc. The terrain is quite arid during the dry season and caves onshore and goat tracks into the interior are well worth an explore.

Holding Good-Sand	Beach Access Good, occ swell
Water Clarity Fair/Good	Provisioning Nil
Reef/Snorkeling Fair/Good	Facilities Nil
Rubbish/Polution Moderate	Water No
	Fuel No



5

NEMBRALA ROTI



Dedicated to Trilium
 Location Timor
 Latitude 10.52.94 S
 Longitude 122.49.19 E

Overall 101 Rating

APPROACH

Approach break in reef from the west (avoid late in day arrivals), which is easily visible if swell running. Generally, surf charter boats mark entry clearly by their position off surf break. Passage is deep at mouth at 20-30 m and is thus very safe from breaking surf (locals claim it never closes out even on the biggest swells). Enter as far as possible into lagoon to avoid swell. Proceed with caution as lagoon edges are sharp and rise up swiftly from sand seabed at about 2-3 m. The lagoon edges are usually easily visible due to water clarity here. Anchor safely in 3-7 m. Sand bottom, good swell and wind protection.



Swell



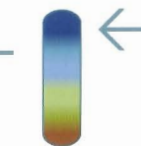
Wind



Beach



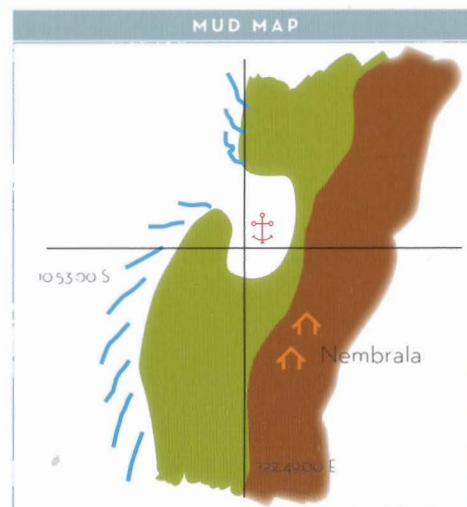
Reef



Water Clarity

One of the best anchorages in Roti. Despite its exposure to Southern swells, the lagoon affords excellent protection. A predicted very large swell may stir some skippers' instincts leading them to pull anchor and head to northern side of Roti. The village is friendly and very relaxed, also has a surprisingly good bakery. Beach access is good, but the ubiquitous seaweed pegs can pierce even the toughest tender if approached at speed.

Holding Good/Sand	Beach Access Good
Water Clarity Excellent	Provisioning Avail/Bakery!
Reef/Snorkeling Fair/Good	Facilities Most
Rubbish/Pollution Moderate	Water Yes/Jerrycan
	Fuel Yes/Jerrycan



6

TERBANG UTARA



Dedicated to Haruku
 Location Pulau Terbang Utara
 Latitude 07.19.419 S
 Longitude 128.33.565 E

Overall 101 Rating

APPROACH

Unless you are on passage out of Darwin, this really is on the edge of the galaxy for you. However, if you plan this as a stop on a passage you will be glad you made the effort. Approach is simple enough, no hazards just deep water. Both islands (Utara and Selatan) have very steep drop offs all around. However, Utara has a shelf in position of waypoint that provides good holding and moderate protection. Approach Utara from the south and advance onto shelf, anchoring in 8-10 m of water. Take care to avoid the occasional coral bommie here. Selatan has a deep fishing hole (07.21.405 S/128.33.107 E) not a good anchorage, but a good indicator of fish stocks before we raped planet earth. This points isolation should keep it that way. Look after this peace of paradise if you visit.



Swell



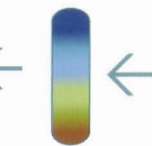
Wind



Beach



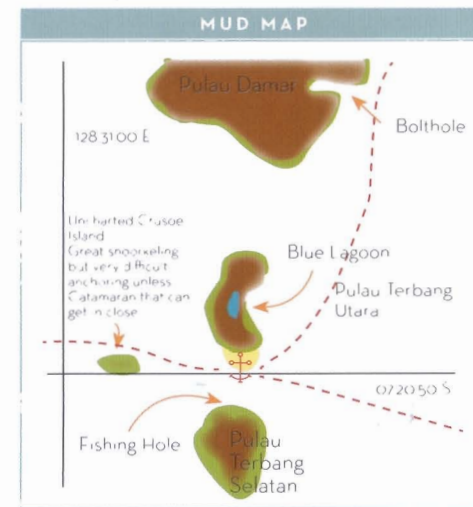
Reef



Water Clarity

Terbang Utara has a blue lake in its centre which is not shown on charts. Clamber over a rock ledge to swim in this natural wonder. Accessed via the eastern beach, the lake swim can be followed by a snorkel off the white beach. The coral gardens here, at time of writing, are pristine and well preserved. If this was not so isolated, the waypoints would not be in print! The only downside is its relative exposure to severe weather (rare here). A good bolthole is the deep bay on eastern side of Pulau Damar.

Holding Good/Sand occ. bommies	Beach Access Good
Water Clarity Good	Provisioning Nil
Reef/Snorkeling Excellent	Facilities Nil
Rubbish/Pollution Nil	Water Nil
	Fuel Nil



7 ROMANG I



Dedicated to Haruku
 Location Romang Island
 Latitude 07.36.652 S
 Longitude 127.24.788 E

Overall 101 Rating

APPROACH

Pulau Romang is a seldom visited tropical paradise. Great stopover for boats enroute to Darwin to the east or on passage to western Indonesia. Teluk Angsa to the north is a tempting anchorage, but is not considered safe in either tradewind, advise use of Romang 1 NW season, Romang 2 SE season. Approach to Romang 1 is without complication from the north or south. Enter Teluk RumahKuda (literally horse's house) and keep clear of fringe reef of offshore islet. Anchor in the lee of islet in a depth of 10-12 m on hard packed sand with good holding. The islet will provide protection in SE trades, if a swell has developed anchor as close to islet as you feel comfortable. A colon of garden eels makes this area its home, so don't be surprised to see them around your vessel or whilst snorkeling.



Swell



Wind



Beach



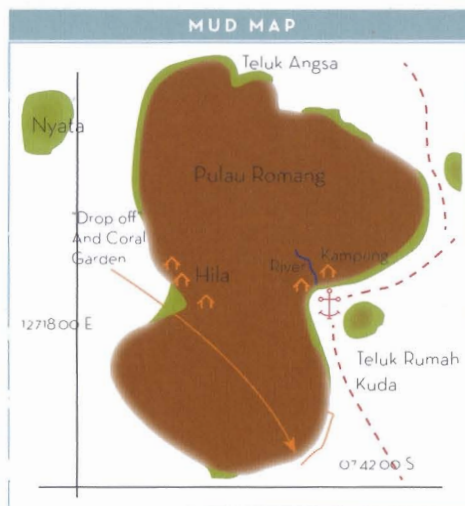
Reef



Water Clarity

While Romang is not known for its beautiful white beaches (they err on the ordinary side), it makes up for this lack well and truly. Coconut palms, relaxed friendly locals, crystal clear waters, no officialdom to speak of, good snorkelling and a calm safe anchorage all add up to make it a 101 anchorage. Head south in the tender or local boat to snorkel or dive the "drop off" and amazing coral gardens (see mudmap). The river and Kampung (village) are also worth exploring and will provide basic necessities if needed.

Holding Good/Sand	Provisioning Minimal
Water Clarity Good	Facilities Nil
Reef/Snorkeling Excellent	Water Yes/
Rubbish/Polution Minimal	Well water
Beach Access Good	Fuel Yes/Jerrycan



8 ROMANG II



Dedicated to Haruku
 Location Romang Island
 Latitude 07.35.084 S
 Longitude 127.21.934 E

Overall 101 Rating

APPROACH

Approach from west, north and east is not problematic. There are no hidden obstacles on the way into the bay. Advance toward the shoreline slowly as the seabed shelves up sharply and anchor in depth you are comfortable with (generally in excess of 15 m). It is best to anchor more to the north of the bay, nearer the village as the holding is better. The sea bed here appears to be a coral rubble with fair holding. However, lay more chain than you think you need as currents can be significant at certain times of the tide cycle. This is a great SE trade anchorage, is well protected in this season. It is, however, a little too exposed for use in the wet season unless conditions are very benign.



Swell



Wind



Beach



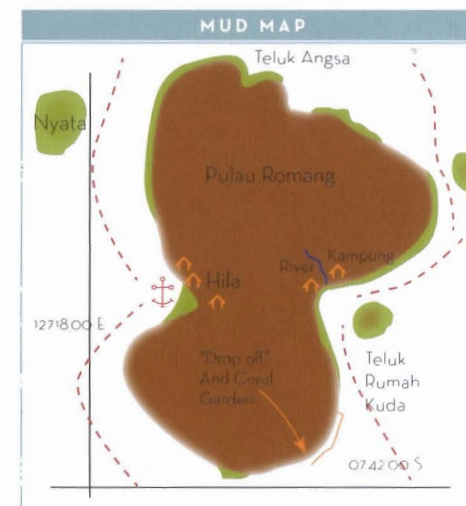
Reef



Water Clarity

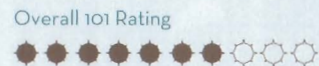
Pulau Romang's charm is once again showcased here. Coconut palms line another beach, a tranquil fishing village perched on the shore. Its true bonus is however in the protection afforded the cruising vessel in the SE trade season. The water is clear and clean, and snorkeling along the southern edge of the bay is well above average. Another good rest point for vessels on passage to or from Darwin. Ask villagers if you need fresh water. There are wells just back from the beach with good fresh water.

Holding Fair/Coral Rubble	Provisioning Minimal
Water Clarity Good	Facilities Nil
Reef/Snorkeling Excellent	Water Yes/
Rubbish/Polution Minimal	Well water
Beach Access Good	Fuel Yes/Jerrycan





Dedicated to Vagabond Heart
 Location Kawula Island
 Latitude 08.30.55 S
 Longitude 123.13.41 E
 Waypoints
 A 08.30.03 S 123.13.25 E
 B 08.30.52 S 123.13.39 E



APPROACH

Straightforward as you round Tg Liang Meah. Head directly in towards the southern end of the beach until depth reaches 10m which is well off the fringing reef. Anchor in 5 m to 10 m over sand. Room for 10 boats. The anchorage is well protected from SE winds, swell will occasionally come round corner, but not enough to disturb the quiet anchorage.



Swell



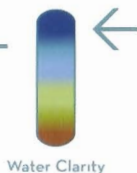
Wind



Beach

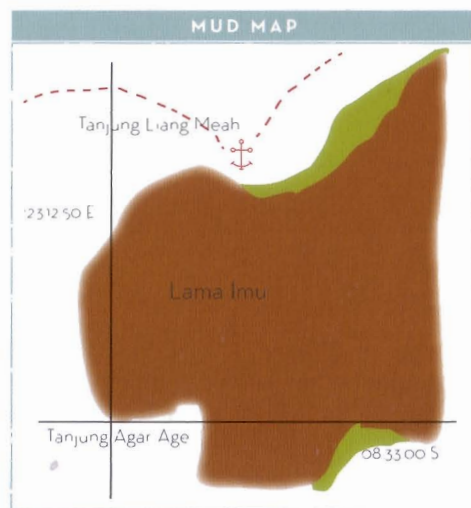


Reef



Water Clarity

A great stop after an overnight trip from Kupang. The morning light on the stunning cliffs is very special and this is a good rest point at the southern end of Selat Lamakera. It is also the first clear water and clean beach to visit after Kupang and Darwin. A very small village in behind the trees, friendly locals, no supplies. Pick your time to leave here to best use the strong currents in the strait.



Holding Good/Sand	Beach Access Good
Water Clarity Moderate	Provisioning Village
Reef/Snorkeling Fair	Facilities Nil
Rubbish/Polution	Water Well Water
Moderate	Fuel Nil



Dedicated to Vagabond Heart
 Location Adunara Island
 Latitude 08.14.64 S
 Longitude 123.19.52 E
 Waypoints
 A 08.14.83 S 123.19.47 E
 B 08.14.62 S 123.19.53 E



APPROACH

From the SW, follow the narrow channel between the reefs, starting at Tg Wur Gobin, passing to the left of the two small islands before turning to the north towards the small sand quay. In good light, the edge of the channel is very clear, with steep edges and at least 5 m minimum in the channel. There is a pearl farm just to the west of the best anchoring position. Approach the sand quay and anchor 10 m to 12 m over sand. Room for 4-5 boats. Boat will swing with the current which runs in and out via the NE channel. The area is well protected from winds in the S semicircle. Very little swell.



Swell



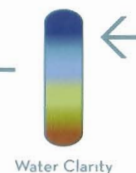
Wind



Beach



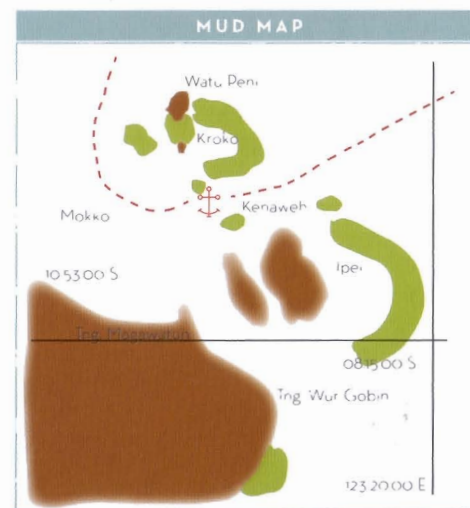
Reef



Water Clarity

This truly is a beautiful spot, off a small sand quay behind the islands. Good snorkeling on the reef to the west and a left hand surf break on the NE side of the channel which runs NE out to sea. Spectacular scenery with the volcanoes and islands around you, showcasing all Indonesia cruising has to offer.

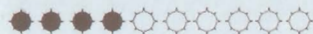
Holding Good/Sand	Provisioning Minimal
Water Clarity Good	Facilities Nil
Reef/Snorkeling Good/Fair	Water Nil
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	





Dedicated to	Scud
Location	Flores
Latitude	08 14.64 S
Longitude	123 19.52 E
Waypoints	A 08.13.99 S/122.45.53 E
	B 08.13.62 S/122.45.98 E

Overall TOT Rating



APPROACH

Teluk Hading is on the "Scorpion's tail" peninsula of north eastern Flores. Northern Flores is curiously devoid of many secure anchorages in either trade wind. Teluk Hading is a great wet season anchorage and a passable SE trade anchorage. Approach from the south giving the eastern edge of the bay some birth due to its well developed fringe reef. Bottom slopes up quite quickly, however, one can get to within 70-80 m of shore comfortably. Anchor over sand/rock mix with occasional bommies in 3-5 m depth. Holding is variable depending on position in bay. Another waypoint given (08178 S/122 4900 E) reported sand with good holding and a gently sloping bottom? On occasion, anchorage can become roilly if wind and tide conspire against you (i.e. more south in SE trade).



Swell



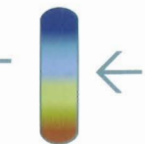
Wind



Beach



Reef

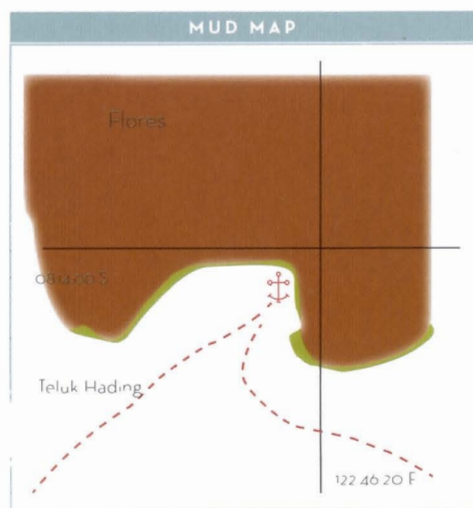


Water Clarity

Not the archipelago's premier anchorage, but a safe overnight stop if it fits into your passage plan. Is more sheltered in the wet season's north westerlies. As mentioned above. Can be exposed to the south and consequently in sustained wind can be roilly and uncomfortable. There is a road running parallel to the beach and a small village with helpful locals. Well water can readily be collected from the wells here, however, as always speak to the headman first.

Holding Variable
Water Clarity Good
Reef/Snorkeling Moderate
Rubbish/Polution Moderate
Beach Access Good

Provisioning Nil
Facilities Nil
Water Yes/Jerrycan
Fuel Nil



Dedicated to	Vagabond Heart
Location	Flores
Latitude	08 04.63 S
Longitude	122 50.71 E
Waypoints	A 08.04.65 S 122.50.35 E
	B 08.04.63 S 122.50.71 E

Overall TOT Rating



APPROACH

The approach is clear from the NW. Mind the reef on the E side which dries at low tide. Follow this reef in and the best anchoring position is between the end of this reef and the beach towards the NE end. Anchor in 3 to 8m on sand. Protection is afforded from everything but N and W winds. Very little swell.



Swell



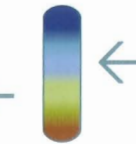
Wind



Beach



Reef

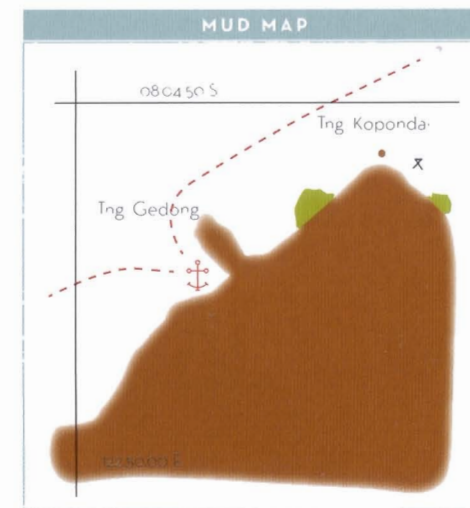


Water Clarity

This is a lovely, well-protected bay with a more substantial village (Wamalung) with paved road out of town. Very friendly locals, please make time to introduce yourself to the head man. Water and basic provisions, including local fruit and veg are available (they tend to be farmers not fishermen). Diesel and petrol too. Water is clear, but snorkeling average.

Holding Fair/Coral Rubble
Water Clarity Good
Reef/Snorkeling Excellent
Rubbish/Polution Minimal
Beach Access Good

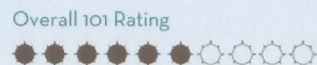
Provisioning Minimal
Facilities Nil
Water Yes/
Well water
Fuel Yes/Jerrycan



13 WODONG

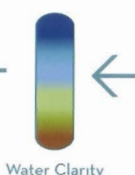


Dedicated to Estrella
 Location Komodo
 Latitude 08.36.397 S
 Longitude 122.28.504 E
 Waypoints
 A 08.35.78 S/122.28.60 E
 B 08.36.38 S/122.28.48 E



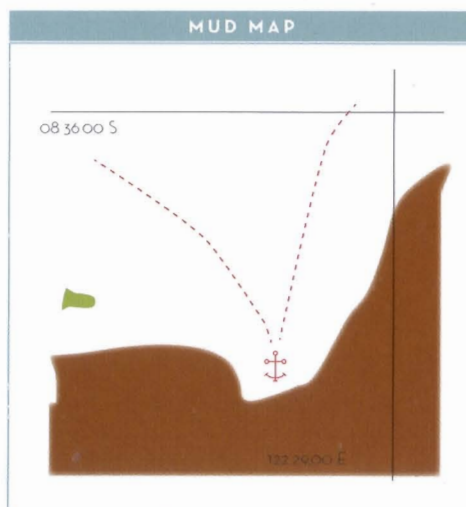
APPROACH

Wodong is not really enroute to anywhere, however, it is well worth a slight detour. Approach is very simple with no hidden hazards. Approach mid bay from the north and progress towards the beach until you are in 7-8 m depth. Anchor in this depth over sand with excellent holding. The beach access is not easy and it is not a pretty white beach. However, visit recommended for reasons given below. Night approach is quite feasible here if done slowly and with eyes as ever open for small unlit craft. The bay is well protected in the SE trades and swell rarely develops here during that season.



Despite the beach not being ideal, there is a great backpackers dive resort in the bay. They serve cheap and delicious meals and can advise you regarding best local dive sites. There is also a wreck in the bay that is meant to be a superb dive. Another hidden outpost well worth the effort of exploration.

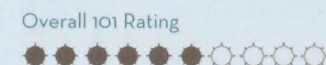
Holding Good/Sand	Beach Access Good
Water Clarity Good	Provisioning Nil
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Moderate	Water Nil
	Fuel Nil



14 PULAU BESAR



Dedicated to Estrella
 Location Flores
 Latitude 08.26.77 S
 Longitude 122.24.54 E
 Waypoints
 A 08.25.66 S/122.24.72 E
 B 08.26.23 S/122.24.62 E
 C 08.26.77 S/122.24.49 E



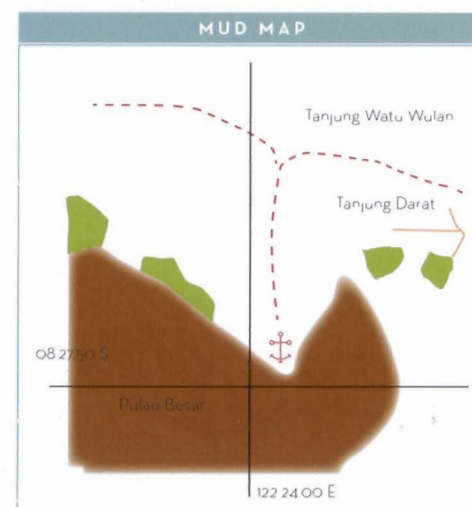
APPROACH

Reef here is abundant and in good health, consequently thread into bay in good overhead light with sun at your back if possible. Approach from the north, reefs are marked and relatively accurately depicted on C Map as to their relation to landmass. Proceed and anchor off small village in 10-15 m, as it shelves up quite sharply nearer the shore. Can occasionally get some roll if unseasonal NE or N wind picks up, but is generally well protected.



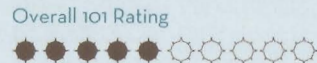
Great protected and secluded anchorage. There is fishing village on Pulau Besar, this is a muslim area and dress codes must be adhered to. However, the locals are very helpful and keen to ensure your safe stay here. Snorkeling is well above average and at time of writing the coral was abundant and varied in nature. Time will tell if fishing pressures and water changes keep it that way. In SE trades water clarity here is excellent.

Holding Good/Sand	Provisioning Essentials
Water Clarity Good	Facilities Nil
Reef/Snorkeling Excellent	Water Yes
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	





Dedicated to Vagabond Heart
 Location Flores
 Latitude 08.25.33 S
 Longitude 122.35.41 E
 Waypoints
 A 08.24.55 S/122.34.67 E
 B 08.25.07 S/122.34.92 E
 C 08.25.31 S/122.35.35 E



APPROACH

Approach from the NW in good light, the water is deep all the way in to the cove. The sea bed shelves quite quickly up to the beach. Anchor in about 15-20 m anywhere along the bay. The bottom is rocky so you will need plenty of scope and possibly a few attempts to get set. Room for 6-8 boats. The bay is very well protected from everything, but N and W winds. Very little swell gets in to the bay in the SE trade season.



Swell



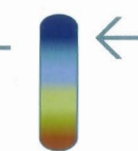
Wind



Beach



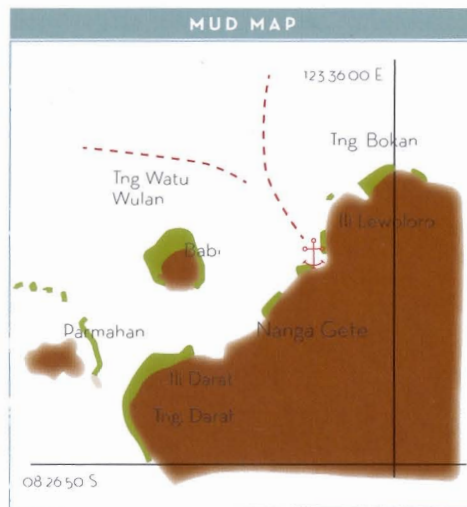
Reef



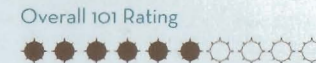
Water Clarity

This is a good stop along N coast of Flores if you want to day hop. It is a pretty cove on W side of headland with a very small village on beach. Clear water in SE trades. People as usual very helpful and friendly.

Holding Fair/Rock/Sand	Provisioning Minimal
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Fair	Water Yes
Rubbish/Pollution Moderate	Fuel Possible
Beach Access Good	



Dedicated to Silver Fern
 Location Flores
 Latitude 08.30.55 S
 Longitude 121.41.25 E
 Waypoints
 A 08.30.03 S/121.41.61 E
 B 08.30.56 S/121.41.27 E



APPROACH

Good anchorage but exposed to swell from N + NE. Easy approach, good one for late or night arrival if necessary, or predawn departure for Makassar. Gently sloping black sand bottom, anchor in comfortable depth 12-15 m. Room enough in this functional stopping point (not a beautiful bay but hassle free and peaceful) for an armada.



Swell



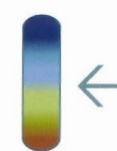
Wind



Beach



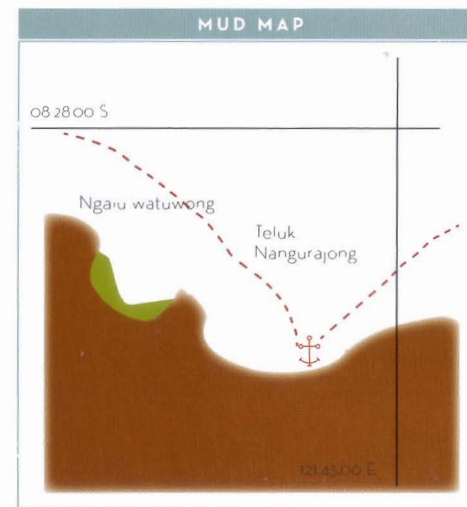
Reef



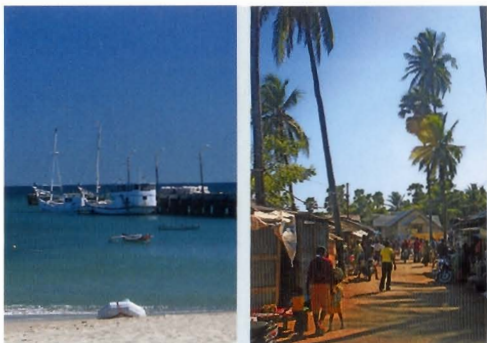
Water Clarity

Magic beach but due to volcanic lava nature not likely to stimulate need for bikini sunbathing (especially for the skipper). Great stopping point, breaks up long stretch for westbound boats on north coast of Flores. Protected from the SW to SE, but can get roly if Northerly swell has developed. No locals, no towns, no hassles, no provisions.

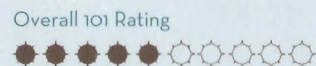
Holding Excellent/Sand	Beach Access Good
Water Clarity Moderate	Provisioning Nil
Reef/Snorkeling None	Facilities Nil
Rubbish/Pollution None/ Very Clean	Water Nil
	Fuel Nil



17 SAVU



Dedicated to Sweet Chariot
 Location Bw Timor and Sumba
 Latitude 10.29.15 S
 Longitude 121.50.00 E



APPROACH

Waters here tend to lack the clarity of outer islands, so approach slowly. Bottom tends to rise slowly. The best anchorage is out from the jetty slightly to east, but avoid reef edge. The reef edge to east of bay does have a surfbreak on a large southerly swell and anchorage can have some roll, but this is infrequent. Waypoint given here is some distance from shore to avoid busy fishing and ferry traffic. It is possible to slowly approach and anchor in 3-6 m further in towards the beach. Mud bottom with good holding.



Swell



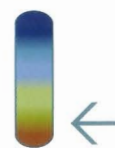
Wind



Beach



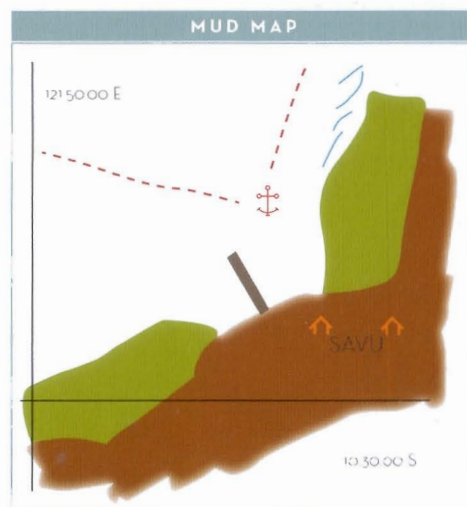
Reef



Water Clarity

This anchorage can provide a welcome break on passages between Timor/Flores/Sumba. The village is very traditional. However, Savu's famous weaving (reputedly some of Indonesia's finest Ikat) is mainly produced on the southern side of the island. A car can be arranged from Savu to explore these interesting weaving villages. All basic provision requirements can be found on Savu in the market and small shops on the main street.

Holding Good/Mud	Beach Access Good
Water Clarity Fair to Poor	Provisioning Available
Reef/Snorkeling Poor	Water Yes/Jerrycans
Rubbish/Polution Moderate	Fuel Yes/Jerrycans



18 BATU BOGA



Dedicated to Anon
 Location Flores
 Latitude 08.27.61 S
 Longitude 121.56.65 E



APPROACH

Run S down Tg Batu Boga, past the several long beaches until the small point is seen at the NW of the anchorage. As you progress S and run into the coast, you will see a break in the reef and the closer you get the more the bay opens up to the N. Run around the fringing reef to the W and then N towards the beach. A small sand area fringes the shallows which provides good holding. Drop the anchor in the sand off the N fringing reef in about 5-10 m and fall back south into the deeper water. Room for about 3-4 boats only. Very well protected from almost all directions. No swell.



Swell



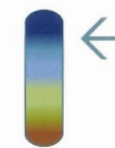
Wind



Beach



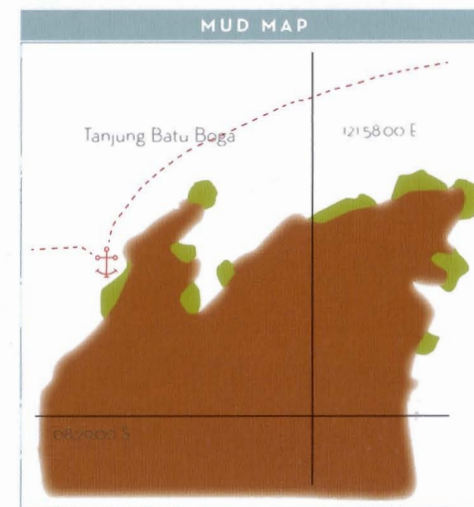
Reef



Water Clarity

This is a surprisingly good hideaway on the W side of the headland. Nothing to see on the charts and the actual cove runs N back into the headland, so it isn't seen until you are almost past it heading S that it becomes visible. Extensive reef is great for snorkeling and the bays around the corner to the N are well worth exploring for snorkeling, walks and shelling - although not accessible at low tide. A few fishermen use it as a night camp, no village.

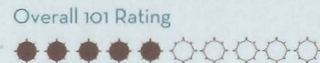
Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	



19 BATU BOGA EAST



Dedicated to Haruku
 Location Flores
 Latitude 08 27.843 S
 Longitude 121 57.814 E



APPROACH

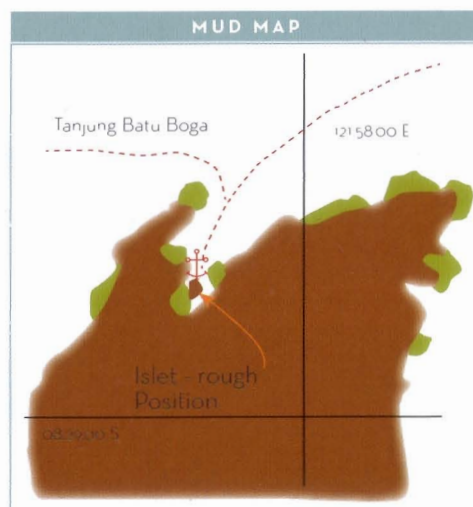
This is a very well-protected anchorage from all swells and directions. It is generally very calm within this deep fjord like inlet. Proceed into inlet approximately half way between the east and west sides of the bay. Take care to avoid fringing reefs and be aware of small islet that is not on charts. Position on mudmap is also unreliable. Anchor in between the fringing reefs in 15-25 m depending on exact position, on sand with good holding. Whilst the beach is not idyllic, the steep hills make for an amazing vista and provide great protection in all winds.



This is a fjord like anchorage with extremely good all weather protection. The water clarity and beach ensure that it is not more than a shelter anchorage, but a good one on a coastline deficient in bunkholes for the weary sailor to catch up on needed sleep. Beware the shallow sand spit coming out of the mangrove river estuary on the eastern bank adjacent to anchorage area. The more inquisitive may feel the need to explore this estuary area.

Holding Good/Sand
 Water Clarity Poor
 Reef/Snorkeling Moderate
 Rubbish/Pollution Minimal
 Beach Access Good

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil



20 MONKEY BEACH

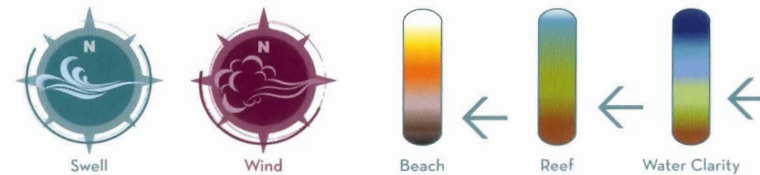


Dedicated to Estrella
 Location Komodo Group
 Latitude 08.23.43 S
 Longitude 121.00.06 E
 Waypoints
 A 08.20.45 S/120.59.90 E
 B 08.22.01 S/120.59.24 E
 C 08.22.75 S/120.59.31 E
 D 08.23.21 S/120.59.59 E
 E 08.23.49 S/120.59.62 E
 F 08.23.42 S/120.00.10 E



APPROACH

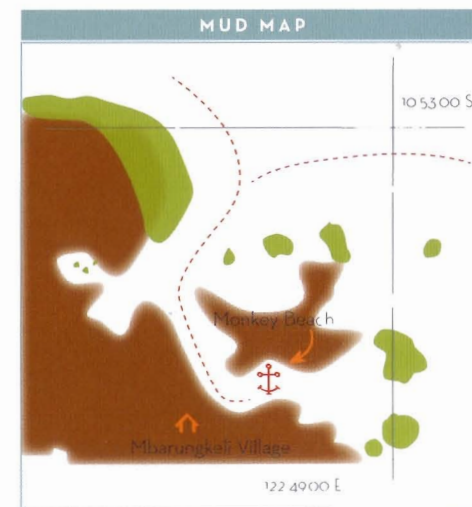
Stay in the centre of the obvious channel, remembering that C-Map is way off in this part of the archipelago. No major surprises within the channel other than some shallows which need to be avoided (use waypoints) go slowly and follow track out. Well worth the effort to get in here and payment is made in solitude and peace. Anchor in comfortable depth 7-10 m in very good holding. Well protected from all directions.



2 miles from Riung, but in nature a 1000 miles away. Quiet, still and peaceful. Friendly primitive fishing village with distinct absence of said monkeys! Very well-protected bay with long winding approach through the mangroves. Off the beaten path to your magic haven. Stars above really shine as there are no lights or other disturbances at all! Enjoy!

Holding Excellent/Mud
 Water Clarity Poor
 Reef/Snorkeling Poor
 Rubbish/Pollution None
 Beach Access Poor/None

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil



21 INCA VILLAGE



Dedicated to Estrella
 Location Flores
 Latitude 08.16.64 S
 Longitude 120.24.15 E
 Waypoints
 A 08.13.95 S/120.24.15 E
 B 08.16.64 S/120.24.35 E

Overall 101 Rating



APPROACH

Approach fringing reef carefully, preferably at low tide to get as near to the reef as possible—in front of village. Muslim and christian villages co-exist happily side by side here. Waypoint is in front of M village—great holding but can be rely on occasion. Fair open roadstead stop for a break on long passages across top of Flores. Most vessels will anchor outside the fringing reef, as the lagoon inside is only safely accessed by smaller Indonesian craft.



Swell



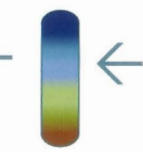
Wind



Beach



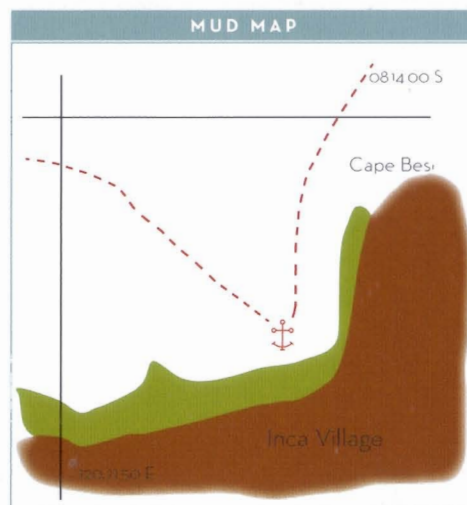
Reef



Water Clarity

Pronounced Incha, this is a traditional village typical of this area. Locals are very helpful and honest, security is not an issue here. Great beach here accessed from inside the lagoon at all tides. The relatively exposed nature of this anchorage gives it a lower score and it is advisable to keep an eye on the weather from the north. However, in the dry or SE season, it is generally calm and protected enough for recovery, resupply and a good night's sleep!

Holding Good/Sand	Beach Access Good
Water Clarity Good	Provisioning Nil
Reef/Snorkeling	Water Nil
Moderate	Fuel Nil
Rubbish/Polution	
Moderate	



22 LINGEH FLORES



Dedicated to Vagabond Heart
 Location Flores
 Latitude 08 16.41 S
 Longitude 120 36.02 E

Overall 101 Rating



APPROACH

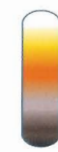
Run S into the bay keeping the reef to your left. Anchor off the beach or follow the reef around to the N. Easy in good light and the channel is 10+ m deep. Anchor in muddy sand approaching to a depth you are comfortable with. The anchorage is very well-protected from almost all directions in developed SE tradewind season. No swell. One can either anchor in the main bay opposite the village or, in good light, you can follow the W edge of the reef round a S pointing spur and then back up inside the reef towards the N end of the bay.



Swell



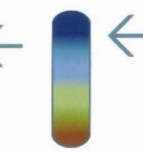
Wind



Beach



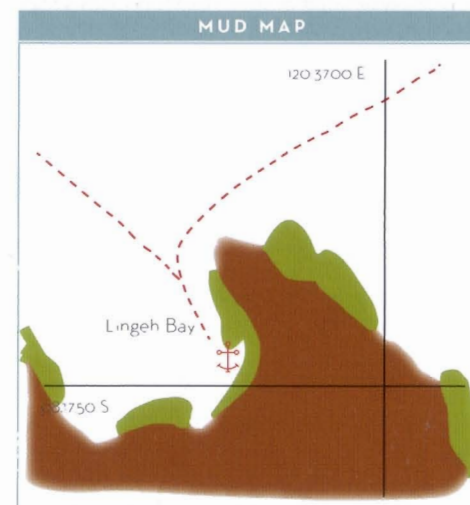
Reef



Water Clarity

This is a very quiet, calm and beautiful bay. The beach is also above average and, although there is some local boat activity, it is seldom disruptive.

Holding Good/Sand	Provisioning Available
Water Clarity Good	Facilities Nil
Reef/Snorkeling Fair	Water Yes
Rubbish/Polution Moderate	Fuel Yes
Beach Access Good	



23 GILI BODO



Dedicated to Vagabond Heart
 Location Northern Lombok
 Latitude 08 22.03 S
 Longitude 120 00.95 E

Overall 101 Rating

APPROACH

From the N or S the way in is clear and deep. Strong currents in Linta Strait can make a big difference to your arrival time and also set up quite a chop against the prevailing wind. Once inside, however, all is forgotten in the calm. As you approach the beach in about 5-10 m, beware the quick shelving into a muddy bottom. Anchor in mud/sand. There is a reasonable tidal range and the fringing reefs come some way off the beaches so stay in the middle of the bays. Room for a whole fleet. The bay is well-protected from all directions.



Swell



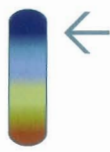
Wind



Beach



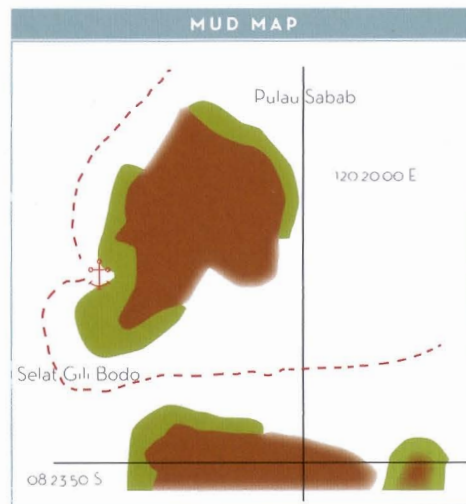
Reef



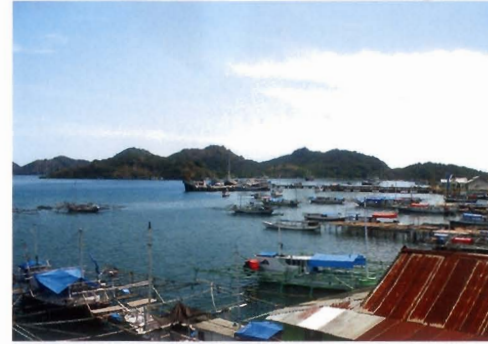
Water Clarity

This is an attractive and secluded anchorage. There is a beautiful white sand beach and reasonable snorkeling on the reef. No habitation and as a result complete solitude if you seek it.

Holding Good/Sand	Provisioning Nil
Water Clarity Good	Facilities Nil
Reef/Snorkeling Moderate	Water Nil
Rubbish/Pollution Minimal	Fuel Nil
Beach Access Good	



24 LABUHAN BAJO I



Dedicated to Anwyn
 Location West Flores
 Latitude 08.29.439 S
 Longitude 119.52.361 E

Overall 101 Rating

APPROACH

Approach from the south east and proceed south past the offshore island into the harbour proper. Labuhan Bajo is readily visible from sea by a mass of ramshackle jetties protruding from shore. Waypoint for the anchorage places you behind Penis moored on a bottom line but allows you enough room to keep out of harms way. Anchor in 15-16 m on a mud/sand base with very good holding. This anchorage provides complete shelter. It is possible to anchor closer to shore and in shallower water if one wants to venture cautiously towards the town proper. During dry season this can be a hectic little port, so keep a mast light on at night. Exit via the north passage is shallow and ill advised without local knowledge.



Swell



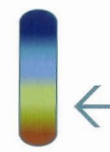
Wind



Beach



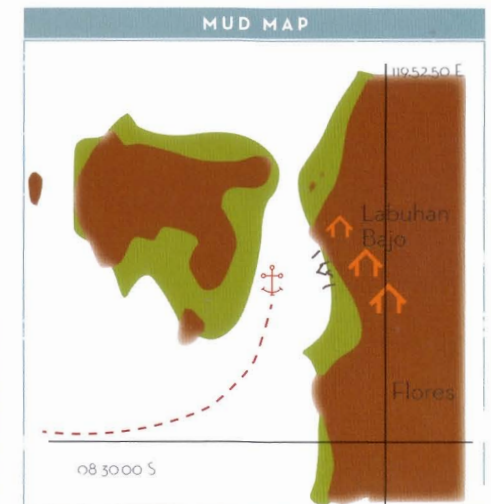
Reef



Water Clarity

Labuhan Bajo is the centre of the Komodo tourist industry. Dive boats by the score reposition and base themselves here. As such, it is a good place to correct boat ailments as you head east or west, but also a great place to pick local minds about secret spots that will draw your breath away. Do yourself a favour—make time to explore this, one of the planet's truly wondrous regions. We cover a mere fraction of what the Komodo's has to offer in this text.

Holding Mud/Sand	Provisioning Yes/
Water Clarity Fair	Good
Reef/Snorkeling N/a	Facilities Yes
Rubbish/Pollution Marked	Water Yes
Beach Access Good	Fuel Yes



25 LABUHAN BAJO II



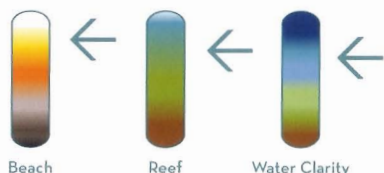
Dedicated to
Location Haruku
Latitude West Flores
Longitude 08.28.964 S
119.51.873 E

Overall 101 Rating



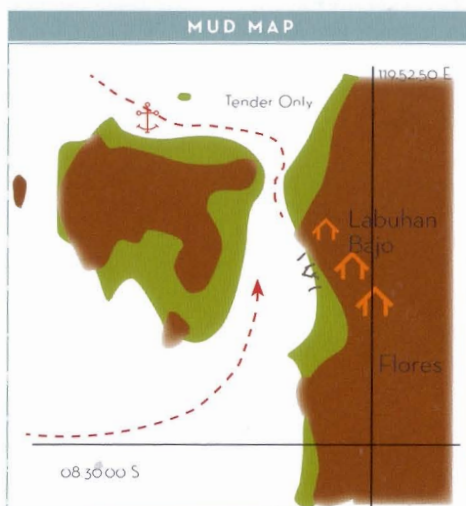
APPROACH

Approach is only possible from the north. Make way to anchorage from the NW and avoid shoal off the midpoint of Bajo Island. C Map is not very accurate here so don't rely heavily on it—eyeballs again. If you intend to take your vessel to town itself from here, then head west and pass between Tebolon and Kokotoan Islands, and approach town from the south. This is a great anchorage in all, but northerlies and helps you avoid the formalities and questions of port arrival. A short tender ride to the east will get you to Labuhan Bajo and all the provisions/civilisation you need. Anchor in 10-12 m and back up against reef edge (i.e. as close as possible) to afford the best protection. Holding is good on sand with occasional bommies.



Like any port in Indonesia, arrival in your fancy floating home can necessitate certain red tape, grins and formalities which may or may not include exchange of Rupiah. If you need to pick up crew, supplies or other items in Labuhan Bajo but don't feel like the hassle of port arrival, this can be a great anchorage to launch your foray into the Komodo wilds without the officialdom and questions necessary on port arrival. Security is generally not an issue here.

Holding Sand	Beach Access Good
Water Clarity Good	Provisioning Yes L. Bajo
Reef/Snorkeling Fair	Facilities Yes L. Bajo
Rubbish/Polution	Water Yes L
Minimal	Fuel Yes



26 LABUHAN BAJO LODGE



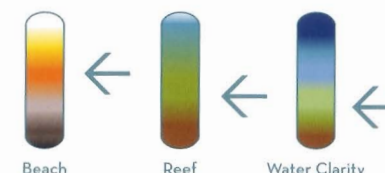
Dedicated to
Location Anwyn
Latitude West Flores
Longitude 8.31.12 S
119.52.04 E

Overall 101 Rating



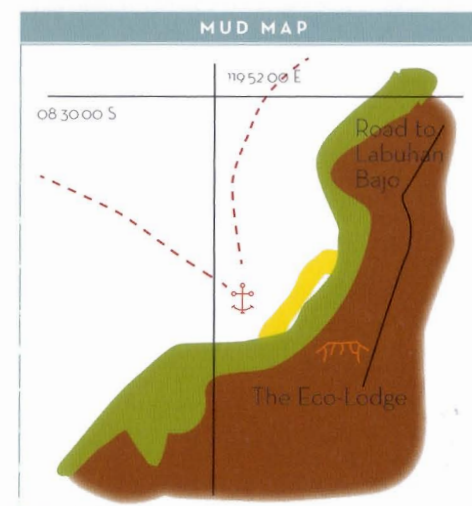
APPROACH

Approach from a westerly direction, taking care to avoid odd fishtrap (visible by large bamboo shoots), make your way slowly to shore. The lodge is difficult to spot initially, but an area of green roofed bungalows to the south makes a good landmark. The outer edge of the shelf rises relatively sharply to approx 3-4 m here, but then depth change is gradual coming into shore. Anchor in preferred depth 3-5 m over a sand/mud combination with very good holding. Contact lodge on Channel 72 to make any arrangements needed onshore. Water, oil, diesel, accomodation, tours or simple local knowhow can all be arranged at special cruiser rates. Bajo Komodo EcoLodge Phone: 0385 41362, www.ecolodgesindonesia.com



Whilst getting the dinghy ashore is difficult at low tide (entirely possible) due to the ridge of sand shown on the mudmap, all other tides make approach easy. Any effort expended on the trip to shore is soon forgotten whilst lounging beside the pool or admiring the Komodo islands from the topdeck over the rim of one's Chardonnay. Avoid the hassle and bustle of Labuhan Bajo whilst accessing all it has to offer. Treat yourself to a day or two at the Lodge. Staff are terrific and very keen to promote cruisers recharging here. EcoLodgesIndonesia are genuinely driven regards preserving this wonderful planet, and are environment focused in all they do.

Holding Excellent/Mud	Provisioning Available
Water Clarity Poor	Facilities Good
Reef/Snorkeling Nil	Water Yes
Rubbish/Polution Moderate	Fuel Yes
Beach Access Poor	



27 PULAU HOGA



Dedicated to Rafiki
 Location Wakatobi Islands
 Latitude 05.28.641 S
 Longitude 123.45.440 E
 Waypoints A 05.27.359 S/123.43.803 E
 B 05.28.205 S/123.44.377 E
 Channel 05.28.835 S/123.45.583 E

Overall 101 Rating

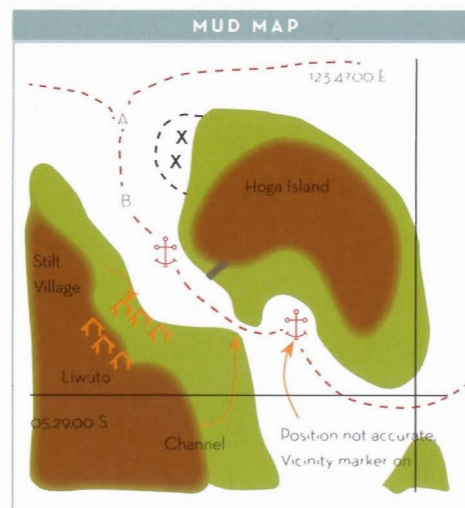
APPROACH

The approach to Hoga is far from simple. From the east, stay well away from the shore until jetty is abeam then make for waypoint. The shaded area NW of tip has several large rock/bommies—stay well clear of this area except for in tender (great dive sites). From the south, approach southern anchorage spot, but once again use caution due to number of submerged bommies out from fringe reef. This is a seldom visited (by cruisers) piece of paradise but anchoring is difficult as it is a national park and restrictions apply. Anchorage to west of island is in very deep water (50-80 m). There is a mooring buoy here (public) that is maintained during dry season, otherwise if asked the Captain of the Pennisi (owned by dive group) is only too happy for yachts to tie up to him. There is a southern channel (6m min depth) marked with a stick and a blue float, use with caution and in good light. This channel leads to a sand area (20 m depth) with good holding and careful anchoring (don't damage coral) is permitted. This is in the vicinity of 05.28.868S/123.45.739E.



If the approach and anchoring was easier this island would rate a 10. Simply because its coral gardens seem to have been trapped in a time warp. Extensive ridges of pristine live coral surround the island and draw divers from the world over. A relatively well-kept secret, cruisers rarely venture into the Wakatobi Islands. Islands to the south are more remote and even better preserved. Respect these considerable fringe reefs. Still village is unique and is also worth a visit. Minor provisions can be sourced in Liwito.

Holding Mooring Good/Sand	Beach Access Good
Water Clarity Excellent	Provisioning Basics
Reef/Snorkeling Excellent	Facilities Nil
Rubbish/Polution Minimal	Water Nil
	Fuel Nil



28 AMBON KOTA



Dedicated to Rema
 Location Maluku
 Latitude 03.41.308 S
 Longitude 128.10.871 E

Overall 101 Rating

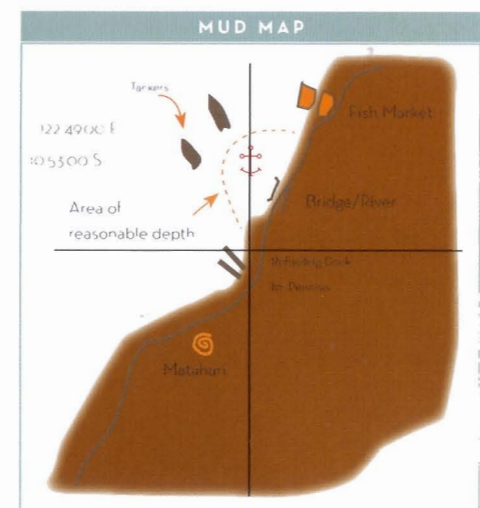
APPROACH

From the south, east or north, enter Teluk Ambon (very deep bay) and proceed eastward towards the mouth of the bay. Ambon city (kota) lies sprawled over the low lying hills on the Southeastern shore at the head of the bay. The deep sides of the bay make safe anchoring problematic, combined with currents of up to 2 knots, there are limitations on areas available for safe anchoring. As you approach city proper you will see a large "Matahari" sign to starboard. Once this is passed start making for shore, just past a dock area where small to medium pennissis are refueling an area approx. 100 m wide of moderate depth is available. Depth ranges from 15-25 m in region of waypoint. Holding is good as long as anchor doesn't get fouled with plastic. This places you in the centre of town and right near the market.



Very little positive can be said about Ambon from an anchoring point of view. Amahusa to the south (approx 03.42.23S/128.0957E) is another option—used by the rallies when they arrive. However holding there has reportedly been tenuous at times. The major drawback (hence the low score) is the rubbish in the harbour. Indonesia's major environmental challenge is plastic based rubbish. Nowhere is this more evident than Ambon (particularly bad at this anchorage due to fish market and river mouth). The people are fantastic, the area fascinating, however as an inport for a foreigner arriving in Indonesia the filth is a massive turn off. As yachts we see firsthand the effect of the "Duff into the sea" approach to plastic disposal and Ambon will ensure that you become an environmental fanatic.

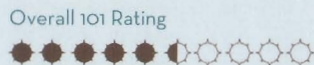
Holding Fair/Mud/Sand	Provisioning
Water Clarity Poor	Yes/Market is tops
Reef/Snorkeling Poor	Facilities Yes/All
Rubbish/Polution Severe	Water Yes
Beach Access Poor/Catch local Ferry boats	Fuel Yes



29 TELUK AMBON

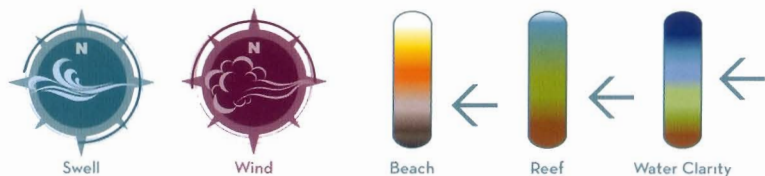


Dedicated to Iniradef
 Location TelukAmbon
 Latitude 03.40.617 S
 Longitude 127.54.577 E



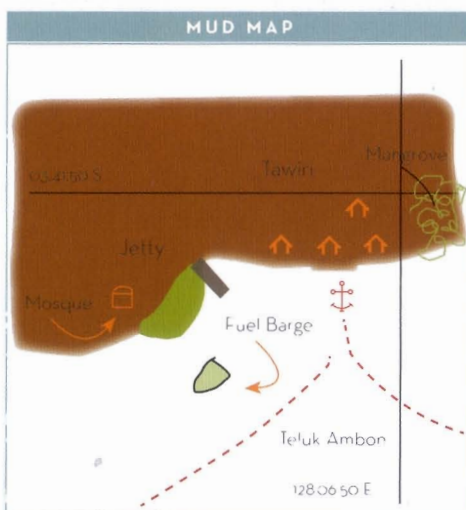
APPROACH

Approach the cement wall visible as foreshore of village at its midpoint from a southerly direction. Advance with caution as the depth goes from over 200 m to 15 m in a few boat lengths. However, there is a nice area of sand/coral mix in front of the village that makes anchoring easier than the depths encountered along a lot of the coast within Teluk Ambon. Anchor in good water clarity, approximately 12-16 m in vicinity of waypoint.



This anchorage is only listed as an escape from the grime of Ambon. Check in and if time doesn't allow departure, don't overnight in filth, make for this pleasant village and enjoy a chardonnay on deck unassailed by scents of sewerage and other sundry toxins! Can be a little exposed in SE trades (similar escape can surely be found on southern shore of Teluk Ambon). The villagers at Tawiri are very helpful and will tackle waste disposal, laundry etc. But it is a simple village with few provisions. Fat and happy pigs snuffling along the beach give clue to the religious persuasions of the village!

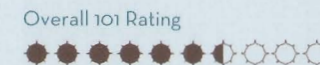
Holding Good/Sand/coral	Beach Access Good
Water Clarity Good	Provisioning Basics only
Reef/Snorkeling Poor	Facilities Nil
Rubbish/Polution	Water Yes/Jerrycan
Moderate	Fuel Nil



30 PULAU TENGAH



Dedicated to Embaku
 Location Maluku
 Latitude 03.40.470 S
 Longitude 127.54.700 E
 Waypoints
 A 03.41.199 S/127.55.034 E
 B 03.40.617 S/127.54.577 E



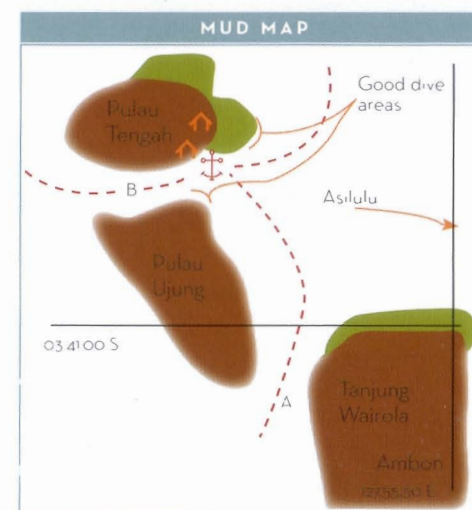
APPROACH

Approach is relatively simple, the only complicating factor is the persistent southerly set here (wet season) that switches to a northerly set in SE trade or dry season. Approach via south is generally made by vessels leaving Ambon after check in, proceed through strait between Pulau Ujung and main island (Ambon). There is plenty of depth here, minimum 35 m. Once well clear of north eastern aspect of Ujung, then bear towards huts and small white beach on Pulau Tengah. Anchor over coral/sand shelf in approximately 18-20 m. Anchor a little to north of waypoint, almost directly east of huts on beach to get purchase in best sand area. Bommies are few here and set ensures that you don't swing in any case. However, allow for up to 2 knots of current and lay chain accordingly. Pass between the two islands is rip affected but doesn't get below 15 m in depth. (Picture above gives poor credit to the water colour and beauty of this spot).

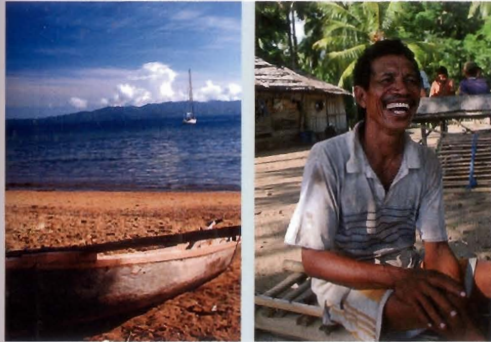


The necessary check in formalities and filth in Ambon will have most cruisers clawing for clean water and a swim. Before heading East consider a stop here. A perfect little jungle clad atoll, with incredible fish variety and healthy coral reefs surrounding it. The current is a manageable drawback but all else is positive. 2 local huts with fisherman are the only inhabitants and diving/snorkeling is of excellent quality. The island is surprisingly clean and a welcome sight after a long passage from Oz and with Ambon as first port of call. Protection in SE trades is afforded by Ambon Main Island, however, if you reanchor off NE Ujung.

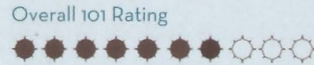
Holding Fair/Sand/Coral	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	



31 PULAU MANIPA



Dedicated to Dominic
 Location Maluku
 Latitude 03.20.514 S
 Longitude 127.38.440 E



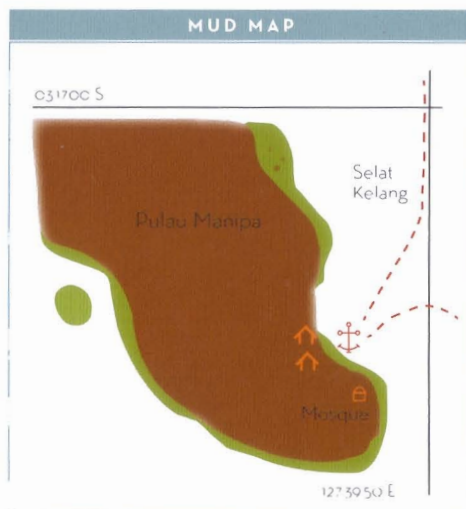
APPROACH

Somewhat exposed (although swell rarely develops here) in the dry season, during the NW monsoon this is a delightful anchorage. The bay is long and sweeping, providing protection from windswell generated during the wet season. The fringing reef is healthy and jumps up from the seabed sharply, so approach with a modicum of caution. Best approach is from 1 nm due east of waypoint, depth will rise relatively quickly from over 150 m to 20 m. Water clarity is excellent, so anchor over a coral rubble/sand mix in 12-14 m of water. Bommies in are not an issue here, rather a well defined and visible (in good light) coral shelf. Beach access is good at all but dead LT. Currents in Selat Kelang can be fierce so allow for this when laying chain.



The only downside to this pristine, unspoilt bay in the Malukus is the fierce currents that develop at peak tides. Strongest to the south (wet season), they can run at over 2.5 knots. Holding is good, however, and if it weren't for the current, you'd stay for weeks. The beach is magic and locals very undisturbed by tourism or other external influence. Sustaining themselves by small holder farming and fishing. The anchorage is a useful stop for boats making their way north from Ambon or those heading south from Irian/Papua.

Holding Good/sand/coral	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Moderate	Water Yes/well water
Rubbish/Polution Minimal	see Dominic in huts
Beach Access Good	Fuel Nil



32 MISOOL LAGOON



Dedicated to Ricky
 Location Raja Empat Islands
 Latitude 01.53.567 S
 Longitude 129.44.034 E
 Waypoints
 A 01.53.783 S/129.43.793E
 B 01.53.691 S/129.44.005 E
 N 01.53.766 S/129.44.206 E
 S 01.53.461 S/129.44.000 E



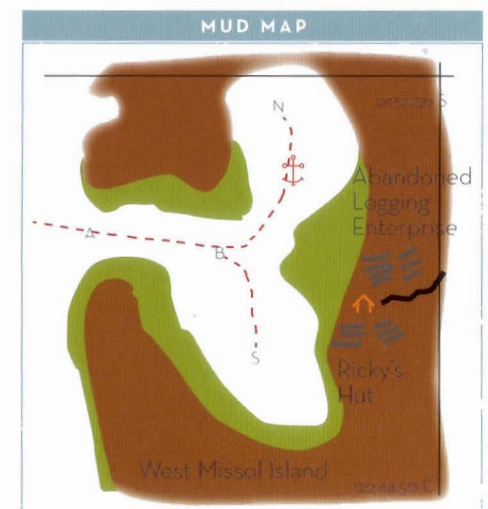
APPROACH

Approach from due west of waypoint A and rest assured that inlet's mouth is not visible until close to shore. Depth is sensible all the way in and inlet mouth is a minimum of 15 m in depth. Make for waypoint B ensuring that vessel is midway in channel to allow clear water between you and both fringing reefs. Once at B, you can anchor in either arm of the lagoon depending on the trade season. Anchoring symbol is placed in a more conservative position in about 10 m of water. The anchorage provides all weather protection and is a real oasis of calm amongst the jungle of Misool. On approach, however, you may see a white Diesel Tank on the lagoon's far shore amongst the debris of the disused logging jetty, this is a useful landmark as it is visible from several miles out to sea.



Misool Lagoon is a superbly protected anchorage amongst an archipelago group (Raja Empat) that is navigationally complex and devoid of such anchorages. The peace and tranquility is only broken by the continual chatter of the jungle wildlife and splash of turtles and fish in the lagoon. There is some reef here but it is of marginal health and the presence of crocodiles in the lagoon generally deters most snorkelers! Logging has stopped here for now, long may this jungle enclave survive.

Holding Fair/Mud/Sand	Provisioning Yes/Market is tops
Water Clarity Poor	Facilities Yes/all
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Severe	Fuel Yes
Beach Access Poor/catch local Ferry boats	



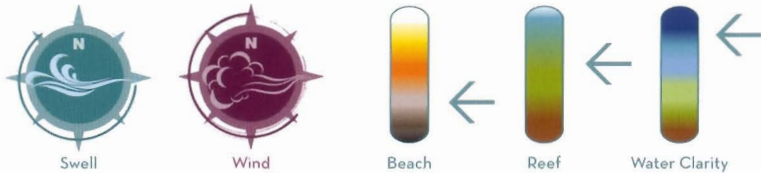


Dedicated to Location
 Latitude 00.57.185 S
 Longitude 130.40.136 E
 Waypoints
 A 00.57.135 S / 130.38.113 E
 B 00.57.099 S / 130.39.285 E



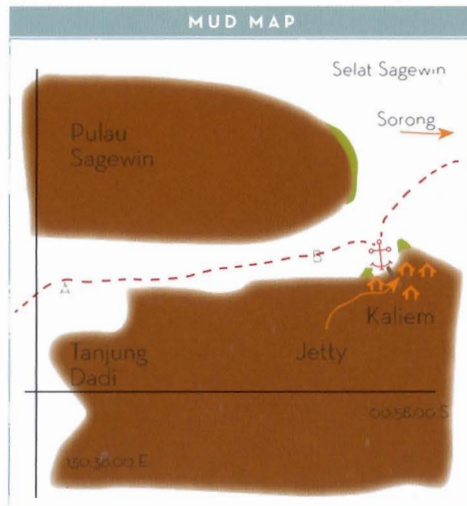
APPROACH

Traveling east or west most vessels make passage through Selat Segewin to the north of Pulau Sagewin. However, the pass to the south of Selat Segewin is much more picturesque and its minimum depth mid channel is over 20 m. Charts are in error here so make use of waypoints for entry and exit to channel. Deeper water tends to be south of midline. Currents are savage (3-3.5 knots at springs) so don't attempt to beat against the tide here. This anchorage is just off the quaint village of Kaliem in about 20-25 m over black sand with good holding. Anchor as close as you feel comfortable to the rickety jetty. The anchorage has some mid eddies but is curiously protected from the currents by two small reef fingers (see mudmap). The jungle clad peaks of Pulau Batanta to the north provide protection from all but the stiffest northerlies, but on occasions some slight roll can come into the anchorage from the strait.



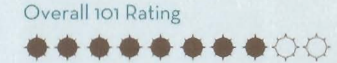
Coming through the narrow strait to the south of Segewin, soaking up the cool jungle air and the orchestra of its wildlife is something you will never forget. The eddies and currents can be alarming but the depth is fine throughout. Step back in time as you approach Kaliem and happy dugouts with very different (from other Indonesian islands) Papuan peoples approach curious to know all about you and your strange vessel. Best to let headman (best house on right of path as you go into village) know your intentions then relax and soak up the unique atmosphere here.

Holding Good/Black Sand	Beach Access Good
Water Clarity Excellent	Provisioning Minimal
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Minimal	Water Yes/Jerrycan
	Fuel Nil



Dedicated to Rema
 Location Southwest Sulawesi
 Harbour Latitude 05.36.441 S
 Longitude 120.28.061 E

Stand Off anchorage
 Latitude 05.36.208 S
 Longitude 120.28.070 E



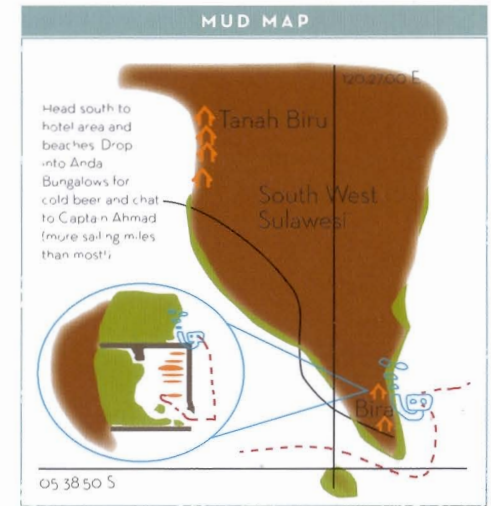
APPROACH

Most boats will approach via selat Selayar having navigated its considerable current (aim for slack tide). Keep well clear southern tip of SW Sulawesi then bear north sticking to deep water (very deep here). Once Bira harbour wall is sighted don't bear for beach until past harbour wall. Anchorage is just north of corner of wall in approximately 15 m on sand. Proceed in slowly as bottom comes up steeply. Coral surrounds and deep water is close to, making this more of a day anchorage whilst one arranges entry to harbour. Anchor and dinghy into harbour (check entry on way in) or call Muhammed Said (Harbour Master) on +61 413 2589043. Entry to harbour is marked and vessels of 2.3 m will make entry at LT. However, harbour bottom is very uneven in depth. Advice is to drop anchor as near to mouth as possible and reverse to wall running two lines to wall itself. Hassle is well worth it for extra peace of mind, clean water and a close up look at Bugis life. Is a great wet season mooring, but also well used by local boats in SE monsoon.



The usual rubbery fees to officials crop up here so no "overnight fee" is quotable. However, good humour and a smile will ensure a good experience and cost is usually minimal. The local rads are very helpful and will assist getting you safely in and tied to wall. Remember, they do this all the time and this is their office. The beaches to the south are first grade, diving on Selayar and locally well worth exploring and one can't help feel like one is in a soon to be discovered midway. The highlight however, is the Bugis people and their rich maritime culture.

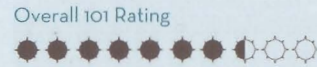
Holding Good/Sand	Provisioning Basics/
Water Clarity Excellent	Pasar every other day
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Moderate	Water Yes/Jerrycan
Beach Access Good	Fuel Yes/Jerrycan



35 TANAH BIRU



Dedicated to Embaku
 Location Southwest Sulawesi
 Latitude 05 31.80 S
 Longitude 120.21.40 E



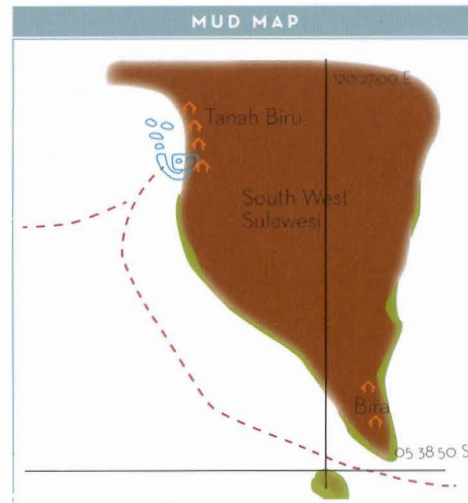
APPROACH

This is a slightly exposed anchorage and is not advised during wet season as Northerly swells can get into bay and push intowards the beach. However, it is tenable in SE season in all but the roughest weather. As mentioned previously, watch for underwater obstacles. Tanah Biru has a sand bottom that slopes gently out to sea. This is what makes it perfect for building these large (200 ton and upwards) wooden vessels then floating them off the beach. As such approach from any direction is straightforward (one shallow patch to east of anchorage therefore head in from southeast. Make way toward waypoint with caution and anchor off beach in comfortable depth (largely your choice). However, water clarity can be less than optimum so utilise caution and also watch out for bouyed deposits of teak under the water. Stored on the seabed to keep it from drying out but not nice to rub up against with your hull.



Literally meaning "Blue Soil," Tanah Biru is a must see for anyone with salt in their veins. The Bugis have always been mariners, sailing large wooden vessels as far as Madagascar and beyond well before the Dutch arrival as traders here. The beach is suprisingly clean and the boatmaking is simply fascinating. Nothing but wood is used to create these incredible craft whose design has changed little over hundreds of years. Wooden nails, bark caulking and step back in time. Linger here and watch as a masterpiece is created in wood.

Holding Good/Sand	Beach Access Good
Water Clarity Moderate	Provisioning Basics
Reef/Snorkeling Poor/	Facilities Nil
Diving excelent P. Selayar	Water Yes/Jerrycan
Rubbish/Polution Moderate	Fuel Yes/Jerrycan



36 MAKASSAR



Dedicated to Embaku
 Location SW Sulawesi
 Latitude 05 08.40 S
 Longitude 119.24.00 E



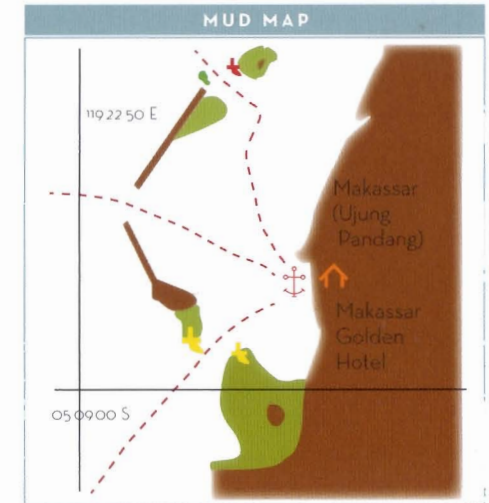
APPROACH

Makassar is a busy port town and entry is ill advised at night. The most common approach is via the south as most boats are arriving during SE trade. On approach, keep to the starboard side of channel and follow depth contour in to avoid fringe reef on port side. Both reefs do have markers on them. Keep a wary eye out for fish traps (single flags) and nets (multiple flags and floats) as well as for smaller craft (dugouts etc.) Approach waypoint with caution and anchor in comfortable depth (varies between 7-10 m in this area) over mud with good holding. It is not unusual to foul in plastic or debris so re anchor if you don't feel secure.



Makassar is the capital of the Bugis peoples and as such has a rich maritime history. The Dutch used this city and port to control the spice trade from the Mo'luccas to the east. Fort Rotterdam is worth a visit, its origins date back to 1545 (pre Dutch). Now, Makassar (Ujung Pandang) is another frenetic city. Use it as a base to experience the fascinating Tantoraja peoples inland and if timing allows catch the end of the Sandeq (outriggers) race from the north (early August).

Holding Good/Mud	Provisioning Yes
Water Clarity Poor	Facilities Yes
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Significant	Fuel Yes
Beach Access Good	



37 GILI BANTA I



Dedicated to Erwin
 Location Komodo Islands
 Latitude 08.24.802 S
 Longitude 119.17.501 E

Overall 101 Rating

APPROACH

This rugged island within the Komodo group has such an interesting shoreline. You would assume it has many safe anchorages. However, deep water excludes much of its coastline from safe anchoring. This bay is well protected from all but northerly swell and winds. The water here is still very deep and will convince most skippers that whilst it is picturesque and has a certain magic, it is really only a day anchorage—head to Banta II to sleep. Anchor in 25-35 m on sloping sea bed, sand/rock. Avoid submerged rock off north eastern tip of Banta, but go there for a memorable dive or snorkel—Submerged Rock—08 23 306 S/119 19 547 E

38 GILI BANTA II

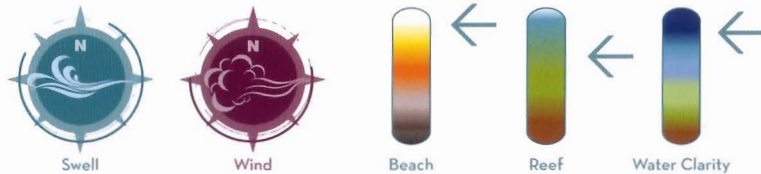


Dedicated to Haruku
 Location Komodo Islands
 Latitude 08.26.664 S
 Longitude 119.18.253 E

Overall 101 Rating

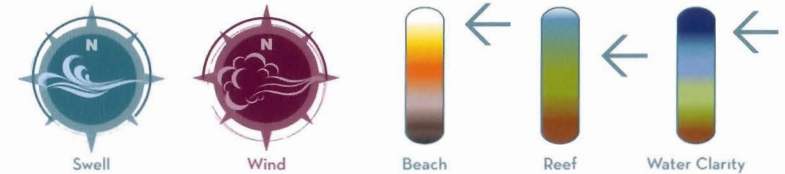
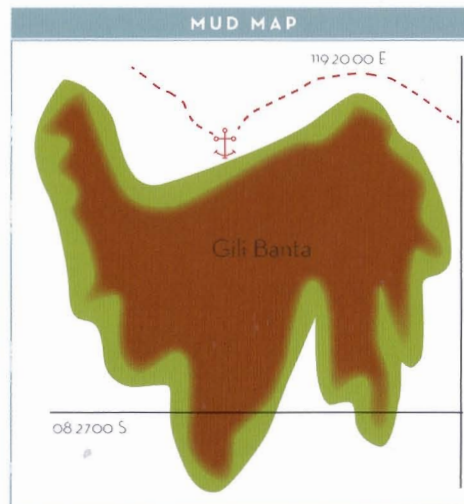
APPROACH

This anchorage is in a much more sensible depth than the northern anchorage. There is a sand and coral ledge 8-12 m deep leading to the beach. This shelf is at least 50 m long and allows anchorage for multiple boats here. Approach is simple—stick to eastern edge of bay to avoid two outcrops of reef from the western shore of the bay. Approach slowly until over ledge spoken of above, then proceed as close to shore as skipper feels comfortable.



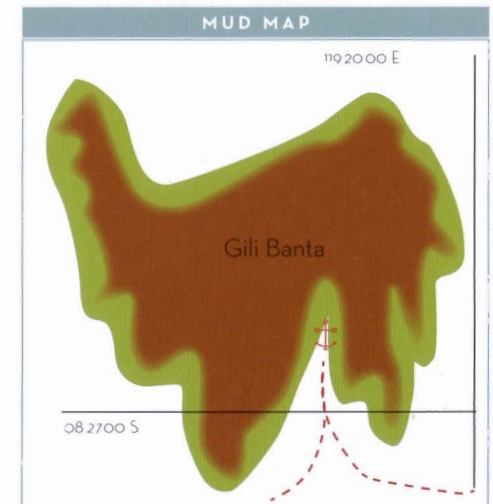
This anchorage only makes the cut as it has such natural beauty, it could not be excluded. However, the depth of water here will make overnighting here difficult for most cruisers (unless you carry a lot of spare chain). However, a snorkel on waypoint above, lunch and a climb in the hills above the anchorage will be something you never forget. Use caution here, but enjoy the wild beauty of Gili Banta.

Holding Moderate	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	



Though slightly less picturesque than the northern anchorage, this is, however, still an amazing stopping point in one of the world's truly remarkable island groups. The water here is clear, the protection is complete bar from a direct southerly and the backdrop memorable. Explore the western shoreline for some fair snorkeling grounds, though not a patch on waypoint given on previous Anchorage notes.

Holding Moderate	Beach Access Good
Water Clarity Excellent	Provisioning Nil
Reef/Snorkeling Excellent	Facilities Nil
Rubbish/Polution Minimal	Water Nil
	Fuel Nil





Dedicated to Aleisha
 Location Rincah
 Latitude 8.38.54 S
 Longitude 119.42.92 E

Overall 101 Rating

APPROACH

Several approaches exist for this narrow inlet, all of them viable. Avoid edges as water clarity is poor here due to mud bottom of inlet and usual busy boat activity. However, morning and evening, it is a tranquil and fascinating anchorage. You can approach the bay from 08 37 495 S/119 42 236 E or 08 37 441 S/119 43 005 E. It is not advisable to go further into the inlet than 08 38 989 S/119 43 013 E. Head ashore here to ranger station (600 m inland), get yourself a local guide and enjoy the local wildlife in complete safety. The boats above are using the mooring buoy to the east of the inlet's mouth.



Swell



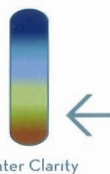
Wind



Beach



Reef

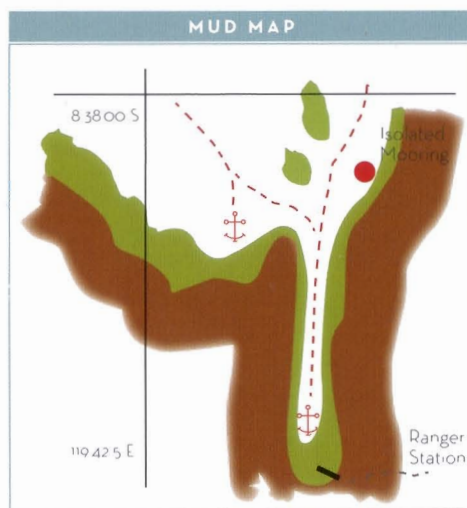


Water Clarity

This is a fantastic stop off to see the mighty Komodo Dragons (take care with one on the dock—she can be grumpy). Anchor mid channel if enough room. If narrow inlet is busy then anchor to west of inlet mouth. Occasionally, the isolated mooring buoy a little out from the inlet is free. Raft up here if conditions are suitable and watch the monkeys play on the shoreline. One of the highlights of cruising this area is the bushwalk through the ancient Komodos habitat. Don't miss it!

Holding Good
 Water Clarity Poor
 Reef/Snorkeling Moderate
 Rubbish/Polution Minimal
 Beach Access Jetty

Provisioning Nil
 Facilities Ranger
 Station has café/shop
 Water Nil
 Fuel Nil



Dedicated to Le Barca
 Location Komodo
 Latitude 08 26.84 S
 Longitude 119 34.08 E
 A 08.26.49 S 119.34.10 E
 B 08.26.83 S 119.34.12 E

Overall 101 Rating

APPROACH

The bay is clear on the way in. Approach from the north and make it slow to avoid parking on hard stuff. At time of writing, there were 3 moorings in the bay, one of which was not useable. Otherwise, good anchoring can be found with care in sand in about 10 m, taking care to avoid patches of reef. Protection is good from the south. Some swell occasionally enters the bay. The occasional roll is more than compensated for by the many advantages of this wonderful anchorage.



Swell



Wind



Beach



Reef

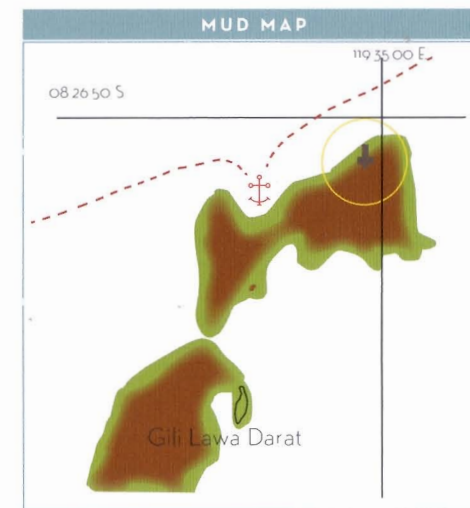


Water Clarity

This is a magical bay, lovely beach and spectacular scenery to be had from the easy walks up to the peaks. Throw in a snorkel with the manta rays that come in morning and evening (seasonal) and you have a top spot. You can also dinghy around to the pass between the islands for another spectacular drift snorkel. A short dinghy ride offshore is a small rock (easily visible) which is great snorkeling.

Holding Mooring or Sand
 Water Clarity Excellent
 Reef/Snorkeling Excellent
 Rubbish/Polution Minimal
 Beach Access Good

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil





Dedicated to Vagabond Heart
 Location Komodo Islands
 Latitude 08.32.67 S
 Longitude 119.48.84 E

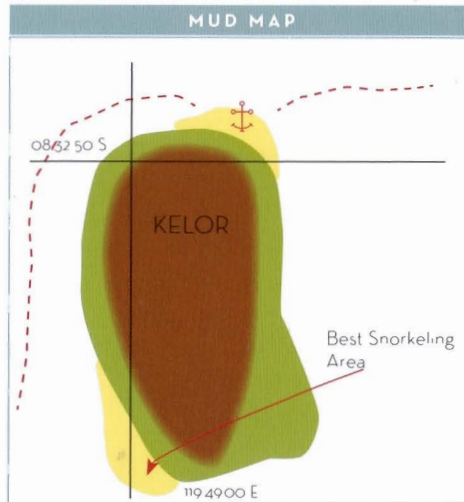
Overall 101 Rating

APPROACH

Whilst a good sand shelf exists on SW of Kelor Island, this can be exposed if SE trade blows strong. Day Trip boats do anchor on this shelf, however, for night anchorage a similar albeit a littler steeper sand shelf exists on the NE corner of the island. Approach slowly and anchor very close to island in 12-18 m. Water clarity is generally excellent assisting sensible anchor placement. Don't stray too far from your vessel as the nature of the anchorage means that, if a NE wind picks up, it can push you uncomfortably close to the rock wall off Kelor.



Kelor is one of the better preserved marine parks in the Komodo Island area. Reef and fish life is abundant especially on the south western corner of the Island. Fishing appears to continue around the island so how long this marine diversity is preserved remains to be seen. Brahminy kites have also made the heights of the island their home. An evening bintang is made all the more enjoyable by the kites play in the thermals above Kelor.



Holding Good/Sand Occ. Bombie.	Beach Access Good/SW corner
Water Clarity Excellent	Provisioning Nil
Reef/Snorkeling Good	Facilities Nil
Rubbish/Polution Minimal	Water No
	Fuel No



Dedicated to Silalona and her wonderful crew

APPROACH

Anchorage No. 42 & 43 have been dedicated to the divers and snorkellers. Komodo National Park now rates amongst the world's best diving and for good reason. Below is a less detailed guide to some spots you should definitely check out if scuba/snorkelling is your thing.

IMPORTANT NOTE—Waypoints here are a guide only—accuracy not verified. Use them to get you into the area only. From there use your sea savvy to get **SAFE ANCHORAGE**.

1 SEBAYOR KECIL

Latitude 08.30.414 S
 Longitude 119.42.127 E

This beautiful island comes with great anchorage as well as a first class dive site.

MUD MAP

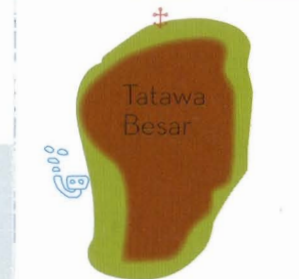


2 TATAWA BESAR

Latitude 08.30.427 S
 Longitude 119.38.707 E

This is a drift dive site only. Do not anchor at waypoint, anchor to north of island (SE trades). Start dive in region of symbol and drift.

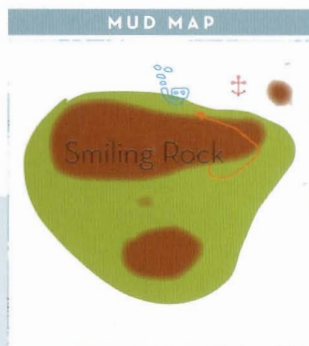
MUD MAP



3 SMILING ROCK

Latitude 08.34.495 S
Longitude 119.41.000 E

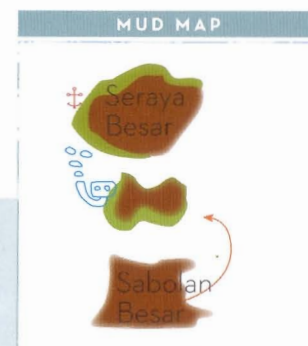
Waypoint is for rock—dive on or in lee of smiling rock, depending on severity of current. Anchor at or near 08.34.434 S/119.41.350 E



6 SABOLAN BESAR

Latitude 08.23.880 S
Longitude 119.48.760 E

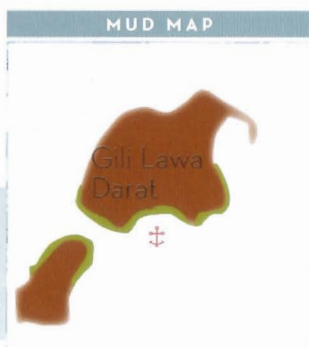
An easy day sail from Labuhan Bajo and well worth it anchor off Seraya Besar and snorkel/dive off Sabolan Besar.



4 GILI LAWA DARAT

Latitude 08.29.436 S
Longitude 119.33.234 E

Magic spot. Good anchorage and dive site well above average. Rips and currents can be fierce, exercise caution. Waypoint conflicts with C-map, use as guide only



7 SATONDA ISLAND

Latitude 08.07.245 S
Longitude 117.44.799 E

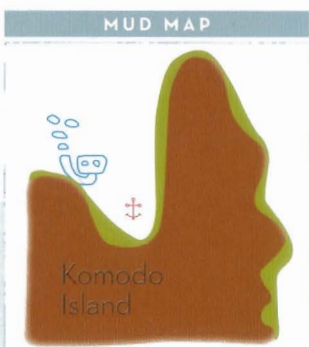
Well-preserved marine park of Northern Sumbawa. Well worth a visit as it has an inland lake as well as superb snorkeling and diving. Small park fee may need to be paid



5 BATU MONCO

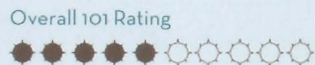
Latitude 08.26.149 S
Longitude 119.27.089 E

Another magic Komodo Island anchorage. Anchor to southwest of point and dive off first beach to NW of anchorage. Once again, waypoint is a guide to area only not an exact position.





Dedicated to Aleisha
 Location Bw Rincah and Flores
 Latitude 8.39.90 S
 Longitude 119.46.55 E



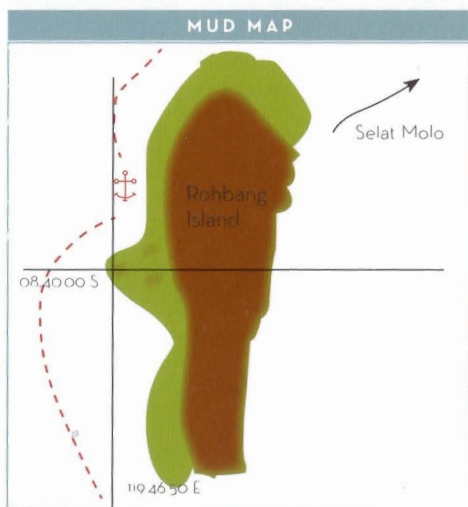
APPROACH

A well-protected anchorage, especially in SE trade winds. There are few swells that reach into this area. The west coast has a small beach and some rocks to be wary of. The seabed here shelves upward sharply out of deep water. Approach slowly approach from the west and anchor in 7-10 m. Sand bottom with good holding. Strong currents are seen here at peak tides. Take care to avoid rock cluster seen to south of anchorage (see photograph above) and ensure you allow for current when determining scope to pay out.



Best advice regarding this anchorage is to use it as a temporary one whilst waiting for slack water in Selat Molo (bw Rincah and Flores). Selat Molo has fierce currents at peak tidal moments, but should not be feared at slack water. It is a relatively short and very scenic strait and can remove valuable miles off the passage to Labuhan Bajo. Watch local boat movements here as well. Once you cease being pulled against your anchor here, it is time to head for Selat Molo quickly!

Holding Good/Sand	Provisioning Nil
Water Clarity Fair/Good	Facilities Nil
Reef/Snorkeling Fair/Good	Water No
Rubbish/Polution Nil	Fuel No
Beach Access Poor/Low tide	

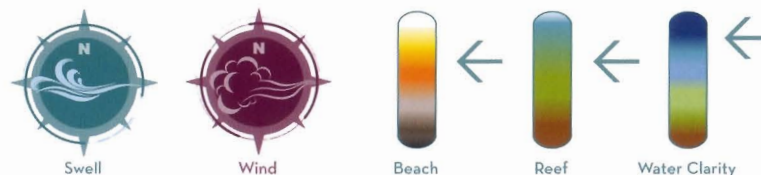


Dedicated to Estrela
 Location Komodo
 Latitude 8.47.37 S
 Longitude 119.40.42 E



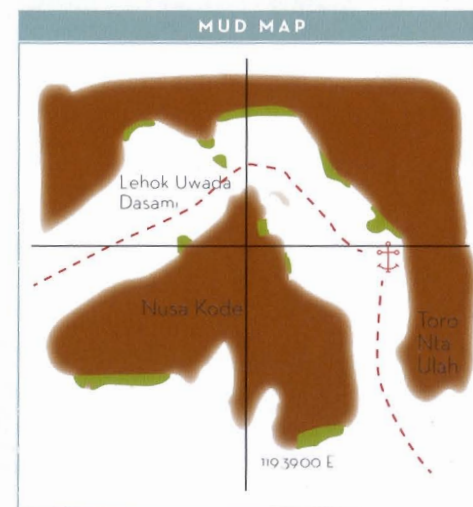
APPROACH

From the W, follow the channel round keeping the small islet to the N of Nusa Kode to the left. There are several large moorings which the dive charters use. These take large vessels and are fine for yachts if free. Otherwise, anchor in the bay just to the north of the marked spot (this is a mooring) in about 15 m on sand/coral. There are also moorings and anchoring points on the west side, inside the small island off the NE tip of Nusa Kode. This anchorage is well-protected from most directions although the SE trades can run up the channel in gusts. Very little swell ever develops.

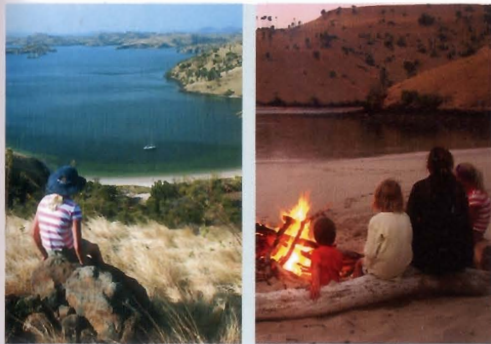


This anchorage has a real feeling of remoteness down on the south of the archipelago. Lots of wildlife on the beaches, big komodos, deer, monkeys, birds, the water is clearer and cooler due to deep water currents enriching the area. No habitation. Great snorkeling on a bommie in the middle of the channel just SW of the anchorage. Liveboard dive charter boats visit regularly and they can show you where it is, although quite easy to spot. Enjoy and protect!

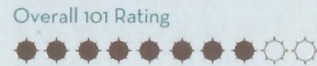
Holding Good/Fair	Beach Access Good
Water Clarity Excellent	Provisioning Nil
Reef/Snorkeling Excellent	Facilities Nil
Rubbish/Polution Moderate	Water Nil
	Fuel Nil



46 TELUK GINGGO

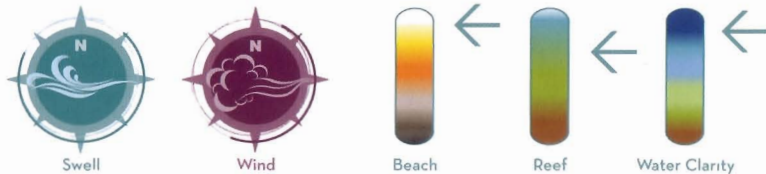


Dedicated to Vagabond Heart
 Location Komodo
 Latitude 8.42.07 S
 Longitude 119.39.59 E
 Waypoints
 A 08.41.21 S/119.37.31 E
 B 08.41.72 S/119.39.01 E
 C 08.42.06 S/119.39.55 E



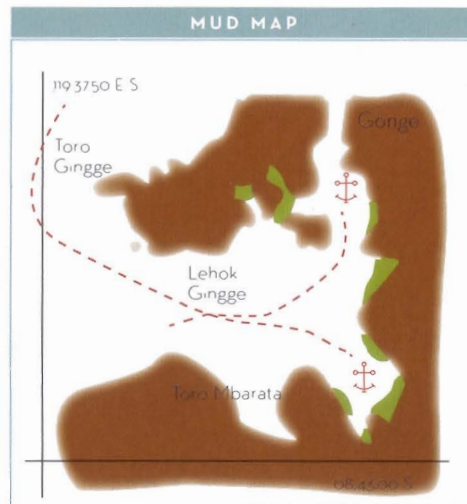
APPROACH

From the N or S, the way in is clear and deep. Strong currents in Linta Strait can make a big difference to your arrival time and also set up quite a chop against the prevailing wind. Once inside, however, all is forgotten in the calm. As you approach the beach in about 5-10m beware the quick shelving into a muddy bottom. Anchor in mud/sand. There is a reasonable tidal range and the fringing reefs come some way off the beaches so stay in the middle of the bays. Room for a whole fleet. Well-protected all round. No swell.

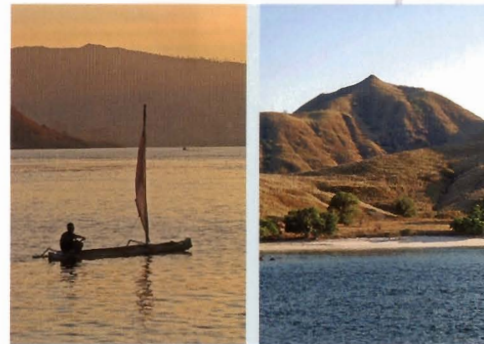


Ranks up there with the best anchorages worldwide Vagabond Heart "One of our favorite spots." Some of the bays are quite shallow, but several are well protected anchorages. The best, however, is marked here. Secluded, visited only by the occasional fisherman, fish, snorkeling, monkeys and komodos on the beach, what more could you want? Several great walks are to be had through honeycomb hills behind the anchorage.

Holding Good	Provisioning Nil
Water Clarity Good/Fair	Facilities Nil
Reef/Snorkeling Good	Water Creek
Rubbish/Polution Moderate	Fuel Nil
Beach Access Excellent	



47 PANTAI MERAH

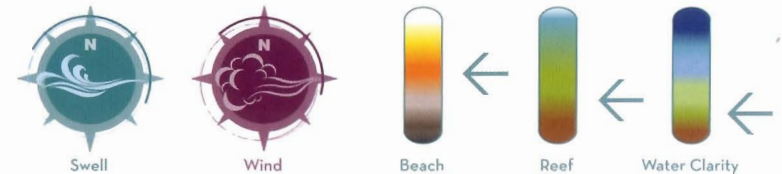


Dedicated to Anwyn
 Location West Flores
 Latitude 08.36.33 S
 Longitude 119.31.47 E
 Waypoints
 A 08.36.30 S/119.32.29 E
 B 08.36.12 S/119.31.81 E
 C 08.36.31 S/119.31.43 E



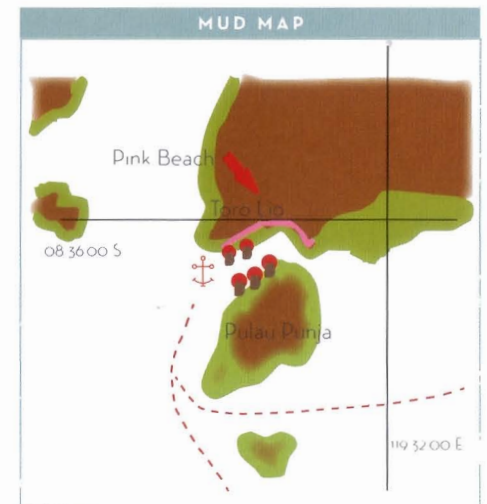
APPROACH

Approach from west or east, however, safest water in our view is via west passage. Reefs are clearly visible in good sunlight. Currents are fierce at times, difficult to predict accurately, but seldom dangerous. Anchoring is discouraged, utilise buoys wherever possible. Small buoys at Pink Beach are dangerously close to bombies, aim to utilise one of the larger buoys slightly further out from the beach. If all buoys are taken, several more are available off northern aspect of Punja Island. Anchoring is possible in approximately 5 m depth off Punja's north coast. The moorings of Punja are better protected from SE trades, but genuinely there is little swell here in any case.



Magic Spot—yes it is actually pink! Red coral within the sand makes it an amazing pink hue. This color is best appreciated on sunset with obligatory sundowner in hand. Snorkeling is fantastic on Bombe next to mooring point. Slack tide gives clearer water and is somewhat safer as currents can exceed 3 knots here at times. Take care snorkeling/diving during peak of tide movement. Proximity to Komodo village ensures some boats will arrive to sell you trinkets. If asked, they can provision for you, but barter first!

Holding Good/Solid Buoys	Provisioning Boats
Water Clarity Gen. Excellent	from Komodo will
Reef/Snorkeling Excellent	source all needs
Rubbish/Polution Minimal	Facilities Nil
Beach Access Good barring extreme low tides	Water/Fuel Nil
	Fuel Nil



48 NORTH KOMODO



Dedicated to Abracadabra
 Location Komodo Islands
 Latitude 08.29.619 S
 Longitude 119.33.073 E



NB. Use position as guide only due to discrepancy bw Cmap and GPS Point provided.

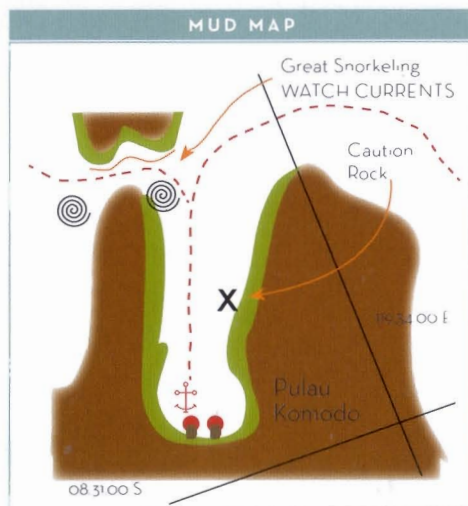
APPROACH

From the East, clear the northern edge of Komodo island, pass headland going to the west and once clear head south into the bay. Stick to the western edge of the bay to avoid the semi submerged rock (visible on chart). From the east, be prepared for some strong current activity off the western arm of the bay, once again bear south taking note of rock mentioned above. 2 mooring buoys show clearly the safe anchoring area. If buoys are occupied one will have to proceed further south a small distance to get into shallower water and comfortable anchoring depth. The bottom here is a sand coral mix so lay your anchor with caution to avoid the occasional bommie.



This is a great bolthole and is very well-protected from all, but a raging northerly Swell is usually not a problem here and most often a buoy is free for overnight stay or longer. Make the effort to do a drift snorkel where marked on mudmap—you will be well rewarded, there are amazing coral gardens and fishlife is abundant. Komodo dragons can be seen on occasion on the beach but a walk inland is more likely to result in a sighting.

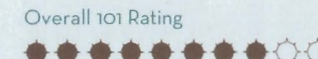
Holding Good/Sand/Coral	Provisioning Nil
Water Clarity Good	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



49 TELUK POTOPUDDU

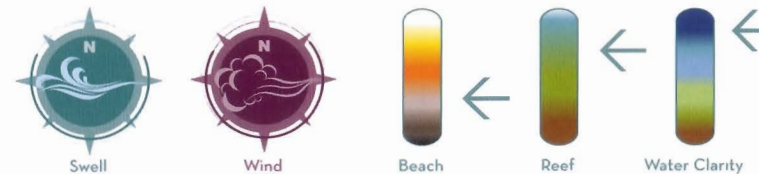


Dedicated to Gone with the Wind
 Location Northern Sumbawa
 Latitude 08.22.40 S
 Longitude 117.10.50 E



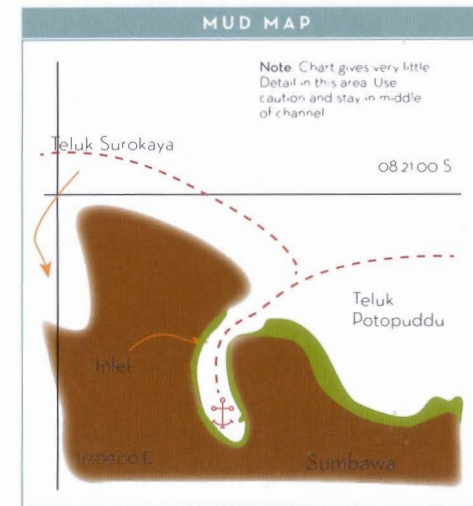
APPROACH

This is a terrific bolthole in any weather as it is very well-protected, it also provides a magic, tranquil anchorage in times of calm. The entrance to the inlet is very easy to miss, one almost sails past before realising there is actually a passage evident. The channel is at least 30 m wide and approx 10-12 m Deep, however, stick to the middle on approach to be safe. Within the inlet, it widens somewhat and there is plenty of room for several vessels. Anchor in your favoured depth over sand, generally good holding. The inlet is an offshoot of Teluk Potopuddu, hence, the anchorages unique name.



Sumbawa's northern coast can be quite exposed in some areas, this well-protected inlet may be a welcome good nights rest by the time you reach it. The water clarity is generally good and the locals very honest and friendly. There is a local fishing village where one can get essential staples, but not much more. The beach is certainly not of a high standard but all the other features of this anchorage make it a high scorer!

Holding Good/Sand	Beach Access Good
Water Clarity Good	Provisioning Basic
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Moderate	Water Yes
	Fuel Possible, not advised.





Dedicated to Calypso JJ
Location Sumbawa
Latitude 08.47.441 S
Longitude 118.22.636 E

Overall 101 Rating



APPROACH

Southern Sumbawa's coast is magnificent to behold, but tragically is devoid of good anchorages in its wild, stark, volcanic state. Periscopes is a fair option amongst some pretty poor ones. It is a semi lagoon nestled between two surf breaks. Enter the bay along its eastern edge (deep water all the way in). Keep clear of fringe reef and breaking surf. Proceed north past hotels/losmens on the beach at Lakey's. The coast will curve slightly to the east then sharply back towards the west. The anchorage is in the nook between these two reefs. Occasionally, surf charter boats will mark the position. Otherwise, go past waypoint and then proceed back towards it from the north west. Anchor on sand in 8-12 m depth, good holding. To minimise roll if a swell does develop nestle in as close as you are comfortable to Nunges reef.



Swell



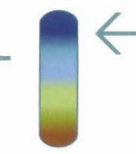
Wind



Beach



Reef

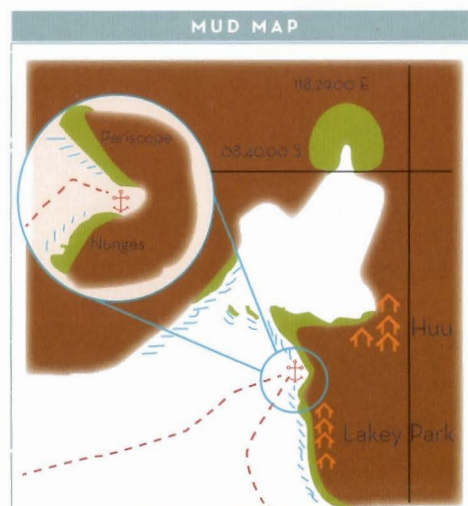


Water Clarity

This is not a completely-protected anchorage, so be aware of weather developments and incoming swells here. However, if it fits into your passage plan it is well worth a stop over. Surfers in your crew will be well catered for. Take an "Ojek" or motorbike ride along the beach to the hotels to slake your thirst or have a hot shower. Quite surprisingly well developed for what is otherwise a very poor area of Indonesia. The region is a mecca for kiteboarders and surfers. The area demands exploration, secret hot springs seeping through sand onto perfect reefs are to the east. No more said.

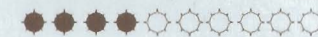
Holding Good/Sand
Water Clarity Excellent
Reef/Snorkeling Moderate
Rubbish/Polution Minimal
Beach Access Good

Provisioning Nil
Facilities Nil
Water Nil
Fuel Nil



Dedicated to Nyora
Location Southern Sumbawa
Latitude 08.49.442 S
Longitude 118.22.223 E

Overall 101 Rating



APPROACH

If Sumbawa had a host of better anchorage options on its southern coast HUU would not make the 101 cut. However, its position, local scenery and the wonderful village people of HUU redeem it. As you enter the bay head for the north western edge. A chain of reefs extend out from the peninsula that protects HUU. There is a pass through these, but first time head for the widest pass which is between the western shore of the bay and adjacent reef. This pass is only evident once you are adjacent to the shoreline. It is a relatively stressful run in especially if there is a developed swell running. If possible follow one of the large fishing vessels through. Minimum depth is about 7 m. Once through pass head Northeast for 1 nm then head for village. Anchoring near waypoint will avoid brushing close to submerged rocks near the village. Anchor in 5-7 m mud/sand with good holding.



Swell



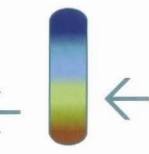
Wind



Beach



Reef

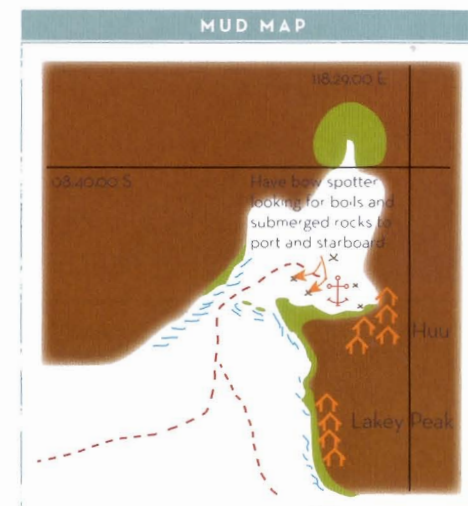


Water Clarity

Once at anchor this spot is very protected, but the stress of the run in (murky water, submerged rocks, swell) will ensure that it is only ever a "Bolthole" anchorage for boats caught in weather or large swell at Periscopes. The local people love having cruisers in their bay and treat you like Cortez arriving in South America (before he became uncool). In any northerly, there is a long enough fetch within the bay for your anchorage to become lively all over again! SE trade season only.

Holding Good/Mud/Sand
Water Clarity Poor
Reef/Snorkeling Poor
Rubbish/Polution Significant
Beach Access Good

Provisioning Basics
Facilities Nil
Water Yes/Jerrycan
Fuel Yes/Jerrycan





Dedicated to
Location
Latitude
Longitude

Le Barca
Sumbawa
08 08.58 S
117 22.39 E

Overall 101 Rating

APPROACH

Make your approach in good visibility, the reef is easy to spot with no surprises. Anchor on sand in about 5 m depth. Lots of room for many yachts. Protection is afforded from anything in the S semicircle. No swell appears to get in under normal conditions of SE trade season.



Swell



Wind



Beach

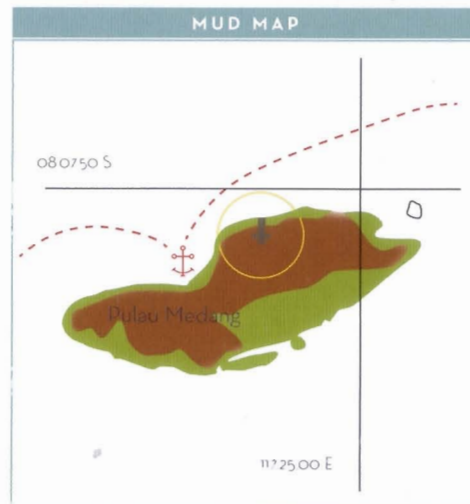


Reef



Water Clarity

The turquoise waters and palm fringed beaches make this another great stop. There is no village on this side of the island but sadly the beach is littered from local fishermen who camp there on occasion. This is a nice rest point, breaking up the journey for cruisers to and from Lombok.



Holding Good/Sand	Beach Access Good
Water Clarity Good	Provisioning Nil
Reef/Snorkeling Fair	Facilities Nil
Rubbish/Polution	Water Nil
Moderate/Severe	Fuel Nil



Dedicated to
Location
Latitude
Longitude

Trilium
Sumbawa
08.51.079 S
116.45.458 E

Overall 101 Rating

APPROACH

From out to sea, it can be hard to visualise a good anchorage here. However, in all but very large southerly swells, this is a fantastic anchorage in crystal clear turquoise water amongst vibrant healthy reef systems. The beach access is poor at low tide but its white sands make up for any inconvenience encountered getting ones towel parked ashore! Approach waypoint slowly and from due west of anchorage. Scar reef can be seen breaking on Starboard (is exposed at low tide) and Little Bingin on port side. Lagoon is relatively small and nestled between the two reefs. Can become crowded with charter boats. If is rely suggest move to Scar II or Maluk. Anchor in 7-12 m in good visibility on sand (one bombie to avoid, in close to Bingin)



Swell



Wind



Beach

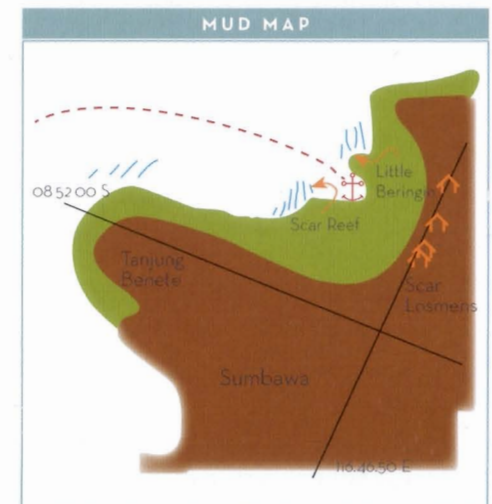


Reef



Water Clarity

This anchorage has been well known to surf charter boats for some time. However, it is seldom used by cruisers. The fantastic beach, amazing rugged mountains behind the reef, sunsets over mount Rinjani to the west add to its tranquility make it a real gem of an anchorage. In large swell, a significant roll can develop and on occasion Little Bingin can start to break further into lagoon. Keep a weather eye open here, but enjoy.

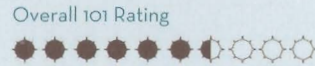


Holding Good/Sand	Provisioning Nil
Water Clarity Fantastic	(Maluk)
Reef/Snorkeling Great along	Facilities Losmens
N Side Tj.	Water Well Water
Rubbish/Polution Minimal	Fuel Nil
Beach Access Poor at LT	

54 SCAR REEF II

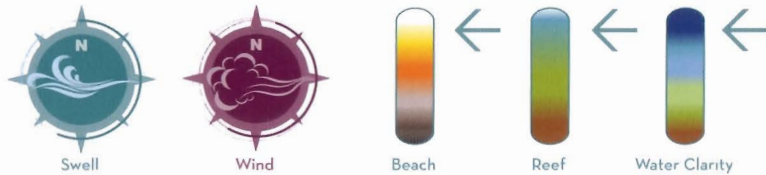


Dedicated to Calypso JJ
 Location Sumbawa
 Latitude 08.51.724 S
 Longitude 116.44.970 E



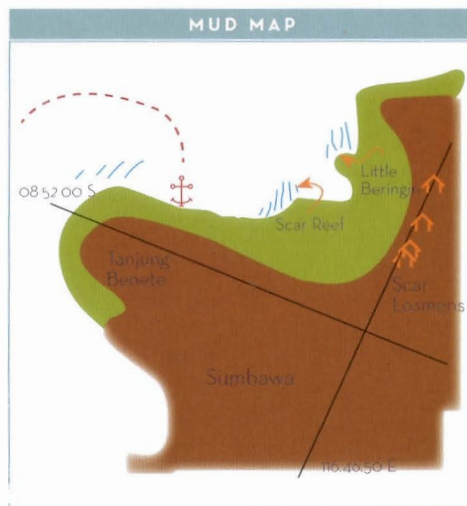
APPROACH

Round Cape Benete and visualise where surf makes a visible line from Scar Reef in middle of bay back toward Cape Benete. A calm relatively-protected area is generally visible in close to the Cape. Out of the wind (SE) and swell. Approach Cape slowly as reef shelves up sharply. Anchor in 5-10 m over sand, bombies are readily visible and easy to avoid when anchoring. On rare occasions during SE trade, an odd northerly swell will develop and run down the Lombok/Sumbawa Strait, making anchorage here untenable.



This is an anchorage that you won't forget. The Cape towers above you, the clear waters lap quietly, and the distant surf roar caresses you to sleep. Snorkelling along the Northern Cape is above average (not quite barrier reef) and the water clarity makes it well worthwhile getting your flippers on. Visit Leigh and Nina onshore for a great meal at the restaurant (large red roof) or losmens for more simple fare. Maluk has all facilities and provisions needed - 40 min drive from Scar.

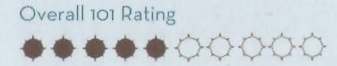
Holding Good/Sand	Beach Access Poor at LT
Water Clarity Fantastic	Provisioning Nil (Maluk)
Reef/Snorkeling	Facilities Facilities
Great along N Side Tj.	Losmens
Rubbish/Polution	Water Well Water
Minimal	Fuel Nil



55 MINE SUMBAWA

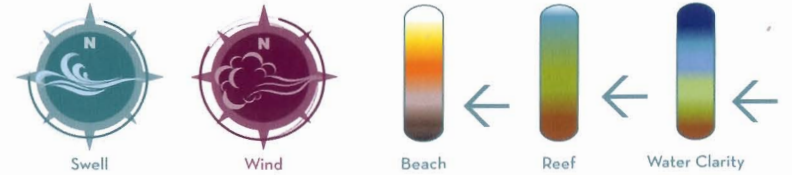


Dedicated to Leigh at Scar
 Location Sumbawa
 Latitude 08.53.409 S
 Longitude 116.45.151 E



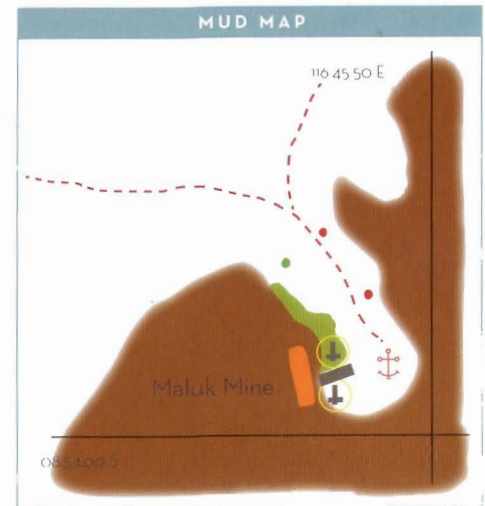
APPROACH

This is really only an escape anchorage, when swell or weather forces you to find a deep bay free from wind/swell in all conditions. It lacks any real appeal as it faces a busy mine port facility with relatively intense shipping movements. Enter bay using well lit/visible buoys and stick to port to avoid mine traffic leaving jetty on starboard side of bay. Anchorage is best found as deep into the bay as possible to avoid swell near the mouth. This also ensures that you are as far away from mine traffic as possible. Anchor in comfortable depth 7-12 m. Make sure you leave a mast light on at night.



Maluk is a mine town and as such has all facilities one would need for reprovisioning, phone, ATM, food even a KFC equivalent fast food chicken well worth a visit if Nasi Goreng is wearing thin on the old palate! The famous waves of "supersuck" and "YoYo's" are a short drive from Maluk and well worth a visit. Inland in the dry season is very arid and almost reminiscent of the African landscape.

Holding Good/Sand	Provisioning Yes
Water Clarity Moderate	Facilities Yes
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Minimal	Fuel Yes
Beach Access Poor	



56 NORTH LOMBOK



Dedicated to Alchemy
 Location NE Lombok
 Latitude 08.20.469 S
 Longitude 116.42.775E

Overall 101 Rating

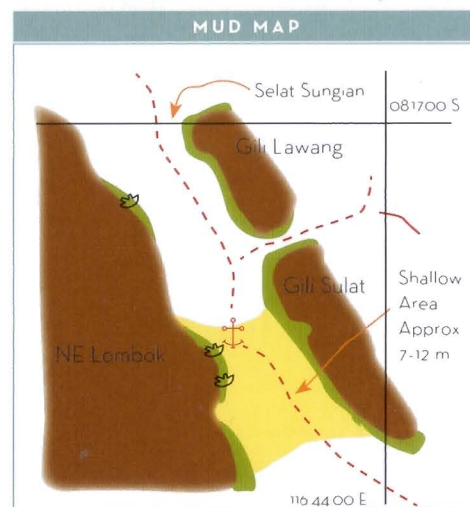
APPROACH

This is a good rest stop for boats making passage to or from Bali over the north of Lombok. Mount Rinjani's old lava flows drop straight into the sea along northern Lombok. This makes for a coast devoid of holes to anchor and hide in. Approach to the anchorage from the south is via Selat Sungian over an area of relative shallow (7-12 m). Water visibility is usually not good so keep to East of Strait to avoid joining other skippers on the Lombok shore. From the North, the strait is a good depth right to anchorage. Alternatively, the pass between Gili Lawang and Gili Sulat is navigable and a good depth throughout, albeit narrow. Anchor on black sand with good holding, but lay enough chain to allow for significant current through the strait at peak tides. Beach access is good but the area is primarily farmland and not Lombok's most picturesque at that.



Lombok's southern coast is where the white beaches and breathtaking scenery is. The north is largely volcanic and most boats sail over the north to avoid the lee shore and swell of Lombok's southern coast. However, Ekas and Gerupuk can be accessed by sailing down between Lombok and Sumbawa and heading east. This anchorage provides safe anchorage and overnight respite for cruisers heading either direction through the archipelago. Snorkeling and water quality is poor.

Holding Good/Sand	Provisioning Nil
Water Clarity Poor	Facilities Nil
Reef/Snorkeling Poor	Water Nil
Rubbish/Polution Moderate	Fuel Nil
Beach Access Good	



57 GILI LAWANG



Dedicated to Vagabond Heart
 Location N Lombok
 Latitude 08 17.77S
 Longitude 116 41.35E
 Waypoints
 A 08.16.11 S/116.41.50 E
 B 08.16.76 S/116.40.44 E
 C 08.17.92 S/116.41.00 E
 D 08.18.00 S/116.41.27 E
 E 08.17.72 S/116.41.39 E

Overall 101 Rating

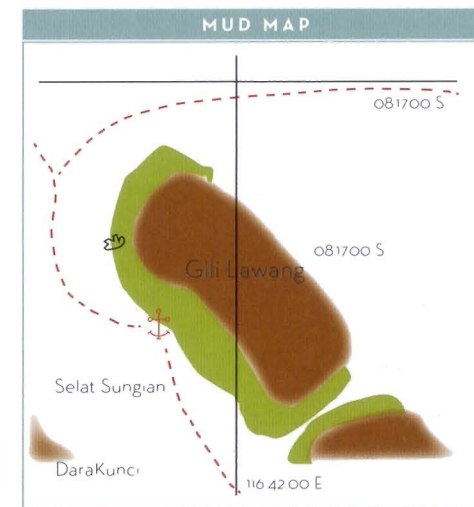
APPROACH

Follow the reef SE until you see the opening which angles NE in towards the mangroves. Depths are about 5 m. Beware a small shallow patch in the middle of the entrance which can be passed to N or S. Anchor in mud in about 5 m in the middle of the "hole". Reef dries out around you at low tide. Protection is afforded from N to SE although the main island of Lombok gives some protection from the W.



This is a very calm, very sheltered anchorage in amongst the reef and mangroves. Not good for swimming, but a good rest point. You need good sunlight to see the reef and there isn't anything on the charts of this area, but there is a small channel in to a "hole" which has room for about 5-6 boats.

Holding Good	Beach Access Good
Water Clarity Poor	Provisioning Nil
Reef/Snorkeling Poor	Facilities Nil
Rubbish/Polution Minimal	Water Nil
	Fuel Nil





Dedicated to Location
 Tactical Directions NW Lombok
 Latitude 08.24.30 S
 Longitude 116.04.52 E



APPROACH

The approach to this beautiful bay is straight forward. Stay well clear of the reefs which extend out to the N on both sides of the bay. No surprises or irregular bombies. Anchor on a sand bottom with good holding, 15-20 m depth. The bay affords protection from anything in the S semicircle. This bay is directly south from the anchorage at Gili Air and can be a good alternative if the above is exposed and overcrowded. This large, black sand bay has moorings for rent (20,000r/day) but the holding is good in 15-20 m.



Swell



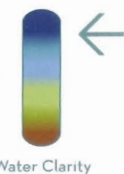
Wind



Beach



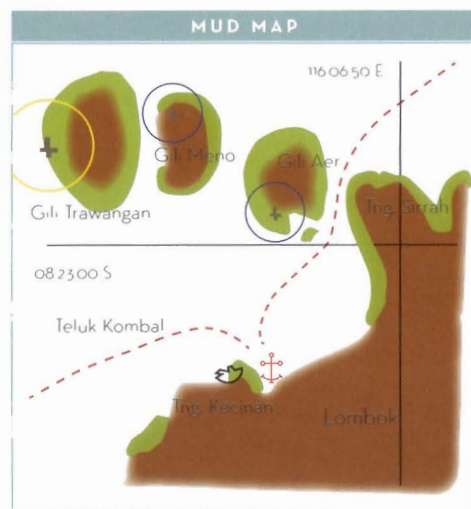
Reef



Water Clarity

Locals here are very helpful and will come out to help you out with everything from tours of the island to diesel, water and provisioning. Diesel is much cheaper than Bali and comes straight from the service station bowser, so you can rely on it being clean and water free. Day tours can incorporate visit to supermarket to provision. There is also an excellent market 5 km away. Don't miss this chance to see amazing Lombok.

Holding Good/Sand	Provisioning Yes
Water Clarity Poor	Facilities Some
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Significant	Fuel Yes
Beach Access Good	



Dedicated to Location
 Azimut NW Lombok
 Latitude 08.21.941
 Longitude 116.04.930 E
 Waypoints



APPROACH

The approach to this beautiful lagoon/inlet is straightforward in good light. Best access is via southerly approach. local vessels do use gap in reef to the east but this is ill advised. Advance slowly into the inlet and pick up a mooring buoy if you are lucky (watch these as they have long lines that can foul props). Otherwise, anchor in comfortable depth over sand, anywhere from 3-10 m. The sand is good holding but if southerlies develop over 20 knots lay more chain or consider escape to Teluk Kombat. The inlet is relatively busy, but local boats are familiar with visiting cruisers and tend to give you plenty of room.



Swell



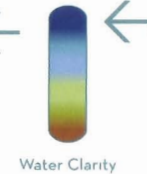
Wind



Beach



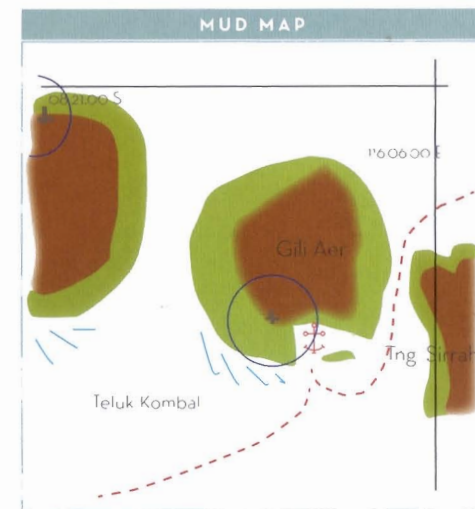
Reef



Water Clarity

Whilst appearing to be exposed to the elements from the south, this anchorage is amazingly calm in SE trades. This is due to the reefs that protect it to the west and south. Snorkeling is good, but not well protected. Be quick! Restaurants on all the Gilis are excellent and a relaxing soiree on a fouton by the beach is simply a must do experience. Gili Air and Trawangan have passable surf breaks when the swell is above 2 m to the south.

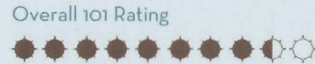
Holding Good/Sand	Provisioning Yes
Water Clarity Excellent	Facilities Yes
Reef/Snorkeling Good	Water Yes
Rubbish/Polution Minimal	Fuel Yes
Beach Access Good	



60 EKAS



Dedicated to Alchemy
 Location S. Lombok
 Latitude 08.53.821 S
 Longitude 116.26.590 E



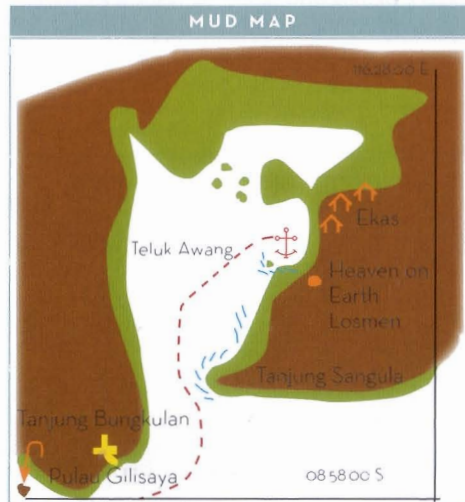
APPROACH

The approach to Ekas involves sailing the southern Lombok coast, one of the most dramatic and beautiful coastlines in the world. It is relatively well charted, but keep plenty of searoom between you and the coast (esp in SE trades). Once clear of Gilisaya then start bearing into bay and enter slightly east of midpoint. Visualise breaking waves on Tanjung Sangula and keep well clear. Run towards Waypoint will keep you in deep water (12-17 m) with following groundswell which disappears as you get into the bay proper. You may pass over one patch of 7-10 m but no reefs on way in. Moor behind A shaped reef on mudmap (clearly seen if there breaking waves on it). Anchor on sand with good holding in 10-12 m. Dinghy access to beach can be tricky at low tide.

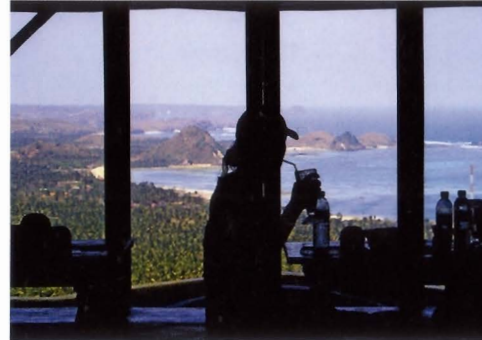


Ekas is one of those gems that you need after sailing a lee shore and fearing that no safe haven will present itself before dark. For it to be "Heaven on Earth" is quite a shock to new arrivals. The lozmen of the same name dominates the cliff face in an ecofriendly way and welcomes guests (if you spend \$ before hopping in the pool!). The anchorage is within sight of coral reef, perfect white beaches, and 3 friendly surf breaks good for all the family. The hike up the cliff face for sundowners is not for the faint hearted, but well worth it.

Holding Good/Sand	Provisioning Nil
Water Clarity Good	Facilities Nil
Reef/Snorkeling Moderate	Water Nil
Rubbish/Polution Nil	Fuel Nil
Beach Access Fair/Can be a little tricky at LT	



61 GERUPUK



Dedicated to Nessie
 Location Gerupuk S. Lombok
 Latitude 08.54.578 S
 Longitude 116.20.934 E
 Waypoints A 08.56.989 S 116.21.648 E



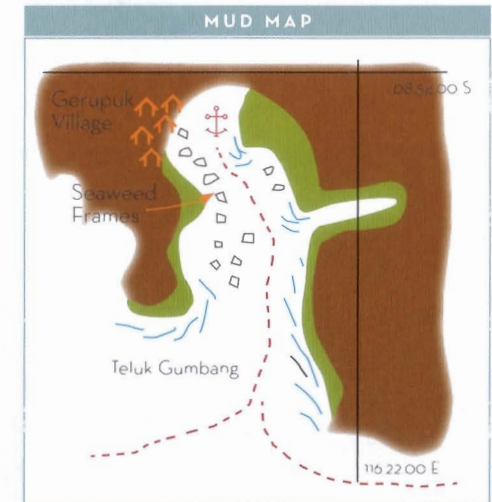
APPROACH

This is another great anchorage but scores a little lower as the entry is plagued by the areas new industry—the seaweed frame (bamboo square with seaweed tied to it). However slowly slowly and in good light the anchorage is well worth the trouble as it opens up the whole of southern Lombok's magic coast (see above, Gerupuk bay is third from right). Approach point A and then stick to east of channel, if possible follow a local boat's line through seaweed farm. However if solo, path is clear and space between rafts considerable. Depth will approach 7-8 m on once in bay itself. Mouth is deep and some following swell evident. The area has become very popular with Europeans learning to surf, they base out of Gerupuk village and their boats will guide you to anchorage. If a large swell is running the mouth to the bay can be unnerving. In this case head for Ekas (deeper water on entry).



Gerupuk bay itself is nothing special, the village has been transformed from abject poverty 10 years ago to relatively affluent one today, by the humble seaweed. The surrounding area is well worth exploring as it is simply breathtaking. Tender to Gerupuk beach, ask someone to watch your vessel and get a vehicle to tour the coast. Security is not an issue here, your vessel's safety is a matter of village pride. A would be thief was beheaded here and word has got around. This is a very safe area whilst the legend lingers.

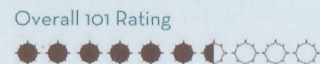
Holding Good/Mud	Beach Access Good
Water Clarity Poor	Provisioning Basics
Reef/Snorkeling Poor	Facilities Nil
Rubbish/Polution Moderate	Water Yes/Jerrycan
	Fuel Yes/Jerrycan



62 BANGKO-BANGKO



Dedicated to Calypso JJ
 Location Southern Lombok
 Latitude 08.43.180 S
 Longitude 115.51.692 E



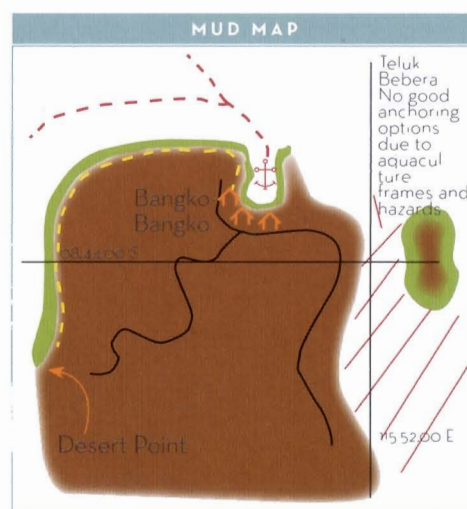
APPROACH

Approach is relatively simple from the N, NE or NW enter mouth bay at approximately its midpoint. Rocks on starboard have a marker light. Boats approaching from South, round the cape and leave enough room to clear rocks off cape and at mouth of bay. The bay is roughly tear drop shaped but is quite small. Taiwanese fishing vessels often anchor in deep water out from the bay, but are a little exposed. Edge in toward waypoint and it will put you over a patch 20-28 m on sand with good holding. Anchoring close in will leave you vulnerable to the bays sharp edges, as you will have to leave considerable scope to allow for depth. The difficulties of anchoring here are soon overshadowed by the magic of the area. Anchoring slightly to the eastern side of the bay allows room for the armada of fishing craft leaving to do battle in Lombok straight.

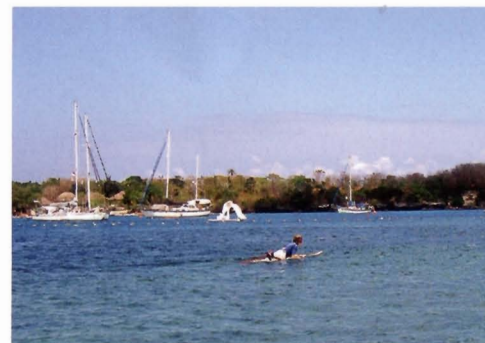


This neat little bay is a good launching spot for exploration of the islands of Lembar. Lembar itself is a good anchorage but is basically a fishing/ferry port. Bangko Bangko is a frenetic fishing town. The vessels use the SE trades to plough the Lombok Straight. Early morning and evening the small craft teem out of the bay in a frenzy of colour and excitement. It is worth even just one night here to witness the spectacle. Desert Point (one of the world's best waves in the dry season) is a short walk along the beach away (best at LT).

Holding Good/Sand	Provisioning Nil
Water Clarity Good	Facilities Nil
Reef/Snorkeling Moderate	Water Yes/Jerrycan
Rubbish/Pollution Minimal	Fuel Nil
Beach Access Good	



63 NUSA LEMBONGAN

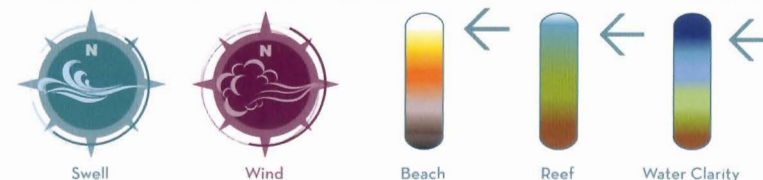


Dedicated to Argo
 Location Lembongan Island
 Latitude 08.40.74 S
 Longitude 115.26.35 E



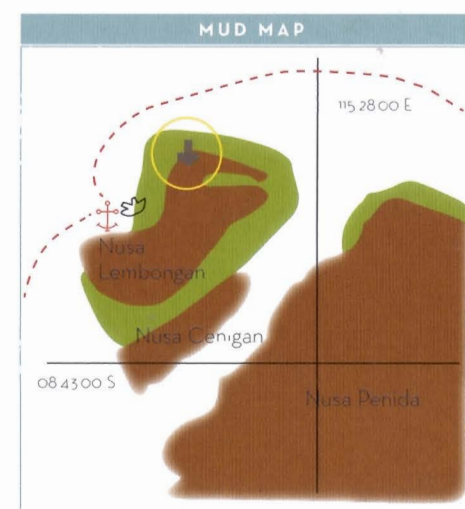
APPROACH

From a few miles off, you can't miss the developments on the beach and headland as well as two floating pontoons (complete with waterslides) which are used by very large day trip boats out of Benoa. Once far enough SW to avoid the reef and surf, head for these structures and go behind them to the SW towards a small bay with a couple of nice little restaurants on it. Pick up an unoccupied mooring (the locals will help identify which ones) or anchor between the pontoons and the reef off the beach in about 6m on sand. Surf and swell appear 3 hours either side of high water.



Surfers dream, you can sit on a mooring in crystal clear water and jump off the back of the boat to go for a surf on one of 3 excellent breaks. Some may find the full one day trip tourism which is a bit of a mad house from 10.30 to 15.30 a real culture shock after the quietness of the islands further E. The upside is that there are a few really nice little restaurants, internet café (slow) and laundry. Nusa Cenggan well worth exploration.

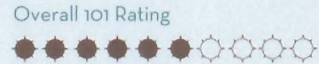
Holding Mooring or Sand	Provisioning Fair
Water Clarity Excellent	Facilities Yes
Reef/Snorkeling Excellent	Water Yes
Rubbish/Pollution Minimal	Fuel Yes
Beach Access Good/Mid-High	



64 BALI MARINA

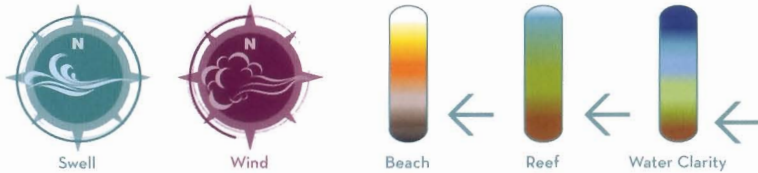


Dedicated to Calypso JJ
 Location Bali
 Latitude 08.45.00 S
 Longitude 115.14.00 E



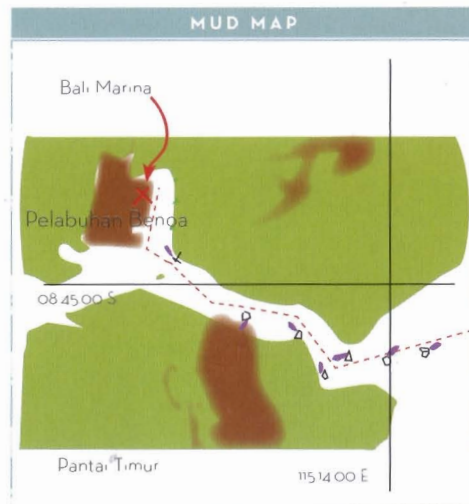
APPROACH

Approach is far from simple. However, can be attempted at all tides. Follow mudmap and buoys, however, deeper water at time of writing was on port side of channel (on way in) avoid getting too close to green starboard markers as shallow water extends well into channel on several markers. Once you can see large Dennis's (Indonesian tourist cruise boats) on your portside, start looking for narrow opening to Bali Marina. Enter marina slowly as manoeuvring inside is difficult and a sharp turn to port is necessary as soon as you have entered the marina proper.



Bali Marina is a great place to reprovision, restore ones vessel, and generally recoup for the road ahead. Access to the rest of Bali is relatively easy. Whilst not understanding what holds the Marina together it is a safe and secure environment for your steed. All essential marine services are available. Local craftsmen are highly skilled and the economics of work getting done here stacks up. Daily rates for local Balinese boat hands make it sensible to get vessel ship shape here.

Holding N/A	Provisioning Yes
Water Clarity Poor	Facilities All
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Marked	Fuel Yes
Beach Access N/A	



65 SERANGAN



Dedicated to Bintang
 Location Bali/Sanur
 Latitude 08.43.828 S
 Longitude 115.14.669 E
 ("Kira-kira" or approximately)
 Waypoints
 A 08.43.660 S/115.16.070 E
 B 08.43.517 S/115.15.188 E
 C 08.43.496 S/115.14.956 EA



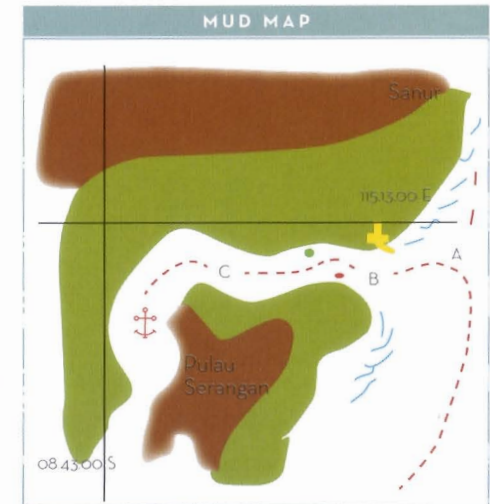
APPROACH

The approach is a little intimidating from offshore especially if a swell is running and the surf is pounding as you get in closer. Despite appearances if you follow the waypoints all is relatively simple. Once between the outer reef, you will visualise an odd pair of channel markers. They do basically resemble a port and starboard if only in colour. Make for these heading back roughly SW and then you will clearly see an area of calmer waters and usually boats at anchor. The best area to anchor is in the inlet in front of the "Yacht Club" or village. Take care to be sure your anchor has taken to the toxic mud, as plastic bags coat the sea floor and can make it difficult for your anchor to make purchase. If you feel yourself sliding, be patient, raise anchor, remove bags and try again! Mud in depth varying from 5-10 m.



Whilst this to be honest is a grotty anchorage in one of Bali's filthiest areas it places you in a safe area, within easy reach of all Bali has to offer without the costs or risks of other anchorages in Bali. Sanur is the closest shopping area and large supermarkets (Metro) are very handy for reprovisioning. The budding Yacht Club is sure to provide cold beers and any assistance you need (the curved colorbond roofed structure on the foreshore).

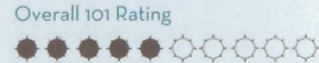
Holding Fair/Mud	Provisioning Excellent
Water Clarity Poor	Facilities Food/Drink
Reef/Snorkeling Poor	Water Yes
Rubbish/Polution Severe	Fuel Yes/Jerrycan
Beach Access Good/Jetty	



66 LOVINA BEACH



Dedicated to: Gone with the Wind
 Location: Northern Bali
 Latitude: 08.09.60 S
 Longitude: 115.01.4 E



APPROACH

On entry to the Lovina Beach, line up the odd dolphin monument on the beach (A) with the tower behind it (B) (visible by scrub clearing surrounding tower). This approach will keep you well clear of the fringing reef even if water clarity is poor. The protection here is better than expected due to the fringing reef forming a semi-lagoon around the anchorage. Dinghy access is good onto the dark lava beach, and the settlement of Lovina beach and all it offers a close walk away.



Swell



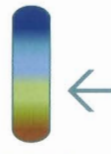
Wind



Beach



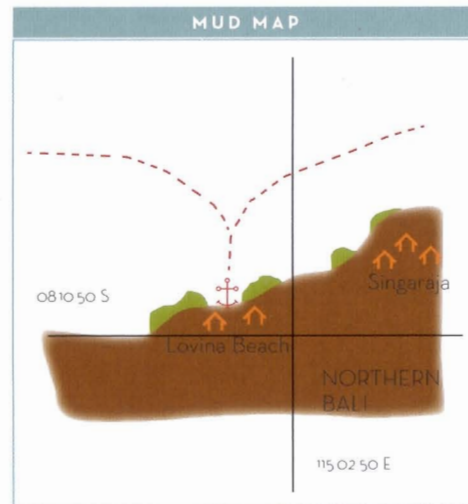
Reef



Water Clarity

Whilst not Bali's most picturesque beach, Lovina Beach has great restaurants, ATM and a fair selection of shopping available. Lovina beach locals are friendly and very helpful to cruisers who visit. Singaraja, once the capital and seat of power in Bali is a short bemo ride away. This energetic and bustling town is worth a visit and offers all services needed to patch most boat ailments and worries.

Holding Good/Sand	Beach Access Good
Water Clarity Moderate	Provisioning Good
Reef/Snorkeling Good nearby	Facilities All
Rubbish/Polution Moderate	Water Yes
	Fuel Yes



67 KANGEAN



Dedicated to: Stardust
 Location: Java Sea 72 nm North of Bali
 Latitude: 06.51.50 S
 Longitude: 115.14.20 E



APPROACH

Avoid reefs surrounding Pulau Mamburit and the lone lead light. Give the shoreline a wide berth if approaching from the south and head directly for the light tower in the middle of the bay. Once light tower is close (within several boat lengths) then bear to starboard and anchor as close as comfortable to fringe reef in anywhere 5-10 m of water.



Swell



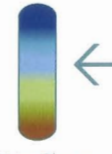
Wind



Beach



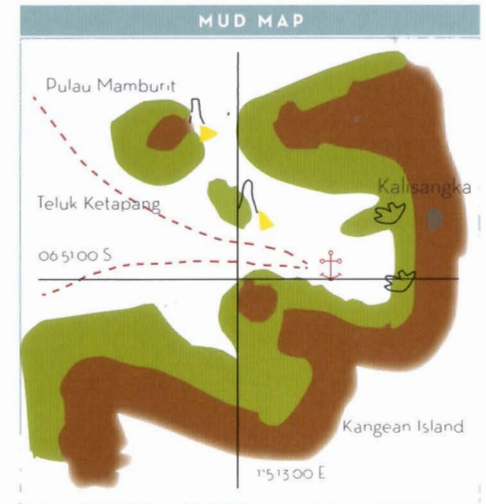
Reef



Water Clarity

Kangean Island is a useful stopover for cruisers heading for Kalimantan, Singapore or Malaysia or for those returning to Bali or Beyond. This picturesque bay offers good protection in the dry season, moderate protection in the wet season. Local people are very helpful and eager to have cruisers in their bay. Pulau Mamburit has a bustling fishing village on it and villagers are very helpful. Kaisangka Market is busy but get in early all over by 10 am.

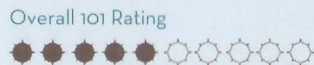
Holding Good, Sand	Provisioning
Water Clarity Very good	Good Market
Reef/Snorkeling Fair	Facilities Few
Rubbish/Polution Very clean	Water Well water
Beach Access Fair	Fuel Difficult



68 BAWEAN I

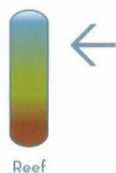
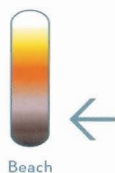


Dedicated to Calypso JJ
 Location Java Sea 80 nm SE of Kumai, 87 nm N Of Surabaya
 Latitude 5.46.07 S
 Longitude 112.35.40 E



APPROACH

Avoid reefs surrounding mouth of Teluk Cina and give its associated Island wide berth. Note on chart this is not isolated from mainland, in reality it is an island on most tides. Locals spoke of deep enough water within Teluk Cina, this may be worth investigating if staying for a prolonged period in this area. Once clear of the eastern aspect of the island, head south into the bay and anchor in 25-45 feet. Sand bottom, moldertae wind and swell protection. The coral in this area is well preserved at time of writing. The village can be accessed over shallow reef then mangrove shelf (best at high tide), village people very welcoming.



Swell

Wind

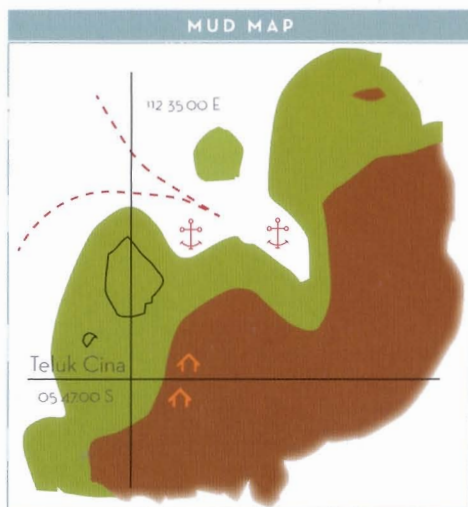
Beach

Reef

Water Clarity

Bawean Island is a useful stopover for cru sers heading for Kalimantan, Singapore or Malaysia or for those returning to Bali or Beyond. The island offers several good anchorages, here's two to get you started. This bay is an offshoot of a larger Bay to the north of Teluk Cina. It offers good protection in the dry season, and poor protection in the wet season. Once again, fishing is the primary income stream and village construction on mangrove is fascinating.

Holding Good, Sand	Provisioning Small
Water Clarity Fair to Good	Shop in Village
Reef/Snorkeling Good	Facilities Few
Rubbish/Polution Very clean	Water Well Water
Beach Access Fair	Fuel Difficult



69 BAWEAN II

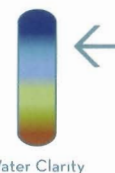
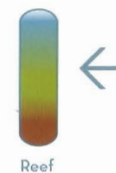
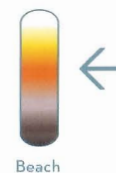


Dedicated to Ventana
 Location Bawean
 Latitude 05 43.85 S
 Longitude 112 40.18 E



APPROACH

From the S and E, there are a lot of small islets and reefs that are all well charted and some marked with beacons. Once clear of these the run in to the bay is straight forward. Approach from middle of the bay and anchor in sand in about 5 m or less if you wish to go closer to the beach. Lots of room. Protection is afforded from all directions bar the NW.



Swell

Wind

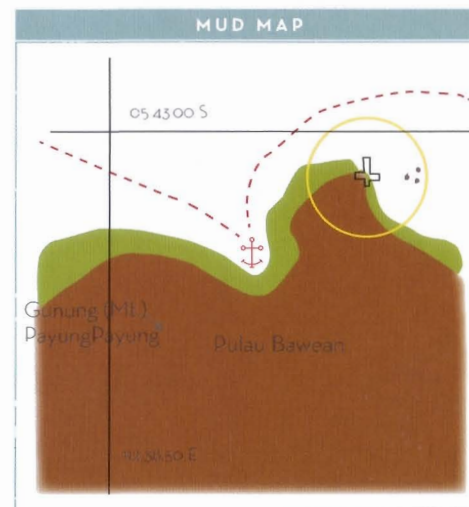
Beach

Reef

Water Clarity

Very nice half way point between Bali and Kumai. Lovely open bay with relatively clear water. Numerous vilages on the beach. Diesel, water in gerry cans plus basic provisions available. Locals as ever very honest and helpful.

Holding Good/Sand	Beach Access Good
Water Clarity Fair	Provisioning Available
Reef/Snorkeling Fair	Facilities Nil
Rubbish/Polution Moderate	Water Yes
	Fuel Yes





Dedicated to Location Estrella
South Kalimantan
180 nm NNW of
Bawean, 440 nm ESE
of Singapore

Latitude 2.54.00 S
Longitude 111.41.80 E

Overall 101 Rating

APPROACH

This is a very shallow sand/mud bottom anchorage. Best suited to an overnight in calm conditions whilst awaiting good visibility or tide to continue upriver. It is very handy for those boats who have proceeded downriver late in the day and want an overnight anchorage before sailing on. Boats with draft in excess 2.2 m are advised not to attempt to anchor here. Approach with caution and watch depth. Water clarity is generally poor but the bottom contour is gradual and relatively soft. The waypoint given is relatively exposed to the SE wind but swell is minimal here. Vessels with less draft may get in closer to the hook of the bay and escape the trade wind.



Swell



Wind



Beach



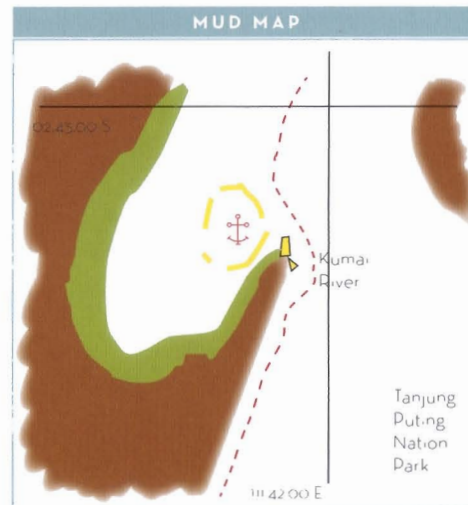
Reef



Water Clarity

As stated previously, this is a useful overnight anchorage, but not a picturesque holiday destination. There is a fair beach with good access and even a picnic area a short walk away, across the isthmus. Large Indonesian vessels will anchor near here or in the river mouth whilst awaiting pilots or clear conditions. Take care if visibility is poor or approaching at night (not an advised activity). The area marked in yellow varies in depth from 9-12 feet at LW.

Holding Good, Mud	Provisioning Nil
Water Clarity Poor	Facilities None
Reef/Snorkeling N/A	Water Nil
Rubbish/Pollution Nil	Fuel Nil
Beach Access Good	



A visit to Rimba Ecolodge is an absolute must do experience!
www.ecolodgeindonesia.com

Dedicated to Location Silver Fern
South Kalimantan
180 nm NNW of
Bawean, 440 nm ESE
of Singapore

Latitude 2.44.45 S
Longitude 111.43.98 E

Overall 101 Rating

APPROACH

Best to avoid early morning approach in dry season due to occasional smoke haze and poor visibility. High tide is safest but will cope with 4 m draft at LW. With thanks to Herry's Yacht Service Kuma follow - Entry 03.34 S, 111.35 E approach from sea, 03.08.40 S, 111.37.70 E, avoid rock to port (02.58.00 S, 111.40.43 E). Near green marker 4.5 m depth 02.56.06 S, 111.41.45 E follow land 200 m from shore 10 m depth 02.54.21 S, 111.42.61 E. 200 m NNE beach turn to Port 02.53.50 S, 111.42.10 E turn Starboard align leading markers (non-existent) in NNE 02.51.32 S, 111.43.45 E. Leave line, follow river bend 02.49.25 S, 111.43.11 E. Follow mid river from here. Good luck, no its not as bad as it sounds, just watch for cowboys coming out of mist at high speed if visibility is poor.



Swell



Wind



Beach



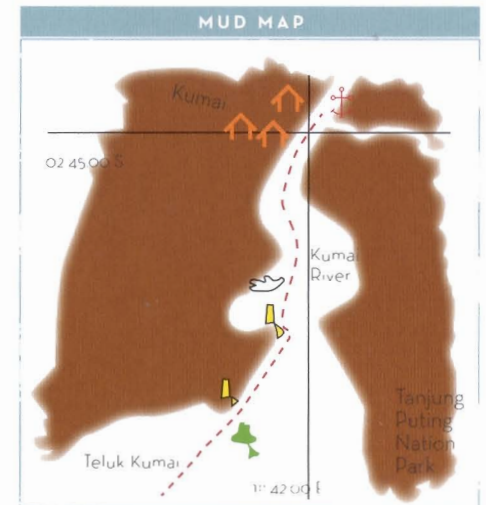
Reef



Water Clarity

Kuma is a favorite stopover enroute Batam Island and exit from Indonesia. The orangutan experience is a must. Herry's Yacht service capably and affordably allows safe minding of your vessel whilst you venture into the forest to commune with your distant relatives. The Rimba Eco Lodge makes the traveling easier and is an exciting place to stay deep in the Kalimantan jungle whilst eating and sleeping well. Alternative R + R off your floating home for a night or two. Herry can arrange all your needs. Phone: +628125086105 kumaiyacht@planetsave.com

Holding Good, Mud	Provisioning Good-Pankalambun
Water Clarity Poor	Facilities Some
Reef/Snorkeling N/A	Water Well Water/Aqua
Rubbish/Pollution Nasty	
Beach Access N/A	Pontoon





Dedicated to
Location Bambang And Midi
North of Madura, Java
Sea
Latitude 05.31.244 S
Longitude 114.25.947 E

Overall 101 Rating



APPROACH

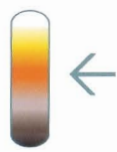
Approach is made somewhat laborious by the very prominent fingers of reef that protrude from Masalembu's NW and NE prominences. Give these even more respect than you normally would - ie approach bay from further out (see waypoint A) and then initiate turn in towards anchorage only when your vessel is approximately on a line drawn from the middle of Masalembu Kecil and the end of the jetty. This is close to due north of the jetty. If the light is poor, progress slowly into the bay as the fringe reef also comes an unhealthy way out into the bay. The best anchorage point is more to the west (left on photograph) than position of vessel anchored above. This places you in a depth of about 13-15 m on sand/coral mix with good holding. Tender ride to the beach at LT is made easier by following path on mudmap at high tide head over reef. Night arrival ill advised.



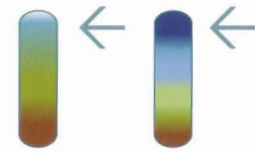
Swell



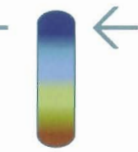
Wind



Beach



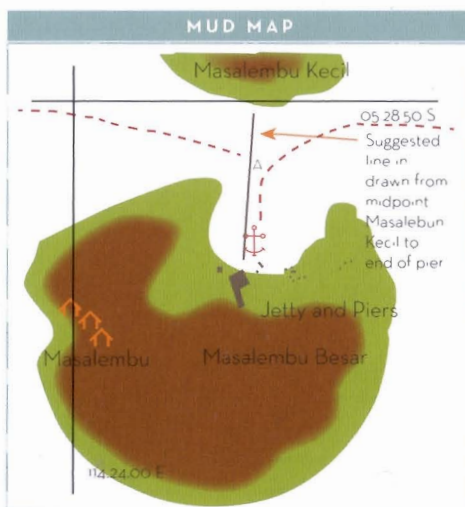
Reef



Water Clarity

Masalembu is a well-protected anchorage in SE trades and due to lagoon like reef fingers provides adequate protection in all, but the strongest NW. Avoid if large Northerly swell is running, however. The water is pristine the reef well above average and apparently fishing (esp squid) tops. However, the reef makes it an unsafe entry without waypoints and prior knowledge. Check these waypoints carefully before entry. Locals are helpful ask for Bambang or Midi who live onshore if any help is needed. The pier is over 30 years old and in disrepair evidence of former heydays for the bay (oil related storage depot), however don't tie up it is likely to break up on you. Few large vessels enter bay any more so don't be concerned about anchoring on path to jetty.

Holding Good/Sand	Km away has basic shops
Water Clarity Good	Facilities Nil
Reef/Snorkeling Moderate	Water Yes/Jerrycan
Rubbish/Polution Minimal	Fuel Yes/Jerrycan
Beach Access Fair	
Provisioning Masalembu 4	



Dedicated to
Location Sunda Kelapa
Karimunjawa Islands
Latitude 05.44.394 S
Longitude 110.15.130 E
Waypoint A 05.44.061 S 110.15.409 E

Overall 101 Rating



APPROACH

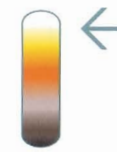
This area is very poorly charted, so night approach is ill advised. However hazards are few and rewards many. This is more comfortable in wet season or NW monsoon, however the island chain offers some protection from swell in SE trade so it can be used in dry season. Approach Waypoint A (deep water) then make slowly for anchoring point. There are fingers of reef coming out from beach so use caution, good light and eyeballs. Anchorage waypoint is in 15 m of water, with caution one can anchor some way further in towards the beach. These islands are surprisingly picturesque despite their closeness to Java and serve as a good break point for passages west and east along the island chain. The main island Karimunjawa has a good anchorage (dry season) as well - 05 51 90S/110 25 30E but expect more officials and interest.



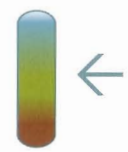
Swell



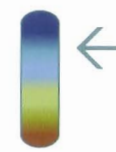
Wind



Beach



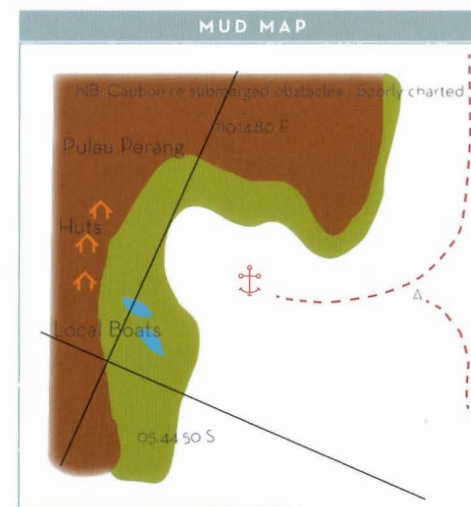
Reef



Water Clarity

White beach, clear water, small local village and jungle noises drifting across the still water to you whilst you sleep, what more do you want in an anchorage. Karimunjawa is a good break in passages east/west, the islands do deserve exploration in their own right. Karimunjawa (see waypoint above) does have basic resupply/food/diesel if need arises but some boats have experienced hassles here. Locals in Karimunjawa and islands surrounding are generally very respectful of yachties needs and their privacy, however.

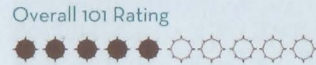
Holding Good/Sand	Beach Access Good
Water Clarity Excellent	Provisioning Nil
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Nil	Water Nil
	Fuel Nil



74 PANTAI MUTIARA



Dedicated to Murakoa
 Location Jakarta
 Latitude 06.05.629 S
 Longitude 106.47.720 E
 Waypoint A 06.05.649 S 106.47.709 E



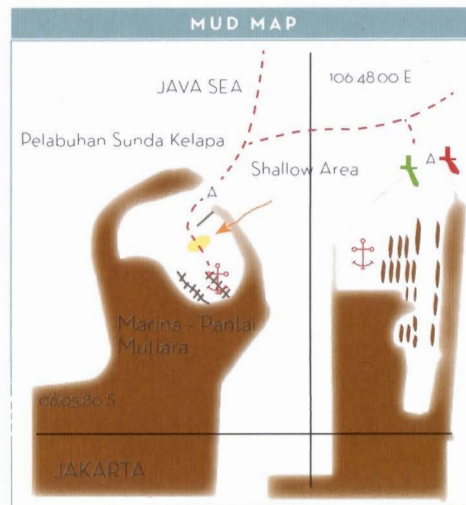
APPROACH

Approach from the north—the entry is very difficult to visualise from the sea until you are in close. Water is mud coloured and depth down to 5-7 m on the approach. However, there are no hidden obstacles in line with the entry to the Marina. Make use of the Port and Starboard markers to the Pennissi Harbour just to the East as a useful landmark. 4 white residential towers on the foreshore assure you that you are in the right area. Make for waypoint A. Then once into marina proper take care over shallow area in middle of "lagoon." Avoid entry at low tide unless you draw less than 1.2 m, otherwise vessels up to 2.3 m draft will make entry at high tide. The seafloor is soft odorous mud, so moving by feel is possible with minimal risk of injury. Ph: Rena or Benny on +62216691265/+622166601118 or email: marina_pm06@telkom.net.



Pantai Mutiara is a very basic Marina, but it is clean, the staff helpful and has great amenities nearby. Pluit Megamall is just that (Mega) and has everything you will need to resupply and reprovision. The water in the Marina is cleaner than expected due to the power station outflow flushing the area and mosquitoes thankfully absent due to local spraying programs. The marina has had very few cruising yachts through as information on this part of Java is light on. Fear no more.

Holding N/A	Provisioning Yes/ Nearby
Water Clarity Poor	Facilities Yes/Nearby
Reef/Snorkeling Nil	Water Yes
Rubbish/Polution Moderate	Fuel Jerrycan
Beach Access N/A	



75 JAKARTA PENISSI HARBOUR



Dedicated to Pennissi's
 Location Jakarta
 Latitude 06.05.689 S
 Longitude 106.47.946 E
 Waypoint A 06.05.491 S 106.48.108 E



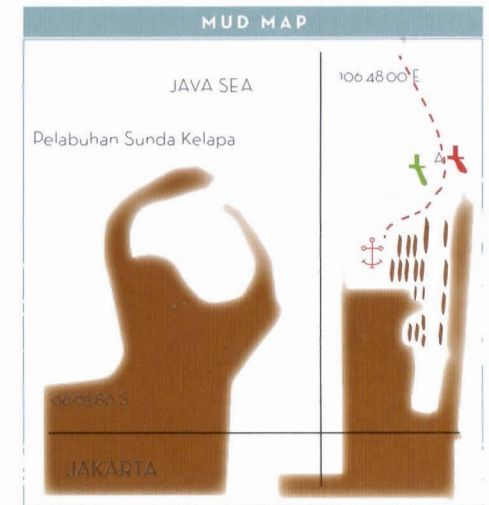
APPROACH

This is a useful anchorage for those boats arriving in Jakarta at low tide or late in the day. Its entrance is well marked, well lit and space and depth within the harbour allow safe anchorage despite the Pennissi traffic in and out of the Java Sea. Approach waypoint A between the port and starboard marker then make for the NW corner of the harbour. This is where the smaller vessels reside and you are less likely to be used as a fender. Anchor as close as possible to the sidewall in about 3-5 m depth. Sticky toxic mud, but fantastic holding. Wall affords great protection from windchop that can blow up from the Java Sea, but poor wind protection.



Information in cruising guides to Jakarta are vague at best and at worst dangerous. Avoid Ancol Marina as entry is treacherous and maneuverability difficult in effluent like water at the mouth of the marina. Pantai Mutiara is the best option but keel boats are best to enter on rising tide. The Pennissi anchorage is a great overnight or storm refuge. Alternatively, await high tide, hide in here and then make entry to marina. Security is not ideal and a crew member on deck (under mozzie net) is suggested.

Holding Good/Mud	Provisioning Nil
Water Clarity Poor	Facilities Nil
Reef/Snorkeling Nil	Water Yes
Rubbish/Polution Marked	Fuel Yes
Beach Access Nil	



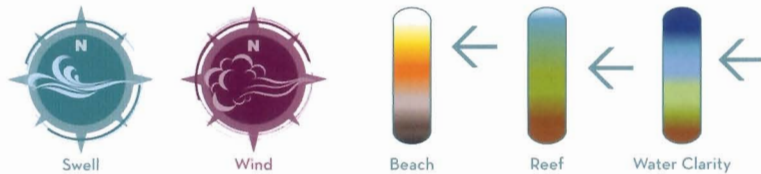


Dedicated to Thierry
Location Thousand Islands
Latitude 05.37.222 S
Longitude 106.33.372 E

Overall 101 Rating
●●●●●●●●○○○○○○○○

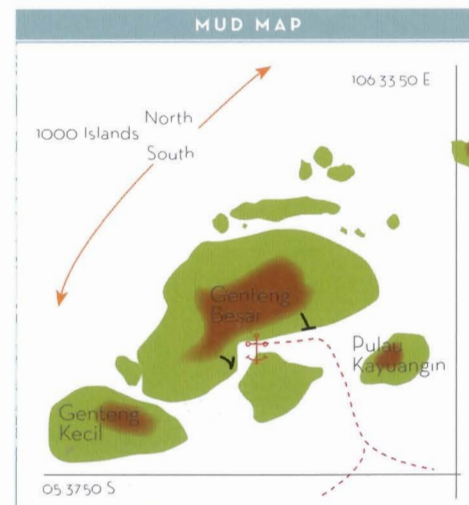
APPROACH

Finding a protected place to moor in the thousand islands is surprisingly difficult. The reefs on many islands extend some way from shore making it impossible to moor in close. Genteng Besar is protected from nearly all wind directions as it is surrounded by reefs and the scenery is absolutely superb. The recommended approach is to approach from south of Kayuangin and from there aim at the jetty located on east end of Genteng Besar. Once you are in close to Genteng Besar then you may turn to the west and aim at the western jetty. The most easterly jetty one's private guards will prevent you from mooring. The other jetty can sometimes be accessed depending on the mood of the guard. The best position to anchor in the middle of the lagoon. Good holding, 20 m deep on white sand.



This is a find as a lot of the 1000 islands are either private, inaccessible or ravaged by development or other activity. Mooring on the public jetty is possible with permission but mosquitoes and island rats make anchoring in the lagoon a wiser proposition. During the day there is some current that changes according to the tides so make sure you drop the anchor in the middle between the reef and the island. At low tide, you can walk on the reef. Snorkeling is above average and despite proximity to Jakarta the water is surprisingly clean and clear.

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Moderate	Water Don't rely on it
Rubbish/Polution Minimal	Fuel Nil
Beach Access Good	

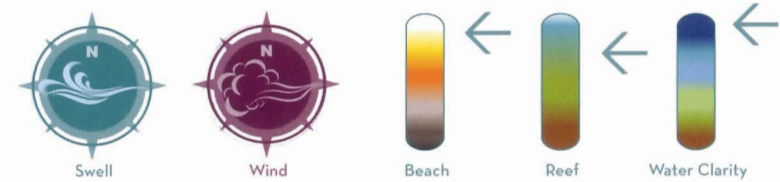


Dedicated to Orchid Line
Location West Java
Latitude 05.55.924 S
Longitude 106.10.249 E

Overall 101 Rating
●●●○○○○○○○○○○○○○○

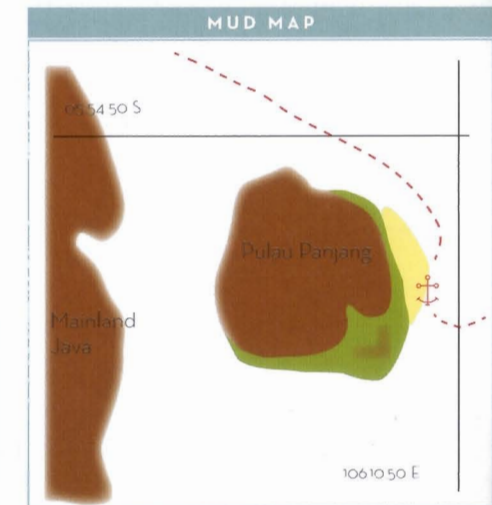
APPROACH

This is what I would call a "bolthole" or desperation anchorage for those who have barely escaped the Sunda Strait's choppy seas during the Wet season and need a recovery anchorage before heading further east. There are such boltholes on the mainland but they are very industrial and polluted. In foul weather the fishing craft hiding behind Pulau Panjang will guide you to the waypoint. Approach shore with caution as it goes up from 6-10 m to a coral shelf. This is really only a wet season anchorage that provides great harbour from the nasty westerlies that can develop bringing in the storms during this time of year.



This anchorage rates a low score only because it provides incomplete protection and is relatively unattractive. Stay below, sleep, recover, hide out the storm then move further east! The holding is good and well tested. When a west moving front comes through. So lay more chain than you think you need and go below to recoup. Local fishermen may crowd you if conditions deteriorate but they understand scope and are generally very respectful.

Holding Good/Sand	Beach Access Moderate
Water Clarity Poor	Provisioning Nil
Reef/Snorkeling Poor	Facilities Nil
Rubbish/Polution Moderate	Water Nil
	Fuel Nil



78 PULAU PEUCANG

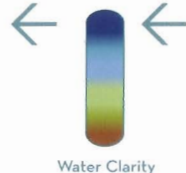


Dedicated to Haruku
 Location West Java
 Latitude 06.44.90 S
 Longitude 105.15.60 E



APPROACH

This is a little piece of Javan magic, an isolated jungle enclave on the edge of the worlds most populous island. Approach via the NW passage the NE passage is shallow, has shifting sands, bommies and is not a wise entry point in vessels of medium to deep draft. Keep safe distance away from Pulau Peucang's southern shore to avoid fringing reef. As you round southern tip, you will see ranger station and small jetty on the island. Anchor on sand in about 12 m depth just to the south of the jetty. Good holding. All weather protection and very rarely does swell get in here. River estuary opposite (Cidaun River) is well worth exploring, tender or better yet hire a dug out for more flavour. The wildlife in here is amazing, look out for Javan Rhino and the more commonly seen Banteng cattle.



Swell

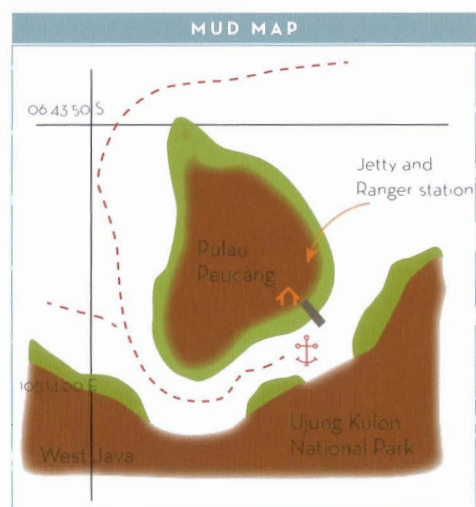
Wind

Beach

Reef

Water Clarity

The beach here is above average and the snorkeling better. Spend a few days here, a small fee will be required by the Ranger but it is minimal when compared to the returns of this anchorage. Deer, pigs, monitor lizards and monkeys will come out to play early morning and evenings. Take a walk with (or without) a guide across the island to its NW point. This is a great experience (about 4 km return trip, not too challenging) and will top off your stay here. Snorkeling is well above average along the fringe reef of Peucang. Expect local boats in here if weather turns foul.



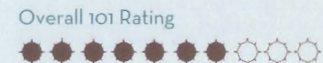
Holding Good/Sand
 Water Clarity Excellent
 Reef/Snorkeling Excellent
 Rubbish/Pollution Nil
 Beach Access Good

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil

79 PANAITAN SOUTH

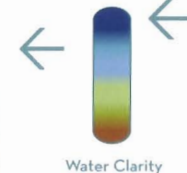


Dedicated to Haruku
 Location Panaitan Island
 Sunda Strait.
 Latitude 06.35.200 S
 Longitude 105.10.006 E



APPROACH

This anchorage scores highly as it is exciting and remote as well as providing a modicum of protection from the elements of the irritable Sunda Straits. Approach is simple enough - clear the southern tip (Shipwrecks) with room to spare and then head north. There are no hidden hazards in the bay, and the swell that Panaitan catches reduces as you approach the anchorage. The shallow/reef finger that extends out from the eastern edge also needs to be avoided but it is this that will afford you a good nights rest here. In large swells, it may be necessary to uproot and head for Panaitan North. However, it is generally very comfortable at anchorage. Anchor in 10-15 m depth over sand with good holding. It is always worth checking out world famous surf break "One Palm Point".



Swell

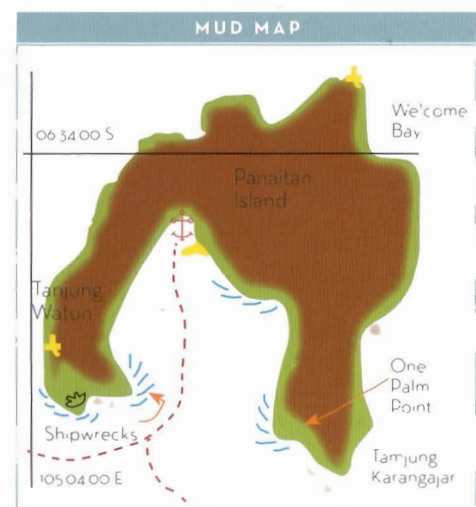
Wind

Beach

Reef

Water Clarity

Panaitan is one of the last strongholds of the Javan Rhino. The island has a prehistoric almost "Jurassic Park" feel to it and the only travellers you'll see here will be hardcore surfers. However, it makes a great stop, especially for cruisers heading for Christmas Island and further west. Nice beach, well protected, clean water, fair snorkeling (was world class pre dynamite and arsenic fishing) and crocodile prints can often be seen on the beach. Don't worry, they're not as big as aggressive as African or Australian Salties!



Holding Good/Sand
 Water Clarity Excellent
 Reef/Snorkeling Moderate
 Rubbish/Pollution Nil
 Beach Access Good

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil

80 PANAITAN NORTH

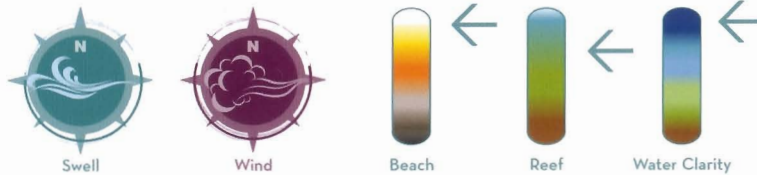


Dedicated to Location Haruku
 Panaitan Island
 Sunda Strait.
 Latitude 06.32.613 S
 Longitude 105.12.598 E

Overall 101 Rating

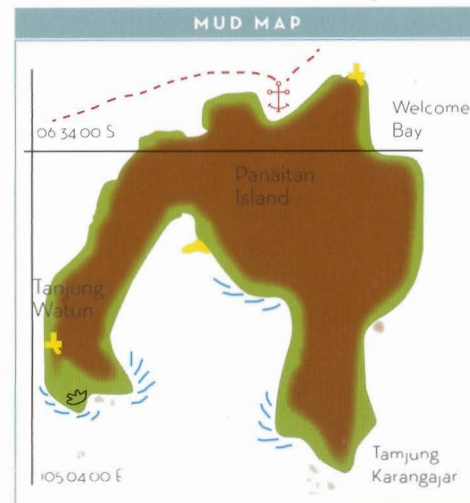
APPROACH

Approach is straightforward. Enter from middle of bay and advance toward beach. The sea bed rises gradually so there is no sudden ledge to be wary of. Anchor in 10-12 m over sand with excellent holding. The bay is well protected except from Northerlies, as such it is a poor wet season anchorage. Great during the SE trades. Used by surf charter boats it can on occasion have several boats anchored. On occasion, it may be an "escape" anchorage from Panaitan South if a very large southerly groundswell has arrived during the night. Lights on NE and SW extremities of Panaitan will assist but approach bay with caution and anchor once comfortable within bay proper.



There is a little river in the corner of this bay that demands exploration. Look out for Javan Rhino (buy a lotto ticket if you see one), saltwater crocodiles, deer, pigs and other rich diversity of wildlife that make Panaitan island so special. Point Batu Asu to the west has unique boulders in the water and on the point that make an excellent snorkeling area. Coral is fair here. It is rare to see park officials here, however, on occasion you may be called upon to pay modest park entrance fees.

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Fair	Water Nil
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



81 KRAKATOA

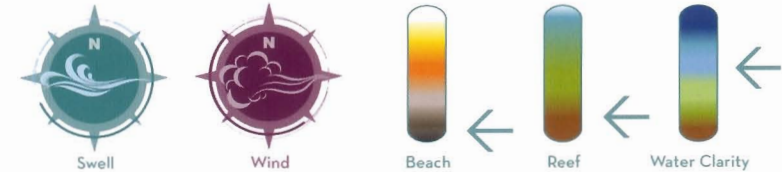


Dedicated to Calypso JJ
 Location Sunda Strait
 Latitude 06.06.060 S
 Longitude 105.26.041 E

Overall 101 Rating

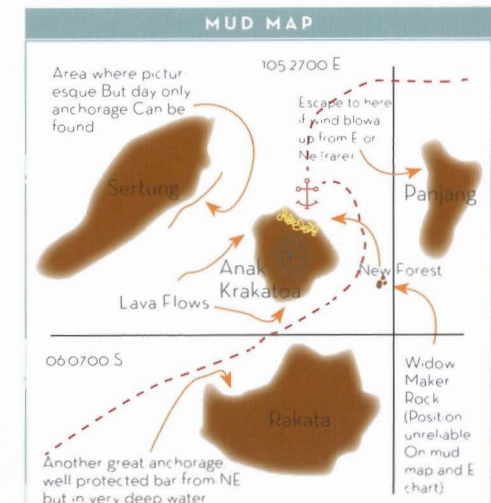
APPROACH

The generally disorganised sea in the Sunda Strait makes the eddies and currents within the "bowl" of the old volcano seem calm by comparison. However, the water movement makes it advisable to navigate this area only in daylight hours. The only other major hazard is the nasty rock cluster SW of Panjang island. In both seasons, the anchorage shown is moderately well protected and is handy to the path that leads to the crater. The violence of the Krakatoa explosion has created a deep sea floor here. The only reliable anchoring area is on the black sand at the waypoint given. Anchor on good holding in 15-25 m. The sea floor shelves very sharply here so even in this depth you will feel uncomfortably close to the baby volcano.



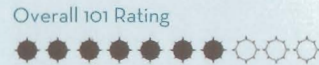
The walk up this "new" volcano is one of life's great experiences and should take the average slightly overweight yachte just over an hour. Do it early before the heat really picks up and check with National park on volcanic activity. At time of writing, Krakatoa has had several years of relatively good behaviour but people have died by ignoring her grumbles so be sure to get local knowledge. Having said this, don't miss this opportunity to commune with nature's own growing pains. It really will be something you never forget!

Holding Good/Sand	Beach Access Good
Water Clarity Excellent	Provisioning Nil
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Considerable	Water Nil
	Fuel Nil



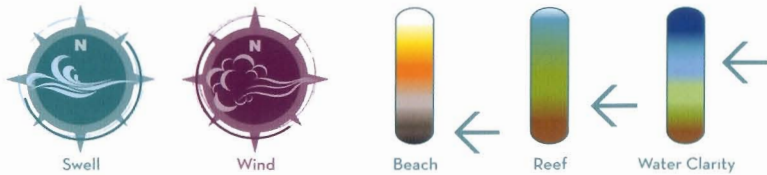


Dedicated to Thierry
 Location Sunda Strait
 Latitude 06.05.42 S
 Longitude 105.27.02 E



APPROACH

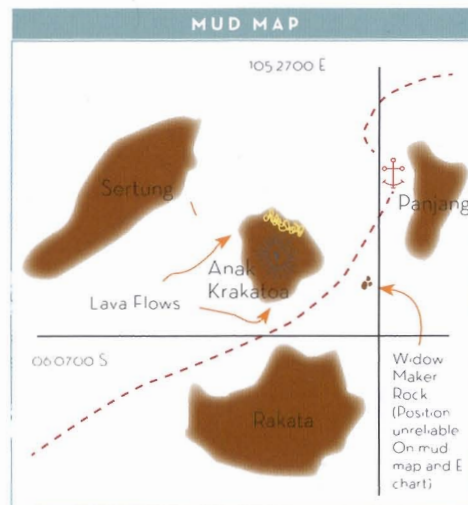
This mooring is the most frequently used of the three Krakatoa anchorages as it is not as deep an anchorage as the other two (10 m) and it provides good protection. Approach with caution once again as dark sand bottom makes visualising the bottom difficult despite clear water. Our advice is to approach from 0.5 nm to west of anchorage and proceed into about 10-12 m depth. Anchor where you are comfortable. The bottom is composed of corals, rocks and sand. You are well protected from the Eastern winds, but wind shifts and the occasional groundswell can make it a rolly night—consider Krakatoa and Krakatoa South anchorages as options and do homework before sleep time as changes during the night are not uncommon here.



This area is one of Indonesia's well kept secrets and is often kept this way because of the intricacies of anchoring here. However, some homework and an understanding of your options within the caldera will put you safely and comfortably within sight of one of the wonders of the natural world. The rebirth of a volcano, an amazing sight from the cockpit with sun going down or from the top after the satisfaction of dragging yourself up its warm and grumbling slopes. Recently, Anak Krakatau has been quiet, but she is very much an active volcano. Take care.

Holding Good/Sand
 Water Clarity Excellent
 Reef/Snorkeling Moderate
 Rubbish/Polution Moderate
 Beach Access Good

Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil



Dedicated to Thierry
 Location Sunda Strait
 Latitude 06.08.39 S
 Longitude 105.25.35 E



APPROACH

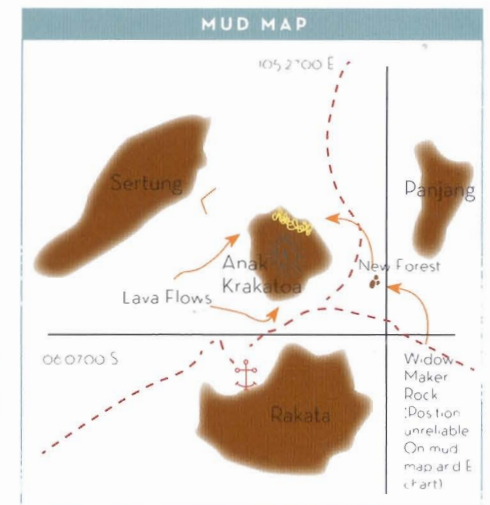
Approach from the north, you are anchoring on the edge of the old exploded caldera so use caution as depth rises sharply. The hook on the west of the island affords good protection from the south and the east. On rare occasions conditions may change overnight at one of the 3 Krakatoa anchorages and an approach may need to be made in the dark. This is safe as long as it is done slowly, depth sounder and eye balls having the final say (i.e. not the e charts). If northerly swell develops this mooring may become uncomfortable. Next to the mooring, there is a little beach with black sand. Please be careful when going towards the western part of the island as the bottom may come up very rapidly. Anchor in 15-20 m on black sand—good holding.



This place is absolutely breathtaking. You are moored next to one of the original parts of the. Being here just makes you realize how big the explosion was. North of the boat you will be able to watch the child (anak) of the Krakatau volcano. This is a new island that has started to build up from the subterranean volcanic activity. If she is generous you may get the real deal—smoke and sparks, your own private firework show. Always check with park officials (if you can find them) if Anak Krakatau looks angry.

Holding Good/Sand
 Water Clarity Excellent
 Reef/Snorkeling Moderate
 Rubbish/Polution Wind dependant

Beach Access Good
 Provisioning Nil
 Facilities Nil
 Water Nil
 Fuel Nil





Dedicated to Location Tactical Directions
Pulau Nangka,
Java Sea 230 nm
WNW of Kumai River
Mouth, 170 nm south
of Pulau Lingga.

Latitude Longitude
2.29.51 S
108.32.16 E

Overall 101 Rating



APPROACH

With extreme care as reefs here are complex and not well charted. Advise sail well clear of fringe reefs and approach bay from north aspect. Head south to waypoint with caution. Outside aspect reef on eastern side bay is at 2.29.34 E, 108.32.51, the reef here shelves very sharply. Avoid this area. Having said this once anchored (deep 20-30 m) the water clarity, reef quality and protection of the anchorage make it a delight. You won't want to pull anchor once settled in. Stay a week. The small island to the west of the southern tip of Pulau Nangka is delightful and has wonderful healthy fringing reef.



Swell



Wind



Beach



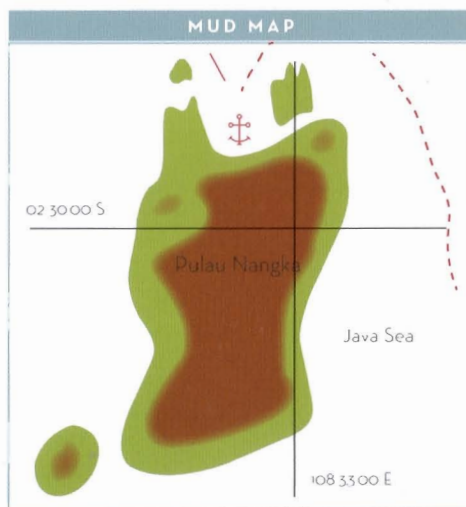
Reef



Water Clarity

Pulau Nangka is a convenient stop off point for vessels making their way north. Take care to avoid fringing reefs. Lagoon is used at night as a safe haven for local fishermen from Belitung. The island is uninhabited, but well worth an explore. Wild mangoes can be found in the forest and there are two stagnant wells for the desperate cruiser! The depth necessitates considerable scope, this in turn will limit area for anchoring to about 4-5 yachts maximum. Don't let the depth put you off, it's worth the effort!

Holding Good, Sand, Deep	Provisioning Nil
Water Clarity Excellent	Facilities None
Reef/Snorkeling Excellent	Water Brackish
Rubbish/Polution Nil	spring on island
Beach Access Good	Fuel Nil



Dedicated to Location
Gambori
North Sumatra

Latitude Longitude
00 25.93 N
104 31.46 E

Overall 101 Rating



APPROACH

Approach bearing in mind the charted rocks towards the E end of the bay, otherwise clear passage in. Approach the fringing reef towards the beach and anchor in depth to suit. Anchor on sand in about 5-10 m. Lots of room for several vessels. Protection afforded from anything in the S semicircle. Generally very little or no swell.



Swell



Wind



Beach



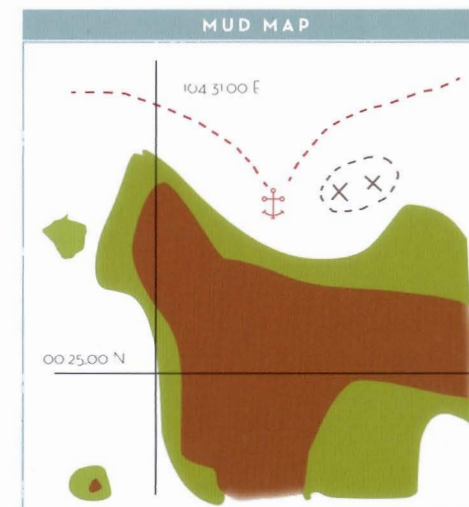
Reef



Water Clarity

This is a good stop within striking distance of Nongsa Point. With a favourable current Nongsa can easily be reached within a day. There are a string of nice beaches to explore (some not accessible at low tide) and beautiful scenery.

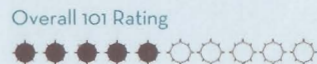
Holding Good/Sand	Beach Access Good
Water Clarity Good	Provisioning Nil
Reef/Snorkeling Moderate	Facilities Nil
Rubbish/Polution Moderate	Water Nil
	Fuel Nil





Dedicated to
Location
Latitude
Longitude

Tactical Directions
Pulau Lingga
01.30.621 S
105.52.482 E



APPROACH

Approach bay from the North and give islands good berth as their position is in error on C Map (also an island not charted here - NB position on mudmap is not reliable - eyeball this island please) Advance towards shore slowly as water clarity is poor, seabed shelves up slowly and no hazards are present on run in towards shore Anchor on sand 5-10 m Good holding



Swell



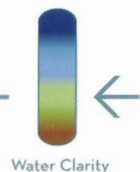
Wind



Beach

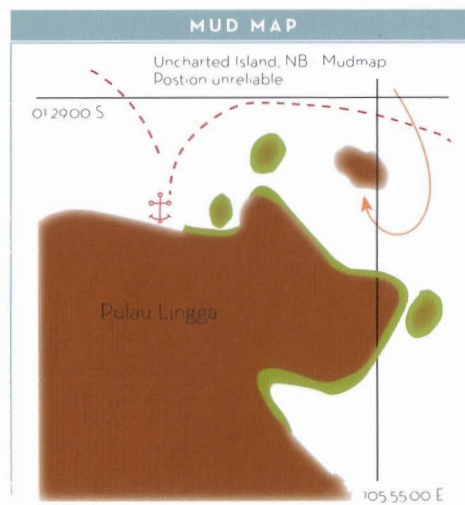


Reef



Water Clarity

This is a useful rest point for cruisers making way to or from Singapore and beyond. Calm and well protected in SE trade season. The beach is white and long, access is good. However, generally the anchorage receives a lower score as there is little picturesque about it and not alot to do bar sleep and recover for more sailing to come



Holding Good/Sand	Provisioning Nil
Water Clarity Poor	Facilities Nil
Reef/Snorkeling Poor	Water Nil
Rubbish/Polution Moderate	Fuel Nil
Beach Access Good	



Dedicated to
Location
Latitude
Longitude
Waypoint

Silver Fern
Kentar
00.03.220 N
104.45.654 E
A 00.04.334 N/104.46.516 E
B 00.03.904 N/104.45.661 E



APPROACH

Approach from south keeping clear of eastern aspect of Pulau Kentar then once at waypoint A bear due west to waypoint B halfway between Kentar and Bakau. North approaching boats similarly make for A then bear west. Water clarity can be poor here so make sure to leave room for spit of reef of most northern point of Pulau Kentar. Once you have passed between Kentar and adjoining Bakau, make for anchorage waypoint. This will place you in 7-12m water on a sand bottom with good holding. Night arrival is ill advised due to the substantial fishing platforms in the bay, many of which bear no lighting if they are not in operation. The beach on Kentar is not the prettiest, but it is enough for an equator crossing BBQ and celebrations for having got this far!



Swell



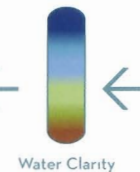
Wind



Beach

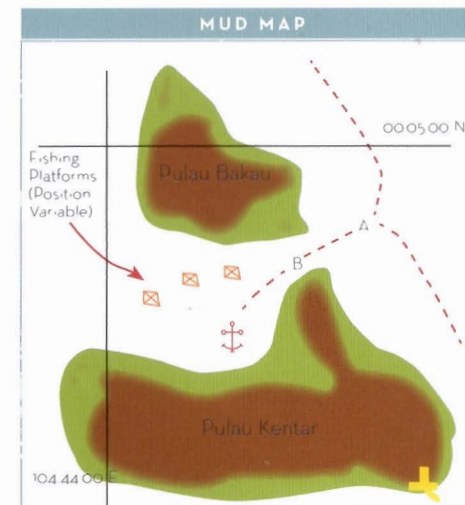


Reef



Water Clarity

Kentar makes its way into the 101 not for beauty but for its proximity to the equator. It is a very safe and well protected anchorage in addition to its fortuitous position. Reaching here is generally done in light airs and a place for celebration with other cruisers is important. The beach is difficult to access at low tide so plan your BBQ well! This is also a good rest spot before the final push for the Straits of Malacca for boats heading north



Holding Good/Sand	Provisioning Nil
Water Clarity Moderate	Facilities Nil
Reef/Snorkeling Poor	Water Nil
Rubbish/Polution Minimal	Fuel Nil
Beach Access	
Fair-Poor at LT	



Dedicated to
Location
Latitude
Longitude

Tactical Directions
Batam Island
01.12.00 N
104.06.00 E

Overall 101 Rating



APPROACH

Whilst strictly speaking this is not an anchorage, it is listed as it is an oasis for those boats heading north. Especially after what can sometimes be a taxing (fickle winds) passage from the southern islands where the iron sail often dominates (diesel). Waypoint is reliable for entrance, however, come wide to avoid shoals to east of Sungai Nongsa (entrance). Water clarity is generally poor here so watch depth sounder carefully near shoals. Buoys are placed near the mouth of the Sungai to mark the shallow water. Once at mouth of channel Marina can be contacted on Ch 72.



Swell



Wind



Beach



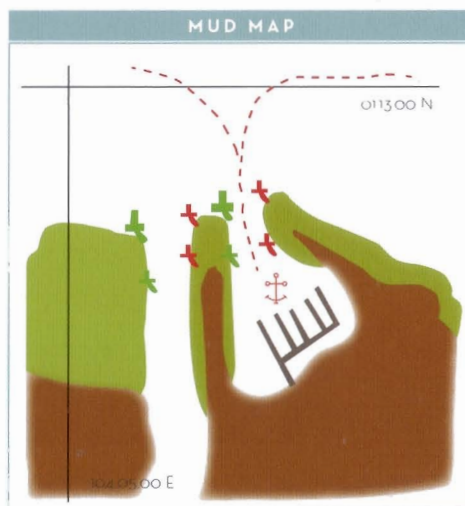
Reef



Water Clarity

This "Anchorage" is listed as the Marina is a check in/out point for foreign vessels arriving or departing Indonesia. As such the staff here do a great job liaising with Immigration etc. And it is very painless, organised and free of usual "oleh oleh" or backhanders. Use it as a chance to deprime and unwind after your passage from southern parts of archipelago or as a pleasant entry point for boats heading south. The marina is well managed and has all that's need—pool, cold beer, and good food.

Holding N/A	Provisioning
Water Clarity Poor	Excellent
Reef/Snorkeling Nil	Facilities Excellent
Rubbish/Polution Moderate	Water Yes
Beach Access Good	Fuel Yes



Dedicated to
Location
Latitude
Longitude
Waypoint

Ambu Ambu
Pulau Sippura
02.01.715 S
99.35.287 E
A 02.01.383 S/99.35.287 E
B 02.00.399 S/99.31.690 E

Overall 101 Rating



APPROACH

Approach via east keep well to middle of channel between islands and make for waypoint A. Once A is reached curve in towards Topejat town and rudimentary marker on edge of reef entry into harbour proper. From the west make for waypoint B and approach town directly. Shelf is clearly visible in front of town despite reduced water clarity here. Avoid bommies and finger of reef at harbour mouth. One can anchor in very protected harbour or at harbour mouth. Mouth is less prone to biting insects from mangroves (none at all), but slightly less protected. Anchor in comfortable depth (still relatively deep 18-20 m) good holding and well protected.



Swell



Wind



Beach



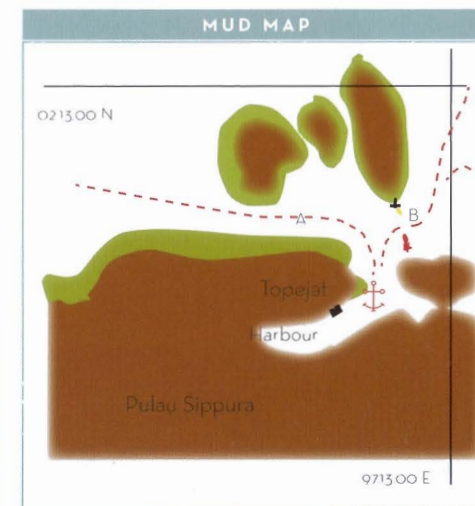
Reef



Water Clarity

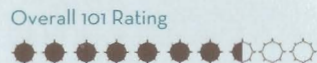
Topejat is a great refuelling and resupply point for outer island cruisers. The sleepy main street at first doesn't impress but very soon it is evident that good produce and most necessities can be found here. Surfaid have an office here for all their good work in the islands, and the Port Office is a ramshackle building near the port in front of the ferry jetty. Locals are used to boats coming through and are very respectful and helpful. Great bolt hole in bad weather.

Holding Good/Sand/ Mud	Provisioning Yes
Water Clarity Poor	Facilities
Reef/Snorkeling Poor	Nil (no ATM etc.)
Rubbish/Polution Moderate	Water Yes
Beach Access Good	Fuel Yes



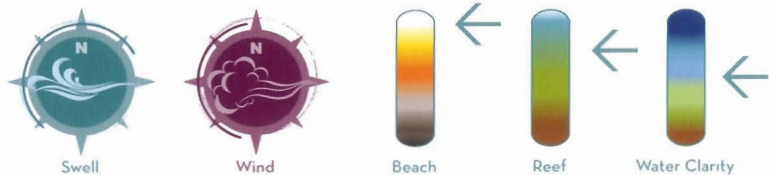


Dedicated to Coconuts
 Location Mentawi Islands
 Latitude 01.50.056 S
 Longitude 99.08.906 E



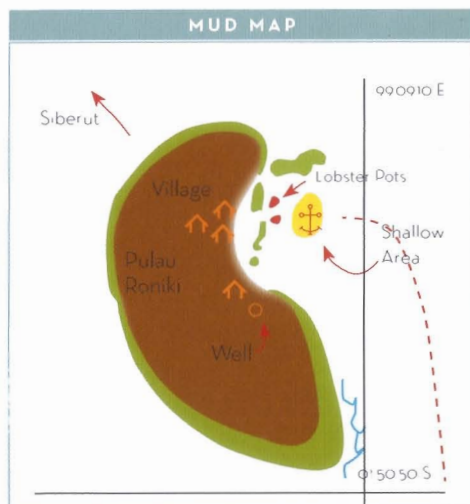
APPROACH

Another short-term anchorage without complete protection, but well worth a night in the right conditions. Prepare Plan B if inclement weather develops. C Map is well off on this magic island's position so eyeballs become very important and late arrival ill advised. Approach island staying well clear of swell swept southern fringe reef. On eastern coast, huts can be seen and best anchorage is found by approaching waypoint and anchoring in seabed rise (approx. 6 m - sand/rock) with good holding. Sea depth increases then rises sharply as one approaches beach from the east. Lobster pot floats are a good landmark directly west of anchorage. The only hazard of note is isolated reef to the south of anchorage.



Another magical island paradise, with a surprisingly comfortable anchorage despite its exposed look on charts. This is provided to the north and south by fringe reef and to the east by neighbouring islands. Can become a little rolly in large SW swells but otherwise well protected. Charter boats don't tend to overnight here but in calm conditions there is no need for further sailing if rest is needed. Once again, a mecca for surfers. Lobsters are pricey, but tasty (due to Chinese export trade).

Holding Good/Sand	pots then sharp south
Water Clarity Fair/Poor	through gap in bommies.
Reef/Snorkeling	Provisioning Nil
Moderate/Poor	Facilities Nil
Rubbish/Polution Nil	Water Well/See Map
Beach Access Good-Head for	Fuel Nil

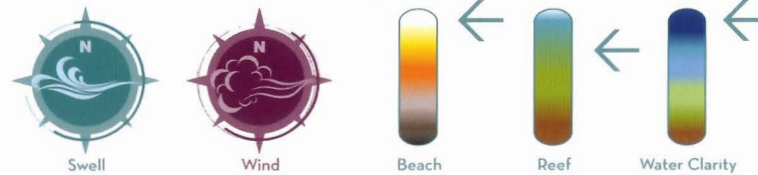


Dedicated to Coffee and Hoto
 Location Mentawi Islands
 Latitude 01.50.791 S
 Longitude 99.18.461 E
 Waypoint A 01.50.912 S / 99.17.970 E
 B 01.50.832 S / 99.18.193 E



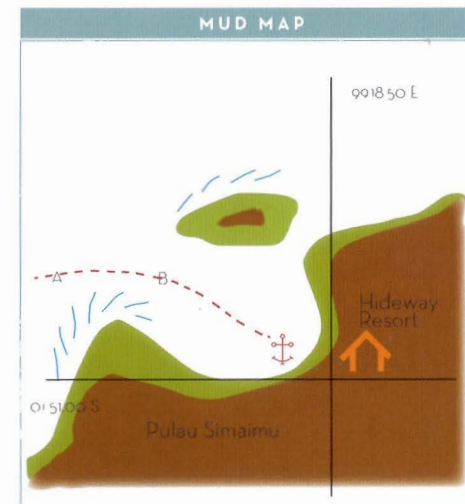
APPROACH

Approach waypoint A and give much respect to fringe reef, aim for waypoint B and in good depth (minimum 18-20 m) approach B midway between outer lying reef and island. Best anchorage is almost directly in front (slightly to the south) of the "resort". The sea floor shelves up sharply to the beach so it is difficult to get enough chain down without having too much swing onto beach. In area of waypoint, this can be achieved in approx. 12-15 m. Water clarity is generally excellent. This is an excellent dry season anchorage, but despite lagoon-like protection, it can get rolly and despite its beauty is ill advised as a long term anchorage.



A well kept secret amongst the worldwide surfing community, this island is an absolute gem. Picture perfect, a lagoon with excellent snorkeling, fishing and surfing on offer. Charter boats use this as a day anchorage in the dry season. However, it is quiet at other times of the year and no less beautiful. Coconut farming is the main industry and the trees make the perfect backdrop to your evening sunset enjoying your bintang whilst pondering your good fortune to be here.

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



92 PULAU KANDUI

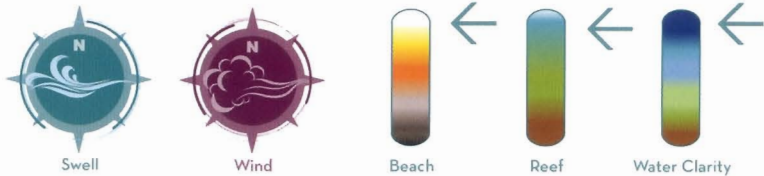


Dedicated to Parjon
 Location Mentawai Islands
 Latitude 01.54.165 S
 Longitude 99.18.765 E
 Waypoint
 A 01.53.690 S 99.17.824 E
 B 01.53.855 S 99.18.582 E
 C 01.54.088 S 99.18.499 E

Overall 101 Rating

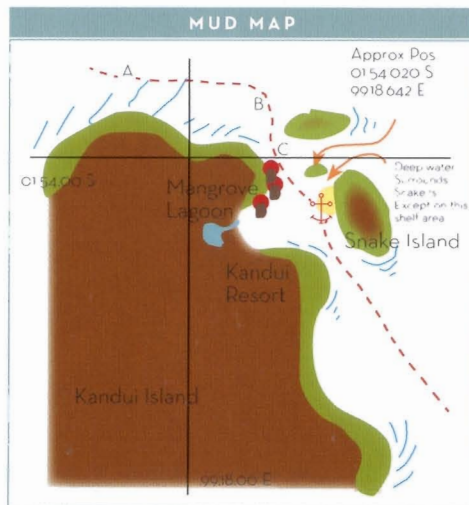
APPROACH

Approach is far from simple, but well worth the efforts for the beauty of this bay and the health of its reef systems. The complex network of reefs also provides good swell protection from all directions. Approach from South or East—approach midway between Kandui Island and Snake Island keeping to deep channel (min depth 20m). From the East or North—from A Curve towards B and then direct to C be aware depth will drop sharply between B and C don't panic it drops off again (down to 6-7 m). Maintain a bow watch and pass mooring buoys to starboard (tend to be more exposed than anchorage except in westerly) and make for anchorage of west side Snake Island. Take care to locate and avoid shoal marked on mudmap—NE of Snake Island—position is only approximate. CAUTION CHARTS HERE VERY INACCURATE



This anchorage provides moderate protection in both seasons. It is just simply paradise undiscovered, however, keep a weather eye out as storms from the west leave you a little exposed. The anchorage is in 15-20 m and on a shelf of sand with excellent holding however. The reefs surrounding Snake Island are very healthy and one feels like a spectator in the garden of Eden. Lets keep it that way. The area is not the simplest cruising ground but the rewards are obvious.

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Excellent	Water Nil
Rubbish/ Pollution Nil	Fuel Nil
Beach Access Good	



93 PADANG TELUK BAYUR

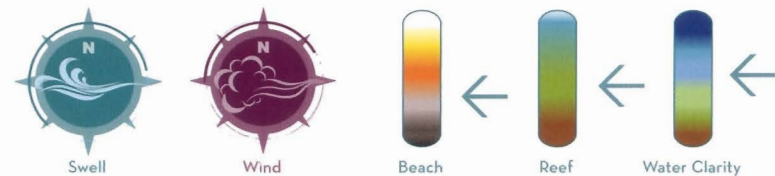


Dedicated to Barrenjoey
 Location Sumatera
 Latitude 01.00.046 S
 Longitude 100.23.033 E
 Waypoint
 A 01.01.528 S 100.22.40 E,

Overall 101 Rating

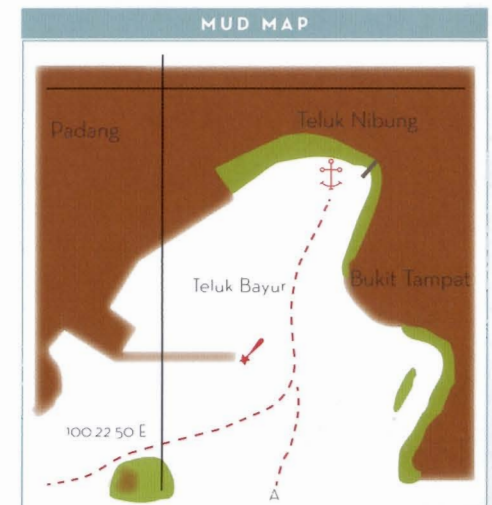
APPROACH

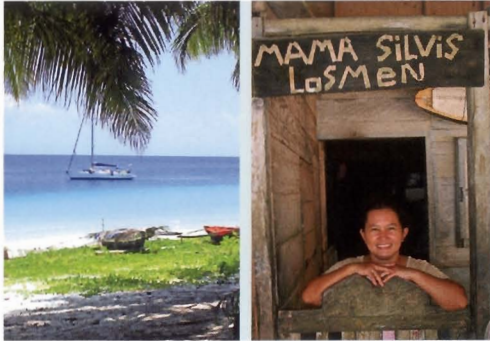
Padang town itself is devoid of a good anchorage. However, it is serviced by Teluk Bayur 9 km to the south. Teluk Bayur is a moderately busy port but has a suitable area for safely anchoring medium to small vessels. From South or East approach via waypoint A enter deep water and avoid larger vessels (generally a few at anchor) from North stick close to northern edge of Pulau Pisang and advance slowly (7 m minimum depth) toward Teluk Nibung. No major hazards and less treacherous than tales lead skippers to believe. Major charter boat resupply area for surf tour operators in Mentawai Islands. Anchor 7-9 m good holding and surprisingly non toxic looking water for a busy Indonesian port. Check in with Port authority is advised. Ch 12 (watch out for usual slippery fees to underpaid officials on this coastline)



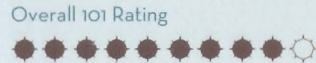
This is a surprisingly well protected anchorage, and for a port picturesque with green jungle clad hills down to the waterline. Pak Usaman is a genius at resupply (years servicing charter fleet) and can source all your needs, provide diesel boatside and run you in and out from his jetty a l for a modest fee. Contact 081363098854. Padang is a bustling energetic city with a food focus and a day is needed to get the flavour of the world's finest Padang food. Try the beef rendang.

Holding Good/Mud	Nibung
Water Clarity Moderate	Provisioning Yes-excellent
Reef/Snorkeling Poor	Facilities Padang - all
Rubbish/ Pollution Moderate	Water Yes - boatside
Beach Access Jetty-Tlk	Fuel Yes - boatside



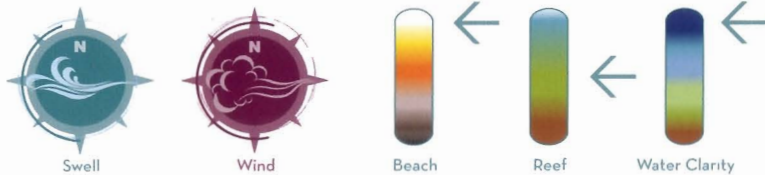


Dedicated to Mama Silvi
 Location Hinakos Islands
 Latitude 00.54.304 N
 Longitude 97.16.825 E



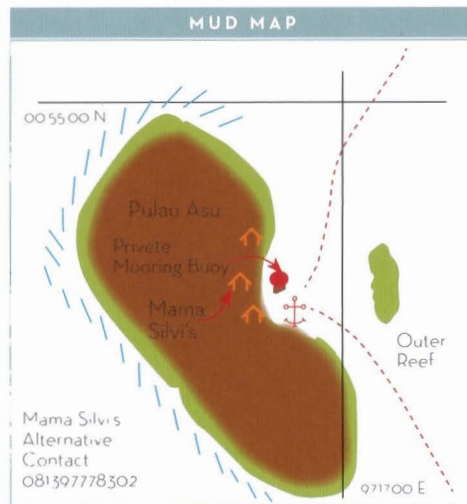
APPROACH

Approach is simple from either north or south. Approach in mid channel giving respect to fringe reef and don't forget outer reef directly east of anchorage waypoint. Water clarity here is superb making navigation very easy in good light. Seabed in anchorage area is all sand and shelves up sharply to the beach. Allow some swinging room and anchor deeper than you would usually consider necessary, 12-17 m. Outer reef affords some protection from the East, but if Easterly blows strong can get rocky.



On your search for paradise look no further. Asu is a hidden gem protected only by the areas malarial reputation. Care, long sleeves, repellent and some precaution on open up so many possibilities for exploration. Beaches to die for, recovering reef systems (post tsunami - sea level here has altered by 2.5 m!), Turquoise water with noone here to spoil it. Mama Silvi's can be contacted on Ch 16, she can resupply from the mainland, cold beer and homecooked bread, a magician! Fishermen, divers and surfers are all catered for by Asu Island's secrets. As a good anchorage in both trades.

Holding Good/Sand	Provisioning Yes via Mama Silvi
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Moderate	Water Yes/well water
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



Mama Silvi's
 Alternative Contact
 081397778302



Dedicated to Calypso JJ
 Location Nias
 Latitude 01.15.316 N
 Longitude 97.14.409 E
 Waypoint
 A 01.14.510 N 97.14.289 E
 B 01.14.639 N 97.14.520 E
 C 01.15.122 N 97.14.575 E



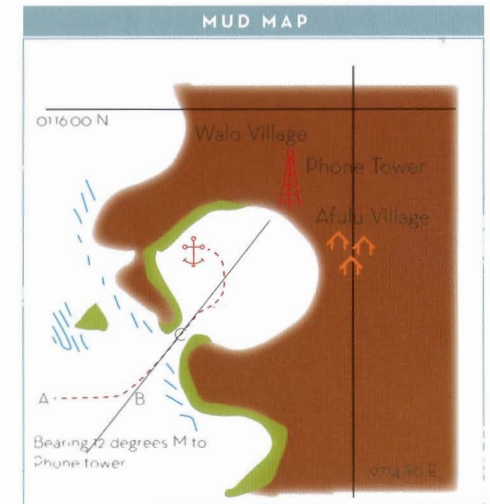
APPROACH

Approach from the south, it is hard to imagine an entry until you are due south of the entry and approx 1 nm out to sea. Avoid shallow shoal to starboard and head for phone town at bearing 12 degrees M. Waypoint C is critical to be near, half way between fringe reefs. Depth is never an issue on way in (minimum 7-8 m). Once inside lagoon, make a lazy C shape course to anchor waypoint. If swell is running go further into lagoon to avoid roll making its way into lagoon near mouth. Water clarity is less than expected due to river mouth emptying into lagoon.



Once again evidence of the cataclysmic events of Dec 04 are evident with raised coral surrounding Lagoon. Break wall is now better than pre tsunami but at the cost of C Map/Maxi being very inaccurate in this area. Don't rely on depth or contours for navigation here. The lagoon is a fantastic safehaven in all conditions, all seasons, locals friendly and helpful, fish abound and the rumour of secret surf spots genuine. Paradise again, well off the beaten path. In a large developed ground swell entry is sure to be stressful.

Holding Good/Sand/Mud	Provisioning Afulu. Market on Thursdays
Water Clarity Poor	Facilities Nil
Reef/Snorkeling Poor	Water Yes/Aqua/Well
Rubbish/Polution Minimal	Fuel Yes/Jerrycan
Beach Access Good	

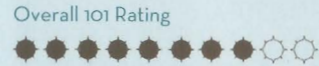


Bearing 12 degrees M to Phone tower

96 PULAU BUNGA

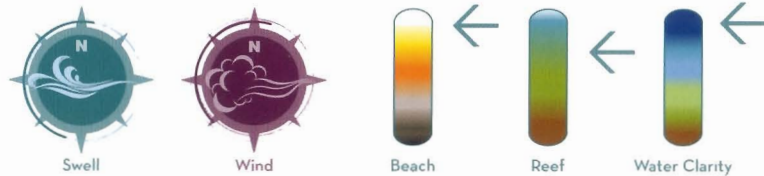


Dedicated to DiDi
 Location N Nias
 Latitude 01.13.539 N
 Longitude 97.05.521 E



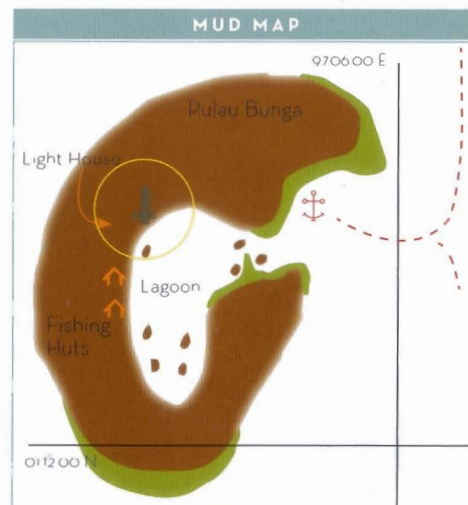
APPROACH

Approach is simple enough as post Tsunami it is not possible to make it into Lagoon safely as amazingly the seabed is 4m higher than pre Dec 05. Approach the gap between the claws of the island cautiously from due east of the island. Avoid fringe reef on N and S arms of the Island. Visibility here is generally outstanding and the deep blue water makes avoiding hazards easy in good conditions. Bommies are present in gap between "claws" of island so avoid this area. Anchor in 8-12 m. Try to get as close in as you feel comfortable with to allow southern "claw" to block out any southerly roll. Any swell generated from the east will make this uncomfortable. In both trades is a great short term anchorage in calm conditions.



This island will enthrall you, but at the same time make you shed a tear for a reef system that pre tsunami/earthquake Dec 04 must have been paradise unfound. The bommies speckle the azure lagoon and are 4 m above their original position. Fish life still abounds but it will take 30 years for the coral to regain its former glory. Do not attempt to enter lagoon with your vessel, no matter how tempting it is not a wise move. The water is crystal clear, great for swimming and the local people make you feel at home. Coconuts, fish, Lobsters say no more.

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Moderate	Water Nil/Well at lighthouse
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



97 LAHEWA LAGOON

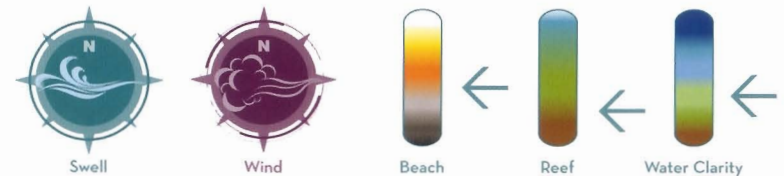


Dedicated to Calypso JJ
 Location Nias
 Latitude 01.24.258 N
 Longitude 97.10.826 E
 Waypoint A 01.25.975 N 97.09.770 E
 B 01.25.187 N 97.09.833 E
 C 01.24.568 N 97.10.430 E



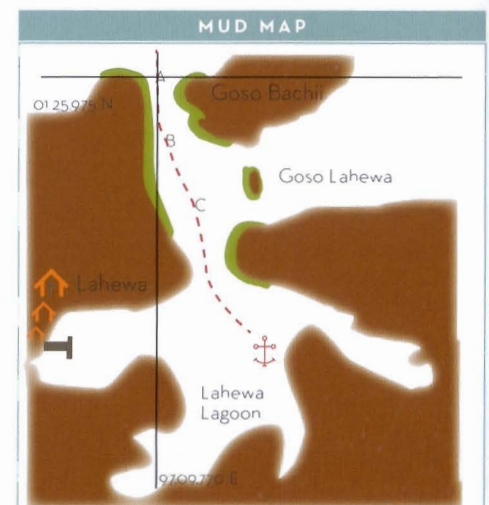
APPROACH

Lahewa is a relatively busy port town for out of the way Nias, if possible follow a commercial vessel into the lagoon. Otherwise, approach with caution through reef entry (A) then stick to starboard of centre of channel to avoid shallow rocks of Goso Bachii. Proceed in deep water to waypoints B and C (shallowest depth should be no less than 25 m on way in). Make a C shaped course toward anchorage and anchor in 7-12 m. One can anchor in closer to Lahewa but expect more local curiosity. Port authority is benign and unusually honest, check in when you go ashore.



This is a natural lagoon that rewards a sailor with a calm anchorage and a good nights sleep if the surrounding seas have been unkind. It is protected in both wet and dry seasons. Whilst the entry is narrow, the channel is very deep and hazards are few making it a very attractive and safe anchorage once entered. Water clarity suffers a little from the port activity, but the lagoons fingers have plenty of room for an armada to anchor in privacy and peace.

Holding Moderate/Shale	Beach Access Poor
Water Clarity Moderate	Provisioning Yes
Reef/Snorkeling Poor/Dead	Facilities Nil
Rubbish/Polution Minimal	Water Yes
	Fuel Yes/Jerrycan





Dedicated to Silalona
 Location Banyak Islands
 Latitude 02.10.879 N
 Longitude 97.11.738 E
 Waypoint A 02.09.357 N 97.11.247 E



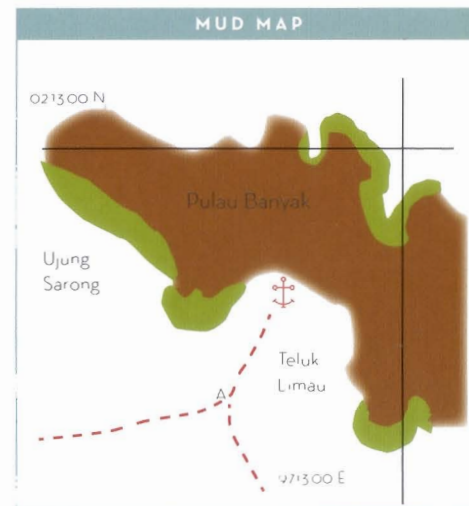
APPROACH

Approach beach in a NW direction proceed toward beach from waypoint A. No hazards, in fact in this rare occasion sand bottom runs all the way up to the beach, fringe reefs only developed at the ends of the bay Provides good shelter in NE trade wind. However, if developed swell is present from Indian Ocean is of limited value as an anchorage. Otherwise, it is a magic bay with jungle right down to the sand, dusk is a chorus of nature's finest voice as you enjoy your surrounds. Anchor in 5-10 m on good holding sand bottom. Great day anchorage or overnight refresh stopover. In SE trades bay to direct north holds better prospects.



The water clarity here is second to none, deep aquamarine water beckons you in for a swim—a cool down well needed this close to the earth's humid equator. The coral reef here shows signs of regeneration but has been badly damaged (a fault line is visible in the seabed) when the reef recovers it will truly be a complete tropical paradise. The marsh flies onshore. However, do their best to dispel this illusion (bring your repellent on any shore party).

Holding Good/Sand	Provisioning Nil
Water Clarity Excellent	Facilities Nil
Reef/Snorkeling Moderate	Water Nil
Rubbish/Polution Nil	Fuel Nil
Beach Access Good	



Dedicated to AbracDabra
 Location Aceh, N Sumatera
 Latitude 5.21.321 N
 Longitude 95.14.337 E



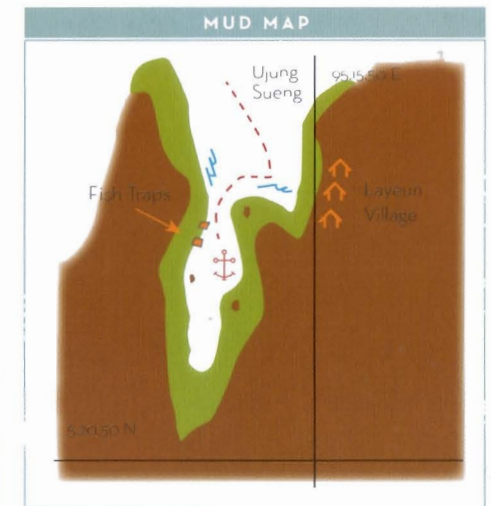
APPROACH

Relatively simple approach, approach from a north westerly direction into mouth of bay or "Ujung" and proceed towards most northerly village. Once breaking reef is abeam turn south into calmer part of bay. Avoid fish traps on starboard and exposed rock on port. Advise crew member on bow as is occasional submerged rock near reef edges. Anchor in 8-12 m and enjoy this quiet anchorage. This bay provides adequate protection in both trade seasons although some swell can be expected in SE trades. Dinghy access is best made with caution approach Layaun close to exposed rock and watch for occasional breaking wave (usually clear in close to exposed rock—once again occasional submerged rock to avoid on way into beach).



This area was particularly badly hit by the 2004 Tsunami and will take years before cruisers are a regular sight. So expect local interest in you. However the Acehnese are very respectful and generous people. Security is good here but it is still wise to report to village head soon after arrival. Foreign aid is attempting to rebuild some parts of the broken lives here, but the lack of women and children is an eerie reminder of the devastation the sea wreaked on this coastline in 04.

Holding Good/Sand/Mud	Provisioning Nil
Water Clarity Moderate	Facilities Nil
Reef/Snorkeling Moderate	Water Nil
Rubbish/Polution Moderate	Fuel Nil
Beach Access Fair	



100 PULAU RUBIAH



Dedicated to Location
Latitude
Longitude

Tactical Directions
Pulau Weh,
N Sumatera
5.52.614 N
95.15.546 E



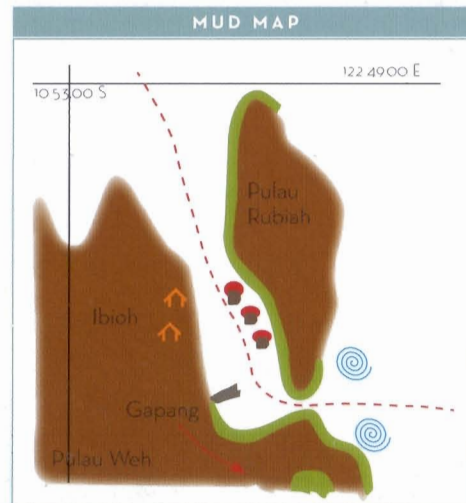
APPROACH

The approach is either via the north or south through a deep channel between the main island of Pulau Weh and Pulau Rubiah. Most boats will be coming from Sabang itself and hence approach via the narrower southern passage. The passage is disconcerting to the skipper at the helm as it does a sharp dog leg to the north that makes one feel like you are entering a narrow reef lined set of jaws. Take care go slowly with a spotter on the bow. Depth gets to 10 m at shallowest in mid channel (5 52 438 N/95 15 546 E) then veer north and pick up a mooring buoy.



Diving here is reputed to be excellent, a dutch couple run a professional outfit from Gapang beach just over on the main island (short tender ride to Ibioh beach opposite). Snorkeling at time of writing was excellent with great fish variety as well. Seems well protected and not over fished. In SE trades this is a peaceful and idyllic spot, far away from the bustle of the world. In NE trade some wind can blow up channel but it is completely protected from swell. Dive on your mooring to check it before you leave your vessel.

Holding Mooring	Provisioning Nil
Water Clarity Excellent	Facilities Some
Reef/Snorkeling Excellent	restaurants at Ibioh
Rubbish/Polution Nil	Water Nil
Beach Access Good	Fuel Nil



101 SABANG



Dedicated to Calypso JJ
Location Aceh, N Sumatera
Latitude 05.53.307 N
Longitude 95.19.216 E
Waypoints
A 05.53.66 N/ 95.18.15 E
B 05.53.26 N/ 95.18.45 E
C 05.53.050 N/ 95.18.665 E



APPROACH

From the east follow given waypoints into harbour. From the West drop A and make for B then proceed in through marked port and starboard buoys in deep water at harbour mouth. There is plenty of room in the harbour (for dropping sails etc.) Once in then head NE and anchor in area shown on mudmap. This is the best holding and shallowest area of the very deep harbour. Anchor on mud/sand in 15-20 m depending on how close to shore one wants to be (prayer calls are vigorous in this part of the planet remember!). The water is surprisingly clean and rubbish minimal for what is an amazing natural harbour in the NE season. Roll can develop in SE trades but is still a good haven. In SE season adv se make way behind Pulau Kiah and anchor in lagoon to its south--care needs to be taken of reef entry (do in good overhead light).



Sabang is a fertile jungle clad tropical paradise well off the trodden path, it rewards the intrepid sailor who comes here. Local people are very keen for tourists to return after a long civil war (peace accord signed late 06) and are rebuilding after the 05 Tsunami. ATM, internet (slow), phone, market and bemo s all over the island available. Gapang and Ibioh beaches well worth a visit (best in SE trades). Diving is exceptional--call Udi of UDI Dive (+6281534272910) to arrange a splash. For some peace tranquility and good food Santa Sumur Tiga is a homestay with it all--call Freddie on (+6281360255001).

Holding Good	Beach Access Good
Water Clarity Good	Provisioning Yes
Reef/Snorkeling Over 10	Facilities Yes
dive sites In bay alone	Water Aqua
Rubbish/Polution Minimal	Fuel Yes/Jerrycan

