

The Thailand Compendium

A Compilation of Information for Cruisers in Thailand



IMPORTANT: USE ALL INFORMATION IN THIS DOCUMENT AT YOUR OWN RISK!!

Rev 2023.2 –Oct 5, 2023

Please send us updates to this guide!

Keep this compendium alive by being a contributor. We are especially looking for information on places where we have no cruiser information and new information on existing content. It's easy to participate and will help many other cruisers for years to come. Simply email your updates along with your boat details.

Email Soggy Paws at [sherry –at- svso](mailto:sherry-at-svsoggypaws-dot-com)ggypaws –dot- com.
You can also contact us on Sailmail at WDI5677

The current home (and the most up to date) version of this document is:

[If you found this compendium posted elsewhere, it might not be the most current version. Please check the above site for the most up to date copy and remember, it will always be free!](http://svsoggypaws.com/files/#se-asia</p></div><div data-bbox=)

Revision Log

Many thanks to all who have contributed over the years!!

Rev	Date	Notes
2023.2	Oct 5, 2023	Added some info on marinas and haulout yards.
2023.1	Sep 10, 2023	Collection of notes first assembled

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1 Introduction

The original Compendium for the Tuamotus in French Polynesia started out as a way for s/v Soggy Paws and a few friends to organize notes and various internet sources on the Tuamotus, prior to our cruise there in Spring of 2010. Later, it became a way for us to pass on what we've learned while cruising the Tuamotus in 2010 and 2011. Now the idea has migrated with Soggy Paws, from the Tuamotus, to the Marquesas, to the Societies, Hawaii, the Cooks and Samoas, Tonga, Fiji, the islands between Fiji and the Marshall Islands, the Marshall Islands, Micronesia the Philippines, and now Malaysia, Indonesia, and Thailand (Singapore is included in the Malaysia Compendium).

We have not cruised Thailand yet, so this Compendium is currently quite thin. If you'd like to help fill it out, please email me your updates!

If you haven't yet found our other 'Compendiums', they're available online at <http://svsoggyaws.com/files/>

This is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in places that the guides don't cover.

To compile this 'compendium', we have used all sources at our disposal, including websites, blogs, emails, and our own experience. We always try to indicate the source of our information, and the approximate time frame.

If your information is included in this guide, and you object to its inclusion, please just email us, and we'll remove it. But this is a non-commercial venture mainly to help cruisers from all of our collective experiences.

1.1 Organization of the Guide

This guide is loosely organized by east coast and west coast Thailand. As most cruisers visiting Thailand arrive from Indonesia and travel up the west coast, that section is first, and organized from south to north (Malaysian border to Myanmar border).

1.2 Overview of the Area

Thailand spans two coasts, the west coast has a very short coastline. The east coast spans quite a bit of coastline, and includes Bangkok.

Like Malaysia and Indonesia, cruising Thailand is influenced by the changing monsoon winds, and the "Sumatra" winds from Indonesia. Most people actively cruise the west coast Thailand during Dec-March (the time of NE winds) and travel around to the east coast during the SW wind (and Sumatra) season.

1.2.1 World War II in Thailand

[Wikipedia](#) – 2023: Thailand officially adopted a neutral position during World War II until the five hour-long Japanese invasion of Thailand on 8 December 1941, which led to an armistice and military alliance treaty between Thailand and the Japanese Empire in mid-December 1941.

At the start of the Pacific War, the Japanese Empire pressured the Thai government to allow the passage of Japanese troops to invade British-held Malaya and Burma. After the invasion,

Thailand capitulated. The Thai government under Plaek Phibunsongkhram (known simply as Phibun) considered it profitable to co-operate with the Japanese war efforts, since Thailand saw Japan – who promised to help Thailand regain some of the Indochinese territories (in today's Laos, Cambodia, and Vietnam) which had been lost to France – as an ally against Western imperialism.

Following added pressure from the start of the Allied bombings of Bangkok due to the Japanese occupation, Axis-aligned Thailand declared war on the United Kingdom and the United States and annexed territories in neighbouring countries, expanding to the north, south, and east, gaining a border with China near Kengtung.

After becoming an ally of the Empire of Japan, Thailand retained control of its armed forces and internal affairs. The Japanese policy on Thailand differed from their relationship with the puppet state of Manchukuo. Japan intended bilateral relationships similar to those between Nazi Germany and Finland, Bulgaria and Romania. However, Thailand at that time was labelled by both the Japanese and the Allies as the "Italy of Asia" or "Oriental Italy", a secondary power.

Meanwhile, the Thai government had split into two factions: the Phibun regime and the Free Thai Movement, a well-organised, pro-Allied resistance movement that eventually numbered around 90,000 Thai guerrillas, supported by government officials allied to the regent Pridi Banomyong. The movement was active from 1942, resisting the Phibun regime and the Japanese.[6] The partisans provided espionage services to the Allies, performed some sabotage activities, and helped engineer Phibun's downfall in 1944. After the war, Thailand returned the annexed territories but received little punishment for its wartime role under Phibun. Thailand suffered around 5,569 military deaths during the war, almost entirely due to disease.

1.3 Time Zones

There is one time zone in Thailand. All of Thailand is on +7 UTC. There are no Daylight Savings Time clock changes.

1.4 Navigation and Charting

To understand Thai charts Ao = bay, Ko or Koh = island, Ban = village, Hin = danger. See list of Chinese words commonly used on Thai charts in the [appendix](#).

It is also worth noting that the letter "h" in words beginning with ph or th is not pronounced, ie Phang, as in Phang Nga Bay is pronounced "Pang" and the name might be written thus, Ao Phang Nga.

1.4.1 Sources for Satellite Charts (KAP and MBTiles)

In SE Asia, the go-to source for Satellite Charts has been Terry Sargent's website, yachtvalhalla.net. In 2021, Terry opted to let his website lapse, but is continuing to be the focal point for cruisers anchorage waypoints throughout Western Pacific, SE Asia, and the Indian Ocean.

Terry now puts out a monthly email with a Word doc file that provides download links to all his chartlet and anchorage waypoint sets. Email Terry at yachties@yahoo.com to get on his update

list. You can also find the latest version of Terry's doc file here:

<http://svsoggypaws.com/TerrysTopics.htm>

There are a number of other sites with downloadable satellite chart sets for around the world. Here is the full list:

<http://svsoggypaws.com/SatCharts/> Many charts for crossing the Pacific, and the Red Sea. Some SE Asia charts. At the bottom, a links to other chart sets.

[Zen Again's Charts](#) Pacific Ocean, SE Asia, Crossing to S Africa, S Atlantic, Brazil

[Ocelot's Charts](#) SE Asia, Western Pacific, and Indian Ocean

[Migration's Charts](#) Pacific Mexico, French Poly, Pitcairn Island, Easter Island mbtiles 2020

[Jacaranda's Charts](#) French Polynesia

1.4.2 Sources for Satellite Charts Using a Tablet

If you **MUST** use a tablet, get a satellite charting package. The old recommended app was **Ovital Map—this no longer works!**

Android: You can use and install OpenCPN from the Google Play store. Make sure you get the paid (\$10) version. The free version is no longer updated.

For an alternative app, the consensus seems to be All-in-One-Offline-Maps, downloadable from the Play Store, here:

<https://play.google.com/store/apps/details?id=net.psyberia.offlinemaps>

iDevices: Guru Maps You get one free week and then can buy the Pro version for \$10 per year. Cheaper to start with the free version than buy the Pro outright, but I heard that maps downloaded for the free version have to be re-downloaded for the Pro version. You can add map types from here: <https://ms.gurumaps.app/>

Others have also recommended Alpine Quest and Zulu Offshore.

1.4.3 Why You Need Satellite Charts

(may not apply to Thailand)

Important warning: The **CM93 v2** charts (those “free” world charts that cruisers are using with Maxsea and OpenCPN) are **NOTORIOUSLY** inaccurate in Indonesia, and some major reefs are missing from the latest (2010 and 2011) versions. A 2005 or 2007 version of the CM93ed2 charts would be better to use than the newer version, if you are off the beaten path in Indonesia.

The latest **Garmin G2 Vision chart** (2016) is pretty good, but in some areas is still off enough to put you on a reef if you are not careful (Manokwari, Indonesia for one). We found these to be the most accurate charts we had in Indonesia, except the satellite charts. It is recommended that you have good satellite charts for every area, and navigate with your Mark I Eyeballs at all time.

With **GoogleEarth**, of course, there's always the problem certain areas with poor satellite pictures, poor sun angle, clouds hiding reefs, and low res pictures, so if you go off the beaten path in reefy areas, also have SAS Planet and download the ArcGIS, Nokia DG Sat, (maps.ovi.com), Bing and Yandex maps for those areas too. Often Google or SAS Planet will

have a different satellite pic (which one is better varies). SAS Planet is a little quirky, so take a little time to figure out how it works.

A good selection of pre-made satellite chartlets of anchorages in SE Asia can be downloaded from Terry Sargent's collection, here: <http://svsoggypaws.com/TerrysTopics.htm> .

Also look for his Thailand anchorage waypoints gpx file.

1.5 Weather In This Area

1.5.1 West Coast

John Batts Cruising Guide – 1994: Malacca Straits can be divided into four seasons:

- 1. NE Monsoon - November to March:** This is the dry season; winds are predominately NE 10-20, occasionally 30k. There are frequent calms lasting from a few hours (evening and early morning) to whole days or few days' duration. Rain is very rare and the days are fine and relatively cool; the sun is furthest south at this time, only 60 degrees above the horizon in December. Very pleasant cruising weather. Because the wind is coming straight off the Malaysian peninsula, there is no swell and any seas that do come up during local strong winds drop quickly when the wind drops.
- 2. Transition Period - April and May:** This is the height of the transition period between the NE and SW Monsoons and is marked by many calms, very light winds, and flat seas. When there is wind it can come from any direction and vary in strength and direction, but is not common from the E through to S or from N. There is the odd rain squall that can last from 5 minutes to an hour or 2, with winds sometimes up to 25k under them. Very little chance of a "sumatra" (see SW monsoon). Weather is hot and sultry.
- 3. SW Monsoon - June to September:** This is the wet season. Hot sultry weather as the sun is in the North and the humidity is high. Winds are predominantly from SW 10-25, with frequent calms and frequent rain squalls. The squalls last from a few minutes to a few hours, but typically last for 15 minutes with very heavy rain and either no wind or, more frequently, winds up to 25k. These winds change strength and direction depending on your position relative to the center of the squall. Once it has passed over, the skies clear and the wind returns to what it was before the squall arrived. A squall can usually be seen well before it arrives as an isolated large, dark, towering cloud, and, should you be close to land, gives you plenty of time to either anchor or head for an open area before the heavy rain causes a complete whiteout. This is also the season for "sumatra" winds.

Sumatra winds are a different matter altogether. In the day they can be easily identified as a long rolling bank of very dark cloud extending roughly north-south from horizon to horizon and coming from the west, from Sumatra, thus their name. At night, when they are most common, the first warning is when they hit. They are most frequent in the South Malacca Straits, but do occur occasionally around Penang and Langkawi, and more rarely around Phuket. Typically there will be 2 to 4 during the season in Penang and 1 or 2 in Phuket. There is no avoiding the very strong winds up to 60k from the westerly quarter and very heavy rain. They can last for 5 or more hours, though more commonly last about 20 minutes to 1 hour, and then end as quickly as they began.

4. Transition period – October: same as April/May.

1.5.2 East Coast

1.5.3 Weather Sources

Climate Information: <https://www.tourismthailand.org/Plan-Your-Trip/Weather>

Thai Met Service: <https://www.tmd.go.th/en/>

Color Satellite Photo of SE Asia:

<https://www.goes.noaa.gov/sohemi/sohemiloops/shirgmscolw.html>

1.6 Customs & Immigration



The Thai Flag.

1.6.1 The overall process

Here is the official list of approved yacht entry/exit ports:

1.6.2 Pre-Arrival (Visas, Cruising Permits, Insurance)

1.6.2.1 AIS

Sail SE Asia – July 2017 – AIS Requirement: I have been into the harbour master in Ao Chalong where I took photos of the new legislation regarding AIS as being mandatory on boats. I was wondering if things had tightened up in regards to them policing it and it seems they haven't. I asked if I didn't have an AIS could I still sign in their book stating that I am entering the country without one and they said yes you can, so I asked to see the book which they were happy to do so.

The AIS area is basically from Satun to Ranong Andaman Sea only, not the other gulf.

1.6.2.2 Insurance

Sail SE Asia – June 2023: I use Edward Williams. Just renewed last week. \$545 US dollars. It covers Thailand and Malaysia. You fill up the form online and get it in less than 24 hours...

<https://www.edwardwilliam.com/>

1.6.3 Pre-Arrival Notification

1.6.4 Immigration – Initial Check-In

1.6.4.1 Phuket

Sail SE Asia – June 2023: If arriving in Phuket, you just drop anchor in Ao Chalong Bay and go to the building in the head of the pier. All you need is there located in the same place. They will take good care of you. If it's your first time arrival in Thailand, a lady will help you to organise all your papers, make copies if needed, and insert your boat data in the digital data base. This data will be sent to Harbour Master, Immigration and Customs. You will not need to fill up any forms. Only sign it. You will understand why they say that Thailand is the land of smiles.

In Krabi the offices are separate but people extremely friendly.

Remember that your AIS Transponder has to be ON all the time if the boat is in Thai waters and not in a Marina. They will check if it is transmitting as you are checking in.

Sail SE Asia – Feb 2023: We came from Langkawi. Stopped Koh Lipe, then Koh Roc & on the 3rd day (Sunday) arrived Chalong. It was after 3.30pm so office was closed enabling us to clear Monday with no problem.

They were lovely. They walked us to all 4 offices. We paid 500 Thai Baht to Harbor Master & 2000 Baht to Immigration.

Noonsite – Oct 2022: ALL crew must visit Immigration on arrival and departure to have their photographs taken (same procedure as at the airports).

If any crew onboard are planning on leaving the yacht by air at any time, paperwork is greatly simplified if they are recorded as passengers when checking in, not as skipper or crew. They can then come and go as they please. One person must be recorded as skipper, however, all others can be recorded as passengers. It is advisable for them to be noted as passengers on the zarpe from the previous port.

The alternative is to place a substantial cash bond before leaving the country (and before going to the airport). This is difficult to reclaim, and if it has not been done you will be unable to board your flight and will be turned away.

The other alternative is to change your status.

Since February 2014 the length of time visiting yachts are permitted to stay in the country is no longer tied to the length of the owner's visa. The initial time is now 6 months, with the ability to apply for an extension for another 6 months.

This rule is not necessarily understood and practiced by all clearance ports.

1.6.4.2 Pattaya

Songbird – March 2017 – Clearing In at Pattaya: Clearing In and Out of Thailand in Pattaya is quite a challenge. They are not used to yachts here. You can use an agent to assist, but they are quite expensive, so we did it ourselves. Hired a motorbike, rode to the other side of the main town and finally found the Marine Office(Harbour Master), only to be told that it has to be done online. Tried to do this, but it is all in Thai, so had to find someone fluent in Thai to assist us.

Immigration office is in the main town. We were there first thing in the morning with the right paperwork, but got charged a fee, plus an Overtime fee (9am in the morning!!). Then to Customs which is at the airport, 50km south of Pattaya. No one spoke English, but they were very helpful and friendly. Whole process took 2 days!

Clearing out, was similar. Harbour Master stuff done online but still need to go to their office and pay a fee. (200Baht, but fee varies daily).

1.6.4.3 Visa on Arrival

1.6.5 Immigration – Extending Visas

1.6.6 Immigration – Leaving your Boat

Wild Fox – 2018 (copied from Noonsite.com): If you intend to leave Thailand without your boat, ie foreign travel, you need to be careful. If anyone checks in as either captain or crew then complications arise. If you check in as a passenger then you may come and go as you please.

The acid test of a passenger is that you will have a standard departure card stapled into your passport and life is simple. Some yachts have suggested that it is possible for everyone to check in as a passenger but this is unconfirmed, however, due to the Thai inconsistencies it may on occasions be possible. Ask, it is worth a try!

If you are either captain or crew you will have an A4 piece of paper folded into your passport. If, in advance of your arrival, you have obtained a 60-day visa (extendable by another 30 days) then when you arrive you will get a stamp WD30 and no A4 paper. That stamp means you are good to go but if you have the A4 paper then you must either pay a bond or change your status.

Paying A Bond

Go to Immigration in Phuket. Google maps find it as Phuket Immigration. There is a window making photocopies (easier to make them in advance).

Next to it is the office for visa extensions (sometimes very crowded).

Next to this is an office marked Vessel Control (until recently this office had no sign on it).

The staff inside vary. The young lady I dealt with could not have been nicer nor more helpful. But I have heard different reports.

When the transaction is complete you will have a different piece of paper in your passport. This should be removed by Immigration at your departure airport. If it is not removed by them you may have trouble in recovering your bond as they have to send this back to Phuket.

Basically, you pay a bond of 20,000 BHT (in cash only) which is returned when you come back into the country but you have to go back to Immigration, get a cheque and then take this to Immigration's bank and change it for cash (less a fee of 500BHT). A lot of hassle.

It is much simpler to change your status.

Changing your Status

In the same Vessel Control office, change your status to passenger. Pay a one-off non-returnable fee of 2,000BHT. You will need a copy of your ticket out of the country and a copy of your passport. The clerical process involves about 15 minutes. (My helper used rubber stamps 17 times).

Some people think that this 2,000BHT fee is a bribe, but this is an official process.

You will end up with a standard departure card and a new piece of paper in your passport which will be removed by Immigration at your departure airport.

THIS NEXT BIT IS VERY IMPORTANT AND FREQUENTLY OVERLOOKED

When you return to Thailand you must go back to Vessel Control and have your status returned to either captain or crew as you will have re-entered Thailand as a tourist. And a tourist cannot work on a boat either paid or unpaid (work can involve as little as hosing down the decks).

1.6.7 Customs

Noonsite – May 2021: Thai legislation now states that a vessel entering Thailand may stay for up to 2.5 years.

On arrival, a 6-month stay will be granted, the remaining 1.5 years can be applied for as extensions. Simply wanting to stay in Thailand as a tourist is reason enough.

Applications for extensions should be submitted within 30 days before expiry but no later than 5 working days to expiry. A photo of the boat showing its name clearly displayed is required, along with photocopies of your visa and passport.

The Thai Yachting Business Association (TYBA) provide a simple infographic for easy reference. See next page.

The fine for overstaying is 1,000 baht per day of overstay with a maximum of 10,000 baht.

PROCEDURES FOR TEMPORARY IMPORTATION OF PLEASURE CRAFT INTO THAILAND AND EXTENSION FOR UP TO 2.5 YEARS STAY



The term "Pleasure/Sport Craft" refers to vessels used solely for pleasure or sports, hereinafter referred to as a 'Yacht'. This excludes vessels imported for commercial use unless it has received special permission under the Thai Vessel Act.



How to apply

Applications must be done upon arrival by a person traveling on board the vessel, they must be the yacht owner or someone who has received authorisation to act on the owner's behalf by power of attorney. This person shall hereinafter be referred to as "The Importer".

Arrival clearance

The Importer must declare their arrival to the Customs office within 24 hours of arrival.

Documents Required - original + 1 copy

- Latest port clearance
- Registration and AIS certificate
- Passport of importer, crew and passengers
- If owner is not on board:*
- Identification papers of owner
- Authorisation letter from owner

Document Received



- Simplified customs declaration form
- General declaration form

Guarantee

The Importer must sign a guarantee (self cash, bank or personal), equivalent to the value of the vessel plus all duty and taxes applicable.

Failure to re-export within expiry date of stay

Should the yacht overstay, a fine of 1,000 Baht per day is payable, the fine shall not exceed 10,000 Baht in total. If it is deemed that the yacht overstayed intentionally, the customs office may enforce the full amount of the guarantee and/or confiscate the vessel.

Extension of Temporary Importation for up to 2.5 years

The Importer must report the stay of the yacht at the customs office of its arrival, not more than 1 month before the expiry date of their stay.

Extension application must be submitted at the customs office the yacht's arrival no later than 5 working days before the expiry date of their stay.

Documents Required - original + 1 copy

- Simplified Customs Declaration Form
- Registration Certification
- Application for Extension
- Passport of the Importer
- Authorization Letter from vessel owner
- Identification papers of vessel owner
- Other document certifying the yacht's location

Departure clearance

The Importer should submit a Declaration for Ships Outwards form to the Customs officers at the port of exit

Documents Required - original + 1 copy

- General Declaration form
- Simplified Customs Declaration Form
- Registration Certificate
- Passport of importer, crew and passengers
- Authorization Letter from vessel owner
- Identification papers of vessel owner

Document Received



- Outward clearance form

1.6.8 Health / Quarantine

1.6.9 Port Authority / Harbormaster

1.6.10 Stopping at Places Before Officially Clearing In

1.6.11 Pets

1.6.12 Port Clearances Between Ports in Thailand

Noonsite – Oct 2022: Officially yachts must complete domestic/ inter provincial clearance formalities with the Harbor Master in each province, or risk being fined. You will need to complete an official onward port clearance which has to be handed to the Harbor Master prior to departure and to the Harbor Master in the next province on arrival. There is no fee for this clearance.

This official rule of domestic clearance has been in place for a long time, but was applied by few ports. However, this is starting to change and Krabi Harbor officials are now fining yachts that have not checked into the province from their previous Thailand port (5,000B).

The cumbersome paperwork needed to complete this domestic clearance can easily be avoided by using an agent who can do everything online (which a private individual cannot do). The authorized agents are Seal Superyachts, Asia Pacific Superyachts and Porntip Logistics. Fees are approximately BHT 1500 (35 pounds sterling)

Phang Nga province has been enforcing this rule for some time, the problem there being that the office to report to is in Phang Nga Town, many km from the anchorages by road transport.

All Thailand provinces can apply this rule if they want to, so it's recommended to get domestic clearance when moving between provinces to be on the safe side.

1.6.13 Checking Out

Songbird – March 2017 – Pattaya: Clearing out, was similar to clearing in. Harbour Master stuff done online but still need to go to their office and pay a fee. (200Baht, but fee varies daily).

1.6.14 Firearms

1.7 Local Information and Customs

1.7.1 Public Holidays 2023

Day	Date	Month	Details
Monday	2nd	January	Substitution for New Year's Eve and New Year's Day (Saturday 31st December 2022 and Sunday, 1st January 2023)
Monday	6th	March	Makha Bucha Day

Thursday	6th	April	Chakri Memorial Day
Thursday	13th	April	Songkran Festival
Friday	14th	April	Songkran Festival
Monday	1st	May	National Labour Day
Thursday	4th	May	Coronation Day
Monday	5th	June	Substitution for H.M. Queen Suthida Bajrasudhabimalalakshana's Birthday and Wisakha Bucha Day (Saturday 3rd June 2023)
Friday	28th	July	H.M. King Maha Vajiralongkorn Phra Vajiraklaochaoyuhua's Birthday
Tuesday	1st	August	Asarnha Bucha Day
Monday	14th	August	Substitution for H.M. Queen Sirikit The Queen Mother's Birthday / Mother's Day (Saturday 12th August 2023)
Friday	13th	October	H.M. King Bhumibol Adulyadej The Great Memorial Day
Monday	23rd	October	Chulalongkorn Day
Tuesday	5th	December	H.M. King Bhumibol Adulyadej The Great's Birthday/ National Day / Father's Day
Monday	11th	December	Substitution for Constitution Day (Sunday 10th December 2023)

1.7.2 The Language Factor

A good place to learn the basics is here:

https://en.wikivoyage.org/wiki/Thai_phrasebook

But better to learn the basics by hearing them vs the written interpretation of Thai.

Thai is a difficult language to master, because the same word can be pronounced with slightly different intonation, and mean a completely different thing. For example: When you're asking whether somewhere is far, the answers near/far are almost the same, but the tones are

different. Klai means it's far, and Klâi means it's near, but people usually answer Mâi Klai (not far) instead. This is quite a difficult thing for travelers' ears.

To understand the marine terms shown on a typical chart, see the [Appendix](#) about language.

1.7.3 The Religion Factor

1.7.4 Getting Around in Thailand

1.7.5 Leaving a Clean Wake

Remember that everything you do as a “yachtie” in Thailand will set expectations among the population for cruisers who follow behind you, for years to come.

Unless you want this remote paradise to turn into another tourist destination where the kids follow you around with their hands out, think carefully before you are too generous. It's always better to “trade” than to just “give”. This gives the local population their respect, and keeps you from setting unrealistic expectations, which will weigh on the next yachtie to pull into the anchorage, who may not be able to be as generous as you are.

Sail SE Asia – Sep 2023: Just some general recommendations after living for over 15 years in Thailand and spending a significant time sailing in the Thailand as well.

- 1) I would strongly recommend not leaving your dinghy anywhere in Thailand on the beach without talking first to the locals. If the locals demands money for parking your dinghy pay them on that day and then land on a different spot the next time you come ashore.
- 2) Remember any argument with locals you will always loose in Thailand.
- 3) Thai people do not take kindly to any form of criticism specially from foreigners so act the Thai way which is to simply to not come back to the place/ people who did not treat you as expected and move on to people who hopefully treat you better.
- 4) Thailand has very strict defamation law so never post any bad review or comment about anyone and specially any company online.
- 5) General rule in Thailand and many other countries in Asia is that the % of bad people increase exponentially as you get into the more touristic areas. Stay away from those areas and your trip in Thailand will be an amazing experience.

1.8 Yachtsmen's Services - Overview

1.8.1 Money – Non-Cash

?? Note: need to verify that Wise works in Thailand, and as fast as Indo/Malaysia/Philippines.

Soggy Paws – 2023 – Non-cash, non-credit transactions: Since our first forays into SE Asia, in places that don't accept credit cards, I've discovered Wise. Wise is a banking service based in the UK that makes international money transfers very easy.

In some countries, if you look for the e-wallet tab, Wise also support transferring to that country's most popular e-wallet (like GCash in Philippines, and Grab in Indonesia and Malaysia). These e-wallets usually make it easy to pay for local payments like phone top-ups

and payments on Lazada and other shopping websites, without having to expose your credit card, or go to 7-11 and make a cash transaction.

Check out what they have to offer here: [Wise Money Transfer](#)

1.8.2 Money – Cash and ATMs

The official currency of Thailand is the Thai Baht. In June 2023, the exchange rate was approximately 35 Baht to USD.

Sail SE Asia – Feb 2023 – Changing Money: A timely warning to be observant and beware of money changer booths in Phuket. I was in Chalong a week ago to exchange US and Singapore currency. The attendant systematically counted and recounted the notes and checked them. Took a long time. Then he took a long time counting out the Baht. Keeps me waiting. He thought I would just rush off, having been there so long standing in the sun and possibly being a silly old fool of 68 and “Farang”. End of the story is that I counted the notes in front of him and there was 5,000B missing from the 100,000B to be paid.

Now 1 note missing I could believe was a mistake – but not 5! He calmly counted again and took another 5,000B out of his drawer and showed the 5 clearly fanned out in his hand. No emotion, no I am sorry. A true professional thief operating a money exchange booth.

1.8.3 Diesel and Gasoline

1.8.4 Propane (Cooking Gas)

1.8.4.1 Boat Lagoon

2017: We have used Yacht Haven Marina and also have had ours filled at Boat Lagoon Marina. Ask at AME marine and enjoy wandering round this great chandlery.

1.8.4.2 Yacht Haven

2017: We have used Yacht Haven Marina and also have had ours filled at Boat Lagoon Marina. Ask at AME marine and enjoy wandering round this great chandlery.

1.8.4.3 Krabi

2017: We took our bottles to the gas shop opposite the airport in Krabi. No problems whatsoever. Good service. Need car though. They use the same fittings as in Australia, unlike Malaysia.

1.8.4.4 Chalong Bay

Sail SE Asia – Sep 2023: For anyone interested in getting their Aus bottles filled near Chalong Bay, they will do 9kg for 400 baht across the road from Mr DIY about 5km South of the pier. Easy scooter ride.

Sail SE Asia - May 2022: Go to the gas plant. It's just north of Boat Lagoon, on the opposite side of the highway (next to a car dealership?). It's a tiny little track (or was in 2014) for a while & then opens up to the factory. They can do US/Oz/NZ reverse-thread fittings there as well.

PTT LPG Factory

+66 98 531 1315

<https://maps.app.goo.gl/JRjEXSCCX37Cswue8> .

1.8.5 Groceries

1.8.6 Water

1.8.7 Boat Parts & Repairs

Noonsite – Oct 2021 - Spare Parts: Yacht parts duty varies depending on the item. A solar panel, for example, is exempt of duty, alloy and many other items are at 5%, and others at 10%. Sails, however, are 40% and things with high plastic content.

VAT at 7% applies to everything imported.

Make sure that the document/invoice accompanying the item has a freight charge on it. Without a freight charge marked on the invoice, Customs will work out a percentage for freight and add it on before they work out the duty, and after that, they apply the 7% VAT. In this case, the duty demanded by Customs will be high.

If you do your homework, you can save money on importing parts. If you don't, however, understand the rules as it is highly likely you will be charged with a high duty charge.

1.8.7.1 Stainless Steel Work

Sail SE Asia – Sep 2023: Apart from the two brothers in Chalong, specialized in stainless steel jobs, who could you recommend for sailboat davit design & construction in Phuket?

- AME in boat lagoon. They did great stainless work for us. Designed, built and installed a davit system for a very reasonable price.
- This man is good and serious. I can recommend. "STAINLESS STEEL ChiaoChan Khammuang (SANG) Contractor Tel:089-648-4229 Stainless Steel Work 179/13 Banlipon, Tumbon Sreesunthon, Amper Thalang, Phuket 83110". near Thalang, not far from AoPo
- A1 at the yacht haven if you're up this way.
- +66 62 562 9529 He is doing all my work and extremely professional highly recommend him and his team
- Metal Works ,Boat Lagoon,behind East Marine

1.8.8 Medical Services

1.9 Haulout, Storage, and Repair Facilities

Here is a list made from various posts on Sail SE Asia. Links to all the marinas provided by

<https://antibarnacle.com/24-boatyards-in-southeast-asia/>

1.9.1 Port Takola, Krabi

Coordinates: 8° 2' 33.72"N 98° 53' 48.98" E

VHF Ch. 69

Just 30 nautical miles east of Phuket, Port Takola is a full-service marina located between Krabi Town, and a renowned tourist town, Ao Nang. We offer year-round shelter with short access to modern convenience and many of Thailand's finest yachting destinations.

The boatyard can lift boats up to 38 tons and provide comprehensive yacht repair services.

<https://porttakola.com/>

2023: We just hauled out in Port Takola, Krabi. Very professional and took great care with the boat. Our beam was too wide for most of the smaller yards in Phuket and Langkawi. Cat with 8m beam.

2023: Try Matthew at Port Takola, Krabi. Has a wide slip and a big trailer type haul out chariot. I've hauled my 16mx8.4m wide cat there before and will do so again in a couple of weeks. Very helpful guy. Voyage 500, I say 16m because of the bowsprit!

2023: They have a Roodberg hydraulic trailer system. Very safe for hauling catamarans. State of the art product from Europe.

1.9.2 Krabi Boat Lagoon Marina

Coordinates: 08° 00.6865' N 098° 57.6597' E VHF 67

This spectacular Marina Complex is safely nestled amidst a magnificent Mangrove forest and boasts sweeping views of the Andaman Ocean. This lagoon is far removed from the chaos and the hustle and bustle of Krabi town and life here is rather peaceful and irrefutably serene.

In Thailand, location is absolutely everything and it is fair to say that Krabi Boat Lagoon most certainly has it covered! With the airport being located just a fifteen-minute drive away, and the culturally rich Krabi town just another ten; you're never too far away from all of the action if you fancy a change of pace.

<https://www.krabiboatlagoon.com/marina.php>

See marina website for approach chartlet.

1.9.3 Ratanachai Shipyard (Near Phuket)

Ratanachai Shipyard Co., Ltd.

60/58 Tha-Rua-Mai Road

Ratsada, Mueang, Phuket

081-539-0778 | info@ratanachai.co

<https://www.ratanachai.co/>

2023: We are currently hauled out at Ratanachai, very professional team. The project manager at the yard is really switched on.

2023: Ratanachai Ship Yard near Phuket Town is awesome! Very professional set up. Hauled out early this year in a 43' cat. no worries! Highly recommend!

1.9.4 Ao Po Grand Marina (Phuket)

Coordinates: 08° 04.089' N 098° 26.725' E

VHF 69

Ao Po Grand Marina, at the gateway to spectacular Phang Nga Bay, could not be more perfectly located. Best yet is the 24-hour access and zero tide restrictions

The ramp allows for haul-outs up to 100 feet using the Roodberg 47-ton trailer-lift or the 80-ton, 100-foot Roodberg trailer-lift for larger, deeper draft vessels. The hardstand accommodates 60 boats.

<https://aopograndmarina.com/>

2023: AO PO marina , price good, clean hardstand, lot of team to make your antifouling , I recommend Khun Samran.

1.9.5 Phuket Boat Lagoon Marina

Coordinates: 07' 58.65 N 98' 24.91 E VHF 67 & 71

We have a wide array of facilities and services on our premises to cater to your every need. From wet berths to hardstands, we also provide electricity, fuel delivery and accommodation alternatives for both long and short stays. With amenities and dining options just a short walk away, your visit to the marina will be easy and worry-free.

<https://www.phuketboatlagoon.com/marina-boat-repairs/>

1.9.6 Phuket Premier Boatyard

Coordinates: 8°10'32.9"N 98°19'30.7"E

The premier boatyard is the pleasure yachts servicing yard in north Phuket, very well protected by natural shelter and easily accessible.

Located on the seaside just beside Yacht Haven Phuket Marina and only 10 minutes from Phuket International Airport. We are pleased to provide the best services for your boats.

<https://phuketboatyard.com/>

1.9.7 Phuket M9 Marina (Chalong Bay)

Coordinates: 7°8'32.3N 98°35'48.9"E

Phuket M9 Marina is located at Chalong Bay, Phuket's famous port, near the police station, Tesco Lotus, international restaurants, tourist attractions etc. This area is also perfect for holiday getaways, and relaxation with a quiet natural escape.

<https://m9marinaphuket.com/>

2023: I have used Chalong Boat Yard. If you contact Jedsada at this yard he will facilitate great work. Jedsada is a great man and is fluent in English. Very honest with pricing and he will ensure whatever work is done by any contractor is done to a high standard. If you chose this boat yard make 100% sure you are aware of on charges such as power, water, charge for workers on your boat, crane use etc. They aren't that forthcoming with these extras until you either ask upfront or get these add ons in the end. In saying that it is still good value and Jedsada Na Ranong (Khun Man) will act as an agent for you.

1.9.8 Phuket Yacht Haven

Phuket Yacht Haven (PYH) is located on the northeast coast of the island and is only a ten minute driver from Phuket International Airport. The marina is equipped with 320 berths, Bistro-style restaurant and wide range of facilities & services, the marina is ideal for travellers and sailors seeking a perfect port-to-call as a base to enjoy the pearl of Andaman Sea.

info@pyhmarina.com

+66 (76) 397 908

<http://www.pyhmarina.com/>

1.9.9 Racer Marina (Hua Hin)

Coordinates: 12 40.77 N 99 97.78 E

Racer Marina has 120 wet berths which can accommodate yachts of up to 75 feet. The Marina features a world-class concrete pontoon system and is located in a non-typhoon area secured for owners and boats.

Our hardstanding storage and boatyard are available so we can lift and haul out your boat for the short or long term, fully secured and have 24-hour CCTV and security coverage from the marina team.

<https://racermarina.com/>

1.9.10 Satun PSS Shipyard

Coordinates: 6°39'22.7"N 99°58'16.3"E

Phithak Shipyard and Services (PSS) was established in 1992 in Ban Chebilang district, Satun province in Southern Thailand, with the demand for repair and maintenance services for commercial boats such as fishing boats, cargo boats, and official vessels.

PSS and its staff aim to provide efficient and friendly services for boat repair and maintenance by supplying quality materials, good workmanship and tools at a reasonable price. Boaters are welcome to stay on board and DIY.

<http://pss-satun.com/>

1.9.11 Pattaya Ocean Marina Jomtien

Coordinates: 12°49'33"N 100°54'18"E VHF Ch 12

Renowned as one of the best marinas and yacht clubs in Asia, Ocean Marina Jomtien is the main port of call for sailors looking to explore the Gulf of Thailand and the nearby islands. Setting the standard for marine hospitality in the region, visitors can expect superior facilities, expert support and immaculate care and attention. Visitors can also take advantage of golf-cart transfer service to each arm, and wheelchair access to all walkways on and around the marina.

<https://www.oceanmarinajomtien.com/marina/hardstand-trailers/>

1.10 Embassies and Consulates

Wikipedia says there are 79 foreign consulates and embassies in Bangkok.

The current "diplomatic entities" list maintained by the Thai government is here:

<https://www.mfa.go.th/en/page/diplomatic-and-consular-list>

1.11 Getting Visitors In and Out

1.12 Communications

1.12.1 Social Media

Much of the communications that used to be handled by VHF and SSB has moved to cell phones, internet, and Social Media. Here are some tips on getting plugged into the local info/social life.

Facebook Groups

[Sail SE Asia](#) General group covering all of SE Asia

[Women Who Sail SE Asia](#) (women only!)

Whatsapp Groups (not a definitive list)

Soggy Paws – Dec 2022 – Get Whatsapp: If in SE Asia (anywhere), you MUST have a Whatsapp account. This is an SMS-type messaging system that uses data. Most of the carriers in SE Asia charge per message for true SMS messages. Also, changing from country to country as cruisers do causes you to lose contact (because your sim card and therefore your number changes). Free to download, easy to sign up, and allows you to inexpensively message anyone anywhere who also has a Whatsapp account, no matter what country they are in. It also allows you to retain contact as you move cell phone numbers. If you see a phone number posted with (WA), you know that is the Whatsapp number for that person.

1.12.2 VHF

Hardly anyone except international cruisers use VHF in Thailand, and few of them actually maintain a constant watch on channel 16. Most people use cell phones.

General VHF Advice that applies to all areas: Be aware that on high power, a good VHF will transmit 25 miles line of sight. So if you are only doing within-anchorage communications, switch to low power. On the flip side, if you are trying to call across island, or to the next island, use high power, and turn your squelch down. Make sure you are aware which channels are automatic low power (ie 17, 67 on some radios), and stay away from the low-power channels for long distance conversations.

Though widely spaced in channel number, channels 16, 68, and 18 are very close to each other in frequency. Most VHF antennas are 'tuned' for channel 16, so long distance communications will work best on 16, 18 or 68. Conversely, in a crowded anchorage, transmission on high power on channel 18 or 68 may 'bleed' over to channel 16 (and almost any other channel, if you're close enough). You don't need high power to talk to the boat next to you, so turn your radio to Low Power!!

Also be aware that some channels that Americans use frequently are 'duplex' channels in International mode. So, for example, you may have trouble communicating with a European boat, or an American boat whose radio is in International mode, on Channel 18. (see any VHF

guide for the full list of international and US channels and frequencies, but any US channel designated 'a', like 18a, 22a, etc will cause trouble with VHF's in international mode).

Make sure you ask in each port what the local channels are--both so you know how to reach someone ashore and so you know not to use those channels for your off-channel conversations.

1.12.3 SSB Radio Frequencies and Nets

As far as we are aware, there are no regular nets in the area.

Australian Weather Broadcasts are regularly held on 6227, and they are quite loud in SE Asia, so avoid that frequency when planning a sched.

1.12.4 Cell Phones, and Internet Access

There may be wifi available at some resorts, and there are still "Internet Café's" in the bigger cities, but internet access in Thailand is largely by data sim cards

1.12.5 Mail & Shipping Stuff In

1.12.6 News

There are several English language news sources in Thailand:

1.13 Diving

1.14 Cruising Information Sources

We are indebted to the people and organizations below for documenting their experiences and sharing them with us. We hope they don't mind that we've gathered their comments into this document to share with other cruisers who don't have internet

A few details about the boats are included, where we know them, so you can assess what 'a foot under the keel' means, for example.

Where it's important, we've annotated the contributions. But every section is a mix of several sources.

1.14.1 Local Websites

Here are some websites you should visit when you are looking for information on this area:

1.14.2 Cruiser Reports

Terry Sargent from s/v Valhalla has been gathering anchorage waypoints from other cruisers, and making satellite charts for most of the countries in SE Asia and has the info on the web to download for free.

<http://svsoggypaws.com/terrystopics.htm>

Likewise Sue and Jon Hacking from s/v Ocelot have been cruising SE Asia for many years, and leaving a trail of information behind. Check out their extensive collection information and charts here:

http://svocelot.com/Cruise_Info/Indian/Thai_Cruising.htm

1.14.3 Noonsite

Originally started by Jimmy Cornell, this site is a great repository of information for all those out-of-the-way places. Made possible by YOUR contributions.

<https://www.noonsite.com/place/thailand>

1.14.4 Seven Seas Cruising Association

The SSCA is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a monthly publication that is mostly letters from cruisers about the areas they are cruising. They also have a good website and a well-attended bulletin board. Membership is reasonable, and the monthly publication is available electronically every month. Indexed back issues are also available electronically.

<http://www.ssca.org>

1.14.5 Ocean Cruising Club

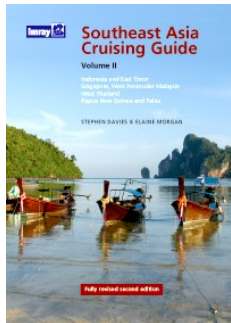
The OCC is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a website and bi-annual publication that is mostly letters from cruisers about the areas they are cruising. Membership is reasonable, and the publication is available electronically. Indexed back issues are also available electronically.

<http://oceancruisingclub.org>

1.15 Printed Sources

1.15.1 Southeast Asia Cruising Guide – Vol II - 2008

Southeast Asia Cruising Guide (Volume II) (2nd Edition, 2008), by Stephen Davies & Elaine Morgan



Area covered PNG, East Timor, Indonesia, Malaysia, West Thailand

This is the book of choice for cruisers heading from Darwin through Indonesia to Singapore, Malaysia and Thailand. It is also excellent for the more northerly trip via PNG, Palau, and then through Indonesia. Stephen Davies and Elaine Morgan's detailed text provides cruise planning information, an extensive discussion on climate, technical data concerning radio and weather forecasting services and general background commentary on each country. Each region is then treated in detail and pilotage information is given for key harbours. This pilot is a unique source of information for cruise planning and also will be an essential reference for yachtsmen on passage.

1.15.2 Southeast Asia Pilot – 5th Ed

<https://www.southeastasiapilot.com/>

1.15.3 Lonely Planet Thailand (latest edition)

It's always useful to have the Lonely Planet that covers the area you are traveling in, to give you background information about what's ashore.

1.15.4 Thai Phrasebook

A good place to get the basics is here:

https://en.wikivoyage.org/wiki/Thai_phrasebook

But better to learn the basics by hearing them vs the written interpretation of Thai.

1.15.5 Diving Guides

1.16 Recommended Reading

For background on the culture and history of Thailand, we recommend the following books:

1.17 Dockage & Moorage

Sail SE Asia – Mar 2023 – Long Term Liveaboard Options: Q: Of all the marinas on the west coast of Thailand, which would be the cheapest for long term stay/ live aboard. I know about having to take my boat out of Thailand, but I would like a berth for 5-10 years. Also live-aboard moorings...

A: I recently asked all, and Port Takola's moorings came out as the cheapest.

A: Call Jack at Krabi Boat Lagoon (+66 88-500-0900). Long term rates are very negotiable. It is a good safe marina and close to Phang Nga Bay. Krabi marinas are less than half the price of Phuket marinas.

A: Krabi Boat Lagoon and Port Takola Yacht Marina are both very good. I would check those and see which one best suits your needs.

A: David Fox has excellent moorings adjacent to Yacht Haven Marina at Bht 4,000 per month with Lego pontoon jetty ashore for landing a dinghy. WhatsApp +66 93 749 9092

A: Premier Phuket boat yard for storage.

A: Port Takola. Protected, quiet, restaurant recently reopened. Very good prices. They even have mooring options in the protected marina basin, in the property. SO SAFE as well.

A: We found the prices great at premier boatyard in Phuket.

Sail SE Asia – 2021 – Catamaran Options for Marinas: Q: I have a cruising catamaran and want to store my boat somewhere and fly out, what do you recommend?

A: You can moor the boat in Chalong for free. You can moor the boat in Ao Po for free. You can moor the boat in Yachthaven for free. There is RPM (Royal Phuket marina) and Boat Lagoon marinas in Phuket. Ao Po marina and Yacht Haven Marina. All these have facilities. Phuket is in the tropics and has heat and mosquitoes. The most open to breeze is Ao Po. The closest to a supermarket is Boat Lagoon. There are also a few haul out places. Coconuts and M9 in Chalong. And G&T in AoPo (also has accommodation). And Premier boat yard near yacht haven. All have pluses and minuses.

A: The best is not in Phuket but in Krabi (international airport): Takola Marina

A: Boat lagoon. Not cheap but good and secure. (other comments: Too hot, Mosquitos, Nice pool)

A: We have hauled out 3 times with Toi Sang-In (just south of Ao Po Marina). The family team there is excellent, living on site & they only haul out sailing catamarans. (other comments: Totally agree . Wouldn't go anywhere else in Phuket)

A: Boat lagoon for mono, Toi at AoPo G&T shipyard for multi hull.

1.17.1 Boat Lagoon Phuket

Lat/Lon: N 07° 57' / E 098° 23'

Sail SE Asia – Feb 2023: Do watch the tide coming into Boat Lagoon. Must come in on rising high tide. We draw 2m. Stay no more than 10m from the markers & it's fine.

Call on VHF 71 10mins out & a dinghy will escort you once you see the marina.

Amulet – May 2012: We came to Boat Lagoon Resort and Marina in February 2011 for a paint job, some relaxation and land travel to SE Asia. We had a new Thai 3 month tourist VISA and figured to get the boat painted first then leave it on the hard and do some land travel to SE Asia.

Boat Lagoon is a high-end resort and we were prepared to pay for someone else to do the work on AMULET for a change so we could enjoy ourselves. We settled in, rented an on-site air-conditioned efficiency room (\$360/month + utilities) and a car (\$350/month). We had what seemed like a good recommendation for painting contractor Samran Painting from another cruiser. We got two quotes, Samran and Oh Services. Samran was cheaper by quite a bit and he quoted 2.5 months to do the job which fit within our 3 months VISA. We saw no reason not to go with him.

What a HUGE MISTAKE!!! We should have gone with Mr Oh which in the end would have been much faster, cheaper and a better quality job. Our "vacation" and break from boat work never materialized. We swam in the resort pool only once. Otherwise we spent everyday including most Sundays working on the boat, losing sleep thinking of what Samran will screw up next and making expensive VISA runs as the project dragged well beyond the quoted 2.5 months.

We had to constantly watch Samran for technical errors and shortcuts. The first serious indicator was the time the epoxy fairing compound did not set after sitting overnight. We found they were mixing the epoxy by eye, not measuring. We had to teach them how to measure and convert the manufacturers weight data to volume, buy him syringes and show his people how to use them. He had no long boards for sanding the topsides after he made a mess of the preparation sanding. We had to show him how to make long boards and instruct his people how to use them. He wanted to use random orbital sanders for the flat deck sanding so we bought a proper heavy duty ½ sheet sander. He tried to use leftover Awlgrip top coat mixed the day before, more than 30 hours old and well passed the manufacturers recommended pot life. When sanding did not remove all the black lacquer sprayed as a sanding indicator they would remove the rest of the black with solvent. He tried to use polyester auto body putty for filling small dings over epoxy primer, a definite potential adhesion problem. I could go on and on about his technical errors and shortcuts.

His skill in painting is also questionable as evidenced by the many runs and sags we have, especially in the smooth areas of the deck. One area he sprayed 5 times and it still is far from

perfect. We finally accepted it as he was damaging the surrounding areas. We had to stop him from sanding and buffing out the runs. That removes the clear coat that comes to the surface as Awlgrip cures. The manufacturer does not recommend waxing for at least 5 years for fear of destroying this protective shiny coat. We did see other contractors buffing and polishing freshly painted surfaces just before unknowing but happy owners were making the final payment.

He ran out of money twice and couldn't buy the paint as the supplier would not extend him credit. There was a delay when the supplier ran out of the Awlgrip color we wanted and we had to wait for a new shipment. We found out other contractors put their needed paint on hold with the supplier when they got a contract.

What really annoyed us was Samran's carelessness. We got many more things painted than we contracted for, including our varnished teak, stainless steel railings, navigation lights, outboard motors, cockpit floor, etc as he was stingy on protecting these from overspray. His carelessness also damaged our foredeck hatch Lexan as solvent was spilled on it. Again I could go on and on. At the time we'd point these out to him that he needs to be more careful to save himself work at the end but it seems he had another plan.

Soon after we made an installment payment, a little ahead of schedule as he needed the money, bringing the total payment to 75% for the topsides and deck and 50% for the bottom (very little done) he decided to quit saying he wasn't going to make any money so he wouldn't finish. Apparently this is quite acceptable in Thailand, contractors take on work for a low bid, don't get the expensive extras they hope for, then just quit when they realize they aren't going to make any money finishing a job. We met a few ex-Pats having houses built that ran into the same situation. In our case we knew and specified what we wanted at the start. We even specified the exact paint colors only to have to switch the trim color at the last minute because the local supplier did not stock it, a fact Samran never bothered to check even though he knew what we wanted 2 months earlier.

When he decided not finish the job we made a deal through his agent Mr Prame and with the help of Nai (of Nai & Toe Phuket Inter Wood Work Co. LTD) that Samran would leave his tent up (essential in this climate) and we would finish the decks ourselves hiring one of his workers directly. But when we finished with the decks and most of the damage repair he refused to take his tent down. I contacted the marina manager (no help at all) and several other contractors, none would touch Samran's tent. I said my wife and I would have to cut it up so we could get it down, he said fine with him as we could then buy him a new one. Finally Nai gave us a price of \$300 to take it down.

Nai is a great lady who had helped us in the past deal with Samran and knew many of the problems we were having. She's also a tough (but fair) lady not afraid of anyone. The tent came down smoothly and in the end she only charged us a little over half what she quoted!!

We were finally launched after 6 months on an original 2.5 month schedule. After watching the various contractors, here are my recommendations:

- I'd definitely recommend Nai & Toe for **teak decks**. Their main business is woodworking but will also paint if the job needs it.

- OH Services would be my choice of painting contractors. Mr Oh is quite the perfectionist, his people are pretty well trained and we haven't heard any serious complaints about his work.
- For stainless steel work and machine shop work the best is Luck Engineering, but they are in Phuket Town, not on site. After on-site contractor AME Services messed up our new rudder shaft I went to the trouble and extra expense to have Luck make it and it came out fine. Luck is a proper machine shop like a small shop you'd find in the States and does consistent good quality work.
- We had many things chrome plated through AME Services (Mr Wiwat) and were disappointed with most of them, some of our re-chromed winches already starting to corrode 3 months later. He says he sends things to Bangkok rather than the local chromer, to get a better job.
- Mr Peh of Chamnansin did a fine job of our interior cushions. Of the 6 or 7 other boats who had cushions done by Mr Peh we heard no complaints.
- Local Sails (Mr. Ket) did a fine job re-stitching our main sail, even doing extra work not expected and then refusing extra money.
- East Marine, the best but most expensive on-site chandlery, puts out a helpful Marine Services Address Book, ask for a copy. The above mentioned contractors (and many more) are listed there.

Despite our horrible 6 months trying to get AMULET painted we have few complaints about the marina, other than they charge for the privilege of having a tent but take no responsibility for it (or it's removal we found out when Samran refused). The tent takes up no more room than the space allotted for the boat, so the charge (\$88/month) makes no sense. Yes the marina is expensive but they do not hide this fact and you know it going in.

For our 44' monohull the monthly berth charge came to \$725 + utilities. It costs the same in or out of the water. On the hard you pay extra for the cradle and scaffolding.

There is a depth problem even within the marina (besides the approach channel) and after a fresh bottom job you may not want to linger.

On the plus side, the staff is well trained, friendly and efficient. We saw no problems with boats being hauled by the two first rate travel lifts they have (\$788 round trip). The travel lift crew is professional and careful. The boat cradles, support systems and scaffold systems are very good. The dockmaster and his people are as well professional and friendly.

The marina is well protected from any bad weather or sea state. But it can get hot as there's usually not much wind and the mosquitoes do get hungry at dusk. With the multitude of on site and nearby marine services you can get anything done or obtain almost anything you wish, the latter assuming you're willing to pay about twice what items and materials cost in the states.

Ordering items from overseas is not worth the customs hassles and charges. There is no duty free "Yacht In Transit" status for items shipped in.

In general, all the completed paint jobs we saw at Boat Lagoon looked good. But it's really the attention to the details that will determine whether the job will last. If you come to Boat Lagoon for a paint job, we recommend that you read up on the paint manufacturer's literature and that you pay attention to what the contractor is doing and how he is doing it. This is not the place to

just leave your boat and expect the job to be done properly. You may find yourself repainting in 5 years as opposed to 10-12 years.

1.17.2 Premier Boatyard Phuket

<https://phuketboatyard.com/>

Bird of Passage – Dec 2018: Storage quote for 6 months at Phuket Boatyard for LOA 16.7m, 20 tons:

- haul out 33000 baht/in-out
- cradle support 5500 baht
- pressure wash 3300 baht
- hardstand 1210 baht/day, how long will you stay?
- contractor surcharge 150 baht/man/day
- Vat 7%

1.17.3 Krabi Boat Lagoon

Sail SE Asia – March 2023 – Checking Out: Shout out for Port Takola and all things Krabi. I've just checked out at Krabi Customs and Immigration to go to Langkawi and back for yacht visa after 3 years stay in Phuket and Krabi. It was super easy with pleasant people all along the way. I'm berthed at Port Takola and the team there under Matthew Na Nagara are wonderful. The Marina Manager Moss did the harbour clearance online and I just did a quick dash to Customs and Immigration. Port Takola is a wonderfully friendly place to be and I think by far the best option for marina berth in all of Thailand. Quiet with a personal touch and getting more services all the while. The fees are great too.

Sail SE Asia – Feb 2017 – Getting Around: For those who have a fast dinghy, take the 20 minute dinghy trip from Krabi Boat Lagoon to Krabi downtown. Take a look at Google Earth to find the way. We tied up behind the public floating pontoon for the longboat taxis near Maharaj 10, and explored the city centre. Up Maharaj 10 is a market (at noon we were a little late), street vendors for a very cheap lunch, and then some bargains at the Vogue Department store, which also has a small basic supermarket. All our shopping needs met and a great alternative to Ao Chalong. There are many cafes and restaurants, money changing and a wide variety of stores. You can also anchor in the river.

1.17.4 Racer Marina

<https://racer-marina.com/>

Sail SE Asia – Aug 2019: I am actually in Racer Marina. They have an interesting offer for long-term hardstand. Racer Marina - Ban Pak Nam Pran, Prachuap Khiri Khan, Thailand

1.17.5 Chalong

Ocelot – July 2013 – Boatyard Options & Work in Thailand: There are several yards here in Phuket that would meet your needs (large catamaran haulout). Coconuts, where we are

(actually called "Chalong Boatyard & Storage") is the cheapest (we pay ~\$330 in/out & \$330/month) but is only sand & it has flaky power & not a lot of expertise.

Boat Lagoon is 3x the price, but is all concrete, has lots of (\$\$) workers around, but no toilets (you're expected to rent a condo). The 4 other yards fall between these 2.

Mike Cherry at AME (mikeame1marine@gmail.com) is probably one of the best gelcoaters around, & he can get you decent gelcoat (better than the stuff sold locally, apparently). but polishing the gelcoat after spraying it takes a LOT of time & effort.

Rigging can be had, especially if you can wait to have it imported, but you'll pay big time. Our new headstay (50' of 12mm Dyform) cost \$1K just for the wire, & we saved ~\$300 by bringing the swage, turnbuckle, & Norseman from the US

2 Thailand's West Coast (S to N)

2.1 Overview



2.2 Ko Lipe

Asia Marine Cruising Phuket Area Overview – 2020: Ko Lipe is a small island in the Adang-Rawi Archipelago of the Andaman Sea, in Satun Province of southwest Thailand, close to the Malaysian border. Ko Lipe is on the border of the Tarutao National Marine Park and is directly south of the larger islands Ko Adang and Ko Rawi, and about 50 km from the island of Ko Tarutao. It was originally settled by a group of sea gypsies originally from Malaysia, known as the Urak Lawoi' people.

2.3 Ko Rok Nok

Asia Marine Cruising Phuket Area Overview – 2020: Brilliant white-sand beaches, crystal-clear water, expansive coral reefs and metre-long monitor lizards: welcome to Ko Rok.

Protected as part of Mu Ko Lanta National Park, these gorgeous twin islands boast some of the finest snorkelling in Thailand's Andaman Sea. Roughly the same size, they sit only 250 metres apart, with hard and soft coral covering the channel in between.

2.4 Ko Muk

Asia Marine Cruising Phuket Area Overview – 2020: Ko Muk is mostly occupied by sea-facing towering cliffs to the west. On the east side of the island is a village of fishers who have still maintained their ways of life as islanders. On the island to the west is Tham Morakot, a sea cave. With light from the outside, emerald water can be seen inside the cave.

2.5 Ko Lanta

Asia Marine Cruising Phuket Area Overview – 2020: Koh Lanta lies on the West coast of Andaman Sea in between Krabi and Phi Phi Island. Stunning scenery, fantastic white sandy beaches, coastlines have more than 70 small islands and plenty with forest, coral reefs and under water life. The geography of the island is typically mangroves, coral rimmed beaches, and rugged tree covered hills. Lanta is far away from the main towns of Phuket and Krabi, and offers a far more peaceful version of Thailand. In fact, so peaceful that 1 day might not be enough!

2.6 Krabi

Asia Marine Cruising Phuket Area Overview – 2020: Heading South from Phang Na, you approach Krabi and the beach at Ao Nang Bay. There you will find many resorts, shops, restaurants and nightlife spots. Just to the South is the world famous Railey Beach, protected from road access by rock walls on either side. Here you can do some kayaking or rock climbing. Further South the place is very good for diving and snorkeling.

2.7 Ko Phi Phi

Asia Marine Cruising Phuket Area Overview – 2020: Spectacular cliffs rising vertically out of the clear blue sea, idyllic tropical beaches, and lagoons surrounded by rock walls, have made Phi Phi Islands famous all over the world. You can snorkel in warm turquoise water in secluded bays, see the famous Maya bay, used in Leonardo di Caprio's hit movie 'The Beach' and head ashore to enjoy a beachside massage. In the evening you can eat and relax on the Yacht or head ashore and enjoy the restaurants and nightlife of the island.

2.8 Phang Na Bay

Asia Marine Cruising Phuket Area Overview – 2020: You can cross through the heart of the bay from Phuket to Pan Yi fishing village. An incredible sea village island made of houses atop stilts, complete with homes, shops, schools, mosque and even a market. After exploring Pan Yi you can visit at the North end of Phang Nga Bay: The James Bond Island which was made famous by appearing in the James Bond film "The Man with the Golden Gun". Phang Nga Bay is one of the Natural Wonders of the World.

2.9 Phuket



Asia Marine Cruising Phuket Area Overview –

2020: Near the main island of Phuket, there are numerous small islands off the east coast that can be explored on your final day. It will be temptation to see them all but you will have to make a choice. Maybe do some snorkeling at Coral Island, or feeding the fishes from

the beach at Khai Nok. You often see dolphins and occasionally whales in this area so always keep your camera handy to capture unforgettable moments of your cruise around Phuket.

Enchantress – July 2023: I have a great place to recommend in Phuket.

<https://junkyardtheatre.com/> Dinner Cabaret right next to Ikea store. Unique in Phuket, guarantee to enjoy. Disclaimer...I was affiliated with the show for 9 months and now friends of the owners. It is such great entertainment I try to support it. Ask for a front table if it is possible but they are all good. Easier to get with a group.

2.10 Ko Racha

Asia Marine Cruising Phuket Area Overview – 2020: West of Phi Phi is Racha Islands, a true tropical paradise 12km South of Phuket. The waters are crystal clear and the sandy beaches are snowy white. The waters around Racha Islands are best known as excellent diving and snorkelling daytrip destinations.

The other large bay, Ao Siam, is a pretty place where lonely strolls in solitude are possible.

2.11 Similians

Asia Marine **Cruising** Phuket Area Overview – 2020:

2.12 Surin

Asia Marine **Cruising** Phuket Area Overview – 2020:

2.13 Ranong

Ranong Tourism Site – 2023: Ranong is the most northerly province on Thailand's Andaman coast, located 568 kilometres from Bangkok. Ranong is known for its long rainy season, which lasts for 8 months each year. A mountainous and heavily forested province, Ranong is best known for its capital City of the same name, which serves as a major Fishing and trading port. It was originally settled by the Hokkian Chinese, and their strong influence remains evident in the town. Ranong town is also a gateway to Myanmar, with colourful longboats ferrying produce and people across the narrow divide that separates the two countries. The traffic is even heavier

these days since a casino opened at Victoria Point in Myanmar. Just outside of Ranong town are the famous Ranong hot springs, where an arboretum and various first-class hotels cater to visitors eager to benefit from the medicinal properties of the mineral waters.

Visitors should not miss these attractions when visiting Ranong:

- Ranong Governor's Grave, the Chinese grave of Phraya Damrongsucharit Mahisornphakdee (Kho Su Chiang), the Ranong's first governor. The grave land was dedicated by King Rama V, located on a small hill. Both sides of the grave are 15-meter-high ancient stone dolls. The grave is near waterfalls and Souvenir shops;
- Ton Phet Waterfall, the 11-level beautiful waterfall with all-year-round cascades from the source of water from Phota Chong Dong mountains which is the highest mountain in Ranong; Ngao Waterfall, located in Tambon Ngao which is now the area of Namtok Ngao national park. The water flows down from the high mountain ridge, so it can be seen from afar. Panda crabs, the latest-found crab species in the world, can be found in the waterfall area;
- Phukhaow Ya (grass hill) or Khaow Hua Lan (bald hill) or Khao Phee (ghost hill), the treeless hill with green grass. In the rainy season, the hill becomes lush and hill, but in summer, the grass dies, and the hill becomes brown
- For a real off-the-beaten path Thai island, Ranong's Phayam is one of the least visited in Thailand.

Victoria Point or Koh Song is an Island in Myanmar with the Kraburi River separating between Myanmar and Ranong. It is the centre collecting Local products such as Jewellery, wickers, Myanmar's lacquerware. Tourists can take a long-tailed boat to Myanmar with the ticket price 200-300 baht. Before going to Myanmar, you have to go to the immigration office first.

If visitors fancy to spend a few nights on an island, Koh Phayam is good choice. It takes about 1-2 hours from the pier at Ranong estuary to the island. The island is known for its white sandy Beach and a place for planting cashew nuts. A number of sea gypsies live on the island, and you can rent a private long-tailed boat for 1000 baht to go back to the mainland.

Some don't-miss festivals are Phra Tham Phra Khayang Fair, the fair is held during Chinese New Year's Day for 3-7 days. People can go to Khayang Cave to pay homage to holy things; Ga Yu Fair, every March is the time when Ga Yu trees or cashew nut trees are fully ripe; Image Boat Procession and Races, boats will be beautifully decorated, and the Buddha image will be placed on the boat. The boat will be paraded along with the Kraburi River community.

2.13.1 Diving

Padi.com – Mar 2023: Diving in Ranong is known for untouched sites with few crowds. It's possible to dive here for a week and not encounter another boat. Ranong's marine creatures are not yet tamed by the presence of divers so behaviours you see are lovely and natural. This precious experience is becoming rare.

Whale sharks, manta rays and bowmouth guitar fish hang out on deeper seamounts. Drift along with shrimp and pipefish as barracuda and mackerel hunt and frogfish take a walk. Eagle rays swoop, nurse sharks shelter and leopard sharks rest on the sand.

Deeper sites have strong currents, but huge sea fans and tunnels filled with glassfish are a visual feast for experienced divers. Small offshore islands swirl with life, while divers lap up deep drop-offs and pinnacles. Diving in Ranong is a wild ride.

<https://www.padi.com/diving-in/ranong/>

2.14 Ko Panyee

Sail SE Asia – Dec 2019 – Good Anchorage and Warning:

Anchorage location: 8° 21.483' N / 98° 29.609' E

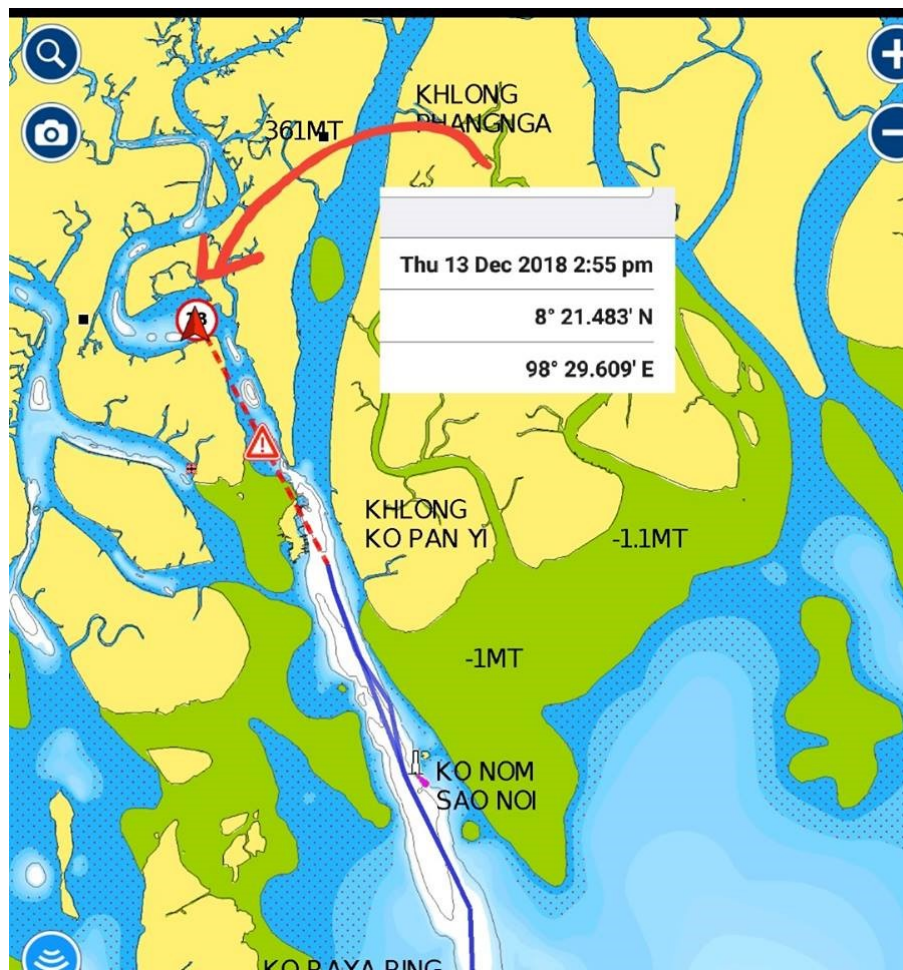
We were recently anchored in a river not far from Ko Panyee and while away from the vessel for several hours a thief gained entry via an unlocked hatch and stole my mobile phone and a substantial amount of cash from my wallet. It was my fault entirely not ensuring the hatches were all locked.

Based on the postings of others on this forum our first reaction was to put it down to experience and move on however we decided to report it to the police in Phang Nga so they were aware that there had been a problem.

What happened as a result was totally unexpected and contrary to other reports we have read about where police were disinterested or did nothing about our situation.

First of all, after explaining what had happened, they brought in an interpreter who helped us prepare a statement. Surprisingly this was handled by one of the senior officers not a desk clerk.

Shortly afterwards two people (Pack and Milk) arrived from the Tourist Assistance Centre to help us refine the report and offer their assistance. In the meantime four officers were assigned



to check CCTV footage at Panyee and make enquiries about a local boat that had been acting suspiciously around the time the theft occurred. They also involved a technical chap to contact my phone service provider to see if the phone could be located on the local cell network as well as through the internet

While we were about to leave feeling assured and really pleased to have been provided with such outstanding attention they stepped up the service to

an even greater level. Together with two forensic officers and three other senior personnel we were ferried back to our boat so they could check for any fingerprints. Since then we've received follow-up calls from the Tourist Assistance Centre and wait today to see if any matches came up on the police database, or if their enquiries have achieved any results.

So, while it is possible this is not a common experience, the purpose of my post is two-fold. Firstly, if you are anchored in an isolated spot ensure your boat is secure while you are absent. Secondly, don't assume the local authorities will do nothing to assist you. It may surprise you as it did in our case.

BTW For those who haven't visited the Ko Panyee area it is one of the most picturesque areas we have visited in our sailing adventures in Thailand.

Please note that this location is frequented by local fishermen and as a courtesy we have anchored close to the entrance well out of their way so their nets don't get fouled (see attachment).

The depth is generally between 5-6 metres with drying banks on the NW side.

There is spotty or no internet (a blessing to some).

Longtails are available from Panyee to any one of three wharves in the area and it is a short taxi ride to Phang Nga to re-provision.

This is a quiet and isolated location and while word has gotten around about our experience please remember to secure your vessel. Fishermen will no doubt offer to sell some of their catch.

Above all this is a Muslim community and we ask that all visitors respect their customs for the benefit of others who may one day enjoy this wonderful region.

3 Thailand's East Coast, S and W of Pattaya

Organized south to north up the coast from E Malaysia.

3.1 Songkla

Schnuckelputz - 1998: 7°14N 100°35'E. Busy fishing port, well buoyed if you want to go in. Lots of boat hardware available. If you don't want to do Immigration here, you can anchor off, dinghy in and get tuktuk to town. Inside the harbour there is nowhere to leave the dinghy so you need to flag down a long tail boat. European prices are applicable! Very nice town. A low lying piece of coast along here, and you can anchor practically anywhere. There are many fishermen to watch out for. Tide changes at Songkla. Now Incomings flows north and Outgoing flows south.

Note: "Schnuckelputz" often goes all the way from Pulau Perhentian straight to Ko Samui. Takes about 3 days and 2 nights. Course is well away from the coast and the fishermen and avoids some of the tide influence and drift nets. Generally follow the two lighted small islands on way up.

Krios - 1997: Anchored in opening between Ko Katen & Ko Mat Sum, S. of Ko Samui. (09°23'N, 099°58'E).

3.2 Koh Samui

Sail SE Asia - Sep 2023: Now that we have departed Koh Samui, I am finally comfortable talking about this. Yachties, do NOT store your tenders on the beach on the west end of Ao Bophut. We returned in the morning after arrival, a month ago, to find our dinghy with seven (7) holes made by a rusty nail in all tubes of our tender. Not a friendly place to bring your tender ashore.

This is NOT a "do not visit Koh Samui" warning. Please, read carefully. Koh Samui is an amazing place to enjoy as a sailor. I am advising yachties to not bring dinghies ashore at the west end of Ao Bophut.

Response: Mid-beach at Bophut and there is an amazing sea sport kiosk in front on Hansar Resort run by the friendliest Thai lady (Khun Mooiy) who helped us for 4 weeks keep our tender safe and treated us so well. Can't say enough good things about her and her team.

Schnuckelputz - 1998: Chaweng Beach is the "tourist" beach. Very noisy. Anchor on northern side. Go to Nathon (by tuk tuk) for shopping and Customs and Immigration. Good shopping here, can get anything you want.

Krios - 1997: The main recreational establishments and beaches are on Samui's east and northeast coasts. We skipped the surfy Larnai Beach and went farther north to the Imperial Hotel, Chawang Noi (09°30'N, 100°03'E). The friendly Dutch manager invited us to use all facilities. In order to get fuel from a gas station close by, we anchored near a wooden dock (09°35'N, 100°00'E) at Mae Nam in the north. They deliver by truck.

3.3 Koh Pha Ngan

Schnuckelputz - 1998: Anchor at top of island at Tong Naipan. Can also anchor at Hadrin (Avoid Hadrin at full moon there are midnight parties on beach with lots of white tourists misbehaving and doing drugs!) Has ferry. Good shopping.

Krios - 1997: Much less developed than Samui, the backpackers take advantage of the lower prices and more primitive lodgings in the majority at Aow Rin Nok, Thong Reng (09°45'N, 100°05'E), Thong Nai Pan and Hat Khuas, which have pleasant anchorages.

3.4 Koh Tao

Schnuckelputz - 1998: 35 miles from Koh Samui. "The" place! - best scenically and diving. Mooring buoys available. Wait till dive boats go. Great snorkeling and restaurant food good and reasonably priced. Stores are expensive at Koh Tao.

Krios - 1997: Koh Tao is considered a paradise for divers, due to the deeper water. There is one particularly protected spot, advertised as the "only place in the world with three joint beaches" (a sandbank that connects Koh Nang Yuan to two other ones).

3.5 Pattaya / Bangkok Area

Songbird – March 2017 – Pattaya, Ocean Marina: Very secure marina with good facilities. Has good range of boating shops and workshops, (run by EX Pats from Australia and UK). Chandlery, Sail loft, Engineers, Haul out yard and work crews.

Quite expensive for Thailand. Haul out facilities good, although not great to live onboard if out of the water. (fair amount of cheap accommodation available not too far away). If hauled out, be aware you still need to pay for your wet berth as well.

About 10km from Pattaya city but main road just outside marina and local Songtow is cheap to catch, with Tesco and Macro along the way.

Clearing In and Out of Thailand in Pattaya is quite a challenge. They are not used to yachts here. You can use an agent to assist, but they are quite expensive, so we did it ourselves. Hired a motorbike, rode to the other side of the main town and finally found the Marine Office (Harbour Master), only to be told that it has to be done online. Tried to do this, but it is all in Thai, so had to find someone fluent in Thai to assist us.

Immigration office is in the main town. We were there first thing in the morning with the right paperwork, but got charged a fee, plus an Overtime fee (9am in the morning!!). Then to Customs which is at the airport, 50km south of Pattaya. No one spoke English, but they were very helpful and friendly. Whole process took 2 days!

Clearing out, was similar. Harbour Master stuff done online but still need to go to their office and pay a fee. (200Baht, but fee varies daily).

While in Pattaya, definitely go to see the Sanctuary of Truth Temple. Just north of Pattaya and a mixed denominational temple hand made all out of wood. Simply stunning! Also the quiche Norng Nooch Park south of Pattaya.

An incredible and indescribable place. A MUST see!

Schnuckelputz - 1998: Pattaya is a 2 day journey from Koh Samui. It is always a bit rolly, and very dirty- no sewerage system. Islands around Pattaya not very exciting. However, it is a safe anchorage, and "Schnuckelputz" was left on anchor for a couple of days in order to visit Bangkok.

A little south of Pattaya is Jomtien Beach which is cleaner but water scooters are out from dawn till dusk.

3.6 Koh Lam & Koh Kram (Just S of Pattaya)

Songbird – March 2017: KOH LAM and KOH KHRAM, south of Pattaya are off limits to go ashore as they belong to the Thai navy. You can anchor in the bays overnight if needed.

4 Thailand's East Coast, E of Pattaya

Organized W to E from Pattaya to the Cambodian border.

4.1 Koh Samed

Songbird – Mar 2017: 12 34.790N 101 27 399E North coast

Popular ferry day trip island from mainland and also popular weekender for boat owners from Pattaya and Bangkok. Quite touristy with lots of resorts and restaurants. Still has nice feel to the place. Anchored in 5-6m on sand.

Schnuckelputz - 1998: Beautiful beaches. In 1993 dirty ashore.

4.2 Chantiburi

Schnuckelputz - 1998: Famous for gemstones. See lots of Cambodians here. You can go to Klong Yai at the border with Cambodia, but it's more a border crossing for local people, not foreigners. "Schnuckelputz" didn't go to Cambodia.

4.3 Koh Chang

Songbird – Mar 2017: 11 58.647N 102 22.790E Salak Phet. Southern side of island. Deep bay.

Map shows shallow, but we went half way into bay and anchored in 4-5m. Anchored near jetty with half dozen other yachts, some on moorings. These belong to Gulf Charters, who also work from Pattaya and Koh Samui. (Their web site has excellent guide for these waters.) Small German restaurant at end of the first pier. Small marina further into bay, but believe it can get quite shallow. Stunning mountainous scenery around bay.

Songbird – Mar 2017: 12 08.523N 102 15.512E Ao Khlong Son. Northern Bay.

Anchored in 4m in large bay. Dingy upriver at SE corner and up to a newish marina. Sadly, the river is very shallow and even in high tide, it would be difficult to get to with a yacht. Small town here and main road to get to main town on island. Apparently there is a bigger and better marina on the north side of the island.

Schnuckelputz - 1998: is a large island not far from the mainland and is in the Province of Trat. The only decent anchorage is right at the bottom of the island. Across the channel on the mainland is Laem Ngob, which is a shallow anchorage and you have to keep some distance out. From Laem Ngob buses run to the main town of Trat where there is an excellent market and supermarkets - cheap compared to the tourist islands of Phuket and Ko Samui. Laem Ngob is the take off point for ferries to the outlying islands. There is a large fishing fleet unloading "live" fish for Bangkok. A few restaurants at Laem Ngob, but no real shopping. There is talk of a bridge being built to connect Ko Chang with Laem Ngob.

4.4 Koh Mak

Songbird – Mar 2017: 11 48.565N 102 27.736E South bay

Quaint, slow paced village. Few cars, mainly motorbikes and bicycles. Almost hippy feel. Mostly backpacker accommodation. Lots of small restaurants. Can anchor on north side of island but we didn't.

Schnuckelputz - 1998: Is a 5-6 hour trip, weather permitting, from Laem Ngob. Very nice anchorage on NW side but if a strong NE blowing then a large swell rolls in. In NE monsoon there is a good anchorage on the South side. If very windy then it's impossible to go to Laem Ngob.

4.5 Koh Kut

Songbird – Mar 2017: 11 35.464N 102 33.925E Ao Phrao Beach

Anchored in 5m on sand. Resort on beach with mostly European tourists. Dinghy up river to school and small Buddhist monastery. Some small nice restaurants inside river mouth.

Songbird – Mar 2017: 11 36.731N 102 31.977E Bang Bao Bay

One of our favourites! Very sheltered from all but West wind. 5.7m on sand. Good holding. Half dozen resorts along beach. Very pretty. Restaurants onshore. Can hire motorbike to see island.

Next bay north (went here by dinghy), Ao Khlong Chao

Take dingy up river, close to end, go ashore and walk last few 100m to waterfall for nice swim.

5 Thai Words for Sailors

From US Sailing Directions Pub 161, Glossary

Chinese

English

A

an.....embankment, bank, shore, coast cliff

an-chiao..... submerged rocks, reef

anjiao..... sunken rock

anshashoal, sandbank

ao.....bay, cove, inlet, dock

B

bandao..... peninsula

bei..... north

bi nose

bodi anchorage

buvillage

C

cao..... channel

cha.....lock, dam, floodbarrier

chau.....see chou

chao.....bog, marsh

chen.....town, market town

ch'eng city, walled town

chi.....obstruction, ledges in river

ch'i.....stream, river, head, cape, point, mountain, seven

chia.....cape, bluff

ch'ia.....customs barrier

chiang..... river, shoal, harbour, port, inlet, channel, sound

chiang-tao.....channel, strait, sound

chiao.....creek, rock, reef, shoal, islet, cape, point

ch'iao..... bridge
 chien.....mountain, peak
 ch'ien..... shallow, shoal
 ch'ien-lai..... bank, shoal
 ch'ien-t'an..... bank, shoal
 ch'ien-tuibank
 ch'ih.....pong
 chih-chiang-taoreach
 ching.....capital, city isthmus, ford, ferry
 chiu.....nine
 cho.....see chou
 chou..... island, bank
 chow.....see chou
 ch'uanstream, river
 chuang.....village
 chueh.....cape, point
 chung.....middle, centre
 ch'un-tao..... archipelago, group of islands
 chu-tao archipelago, group of islands
 cun.....village
 D
 da.....big, great
 dao.....island
 daozi.....island
 diantan.....patches
 ding.....top
 dizui landspit
 dongeast
 E
 erh.....two
 F
 fangbodi..... breakwater
 feng..... mountain, peak
 fou..... port
 fu..... province capital

G

gangport, harbour, mound, hill
gangchi basin
gangkouport, harbour
gaojiaopromontory
guanchang..... square

H

hai sea, gulf
haibinbeach
hai-ching..... strait, channel
haidisea wall
hai-hsia strait, channel
haikousea mouth
hai-k'ouchannel entrance
hai-pin.....seashore, beach
haiqu water area
hai-wanbay, gulf
haixiastrait
hangdao.....fairway
hang-lu.....fairway
hangmen pass navigable to ships
he river
hei black
ho river, waterway
hourear
hsiwest, mountain, stream
hsia.....strait, gorge, lower
hsiang.....rural area, village
hsiao..... small
hsien.....district, district capital
hsin new
hsu..... island
hsuan.....eddies
hu lake
huangyellow

hungred

J

ji..... village, town

jia headland, point

jian top, peak

jiang river

jiao reef

jiaopoint, cape

jiestreet

jiuold

K

kan.....dry, harbour, port

kan.....see chiang

kang..... mound, hill

kao.....high

kao-chiao.....promontory

kao-juanplateau

kau.....see k'ou

kiang.....see chiang

kiao.....see chiao

kou or k'ou ..mouth, river entrance, port, inlet, ravine, gully

kow.....see kou

kuvalley

ku-k'ouravine

kuan.....barrier, customs

kuo country, kingdom

L

lan.....reef, blue

lanjiangshabar

lao.....old

ligravel, shingle, inner

liedao.....group of islands

lieh-taosee liedao

lieh-yeh group of rocks

linforest

ling ridge, mountain, mountain range

liu stream, current, six

lu road

M

man.....seemen

maodi anchorage

mao-ti.....see maodi

men.....gate, pass, channel, strait

miao temple

mu trees, wood, grave

munsee men

N

nan.....south

nei..... inner

nei-ao basin

n'i.....mud

O

osee ao

ousee ao

P

pa..... embankment, quay, eight

pai.....reef, white

pangsee peng

pan-tao see bandao

paotown village, rampart

p'ao-t'ai..... port

peisee bei

peng creek

pi..... cape, nose

piaorock, islet

p'ing-chou level shoals

p'o arm of the sea

po-ti..... roadstead, anchorage

puvillage

p'uinlet, creek, village, town, rampart

Q

qianfront

qiantanshoal, bank

qu area

qundao archipelago

qunjiao reefs

S

san.....three

san..... see shan

san-chiao-chou.....delta

seu..... see hsu

sha..... sandbank, islet, sand, low sandy point

sha-chiao.....sandspit

sha-ch'iu.....sand dune

shan.....mountain, hill, island

shang.....upper

shan-hucoral

shan-hu-chiaocoral reef

shan-momountain range

shan-sha bar, sandbar

shan-tienmountain summit

shao..... small, few

shatan.....sandy shoal, sand flats

sha-tsui.....sandspit

shatui.....sandbank

shazhou.....sandbank

shazui.....sandspit

shen..... deep

sheng.....province

shirock

shihcity, market, store, rock, hill

thih-t'ai.....ridge of rocks

shih-ti.....swamp

shu.....tree

shu-lin.....forest

shuiwater, river
shuidao..... channel
shui-lu.....channel, passage
shui-tao seeshuidao
sitemple
ssu.....monastery, temple, four
su..... seehsu

T

ta.....tower, great, large
t'a.....pagoda
tai see tui
tan..... flat
t'an.....banks, flats, rapids, lake
tang.....village
t'ang.....embankment, pond
tao.....island, road, paddy field
t'ao.....bay
tao-tzuislet
tau.....see tao
tautze..... see t'o-tzu
ti embankment, dyke, earth, ground, place, low, bottom
t'ien.....arable land, field
ting summit, mountain
t'o.....stone, rocky eminence
t'o-tzu stone, rocky knob, islet
tou or t'oucape, headland, point
t'ou-tzucape, headland, point
tow see tou
tsui..... cape, point, spit
tsui-tsu..... cape, point, spit
tsui-wei..... cape,point, spit
ts'unvillage
tu ferry, ford
tuan.....village
tuimound, bank

tui-tsui.....bank, spit
 tunvillage
 tung east
 W
 wa..... swamp
 waiouter
 wan.....bay, gulf bend in river
 weiheadland, tail. walled town
 X
 xi.....west, creek
 xiastrait
 xiancounty
 xiaosmall, little
 xin..... new
 xuvillage
 Y
 yai cliff
 yanrock
 yang ocean, enclosed portion of the sea, channel
 yehmoorland
 yenembankment, dyke, rock, reef, cliff
 yen't'an.....salt pan
 yen-tien.....saltpan
 yen-ch'ang.....saltworks
 yuisland, islet
 yunhe canal
 yun-ho..... canal
 Z
 zhaivillage
 zhang.....mount
 zhen.....town
 zhongmiddle, central
 zhoushoal, islet
 zhuang.....village
 zuipoint, spit

zeizi.....point

zulangdi breakwater

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A

ap.....hamlet

B

ban.....village

ban dao..... peninsula

ben tau.....seaport

bien.....sea

botinlet

C

cang.....mountain

chu..... hill, mountain

cua.....mouth of river

cudao, culaoisland

D

dar, dia..... river

doihigh hill, cape

duong ocean

G

giang..... large river

giong hill

H

hon small island

hoang..... lake, lagoon

K

kas.....island

khumvillage

kinh strait, canal

kompongvillage

L

lang.....village

luon irrigation canal

M

muicape, point

muon g irrigation canal

N

nhai thiriver port

nui hill, mountain

nuocriver, water

O

oan gulf

ong stream

P

phnom.....hill

pho branch of river

phum.....village

poulu..... island

prek..... stream

Q

quan dao..... archipelago

R

rach stream

ran.....breaker, reef

ranh..... canal

roc..... canal

S

sa.....sandback

se, son, song..... river

soung, sung..... island

stoeung..... river

T

than shallows, bar of river

thom.....under water

tieu reef, coral reef

tong, tot.....mountain

tram..... woods

tranh.....village

V

vam river mouth

vinh.....bay, gulf

W

wattemple

X

xa, xomvillage

xeo stream

xuyen river