

The Malaysia Compendium

A Compilation of Guidebook References and Cruising Reports
Including Singapore, Malaysian Borneo, and Brunei



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

Rev 2024.1 13-Jan-2024

We welcome updates to this guide!
(especially for places we have no cruiser information on)

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The current home of the official copy of this document is <http://svsgogypaws.com/files/>

If you found it posted elsewhere, there might be an updated copy at svsgogypaws.com.

Revision Log

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

Rev	Date	Notes
2024.1	13-Jan-2024	Updates on Haulout facilities in Malaysia. Update on checking in at Tawau, and adding info about ESSCOM in northern Sabah. Contact info for Puteri Marina.
2023.3	05-Oct-2023	Cruising update on East Coast Malaysia. Cruise details on the Rajang River Delta, Sarawak. Updates on flying in and out of Malaysia. Updates on insurance requirements.
2023.2	10-Aug-2023	Many updates throughout the document.
2023.1	05-Mar-2022	Major updates throughout the document, especially regarding Pangkor Marina services.
2022.1	30-Sep-2022	Some minor updates as I start to think about cruising into Malaysia... more coming soon!
2021.1	01-Apr-2021	Update on Marina in Kuah
		Langkawi Diesel Fuel update, details on Pangkor Marina. Insurance requirements for checking in to Malaysia. Importing emitting electronics into Malaysia. Some info on Prospect Dockyard in E Malaysia, and a specific section created for boatyards and marinas on the East Coast.
2019.1	07-Aug-2019	Various small bits from Sail SE Asia FB group. Major update on Langkawi check-in procedure/requirements. Dinghy theft in Terengganu. Weather on east side of Malaysian peninsula in June. Warnings on a bad contractor in Puteri. Updates on the Batu Uban Marina in Penang
2018.3	19-October-2018	Flying to/from Pangkor. Getting diesel in Tioman. Marinas and anchorages on the east side of the Malaysian peninsula. Some important Penang updates. Possible changes in arrival procedures in Singapore. Malaysia formalities updates.
2018.02	13-Jun-2018	Added links to FB groups, anchorage comments in Penang, doctors in Pangkor. Anchoring in Johor Baru. Note on Electrical shop in Singapore. Update on Port Klang. Added several Facebook group links, and some Recommended Reading.
2018.01	07-Feb-2018	Updates on Singapore Facilities, and places on the east coast of the Peninsula. Gua Cave near Ipoh as sightseeing trip.
2017.01	09-Jan-2017	Brick House's info on checking in to Singapore
2016.01	24-Feb-2016	Added comments from Yindee Plus on Senibong Cove Marina
A.04	08-Dec-2015	Fixed a problem with formatting Senibong Cove Marina (wasn't showing as a separate section).
A.03	15-Aug-2015	Updates from Soggy Paws delivery/cruise from Western Peninsular Malaysia across the top of Borneo and on to the Philippines.
A.02	05-May-2015	Updates from our own (flying) visit to Singapore
A.01		Added Savannah's notes on Borneo and Solita's notes on

		Brunei.
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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 and now the SE Asia countries.

We normally start a compendium as a research document for a country/area we plan to visit. It starts as a way to organize our notes, and ends as a way to share what we've learned after we've cruised the country. Sometimes, we continue to get inputs after we've left, from Facebook Groups and email. Anything useful I find, I add into the document.

We have only spent about 2 months in Malaysia—on a “delivery” after picking up a new-to-us boat from Pangkor Marina and taking it back “home” to the Philippines. We hope to eventually spend more time in Malaysia.

If you haven't yet found our other 'Compendiums', they're available online at

<http://svsoggypaws.com/files/>

This is not intended to replace any 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.

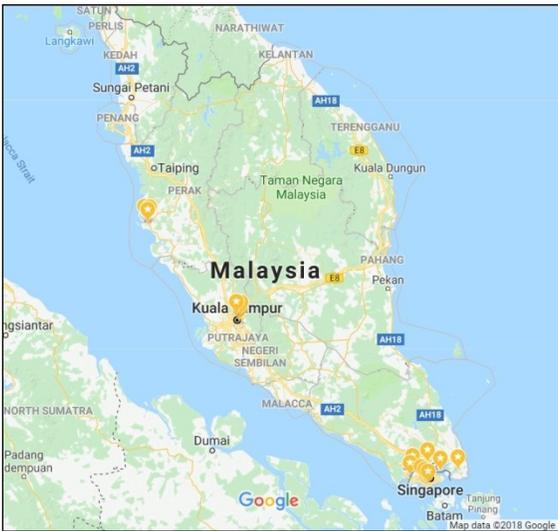
To compile this 'compendium', we have used all sources at our disposal, including websites, blogs, emails, and our own experience. We always try to indicate the source of our information, and the approximate time frame.

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 in 4 major sections...

- East and West Peninsular Malaysia
- Singapore
- Malaysian Coast of Borneo



1.2 Overview of the Area

1.3 Time Zone

All of Malaysia is on the +8 UTC timezone, with no Daylight Savings Time.

1.4 Weather In This Area

Because Malaysia spans such a large area, and because the Monsoon seasonal changes have such a big impact on the weather, pay close attention to the time of year being mentioned, and the locale.

In general, cruisers arrive in west coast of the Malay peninsula with the Indo rallies around October. They cruise N up the west coast and end up in the big yachting centers of Penang, Pangkor, or Langkawi, or in Thailand. Then come spring, they head back south to cruise Indonesia. The SW Monsoon arrives around May/June and makes anchoring out in Langkawi a little difficult.

Cruising the east coast of the Malay peninsula is usually done in the SW Monsoon months.

The Malaysian part of Borneo during SW Monsoon can get some horrific thunderstorms in the area of Kota Kinabalu.

1.4.1 General Weather Conditions

Noonsite - 2010: On the coast the temperatures do not rise too high in this tropical climate, averaging 70-90°F (21-32°C). November to February is the rainy season when sudden downpours are frequent, especially on the west coast. The NE monsoon is from November to March, but on the west Malaysian coast local land breezes have a major effect on sailing conditions.

Carillion - 2007 - Eastern Malaysia: From Singapore northwards to about 2°N we had no wind and mostly thunderstorms. From 2°N we had light winds from the SE to the SW, increasing to around 15kn from mid morning to late afternoon some days. Thunderstorms with winds from the W or SW up to about 25kn some afternoons and overnight. The thunderstorms became much less frequent as we moved north.

There was a very light swell from the NE in early May near P. Tioman but not enough to be a problem anchoring on the east coast of the mainland or islands. From mid-May onwards the swell was mainly from the south east, but not very big.

We had northerlies while we were at P. Redang and P. Perhentian which caused quite a swell in the channel between the two Perhentians and in the bay to the north of Perhentian Kecil (Long Beach). However the big bay to the south of Perhentian Besar, Teluk Dalam, was very sheltered.

Watermelon - 1998 - East Coast of Peninsular Malaysia: Traveling north from Singapore to Tioman the current is 2-3 knots in both monsoons: the incoming tide runs south, the outgoing tide runs north. Can get weather for Gulf of Thailand from Bangkok Radio. 0800 - 0830 local time - 6765.1 and 8743.0 (Times: 0600-0800, 0900-1100, 1200-1400, 1500-1700, 1800-2000, 2100-2300 GMT) First given in Thai, then in mechanical English.

The months of November through February are rainy and stormy, and the locals say it is not good weather on the east coast. Some resorts are closed. During the SW monsoon, June to November, weather is generally clear and calm, but somewhat violent electrical storms will come off the peninsula. Winds can gust to 30 knots, and it can get uncomfortable. The local boats generally seek a harbor protected from the west. These storms are usually of short duration, but the seas will be unsettled for hours afterward. It is for this reason that during the SW monsoon it is suggested that anchorages be sought on the East and NE coasts of the islands.

Almost all anchorages are roly to some extent, but we did not find any anchorages that ever got as bad as Ko Rok Nok or Ko Racha Yai on the W coast of Thailand, so "roly" is a relative term. Only after one unusual squall that came out of the east were we uncomfortable with the resulting roll, which laid down within three hours.

Prevailing wind usually SE, not SW. Squalls from SW -> W.

We left Sevana Cove Marina late - in early July, about a month after REVERIE. We did not experience the squalls and practically daily storms that they did. NOM DE PLUME was still anchored at the Causeway near Johore Bahru and were hit by lightning that first week of July. Do provision well before leaving Singapore/Johore Bahru - you won't want to go to the mainland and there is very little to be had in the islands. Some food can be obtained in Tioman Island.

British Admiralty Pilot - Climactic Data:

Monsoons: NE Monsoon between Nov. and Mar., winds stronger than in SW Monsoon.
SW Monsoon from July to August.

Seas: April - May has 80% smooth seas, also Sept.-Oct.; both transitional periods.

As the SW Monsoon develops, the seas increase.

Gulf of Thailand is fairly sheltered in both monsoons.

Tides: Dominated by oscillation in the Pacific Ocean. Tides enter from the north, heading SW through S. China Sea with a branch taking off at 7°N turning into Gulf of Thailand.

Tidal Streams of East Coast of Malaysia seldom exceed 1½ knots and set S on a rising tide and N on a falling tide - this is reversed further north on the West coast of Gulf of Thailand.

River mouths have strong tidal flows 2-3 knots, increasing after rain.

Currents: Influenced by Monsoon winds giving a SW set in the NE monsoon (Nov-Mar), and NE in the SW monsoon (June-Aug).

Currents dominate the tides and when current and tides join direction the flows can be 3 - 3½ knots.

Weather: Dominated by the large anticyclone over S. Siberia in winter (Jan.) and the low pressure cell over N. India in July. Pressure gradients slacken during the transitional periods of May and October.

Tropical depressions can form between Oct.-June on the east side of Philippines, and more common in March-May, and move W or NW generally north of 10°N. However, they can move in a zone from 6°N in March to 16°N in August, and from 160°E in Jan. to 140°E in June, moving NW in spring and SE in autumn.

The frequency of winds of 28 knots (force 7) or more in winter is 5% or less south of 10°N.

The wet season on E. Malaysia coast is mainly Oct. to Mar. North of Terengganu the wet is more Sept.-Jan., and for the Bangkok area the wet season is May to Oct. (above 9°N).

1.4.2 Weather Sources – With Onboard Email

Most of Malaysia cruising is coastal, and Malaysia has a fairly developed cell phone network. Only on the passage between Singapore and Borneo did we break out our Iridium.

The Winlink and Sailmail networks in this area are almost un-reachable.

1.4.3 Weather Sources – Voice

1.4.4 Weather Sources – Internet

The Malaysian Met. Office has marine forecasts at

www.met.gov.my/web/metmalaysia/forecasts/marine/fishery

See also

www.met.gov.my/web/metmalaysia/observations/radar/malaysia for current rainfall.

The Singapore Met Office marine forecasts are recommended:

<http://www.weather.gov.sg/weather-marine-shipping-bulletin>

Nullsoft Link centered on SE Asia:

1.5 Customs & Immigration

Note, this Compendium covers 3 different countries... Malaysia, Singapore, and Brunei. Pay attention in particular sections to the differences in each country for clearing in/out!

Noonsite – October 2018 - Malaysia: Yachts are only allowed to enter at one of the official ports of entry.

It is important to fly the Q flag on arrival.

Clear in with the Marine Department, also called harbour master's department (arrival report and ship's papers), Immigration (crew list and passports), Customs (list of ship's stores and last port clearance) and Health (crew list, animals and health certificates). The Health department may also require a de-ratting certificate or a de-ratting exemption certificate.

At some marinas (Puteri Marina, for example) the marina personnel will take the papers to the appropriate offices for you, usually for a small fee.

When clearing out, all the above offices must be visited and a port clearance must be obtained from customs.

Yachts are only allowed to leave Malaysia from official ports of entry, but if one wants to sail on to a place, which does not have facilities for clearance, permission may be obtained when the port clearance is requested.

If clearing out to proceed to Thailand, ensure that crew who are planning to leave your boat there are noted as "passengers". This will avoid them having to place a bond which can be difficult to recover.

Fees: There are no fees for clearance during normal working hours.

Overtime fees are charged for clearance after working hours, at weekends and on public holidays. Penang has a 24-hour clearance service, but overtime is payable 1800-0700.

All vessels under 15 GRT are exempt from paying light dues.

No harbour fees are payable by vessels under 200 GRT.

Restrictions

- The Security area Pulau Song Song and firing ranges as notified in Notices to Mariners are prohibited areas.
- Vessels are not permitted to sail from 1800hrs to dawn in the waters along the coast of Eastern Sabah.
- It is prohibited to fill jerry cans with diesel at petrol stations. One jerry can per visit to the petrol station may be acceptable. How strictly the regulations are applied varies. Otherwise it is possible to get a permit to fill more than one can.
- If intending to dive, a permit is required for Sipadan island (fee charged) and Layang Layang (excessive paperwork, but no fees). There are no fees for sailing around the other local national park waters but if boaters want to go to the islands they need to pay a landing fee (Rm100-200) and a daily Parks fee of Rm10 per pax for foreigners. No dropping anchors is permitted in park waters.

Noonsite's Formalities Section for Malaysia:

<https://www.noonsite.com/place/malaysia/formalities/>

1.5.1 Pre-Arrival Notification

Soggy Paws – Nov 2022: We cleared in to Malaysia via Puteri Marina, who acted as our agent. For \$35 USD they handled all incoming formalities, plus our clearance out of Puteri to Pangkor Marina. It was very pleasant and efficient. We did tell Puteri we were coming, but did not send any pre-arrival notification to any official.

The Noonsite information below may be the official word, but most normal cruising sailboats can clear themselves in if you wish.

Noonsite – October 2018: Motor Vessels/Yachts and any vessel over 24 meters are now required to use an Officially Approved agent to clear in and out.

There are 12 registered immigration clearance agents currently ([see list here](#)). It is recommended to appoint an agent in advance as they are required to prepare crew and passenger lists plus to screen for any stowaway or crew/passenger that requires a visa to enter Malaysia. Costs for an agent start from MYR150 (US\$36).

Sailing Yachts with an auxiliary engine (or engines) are still permitted to clear in and out independently, however, using an agent is encouraged to simplify the procedure.

Any vessel with 5 or more persons on board, regardless of length or tonnage, is recommended to use an agent.

1.5.2 Pre-Arrival Insurance Requirements

Soggy Paws – Oct 2023: Insurance is still a requirement in Malaysia. There are relatively inexpensive solutions that will provide the required insurance. Check the Sail SE Asia FB group for recent suggestions.

The requirement for insurance was initiated because a number of yachts were essentially abandoned at anchor in Malaysia, leaving a sunk wreck to be cleaned up.

A few more insurance recommendations from recent discussions:

- We got 3rd Party + Wreck Removal through Edward Williams for \$520 for a year, bought for Malaysia but extended to Indo as well. Easy and online but not sure how they'd go if we ever had to claim. <https://www.edwardwilliam.com/>
- We went with Edward Williams, liability only. Initially they stated \$300,000 USDs coverage which was refused by Langkawi officials saying it must be \$400,000 USDs. We had it changed, then no problems. Cost was about \$550 USDs and was all handled quickly by internet and no survey required for liability only policy. Our Pantaneous full coverage policy did not specify the wreck removal and the 4 other liabilities specifically.
- Archipelago insurance group (+60 13-233-9469) She is very helpful.. try contact her (Ms. Sabariah) Note that this insurer can issue policy cover for non-Malaysian flagged vessels only. <https://archipelagogr.com/general-insurance/>
- Talk to Bill Gasson, at Buzzcats. Although located in Pattaya, he has clients all over South East Asia. If you ever god forbid have to claim, you want someone who has your back, and helps you, not just forwards you the claim form. Bill is that guy. <https://buzzcatservice.com>

- They accepted our Topsail UK policy when we checked in to Puteri and Pangkor with no questions. Have not been to Langkawi yet.
- We have KWI through Lambert Brothers in Phuket. In January 2023 we arrived in Langkawi and our insurance was not acceptable, quick message to Eve at Lambert Brothers and we received an Endorsement specifying exactly what was required including wreck recovery, crew repatriation and pollution liability - no additional charges. Highly recommend Eve and Lambert Bros, very responsive and clear understanding of what is required. <https://www.lambertbrothers.co.th/>

December 2019 – Sail SE Asia FB Group – Insurance Applies to ALL Ports in Malaysia:

- Though it is not consistently applied every time, the requirement for insurance now applies at any Malaysian check-in port (and not just at marinas).
- 3rd party insurance is a legal requirement in Malaysian Waters for all foreign vessels. You can try and find a port that will not check. The official situation is you cannot sail in Malaysia without 3rd party insurance. Some places check. Some do not
- If you need insurance and is a must, contact Smart Marine Insurance, they are in KL and can insure you in a day or two, no inspection or survey required, very very cheap, I never had a claim with them so I can't give feedback and actually I insured my boat just for the legal reasons. +60 12-318 5646, Ravin, on WhatsApp

Ravin came to my boat in Langkawi and he took my papers and left. The next day sent me the invoice, and I deposit the money to the company bank account, 2 or 3 days later he emailed me the policy ! And shipped to me the original later on.

I was struggling like you with freaky insurers who would not insure me or my old boat before I met Ravin.

- As suggested, I contacted Smart Marine and their policy for my boat would cost me US\$1250 for cover just in Malaysia or US\$1500 for Malaysia and Thailand for 1 year with a collision excess of US\$3000.

I only needed the cover to 'Clear out' of Malaysia in Pinang or Langkawi and no refund or apportionment of premium would be reimbursed for early cancellation.

Ultimately I cleared out in Pangkor, insurance was asked for by Jabatan Laut but clearance given without and I happily sailed away, without hitting anyone or anything.

I have tried numerous times to obtain insurance but these prices are ridiculous....it's a slow sailing boat, not a rocket ship...and I still doubt if the insurer would honour a legitimate claim.

Not completely unrelated, I was hit whilst at anchor by a Malaysian fishing vessel, the guy damaged my boat (fortunately not terminally) and didn't stop, or even slow down.

It's that lot you need to watch out for...not me...and I bet he doesn't have insurance either!

- I sail single handed at least 50% of the time, I have World wide 3rd party insurance cover only, with no stipulation for crew. It is also very reasonable, I pay about €100/year. I have been with this company for 15 years, no claims fortunately and no problems either. The company is called Preuss Yachtversicherungen. It is the company recommended, and used by most of the German Trans Ocean Sailing Club members.

They will however not insure boats from certain countries, USA, Canada, Australia, or Malaysia. They do insure for all or most European countries.

- Unfortunately there are no other options for Langkawi. Either you have insurance or they will not let you check in. No real point arguing the point of how much it costs. If it's too much, then sail past Langkawi and head for Phuket. They have had some large yachts break loose and the owners skipped. The government there just does not want to pick up the costs. You can thank previous yacht owners in Langkawi who skipped town and left their yachts on the rocks for your predicament.

May 2019 – Sail SE Asia FB Group – New Langkawi Check in / Check Out requirements (insurance): I just received the following whatsapp message from Sheila (agent in Langkawi).

Dear all,

I seek your kind assistance to share with your networks regarding vessel port clearance @ check in/out procedure at Langkawi.

Upon check in/out, Marine Department of Malaysia request below documents to be presented:-

1. Vessel registration certificate (valid)
2. Identity card (Malaysian) or passport (foreign)
3. Insurance policy (valid). Advisable to print the full policy and not just cover note.
4. Copy of arrival (for check out only)
5. Copy of last port of call or clearance
6. Crew/passenger manifest

In addition to the Item 3, insurance policy must cover all 5 subjects:-

Subject 1 : Abandonment / Repatriation, Illness, Injury and Loss of Life (Master /Skipper and Crew)

Subject 2 : Damage to fixed and floating objects (FFO) and strictly exclude collision liability against another vessel but subject to warranty conditions.

Subject 3 : Oil pollution liability

Subject 4 : Wreck removal liability

Subject 5 : Passengers liability including Death & Injury

Fail to produce to comply the Marine Department of Malaysia MAY refuse to process any vessel that wants to check in/out.

For your info we have not received any official circular from the Marine Department office regarding this however this procedure to be enforced immediately cannot be taken lightly and to avoid any difficulty to those planning to do their vessel check in/out, it is best to get this message across to avoid inconveniences.

In the discussion surrounding this announcement, the following additional information was shared by various FB members:

- One company that may supply Malaysia-only insurance is <http://www.pnimalaysia.my/>
- I have recently received a few quotations for 3rd party liability insurance for 30 foot catamaran Langkawi registered for malaysia and thailand prices were 14000, 17000 and 31000 Thai baht. Best price was christophe.g@poe-ma.com

- Yes we also had to show our whole policy yesterday. Had to return to Ariel to print out the 26 pages. They were very concerned about oil pollution coverage. (Australian flagged vessel)
- We checked out this morning. What they wanted to see was the full policy wordings of our 3rd Party Liability policy, so that we could show that the 5 sections per the “Smart Marine” sales brochure were indeed covered by our policy. I think Smart Marine has done a sales job on these guys. I saw prices etc at the start of these comments, which are very high for a policy that is capped at usd 400,000 - which is the limit under the Smart Marine policy as per the brochure, particularly with what are high front end deductibles.

Anyway, I only had the Topsail certificate showing comprehensive insurance - and \$5million 3rd Party liability cover, and we were OK this time, but I will take a copy of the full policy wording in next time we come to Langkawi.

1.5.3 Immigration

On initial entry to Malaysia by boat, everyone with a non-Asean passport is given 90 days. At Pangkor Marina, when the 90 days is up, they will assist in getting a 60-day extension. After the 60 days, you must leave the country and return to reset your visa. This gives you a great reason to explore SE Asia. Trips to Thailand, and nearby Vietnam, Laos, and Cambodia are cheap and fun.

FB Group Discussion – Oct 2018: Can anyone give recent info on Malaysian immigration rules. Such as: How many days does one need to be out of country (to Satun from Langkawi) to come back for another 3 months? We heard various lengths of time. If you stay your full 90 days you have to stay out 7 days. If you leave sooner (and this is the number of days I need to know) like at or before 60 or is it 70 days, one need only stay out 3 days. (various responses bulleted below):

- The Port Captain's office in Kuah has a sign up that reports you must be out a minimum of 7 days. It says nothing about how much time you still had on your visa.
- You can come back in the same day.
- We did a two day run to Singapore but came back in via Johor Bahru
- The guidelines keep changing and it depends on time out and your entry port. The officer processing you can be easy or hard depending on their mood. I've been mostly in Malaysia for the last 10 months with random exits. I've only been questioned once and that was in KLIA (the international airport). It was friendly and when I explained I owned a Malaysian flagged boat she waved me through. Be nice, polite, and properly attired and the immigration folks will give you a lot of leeway.
- Never try to “game” the system. I know dozens of cases where people try to be smart with the officials and got screwed up. The old Harbour Master in Telaga did come daily to the lighthouse and look to see who was at anchor... The people on Kuah are also doing that now as many sailors were saying they were in Kuah but the boat was really in Telaga. Their reaction is directly connected with our actions. Because of these people trying to get around the system, we all suffer. Because these people continue to lie to them, the authorities loose respect for all of us.

- We went to Singapore the same day and got a new 90 days visa. Stay at the marina Tanjung Pengheli (East of Singapore) and cross to Singapore and back 3 Hours later, ferry easy.
- Problems only apply for entries in Langkawi--land border usually in out same day!!
- Problems in Langkawi are caused by people illegally working as “agents” for pay, “just helping other yachts” and getting paid for it for 20 years is illegal.
- If you take the ferry to Satun, then a mini bus to Hat Yai, then a ferry from the mainland to Langkawi, it can be done in 2 or 3 days!
- I followed the rules and was out for 6 months and the Immigration man was rude and begrudgingly gave me 90 days saying he is not happy.
- it depends on your nationality, for the UK it's 90 days...for others may be different
- To answer your question as requested. Information from the Immigration at Langkawi Jetty from a senior person there is

30 days or less stay out 1 or 2 days

80 days stay out 4 or 5 days.

over 80 days then 7 Days

I asked at the immigration office at Jetty point and spoke with a senior person there. You will also see something similar displayed at the office of Royal Langkawi Yacht Club. The notice on display at the immigration office states something like if you have used up most of your 90 days then you need to stay out for 7 days, this implies that there is a different requirement if you have not used up most of your 90 days, but does not elaborate. The staff there have differing opinions and objectives, but those in power have stated the info I provided you with, word for word.

- It is a real run around trying to check in in Telaga Marina (Langkawi). You do Immigration there, Harbour Master in Kuah, and have to do Customs at the airport on a weekend.

As the procedures appear to be location specific, details on check-ins in various ports have been included in that port's section.

Matilda – July 2018 – Same Day Visa Run (Eastern Malaysia): We decided to do a visa run from Terengganu to Rantau Panjang. Our original plan was to check out at Terengganu and sail up to Koh Samui - Thailand, but that didn't pan out so we needed to do a visa run. We decided to do it ourself (as in no agent) and this is what we did.

Hired a car off Operasi Pengusaha Kereta Sewa Malaysia Berhad. Cawangan Di Seluruh Malaysia. Phone +60164212409. They brought the car to the Duyong Resort Marina here at Terengganu and they picked it up the next day for RM 130 plus a charge of RM 20 for drop off and pick up. We were happy with that as normally the cars are picked up from either the airport or their depot in town, a Grab would have cost us RM17 there and back anyway.

In total the drive took us 3 hours one way and about 4 hours back. We went the coast road back and the traffic was badly congested in some parts. However, in general the drive up and back was good with excellent roads and no tolls.

Pejabat Immigration Rantau Panjang is located at 6.0210 N, 101.9764 E. This is the Malaysian border check point beside Sungai Golok, also known as The Border River. You are not supposed to take your hire car over the border in to Thailand. There is a car park within walking (about 2 minutes walk) distance before the Malaysian check point.

Process:

1. Park the car, Malaysia side.
2. Walk over to Immigration pedestrian lane. It's on the left side. Present your passport, get stamped out (check out) no questions asked.
3. Walk over the bridge into Thailand and directly in front of you is Immigration. Go in there, complete the arrival slip (like on a plane) and go to the counter for checkin. We did get asked questions and answered honestly saying we were doing a visa run. The officer, asked us: 'So you are going straight back?', we said yes and he checked/stamped us into Thailand.
4. Walk out the door, turn right and go to the pedestrian booth. The officer will stamp/check you out. We were not asked any questions here.
5. Walk back over the bridge to Malaysia, following the pedestrian signage (just stay left).
6. Proceed to the counter and you will be checked in for 90 days. We had no questions asked, and were welcomed back in to Malaysia.

We were never asked about our boat and we did not have to show any other papers other than our passports.

No charges or fees.....easy.

From Facebook – March 2018: Yacht crews heading to Thailand from Langkawi will not be issued 90 day (or for some nationalities, 30 day) tourist visas on their return to Malaysia, unless they have been 'away' for at least seven days. It is not known whether these new regulations will soon apply throughout Malaysia, but for now it seems likely that they are restricted to Langkawi.

Noonsite – December 2018: All crew members must visit Immigration immediately upon arrival in person as fingerprinting is now required.

All visitors must have a passport valid for at least six months.

A visitor's pass may be issued on arrival at the port of entry. Its period of validity is at the discretion of the local Immigration officer and will depend on nationality, but is unlikely to be longer than 3 months.

Yacht crews heading to Thailand from Langkawi will not be issued 90 day (or for some nationalities 30 day) tourist visas on their return to Malaysia unless they have been 'away' for at least seven days (as per the order from the Director General of Malaysia dated 15th June 2017, stating that those who are issued a visitor pass and have stayed for the full or almost full term of their eligibility are required to be at least 7 days outside of Malaysia before returning).

The list of nationalities that receive a 90-day visa on arrival is ever-changing. See the Malaysian Government website for a useful table detailing the latest information, including which nationalities require a visa in advance.

<https://www.imi.gov.my/index.php/perkhidmatan-utama/visa/keperluan-visa-mengikut-negara/>

Citizens of Israel have to apply for special permission.

Extensions are difficult to obtain. In principle, yachts may remain indefinitely, but this depends on getting extensions of the visitor's pass.

Moving from Port to Port: Yachts are required to clear with Immigration at every port in Malaysia.

This is a long-standing rule which is not utilised in all ports, however, cruisers have reported that it is currently being enforced in Langkawi and Penang and quite possibly other ports. The document given during check in before going to the next port is called the "Certificate of Clearance" and the crew/passenger are required to show the document at every port and submit the document at the last port before going to next international port.

It is highly likely that each Immigration office will want to take fingerprints as well.

Sabah & Sarawak: Sabah and Sarawak have their own Immigration Law which varies slightly from the Peninsular Law. This means that yachts travelling between the Malay peninsula, Sabah and Sarawak are required to clear with Immigration at every port.

It is no longer the case that a new 90-day visitor's visa will be automatically issued on arrival in Sarawak or Sabah. Most visitors will only be granted the time remaining on their original Malaysian visa (Nationals from Commonwealth countries may be granted an extension). It is necessary to have your original visa cancelled or to ensure you have enough time remaining on your visa before leaving Malaysia. It is also possible to make a quick visit to either Singapore or Thailand to obtain another 3-month visa.

Incoming Crew and Guests: All visitors must possess adequate funds for their stay (at least 50 USD per day or 1000 USD per month, excluding place of stay).

1.5.4 Customs

Sail SE Asia FB Group – Oct 2022 – Langkawi Customs Update: You need to stay at least 2 nights to get the 1 litre per person duty free allowance. No duty into Langkawi, but duty when leaving Langkawi for Penang etc. 1 liter duty free allowance per person only if you stay minimum 2 nights in Langkawi.

We arrived from Phuket and had 3 liters of wine (3 persons), some brought from Phuket some bought in Langkawi. They said that we need to pay duty as we only stayed 1 night in Langkawi. It's strange, as we could have brought the 3 liters directly into Penang.

We paid 50 rm, so not that bad, and they were friendly.

We did the check in/out ourselves, as Sheila didn't reply. Harbormaster Customs Immigration. It took around 2.5 hours + the 15 minutes in the morning and the visit from the customs.

Noonsite - Sept 2010: The Malaysian authorities make it very clear that trafficking in illegal drugs carries the death penalty, and that this applies also to foreign nationals. This death penalty has been carried out.

Firearms must be declared and then sealed by the customs officer. A permit for firearms is required.

All medications or health supplements must be in the original packaging. Visitors requiring an unusual medicine, or requiring the use of scheduled drugs, such as morphine tablets or the use of syringes, should carry a letter from the prescribing doctor.

Many other items are absolutely prohibited:-

- Any item from Israel.
- Fruits from The Philippines and Indonesia,
- Turtle eggs,
- Daggers and flick knives,

- Articles resembling syringes and poisonous chemicals.
- Any literature on communism.

It is advisable to check with the Customs Office on arrival if in doubt about any item.

1.5.5 Health

Noonsite - 2010: Malaria prophylaxis is recommended for travels inland or to Sabah.

Health clearance will require a crew list, animal paperwork and health certificates.

The Health department may also require a de-ratting certificate or a de-ratting exemption certificate.

1.5.6 Stopping Before Officially Clearing In

Soggy Paws – Nov 2022: We did our clearance in Puteri and then day-hopped up to Pangkor. We were not checked or hassled by anyone as we spend short overnights anchored offshore as we moved north. So I think hopping up the coast, stopping just overnight but not going ashore, and checking in in Pangkor or Langkawi is fine.

1.5.7 Pets

Soggy Paws – Nov 2022: The reality is that pets coming in on boats is largely ignored. We cleared in using Puteri Marina as our agent. I did note in our initial email to them that we were coming in with 2 cats onboard. After the boat and people clearance was completed, I asked “What about my cats?” and basically the response was “They will stay aboard your boat? If so, no need to do clearance for them.” I believe the same applies when entering at Pangkor Marina. The “pet import” details below is likely only is strictly adhered to when flying in.

Noonsite – May 2022: Full details of import procedures for dogs and cats can be found [here](#) (a PDF file in English from a Malaysian Government Site). In brief you will need:

Veterinary Health Certificate issued by Authority country

Valid Import Permit issued by the Department of Malaysian Quarantine and Inspection Service (MAQIS).

You need to register your account with SPEED – <https://imaqis.maqis.gov.my>

Apply for your Import permit via <https://newepermit2.dagangnet.com.my/epermit/html/login> – or you can hire an agent.

For enquiries about Import Permits, contact BIED at 03-8870 8003/8006/8051/8098 or feedback@maqis.gov.my .

Animals will not be allowed ashore unless cleared by the health department and all the normal animal import protocols have been completed.

Note that conditions for importing a pet might be difficult for sailors to comply with and it is costly.

There is no special provision for cruisers to be allowed to take their pets ashore, however it should be noted that many cruisers in Malaysia do have pets on board and it appears do not declare them (although they should). Your pets’ vaccination certificate should be kept up to date. Some ports do check on board and some marinas do not allow pets, particularly dogs wandering the marina. Rabies is rife in Malaysia, especially in Sabah and Sarawak, although there are now cases on the peninsula.

The Sail SE Asia Facebook Group is a good place to discuss the pet situation with other cruisers in Malaysia.

FB - May 2018: Finally all my answers regarding import/export of pet in Malaysia have been answered! The only person that I can recommend is Bev Whittle, active agent in KL. She called me up straight away, explaining the whole process and answered all questions with no pause. Professional and expert in what she is doing with experience of all situations. I am so impressed and thankful. Also million thanks to Tricia Rob who gave me her contact and solved this frustrating situation. Thanks for all support. Here is her contact: WhatsApp 0162017713 and email: bevinkl@gmail.com

Noonsite - September 2010: Animals will not be allowed ashore unless cleared by the health department. An import permit must be obtained from the Ministry of Agriculture, Veterinary Services Dept.

1.5.8 Intra-Country Clearances

Feb 2023: Malaysian law requires yachts moving within Malaysia to check in and out of each major port, and not just at the Port Captain/Harbormaster, but also Customs and Immigration. Failure to do so can cause problems. If just passing by/stopping for the night, you can bypass this, but if staying for even a day or two, you should do the formalities. Usually it's easy and painless and costs nothing.

Noonsite - 2010: Whenever you sail from Tioman Islands, Malaysia west or Sabah to Sarawak, because of the special status of Sarawak in the Malaysian confederation (joined Malaysia in 1969 under British jurisdiction) you need to clear out with immigration from Malaysian west / Sabah. Same from Sarawak to Sabah and/or Malaysia west, you need to clear out of immigration from Sarawak.

1.6 Local Information and Customs

1.6.1 Public Holidays

Malaysia is a predominantly Muslim country. This is why most public holidays consist of Islamic holidays such as Ramadan, Eid Al-Adha, and Eid Al-Fitr. However, there is also a fairly large Christian and Hindu population, so major holidays are celebrated for everyone. There are also local holidays that vary state by state.

2023 Declared Holidays (source: <https://publicholidays.com.my/2023-dates/>)

Date	Day	Holiday	States
1 Jan	Sun	New Year's Day	National except Johor, Kedah, Kelantan, Perlis & Terengganu
2 Jan	Mon	New Year Holiday	National except Johor, Kedah, Kelantan & Terengganu
14 Jan	Sat	YDPB Negeri Sembilan's Birthday	Negeri Sembilan
22-23 Jan	Sun	Chinese New Year	National
24 Jan	Tue	Chinese New Year Holiday	National except Johor, Kedah, Kelantan & Terengganu
1 Feb	Wed	Federal Territory Day	Kuala Lumpur, Labuan & Putrajaya

5 Feb	Sun	Thaipusam	Johor, Kuala Lumpur, Negeri Sembilan, Penang, Perak, Putrajaya & Selangor
6 Feb	Mon	Thaipusam Holiday	Kuala Lumpur, Negeri Sembilan, Penang, Perak, Putrajaya & Selangor
18 Feb	Sat	Israk and Mikraj	Kedah, Negeri Sembilan, Perlis & Terengganu
19 Feb	Sun	Israk and Mikraj Holiday	Terengganu
4-5 Mar	Sat	Installation of Sultan Terengganu Holiday	Terengganu
23 Mar	Thu	Awal Ramadan	Johor, Kedah & Melaka
23 Mar	Thu	Sultan of Johor's Birthday	Johor
7 Apr	Fri	Good Friday	Sabah & Sarawak
8 Apr	Sat	Nuzul Al-Quran	National except Johor, Kedah, Melaka, Negeri Sembilan, Sabah & Sarawak
9 Apr	Sun	Nuzul Al-Quran Holiday	Kelantan & Terengganu
15 Apr	Sat	Declaration of Melaka as a Historical City	Melaka
22 Apr	Sat	Hari Raya Aidilfitri	National See Ramadan comments
23 Apr	Sun	Hari Raya Aidilfitri Holiday	National
24 Apr	Mon	Hari Raya Aidilfitri Holiday	National except Johor & Kedah
Warning: Be aware that the end of Ramadan is usually a week-long holiday, and may also include some extra days on either end, depending on the locality;			
26 Apr	Wed	Sultan of Terengganu's Birthday	Terengganu
1 May	Mon	Labour Day	National
4 May	Thu	Wesak Day	National
17 May	Wed	Raja Perlis' Birthday	Perlis
22 May	Mon	Hari Hol Pahang	Pahang
30 May	Tue	Harvest Festival	Labuan & Sabah
31 May	Wed	Harvest Festival Holiday	Labuan & Sabah
1 Jun	Thu	Hari Gawai	Sarawak
2 Jun	Fri	Hari Gawai Holiday	Sarawak
5 Jun	Mon	Agong's Birthday	National
18 Jun	Sun	Sultan of Kedah's Birthday	Kedah
28 Jun	Wed	Arafat Day	Kedah & Terengganu
29 Jun	Thu	Hari Raya Haji	National

30 Jun	Fri	Hari Raya Haji Holiday	Kedah, Kelantan, Perlis & Terengganu
7 Jul	Fri	Georgetown World Heritage City Day	Penang
8 Jul	Sat	Penang Governor's Birthday	Penang
19 Jul	Wed	Awal Muharram	National
22 Jul	Sat	Sarawak Day	Sarawak
30 Jul	Sun	Sultan of Pahang's Birthday	Pahang
31 Jul	Mon	Sultan of Pahang's Birthday Holiday	Pahang
23 Aug	Wed	Hari Hol Almarhum Sultan Iskandar	Johor
24 Aug	Thu	Melaka Governor's Birthday	Melaka
31 Aug	Thu	Merdeka Day	National
16 Sep	Sat	Malaysia Day	National
17 Sep	Sun	Malaysia Day Holiday	Kelantan & Terengganu
28 Sep	Thu	Prophet Muhammad's Birthday	National
7 Oct	Sat	Sabah Governor's Birthday	Sabah
14 Oct	Sat	Sarawak Governor's Birthday	Sarawak
3 Nov	Fri	Sultan of Perak's Birthday	Perak
11 Nov	Sat	Sultan of Kelantan's Birthday	Kelantan
12 Nov	Sun	Deepavali	National except Sarawak
12 Nov	Sun	Sultan of Kelantan's Birthday Holiday	Kelantan
13 Nov	Mon	Deepavali Holiday	National except Johor, Kedah, Kelantan, Sarawak & Terengganu
13 Nov	Mon	Sultan of Kelantan's Birthday Holiday	Kelantan
11 Dec	Mon	Sultan of Selangor's Birthday	Selangor
24 Dec	Sun	Christmas Eve	Sabah
25 Dec	Mon	Christmas Day	National
26 Dec	Tue	Christmas Holiday	Sabah

Visit kabinet.gov.my for the original release.

1.6.2 Etiquette for Visiting a Muslim Friend

Copied from <http://www.expatgo.com/my/2017/07/08/rules-engagement-visiting-malay-home/>

Here's a refresher on the 'do's and do-not's' when it comes to visiting a Malay home or attending a Malay function, whether for the festive occasion or not.

For the average expat who truly wants to experience and get to know Malaysia and its people well, will sooner or later, find themselves, invited to a Malay home or attending an official Malay function. Therefore, it is good if not important to be aware of the customs and culture or the 'Rules of Engagement', figuratively speaking, for attending one of these occasions, as follows.

1. Making an appointment

If you are formally visiting a Malay friend or acquaintance in their home, it's best to make an appointment, (provided they have not been giving an invitation with an appointed time already) with at least half a day or a full day notice. But if these visitors and the Malay hosts are so familiar with each other already or that they drop by so often then there is usually no need for the usual formalities. This rule, of course, tends to apply universally throughout most cultures and races of all nations, and the Malay culture in this instance is no different from the rest of the world, although they do have certain finer points that are uniquely theirs.

2. Don't show up empty-handed

Bringing along a gift (everybody loves one!) when visiting Malay friends or acquaintances is recommended especially for special occasions, as giving and receiving gifts is also very much a part of the Malay culture and heritage. Whether for a wedding or birthday or new born baby gift or for just a friendly visit, having the gift wrapped nicely and decoratively is a good idea as Malays are a colourful race who love vibrant and decorative things. Chocolates, flowers, food hampers, baby toys and apparel, tea sets, and mementos are some of the types of gifts one can consider getting for a gift depending on the occasion. If going round during 'tea-time', bringing along a snack or treat is always welcome! However, if the gift is something edible, it is of utmost importance that the product be 'Halal' for Muslim consumption.

3. Dress code does apply

Dress code is important especially if you, the visitor, are not very familiar with the Malay family you are visiting. Clothing should be decent if not appropriate to the occasion, with men wearing long pants (not too tight-fitting) and a short-sleeved shirt or T-shirt. Women should at least wear a top with sleeves, either short or long, and skirts should be below knee level while long pants are most acceptable. Long dresses are recommended as it is a sign of respect to the hosts. All of which should not be tight fitting. Women should also avoid wearing shorts and clothing that expose too much of their skin, like at their legs and shoulders and certainly not showing any cleavage either.

4. Observing the right days and visiting hours

While most days are suitable to visit Malay friends as they are generally a welcoming bunch, weekends and public holidays are still the best, and visiting hours are recommended not be earlier than 9.30 am and not later than 10.00 pm. It might be more polite not to visit during lunch and dinner times, that is, 1pm to 2pm, and 7pm to 8pm respectively, unless specifically invited to visit during this time. Late afternoon from 3pm to 6pm is an ideal time to visit. These time ranges can vary somewhat, give or take, half an hour or so. For weekdays, observing visiting hours after dinner time, is ideal. The best would be between 8pm and 10pm since 7.30pm – 8pm is usually prayer time in many Muslim households and it's considered impolite to visit at this time.

5. When children are brought along for the visit

If the visitor brings along their children, they should make sure that their kids are also appropriately dressed and well-behaved. Children should not make a nuisance of themselves or make a mess in the host's home, so bringing along a toy or gadget of theirs to keep them occupied isn't such a bad idea. That being said, as Malaysians are generally family-oriented, children visitors are often received with joy from Malay hosts and they are quite tolerant of their antics.

6. Body contact – yes or no?

Shaking hands and hugging is permitted, if not encouraged, between the same sexes. But visiting males should keep a respectful distance from female Malay hosts. In fact, there should be absolutely no physical contact unless the Malay female host on her own part extends out her hand to shake hands first, as a gesture of respect and goodwill or as a mere formality. Then of course, the male visitor should shake her hand. The reason being, whilst being aware or sensitive, to this issue, is important as sometimes Muslim women do undergo certain religious rituals or a time where physical contact with men of any sort is not permitted and this should be respected.

7. Never wear shoes inside the house

Like most Asian customs, shoes should not be worn into the Malay home but instead taken off before one enters the main door or at the foyer where there is a shoe rack or space allocated to leave your shoes. This is a sign of respect and also for the need not to bring in dust or dirt from outside into the home.

8. How long to visit

A normal visit should be around one to three hours as if you leave in a hurry, this might come across as rude. If you only stay for 15 minutes or so, it will leave a rather odd chill even before things get 'warmed up'. And on the other extreme, it creates an awkward situation if you overstay your welcome by being encamped in the living room for too many hours.

9. Showing respect and being polite is important

Lastly but not least, in a formal visit, showing respect is important as it paves the way for better and closer ties. And when one adds politeness, goodwill will surely be fostered even more so between the visitors and the Malay hosts.

Speaking some Malay greetings and polite phrases is highly encouraged if one wants to 'break the ice' quickly, so to speak, and will certainly bring forth a lot of smiles between both parties.

Because the Malay culture and its traditions stress much on respect and love (*kasih sayang*) for elders, so too, visitors should be extra respectful of Malays who are older and present at the home. Do try to avoid interrupting conversations of older persons present but should one want to say something important, that needs to be spoken at that time, saying '*minta maaf*' (excuse me) before speaking helps a lot if not being exceedingly forthcoming.

1.6.3 Ramadan

The below information copied from: <https://passportandplates.com/learnings-musings/tips-for-traveling-during-ramadan/>

What is Ramadan?

For those of you who don't know, every year on the 9th month of the lunar calendar, millions of Muslims fast from sunrise to sunset for 30 days. Yes, this means no food or water, even if you're really, really thirsty (seriously, people ask me that). To us, it's not just about fasting from food and water, but about spiritual reflection as well. It's a month of increased prayer, charity and hospitality. It's also a time to refrain from bad behavior and thoughts – think cursing, gossiping, and all the other habits that you promised yourself you'd break on January 1st ;). Ramadan starts on June 5th this year (like Easter, the actual date changes every year).

There are Muslim communities pretty much everywhere, but the only places where Ramadan may affect your travels are in Muslim-majority countries. The Middle-East and North Africa, parts of Sub-Saharan Africa, Central Asia, and a couple of countries in Southeast Asia more or

less cover it. Note that intensity of practice varies widely depending on the country you're in. This list offers some good country-specific tips, so read about the specific country you're visiting if you'll be traveling during Ramadan.

Useful Terms to Know

Ramadan: The Muslim holy month when Muslims fast from sunrise to sunset for 30 days.

Iftar: This translates directly to breakfast, and refers to sunset when people break their fast.

Suhoor: This refers to the meal that people oftentimes eat before the sun rises to try to keep the morning hunger at bay. Many hotels and restaurants open for suhoor.

Eid-al-Fitr: Translating directly to "breakfast celebration", this refers to the holiday that marks the end of Ramadan and fasting.

Tips for Traveling During Ramadan:

1. Don't eat or drink publicly during the day

While nobody will chide you for eating, and it certainly isn't against the law, it's a tad disrespectful when everyone is you know, starving. Some countries are stricter than others, but as a general rule, try to be discreet and bring lots of snacks and water. Also, note that in many restaurants will be closed to the public in preparation for breakfast at sundown and it may be harder to find local food in general. Prepare accordingly!

2. Avoid alcohol

Alcohol is forbidden for Muslims, although this a rule that many people and countries follow quite loosely except during Ramadan. Many countries actually go dry for Ramadan: the sale of alcohol is forbidden for the entire month.

If you're staying at a beach resort or upscale hotel somewhere you should still have access to drinks, but either way, Ramadan certainly isn't the best time for a boozy holiday. As Aretha Franklin once sang, "R-E-S-P-E-C-T!"

3. Dress appropriately

In all honesty, I've found that it's important to dress modestly in many Muslim countries year-round, but it's especially important if you're traveling during Ramadan. Locals can spot the tourists, so just try not to be too skimpy or revealing. Also, no "public displays of affection". This can get you in trouble on a normal day in some places, so better safe than sorry.

4. Plan ahead

Normally, bustling cities tend to slow down during Ramadan and many office and store hours are shortened. While many places come alive at night and can stay open until the wee hours of the morning, don't expect shops to be opening bright and early. If you're one of those people who travels on a tight schedule, be sure to do extra research for opening times of attractions, tours, and restaurants.

5. Become a night owl

The nightclubs and bars don't turn around and open after sunset, but the streets come alive after everyone has broken their fast. Many shops sell special Ramadan treats, and cafes and public spaces are open late to accommodate socializing, family time, and suhoor. Don't hesitate to join in on the local festivities! If you can join a family for iftar or walk by the local mosque at sunset, do it. You get to observe the local culture in action and really get a taste for the special time that is Ramadan – a time for hospitality and generosity.

Final thoughts:

At the end of the day, Ramadan isn't just about not eating or drinking. It's a month when millions of people join their family and friends to eat, celebrate, and reflect. It's a time of charity and appreciation and despite the hunger pains, a time that the whole community really comes together. While it certainly isn't the most convenient time to travel, it is by far one of the most interesting. If you can get past the pain points and the occasional hungry person like me, you'll gain a little more insight on a religion that the whole world should certainly learn more about. Happy travels – and to my fellow Muslims out there, Ramadan Kareem!

1.6.4 Smoking and Vaping Ban in Singapore

Elizabeth Coleman (FB) – Oct 2018: Beware if you are Vaping in Singapore.

A cruising friend went to Singapore this week with a Vape machine (e cigarette) in his possession. He crossed from Malaysia to Singapore with no problems, used the machine in and around Singapore with no problems. However, he ran into problems when he was crossing the border to return to Malaysia.

The Singapore Customs officer wanted to fine him \$2,000 for using the machine. They are illegal in Singapore. So he handed over his Vape rather than pay the fine.

Interestingly, the fine for supply or distribution of Vape's in Singapore is between \$10,000 and \$20,000. So beware.

Bill Bremner (FB) – Oct 2018: Singapore's well published law has been in effect for years already. Know the laws of the country you are entering or pay the consequences. Singapore's tolerance (or lack thereof) for tobacco/nicotine vending and consumption in public is pretty widely known.

Some bloke got done for trying to smuggle 6 packs of ciggies into Singapore at the Johore causeway the other day inside his waistband. Another was caught smoking duty-unpaid ciggies inside Singapore twice in one day earlier this week (yes, same fool). Tolerance is extremely low for tobacco and vaping violations in Singapore.

1.7 Yachtsmen's Services – Overview

Note that many services here are location-specific, so this section will give you an idea of what's available, but details best found in the individual marina sections.

1.7.1 Money

Malaysian dollar or ringgit (RGT) divided into 100 cents or sen. Current exchange rate (Sep 2022) is approximately 4.5 Ringgit to 1 US Dollar, or 3 Ringgit to 1 AU Dollar.

1.7.2 Diesel and Gasoline

Soggy Paws – Nov 2022: All the diesel easily available from the pump in Malaysia has some amount of biodiesel in it. The issue with biodiesel is that no amount of "stabilizer" will keep the diesel from degrading over time. "Shelf life" for biodiesel is only about 6 months, so take care and don't stock up too much. Water dissolves in the biodiesel, and a baja filter or "polishing" will not filter it out.

I am told that there is a commercial grade of diesel that does not have biodiesel in it, but it is only available in increments of 5,000 liters. Sometimes you can arrange with a super yacht to buy a little of their commercial grade diesel (James at Pangkor Marina may be able to arrange).

But the big tip in Malaysia (and Indonesia) is to buy from a reputable source, preferably a gas station that does a lot of volume, and don't buy so much that it sits in your tank for 2 years.

Sail SE Asia FB Group – June 2018: You can get fuel from two floating barges in Penang. They are near the so-called junk anchorage across from the customs and clan jetties. However, they are not located where shown on the Navionics chart. The correct coordinates are as follows: 5 24.281N/100 20.293E. You can call Mr. Tew - 0164185707. Extremely responsive and helpful.

1.7.3 Propane (Cooking Gas)

1.7.4 Groceries

1.7.5 Water

1.7.6 Boat Parts & Repairs

Pangkor Area Liferaft Repacking: We got our liferaft repacked in Pangkor by Ocean Success. They picked it up from the boat, took it to their facility, waited for us to visit (the next day) and let us watch while they inflated it (using their compressor not our gas bottle), checked all the contents and made recommendations on what should be replaced, tested and repainted our gas bottle, repacked it, and delivered it back to Pangkor.

FB Discussion – August 2020 – Victron Energy Parts: If you need Victron components in Malaysia contact Alan at ATT Marine in Ipoh (Malaysia):

+60 17 536 1973

alan@att-int.com

<https://m.facebook.com/ATTinternational.ATTmarine/>

I've ordered and had delivered several Victron components including an MPPT solar controller without difficulty.

FB Discussion – July 2019 – Canvas Work: For Boaters in Puteri Harbour or Near Johor Bahru who need Canvas and Sunbrella for the boat, Guan Seng is a good place to go they have loads of variety for the materials and Also Nuts and Bolts is just opposite the road.

Guan Seng Canvas Sdn Bhd
10 Jalan Tangke Air, off Jalan Tun abd Razak
Sursur 4, Larkin, Johor Bahru
Tel: 07-2243416

FB Discussion – July 2019 – Chain Galvanizing: One person said: Do not get your galvanizing done with Leong in Puteri Harbor (crap job). Another said: We asked for chain galvanizing service while we were in Puteri, as we had no time to do it in Penang. We were not convinced by the process. We asked again in Miri (Borneo), but we had to organize our own transportation. We finally found good service in KK (same price as in Penang), and just received our chain today.

FB Discussion – September 2018 – Chain Galvanizing: There is a company called Steelway, near Butterworth (near Penang). There's little or no chance of getting it done in Singapore as there is no galvanising plant on the island. Best option is on West of Malaysia Peninsula at Steelway Hot Dip Galvanising, Penang. [Tel:604-5016333](tel:604-5016333) or 6336. Ms Wong.

steelway997@yahoo.com They may collect and deliver from as far south as Singapore/Straits Quay. The factory is in Butterworth.

3 weeks ago we had our anchor chain re-galvanized. They collected it from Straits Quay on Wednesday and delivered back on Thursday. Double dip costs RM6.50/kg plus RM60 pick-up charge. The end product is first class as they use a tumbler to continually turn the chain during the process.

Pangkor Marina also organizes transportation for the chain/anchors to Steelway when enough cruisers want to have some galvanizing done.

Gryphon II - April 2014: Galvanising (Penang area) - Nearest place in northwest Malaysia is Steelway at Butterworth next to Penang. Tel: 045016333. Chain and anchors were done well and they have the correct tumbling machines. Ask for double dipping. We combined our trip there with a night in Penang for some health tourism. If at Pangkor, the Pangkor office can arrange a trip (and help aggregate with other cruisers to reduce transportation costs).

FB Discussion – January 2018 – Engine Parts: Does anyone know where I might find a Perkins 4-154 200 series fresh water pump around Kota Kinabalu, Malaysia? I have looked all over here with no luck. Maybe in Langkawi?

- Contact Mr CHOO, TEL:603-7847 5064, email: spschoo@yahoo.com Cell: 019-2220081. He is based in KL but rebuilds a lot of yacht engines & may have parts.
- Here is the Syme Darby Perkins dealer in Malaysia this has excellent service.
<http://www.sdip.com.my/products/parts-services/>
- Check with Manu at Blueshelter Marine Langkawi blueshelter699@gmail.com

FB Report – December 2018 – Electronics Service in Langkawi: Last week in Kuah New AIS installed by Vincent Kek off Asiatic Marine, a Raymarine dealer.

After checking the 'old' Transponder, the conclusion was that it was NOT repairable, so...New Raymarine 650 transponder...Mucho dinero!

Alex did a good job, highly recommended.telf.+6012-651-8900

E-mail langkawi@asiaticmarine.com.my

FB Discussion – October 2018 – Dinghies: There are two easy sources of dinghies in the Malaysia / Thailand area.

Swift Inflatables / Apus (New Name: All Star Boats) – Lankawi: Farid's shop is called Swift Inflatable and has a big Mercury sign our front. Good directions on the web as it's a little hard to find. They make Hypalon RIBs in various sizes. Feedback from cruisers who have bought these dinghies is good. They also do dinghy repairs.
allstarboats@yahoo.com +60 19 417 7370

Cholomark in Phuket: Cholomark dinghies are well-built but heavy and expensive.

We bought a new Highfield 3.10m Rib with Sunbrella cover and Yamaha outboard engine from Cholomark. We love it.

FB Discussion – September 2018 – Sails & Sail Repair: I am going to be in Langkawi or Phuket in November, I need a new mainsail, anyone have a recommendation?

- Zoom Sails in Langkawi (several recommendations) <https://www.zoomsails.com/>

- There are a couple of people 1) Phil Auger from Zoom sails and the chandlers at the Royal Langkawi Yacht Club at Kuah are Spectra watermaker agents. 2) Doyle sails (Au Wei) are at Pangkor Marina.
- (Brick House) We were extremely hesitant to order a sail from an Asian sailmaker. We have seen and used many of the sailmakers in SE Asia. The managers were often European and knowledgeable but then by the time work was handled by the non world sailing workers, some detail was always forgotten. Only one measured up to our expectations in the 4 years we spent in SE Asia. That was Phil at Zoom Sails.

There may be a couple other good ones in the region, but we never found and used them. Then we found Philip Auger at Zoom Sails in Langkawi. He has the patience of a saint, and every detail on our new sail was perfect. He spent a lot of time with us via email from afar making sure everything would fit perfectly. He's not the cheapest, but the cheapest sail you find is not the most economic. We went with his Dimension Blade AP material, which again is not even HIS cheapest. We think his workmanship is great...we hope the material is as well. We upgraded to all Tenara thread as well which many sailmakers just won't do.

We have only had the sail for a few months so cannot comment on longevity, but everything points to a good chance it will last a long time. I think I extensively talked to every sailmaker in the world evaluating and researching options. I ordered from him from halfway across the Indian Ocean, so I didn't buy from him simply out of convenience. He cared the most, he had the most knowledge, his sail material was among the best for the price...and I could not find a single person who had his sails to say a negative thing about him or the sails.

- Phil at Zoom Sails is great to deal with, a lovely guy and has terrific technical knowledge. However, he has made no investment in a loft to back up his products. **AU Wei of Doyle Sails Malaysia (Pangkor)** has provided us with amazing service and has invested in a loft to provide back up. He has the support and backup of an International Loft. He is also running a business fully compliant with all Malaysian Business Regulations and Registrations. He is also totally trustworthy and a great guy. We highly recommend him. *Note: several more endorsements for Au Wei/Doyle.*
- Rolly Tasker (Thailand) just his history will blow off the others, and you can design some changes. Make sure to stop by and ask for Mai. Except they can't get off their backsides to come to your boat and take proper measurements. Sail repair ok, chandlery great.
- Service is key for me. Would have got a lot more product from Rolly Task if they had (any) boatside service like design, installation, tuning.
- From Phil at Zoom Sails: "My sails are built at called Aqua Dynamics. I design the sail in CAD, a lot of the time stock and test the material. The sails are customized to my requirements which are quite special for long distance cruising. I'm also a dealer with Aqua so I sell OEM sails to other sail lofts and marine business's. They make a lot of the sails for some of the Doyle lofts, but not in Asia. I believe Ah Wei is working solely though Doyle China? Which is one of the biggest lofts in that group. The franchise sail groups are all a little different but basically they are individual lofts who pay a royalty to use the brand, gain support from the parent loft but are limited to a specific area. Where the sails come from or can be built is only limited by a couple of the groups. I don't want to be limited to an area, or pay name royalties so chose not to be part of a group.

FB Discussion – September 2018 – Watermaker Service: I need help with a Spectra watermaker. I can bring back parts, but it is beyond me to fix it and would like some help.

- Marine Supplies are the Spectra Watermaker agent in Langkawi. Big chandlery based at Langkawi Yacht Club Marina. <http://www.marinesuppliesasia.com/> Contact Sarah Nicholson
- Mark at Seaspray Marine Shipwright Services is an Open Ocean water maker installer ... www.seaspraymarine.net
- Chris from Yacht Work in Langkawi is spectra trained and has parts.
- YSE (Volvo mechanic) in Phuket Boat Lagoon is Spectra dealer, and they have lots of spare parts. From Sureflo pump head rebuild kits to the full Clark pump seals and bits kits. Good mechanics for it too.

Galacsea – June 2018: We had another crisis aboard with our Volvo engine—it would not start. Robbie came to the rescue, flying in to Penang from Lankawi on short notice. About Robbie Andersson. +6019-505-8393 ((whatsapp) - andersson.marinesv@gmail.com . He's a fantastic mechanics, based in Langkawi, methodical, careful with splendid knowledge and expertise. We worked with him three times on engine issues (both mechanical & electrical) and, each time, he found the good approach and all was intelligently investigated & cleanly resolved. His main training is in boat mechanics, but he's also available for general boat repairs and maintenance, including electrical, plumbing and hydraulics.

Soggy Paws – 2018: Langkawi is a free port, with an airport, so getting things shipped in is easy, with no duties required. Friends told us they even have Amazon.com items shipped to them there. (Note, as of 2023, it is also possible to ship into Pangkor Marina duty free. You need to make sure the parcel is addressed properly and Pangkor office recommends using DHL vs Fed Ex. DHL does a MUCH better job of clearing in yacht in transit parcels duty free.

East Marine in Thailand is a great source for Marine Supplies and will ship to Lankawi or anywhere in SE Asia.

<https://eastmarineasia.com/>

1.7.7 Shipping Stuff In

FB Discussion – August 2020 – Shipping in Radars, Radios, and Bluetooth Devices: I had a terrible wait of almost 3 months and over 200 emails trying to sort out the SIRIM and other requirements to import a radar from Australia.

My advice, if you can get it from a local supplier it saves time and headaches not dealing with gov officials who are still trying (as best they can) to work out procedures that are efficient.

Here's an English article about SIRIM for background information.

<https://www.cetecom.com/en/news/sirim-certification-for-market-approval-in-malaysia/>

From Marina Pangkor “by Law all electronic coming to Malaysia needs to have SIRIM approved, its like the CE in Europe, you can Whatsapp Akina Sisca at +60165231800 she can give you further information. She has done it before.”

Someone Else: Make sure the import papers clearly define the category of the item “electrical” etc. you will see the selection on the forms SIRIM sends you. Make sure it is the same category and is defined in the same on the import papers your agent is using. They will not allow you take

it from customs if description varies from eg: “mppt charge controller” on one form and “electrical” on another.

Here is a contact that may help you through the process.

HANIS ZILA BINTI RUSLY
Communication & Multimedia Certification Section (CMCS)
DL : +603-5544 6934 Fax: +603-5544 6912
SIRIM QAS INTERNATIONAL SDN. BHD.
Building 25, SIRIM Complex
No. 1, Persiaran Dato'Menteri
40911 Shah Alam, Selangor
Malaysia.
www.sirim-qas.com.my

FB Discussion – Feb 2019 – Shipping Parcels via US Mail: Does anyone know if you ship in parcel with USPS expedited shipping, can you follow the tracking until destination, or only until when it comes into Malaysia (airport). *(Each bullet below is a response from a different person).*

- We had a package sent to Malaysia by USPS and we could only follow it until the destination before Malaysia but we ordered over sixty packages while based at Pangkor marina for nearly a year and never had a problem
- We have had 2 packages delivered to Langkawi via USPS (Priority Mail International) and we did get notified of arrival in KL, clearance through customs, departure from KL and final delivery. But notifications can be inconsistent.
- Same experience here into Pangkor. No problems, took about 10 days, and tracking was as mentioned above.

1.7.8 Medical/Dental

Malaysia has an excellent health care system and has several locations with very good first world hospitals, equipped to do low cost procedures in a quality setting. Locations that cruisers have been to get medical care include: Johor Bahru (Puteri is the nearest marina), Kuala Lumpur (easily reachable from all locations), Lumut/Seri Manjung (Pangkor Marina) and Penang. The hospital chains most recommended are Pantai and Gleneagles—both cater to foreigner “medical tourism” and have good doctors and excellent facilities.

Sail SE Asia - Oct 2023:

Soggy Paws – June 2023: We had planned for a couple of years to get cataract surgery done in Penang when we arrived there. But while sitting in Pangkor Marina getting boat work done, we heard of a good eye surgeon at Pantai Hospital in Seri Manjung, about 10 minutes drive from Pangkor Marina. This seemed like the best situation since we expected to be in Pangkor for several months.

It cost us around \$3K USD per person for each of us to have both eyes done. The greatest cost of cataract surgery is for the lenses itself, and for this price we got mid-range lenses from Johnson & Johnson. (Our US insurance reimbursed 80% of the whole bill, once we submitted the full set of paperwork we received from the doctor & hospital). In 5 weeks we completed both eyes with follow-up. (Eyes done one week apart—doc said he could do both eyes at once if you wished, which would shorten this to 4 weeks if you wait around for the full month for final follow-up). The follow-up visits for each eye is next day, a week later, and a month after the final eye.

The ophthalmologist who did the surgery was Dr. Gideon Wean. His family is from Penang, but he lives and practices in Lumut/Seri Manjung and Ipoh. The surgery and follow-up visits are done at Pantai Hospital, Seri Manjung, a very new and upscale hospital. It is outpatient surgery (arrive around 10am, have someone drive you home at 5pm).

Hospital info: <https://pantai.com.my/manjung>

<https://www.pantai.com.my/manjung/news/understanding-cataract-by-ophthalmologist-pantai-hospital-manjung>

Phil Vana (FB) – August 2018: If you have teeth problems, tight budget and are around Penang you may be interested to know that you can have affordable treatment at the dental college in Penang.

Of course don't expect the classy all white and shiny office but they have decent and clean equipment dozens of seats and every treatment is under supervision of a teacher.

The building is next to the ferry-train-bus terminal. Entrance is by a door on the side and reception on 21st floor. They even do implants

Pictures are the view of the building from Butterworth train station and panel with treatment cost.

I paid 15 RM with an X-ray then saw a dentist, an endontologist then an implantologist.

You first get a complete inventory of your fillings etc (probably first year student) then when you see the other specialist they talk to the student and the student speak to you.

Brahminy Too – June 2017: I can recommend the Dermatologist Dr Khoo at Penang Adventist Hospital, should you have concerns about your skin.

I was concerned about a mole which she also found questionable. Her examination was extremely thorough and I would know since over the many years of having mole scans I've clocked a few "knows". The very next day in an immaculate out-patients facility it was painlessly excised and 6 neat stitches added.

Cost: 100 myr for consultancy

Excision:1000 myr.

I know I would have paid more in Australia even with private health insurance.

The biopsy results will be emailed to me as I'm actually berthed at Rebak. That hasn't happened for me in Aus. I usually need to make another appointment to hear the outcome.

Soggy Paws – 2017: On several cruisers Facebook groups, I have heard that Penang, Malasia is a good place to go to get medical or dental work done.

And at least one cruiser has condo rentals there, if you need to get off the boat. Ask around at Straits Quay Marina.

There is a service in Penang that "facilitates" things for cruisers. I have not used them, but worth checking out: <https://www.ahoypenang.com/> They posted on the Women Who Sail SE Asia Facebook page, this comment: "AHOY Penang can arrange priority appointments and specialist referrals to any hospital in Penang or KL, can put you in touch with a specialist via email in advance to discuss your needs, arrange for access to the Medical VIP lounges at KLIA or Penang airports, and arrange for transfers to hospital of your choice and accommodation if needed. Here to help ~ pm me for more info". There is also an [Ahoy Penang facebook group](#).

1.7.9 Insurance

Sail SE Asia FB Group – June 2020 – Insurance: We were renewed June 2020 by Topsail UK under the Global Yacht Cover (a Lloyds underwriter). We are an American flagged 44 ft catamaran with an American couple aboard with lots of experience and USCG 100-ton Masters Licenses. \$10K USD deductible, \$25K ded for a named storm. \$1M Liability. For cruising areas: Philippines, Malaysia, Indonesia, Singapore and West Coast of Thailand.

Full rig insured (it wasn't last year as it was over 12 yrs old) as we have ourselves renewed the rigging in the last year. The quote came in at 1.3% of insured value. Essentially same premium as last year.

Even though we were renewing with the same insurer, we sent a full sailing/experience resume for both of us, our most recent survey, and a month to month description of the planned cruising route (as best we knew it) for the next 12 months, emphasizing that we will be completely out of the typhon/cyclone zone for the next year. This makes it easy for the broker to get a good quote--nobody has to do too much work.

We also put in our sailing resumes and the cover letter: Last boat insurance claim: Never. (truth). With a resume going back to 1967.

Sail SE Asia FB Group – Feb 2020 - Insurance Update: Thanks to everyone who provided suggestions for potential insurers for SE Asia (we are currently in Borneo and are likely to sail to Indonesia which is generally a higher risk/premium area than peninsula Malaysia/Thailand).

The market has changed significantly, with many former players pulling out of the market altogether. I approached many companies (many of the suggestions received were however, just brokers who approach the same insurers). I only received 4 quotes. We have a 7.5 year old 44ft monohull, Australian flagged. Figures below are AUD\$ (unless specified USD)

Pantaenius Australia - premium ~1.9% of insured value, a significant deductible, \$20k salvage deductible and 30% lightning strike deductible, 3rd Party Liability \$10m. Will allow travel through East Borneo but do not insure for piracy. Will allow cancellation of policy, will reduce premium when entering lower risk area. Requested survey and rig inspection within 45 days or "The underwriters hereby reserve the right to refuse any claim associated with any defect that would have reasonably been identified by a surveyor/rigger had a survey and rig report been completed and provided to Pantaenius Australia as requested". Australian legal system.

Topsail Australia – premium ~1.8% of insured value, deductible ~70% of Pantaenius, 3rd Party liab \$5m. Can only cancel and refund once 90% of insured period/premium has 'been earned'. They also insure for the full period based on sailing plan. We provided a sailing plan that included Malaysian Borneo, Indonesia and Australia. We indicated that we may be in Australian waters for over 50% of time. The premium however largely reflected the SE Asian component and Topsail said there would be no further premium reduction once in Australia – but wait for the following year renewal for premium based on Australia. We were told by Topsail when we indicated we may sail through East Borneo "Unfortunately if you are heading through the Celebes & Sulu Seas, we would not be able to offer cover at all. We understand that there is a rally that also heads through this area and Topsail Insurance has taken a stance in not providing any coverage for those undertaking the rally". This was not just not covering for that section, but they would not provide us with insurance cover if that route was in our plans. Period. Asked for survey and rig report, but can ask for deferral until we reach area where this is possible/Australia. Australian legal system.

Northern Reef (through edwardwilliam.com) – premium ~1% of insured value, deductible ~70% MORE than Pantaenius, 3rd Party Liability - \$5m. They asked for photo of outside and inside of yacht. Note: This insurer is based in Uruguay, South America, so any disputes would be through the Uruguayan legal system. Did not request survey or rigging report. *Ed note: Be sure to Google Northern Reef claims for other reports from Northern Reef customers—the history is NOT GOOD.*

Chubb Hong Kong (RKH Speciality/FP Marine) – premium 1.15% of insured value, deductible ~40% of Pantaenius, but lightning deductible 25% of insured value (not 25% of damage!), 3rd Party Liability ~USD\$1m, No personal effects cover. Cancellation with 30 days notice and prorated premium refund. Did not request survey or rigging report. Hong Kong legal jurisdiction (UK law)

The premiums for the non-Australia insurers are lower, but in my opinion come with added risk of potential issues including making claims in overseas legal jurisdictions. Neither requested survey or rigging reports (although yacht is <8 years old).

The following would either not insure, no longer insure in the region requested, or did not respond/get back to me with quotes: Poe-Ma (who we have previously insured with), Y Yachts (UK), Expat Marine (HK), TMCA (Thai Marillion), AsiaMarine (same proposal form as TMCA but didn't pursue as would approach same insurers as TMCA).

I hope the above may assist/save time when cruisers are renewing their yacht insurance in the SE Asia region. It was quite a time consuming process. None of the options are particularly attractive and much less attractive than they have been in previous years!

We ultimately went with Pantanauis - not ideal or cheap, but allowed premium reductions in lower risk areas, mid term and Australian legal jurisdiction etc. Also had a good experience with them when claiming for lightning damage a few years ago. Didn't like Topsails position with premium/cancellation etc given we may be in Australia but paying Indonesia-based premium.

Other comments in response to this post:

- One big thing the community could do is write to the underwriters pointing out that the region is devoid of cyclones and maximum gusts with short periods and partial smooth waters inside the archipelago and no piracy in the past 20 years. They confuse the latitudes north south of equator between 15 degrees.. I've tried to talk with Lloyds.. beauracracry is tough to find the risk assessors.
- It's pretty easy to lay the historical cyclone tracks across both north and south of the equator and make a screen shot of that. And... the underwriters know that +- 8 degrees of the equator is pretty darned safe. So make sure you state lats and longs when you talk about where you plan to cruise. With a detailed explanation, including a map showing "cyclone holes", plus a detailed "cyclone plan" (including watching the weather, and how we would prep our boat) we got permission from one insurer in 2018 to cruise above 8N in the Philippines, at no extra cost. Don't act like a newbie and you don't get treated like a newbie (if you're lucky). Our insurance comes up for renewal soon, hoping we don't get cancelled like everyone else!!

Umineko – Feb 2018: If you are looking for insurance for Malaysia and Thailand, be sure to contact Adrian Coffin, marine insurance broker in Phuket. He knew EXACTLY what I was looking for in one phone call. Local insurance brokers here in Penang are, sadly, a waste of time.

1.7.10 Surveyors

Sail SE Asia FB Group – September 2020 – Comments on Surveyors:

- I would highly recommend John Champion, who is based at Telaga, Langkawi and also travels to Pangkor. Fully certified surveyor with lots of experience. Excellent when we sold and bought again. Comprehensive report. (this recommendation was echoed by a number of people).

jwchampion@live.com.au

+60 16 454 3174

- John Champion has been to our yard a few times and I get feedback that all of them are happy with his work. (comment from Pangkor Marina)
- I cannot recommend Mark Borkett and Jai enough. Just got my survey and rig survey completed last week. Jai (rig guy) been helping me negotiate some sail deals in Phuket vs the quotes I received. If you want Mark's contact info message me and I will give it to you.
- Waterline Marine Ltd. (www.waterline-marine.com) here in Phuket. Excellent service.
- I have used Anthony Gates at Andaman Marine Services in Phuket. Very thorough and well informed. Aussie. Knows the international situation and insurance requirements very well. <https://ams-sea.com> +66 81 893 9985
- Several different recommendations for Mark Board, at Telaga. mark.board@integrity-marine.sg
- Jamie Morrison, may be in Pangkor now. <http://www.mastermarinesurvey.com/>
- Mark Chapman in Port Dickson +6016 280 0201 Will travel.

Sail SE Asia FB Group – June 2020: If you need a marine surveyor for selling or insurance, we found a good one. He's in Langkawi (as is our boat) but he's done work in Penang and Phuket. He's properly licensed and lives aboard his own yacht. His name is Mark Board, his company name is Integrity Marine, tel 0197505756.

1.8 Embassies and Consulates

There is a U.S. Embassy in Kuala Lumpur. Probably most other countries have embassies there too.

There are Indonesian Consulates in Penang, Kuala Lumpur, and Singapore, but since 2020, you can no longer apply at a Consulate for an Indonesian visa—have to do it online through an agent.

1.9 Getting Visitors In and Out

Two major airports are Kuala Lumpur (KUL) and Singapore (SGH).

1.9.1 Via Kuala Lumpur

KUL is actually referred to within Malaysia as KLIA, and since the 2nd terminal opened up in 2014, KLIA1 and KLIA2. KLIA1 is normally for the mainstream airlines and KLIA2 is for the budget airlines, anchored by Air Asia. There is also a 'regional' airport in Kuala Lumpur near downtown (and quite far from KUL/KLIA).

Small hopper flights are inexpensive from Kuala Lumpur to most major cities in Malaysia. However, make sure you know WHICH KL airport you are coming and going from—international flights fly into KLIA, and the most inexpensive local flights go out of the national airport. Even getting between passenger terminals at KLIA on a tight connection may be trying.

Buses are also easy to book online, are cheap, usually clean and fairly fast, and go all over Malaysia. Most bus operators have online ticketing. We have also used <https://www.redbus.my/bus/bus-online-ticket> to find and book buses in Malaysia.

TripAdvisor on Kuala Lumpur Airports: KLIA1 and KLIA2 ARE the same airport! Just different terminals. Both terminals are coded KUL by IATA!

SZB at = Sultan Abdul Aziz Shah Airport aka Subang [International] Airport aka Skypark Terminal. Was the international airport from 1965 to 1998 when it had 3 terminals in use, only T3 is now in use and renamed as the Subang Skyway terminal. It is the home of FireFlyz and Berjaya Air, flying mainly domestic Malaysian routes and short routes into neighboring Thailand / Indonesia.

KUL KLIA1 / KLIA2 is 40-60 minutes / 50 km south from Kuala Lumpur

SZB Subang is 30 minutes / 26km west of Kuala Lumpur

KUL KLIA1 / KLIA2 is 55 km from Subang / SZB - a journey between KUL and SZB will take around 45 minutes.

To get between the 2 terminals at KUL, KLIA1 and KLIA2, the best way is via train. KLIA1 and KLIA2 are both on the KLIA Express train route so are connected by a 3 mins train journey

Buses & Trains: On peninsular Malaysia, there is a reasonable ground transportation system running from KL to other points of the country (and running up from Singapore and into Thailand).

Soggy Paws – Aug 2023: We made a sightseeing/visa reset trip to Laos/Vietnam and the most convenient flight into Laos was on Air Asia out of KL. We bussed to KL on Arawana (the previously-used Star Express company is going downhill and is no longer recommended).

On the way back into Malaysia we got a direct flight from Saigon into Singapore, spent the night in Singapore, and then flew Scoot to Ipoh. We specifically wanted to clear Immigration in Ipoh instead of KL because some immigration personnel in KL seem to hassle long time stayers in Malaysia who don't have a Long Stay visa. Ipoh Customs and Immigration are easy. (No problems bringing in large bags of boat parts).

We took a Grab (Asian version of Uber) from the airport to the marina, a 1.5 hour trip. You can also arrange a taxi thru the marina to pick you up or drop you off at the airport. See Ruz in the office. The cost is about \$40-45 USD.

Soggy Paws – Dec 2022: We booked a Christmas dive trip to the Maldives. We flew r/t from Kuala Lumpur to Maldives for only \$350 USD per person (Air Asia). We took the Arawana bus to and from the KL airport. (the trip by bus from Seri Manjung (Lumut) to KL airport is about 4.5 hours by car or about 6 by bus). The Arawana buses are really nice, clean and comfortable. No toilet on the bus, but the bus makes 2-3 stops where you can get off and go.

Soggy Paws – May 2015: We made a quick trip into Malaysia by air. We flew into KLIA2 on Air Asia from Manila. KLIA2 is a brand new terminal at Kuala Lumpur. We arrived late and were able to walk through the terminal (still mostly open at 11pm), through the "mall" in the terminal, to the Tune Hotel (a nice budget hotel run by Air Asia)—no cab or bus required. You can take the airport carts to the doorstep of the Tune Hotel (would be more difficult if flying in to KLIA1).

We were headed to Pangkor/Lumut, which doesn't have an airport. So the next morning we took a StarExpress bus from KLIA2 to Sitiawan, which is right next to Lumut. This cost about MYR40. Then a MYR35 taxi ride to the Best Western Hotel on Marina Island.

Leaving Lumut heading north, we took the bus from Lumut to "Butterworth", which is the mainland town right next to Penang, which is an island. We took a nearly free ferry from Butterworth Bus Terminal to Penang. From Penang, we could fly to Langkawi, or KL, or take the ferry to Langkawi. It's actually cheaper to fly, but the airport is further away from downtown Penang, so the costs might average out.

On the way back, we flew from Langkawi into KLIA2, stayed another night at the Tune Hotel, and then flew out the next morning from KLIA2 to Manila on Air Asia.

1.9.2 Via Singapore

Jan 2023 – Scoot: Singapore Airlines has an affiliated local airline called Scoot. They offer cheap direct flights from Malaysian locations to Singapore. We were based in Pangkor Marina and flew Scoot to Singapore (from Ipoh, a 1:20 taxi ride away) to catch another flight out of Singapore. You can also use KrisFlyer miles (Singapore Airlines Frequent Flyer program) to book flights on Scoot. <http://flyscoot.com>

1.9.3 Via Thailand and Other Routes

Depending on where you are located in Malaysia, it may be better to fly in through major airports in Thailand, and bus or train or local flight to Malaysian destination. But we haven't researched this.

1.10 Communications

1.10.1 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 Malaysian info/social life.

Facebook Groups

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

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

[Telaga Harbor Yachties](#) (Langkawi Area)

[Rebak Yachties](#) (Langkawi Area)

[Ahoy Penang](#) (Penang Area)

[Pangkor Yachties](#) (Pangkor Area)

Whatsapp Groups (not a definitive list)

Pangkor Marina has a Whatsapp Group, contact James, Akina, or Ruz to be added, if you are in or headed for the marina. Lots of chit-chat very specific to that locale (things for sale, where to find...?, services offered or needed, social activities, etc)

Sail Malaysia Rally normally creates a Whatsapp for the people in the rally for Rally comms, social info, etc.

1.10.2 VHF

General VHF Advice that applies to all areas: Be aware that on high power, a good VHF with the antenna on top of the mast will transmit 25 miles line of sight. So if you are only doing within-anchorage communications, switch to low power and if possible, a low antenna. 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.

1.10.3 SSB Radio Frequencies and Nets

Difficult to find in SE Asia, as asian fishermen hog the frequencies, and equatorial propagation is difficult. Most have switched to cell internet and **Facebook** as a way to keep in touch. (see Facebook Groups listed below).

1.10.4 Telephones, Cell Phones, and Internet Access

Soggy Paws – Jan 2023 – Which Carrier: When we arrived with the Indonesia Rally in Puteri, James Khoo recommended Celcom and Digi as the best coverage, especially in Pangkor Marina area. We bought sim cards at the Ferry terminal when we were taken there to clear in with Immigration by Puteri marina staff. What was on offer was Hotlink (Maxis). Later we bought a Celcom sim to put in our mifi device. In Jan 2023, Hotlink has a slightly better package. Celcom definitely had better signal at Pangkor. But we found both to have pretty equal coverage while sailing the west coast of Malaysia. Later we bought a Digi sim. All have fairly similar "unlimited" (with limits) data / hotspot package for 30 days for around 40 Rm. All have holes in coverage. It's a good idea if you have a dual sim phone to put 2 different sims (I would recommend Hotlink and Digi at this point).

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.

FB Discussion - Feb 2018 – Which Carrier: Which seems to be the best phone carrier in Malaysia at moment? (I am mostly interested in “data” and “more value for money”) *(each bullet below is a different person offering an opinion)*

- We still think Maxis Hotlink is best overall
- We found Celcom gave better service than Maxis comparison aboard.
- M1
- We use Tune Talk (Celcom)
- Celcom provides better coverage along the coast than Maxis. TuneTalk should also be good as this service also uses the Celcom network.
- Digi <https://new.digi.com.my/home>
- We used Tune Talk in Langkawi and Maxi in Pangkor. You need to ask the locals what works best in the preferred area.
- I use XOX. You get a couple of years on the credit before it expires.
- U Mobile has an unlimited data plan (first we've seen in Malaysia) for only 30 ringgit/month. They have a U Mobile store in Langkawi, but we actually ended up buying the sim and activating it from the 7-11. It's pretty fast- the only downside is that there is a 3 gb limit on tethering.
- For Phone I use Tune Talk because they have a 1 year validity for 28RM, if you want to use data they also have a 200Rm yearly plan at 10gb per month.
I find it convenient to keep the same number even if I spend 3 month in Thailand.
For data I use Hotlink, usually their 2gb/day plan for 3rm. This avoids any surprise if your laptop decide to download the latest windows update or other.
- I've been very happy with Digi.
- It's easy (& cheap) to put up a few fast towers in densely populated areas, & then offer cheap data plans. For us, coverage in the remote areas we cruise to is quite important. As far as I know, Celcom still has the best coverage.
- Celcom worked great for all all over (west Malaysia)
- I've had the same Digi number & plan for 5 years. Always have great connectivity, have even worked online with it from Borneo. Happy:)
- I have Digi for internet
- Had Tunetalk for one week then Celcom a lot faster in Langkawi.
- I think Tunetalk is using celcom network but maybe there is a speed cap.

1.10.5 Mail

Malaysia has a good mail system.

FB Discussion – Feb 2019 – Shipping Parcels via US Mail: Does anyone know if you ship in parcel with USPS expedited shipping, can you follow the tracking until destination, or only until when it comes into Malaysia (airport). *(Each bullet below is a response from a different person).*

- We had a package sent to Malaysia by USPS and we could only follow it until the destination before Malaysia but we order over sixty packages while based at Pangkor marina for nearly a year and never had a problem
- We have had 2 packages delivered to Langkawi via USPS (Priority Mail International) and we did get notified of arrival in KL, clearance through customs, departure from KL and final delivery. But notifications can be inconsistent.
- Same experience here into Pangkor. No problems, took about 10 days, and tracking was as mentioned above.

1.10.6 News

<https://www.thestar.com.my/>

<http://www.dailyexpress.com.my/>

1.11 Diving

1.12 Haulout, Storage, and Repair Facilities

1.12.1 Singapore Area Marinas (Malaysian & Singaporean)

See this section for [Malaysian Marinas near Singapore](#)

And this section for [Singapore Marinas](#)

1.12.2 West Coast Peninsular Malaysian Marinas

1.12.2.1 Straits Quay Marina (Penang)

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

1.12.2.2 Pangkor Marina

The most-recommended haulout, storage and repair facility is Pangkor Marina, about halfway up the west Malaysian Peninsuala.

<https://marinaisland.com/> (not a very helpful website)

<https://web.facebook.com/pangkormarina.malaysia>

1.12.2.3 Port Dickson World Marina (Port Dickson)

Contact Info:

Patrick Theseira - ptheseira@pdworldmarina.com.my

Clifton Theseira - +60 19 414 9149 cliftontheseira@pdworldmarina.com.my

Jack Lekuk - +60 10 930 8070 jack@pdworldmarina.com.my

<https://www.facebook.com/profile.php?id=100088101172963>

Entry Waypoint: 02° 28.2800' N / 101° 50.7100' E



Sail SE Asia – May 2023: I want to share my positive experience at @PD World Marina in Port Dickson, where my family and I hauled out our 40-foot catamaran for long-term storage.

The marina is located in a small and well-sheltered cove just south of Admiral Cove Marina. The three brothers started the marina and hardstand activity during the pandemic.

When we arrived, the team was there to help us dock, and their kindness and hospitality continued throughout our six-day stay. They even organized a small birthday party for my daughter when they found out it was her birthday the next day! It was also great to see their kids and ours play together.

Although the current hardstand only has space for 15 boats, the location has the capacity to expand to over 100 boats. The safety of the marina is also good, with workers on site during the day and two workers sleeping on the premises at night, plus guard dogs that keep rodents and monkeys away.

The marina is within walking distance of a small town with restaurants, supermarkets, and other amenities. Nearby attractions include a sea life museum, a military museum, a Chinese temple, and hiking trails. Although there aren't many shipchandlers nearby, there are good hardware and DIY stores. If you need to order parts online, the marina can assist with tax-free import of the parts.

The haul-out process was done by crane, and although our boat was heavier than expected, the Simpson Marine team handled it professionally and safely. They had a strategy in place to deal with the unexpected setback, remained relaxed, calm and in control all the time; which proved their many years of experience.

Overall, we had a wonderful experience at PD World Marina, and we believe they deserve a big thumbs up. We expect the marina to grow over the years, but we hope they can maintain their simple, family-style spirit.

For practical details get in touch with Patrick (ptheseira@pdworldmarina.com.my) or Clifton (cliftontheseira@pdworldmarina.com.my)

Soggy Paws – November 2022: The Sail Malaysia Rally to Langkawi stopped at a new marina called Port Dickson World. This is a newborn operation...the facility has been there for a number of years but they have just added dock space and moorings. They also have a hardstand and can haul boats by crane. The marina is just south of Admiral Marina (see attached photos for details). "Town" is a short walk away with restaurants, laundry, and grocery stores.

We came in a little after low tide and had no less than 14 ft all the way in.

The Rally was given an introductory rate of 1 Rm per foot per day. Contact the marina directly to find out their current rates.

1.12.2.4 Admiral Marina (Port Dickson)

1.12.3 Langkawi Area Marinas

- Rebak Marina
- Telaga Harbor Marina
- Royal Langkawi Yacht Club

Details [in this section](#)

1.12.4 East Coast Marinas

- Terengganu Marina, East Peninsular Malaysia
- Tioman, East Peninsular Malaysia

1.12.5 Borneo Marinas

- Sutera Harbor, Kota Kinabalu, Borneo (Malaysia)
- Kudat, Borneo Malaysia
- Kinabalu N Shipyard

See discussions here: [Haulout Facilities in Malaysian Borneo](#)

1.13 Tsunami Information

There doesn't seem to be much earthquake or volcanic activity around Malaysia.

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 Facebook Groups

Facebook Groups are becoming an increasingly common source for cruising information. It's not in a particularly organized format, but if you want to ask a question, or monitor what's going on, here are a few sources:

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

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

[Telaga Harbor Yachties](#) (Langkawi Area)

[Rebak Yachties](#) (Langkawi Area)

[Ahoy Penang](#) (Penang Area)

[Pangkor Yachties](#) (Pangkor Area)

1.14.2 Local Websites

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

<https://www.sailmalaysia.life/>

You should definitely try to download the Sail Malaysia Cruising Guide from this website.

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

<https://www.langkawi-insight.com/>

<http://www.langkawi-gazette.com/marine-guide/marinas-a-anchorages>

1.14.3 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> Download the Word Doc from that page and see the amazing amount of information Terry is managing and making available for free to cruisers.

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 of satellite charts (as mbtiles) here:

http://svocelot.com/Cruise_Info/Equipment/Chart_Downloads.htm

And cruising notes here:

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

For most of the earlier sources below, we have gleaned the information off the internet (cruiser's websites, blogs, and online forum postings) or out of an SSCA bulletin. For the sources reported below as 2013-2018, much of the info has come directly from our cruising friends, helping to round out the information in our various Compendiums, as well as from monitoring various Facebook groups.

Sail SE Asia – 2018-??: This is a Facebook group (link provided above) where cruisers exchange lots of information. Many bits here have come from those information exchanges.

Matilda – 2016-2019 – Matilda's blog covers several years of cruising in and around Malaysia, Thailand, and Indonesia.

<https://svmatilda.blogspot.com/>

Yindee Plus – 2015: The Bright family on their cutter-rigged sloop Yindee Plus began their extended cruising from the UK in 2008. Their blog has lots of interesting reports and twin sons Sid and Wilf have their own blogs also.

http://www.yindeeplus.net/Yindee_Plus/Welcome.html

Savannah - 2014: Savannah is a 40' catamaran who ended their Pacific crossing in Lankawi.

Solita - 2013: MV Solita has been cruising between Malaysia and the Philippines and dribbling nicely written Cruising Notes behind them. These can be found on Noonsite. Their Brunei Cruising Notes have been incorporated into this guide.

Hamamas - 2009: Hamamas moved into Malaysia (Borneo) from the Philippines in April 2009.

<http://svhamamas.blogspot.com>

They remained in Malaysian waters until 2011.

Carillon - 2007: Steve and Lyn on Carillon were on the east coast of Malaysia, May and June 2007. They have a 15m monohull. I found their information in a Word doc labeled "East Coast of Malaysia Cruising Notes" (download here:

http://www.noonsite.com/PDF_Files/CruisingGuideSingaporetoDarwin)

"We cruised from Singapore northwards along the coast to Tioman Island (where we checked in) and then further north to Perhentian before checking out in Kuala Trengganu and leaving Peninsular Malaysia to head for Miri in Sarawak. We left Singapore in early May and Kuala Trengganu in late June.

This is an excellent area for cruising. Very attractive islands and beaches with numerous sheltered anchorages. We were warned before our trip about thunderstorms and the constant swell but we did not have any problems with these. There was always a sheltered anchorage to be found and the thunderstorms did not last long. Security is not a problem and the people are very friendly and helpful. The water is clear on all the islands and there is good snorkelling and diving. We found some interesting jungle walks on many of the islands."

Carillon is a Tayana 48 monohull, 14.3m LOA, draft 2m. www.yachtcarillon.net

Backchat - 2005

Brunei Bay Radio – 2007-??: Most information on their website is about Brunei and Malaysian Borneo. <http://www.bruneibay.net/bbradio/> Sadly, this website is no longer operating as a cruising information website.

Lifelines - 2007: M/V Lifeline is a converted Bass Strait fishing trawler. 49' long 14.5' wide with a 6' draft. Their logs can be found here:

<http://cruisingunderpower.fastmail.net/>

Valhalla – 2005: Valhalla cruised SE Asia extensively in the early 2000's, and then settled in the Philippines. They are currently at Oceanview Marina, Samal Island, Davao, Mindanao, Philippines.

<http://yachtvalhalla.net/>

Watermelon - 1998

Schnuckelputz - 1998

Yawarra - 1998

Krios - 1997 - From SSCA Bulletin early 1998

Rai Reva - 1996

1.14.4 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.

<http://www.noonsite.com/Countries/Malaysia>

1.14.5 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>

1.14.6 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 Cruising Guides

We are consciously NOT duplicating any printed, copyrighted information here. It takes a lot of effort AND money to publish a cruising guide, and we firmly believe that if it is still in print, you should BUY it, not steal it (in electronic form).

1.15.1.1 Sail Malaysia Pilot

In 2023, the Malasian Yachting consortium produced a nice color printed book from the Sail Malaysia Rally information. This is available in various yachting locations in Malaysia.

They have also updated the free PDF file compiled by the Sail Malaysia Rally people. It's current (2023) location is here:

<https://www.sailmalaysia.life/>

The last update was April 2023 for the 2023 Sail Malaysia Rally to the East.

A companion set of waypoints, in gpx format, are available courtesy of Terry on s/v Valhalla. You can download the set of waypoints, and a companion set of satellite charts for these anchorages, here: <http://svsoggypaws.com/TerrysTopics.htm> Download the Word or PDF document and search for Malaysia.

1.15.1.2 RCC's South China Sea

Royal Cruising Club Pilotage Foundation's *South China Sea* by Jo Winter (2019), also published by Imray, Laurie Norie & Wilson, is recommended

1.15.1.3 Southeast Asia Pilot

<https://www.southeastasiapilot.com/> (now in the 5th edition)

Was originally published as the Andaman Sea Pilot and dealt principally with the waters off Western Thailand. It has now been much expanded and has good coverage of the Malacca Straits and for much of the east coast of the Peninsula.

1.15.1.4 Cruising Guide to SE Asia

Cruising Guide to Southeast Asia Volume I

Stephen Davies & Elaine Morgan

www.imray.com

This volume covers South China Sea, Philippines, Gulf of Thailand to Singapore (including East Malaysia, Brunei, Hong Kong and Macau). Corrections up to May 2004 for this 1st Ed. are at http://www.imray.com/corrections/SE_Asia_Vol_1_sup_6.pdf

Cruising Guide to Southeast Asia Volume II

Stephen Davies & Elaine Morgan

www.imray.com

The 2nd edition was published in 2008.

This covers Indonesia, Timor Este, Singapore, West Malaysia, West Thailand, PNG and Palau.

Corrections for the 1st Ed. up to 2005 are at

http://www.imray.com/corrections/SE_Asia_Vol_II_sup_6.pdf

Carillion - 2007: The Cruising Guide to Southeast Asia Volume 1 (Stephen Davies and Elaine Morgan) covers this area but many of the details are sketchy and are now out of date. The update (Supplement No 6, May 2004, available from the Imray website) has more detailed information but some of this is now out of date. There are new marinas and there have been reclamation, dredging and new sea walls in many of the harbours. Some of the navigational marks are now different to those described in the Cruising Guide and update.

There are also some cruising notes available on the Noonsite website. We found these useful but, again, sometimes out of date.

1.15.1.5 Other Older Publications

Sail Thailand

by John Everingham, Artasia Press

Contact info-phuket@aapress.net for further information.

Information on the Mergui Archipelago, Burma, and Langkawi, Malaysia as well as Thailand.

From Yangon To Manila Bay: The Cruising Almanac 2005

by Joanna Greenfield

ISBN: 9833214002

Published: 2005, Malaysia, 1st Edition

This book contains sailing notes from every country in the region including little-known areas such as Myanmar, Cambodia, Brunei and, for the first time, Vietnam. It is also a one-stop reference guide which lists major hotels, boat repair engineers, chandleries, brokerages and hardware suppliers.

Nepenthe - 2006 - East Coast Peninsular Malaysia: There is hardly any info about this area, a bit in Cruising SE Asia, one page in the Andaman Sea Pilot, and check the web site for RRF publications where there are good little charlets. The best little book is Islands of Malaysia by

Mike Gibby (printed by C.O.S. Singapore 1994, there may be a companion one by now). This little book made the islands so much fun.

1.15.2 Recommended Reading

For background, we recommend the following books:

[A Leopard Sings in Sarawak](#) (set in WWII era western Borneo)

[The Tiger Outside the Cage](#) (set in 1960's Malaysia, the fight against Communism)

Soggy Paws 2016: Also, [The Malay Archipelago: A Travel Narrative](#), by Alfred Russel Wallace. Available on Amazon as an [ebook](#). Written in the 1860's by a British naturalist who was a poor relative to Charles Darwin, and conducting similar types of natural explorations in a different part of the world than Darwin. It is said that some of Darwin's ideas on the Origin of Species may have come from correspondence with Wallace. Here is an excerpt from the Preface to the first edition of Wilson's book:

My journeys to the various islands were regulated by the seasons and the means of conveyance. I visited some islands two or three times at distant intervals, and in some cases had to make the same voyage four times over. A chronological arrangement would have puzzled my readers. They would never have known where they were; and my frequent references to the groups of islands, classed in accordance with the peculiarities of their animal productions and of their human inhabitants, would have been hardly intelligible. I have adopted, therefore, a geographical, zoological, and ethnological arrangement, passing from island to island in what seems the most natural succession, while I transgress the order in which I myself visited them as little as possible.

I divide the Archipelago into five groups of islands, as follow :—

I. THE INDO-MALAY ISLANDS : comprising the Malay Peninsula and Singapore, Borneo, Java, and Sumatra.

II. THE TIMOR GROUP : comprising the islands of Timor, Flores, Sumbawa, and Lombock, with several smaller ones.

III. CELEBES : comprising also the Sula Islands and Bouton.

IV. THE MOLUCCAN GROUP : comprising Bouru, Ceram, Batchian, Gilolo, and Morty; with the smaller islands of Ternate, Tidore, Makian, Kaiòà, Amboyna, Banda, Goram, and Matabello.

V. THE PAPUAN GROUP : comprising the great island of New Guinea, with the Aru Islands, My sol, Sal watty, Waigiou, and several others. The Ké Islands are described with this group on account of their ethnology, though zoologically and geographically they belong to the Moluccas.

The chapters relating to the separate islands of each of these groups are followed by one on the Natural History of that group; and the work may thus be divided into five parts, each treating of one of the natural divisions of the Archipelago.

It was Wilson who discovered evidence that half of Indonesia was once attached to Australia, and half attached to Asia, with a huge dichotomy of flora and fauna separated by a small bit of water. This division is today called The Wilson Line.

Even if you are not interested in his search for beetles, orangutangs, and birds, his travel narratives are very interesting, as he got himself all over the Indonesian archipelago by local transport (sailing boats).

Alba – 2015: Most Indonesians and Malaysians are Muslim and our knowledge of Islam is a lamentably thin, so we're trying to understand what it's all about. I've found a novel called "[Mother of the Believers](#)" by Kamran Pasha, which tells the story of the early days of Mohammed from the view point of one of his wives. It's well written and fascinating. The most interesting thing to me is the huge historical similarities between Judaism, Christianity and Islam, yet the few fundamental differences have caused such trouble.

2 Passage Reports

2.1 *Sailing Here from Elsewhere*

2.1.1 *From Philippines to Borneo*

Hamamas - April 2009: On 6 April 2009 we weighed anchor and left the lovely anchorage of Puerta Princesa and headed south on our 306 nm journey to Sabah Malaysia. There was very little traffic on the first leg, in fact an extract from Hamamas Log shows "no shipping, no fishing, no dolphins!" After a 2 night sail we anchored at pretty Clarendon Bay on Balabac Is at the foot of Palawan Is. We spent 2 nights there as it was to be our last stop in the Philippines. There were 2 other yachts, Remora and Seafari, although we didn't launch the dinghy to go say hello.

On 9 April we finally left the Philippines and sailed towards the Tip of Borneo and onto Sabah Malaysia where we lowered the Philippine Flag and raised the Malaysian Flag. We were a tad excited about this as we had spent such a long time in the crazy, chaotic Philippines that we wondered what Malaysia would be like.

Our next anchorage was at the resort island of Palau Kulambok and then Kota Belud from where we could see the majestic Mt Kinabalu. On 10 April 2009 (Easter) we saw the first of many oil platforms as we headed towards Sutera Harbour in Kota Kinabalu.

By 1pm on 11 April we were moored in the luxurious Sutera Harbour Resort Marina where we eventually stayed for 6 weeks enjoying all the facilities of the complex including the Olympic style swimming pool and LONG HOT SHOWERS!

2.1.2 *Between Anambas and Tioman*

Temptress of Down – May 2019: Early Sunday morning Temptress set off on a course slightly north of east, following most of the rest of the rally fleet who had departed the evening before or sometime after midnight. Full sail, beam reaching, it was fast. As the southerly built, we progressively shortened sail til Temptress had 2 reefs and a partially furled genoa. At 8 knots we were well ahead of our planned journey time but the sailing in relatively flat seas was the best for a long long time, the crew was having fun!

Our destination, the Anambas Islands, is part of the Riau province of Indonesia. They are located off the west coast of Kalimantan (Borneo) about 120nm east of Tioman and around 200nm from Kalimantan. Until recently virtually unvisited by tourists or yachties, these islands and their neighbours Natuna are supposedly very pretty with lots of wonderful corals and pale blue seas according to the pictures and what we've read.

We have almost a month to explore both groups before sailing further east to reach Kuching by mid June.

Before midnight Temptress had reached the outer edges of the Anambas. Our destination, the town of Terempa, where we were to clear in to Indonesia, is located on the northern tip of P. Siantan some 30 nm further east. Protected by the islands to the south the seas here were flat, the wind had eased and we'd shaken out the 3rd reef put in during the passage of several dry squalls in the afternoon. Sailing at 5 or 6 knots we carried on aware that it would still be dark when we reached Terempa.

With some two or three miles still to go the first mate woke the skipper, "time to tack". We turned Temptress through 180 degrees and in the traditional style of sailing vessels, we stood off for a couple of hours before tacking again to stand on for our destination.

The timing was perfect, it was fully light as we motored around the harbour hunting for a suitable spot to anchor.

David Cherry (FB) – September 2018: There is a N flowing current of about 1.5 to 2 kts which gives a 20 to 30 degree offset at 6 kts. I should have taken advantage of all the lifts across to make southing, but I expected the wind to remain to the E of S for the remainder of the day, but I got a SW header.

I still managed to sail all the way across except for the last 15nm or so, despite one tack. I even caught up and eventually passed a monohull that was motorsailing.

I caught a 20' length of heavily barnacle incrustated bamboo on my daggerboard however did it manage to cling on? It made my boat feel sluggish and cut the speed down by a knot or two.

I also caught a fish on one tack.

2.2 Straits of Malacca

Soggy Paws – Nov 2022 – Nets Info: James from Pangkor Marina says, if you stay out in 20m depth or greater, the nets are usually deep nets and you can usually sail through. In shallower, especially between Singapore and Port Klang, the nets will be floating, with tiny floats (hard to see).

Around Batu Pahat (30 miles N of Pulau Pisang), there have been several reports of fishermen deliberately setting nets that will drift down on anchored boats, and then demanding money for damaged nets. At least 2 boats reported nets laced with glass, and got significant cuts trying to disentangle from the nets. Best to avoid anchoring in this area. If you do get tangled up, be careful.

Soggy Paws – Nov 2022 – General Tidal Information: From the CMAP chart, out in the shipping lanes, the current goes SE on the Flood (rising tide) at about 1.5 knots, and NW on the Ebb (falling tide) at about 3 knots. Likely less if you stay close inshore.

There is an online tide program that gives currents for Singapore and the Straits of Malacca. It looks very technical and accurate, but it was a little off when going into Singapore. We'll see how it does as we go up the Straits of Malacca this trip.

Soggy Paws – July 2015: We picked up our new-to-us boat in Pangkor Marina, motorsailed up to Penang for a short stay, and then headed south down the Straits to Singapore. We did day hops only, though several of our friends said that you could go offshore overnight, by edging out to the edge of the ship channel.

We were in a hurry—on a schedule again—didn't really cruise this area. Here are hops we did:

Pangkor – Pulau Telang – 13nm

Pulau Telang – Penang (Pulau Jerejak anchorage) – 73.5 nm

Penang – Pulau Telang – 73.5 nm

Pulau Telang – Pangkor S Anchorage – 15 nm

Pangkor S – Angsa Bank – 73 nm

Angsa Bank – Through Port Klang – Admiral Marina, Port Dickson – 67 nm

We left the boat in Admiral Marina, rented a car, and went to see the old city of Malacca for 2-3 days.

Admiral Marina – Water Keys (Pulau Besar) – 40 nm

Water Keys – Pulau Pisang – 69.7 nm

Pulau Pisang – Puteri Marina, Johor – 37 nm

The winds started out light SE-S, but as we got further down the Straits, it started blowing fairly hard. Fortunately it went a little more south and we could motor sail once we turned the corner at Port Klang.

We managed to luck out and get the tide right. Had we not had the current with us during the daytime, we would never have been able to make those long hops. The current probably averages about a knot, and is as high as 3 knots through Port Klang.

Fuel is normally available at Pangkor (jugs), Admiral Marina (fuel dock, but wasn't working when we were there), and Puteri (jugs).

Totem - June 2014: There's a long history of piracy in the straits of Malacca, and plenty of modern bandits too- this area currently has more pirate activity than any other part of the world. But those aren't our concerns as we sail south from Langkawi toward Singapore. Unlike the Gulf of Arabia, the piracy is focused entirely on commercial vessels- not private boats like ours. Thank goodness, because we've got plenty other things to worry about.

There's a lot of traffic here. Close to shore, small fishing boats are everywhere. At night, they are improperly lit, or not lit at all. They trail long nets behind the boat, and you can't tell how far they reach behind the boat in almost every instance. Others run buoyed, flagged nets like these- sometimes attached, sometimes drifting. These long nets keep us on constant watch during the day and would be impossible to spot in the dark.

Fishing boats stay out of the shipping lanes farther offshore, but we don't want to sail there either: massive commercial vessels bear down at tremendous speed. Between these zones, tugs lumber along with their tows. These boats are also poorly lit, if they're lit at all. Totem's radar expired last year and has yet to be replaced. We have an AIS receiver, but only the container ships transpond around here. You have to use your eyeballs, all the time.

Debris is a serious problem, too. At no time during our passage south have we been able to look at the water without seeing plastic garbage: water bottles, Styrofoam take-out containers, bags, and more. Then, there are the fishing nets: some attached to boats, some just drifting. Friends of ours sailing straight through last month ran into nets and timber multiple times along this stretch, and were lucky to get away with nothing more than a bent prop.

Then, there's the weather. Because our delays pushed us into the transition to the southwest monsoon season, there's a higher incidence of squalls and storms, and (lucky us!) they will come from the direction to which we are most exposed. This area has earned the name "lightning alley." Great! Most of these happen at night. Radar is a huge help for tracking squalls at night, except... well, we need a new one. So we watch the clouds, and use our eyeballs, and we have another reason to stay put at night.

The upshot of all this: day hops only. It's not a big deal, and protected anchorages are within ranges we can easily manage during daylight hours. Sure, we'd like to get south sooner, especially after all the delays with our engine service, but are happy to trade the hazards for a more cautious, slower pace.

2.3 West Coast Malaysia

2.3.1 From Singapore to/from Penang, Pangkor and Langkawi

Matilda – May/June 2019 – Headed South: May is a transition month where the winds change direction from the north east and start to blow from the south west, signaling the start of the wet season. We certainly noticed the storms and change in wind direction on our travels this month. Our trip from Langkawi right down to Pangkor was plagued with storms and squalls from the south west.

2.3.2 From Malaysian Peninsula to Borneo

Soggy Paws – July 2015: We stocked up in Puteri Marina (Johor), and then did a long day-hop across Singapore, anchoring in Malaysian waters at the mouth of Sungai Santi overnight, before leaving for Labuan in the morning.

The trip from Pulau Santi to Labuan was 720 nm on a course of 071 degrees. We had a nice wind behind us and fairly settled weather, so it was a very enjoyable trip. We went more or less direct to Labuan, passing north of Pulau Subi Besar. In the area off Brunei, there were a ton of well-lit oil rigs, and lots of shipping activity. Most have AIS, and so do we, so it was easy navigating around them, even at night.

We had a couple of squalls toward the end of the passage and at least one with winds to 40 knots.

Arjumand - 1997: Another option for the following season is to go to the east side of Malaysia-- during the SW monsoon starting in May -- and do Borneo (Sabah & Sarawak), go up over the top visit Sulawesi, and scoot back from Bali to Singapore by about November. Everyone seems to rave about Kuching & Kota Kinabalu in Malaysian Borneo. Malaysia also has a number of islands on its east peninsular coast which people do in the SW monsoon. However, after the cruise through Indonesia you would want to go on up to Phuket, and enjoy their prime time cruising of December thru mid March.

Krios - 1994: Malaysian Borneo. The passage of 400 nm to **Sarawak** in August was very agreeable with slight seas. Another reason to celebrate after an uneventful cruise up the well buoyed Sungai Sarawak to **Kuching** was the very peculiar waterfront, with floating pontoons at the promenade with hawker stands commemorating its one year existence. It was conveniently located in the center of town and free, but too many curious strollers knocked on the hull. Immigration (Pending Bus No.1 to ferry terminal) granted us an everlasting sojourn! Fuel by barge on the outskirts of the city.

2.4 East Coast Malaysia

Miss Foxy – September 2023: We just spent 2 weeks cruising Singapore to Koh Samui via Desaru, Sibul, Tioman, Redang and the Perhentians and did not see a single other cruising yacht for the entire passage. Is it possible the single bad experience of one yacht (Braveheart) has deterred so many others from enjoying this beautiful sector of our region this year?

In the decades that I have sailed this route I have never done it without encountering at least five to ten yachts en-route. For the entire bay outside Tioman Marina to be devoid of cruising yachts was downright strange.

Checked in @ Desaru Coast Ferry Terminal. Don't expect to anchor/tie up there overnight. They do not allow this. An earlier post by someone in our group said you could but no, this is not permitted. We used Camar Husaini Sani as our agent for check-in +60 17-223-9991

We did not get questioned by anyone, anywhere during the entire passage. I spoke to Jabatan Laut, Marine Parks officials and dive resort owners in several locations about anchoring in marine parks and literally all of them said, "Can anchor! Just not on coral."

Check into Tioman and then go to various islands nearby. The Jabatan Laut (Marine/Harbourmaster office) is in the Tioman Marina facility, as is the Customs office. Immigration is walking distance from these. Super easy. Ask them questions about where you are planning to visit and they will happily answer. The Johor state Marine Parks office is opposite two jetties north of the main town jetty and you can ask questions there also. Very impressive complex. I think the whole concern about anchoring in Malaysia marine parks is being overblown, in our own experience these past weeks.

If you're concerned about being 100% compliant then check out of Malaysia at Tanjung Pengelih on the SW corner of the southeastern most tip of peninsular Malaysia. There is a police/navy marina there with a ferry terminal that processes all CIQP in one stop. It's a viable anchorage either N of the navy marina or immediately south. You are permitted to dinghy into the marina to go ashore for CIQP. Then it's a simple jumping off point to Singapore, all in daylight. You can do Sibutu to Pengelih all in daylight too (if you get up early enough!).

Someone else commented on this thread: "I did the route 3 or so months ago and did not see any boats other than 3 on moorings in Tioman. One of the boats was Malay registered and came from Senibong Cove Marina Johor. The other 2 I am not sure. That was pre the guy getting into trouble. He too was told it was OK to go to national park areas but later had all sorts of issues after he went. I think they pick him up mainly by AIS tracking. The island Pulau Tinggi I think was the issue. I would be interested to hear more about that. On the west coast Singapore to Phuket a month ago I also saw very few boats in anchorages. In fact none. Just us but for Phi Phi Island. Even there yachts were just a few and the rest commercial."

Sail SE Asia (Braveheart) – June 2023: As was widely reported in several SEAsian newspapers my boat was recently impounded by Maritim Malaysia.

The charges were:

Section 491B (1) (I) MSO1952 Anchorage without permission Director of Marine Department.

Section 449 MSO 1952 Failed to report on arrival..

These charges were explained to me as,

I anchored in a marine park, all islands on east coast of Malaysia are marine parks,so no anchoring within 3 miles of any island.

I could not break my trip and stop anywhere unless in case of emergency,where I must notify the authorities on VHF 14,and they would give co-ordinates where I could anchor.As my port clearance gave my start and stop ports as Tioman and Desaru Ferry terminal,it must be completed in one continuous trip .

All my ships papers were in order,and no fault could be found with them.I had explained to the agent in Tioman my intentions were to stop at a couple of islands on the trip,and to ensure I had all the required marine park permits.I purchased a marine park entry permit for 100 MYR as well as personal entry permits for five people.

My boat has been released after paying a bond ,and the matter will go before the courts in the next couple of months.

The reason I feel it is important to put this post up is the implications for all of us who love cruising the East Coast of Malaysia.

I also must stress that all personnel of Maritim Malaysia were extremely polite and professional.

Ed Note: This just happened, wanted to make sure everyone was aware of it. Ramifications and solutions are still being discussed.

Someone else commented: I was anchored off Pulau Sibul on the day Braveheart was arrested. I had spent a total of 10 days between Pulau Tengah and Pulau Sibul without incident.

However, a week later a Maritim boat approached while I was anchored off Pulau Besar. Was politely told that I wasn't allowed to anchor within 3nm of any marine park (every island on the east coast is a marine park). I had to weigh anchor or be arrested.

A couple of weeks later, after returning from Anambas, I cleared in at Kuala Trengganu and spent a week at Pulau Redang without incident. I was assured that Trengganu had no restrictions on anchoring at the islands. I left Redang on 28/7.

In summary: it's starting to look like this is a Johor specific issue

Matilda – August 2018 - Hazards: Yesterday we motored from Redang south down to Terengganu. On the way we spotted a huge pipe anchored at 5 35.290N, 103 04.754E

2.5 Malaysian Borneo

2.5.1 Up and Down the West Coast of Borneo

Speedwell – October 2022 – Sarawak to Kudat: I was back in my old spot in the Santubong River, wondering whether to have another try at sailing to the Rajang Delta or to move further north to Labuan and beyond.

I met another cruiser who recommended heading directly to Labuan and on to Kota Kinabalu and Kudat. It seemed like a good idea, especially as the SW monsoon is almost over and this might be my last opportunity for an easy sail up the west coast of Borneo.

On Friday the 14th October I raised the anchor and set off, heading NE. There was a very big swell almost breaking across the bar which made for an exciting exit. It was almost 400 nm to the harbour at Labuan and the weather was very changeable – sudden rain squalls followed by flat calm conditions and thankfully a fair bit of very pleasant sailing. I was able to keep moving most of the time, even if we were often not doing more than 2 knots. I had been able to refill my diesel tanks before leaving Santubong but only carry a total of 80 litres so I had to try to do as little motoring as possible

There are many oil rigs along the coast and a careful watch had to be maintained. I chose to stay far enough offshore to be outside of the most rig-infested areas and didn't really have a problem. They are quite accurately shown on the Navionics charts and very well lit. Of course there is also a lot of shipping traffic, but I didn't encounter too many fishing boats.

Labuan is a duty free island a little way offshore of Brunei. I had originally hoped to make a stop in Brunei but my South African passport made it necessary for a complicated visa application so I gave it a miss. I enjoyed a week in Labuan before moving on.

Next stop was Kota Kinabalu or KK for short, about 80 nm further up the coast of Sabah. There is a dredged and well-marked channel through the reefs leading to the protected harbour. I was lucky to make it in just ahead of a threatening black rain squall and found a place to anchor among the fishing boats.

I spent a few days in KK before moving on to Kudat. It was tempting to stay longer but the seasons were changing and soon the winds would be against me for the next leg up the coast and around the northernmost tip of Borneo to Kudat.

I left KK on 1st November and had a really good downwind sail all the way with a favourable current making for a really fast passage. As I rounded the northern point the current died, but the wind was still good and we raced along. I looked behind me and a really black and looming cloud was chasing us. No escape from this one. I hastily dropped half the sail (thank-you junk rig) and we carried on in the sudden strong wind. But then torrential rain caused zero vizability and I was getting soaked. Not fun. I turned up into the wind and hove-to to let it pass. 45 minutes later we were on our way again and with the help of the GPS and the Navionics chart managed to locate the entrance to the 'Duck Pond' where there is a small boatyard and marina and a free place to anchor.

Full blog post: <http://speedwelladventures.com/blog/leaving-sarawak/>

3 Singapore Area



The stars on the map above show marinas in and around Singapore. The dark blue line shows the dividing line between the country of Malaysia and the separate country of Singapore.

Each is discussed in the paragraphs below.

3.1 Anchoring in Malaysian Waters Near Singapore

Elizabeth Coleman – March 2018: There are 2 options to anchor near Singapore / Johor Baru.

1. You can anchor or moor at Country Gardens, Danga Bay. Its about 4 nm upstream from Puteri Harbour. We were able to check out from there (with a couple of 10 ringgit grab rides).Go further up the Johor Strait to Country Garden (as Hans says) and you will need to take taxis to get to Immigration and Customs. You can walk to Harbour Master.
2. Go to the east side of Singapore to Tanjung Pengelih. Anchor upstream of a naval base and take your dinghy to the building in the marina. Harbor Master, Customs and Immigration are all in the same building. Very easy. And if you need fuel you can go a further 3 mile upstream to a fuel barge. There are also ferries you can catch to get into Singapore.

Noonsite – Late 2014: SY Zen advises, "You can easily anchor just east of the Causeway (Johor Baru??), between the fancy new waterfront KFC and duty-free "The Zon." There is a boat ramp and small, popular public beach where you can land your tender. Earlier advice floating around that you can leave a tender at the marine police dock is wrong -- they will get quite upset if you even approach the dock. Do be very very wary of leaving your dinghy on the beach, however -- our cable was cut and the dinghy "walked off." Luckily, the beach custodian wandered back just as the thieves were attempting to load the boat into the back of their car (wouldn't fit!) and they dropped it and drove off."

Reflections – Santi River - June 2014: We are taking a down day, anchored in the Santi River, Malaysia. The internet comes and goes, but the water is calm.

There is a small ferry terminal just down the river where we are anchored that will take us to Singapore and back. We took the dinghy down to check it out. This is not a tourist destination. Not much English spoken here, so with what little Bahasa Melayu that I speak, we got it sorted out..

We left the boat at 7am this morning to take a boat over to Singapore to get our passport stamped (for another 3 months on our Malaysian visa). We got to the terminal and no other passengers were there. We could go right away if we paid \$75 US one way or we could wait until there were 12 passengers and pay about \$12 US one way. So we waited until 9am. — at [Pengerang Jetty](#).

We talked to the Port Captain to be sure we could leave the dinghy there. He told us where to put it where he could see it out of his office window. He also told us to tell security. So, it was safer there than many other places we have left it. The dinghy is our car and having it stolen is always a worry. They really don't want the dinghy, they want the 15hp outboard!

Southern Wing – January 2014: See Southern Wing's excellent discussion about Sebania Cove Marina above. They actually anchored out rather than going to the marina, for two weeks.

Older: Anchor close to the causeway but on the Malaysian side. There is plenty of room between the Customs wharf and the causeway and the holding is good.

There is no charge and the boats seem to be safe here with no thefts reported so far. The dinghy can be tied up at the Customs pontoon and left for days whilst you go into Singapore etc.

Visitors from yachts are advised to wear shirts when walking through the Customs base and to wait while the men are on morning parade and prayers - or at least walk discreetly at the rear of the parade. This is of concern to the Commandant at times. This is a free and secure mooring and it would be a shame if it were to be discontinued because of the annoyance caused by a few.

3.2 Malaysian Marinas Near Singapore

Many cruisers leave their boats in marinas in Malaysia, and take day-trips into Singapore.

Noonsite - January 2014: Puteri Marina is accessible for yachts whose height of mast is less than 25 meters from waterline.

From the east side of the Malaysian Peninsula, sail 13 miles up the western arm of Johor Straits, past Raffles Marina and under the centre span of the Tuas Bridge, (called the "Second-Link" bridge), which has a minimum vertical clearance of 25 meters at HWS. Proceed upstream, staying away from the Singapore coast and keeping close to the Malaysian mainland all the way.

3.2.1 Danga Bay Marina – CLOSED mid 2014, may reopen

Noonsite reported mid-2014: Cruisers with their boats berthed at the popular [Danga Bay Marina](#) have been served notice by the marina management and given just under 2 months to vacate the marina.

Jan and Nick Wooller of MV YAWARRA II received an email on 7 July notifying them that the marina is closing and have been given until 31st August to remove their boat. "Not so easy", reports Jan and Nick, "when we are currently in the Netherlands and had booked flights directly to Australia from here, planning to return to Danga Bay mid October (we had paid for our berth till 7th October). I am sure we are not the only cruisers scrambling to make plans to prevent our vessels being moved without our being there, as there were quite a lot of boats in storage at Danga Bay while their owner are overseas".

Any boats that are not claimed will be moved south as places free up and the northern jetties are demolished. If owners still don't come and claim their boats they will eventually be hanging off a mooring or anchored.

The marina states it is being closed for "reclamation and other purposes". Laura Ahearn of SY Zen reports that "The entire marina will be demolished, consumed by the massive development projection for the area. It is rumored that another marina will be built one day ... but in the area proposed, that will first require extensive dredging unless you're on a Hobie cat."

As Danga Bay marina was the end/start point for several rallies in SE Asia, its closure will have a major effect on many yachties who are currently cruising, or planning to cruise the area.

3.2.2 Puteri Harbor Marina

Jan 2024: In ~2020 Puteri was acquired by or came under management by One 15 Marina in Singapore. I heard in 2023 that they were disassociating again, so the contact info may change, but as of early 2024, here is working contact info for the marina:

marina.ph@one15marina.com

The Office Manager Lynn's Whatsapp is +60 19-708 8144

They will do your clearance paperwork for you (in and our) for around \$35 USD. I don't think it's permitted for you to do it yourself.

It's a nice marina surrounded by restaurants and a good grocery store within walking distance. The marina staff are helpful in explaining how to get to Singapore, or anywhere else nearby. When we were there with the rally, they did have a shuttle to take us to laundry, etc. Not sure if it is available if you just arrive on your own.

We got **diesel fuel** in Puteri using the services of Leong +60 16 710 7105. He supplied the jugs and delivered them to our boat. They were such nice clean jugs, we bought a few from him. I believe he was also offering services to re-galvanize anchors and chains but the feedback on this service was not great. I would wait and do it in Malaysia (near Penang). Pangkor Marina can facilitate getting your chain to a good galvanizing place.

2015: Now that Danga Bay has closed down, Puteri Harbour Marina seems to be the marina of choice near Johor Baru, Malaysia and Singapore. It is situated 30 minutes away from Johor Bahru.

Location 1°25'N, 103°39.5'E, Puteri Harbour Satellite Clubhouse , Lot PTD141090, 79000, Nusajaya, Johor, Malaysia

~~Tel:+607 530 2122 Fax:+607 530 2125~~, VHF Channel 18

All facilities. Clearance, 24hr security, laundry, cafe, chandlery, bike rental, free shuttle to markets, town and airport.

Air draft at the Second Link Bridge is 25m at HAT

FB Discussion – July 2019 – Canvas Work: For Boaters in Puteri Harbour or Near Johor Bahru who need Canvas and Sunbrella for the boat, Guan Seng is a good place to go they have loads of variety for the materials and Also Nuts and Bolts is just opposite the road.

Guan Seng Canvas Sdn Bhd
10 Jalan Tangke Air, off Jalan Tun abd Razak
Sursur 4, Larkin, Johor Bahru
Tel: 07-2243416

Por Dos – July 2019 – Warning on Puteri Contractor: There is an Oriental guy called ' Leong ' who operates a business out of Puteri Harbour Marina. He uses a small power boat here called ' Prototype ' he is he claims a Marine Engineer, he also claims to be a Raymarine Engineer, he also claims to have a factory galvanizing metal.

You get the picture ?

Well you can choose to believe any of that or not but before we knew all of that we thought he had a galvanizing plant and together with another boat we gave him our anchors to be hot dipped.

At first we couldn't get them back and wondered if our anchors ended up on a fishing boat or something but we did eventually manage through various means to get them back. They do appear to have been single dipped but where the galvanizing didn't take because they weren't prepared properly they were hand painted with silver coloured paint to cover up the bare metal.

The quoted price for this bodge 375MR.

SE Asia Facebook Group – May 2019 – Clearing in at Puteri on weekends:

Does anyone know if we can clear in at Puteri Marina in Malaysia on the weekend? Is there a weekend/overtime fee?

- The actual clearance is done at the nearby ferry terminal. The marina handles all of it, including transportation to and from for a modest fee. The terminal operates 7 days a week. Shouldn't be a problem, but definitely check with the marina.
- The marina got back to me and we can clear in 7 days a week 9am - 4pm.

Facebook (SE Asia Group) – April 2019 - Taking the bus from Puteri to Singapore

From Puteri Harbour Marina get a Grab to Medini Mall bus stop 6rm to catch the CW7 or CW7L to the Tuas interchange in Singapore--4.5rm for an adult.

You get off the Bus at CIQ before the bridge, that's where you check out of Malaysia (immigration and customs) and walk through and get back on your bus again . You go over the bridge and get off the bus again on the Singapore side at the Tuas checkpoint. You go through Customs and then immigration in Singapore. That took about an hour as Singapore was on high alert after the bombings in SriLanka.

Once cleared in Singapore you get back on your bus and they take you to the MRT at the Tuas interchange from there you can catch the MRT basically to anywhere you want in Singapore. So

the total cost to us was 15rm to get into Singapore for 2 people!!! If you get lost in the bus depots in CIQ or Tuas just ask one of the attendants in the blue shirts.

Coming back is the reverse and somewhat easier. The buses run about every hour and the drivers are excellent--just ask them for help if you need it, and the trip is easier out of peak times and public holidays.

It really is easy and quite quick, you can do it by taxi but that costs around 250-350RM!!!

Soggy Paws – July 2015: We only stayed a few days in Puteri Marina, but it was enjoyable. The things we liked:

- The infinity pool at the top of the hotel
- Shuttle buses to the mall and to the night market
- Do-it-yourself laundry facility

Soggy Paws – June 2015 – Mailing/Shipping Stuff to Puteri: We emailed Puteri to inquire about having someone send us stuff from elsewhere to hold for our arrival. We got two different responses from two different people:

Here is one answer (aimed toward shipping in possibly dutiable goods from outside Malaysia):

<People Name(s)>

Sailing Yacht In-Transit

Boat Name : _____

Marina Management Sdn Bhd

Puteri Harbour Satelite Clubhouse

Lot PTD 141090

79000 Nusajaya, Johor.

Tel : 07- 530 2122

Please follow the above details to avoid duty fee. Meanwhile, should you require further clarification and assistance, please do not hesitate to contact us.

Here is the second answer (from inside Malaysia)

[BOAT NAME]

PUTERI HARBOUR MARINA

Puteri Harbour Satellite Clubhouse

Lot PTD 141090

79000 Nusajaya

Johor

Malaysia

Tel. [+607 530 2122](tel:+6075302122)

Attention to : [GUEST'S NAME]

No duty charges for domestic courier service.

Yindee Plus (from Noonsite) – June 2015: The entrance to Puteri Harbour is 4 miles after the 2nd Link Bridge (coming from the Singapore Strait). You'll see a construction site and the beginnings of a private marina first, before the ferry terminal. After that is the breakwater and Puteri Harbour Marina, via an outer basin. There is plenty of room inside. Many of the berths are catamaran width, so easy to get a monohull into.

This marina is another on the theme of luxury housing / shopping plus boats to look at. See photos on their glossy website. It's a nice environment and very well sheltered. The pontoons seem to be strong and we saw ongoing maintenance (new anchor chains for docks being fitted) while we were there.

The marina is next to the ferry terminal, which houses customs, immigration and harbour master. Clearance into / out of Malaysia is easy here and the marina will even take you over there in a golf buggy. At the moment the ferries only run to destinations in Indonesia although there are meant to be plans for a Singapore route in the future.

The immediate environment has several cafes and restaurants (of the more expensive variety), plus one next to the marina office selling Nasi Kandar (rice and curry) at lunchtimes (for 10RM each). There is a pharmacy, ATM and newsagent in the mall but no grocery store yet. There is also a bank and post office in the fancy government buildings near the marina, plus a postbox in the marina office.

The marina provides a free shuttle twice a week: to an excellent night market (produce and food stalls) on Tuesdays and to the Aeon shopping mall on Thursday mornings (Tesco and Giant are close by). There are local buses which leave from the marina mall and go to the local town, Legoland, JB and to Singapore via the 2nd link bridge.

There are two coin-op washers and two dryers in the laundry room. The showers and toilets are new and very clean. The marina wifi is currently only intermittently functioning at the berths, but is more reliable in the air conditioned marina office / reception. There is no chandlery. There is a small boaters lounge upstairs from the marina office, with comfortable chairs and a well stocked large bookshelf. There are bicycles parked outside the front of the hotel, but their use is for hotel guests only.

There is no fuel at Puteri but the staff will drive you to the fuel station in their truck so you can fill your jerry cans. They do fill propane bottles and will deliver them back to your boat too.

The Marina's membership of the Health Club at the Jen Hotel expired on 31/05/15. There had been access to the swimming pool and gym for marina residents but it's unclear whether the membership will be renewed or not.

The guys who work the pontoons are very cheery but the shoreside staff are often rather sour, so overall we couldn't describe the marina as 'very friendly'.

One disconcerting thing about Puteri is the gunfire! The marina is across the river from the Singapore army shooting range and they do like to practice with their weapons and fighter jets. The sound waves from the really big guns actually vibrate the boat. Fortunately, they don't do it every day.

Totem – Summer 2014: The downside to Puteri Harbour Marina is that you're stuck in the outer reaches of Nusajaya, a planned city that's under construction and mostly uninhabited. Other than the (swank, Shangri-La owned) Trader's Hotel complex that backs the marina, there's nothing around but mad construction. Well, unless Hello Kitty World or Legoland are a draw for you! Looking down from higher floors at the landscape being carved up into future neighborhoods it looks like a crazy life size sim. We've seen similar developments all over Malaysia, but none on quite as grand a scale. It means you can't find a neighborhood and shops and interesting peeks into local culture when you go for a walk just empty roads and construction sites. Well- that's not entirely true. There is a series of three government buildings that are mostly completed, called Kota Iskandar.

Of the diorama in the marina office: almost none of this is actually completed; maybe 25% is under construction

Stunning moorish architecture in Kota Iskandar's government offices. They're almost completely devoid of people, except the gardeners who give me grumpy sideways glances.

On the other hand, marina guests now have access to fitness center, steam room, and pool facilities at Trader's. It's somewhat limited (sign up in advance for your time slot), but they're first rate.

One of the idiosyncrasies of Puteri Harbour that takes some adjustment stem from being situated across the river from a Singaporean military zone. We got used to the F16s, Chinooks, Apaches, and more overhead. It's the machine gun fire that's a little unsettling, along with the occasional large artillery fire that echoes in your eardrums or tracers streaking through the night.

Since you need a ride to get to, well, anything, the marina graciously organizes a few different shuttles. Once a week, they run a service to the nearest fancypants mall, Aeon. With three levels crammed full of unnecessary consumer goods (and a few handy ones), it's anchored by a large grocery store that caters to the expat population. We generally like keeping things local, but it was great to buy decidedly non-local treats like fresh rosemary or tarragon, not to mention baguettes. Mall shops include upscale retailers for the burgeoning Malaysian middle class, and come complete with an alley of franchise fast food outlets. It's a little strange, the cachet that KFC and Pizza Hut (and Kenny Rogers Roasters- huh?) have locally. I'd rather have a nice bowl of char kway tiao or laksa.

On request (with a bit of notice), the marina can also organize a shuttle out to a strip mall about fifteen minutes away where more local-style grocery shopping was available. Mydin was the place we did most of our weekly shopping, although the aroma of dried fish and durian put off some. But I love the fact they have a huge fresh (whole and ground) spice selection, that their prices are reasonable, and you can get a better feel for what's happening locally with their displays and special offers (like the piles of dates and gift envelopes during ramadan). I developed a tandoori chicken and cheese naan habit at the 24 hour Indian restaurant at one end; at the other, there's a typical Malaysian food court, where stalls from a variety of cuisines (typically a mix of Malaysian, Indian, Indonesian, and Chinese but also often with Thai, Middle Eastern, "Western," and sometimes Korean or Japanese) range around open seating. The family was hooked on shawarma from a middle eastern stall and I risked getting in trouble if a couple of them didn't come back to Totem after a grocery run, although my favorite is the Kacang Ful above.

On Tuesday nights, there's a shuttle to the nearest weekly night market. We made this a family event many weeks, but Jamie and I liked it for a date night away too. After picking up fresh vegetables (the freshest around, and delicious seasonal fruit from the area), we'd sequester ourselves among the Chinese stalls at one end and eat barbecued pork belly washed down with beer alongside our fellow infidels.

For more upscale or deep provisioning, it's cheap and easy to bus into Johor Bahru to find Cold Storage; it just takes time. Or grab a cab from central JB to buy in bulk at Pok Brothers. It's cheap, and pretty easy (buses leave from the Trader's hotel complex), but time consuming. The bus loop from JB Sentral (the main transportation hub, near the causeway to Singapore) is basically a mall-to-mall tour. It's a kind of country cousin to the flashier insanity across the river.

The harbour is trashed, with styrofoam and plastic floating in and out every day...but at least no medical waste or dead animals, a feature of the marina in Danga

There isn't much in the way of facilities for boats onsite, but the dock staff help as they can. Handling the formalities for clearance often involves dusty walks to destinations unknown looking for officials, making Puteri's golf cart shuttle to a shiny new ferry terminal feel like white glove service. It was the staff who connected us with a service center to get our life raft serviced. The marina's fuel dock always seems to be out of order, but again, dock staff can hook you up ... or you can rent a car and fill your jerry cans at subsidized prices in a gas station. It's kind of a wash between the cost of the rental to DIY, or the markup to the guys on the dock.

I went to a health clinic in the strip mall. That doesn't sound impressive, but it turns out the physician there was terrific. We ended up going back to her for basic physicals and blood work and I could get a should-be-annual-but-never-is exam, and Jamie could check his cholesterol levels. Convenient, friendly, excellent value.

The alternatives for moorage in Johor are a changing mix. Danga Bay was popular for a few years, mainly because it was outrageously cheap: Puteri is around \$20/night, depending on boat size and duration. But Danga has closed down, their space usurped by a development (at least, if it doesn't lose funding- the last rumor, after most boats were evicted). Senibong Cove, new marina on the other side of the causeway seems to be stepping in where Danga left off by offering cheap rates to fill berths, but having a somewhat inconvenient location. We didn't even consider Singapore, with the sky-high costs and guaranteed dock lockdown without AIS and other (surprise!) super rulesy oversight, and there's really not an option for anything more than short term anchoring.

This area has a LOT of lightning. Won't miss that!

Shango - April 2014: Puteri Harbour is just across from Singapore in West Peninsular Malaysia. The appx lat/lon is **01-25 N / 103-39.5 E** It is <http://puteriharbour.com.my> I think.

It's modern, cheap, and safe. Danga Bay Marina, further up the Strait of Johor (but still just across from Singapore) is somewhat cheaper and closer to stores but it's a bit on the dirty side. We know plenty of people who stay there though.

3.2.3 Senibong Cove Marina – Johor Baru

Noonsite reported mid-2014: When Danga Bay closed, cruisers reported that the few available berths in nearby marinas filled up fast. Thankfully the new [Senibong Cove Marina](#) located east of the causeway, is a possibility for those searching. The marina does however only have 50 berths, quite a few of which are only 10 metres, and it's a good 80nm trek around Singapore (by boat) to get there from Danga Bay. For details of this marina see www.senibongcove.my

Yindee – December 2014 – From Senibong Cove Marina in JB:

Getting to Customs, Immigration, and Quarantine in Johor Bahru

First stage is to get from the boat to the Customs, Immigration and Quarantine (CIQ) building in Johor Bahru Central which is right next to the causeway to Singapore. This is about a 25 minute taxi ride. We paid between 17 – 30 RM (\$5 - \$8 US) from Senibong Cove Marina. A bus from the local town, Permas Jaya, would be more economical if you can't fill a cab, but requires a 20 minute walk to the town first.

Our best taxi driver was Mr Yee who spoke excellent English, had the cleanest car and was meticulous about running his meter. His cellphone number is +60 127751519.

Malaysia Immigration

There are no instructions at the CIQ building and not many people who speak English. Over four separate days we worked out the following process: Go up the escalator and follow the flow of people or signs to 'Woodlands'. Sometimes a couple of officials will ask to see your passport before the formal immigration desks, sometimes not. The Malaysian immigration was quick and efficient each time, a stamp in the passport and we were out.

Bus to Singapore

After this, it doesn't matter if you go to platform A or B (of the bus station) as they all meet up downstairs. You need to have lots of small Malaysian currency because the drivers aren't allowed to give change. We paid between 1.50 – 3.50 RM each. The fare for the ride is printed on the signboard for most buses.

There is no walkway across the causeway and no metro service either. If you are not traveling by private car or taxi, then you have to take a bus. But the buses don't just cross the causeway and then turn round; they do the whole route to any number of destinations in Singapore, so you have to decide where to buy a ticket to. The first time we went, we bought tickets to downtown Singapore (Queen St) and that is the cheapest option (3.40 RM / 90 cents US each) as the bus fare pays for the whole trip. We found the buses overcrowded though and had to stand for the whole journey.

The next time, we caught the bus to Kranji at 1.50 RM each (the closest MRT station to the causeway) and then did the rest of the journey on that. The MRT is easy to use and not expensive (\$2.60 SGD / \$1.90 US to downtown) and we managed to sit down for at least some of the journey, which takes about 45 minutes. One other day we went to Woodlands MRT, which is a much larger station, with lots of cafes etc and a bus station but the easiest was Kranji.

At Kranji, the bus stops right outside the MRT station, there are ATMs there and food outlets too. Food is much cheaper on the outskirts of Singapore, so buy some snacks here to eat later in the day. The most important thing to note is that it doesn't matter which bus you get on at the Malaysian side; as long as you buy a ticket for the right destination (i.e. each bus sells tickets for all its company's route). Then when you've cleared Singapore immigration, you have to find the correct bus which matches your ticket! Confused? We were. But it doesn't take that long to work out what's going on.

Singapore Immigration

The bus takes you across the causeway and then stops at Singapore Immigration. Perversely, there's a sign saying 'no alighting' at the point where you alight. Follow the other folk, up the escalators and into the immigration hall. You need to present an immigration card with your passport so collect one from the counter on the right (and take a few for another day too). Mostly we went straight through or waited a very short time, but one day we waited about 45 minutes (later we found out it was a public holiday). Even if you're just going to Singapore for the day, you still have to fill in the address section: write the tourist attraction you are going to visit. After another passport stamp and a baggage security check (airport-style), go down the escalator and turn back on yourself to the bus depot.

You have to wait in line there, following the painted lines on the ground or signage, for the bus which matches your ticket. You may wait some time as they have to pass customs and immigration too.

How long does it take to get to Singapore?

The whole process, from marina to downtown Singapore took 3.5 hours on the busiest day and 2 hours on the quickest. It was pretty exhausting and we needed days off in between, especially as weren't getting back to the marina until 11:30pm. We thought about booking a family room in a hotel for one night between our last two days, but the entire travel costs for a day amounted to less than \$40 US and a hotel room was at least \$85.

A cost-effective way to visit Singapore

So we found our whole Singapore experience relatively inexpensive, which was completely the opposite to our friends at the Singapore marinas. The things you can't avoid paying for, like transport and food, can be very cheap if you avoid high dollar restaurants and taxis. We only did tourist attractions that cost very little or were free (lots of them) and we ate at Asian foodcourts where the food was wonderful and very cheap.

The advantages of visiting Singapore like this were:

It enabled us to see some of the sights on a pretty small budget;
the boat stayed in a cheap marina (\$14 US a night for our 43' mono) so we could take days off without feeling that we had to be sight-seeing all the time to get value for money;
the re-provisioning for the boat was in Malaysia not Singapore so not expensive;
and it was actually very interesting to witness the daily commute of thousands of Malaysians who work in Singapore each day.

Disadvantages were:

It was a tiring way of visiting;
it added lots of immigration stamps to our passports although the authorities were considerate and tried to bunch them all on the same page;
we didn't get time in each day trip to see Singapore late at night as we had to leave downtown by 8pm to be sure to catch late MRTs / taxis etc.

3.2.4 Sebana Cove Marina

Sloepmouche – October 2022: Before coming here, we heard the marina was closed during renovations, so we contacted the management and they told us we could come in. Now that we have been here for a week, I can update everyone about our experience so far.

The resort & marina are open but as far as the marina goes, the renovations have not taken place yet ... but management said it will be coming soon ...?!? The floating docks are in bad shape because many of the wooden boards you walk on are broken or are ready to be broken when you step on them (rot due to climate). So you should walk carefully on the part of the wood over the aluminum supports. The floating pontoons below and the pilings seems to be fine and that is a good thing so your boat is well secured on strong cleats. Electricity & water is currently limited to some pontoons. There are few boats here at the present and almost no boat with someone living aboard. The marina is so well protected inside the river that the boat is safe from bad wx. The security guards are vigilant so your boat should be safe from theft. The personnel is very nice and will do their best to make your sojourn agreeable.

So I will try to sum up the + and - facts so you can better decide if this marina is a good place for you or not.

- + calm & relax, situated in nature
- + protected from wind or currents waves

- + medium rates (discounts for long stay)
- + friendly personnel
- + restaurant with limited menu but good food, inexpensive for a resort
- + outside swimming pool in nice surrounding
- + sauna & exercise room at no extra charge
- + international airport of Johor Bahru only 1h45 away
- + pets allowed (not inside resort but ok to go outside)
- + brackish water so much slower underwater growth on hulls than in the Malacca Strait
- floating docks are in great need of repairs
- no marine services or boatyard
- place is isolated and taxi / rental cars are expensive to go shopping around (no free shuttle anymore and not a great choice of stores nearby)
- Pengelih ferry is not running to Singapore anymore (since covid) so it takes about 4 hours to get to Singapore Changi intl' airport unless you can use the 1x ferry per day from the new Desaru terminal (departure to Singapore around 530pm / return from Singapore around 830am). 40min taxi + 90min ferry

Conclusion: If you look for a safe place to leave your boat while going away or you like to find a temporary shelter & enjoy a quiet resort ambiance while waiting for a change of monsoon, this might be a great place for you. But if you plan to do boat projects, or like to shop around or like to be in a big community of sailors, this might not be the best place for you. If that is your case, we would highly recommend Pangkor Marina & Boatyard in Lumut with the amazing James Koo.

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mohdfaizal@sebanacoveresort+(607) 826 6688 ext 201

Sail SE Asia FB Discussion – June 2019 - Checking In: Arriving to Sevana Cove tomorrow from Indonesia. Questions: 1) Check in procedures can be done from Sevana Cove or anchor out (GPS/Google image) at Penglih near naval base?

2) location (GPS) of fuel barge heading up river to Sabana Cove, and can payment for fuel be done with VISA?

Answers (each bullet is a different person speaking)

- I've never used the fuel barge near Sevana Cove and I have never cleared in/out there so I can't answer this. Immigration, customs, port clearance can all be easily done at Tanjong Pengilih. Anchor off approximately 300m S of the marina at Tj Pengilih and dinghy in (yachts are not allowed in this marina as it is exclusively a Police station/harbour now). Go upstairs to the Harbourmaster/Port office first and then customs and immigration. Everyone is very friendly and will direct you as to where to go. It should take about 30-45 mins total. Too easy!
- Harbour master up stairs on second floor. Closed for lunch hour usually 12 to approx 2 p.m. and again after 5, so watch timing. Small convenience store inside can sell Sim cards if the right guy happens to be there. No ATM.

- The blue roofed building is where you can perform all clearances. You can tie up your dinghy inside that marina.
- 01-24.556 N / 104-07.251 E Noris Marine +60 7825 2255 from 9am to 5pm. 2.5RM/l pay in cash
- I use the fuel barge frequently. They take cash. No credit cards. I normally pay in SGD.
- I bought fuel there a few weeks ago ... took me ages to work out where the fuel was actually sold from. It's sold from a Water Barge called Noris that you come alongside and tie up to, and they bring a big hose over to your vessel and then they tell you how much fuel they gave you and you just believe them ... was odd but all worked out ok.
- Just make sure you filter fuel etc as we filled one tank and 3 Jerry cans there and the cans had sludge lining the bottom afterwards. It might have been a one off tho.
- The harbour master is very friend on the marina. He give me this phone number for an agent. +6017-7529304 I called him, and he came in the marina to pick up my containers and went to the gas station miles way to get diesel for me... He charged me the station price, plus less than a taxi price for the transport... I anchor South of the marina. I left the boat alone for 48 hours and went by ferry to party in Singapore. I did not know of the fuel barge more to the north. This was 2 years ago .

Expeditus – Aug 2018: Waypoints to go up the river:

1: 1-23.312 N, 104 05.937 E

2: 1-23.551 N, 104 06.164 E

3: 1-24.158 N, 104 06.642 E

4: 1-24.411 N, 104 06.922 E

Can't remember state of tide, I think it was modestly low but not spring tides, and we are 2m draft.

River is fine with plenty of depth all the way, and you will pass underneath the power lines ok.

There is a bit of a bar at the entrance to the river...we stayed closer to the southern side.

Noonsite – May 2015: Sebana Cove Marina is situated 5 miles up the Santi River, entrance off the eastern tip of Singapore Island. The initial approach from the Johor Strait should be carefully planned by skippers of deep draft vessels, as depths can drop to 2m in places.

Sebana Cove is a beautiful and remote location, and the marina and resort here are slowly being renovated (see latest comments from cruisers at bottom of page).

There is no ATM or shop here and the local town, a taxi / shuttle away, only has limited provisions. If you have already provisioned the boat and are looking for somewhere to relax, it's a good choice.

Position 01° 25'N, 104° 09'39"E

There is a good, sheltered anchorage at the mouth of the Santi river and another close to the marina, but keep clear of the sandy bay dug into the bank of the river on the same side as the resort. Do not anchor in front of this as a small working ship comes there every day to load up.

Whilst isolated and lacking in facilities, this is a quiet and peaceful place but not the most convenient for repairs or provisions.

The surrounding resort and shoreside facilities have recently been improved and updated, however the marina itself remains "tired". Wooden pontoons, whilst stable, are slowly decaying and there are no lights at night so due care should be taken. Apparently pontoon repair/replacement is planned.

Yindee Plus (Noonsite) - December 2014: The marina is definitely open. They respond to email and phone calls but the VHF channel (71) had constant local chatter on it when we tried to use it.

It is inexpensive; we paid 45RM a day for our 43' mono.

The shoreside facilities have changed a lot since the last comments were made. There are now beautiful new showers (hot and cold with good water pressure) and toilets, plus saunas and gym. The lovely main swimming pool has been renovated and is now open, although the kids pool, with slide, is closed. There is a cafe / bar for the yachties which serves a lunchtime special for 15RM.

The decking on the shoreside area has all been replaced with new timbers, lighting etc and the gardens fronting the resort have all been replanted.

The marina has not yet had any money spent on it but apparently renovation / replacement of pontoons is planned. The pontoons do look very tired but the dilapidation is cosmetic; the underlying structure looks perfectly sound and we didn't have any concerns about the safety of the boat. There is water and working electricity on the pontoons, although some creative adaptations to your connectors may be necessary. There are also rubbish bins (with secure lids) and some fire-fighting / life-saving equipment too. The wooden decking has holes in it and plenty of other rotten boards too. There is no lighting on the pontoons at night so you do need to take care where you put your feet in the dark.

This is a very remote, but beautiful, location. There is no ATM or shop and the local town, a taxi / shuttle away, only has limited provisions. If you have already provisioned the boat and are looking for somewhere to relax, it would be ideal. In its present state it would also be a good place to work on boat projects: the pontoons are wide and the furthest out ones are a long way from the resort (not currently open to guests) so your disruption in terms of noise and dirt wouldn't matter too much. There are a handful of cruising boats here, some small motor boats and the inevitable wrecks that worn out marinas always seem to have.

A luxury housing complex is being built behind the resort, with the intention of selling to Singaporeans. They will not be able to do that without a ferry link and we have heard talk about them reinstating it. That would probably be the key to the marina's success in the future.

Update Dec. 2014: Marina docking still to be renovated, however marina is open with electricity & water. Take care at night as pontoons not lit. Ashore there are new showers, toilets, sauna, gym. Renovated main pool. Cafe and Bar for yachties. Resort very smart.

Contact Info

81900 Kota Tinggi , Johor Darul Takzim

Tel:(607) 8266 053 Fax:(607) 8266 054 ,VHF Channel 71 (lots of local chatter)

<http://www.sebanacoveresort.com> , marina@sebanacove.com

Southern Wing – January 2014: The scuttlebutt amongst the cruising fraternity is that Sebanac Cove is no longer the place to go. I had heard it was not being maintained and the ferry to Singapore no longer goes there. We have a catamaran so we don't go into marinas anyway but

we thought we would have a look and just take a break from the busy rally schedule we had just come from.

Our decision to go to Sebana Cove was based on a number of things.

- 1) We had just finished a fabulous 3-months sailing Indonesia and were very tired.
- 2) We did not feel like traversing the busy end of the Singapore straight to go to Danga Bay (our other choice) and Sebana Cove was only 20 nautical miles from Lagoi where we had cleared out of Indonesia.
- 3) Approximately 25 boats were leaving at the same time to go to Danga Bay and we thought it may be a bit crowded.
- 4) We had heard Danga Bay was noisy and busy with marine traffic; and
- 5) You can't anchor outside the Danga marina because of dredging being undertaken.

First of all, let me say that we did not stay in the marina at Sebana Cove but outside in the river, so I cannot comment on the workability of the marina utility facilities themselves. We stayed for two weeks and all information is as of the date of writing.

General: The Sungai Santi River up to the Sebana Cove marina is easy to traverse. The shallowest depth was 4 ½ meters at the mouth at a near to low tide. It is tree lined with a few fishing huts off to the side. There is no industry or housing. About half way up the river are overhead power lines; the charts and guides showing varying heights. Cmap says 46 meters. Our mast is 23 meters from the waterline and it looked like we had at least 20 meters more to spare. We anchored just down from the entrance to the marina and had a short dinghy ride to the end of the pontoon. Just a note, that if you are going to anchor in the river, there is a small bay dug into the bank of the river on the same side as the resort. Do not anchor in front of this as a small working ship comes there every day to load up and you will be in their way.

The Resort: The resort is beautiful. There is little evidence that the communal buildings and grounds had not been maintained. I cannot comment on apartments but there was a lot of renovating going on while we were there. A Google search revealed, that the buildings are made out of rubble stone masonry and are beautiful. There are coconut palms everywhere and the grounds are tidy and presented well. The restrooms and restaurant were clean. There are two beautiful swimming pools, a gym and plenty of places to laze back and relax in a quiet, traditional Malaysian resort atmosphere. The restaurant has open verandahs overlooking the river and the marina, and has a breakfast, lunch and dinner menu with reasonable prices. Both local and western dishes are offered. A steak was priced at 30 ringgit (Rng) which is approximately A\$10 and local dishes 15 Rng, though I cannot comment on how good the steaks were as we ate Malaysian foods while we were there.

Clearing In: You can clear in at Sebana Cove marina and this is included in the marina fee. If you stay in the river you can still clear in at Sebana Cove marina but for a fee. Because we thought it would be cheaper, we cleared in at Pengelih with no cost and very little waiting. You have to go past Pengelih to get to Sebana Cove. If you decide to clear in at Pengelih then you can anchor temporarily just out from the entrance of the Pengelih local marina, but make sure you leave room for the ferry's to go back and forth.

Transport: A taxi to Johor Bahru central (I was told) will cost approximately 180 Rng return which shared among 2 couples is reasonable. If you intend going to Danga Marina then I would leave it until then. A ferry goes to Singapore once a week from Sebana Cove however, there are ferries and bum boats going across from Pengelih and Belungkor most days. You can catch a taxi to Pengelih or Belungkor (approx. 50 Rng) and then get a boat to Singapore any day except Friday which is the Muslim holiday. If you leave early, say 6.00 am, you strike the rush hour however, if you leave too late you may miss the boat.

There is a resort shuttle that goes Tuesdays and Thursdays into the local town called Sengai Ringit. The cost is 10 Rng per person one way if the bus is full. If you are the only person on the bus you will pay the full price of 40 Rng. A taxi will cost you around 40 Rng return and will wait for you for an extra 10 ringgit

Phone and Shops: There are local markets, two Banks/ATM's, general stores and phone shops to sort out new sim cards. If you sign up with the phone carrier Celcom, the locals say you have better reception. However, I could not find the cheap prefix numbers that would work with Celcom. A prefix number can be added to the overseas number you want to call and will cut your call costs down by more than half depending if you call a mobile or landline. In the end I had to buy a Hotlink sim card. A one hour call with Hotlink to a landline in Australia is approximately A\$2.00 or 4 Rng.

Fuel: They do not have diesel or petrol at the marina, but it can be obtained by catching a taxi to the local Shell garage at Sengai Ringgit with no problems. Including this into your shopping trips makes it a cheap day. You cannot take fuel on the shuttle.

The Marina: We arrived at the marina in our dinghy after anchoring down river. We pulled up at the end of the pontoon so we could check out the walk-way as we had been told that there were rotten boards and to be careful. Yes there are boards on the main walkway that are deteriorating, but nothing we came across that was dangerous. The weather has gotten into the ends of some of them and they are painted with a white X so I presume maintenance may be forthcoming. I did not check out every finger but have seen worse elsewhere. I cannot comment on the serviceability of the utilities.

Yachting Services: There are no haul-out facilities here. Wi Fi is free and we were able to connect out in the river. Laundry is 5 Rng per kilo and there is a golf course, gym, swimming pools, restaurant, and units. If you are staying at the marina the pool is inclusive however, because we were staying in the river it cost us 10 Rng to use the pool for the day. They may be open to negotiating a weekly rate.

Marina Fees: The Marina fees are comparable with most other marina's in the area other than Danga Bay.

Power and water are charged by consumption. Catamarans and Trimarans are charged 40% extra however and if you anchor within the marina walls it is 30% off the berthing rate and 50% off if anchored in the river at the gazetted position. There is a 6% govt tax on all berthing rates.

The berth rates are based on LOA and some examples quoted from their price list for the year 2013 are as follows:

25.1 – 30.0 ft	weekly	150	rng
30.01 – 35.0 ft	weekly	182.50	rng
35.1 – 40 ft	weekly	200	rng
40.01 – 50.0	weekly	250	rng
50.01 to 60.0 ft	weekly	282.50	rng

If you decide to stay downriver and dinghy it to the resort, you can use the restaurant, shuttle, pool, golf course and laundry service which all require cash payments. We thought the resort was great and had no complaints other than there were very few other yachty's to talk to. This marina provides an alternative to staying in the busier marinas especially for those who want a quieter time.

3.2.5 Clearance in Johor Baru

All yachts requiring clearance here must ensure they fly the Q flag, otherwise they may be fined.

Yachts coming from Seban and other ports in Malaysia also have to do harbour clearance here.

Clearance can be completed Puteri Harbour..

Immigration is at the causeway and the Harbour Master (in Jabatan Laut), 1km along the waterfront from the anchorage, towards the causeway, as is the Customs office.

Customs is only required for outward clearance and issue of Port Clearance after clearing out with the Harbour Master.

Immigration outward clearance is not required if stopping at further Malaysian ports. Passports receive a new entry stamp, which is good for three months stay in Malaysia, each time you return across the causeway from Singapore.

Last checked January 2014.

3.2.6 Crime

Penang and JB are reported to be the worst areas for crime in Malaysia. Take necessary precautions when going ashore and if cycling, be sure to cover baskets/crates to avoid bags being snatched.

3.2.7 Making Daytrips from Marinas in Malaysia to Singapore

See writeup under [Senibong Cove Marina](#)

3.3 Singapore Approach, Arrival, Clearance and Departure

Singapore Immigration Website: <https://www.ica.gov.sg/>

Online Article – Oct 2018: You may have heard that Singapore is introducing electronic arrival cards for foreign visitors. This will eventually replace the paper cards that you're required to fill up when you enter Singapore. A couple of "viral news" sites have "reported" the move with alarming headlines.

You might be wondering... Do you need to fill up your particulars online? or do you need to download an app before entering the country? Despite the numbers of shares you see on Facebook and WhatsApp, you shouldn't worry about this electronic arrival card feature when you visit our southern neighbour for the time being.

According to the Immigration & Checkpoints Authority (ICA) of Singapore, they are conducting trials on the new electronic arrival card for foreign visitors that enter the country by air, land and sea checkpoints. This will reduce the use of paper and could potentially save up to 48 million cards each year.

If the system is implemented, visitors to Singapore can submit their personal and trip details online before traveling and all they will need is to produce a passport during immigration clearance. There will be multiple language options and it also caters for family and small groups that are travelling together. The system also saves your previous information which can be retrieved for future trips, which is great.

However, this isn't mandatory at the moment and they are running this as a trial for 3 months from 4 October 2018. The trial will be conducted at Woodlands and Tuas checkpoints, Changi

Airport and at cruise or ferry terminals. According to their website, "Foreign visitors who arrive at these checkpoints but have not yet completed the paper-based disembarkation/embarkation card may be approached by ICA officers to participate in the trial, and to provide feedback."

So in short, the paper arrival cards are still there and you'll be invited to try out their electronic arrival card system only if you're approached by one of their officers. Our colleague Vernon Chan had visited Singapore on Thursday and he still needs to fill up the paper card upon arrival.

Brick House – January 2017: OK...been getting some questions about Singapore formalities...

First...you must work with an agent for Immigration. Chances are, if that agent does immigration for you, he will most likely handle your entire process. We contacted James Lim by Facebook Messenger, What's App, and email. The fees for our 40 foot boat, 2 people onboard, Dec 2016: \$100S in/\$100S out. An additional \$30S is due to the port for the boats stay up to 1 year. You contact him a week or so before you want to go. He sends forms, you complete and return. Then as far out as 3 days, and as few as 6 hours before (I don't recommend waiting til 6 hours before!!), he puts in your final paperwork to approve your arrival date.

He provides full instructions of where exactly to arrive for immigration clearance (at one of 2 quarantine anchorages), what VHF radio channels to monitor and make calls on, at exactly what locations, sends you back paperwork to print out and put in a watertight container to pass via a netted pole between the immigration boat and yours. The driver is very skilled, officials don't typically board, and the process is over within minutes. They want to visually see all the people on the boat as they process the paperwork.

When you have your paperwork back and have checked it for what James instructs you to look for, you start your journey to your berthing location as declared. James then arranges to meet you at that berthing location (He was waiting when we arrived), collects your last port clearance and finishes your clearance for you, emailing you all documents within the next 24 hours.

Whoever you declare as crew will get 14 days. Me, as an America 'passenger' got 90 days. The 14 days can be renewed indefinitely and painlessly (as in just say 'go' to James), it costs \$50 each time. James told us that if he renews one...he can renew other crew passports at the same time and won't charge for the additional crew renewals. I still liked having 90 days in mine...So for 2 people, 1 boat, all said and done...,\$230S (\$170 US) for 2 weeks, or \$280S for 4 weeks (\$210 US). Pricey most certainly.

Singapore most certainly is expensive in every way. We found the money well spent for the wonderful experience we had in Singapore! Would have stayed longer had it been a little more affordable. James is little cheaper than the other agents I contacted, and we found him professional and honest and super responsive.

Halfway through our stay, we decided to change berthing locations. I both recommend and don't recommend this. We first stayed at Changi Sailing Club, which is on the far northeast coast. It is a great location, the most economical option on the island, and great public transport right from the club's driveway. Well served by Grab, Grab Share, and Uber too. Fantastic pool and showers. No laundry, no gym. \$21S per night for mooring with shuttle service, and \$5S per day per person for membership. Great location for morning walks, Hornbills and White Cockatoos in the trees, lots of restaurants and cheap hawker stalls a pretty 10 minute walk up the river.

However...if you have a little more to spend...which we decided we had for the last 5 days of our stay, there is a great marina called One 15 Marina down in the south of Singapore.

It's a bad idea to move marinas halfway through your stay, because you have to take time out of your valuable time in Singapore to figure out how to take...and how to pass... a competency

exam given online in regards to rules and regs in Singapore waters. It's a timed test. And study materials are not given. You can take it over and over again until you pass. There are different questions each time. We took it by googling and searching through some "circulars" of which Singapore has seemingly hundreds of online. We would get halfway through the exam, unable to find an answer and time out, having to start all over again. Finally...we passed. Then the Berthing location you are going to arranges a (free) cruising permit for you to move about in Singapore waters valid for that day only. James, our agent came to our boat a few days before the move and briefed us on the route, the things to watch out for, etc.

So... What's the good news? Well One 15 Marina is 20 miles along the route you would take to go to the west side of Peninsular Malaysia. You also are travelling in a less busy corridor, closest to Singapore the entire way to the marina as well as the departing route when leaving Singapore. Less planning of currents is required and the trip doesn't have to be squeezed in to one day--transferring to the marina one day, departing Singapore another day. 70 miles is a push to do in a day...and tides can't be perfect the whole day and way... unless you only needed a 4 hour window of good current as you do both days breaking the trip up halfway through the straits!! Also...One 15 Marina although \$14S more per night than Chañgi...you have some considerable advantages in addition to covering 20 miles....

1. Fares and Time to downtown is half (\$1.25 instead of if \$2.50 pp).
2. Lots of fun things to do on Sentosa with superb free transport to all of them, many cheap or free.
3. You're at a dock, surrounded by restaurants and friendly yacht owners.
4. Cold Storage Grocery store is in the marina for extremely convenient provisioning. Prices at Cold Storages are pricier anyways...this one was NOT jacked up higher an the others
5. Free use of nice gym
- 6 Free entry to Sentosa Island
7. Free transport to Singapore's biggest best mall with 2 more grocery stores.

At the end of the day in downtown, it's nice to be back to the boat in 30-35 minutes instead of 60-75 minutes..

We are very pleased with our agent James Lin (also Raymarine rep, delivery captain etc) Those of you who know us know that we are very resistant to using agents. James was a pleasant surprise, and if we had to do it again knowing what we know now, we would take no other route.

I hope that clears up any questions about Singapore formalities and expenses. Here is James' contact info:

James Lim

65 942 452 53

James.Lim@Marvelousventure.com

Mata'irea - November 2008: We made it! After a few hours motoring along the southern edge of the Singapore Strait, the busiest shipping lanes in the world, we came to a narrow spot and made our move. Aiming directly at a huge container ship, Sten dropped the throttle. Hauling through the water at 8 knots, we wove our way around the stern of the ship, ducked in front of a monstrous tanker, dipped in front of another container ship, dodged a fishing trawler . . . and we were clear! It was exactly like a game of Frogger, but instead of dodging logs and alligators, we

had to navigate our way among the biggest ships we've ever seen. Sten did a great job making sure that we didn't get squashed and scored mad bonus points for escorting me across.

On the Singapore side of the Strait, we pulled into the Western Quarantine Anchorage. Before we could even get the anchor down, an Immigration boat came up to us, grabbed our passports, passed over a paper for us to sign, returned the passports in exchange for the signed papers (all in the middle of a torrential downpour), and waved us on our way. It took all of 5 minutes - a refreshing change from the 4 days it took to clear into and out of Indonesia.

After clearing, we made our way into a slip in the seriously luxe [ONE°15 Marina](#), another 1,000 mile passage in the bag.

The contrast between Indonesia and Singapore is unbelievable. Compared to the litter strewn streets and waters of Indo, Singapore is sparkling clean. We've seen crews scrubbing down the roads and power washing the curbs. The subway cars sparkle - we've never seen anything quite like them. The streets of Bali were filled with packs of stray dogs in various states of starvation. The only dogs we see in Singapore are pampered pets. In Indonesia we saw several roads being built by hand. Here every construction project seems to have 15 tower cranes dedicated to it. We are most definitely back in the first world. But all this cleanliness and convenience has a price, and we're in a bit of sticker shock. Alcohol in particular is very expensive. After months of \$2 beers in Indo, it was a bit tough to lay out \$10US for that first pint of Tiger. It got easier after the third one. We saw our favorite tequila on a bar menu for \$250US (it retails for approximately \$40 at home). Luckily, the strengthening of the dollar is helping to make the higher prices more palatable.

Carillon - April 2007 - Arrival From Malaysia (Pulau Pisang): This morning was very dreary with no wind so we motored all the way to Singapore. We had about 35 miles to go and needed to be there by mid-afternoon. The marina had arranged for the immigration officer to arrive at about 4:00p.m.

We had just turned into the channel approaching the marina and were about an hour away when an enormous thunderstorm developed over the land with scary looking forked lightning and massive thunderclaps right overhead and 20 knots of wind underneath it. By the time we reached the marina the rain was falling in sheets around us.

We'd called the marina to let them know we had arrived and to ask for the berth number. As we came through the entrance and headed towards the berth we could see two figures in bright yellow oilskins jumping up and down and waving to us to show us where to go. The gaps between the docks were quite small and with all the rain covers down it was hard to see to manoeuvre the boat but Steve did his usual brilliant job and we came alongside safely.

We plan to stay here for a week or so then check out the weather. We can't really start going up the east coast until the north-easterly monsoon has died out so we'll just have to keep checking the weather until that happens meanwhile we shall enjoy a bit of R & R in Singapore.

Carillon - April 2007 - Departure: We made the boat ready and on Monday evening at 6:00 an immigration officer came to the marina and stamped us out of Singapore.

The tides around Singapore can run at 2 knots or more so our trip around to the East side of the island needed to be carefully timed to ensure the tide was with us and not against us. We left the marina about 7:00 a.m. just after it got light to make maximum use of the tides. The weather didn't look too good, there were thunderstorms at all points of the compass but since we were checked out we had to leave. Pretty soon we had all the rain covers up and were peering through the torrential downpour trying to spot any vessels on a collision course. The good thing

was that we were making 7 - 8 knots with the tide so it was a very quick trip. We arrived at the mouth of the Santi River on the Malaysian side of the channel on the East side of Singapore by early afternoon. Inevitably the rain stopped almost as soon as we had anchored.

3.4 Marinas in Singapore Proper

3.4.1 One Degree 15 Marina

Address: 11 Cove Dr, #01-01, Sentosa Cove, Singapore 098497

Phone: [+65 6305 6988](tel:+6563056988)

<http://one15marina.com/marina/marina-berthing.html>

Mata'irea - November 2008: Having made the trek out to Raffles and having spoken to several other cruisers about the conditions at the other marinas in town and the time and effort involved in schlepping in from Malaysia, we're really happy with our decision to take a berth at ONE°15 Marina for a stay in Singapore. It is less expensive than the other marinas in Singapore, more convenient to the MRT than RSYC or Raffles, and much less rolly than RSYS or Keppel Cove. And, best of all, there are peacocks wandering around the marina.

We'll be leaving the boat at One 15 Marina while we are gone, and although she will be plugged in, we are turning off the refrigeration. June, at the dockmaster's office, was kind enough to charm the marina's head chef into giving us some space in his walk-in freezer. We're pretty happy about not having to toss or give away all that meat and cheese.

Nepenthe - 2006: What a good place to travel from, and enjoy Singapore. This is a marina in progress: one dock has power; showers are fair at best. Free Internet is great. Getting to town we hitched across the island and the causeway, the workers always picked us up; we were rarely without a quick ride. The walk to the free bus is just 20 minuets if you do not get a ride. The staff at the marine is good and we swam most every day right off the boat. We think it will be 2008 before it is really ready for luxury marina berths. The docks of course are good and fuel and propane is easy.

The fun of Singapore is non-ending. Free concerts every FR/Sat/Sun at the Esplanade. Alliance Francei had good events.

Chart copy: Ultra Supplies, speak only with Eddie. Queensway shopping center. 9004-2349.

Pharmacy that will get prescriptions without Dr: Harbourfront Center, second floor NTUC Healthcare Unity , talk with Sing.

Leaving for Sebana: tide ebbs east. We left 4 hours after Hi tide, and still had 1-2 kts with us all the way to the corner, then picked up the in going tide in Calder harbor and again had current with us.

3.4.2 Raffles Marina

From Noonsite.com as of Jan 2018

Raffles Marina

10 Tuas West Drive , Singapore 638404 ,

Position 1°20.53'N and Long 103°38.22'E.

Tel:+65-6 861 9000 (Dockmaster) Fax:+65 6862 2280 ,VHF Channel 77 'Raffles Marina'

<http://www.rafflesmarina.com.sg/> , dmo@rafflesmarina.com.sg

CIQP clearance is available at Raffles Marina by prior appointment, between 0900 and 1700hrs only. As ICA officers are not based at the marina, advance notice of 6 hours is required. Yachts staying at the marina must use their clearance service.

All facilities, 65 berths, also docking for superyachts. Fuel, chandlery, laundry, pool, WiFi, 24hr security, yacht club, bar and restaurants.

Boatyard with 70 ton travelift, workshop for engine, mechanical, electrical and electronic repairs. Prices reported to be very high.

Able to arrange extensions of Landing Passes.

Carillon - April 2007: Raffles Marina is on the West side of Singapore just before the bridge joining Tuas in Singapore to Malaysia. It seemed well organised with a boatyard with travel hoist, a well-appointed Club House with 2 or 3 restaurants, a swimming pool, fitness centre and function rooms but considerably more expensive than Yachthaven in Phuket or the Royal Langkawi Yacht Club.

There was a shuttle bus to take you to the nearest MRT stations at Boon Lay and Jurong East and a shopping centre at Boon Lay with a couple of reasonable supermarkets and an excess of clothes, shoes and handbag shops. From Boon Lay to the main shopping centres in Singapore took about half an hour or so.

We had hoped to be able to buy a 2nd whisker pole in Singapore to allow us to fly twin headsails in the right conditions but we couldn't track down a pole of the right dimensions. We did manage to buy replacement displays for our speed and depth instruments which had become almost unreadable and a DVD player to play our growing collection of DVDs.

The weather while we were in Singapore was not so good. There were thunderstorms every afternoon and on one day in particular the storm passed directly overhead and one of the boats on the hardstanding suffered a lightning strike. His radio aerial disintegrated and both his VHF and SSB radios were irreparably damaged. His CMAP navigation system was also damaged.

Once we'd made the essential purchases and stocked up on food we left. The one of the supermarkets at Boon Lay would deliver to the marina so that made things much easier.

3.4.3 Changi Sailing Club

Fatty Goodlander stayed here 2014-2015

3.4.4 Republic of Singapore Yacht Club

I have not heard of any yachts going into RSYC, but include them here for completeness.

<http://rsyc.sg.org>

Located in the south-western part of Singapore, RSYC is easily accessible from two major expressways (AYE and ECP), and a mere 15-minute drive from the central business district. RSYC's strategic location offers boaters convenient access to Singapore's Southern Islands, Indonesia's Riau Archipelago and other popular boating destinations.

Address: 52 West Coast Ferry Road, Singapore 126887

Phone: 6768 9288

Email: marina@rsyc.org.sg

POSITION

(WGS 84) Lat 01° 17.6'N Long 103° 45.7'E

Arriving Visitors (from their website)

RSYC will no longer be a gazetted CIQP Marina with effect from 31 March 2014.

Visitors or boating members who wish to depart from or arrive into Singapore waters, may do so at Western Quarantine & Immigration Anchorage off Sisters Island (approximate position: Lat 01° 13.0'N Long 103° 49.7'E).

Visitors and boating members are advised to contact the Immigration & Checkpoint Authority (ICA) at VHF Channel 74, prior to your arrival.

For assistance, please contact ICA at

Tel : 6377 5882 or 6377 5992

Fax : 6273 5635 or 6377 5993

Email: ica_crew_administrator@ica.gov.sg

Upon arrival, please report to the Marina Office which is open 7 days a week 0830hrs to 1730hrs. Our staff will assist with your arrival and will issue the crew passes, if necessary.

Berthing fees are based on the measured length of the yacht and not the registered length. In addition to the berthing fees, additional nominal charges for water and electricity, based on the metered usage, are applicable. Fees are payable in advance. Let us know how long you intend to stay, so that we may plan accordingly.

OTHER MARINE FACILITIES

Fueling facilities at competitive rates

Water & Electricity supply

Boat charters

For full details of our Marina facilities, please contact our Marine Department at tel: (65) 6768 9233, fax: (65) 6768 9230 or email: marina@rsyc.org.sg

3.4.5 Keppel Cove

Popeye – 2017 – Coming in from W Malaysia: Initially, we were a bit terrified at the prospect of negotiating into Singapore through all those ships. Friends gave us tips on coming in...

Plan to anchor off Tanjung Piai for the night and then get a fresh start into Singapore on the Saturday. Start early and motor through the anchorages. Watch for ships into and out of Tanjong Pelepas. Then proceed across Sinki Fairway and behind Pulau Bukom straight to Sisters Island. Call Western Immigration on channel 74 and they will check you in. Then proceed to Marina at Keppel Bay. Ch 77 VHF.

Piece of cake! We had to dodge a couple of ships but otherwise had a straightforward passage to Sisters, cleared customs then onto MKB and the promised champagne!

We selected Keppel Bay Marina because we have friends who live there on their 60ft Cooper. It is also very handy to Sisters to check in and out. The marina itself is great for the yacht but lacks amenities for the crew! They do not have a pool, which in Singapore is a travesty. Their laundry service is at hotel prices (\$4 for a shirt, \$2 for knickers....) and their restaurant is on the pricey side, even with the discount.

It is, however, awfully convenient to the sights and sounds of Singapore so we had a blast.

Singapore now required use of an agent. We used Craft Docket LLP (email: admin@craftdocket.com). They sent us all the documents for check-in via email and told us exactly what to print.

They met us at the marina and handled everything.

Two days before we checked out, they came with our document package so all we had to do was hand it over to CIQ at Sisters. Very straight-forward and easy.

The crew of the customs boat amused themselves by singing "Popeye, the sailor man" over their loud speaker and asked if they could photograph the boat.

Galacsea - From Noonsite.com – Nov 2017: Just a word about Keppel Bay Marina. We have stayed there about 10 days.

It's conveniently located in the center of town and the berthing is excellent. The marina is well kept and extremely secure. HOWEVER, there are NO facilities -- no laundry (can't even give laundry at the office to be sent outside and the first laundromat is miles away. It's a good 30 min walk to the first store, which is a large shopping mall, but the marina provides no shuttle service. You have to call a cab. Same thing for catching a bus or subway -- call a cab. No swimming pool. There is a cafe and restaurant (food so-so), but that's it. It is a bit disappointing. Raffles and One Degree 15 marinas seem to be better appointed and far less expensive.

3.4.6 Marina Country Club

From Noonsite.com as of Jan 2018

600 Ponggol Seventeenth Avenue , Singapore 829734

Tel:+65 6385 6166 Fax:+65 6385 6166 ,VHF Channel 77

<http://www.marinacountryclub.com.sg> , enquiries@marinacountryclub.com.sg

Opening hours: Mondays to Sundays including public holidays. Office: 9am to 6pm. Club House: 7am to 11pm.

Located at 01° 24' 57" N, 103° 53' 57" E. Clearance possible here for small fee. Berthing operated by Outboard Motor Services Pte Ltd. since 2009. Marina staff reported to be v. friendly. Restaurants and on-site mini-market plus MCC Resort. Free shuttle to town for easy shopping. Internet available in air conditioned marina office. Boatyard run by DP Yacht Services PTE LTD. Offer a **haulout** facility (70 ton travelift) and repair services. Cruisers report good work, although prices high.

DP Yacht Services PTE LTD

600 Ponggol Seventeenth Avenue , Singapore 829734 , Long/Lat 01 25.02 N 103 54.03E

Tel:+65 6387-8180 Fax:+65 6387-2138

dpyacht@singnet.com.sg

Operate boatyard with 40 ton travel lift and all sorts of repair facilities at Marina Country Club Ponggol. Owner Philip Wong. Recommended by cruisers, however advice is to avoid sleeping on board while work being done.

3.5 Cruiser's Services

3.5.1 Marine Supply

FB Discussion – Oct 2018 – Getting Coppercoat Bottom Paint in Malaysia: Anyone have the contact info for Langkawi Coppercoat distributor? The info listed on their website (coppercoat.com/contact/overseas-distributors/) yields incorrect phone number and emails go unresponded. Various responses below:

- It's available at AME Chandlers at Boat Lagoon, Phuket. Resin, hardener and granules.
- John McKimm did my Coppercoat last year. Super job and I am very happy with the product. He works together with Lance and Mia who also are North Sails reps. I can give you more details. He is also cheaper than certain chandlery stores here in Phuket.
- Pangkor Marina can supply it. I bought some in December 2017 and again 1 litre - yesterday. They usually have some in stock, but not at the moment. I think they get it from Singapore.
- A friend of mine has had Coppercoat for less than one year. Actually six months, and they need a clean from heavy barnacles every two weeks. Maybe some other issue with this but as far as super expensive antifoul that promises the world from what I have seen delivers nothing. Just my opinion.
- I applied Coppercoat 6 years ago. Still good. Lance does answer emails..sometimes. Keep trying.
- I had major problems trying to get Coppercoat from supposed Malaysian dealer. My order was delayed for more than 5 months. In the end I ordered from Ivan at Ocean Link in Singapore. I had prompt service and fresh product within 10 days of contact. Ocean Link is a major paint supplier in Singapore.
- Coppercoat does have a shelf life. It's stated as 12 months in cold climates and 6 months in warm climates.
- From what I understand, Coppercoat is simply copper powder (does not have a shelf life) and epoxy, which has a long shelf life. I have used good quality epoxy resin that I have had on the shelf for 4 years and it is fine. But having a shelf life can certainly assist in selling more product.
- I finally was able to make contact with Mia who sells Coppercoat in Langkawi. Got her via LINE app and her phone # 66888255415. Apparently the number that is on CoppercoatMalaysia.com is wrong.

Elizabeth Coleman – Oct 2018:

Expeditius – September 2018: Source for stainless steel bolts YONG SENG HARDWARE, Blk 802, #1-57 French Road, Singapore. Only a short walk from Jessie's place (Marinotech)

Soggy Paws – January 2018 (from a FB recommendation): MarinTech is the best marine chandlery in Singapore. <http://www.marintech.sg/> marintech@pacific.net.sg (+65) 62988171

From their website: Marinotech Marketing specializes in stainless steel riggings and deck hardware, boat cleaning supplies, mooring ropes, anchors, and essential boat maintenance equipment. We keep these in stock constantly, so you know where to find them when you need them.

3.5.2 General Repair Facilities

Northman Services

Jurong Point Post Office, P.O. Box 112 , Singapore 916404

Tel:+65 91150400 (Direct to Director) or +65 6861 60 40 (office)

enquiry@northman.sg

Located in the Tuas region on the west side of Singapore. A repairs workshop that services ships, oil rigs, yachts and the whole range.

Recommended by cruisers.

DP Yacht Services PTE LTD

600 Ponggol Seventeenth Avenue , Singapore 829734 , Long/Lat 01 25.02 N 103 54.03E

Tel:+65 6387-8180 Fax:+65 6387-2138

dpyacht@singnet.com.sg

Operate boatyard with 40 ton travel lift and all sorts of repair facilities at Marina Country Club Ponggol. Owner Philip Wong. Recommended by cruisers, however advice is to avoid sleeping on board while work being done.

Swift Marine Services

150 Cecil Street#15-01 (069523) , Singapore

Tel:+65 9001032

Repair and refurbishment. Electrical, Hydraulics, Navigation, Fibreglass.

3.5.3 Engine Parts & Repair

Ocelot – Feb 2019: Pansar are the Yanmar reps in Malaysia, & they're hopeless. No stock at all. They just order from CLLS in Singapore & add their markup. We just order direct from CLLS & have it shipped in. Last time, DHL contacted us & asked us to send a copy of our boat papers & a letter from the marina & they pushed our parts through with no duty & a delay of only 1 day, which we thought was pretty good service from DHL.

From Noonsite.com as of Jan 2018

Aik Beng Mfg & Trading Co Pte Ltd

Blk 635 Veerasamy Road , #01-150 , (Off Jalan Besar)

Tel:(65) 6291 1209 Fax:(65) 6291 5468

Oil and fuel filters

Burmec Eng

216-11 Syed Alwi Road , Singapore 207761

Tel:6296 5422, 6292 5930

Eng Lee Machinery Pte Ltd

Blk 633 Veerasamy Road , (Faces Jalan Besar)

Tel:(65) 6294-5118 Fax:(65) 6296 4509

Engine parts. Agents for: Perkins, Rolls Royce, AE Engine, Cummins, Nissan Diesel, Isuzu, Hino.

Gemini Marine Pte Ltd

10 Admiralty Street #01-83 , North Link Building , Singapore 757695

Tel:(65) 6542 9419 / Service hotline (+65-90805233) Fax:(65) 6542 9429

info@performance-boating.com

Opening hours: Mon – Fri 0830 – 1730hrs

K.U.T Diesels (Pte) Ltd

No. 63 Jalan Pemimpin , #04-03/04 , Pemimpin Industrial Building

Tel:(65) 6258 3622 Fax:965) 6258 1340

kut@pacific.net.sg

All types of diesel engines, spare parts, rewinding/servicing of alternators, electrical trouble shoot, fabrication work (mechanical and electrical).

Marina Yacht Services

10 Tuas West Road , Singapore

Tel:(65) 6862 4320 Fax:(65) 6862-4431 ,VHF Channel 77

Outboard Motor Service Pte Ltd

600 Punggol Seventeenth Avenue (829734) , Singapore

Tel:+65 6492 8178

Mercury Authorised dealer Specialist in repair of outboard engines, diesel engines, stern drives.

Performance Boating

Marina : 110 Tanah Merah Coast Road, Singapore 498800 , (SE seafront, opp. The Straits)

Tel:+65-6555 8158/ assistance +65-9080 5233 (24hrs) Fax:+65-6555 4418

info@performance-boating.com

Opening hours: 1000 - 1800 (Monday to Friday), 0900 - 1900 (Saturday, Sunday and Public Holidays)

Engine servicing, and parts (Volvo agents). Metal work, electronics, liferaft servicing and inflatable repairs.

Shellback Marine Services

Tel:+65 9766 1439

jeff@shellback.com.sg

Contact Jeff Jakey.

Tritex

No.3, Tuas Avenue 18A, Singapore 638852

Tel:+65 68611188

Marine Air-con , refrigerator, freezers, generator etc.

Volmag Engineering

36 Gul Ave, Singapore

Tel:+65 65587808

Volvo marine diesel engines.

Yanmar Asia (Singapore) Corporation Pte Ltd

4 Tuas Ln, Singapore

Tel:+65 6861 5077

Yanmar engines authorised dealer.

3.5.4 Mechanical Repair**Earnst Hardware Engineering**

Block 19, , Pioneer Road North #01-103 , Singapore

Mechanical repairs.

Take bus 192 from Raffles Marina - good selection of stainless fasteners.

Jeff Jakey of Shellback Marine Pte Ltd

Tel:+65 67792296

enquiry@shellback.com.sg

Marine engineer in Singapore. US Navy trained with approx 30 years experience in Marine engineering covering most engine types, hydraulics, batteries, electrical systems on board.

Moki Marine Engineering

Blk 3026A, Ubi Road 3, #01-77 , Singapore

Tel:6746 2207 Fax:6746 3776

Mechanical repair - good design and manufacturing of custom stainless products.

Summit Marine

Ang Mo Kio Ave 5#02-38 North Star@ AMK (569880) , Singapore

Tel:+65 6281 5663

Boat restoration, Boat Interior refitting and s/steel Fabrication.

Tritex Equipment Pte Ltd

No.3 Tuas Ave 18A , Singapore 638852

Tel:(65) 6861-1188 Fax:(65) 6861-4263

tritex@pacific.net.sg

Agents for Heart Interface, Statpower Invertors, Bauer, Cruisair, Grunert, Onan, Cal Marine, Universal Aqua and others. Very helpful and knowledgeable.

3.5.5 Electrical & Electronics

Marine inverters and related electrical equipment: Best Marine Electrical, 61 Kaki Bukit Ave. 1, #03-17 +65 6741 0317. Primarily Mastervolt--almost all models of inverters, chargers, etc. Good knowledge. You don't have to explain what an inverter is to these guys.

The **Sim Lim Towers Mall** is a paradise for electronics which is not matched anywhere in the world.

Hean Lee Radio Services

101 Kitchener Road , 01-07/08/09 Jalan Besar Plaza , Singapore, 208511

Tel:(65) 6296-3038 Fax:(65) 6296-9509

HEANLEE@SINGNET.COM.SG

Electrical goods: transformers, 12 volt fans etc.

Kee Huat

Block 809 French Road , 02-174 Kitchener Complex , Singapore 200809

Tel:(65) 6294-0119 Fax:(65) 6292-2696

Electrical supplies - navigation light bulbs, transformers etc.

Keypoint

317 Beach Road #2-25 , Singapore 199597

Tel:+65 2919663 Fax:+65 2979876

Kongsberg Simrad Ptd Ltd

73 Science Park Drive #B1-03/04 Cin tech I , Singapore Science Park , Singapore 118254

Tel:+65 774 4667 Fax:+65 774 5673

Nufoss Service Ptd Ltd

3 Pemimpin Drive #06-03 , Lip Hing Industrial Building , Singapore 576147

Tel:+65 258 1932 Fax:+65 259 8998

Oceantalk

1 Rochor Canal Road #02-42 Sim Lim Square (188504) , Singapore

Tel:+65 62708105

Marine communication and Navigation equipment.

Patronics (S) Ptd Ltd

Commonwealth Drive #2-01/02/03/04 , Tanglin Halt Industrial Estate , Singapore 149596

Tel:+65 473 0048 Fax:+65 473 0042

Radio Holland

8A Tuas Avenue 12 , Singapore 149596

Tel:+65 8622218 Fax:+65 8622430

Ray Marine

19 Jalan Kilang Barat #03-04 Acetech centre , Singapore

Tel:+65 62753585

Marine communication and navigation equipment.

Sim Lim Tower

10 Jalan Besar , Singapore, 208787

Sim Lim Tower is a mall with only electrical components. Anything electrical can be found there.

Skanti Asia Ptd Ltd

Blk. 194 Pandan Loop , Pantech Industrial Complex #06-05 , Singapore 128383

Tel:+65 872 9172 Fax:+65 872 9173

Swift Marine Services

150 Cecil Street#15-01 (069523) , Singapore

Tel:+65 9001032

Repair and refurbishment. Electrical, Hydraulics, Navigation, Fibreglass.

3.5.6 Carpentry

Summit Marine

Ang Mo Kio Ave 5#02-38 North Star@ AMK (569880) , Singapore

Tel:+65 6281 5663

Boat restoration, Boat Interior refitting and s/steel Fabrication.

3.5.7 Rigs & Sails

Evolution

Changi Sailing Club 32 Netheravon Road (508508)

Tel:+65 9776 4026

Sail maker/repair

Intermarine Supply

Nr 12 Tuas Avenue 11 , 639078 Jurong

Tel:+65 869 39 66 Fax:+65) 863 32 77

ropes@intermarine.com.sg

Profurl agent.

Quantum Sails Asia

Bradley Anson , 32 Netheravon Rd., Singapore 508508

Tel:+65 65424246 Fax:+65 65424249

ansonb@quantumsails.com

3.5.8 Canvas Work

FB Discussion – July 2019 – Canvas Work: For Boaters in Puteri Harbour or Near Johor Bahru who need Canvas and Sunbrella for the boat, Guan Seng is a good place to go they have loads of variety for the materials and Also Nuts and Bolts is just opposite the road.

Guan Seng Canvas Sdn Bhd
10 Jalan Tangke Air, off Jalan Tun abd Razak
Sursur 4, Larkin, Johor Bahru
Tel: 07-2243416

Jong Wah

45 Ubi Crescent 408590 , Singapore

Tel:+65 6472 0045

Canvas , sunbrella fabric

Ker Seng Heng

1 Syd Alwi Road , 01-05 Song Lin Building , Singapore 207628

Tel:(65) 6298-8007 Fax:(65) 6292-7479

Canvas work.

3.5.9 Refrigeration & Air Conditioning

Tritex

No.3, Tuas Avenue 18A, Singapore 638852

Tel:+65 68611188

Marine Air-con , refrigerator,freezers, generator etc.

Soggy Paws – July 2015: We got great service and great prices on Frigoboat refrigeration units from Wilson Tsing in Singapore. We arranged by email to order the units, and then stopped by a couple of weeks later and picked them up on our way through Singapore. Wilson was knowledgeable and easy to communicate with, and the price was as good as the discounted price we were quoted in the US. wilttsing@singnet.com.sg The hardest part was getting them back over the border duty free, as we were docked in Malaysia and just made a daytrip to Singapore to pick them up. (bring your boat papers).

CT-Tech Marine Air-Con Engineering +65 96926906

Marine Air-con , refrigerator,freezers.

3.5.10 Liferafts & Inflatables

Gemini Marine Pte Ltd

10 Admiralty Street #01-83 , North Link Building , Singapore 757695

Tel:(65) 6542 9419 / Service hotline (+65-90805233) Fax:(65) 6542 9429

info@performance-boating.com

Opening hours: Mon – Fri 0830 – 1730hrs

Safety Innovators

90 Tuas Ave 11, Jurong,

Tel:6863 2088 Fax:6863 0388

Good selection of fresh flares plus lifejackets, life raft supplies and repacking. Directions:- Take bus 192 about 10 blocks from Raffles Marina.

3.5.11 Provisioning

Galacsea (from Noonsite.com): We have just arrived in Singapore and staying at Keppel Bay Marina. We have been fortunate to come across an excellent local importer of selected French wines. His prices are quite reasonable. His selection is limited but good quality. He offers one free bottle for each purchase of 6 bottles. Plus, he delivers to your boat. His contact info is: Fabrice Delancé - www.fdh.com.sg. Check him out.

Christine & JPh Halphen

SV Galacsea

3.5.12 Medical

Mata'irea - November 2008: Assuming that health care here had to be less expensive than in the US, I booked an appointment with a Gyn. After the office visit, she sent me off to the radiology center to get a mammogram and ultrasound. Well, I don't know if it was less expensive than in the US (it was about 3 times the price as our dental care in Bali), but it sure was fast and convenient.

3.6 Things to Do

3.6.1 Museums

Mata'irea - November 2008: We headed over to the [Asian Civilizations Museum](#), which is housed in an old colonial building on the banks of the Singapore River. The museum's collection, covering the the civilizations and religions of the Asian Continent, is completely overwhelming, but it was an excellent place to while away a rainy afternoon.

4 West Coast of Peninsular Malaysia (S to N)

4.1 Passage Advice for Navigating this Coast

FB – October 2018 - Cruising Advice between Nongsa and Langkawi: Don't go into Singapore waters as you'll just get hassled by the marine police. Just stay on the Indonesian side of the TSS (Traffic Separation Scheme) and turn northwards across both major lanes when you get a decent gap, when you're due south of Tanjung Piai (the most southern point of SW Peninsular Malaysia). You will not enter Singapore waters if you do that.

In the early part of the Malacca Strait stay just east of the shipping lane. This keeps you as far from fishing and inshore obstructions as possible at night. Keep your eyes on AIS and what's in front of you at night. There are plenty of small craft and some may not even be lit.

As you get further north, you can get further east of the shipping lane but remain offshore, as that coast has all kinds of crap inshore that is un-marked on charts (eg: piled fishing house N of Klang; sunken sand barge S of Pangkor; disused steel pilings as far as 1.5nm off shore S of Penang). There is all kinds of stuff going on inshore on this coast.

Best advice is to stay 10nm offshore after you're able to separate from the shipping lane a bit. Every time I hear about someone having trouble on this coast it's because they're trying to day hop/overnight inshore and getting caught up in nets or something that shouldn't be there.

I'd just go straight to Pulau Pangkor from Batam and enjoy a couple days rest there eating some great local food and beers in the protected anchorage in the bay. That's the toughest part of this passage and best to get it done.

Then you can hop to Penang and then to Langkawi. Last leg is the easiest with the prettiest arrival (Langkawi). That's just my view of it, I'm sure others who don't like overnighiting will have other good suggestions. I've night-raced most of that coast about 12 times over the past 20-odd years. Have a safe passage!

If you want, you can break the first part of the trip into half by stopping in Port Dickson (Admiral Marina) along the way. Stay out of Port Klang. It is a filthy port with not much to offer and plenty of floating/submerged debris in the water there. The entire Klang valley (i.e. all of Kuala Lumpur) drains into that river/port. Admiral Marina (40nm south of Klang) and Pangkor Marina (90nm north of Klang) are far better places to stop off if you need to tie up to a dock or do repairs/provision.

Regarding fishing boats at night in the Malacca Strait: There are two main types of fishing boats along the Malaysian and Thailand coasts - squid boats and those fishing with nets. The former (squid boats) are super easy to spot and avoid as they move slowly and have horrendously bright lights. They don't drag nets and are easy to sail/motor around but forget about your night vision for the next 10-15 minutes.

The boats with nets come mostly in two forms: 1) single boats with small nets with one end attached to a small boat (sometimes lit/sometimes not) and the other end attached to a float lit with a flashing red light. If you see the flashing red light always look for a small boat at the other end of the net (usually these are 5-7m long with two guys on board and a white light). 2) two larger powered boats (15-20m LOA) dragging a net in between them. These are harder to figure out at night as the light configs on these can vary a lot. Slow down, get the binoculars on them and watch them carefully. Also, sometimes, a single one of these boats may be dragging a net behind. Crossing in front is best, if you are a safe-enough distance in front (min 300-500m). Staying 25-30 boat lengths astern of them is usually a safe distance to cross their stern. The rest of the boats are night ferries and smugglers.

The smugglers' boats are totally un-lit and I've seen some as small as 5m and as big as 30m - spooky as! More frequent in waters between S Johore and Pangkor and the east coast of Sumatra.

Long-liners are spotted infrequently (we ran into a long-line 23nm SE of Koh Samui in August). It's illegal and usually a Chinese or Vietnamese vessel way out of territory. You can move between longline floats usually. But the floats for the one we saw in August were so close together that we went around the entire net, some 10nm! The nets are topped by stout cable...don't want to get a prop jammed up in these.

If you want to day hop: Personally I do not like to do Malacca Straits at night. Here is my passage plan for day hopping it 600 Nm 8 days day hopping

1. Belungkor to Pisang Is 70Nm (Be careful anchoring at Pisang island this time of year (October). If an intense Sumatra develops, the island provides little protection & the waves can be short & sharp)

2. Pisang Is to Besar Is 70Nm

3. Besar to Port Klang 90M 13 hrs @ 7kt
4. Klang to Pangkor 90Nm
5. Pangkor to Penang 70 to 90Nm
6. Penang to Langkawi 55Nm
7. Kuah to Roc Noc 75Nm
8. Roc Noc to chalong Bay 55Nm.

4.2 Between Singapore and Pangkor / Lumut

4.2.1 Tanjung Pai

Popeye – 2017: Tanjung Piai 01°15.85' N / 103°31.37' E

Great for its proximity to Singapore. We had a very comfortable night protected by the new breakwater in the west. With all the reclamation work going on, we think our anchorage will be on dry land very soon!

4.2.2 Pulau Kukup

Sail Malaysia Pilot – Nov 2019 Edition: Pulau Kukup 01°19'.88E 103°26'.40E in five metres on mud with good holding. A Port of Entry with ferries operating to Indonesia. There is a small landing to the north of the ferry jetty, and some restaurants have steps ashore. There are many fish farms. An alternative anchorage south of the green beacon is reported at 01°17'.54N 103°26'.61E Depths are reported shallower than charted. Ashore there are two small general stores. Download your copy here: <https://www.sailmalaysia.life/>

4.2.3 Pulau Pisang

Interlude - November 2008: 01°23.45' N / 103°14.25' E

28' Good holding, muddy bottom. Fair protection. No people.

Carillon - April 2007: Long hop from Pular Besang. As the afternoon wore on the thunderstorms began to build up. We seemed to be directly in the path of one so put a couple of reefs in to be on the safe side. Just as we thought it was going behind us the cloud overhead suddenly thickened and blackened and the heavens opened. By the time we reached Pulau Pisang the storm had passed by.

The place we had anchored on the way up the coast was a bit exposed to the wind this time so we motored round the island to find a more sheltered spot. Found a good spot on the south west side completely sheltered from the wind in about 8 - 10 metres of water. What we hadn't realised was that because it faced the shipping channel every time a ship passed, we got the wash 10 minutes later. Soon after we'd anchored a Malaysian Coastguard vessel stopped by. We thought maybe we'd anchored in a restricted area but I think he just wanted to tie up to us for the night. This we politely discouraged.

Anchor position:- 01° 27.664N, 103° 15.076E

Carillon - November 2004: We left Danga Bay about 8:00 am to take the ebb tide up the coast to Pulau Pisang. Low tide is about 3:00 pm so that gave us 7 hours to do just under 40 miles. We need to do about 5½ knots over the ground and with 1 - 1½ knots of tide with us it shouldn't be a problem. We have about 5 knots of wind from behind so we have to motor. The sea is very calm, a little bit silty but not much rubbish in it and visibility is quite hazy. We can just about see

the coast of Malaysia about 5 miles away. There are lots of small fishing boats anchored next to fishing markers with the occupants either sleeping or pulling in nets at a very leisurely rate. We arrive at Pulau Pisang at about 2:00 pm, we can hear thunder in the distance and can see a rain storm heading towards us as we are anchoring. We've just time to set the anchor before the torrential rain reaches us but it's all over in an hour or so. There is very little on this island, one or two fish farms but not much else.

Anchor position: 01° 28.497 N 103° 15.650' E

Airlea - 1993: Pulau Pisang 1°27.93 N 103°16.10 E Leaving Changi at 6AM we rode a favorable tide all the way around Singapore to the west side and were able to continue on to Pulau Pisang. Anchored (15') on the SE side, strong currents.

Arjumand - 1997: Don liked farther north where steady wind (SW) & blow (evening squall from NW which last about an hour) didn't cause so much trauma

Sir Swagman - 1996: Pulau Pising: 01° 28.12 N; 103° 16.46 E 7m sand

Arjumand - 1997: ARJUMAND left P. Pisang at midnight, traveled 1-2 miles off the points, were usually 3-4 miles inside freighters, and arrived Pankor Laut at Lumut 36 hours later in 0-5K headwinds. With radar nite travel easy.

Airlea - 1993: Tanjung Tohor 1°50.58 N 102°43.83 E. Anchored SE of the Cape (16') again strong current. This is exposed but was OK when the wind dies at night.

Arjumand - 1997: Anchorage 01° 56.20 N 102° 34.50 E in 8 m mud. Shipping usually far out except 1st day from S'pore.

4.2.4 Melaka (Malacca)

FB Discussion – Sep 2022: UPDATE Malacca Marina 25/09/2022. We spent one night out and one in the marina. Now this is only our opinion according to the weather we had. Overall great stay. Had strong NW winds the first night, anchorage in front was quite sheltered and holding was good. A bit rolly with side-on waves lasted few hours. No problem leaving the dinghy at the Marina.

The next day we decided to enter the marina and check it out. The marina is not in a bad state at all and is mostly used for tourist sport fishing. Pretty active when we were there on the week end. People and security were really friendly. Got diesel with friendly fisherman.

2.7 m at the entrance and were we were at high tide. Went to 1.2 at low tide. We had a bit of westerly wind and found it was moving a bit inside but not as bad as some say.

Depending on weather we would go again for sure. Malacca was great!

To clarify, we had 2.7m at entrance and 2.5 in our berth near the entrance, at high tide, today-- we have a catamaran that only drafts 50 cm so approaching with a keel would've been a different story

FB Discussion – Feb 2019: We anchored off Melacca marina 6 nights ago. The marina is essentially unusable for yachts - the remaining attached dock fingers are pretty well full with local and Jabatan Laut boats. We suspect it is quite shallow in there, though we saw 2 catamarans in there 3 months ago.

Security has been increased lately, so they are not very welcoming. We anchored maybe 200 metres off the marina wall in 4 metres and had a good night, with a NE blowing at 10-12 knots, but there is some traffic (tugs, crew boats etc) in and out of the marina at all hours.

We are 1.5M draft, and were basically anchored in front of the marina, but during spring tides so out a way.

Pt Dickson is probably the best answer if you want to explore Melaka for a few days.

Sirius – Feb 2018: Malaka-Malacca is very easy to clear in, we did last year. Anchor off the marina (too shallow inside but they are going to dredge it soon). Leave your dinghy at the city end. At the marina office you will clear in with the Harbour Master. Then walk out the front, go straight up the road towards the town. Cross the river on the sweeping which takes you into the ferry building. In there you will do customs and immigration. After, a short walk into a funky town seeping in history.

Soggy Paws – July 2015: We went to Melaka by rented cheapo car from Admiral Marina in Port Dickson. We stayed 3 nights in the Quayside Hotel just down from the Tourist Bureau. This was in walking distance of all the sights, and convenient to food. Our hotel rate of about \$30/night included a “breakfast buffet”.

Car Rental (referral from Marina) Zalhayat Enterprise 019-250-2519 (Razak), about \$30 USD per day. Check the fuel gauge, he rented it to us empty.

There is a great restaurant walking distance from downtown Melaka – Pak Putra 56/58 Jalan Kota Laksaman. Northern Indian and Pakistani food. Was packed, quick, and excellent food for excellent value.

Great Restaurant (Taxi to Portugese Settlement) – Seafood Restoran 88 (Stall No 4). Excellent seafood meal, friendly people.

Sea Bunny – May 2010: Not liking reports of the Melaka marina (shallow and exposed) we left Sea Bunny in Port Dickson and took a taxi with friends from another boat down to Melaka.

The marina at Melaka is poorly built (gaps and cracks in retaining walls etc) and silting up fast. The night before we arrived a Sumatran (strong westerly squall) blew through during the night, cleats broke off and an unattended boat went on walkabout. Having up to 40 boats there was to be a biggie for the locals and a tourist attraction.

Pacific Jade - 1995: We anchored in the roadstead of Melaka where we cleared into Malaysia. That historic old port is well worth a stop for its mixture of Malay, Chinese, Portuguese, Indian and British cultures easily seen on a tour by bicycle-propelled becak. In one fascinating shop, tiny shoes are made for a few old Chinese women whose feet were bound when they were young.

We were up much of the night at Melaka as a series of fierce squalls blew through the unsheltered roadstead and two yachts dragged their anchors. These squalls had troubled us at each anchorage so far, but north of Melaka the wind gradually settled in the northeast with less squally wind and more calms as the thunderstorms moved to the western or Sumatra side of the strait.

Tieras - 1994 Malacca. Three days later we anchored in shallow water a half a mile off the port of Melaka. High rises decorated the coastline. We counted 16 cranes erecting large buildings. The only way we spotted the anchorage half a mile off the Melaka River was the sight of the masts of a square-rigged ship on display behind the harbour master's office. The next morning we went into town taking our dinghy up a very smelly river. When it was too shallow to motor Fred rowed; each oar blade came up coated with a black, oozing sludge. The Malay fishermen waved and smiled from their wooden sampans. They were drinking tea beside their small charcoal cooking fires on deck. The boats tied three and four deep along the congested river. Some had loads of timber cut down from the rain forests. I hoped we wouldn't have to pay stiff

overtime fees for clearing customs on a weekend. But it was a quick easy check in with all the government offices located the same building. All the fees to check totaled 4 ringgit. Our passports were stamped for a stay of 2 months. We were free to explore.

Melaka was fascinating. There was the old town that reflected the Portuguese and Dutch era in its architecture. There were hundreds of small shops and eating stalls. We had huge plates of mee goreng (fried noodles with bits of chicken and veggies) for 70 cents. We quickly learned to order made without chili. There was often enough chili residue in the wok to make it hot enough for me. Rudy found hamburgers the same price and a smile crept across his face. We climbed the hill to the remains of an old fort and a 300 year old church and visited a sultan's palace. Then we crossed the street to a huge air-conditioned mall. There we found McDonald's and Kentucky Fried Chicken and movie theatres. Many people here speak English, especially the younger generation. It is taught as a second language in most schools. We had no problems communicating anywhere in Malaysia. seems to be a very progressive country many ways.

Lone Rival - 1991: I anchored off the harbor entrance of the historic town of Malacca in about 9' of water (at low water) over thick, brown mud. Take the dinghy across the almost-drying bar at the breakwater entrance up the river to the police dock, tie up and check in.

Malacca has a magic to it which is left over from the time when a Sumatran prince commanding a band of sea gypsies (read "pirates") arrived from across the Strait and proclaimed himself sultan over this strategic naval position. It grew quickly as a trading center, for the sultan provided "insurance" to those who used his "safe" harbor. Arab and Chinese traders sailing their respective monsoons met here. They traded, bartered and swapped for several months at a time, waiting for the monsoons to change and again return whence they came. The Chinese and the Malays are the majority of those who live here today.

4.2.5 Pulau Besar (Water Islands)

Matilda – June 2018: Anchored near the power lines at 02 07.23N, 102 19.89E in 8.5mtrs on mud. Good protection here from the SW storms.

Soggy Paws – July 2015: We stopped at Pulau Besar just at sunset after leaving Admiral Marina about mid-day. The wind was out of the S-SE, so we anchored on the north side of the island at 02-07.12 N 102-19.78 E. This was a nice calm anchorage for a short overnight stay, 3-4m mud, good holding.

Yindee Plus – June 2015: We intended to reach the Singapore area before the start of the SE Monsoon but didn't quite make it. We'd heard about the nasty 'Sumatra' squalls which can occur during the night and had hoped to avoid them but we were woken, at anchor in the Water Islands, with the wind gusting strongly and thunder rumbling in the near distance. Although our position gave good shelter from the south-westerly winds that had blown all day, the squall inevitably came from the NW and the fetch stretched all the way across the Malacca Strait. A fairly horrible night ensued; with the boat rolling and pitching and us unable to sleep much. Too many fishermen with nets nearby to get underway either.

Interlude - November 2008 - Pulau Besar: 2°06.34 102°20.41

17' Good holding, muddy bottom. Good protection. No people.

Carillon - April 2007: There are about half a dozen islands in the Water Islands, but apart from Pulau Besar they are too small to give any shelter. You can't anchor very close to Pulau Besar because it is rocky so you end up being a long way from the island. It isn't a brilliant anchorage and if there was any weather about it would be quite exposed.

Anchor position:- 02° 06.724N, 102° 20.321E

Airlea - 1993: Pulau Besar, Water Islands or 2' 06.2 N 102'19.90 E

Anchored to the NE (22') side with late day uncomfortable chop against the current but this dies with the wind at night. Others anchored on the south side. Took the ferry across to Umbai and bussed to Malacca, an interesting old city, very hot.

Renaissance - 1997: Lots of people stopped at Water Islands (very pretty) to take a water taxi then bus to lovely Malacca Town. One can clear into Malaysia there but I think most simply toured the pretty ancient town, went to the museum, explored the numerous antique stores, and left the officials for later. We didn't feel RENAISSANCE was secure enough at the Water Islands to leave her for a day so skipped Malacca. Photos I saw later made me regret that decision, however, as the place looked both pretty and interesting.

4.2.6 Port Dickson & Admiral Marina

FB – Mar 2019: We found today a good chandlery in Lukut (~20km away from the marina) called YP Marine, they have a good stock and can order anything for you, also welders and mechanics on site ! (post included photos of outboard motors, stainless steel nuts and bolts, ropes, 12v lights, etc.)

Matilda – June 2018 - Pulau Arang Arang (Port Dickson, near McDonalds): Dropped anchor first at 02 31.06N, 101 47.78E in 15.4 mtrs to get protection from the SE'ly swell. Before dark we moved her forward to 03 30.99N, 101 47.86E in 10.4mtrs all in mud and shell. We moved so as we were not in the way of traffic as this area is not very wide.

Soggy Paws – July 2015: We arrived during Ramadan, and not part of a rally group. The marina restaurant was only serving a pricey buffet, which we didn't feel worth the price.

We rented a car from a local guy (referred by the marina), and drove to Melaka and spent 3 nights there seeing the sights.

The Admiral Marina Fuel Dock was "out of order" when we were there.

Rex – 2013 (from Noonsite): We arrived at Admiral Marina in early January and were welcomed by very friendly and professional staff, Sara and Marina manager Prakash. Unfortunately the marina no longer has immigration and customs offices as it is now a requirement for all visitors to Malaysia to be fingerprinted. However they organised a taxi for us to Port Dickson to clear in through immigration, the harbour master and customs. The process was seamless, quick and did not attract any charges or fees. The Marina is hoping to offer a service in the future to escort yachties to the official offices in Port Dickson. The marina is a great place to stop while sailing the Malacca Straits and a convenient base to tour the wonderful city of Melaka. For the racers out there the marina will also host a yacht race from Singapore to Port Dickson at Easter this year. Also the Maxus store in Port Dickson was a great outlet for a pre-paid mobile sim and internet sim - excellent service.

Noonsite - 2010: Email received 9th October 2010 from Mohamad Rhoad Abdul Rahim

The marina at Admiral Marina & Leisure Club is now undergoing extensive maintenance work which started in late August, 2010 and will be completed by mid November or early December, 2010.

Posted 14th July 2010: We are currently berthed at Admiral Marina. While it may be true that the marina itself needs some major work, there is still plenty of space for yachts, and the docks are safe. Veronica in the office, and her staff, will do everything in her power to accommodate

the yachties. It's true that the bathrooms need work, and the shower water is cool, but she is working on that as well.

Currently at the dock: Internet is free, and water and power are readily available (with plug connections at the office at no charge if needed). The downstairs bar has a nightly band and good food, & the hotel restaurant has a nice, cheap buffet as well. There is day & night security. And you can use the gigantic, clean pool - with free towels! A real luxury when it gets too hot. It's a great place to chill out. Repairs on the docks are due to begin this September.

Port Dickson is down the road by taxi. We've just returned from Malacca and it was an easy inexpensive bus ride to get there.

For long term berth rates, give Veronica a call.

Posted 13 July 2010: Recently there have been three **boat break-ins** here. This is what I know from conversations with the people involved. Other things may have been stolen but the main items are recorded here.

A Canadian boat was broken into while the owners were away. It was locked. Substantial damage was done to the companionway by the forced entry. Power tools were taken.

A game fishing boat owned by an Australian living in Jakarta had power tools taken. The boat was being looked after by marina staff who had a key. There was no suggestion of forced entry. The owner, a lawyer, pursued the case with the marina and was compensated for the losses.

While I was absent in Australia, my own boat was entered when the front hatch was forced. The motor was started (my fault for leaving the key). The offender left the boat when he was unable to stop the motor. The motor was left to idle for several hours without seawater cooling and luckily sustained only minor damage. Nothing of note was taken.

All this was despite the presence of security guards. As well a police patrol boat is moored in the marina near these boats.

My boat was entered in the early morning. It has been observed that at this time many of the security guards tend to be asleep.

Marina management is aware of the problem and installed additional lighting in the hard stand area. Also, they keep what boats they can in an area that allows cockpits to face towards the patrolled area of the main building. Itinerant workers are also required to sign in and out of the marina. However, the level of security would not be an issue for a determined thief.

I would endorse all the points raised in the previous posting about Admiral Marina.

Posted 6 July 2010: The lack of maintenance at the marina is really starting to show. 6 piles broke during a strong wind, pushed over by a large yacht, there is no further space available for large boats now.

Several berths are unusable due to heavy listing or failed pile attachments, and at those in operation several have no electrical connections due to failed sockets etc. Even at usable berths, securing bolts etc and wood supports have broken.

The Marina management (Avillion) has apparently been asking companies to look at the problem.

At the same time we have noticed a degradation other services; showers with no hot water and in a bad state; intermittent internet; sailors' bar/restaurant opening later and later.

Sea Bunny – May 2010: We left our boat at Admiral Marina and took a taxi down to Melaka to see the sights.

Sadly this marina, which is part of a hotel complex, suffers from a lack of maintenance as do so many places in Malaysia. Admiral Marina has a fuel dock but there is a hefty mark-up on using it as fuel is not subsidised as it is at the petrol station and the marina obviously add there cut as well - in all it costs MYR 2.65/l here as opposed to MYR 1.75/l at a roadside filling station.

Interlude - Nov 2008: Our second stop, Admiral Marina (2°28.61 101°50.72) near Port Dixon was a great bargain at \$25 US a night for our 74 ft boat although we did not use the shore power that was not always reliable. While the marina staff handled our Malaysia inward clearance paperwork, we enjoyed a dip in the swimming pool and a shower at the clubhouse. The humidity and heat were still as oppressive as it was in Singapore but the pool and air-conditioned restaurant were welcome refuges.

A modern highway connects Port Dixon with Kuala Lumpur and Melaka making Admiral Marina an excellent base for mainland touring. Kuala Lumpur, the country's political and commercial center seemed worth a road trip so we hired a car and driver and for the two-hour drive to the capital. Large rubber tree and palm oil plantations interspersed with reasonably well constructed housing developments and factories border the highway. We left early in the day to visit the Petronas Towers and were there by 0845 to secure a free tour ticket valid later that afternoon. We enjoyed an excellent and inexpensive breakfast in Little India and toured the Islamic Arts Museum. Afterward, during our walk to the bird park, we were amazed to see many wild monkeys crossing the road in this densely urban area. We arrived back at the Petronas Towers for our 1500 tour. The highlight was an elevator ride up to the 41st floor sky bridge that connects the two 88 storey towers. Many remember the towers and the sky bridge in particular as a key location in the millennium movie Entrapment starring Catherine Zeta Jones and Sean Connery.

Our next excursion by car was to Melaka, a UNESCO World Heritage Site and the greatest trading hub in all of Southeast Asia in the 1600's. In a leisurely three-hour walk, you can see traditional Peranakan townhouses (wealthy Chinese merchant homes), Chinese Buddhist temples, Portuguese Catholic churches, British forts as well as Dutch architecture and landscaping. Of special interest was the 'bound foot' cobbler, a generations old Chinese family business and possibly the only place you can still buy authentic shoes made for the now illegal Chinese fashion of crippling women's feet by physically preventing their growth. After a few museum tours, we finished our day with a trip to the Crocodile Park finally getting our fill of viewing the impressive reptiles we missed seeing in bypassing Australia.

Admiral Marina

Batu 5.1/2 Jalan Pantai, 71050, Si Rusa, Port

Dickson, Negeri Sembilan Darul Khusus; Tel:606

647 0888, Fax:606 647 0889, VHF Channel 14;

info@admiralmarina.com.my

Carillon - April 2007: Between Port Klang and Port Dickson, this part of the coast is quite industrialised and there seem to be numerous oil refineries dotted along it.

By 5 p.m. the wind had died away again so we motored into the anchorage off Port Dickson. It feels a bit exposed but the weather is very settled at this time of year apart from the afternoon thunderstorms. There were a few enormous oil tankers anchored off but for a busy port it was surprisingly quiet.

Anchor position:- 02° 31.077N, 101° 47.859E

Carillon - November 2004: When we were within a few miles of Admiral Marina we tried to raise them on the VHF. None of the pieces of information we had gave us the frequency so we tried all the usual ones with no luck but we did hear someone calling a Mayday.

We spoke to the person calling and it turned out to be a yacht we could see a couple more miles offshore. It turned out his engine had broken down and he wanted a tow so maybe didn't quite warrant a Mayday call. We went over and towed him into the marina where he could sort out his engine.

This marina is about 8 km south of Port Dixon and seems to be quite efficient. At the entrance there was a big notice announcing that the VHF channel they used was Ch 14 so we were able to let them know we had a yacht in tow so they could find a suitable dock. There were a few people around to help so no problems.

We wanted to visit **Melaka** (or Malacca as it is also called). We were told that despite what it said in the Lonely Planet Guide there were no buses from Port Dixon to Melaka and unless you wanted to spend all day on local buses the only practical way to get there was by taxi which would cost RM120 (normally RM100 but we're in the middle of the celebrations for the end of Ramadan and Deepavali so it's public holiday for a few days).

The trip took about an hour and a half. We had booked into a guesthouse called Heeren House which was really quite quaint. It was run by 2 or 3 chinese/malays who were very relaxed, indeed the whole place was pretty laid back. The decor was old dutch style and our room had an ornate four poster bed and some heavy wooden carvings on the wall. It was overlooking the river in chinatown and from the window we could see across the river to the Stadthuys which was part of the dutch area and is now a museum. We spent some time wandering around chinatown which as well as being full of antique and souvenir shops has some beautiful old chinese temples hidden in narrow streets amongst the original buildings. There are numerous museums telling of the history of Melaka although the displays seem to be similar. The maritime museum has an original setting in a reproduction of a portuguese ship which was sunk in the Malacca Straits.

Two days was about right to visit the interesting parts and we returned to Carillon late afternoon on Saturday.

We topped up with fuel here. It costs RM 1.40 a litre which is slightly more than Sutera Harbour and quite a lot less than Seban Cove. The exchange rate is about RM6 to GBP1 or RM3.80 to US\$1.

4.2.7 Port Klang & Royal Selangor Yacht Club

Matilda – June 2018 – Port Klang Area Anchorages:

Port Klang, northern end. Decided to anchor at 03 02.12N, 101 20.49E in 8.3 on sand.

Port Klang, southern end at the mouth of Selat Lumat (the river system to Pulau Indah marina) Dropped anchor at 02 52.75N, 101 17.26E in 7.4mtrs on mud. This anchorage is open to the SW, have an exit plan if a monsoon comes in.

Discussion on Facebook 2018: Q: Has anyone recently anchored off the Selangor Yacht Club in Klang?

A1: The yacht club has several pontoons in the river that are secure, with a taxi service to get you to the club. Not sure I'd anchor in the river in preference to them. It's pretty busy, not so

wide at the club and with some impressively large vessels going up and down. The cost of pontoons is reasonable and the club has security who keep an eye on the pontoons.

A2: There were river anchored pontoons on the port side entering, and pontoons at the yacht club itself on the starboard side. Current runs through so some care needed in manouvering. Lots and lots of garbage floats up and down with the tide, and gets caught between hull and pontoon, sometimes causing your fenders to lift up....we had an inside berth and could warp ourselves clear so that the garbage washed straight past and didn't accumulate. There will be wash from vessels in the river, so fender up well.

Not a very salubrious dock, but the rather tired yacht club does have a pool.

A3: Quite dangerous to anchor there I would have thought. We were on the pontoons at the yacht club with huge current running bring down with it wood, massive rubbish & a chair which lodged itself beside the Boat. However, phinisis & other boats moving around in a small area were quite worrying & not sure how safe you'd be. **We now anchor in the estuary before the Klang estuary next to fishing villages. Quiet & safe. 02-25.79N 101-16.32E**

Yindee Plus (Noonsite) – May 2015: We were looking for a convenient location to access the rail network to KL international airport and the Royal Selangor Yacht Club at Port Klang seemed to tick the box. We looked at their glossy website, which has glamorous photos of yachts and the new Club building and it looked to be good value too (4 RM per metre / day or 20 RM / week). It even included use of the large swimming pool.

We already knew from Noonsite that the RSYC, "sits in a soup of sludge, sewage, debris and other detritus, stirred by fierce currents and the wash of a myriad of tramp steamers" and it definitely does but we hoped that the location would outweigh these disadvantages.

The website suggests that berths for visiting boats are scarce and skippers should pre-book. We tried to do this via email but had no answer. The advice by phone was to just turn up on the reception dock (on the Yacht Club side of the river) and 'register'. The directions to the RSYC, given on their website, are excellent. We couldn't raise the club by VHF on our approach but a Club employee waved us into the reception dock when we turned up at close to slack water. We had thought that if there was no chance of a berth, we would use the small craft anchorage in the approach river. In fact, that area is full of moorings holding barges and small ships and was deep: hardly enough room to deploy an anchor and probably plenty of hazards to snag on the bottom.

When we entered the marina office, we realized why the VHF had been no use: the set looked like a relic from WW2. In fact, the security guys do carry a handheld VHF and often respond to it. Security for the pontoons seemed to be good from land-based threats although there were notices in the Club warning of thefts from boats in the boatyard.

The RSYC has very friendly and helpful employees and we were made to feel at home straight away. We had arrived on the reception dock in the evening and were able to stay there until slack water the next day. That gave us the opportunity to enjoy the Club's terrace, bar and restaurant, which is very pleasant in the late evening when you can't see the dreadful state of the river.

The website is glamorous but don't expect all the facilities to equal this. The Yacht Club building is large and well appointed, however very little money seems to have been spent recently on the concrete floating pontoons in the river. The bolts which once held each section together have parted in some places; cargo straps tied between cleats now hold these docks together. This

may be satisfactory most of the time but we had, unknowingly, arrived at the highest tide / strongest current of the year.

The next day, we moved to the berths reserved for visiting yachts, (first river pontoon on approach to the RSYC) and tied up there, with another visitor who, like us, was transiting the Malacca Straits southwards. We settled down to a relaxing afternoon while we watched the seriously rapid currents (greater than 5 knots) rushing past the boat.

Suddenly, we were made aware that the pontoon was breaking up! The cargo-strap 'repair' to the sections behind the visiting boats had been put under such strain by the tide, plus afternoon sea breeze, plus wash from tug and barge, that it had clean snapped off a cleat. We quickly roped the sections together using the remaining cleats (not that many of them) but had to wait in trepidation until the next slack water when the Club guys could make a stronger repair.

That was the first time we have ever been on 'anchor' watch while tied to a dock. We had a sleepless night with the boat prepared for a quick getaway (knives next to all lines, and engine ready) but the repair held and it was 'good enough' for us to risk staying an extra night, and then, as the tide / current decreased dramatically over the next few days, it felt safe enough to stay for the rest of the week. We didn't leave the boat unattended for more than a couple of hours at a time during that period though.

So, in summary, if you just want a location which gives extremely convenient access to the train to KL (station 10 mins walk from the Club) or provisioning (15 mins to Giant supermarket) this might be a good choice. We could definitely not recommend the RSYC, however, if you want to leave the boat unattended for any length of time.

Interlude - November 2008: A day's motor further (from Port Dickson) was Port Klang, the major shipping hub for mainland Malaysia and up its labyrinthine channels was the **Royal Selangor Yacht Club** (3°00.37 101°23.31). Here we found a berth for an even greater bargain price of US\$ 5.00 a night including use of the pool and ferry service to the pontoon where we docked. Since we were staying only one night, the harbormaster waived any check-in formalities and we had a nice dinner in the spacious clubhouse.

We left at dawn the next day dodging the ubiquitous local fishing boats and their lines, a frequent occurrence on our 550 mile trip through Malaysia. This, coupled with heavy commercial ship traffic, was our primary reason for never traveling at night in these waters.

Royal Selangor Yacht Club

Jalan Limbongan, 42000 Port Klang; Tel:+603-3168 6964 , Fax:+603-31688650,

VHF Channel 72; info@rsyc.com.my

Carillon - April 2007: We came 65 miles from Sungai Bernam. By the time we reached the river entrance to Port Klang it was dark. We intended to anchor in the same spot that we'd used on our trip up the coast 2 years ago and still had the waypoints set in the chart plotter so coming in at night was no problem.

The anchorage is just off Pulau Pintu Gedong on the north side of the estuary not far from some leading lights for the main channel. It's quite sheltered and hidden from the blaze of lights from the container port a little further up the river.

Anchor position:- 02° 55.001N, 101° 15.840E

Carillon - November 2004: We contacted the Royal Selangor Yacht Club in the morning, who informed us there was a visitors mooring available so we'll head straight there. By mid afternoon we were approaching the river entrance to Port Klang. The Royal Selangor Yacht

Club is about 15 miles up the river and there looked to be a big thunderstorm developing over it so we decided to anchor off Pulau Che Mat Zin at the entrance to the river and go on up to the yacht club in the morning.

The tides in the river are very fast so we waited for the flood tide to up the river. The estuary is made up of a number of islands and channels and although the tide was flooding where we were anchored we found that further up where a channel went off to the north the tide was still ebbing so instead of having the tide with us we now had a couple of knots against us. We didn't fancy waiting in the middle of the shipping channel so we went on - very slowly.

There are two large port areas at the entrance to the north and south channels and the river gets busier and dirtier the further up you go. There were numerous vessels anchored and lots of traffic from small tugs rushing up and down to container ships making their ponderous way up to yet another port area higher up the river.

The yacht club is in a small side channel and we prepared for picking up a mooring. As we approached a small boat came out to show us where to go. We found that we were not going to be picking up a mooring but would be going alongside a pontoon so hurriedly got out mooring lines and fenders. The tide was still ebbing, in fact we were told that it ebbs for around 8 hours of a tide and floods for only five especially after a lot of rain when the flow from the upper reaches reinforces the ebb. The yacht club was friendly enough and it was nice to find an old Hong Kong hand on the management team.

Our original intention was to stay for a day or two to meet up with old Hong Kong friends coming up for the Raja Muda series racing from Port Klang to Langkawi but we found the river pretty unpleasant so decided to go on to Pangkor and meet up with them there at the end of the first leg.

When we left at 10am, the tide was sluicing past so we couldn't use our usual method of letting go the lines and climbing on board afterwards. We had to loop bow and stern lines over the cleats and flick them off from the boat and even then the tide was pushing us away from the dock before both lines were off. We went downriver pretty fast until the junction where the channel splits into two then things became a bit more leisurely.

4.2.8 Pulau Ketem (03-02N / 101-16E)

Carillon - November 2004: Since the next stop would be Sungai Bernam--almost 70 miles--so we anchored behind Pulau Ketam at the entrance to the north channel. There were two or three fishing villages and numerous ferries going to and fro but it was very sheltered.

Anchorage Position: 03° 01.829' N 101° 16.554' E

4.2.9 Pulau Angsa (03-11N / 101-13E)

Sail SE Asia FB Group – Sep 2022: We anchored at 03-13.522'N / 101-16.693 E behind Anak Angsa. It provides reasonable protection in reasonable weather.

Soggy Paws – July 2015: We were underway from the anchorage at S Pangkor at first light for a tiny anchor spot at Pulau Angsa, just north of Port Klang. We motorsailed with both engines on, averaging 5.8 knots for the day. We got the hook down just before dark, after a 73 nm day. (03-11.14N / 101-13.12E).

4.2.10 Kuala Selangor (03-18N / 101-12E)

Sail SE Asia FB Group – Sep 2022: We are heading towards Pangkor leaving from Klang. Studying the map I saw that Kuala Selangor would be a great sheltered spot to spend the night and cut the trip. Otherwise it's 60 miles up to Sungai Bernam and 90 miles to Pangkor (we can't do this in day light). End September now.... Since we started going up north from Singapore we had Sumatras and lightning shows every night.

At the moment, in day time we have only 5 hours of favorable current and we dare not to go against it with our slow catamaran.



have been declared safe from disease (Rabies) by the government and there is an active care and feeding program going on.

Even though they are still wild animals they are fairly tolerant and react well to being fed and fussed over.

4.2.11 Sungai Bernam (03-51N / 100-50E)

Carillon - April 2007: The anchorage tonight is Sungai Bernam just inside the river mouth.

The coastline here is very flat and the sea shallow for a long way out. We have to find the channel through the mudflats to the river where there is a sheltered anchorage in about 6 metres of water. There is a buoy marking the channel about 2 miles from the shore which we can line up with a beacon onshore to show the channel.

As a safety measure we followed the big fishing boats through the channel since we thought they probably needed at least as much water as we did. The anchorage is on the south side of the river just downriver from a fish farm. The fishing boats from a town further up the river seem to be passing back and forth all night and have very noisy engines so it wasn't as peaceful as we'd hoped.

Anchor position:- 03° 50.796N, 100° 49.939E

Carillon - November 2004: Our next stop was a river - the Sungai Bernam (Sungai is Malay for river). It has a very wide entrance and is fairly shallow. There is a middle ground buoy at the entrance which has to be lined up with a leading mark about 5 miles upriver. We were going in at low tide and for quite a long way had less than 2 metres of water under the keel. Once past the leading mark there was plenty of water and we found a sheltered spot off another fishing village about 10 miles from the river entrance. I don't think they see many yachts since soon after we arrived it seemed like the whole village was clustered on a balcony looking at the boat.

Anchorage position: 03° 50.833' N 100° 49.936' E

4.3 Pulau Pangkor / Lumut Area (04-12N / 100-36E)

4.3.1 Pangkor Marina Island (Dockage, Haulout)

The marina is situated on a man-made island between the "mainland" town of Lumut and Pangkor Island. Wet berths for 100 yachts, drydock for yachts to 23 meters. 45 ton sealift. Electricity, water, security, wifi.

Entry point : N 04° 12.655' E 100° 35.100'

Marina coordinates: N 04°12.699' E 100°36.030'

VHF 69

Key personnel: James Khoo

Mobile: +60165592800/ +60195124088

Address

Jetty Complex 1,
Marina Island,
KM 1, Teluk Muruh,
32200 Lumut,
Perak Darul Ridzuan, Malaysia

Tel : +604 9665566

Website: <http://www.marinaisland.com/>

James Khoo – October 2018 – Anchoring Outside Marina Island: We always welcome anyone--if they call us on VHF 69 we can send a boat out to guide them in. Ferries ply to and from Pangkor every hour and the ferries draw 2.5m. You can always follow their route. Anchorage is a very large area, when we have the Sail Malaysia Rally last year we had 25 boats anchored outside. Yes it is a bit exposed, but holding is fairly secure. We had dredged that area to a depth of min 6 meters. There are only 2 shallow "points".

Do call us on VHF 69 if anyone needs help.

Gryphon II – April 2014: We have just spent 2 months at the marina and have been very pleased by how easy it is to get work done here. There are haul-out and storage facilities if you need them. Below is a list of services we used and some of the people who helped us.

James Khoo - The owner of the yard who is extremely helpful, with plenty of contacts but not always about.

Akina - in charge of the Marina office. A fountain of knowledge and very helpful in all things but especially ensuring that packages do not get held up by customs. Just ensure that she has your ship's papers and harbour clearance document. She will also hire you a car by the day or the month at very reasonable prices. A car or motorcycle is almost essential as it is about 5km to the shops. Tel: 0165231800. Christina in the office is also very helpful.

4.3.2 Services in and around Pangkor/Lumut/Sitiawan

Besides the marina (details below), here are a few other tidbits about finding marine services in Pangkor:

Dawn Sanders – October 2019 – Pangkor Marina Services: Many of us cruisers stay in Pangkor Marina a long time preparing our boats for onward passages, and we all become part of the Pangkor family.

In order to make your stay as happy and stress free as possible we have put this list together to supplement the original list available from the office.

Pangkor Marina

Office working hours:

0900 to 1700 hours Monday to Friday

0830am to 1300 hours Saturday

Sunday closed

The marina staff are super helpful and will be able to answer most of your questions.

The marina office sells:

- Beer which can be delivered to your boat.
- Delicious low gluten and gluten free bread as well as lots of other artisan breads and croissants.
- ICE is also available from the office
- A small chandlery in the marine office, the website is <http://www.gbtmarine.com/public/>

If you want to have ships parts sent to Pangkor Marina the team help boaters to import goods tax free. You must use DHL or UPS. NEVER use FEDEX!!

Pot luck BBQs are one of the social highlights at Pangkor Marina & a great way to meet other cruisers. A BBQ can be organised at anytime so if you'd like to organise a get together pop in to the office and make your request

4.3.2.1 Internet and Cell Phones

SIM card top ups and Wifi

SIM cards are sold in the Marina office. XOX SIM is using Celcom towers. Validity and can be extended to 28 months with the unusual bonus that your credit will not expire.

SIM cards can be topped up from the ferry newsagent or any 7-11 store.

Aeon and Tesco at Sitiawan also have the various SIM providers so you can top up when you go to do your shopping.

Wifi is available in the marina in the multimedia room (opposite the security post) and is good for emails and FB. For big files use the office wifi for downloads.

4.3.2.2 Banking, ATMs, Money Exchange

Money Exchange

Dec 2022 - James Khoo: Aeon money changer or the one near kfc traffic light

Munawarah Exchange (Sitiawan)

05-691 9624

<https://g.co/kgs/tEfoo4>

Cash machine / ATM

(As of 2023, there is an ATM just in the marina side of the ferry terminal, just around the corner from the marina office). ATM is available at Pangkor Island Ferry terminal. Take a ferry Rm14.00 two ways and it's a 10 minutes ride to ferry terminal and 5 mins walk to the ATM.

There are cash machines at Aeon and Tesco's in Sitiawan

4.3.2.3 Alcohol

Alcohol is available in the Non Halal sections of both Aeon and Tesco's. Beer is sold in a number of restaurants and wine at selected restaurants.

4.3.2.4 Food shopping

- Aeon Sitiawan: Large shopping mall with an extensive supermarket and department store. Sells a broad range of foods and including a non halal section which sells pork products and alcohol. Coffee beans are available at Aeon.
- Tesco Sitiawan: Another large supermarket which sells a broad range of foods and has a non halal section which sells pork products and alcohol. Italian and French coffee and coffee beans are available at Tesco's.
- Value Mart, Sitiawan: Great quality. Bit less expensive than Aeon/Tesco. Big range of fresh fish, chicken. The frozen meat section is BIG.
- Wet market: It doesn't have a name but is next to the Manjung Bowling Alley.

- Go early for best pork, chicken, fish, seafood and HUNDREDS of fruit and veg. Stall owners are very happy to talk through stuff you don't recognise and offer cooking suggestions. Also a great bakery on site.
- Cake shop (for fresh meat too): The cake shop doesn't have a Google map point yet. But it is on Jalan Dua right behind The Store which DOES have Google maps point

April 2014: Groceries - Tesco, Aeon, Billion and Giant all have big stores with nearly all you need. We could not find bread flour. Billion has the cheapest wine but it tastes like raspberry juice!

4.3.2.5 Restaurants

Where to begin? There are places to suit most tastes and every budget. Below are some of the places we have tried & would recommend.

All the restaurants below can be found in Google Maps.

Pangkor Marina Complex

- High Time bar: Open 4pm - 1am(ish!) Beer, wine, cocktails. Good selection of local and western food. Snacks seem best. High Time will also show sport on Astro if you ask nicely. Good free WiFi and SUPERCOLD a/c
- Popeyes café: Open from 3pm and serves local and western foods, moderate prices.
- Rockbund Fishing Chalet, Marina Island, Jalan Utama Marina Island, Lumut, Perak: Situated outside the marina complex it's a moderate walk from the marina. Lovely views over the water and an interesting mix of western and local foods. Deals on beer here too
- Restoran Makanan Laut Pertama (a personal favourite): Don't be put off by appearances this is a Great local café where the very talented chef uses the freshest ingredients to make some delicious meals.

Nearby

- Best Roti Canai ! 😊 Is at In front of Navy Entrance Gate, Restaurant Kak Ros. Only available in Morning!

Sitiawan

- Long Mun Chai Restaurant: Vegetarian: A must go to restaurant for die hard vegetarians. There is a buffet and also an a la carte menu, who thought they could make such amazing food out of veggies and tofu!
- Restoran Vasantha Bavan: (another personal favourite): Try the banana leaf for lunch, you will not be disappointed and you won't want to eat again for the rest of the day. Delicious food at local prices.
- 777 Hawker Centre: Wander round and chose food from Indian, Thai & Chinese stalls. Great choices available and all for a reasonable price. Lumut – beware Mon – Sun 9-5 you must leave a parking voucher visible on your dashboard (available from nearby shops)
- Capri & the German restaurant & bar: These two restaurants are situated next door to each other and you can choose from either restaurant regardless of where you are sitting. Capri serves Italian food and the German restaurant specialises in pork knuckle and ribs with sauerkraut. These restaurants are priced higher than the local restaurants, however the food is delicious. One can order off the Italian Capri menu at the German restaurant,

but not vice versa (it's a pork thing I have heard). And added info, Capri is open starting lunch time, the German restaurant opens at 6pm.

- Pizza hut & Domino's: To fulfil your pizza craving - cruisers are working on getting deliveries to the marina complex!

4.3.2.6 Car hire

Cars are available to hire from the Marina office for a minimum of ½ a day. Long term rentals are also available. Speak to Akina or Roz in the marina office.

4.3.2.7 Laundry

A self help washing machine is at the shower block. Get the key from the Security post. The fee is up to you. (rm 3.00 is recommended for an unlimited wash.)

If you don't want to DIY then drop your washing in to the office in the morning, it will come back the next day clean and beautifully folded. Pay the marina staff for this service.

'Only One Laundry' is about 5 mins along road from marina towards Lumut on left hand side. Good reports from cruisers.

4.3.2.8 Pharmacies

Watson's in Aeon Mall has an excellent pharmacist called Catherine. Very good English and very well trained.

Gryphon II - April 2014: The Farmasi in one of the shop houses on your right before the Tesco turn is helpful and very much cheaper for some products than those in the plazas outside Tesco and Aeon.

4.3.2.9 Travel

Lumut bus station has buses to KL and other parts of the country.

Transnational have a bus from Pangkor Marina office to TBS (Kuala Lumpur). (*not running as of 2023*)

Direct bus from Sitiawan (15mins) from the Marina. Star shuttle. (*not running as of 2023*)
<http://www.starwira.com/service/star-shuttle/>

Or marina office can help you book

Ipoh airport is 1 hour 30 mins from the marina, with 4 flights a day to Singapore.

4.3.2.10 Engine Parts and Repairs

Blackfish – Jan 2023 – Injector Servicing: I had my injectors serviced, including a new nozzle at an amazingly fast mechanic near Lee Electric. Their shop is stuffed full of old dirty engine bits but he has a pop stands and a rig for pump rebuilds and checking, did it while I waited for 130 myr. I watched him do it, super efficient and included all new washers for injectors, return pipes and olives for the fuel in pipes..he found that there was an undersized nozzle in one of them and replaced it with a new correct one...my engine is a 52 year old Perkins 4107! Location is here, right behind the small grey car in the photo and right about where the Maps link says.. <https://goo.gl/maps/C6NB8azEpA9V2zhW9>

Ocelot – Feb 2019 – Getting Yanmar Parts in Malaysia: Pansar are the Yanmar reps in Malaysia, & they're hopeless. No stock at all. They just order from CLLS in Singapore & add

their markup. We just order direct from CLLS & have it shipped in. Last time, DHL contacted us & asked us to send a copy of our boat papers & a letter from the marina & they pushed our parts through with no duty & a delay of only 1 day, which we thought was pretty good service from DHL.

April 2014 - Mechanic - Muhtu is a mechanic who will work on your engine professionally but not especially cheaply. It may be better to get spares you need yourself. Tel: 0165661638.

4.3.2.11 Medical & Dental

James Khoo – Dec 2022 – 24 Hour Clinic: We normally recommend Pantai Hospital

Pantai Hospital Manjung

05-689 8555

<https://q.co/kgs/QF3cB1>

Feb 2023 – Dentist: Don't go to Dr. Wee.

Recommended: <https://www.facebook.com/WECAREDENTAL.SERIMANJUNG/>

Several Cruisers on FB – March 2018 – Skin Doctors in Pangkor Area:

- a. "I have heard some positive feedback regarding Pantai Hospital just a few minutes drive from the marina."
- b. "I've discovered that there is a monthly clinic at Poliklinik Samudern, the next one is 28 March. But, its walk in only - no appointments. I've also discovered that there is a monthly visit by Dr Tang Jyh Jong from Ipoh - at Pantai Hospital. His next visit is 31 March - and I've booked an appointment. You can book by calling 0689 8555."
- c. "We've used the Lim Skin Clinic. Very good, speaks excellent English, won't work on you if you voted for Trump (really!) but a bit \$\$\$. Had 4 chunks taken out of my back there a few years ago for (I think) ~RM200 (US\$50) each."
- d. GlenEagles Hospital is much cheaper if all you want is bits frozen off or minor bits cut out."

Gryphon II - April 2014: Dentist: There is an excellent dentist at Klinik Pergigian Manjung, 2451 Taman Samudera, close to the old Billion Supermarket in Seri Manjung. Tel: 056889286.

Gryphon II - April 2014: The doctors are good especially in the Seri Manjung Specialist Centre.

For health specialists drive to Ipoh or Penang hospitals for consultants who will see you for very reasonable prices. If you want a full health check, these hospitals provide a service.

4.3.2.12 Sails and Canvas

Slip Away – January 2018: Wanted to let folks know that there is a relatively new business in Pangkor - Au Wei - which provides sail, canvas and rigging services to boaters here. The proprietor, Teh Eng Vooi, lived and worked in Australia for five years, and learned his skills there. Mr. Teh inspected our mainsail and staysail and did some repairs on our staysail. He is a super nice guy, was very prompt, his prices were reasonable, and the repairs he did on our staysail appear to have been done very well. Perhaps others who have used his services can provide additional comments.

Website: <http://onefiveonemarine.com>

Email: sailsloftmalaysia@gmail.com

Phone: +6016 411 5151

Gryphon II - April 2014: Canvas Work - In the shops before the right turn for Seri Manjung. They made some nice cockpit cushions for us in Sunbrella with closed cell foam. Awnings should be OK, but more complicated work like new sprayhoods/dodgers may be beyond them as they deal mainly with re-upholstering cars.

4.3.2.13 Fiberglass & Painting

Feb 2023 – Small Amounts of Paint – Koay Brothers

Koay Brothers Hardware Trading
05-688 3202

https://maps.app.goo.gl/ug6W9bioyqjqBLQy9?q_st=iw

Jan 2023 – Sources for Fiberglass:

Tortuguita: Resins from RPMslaysia and Chemrex. RP was reliable for my gel coat, and they have heaps of cloth. Located in Johor Bahru.

Gryphon II – April 2014: We have just spent 2 months at the marina and have been very pleased by how easy it is to get work done here.

Fibreglass and Painting - Joe is a first class fibreglass repair man who is experienced and produces work of a high quality at reasonable prices. He will also supervise his boys for an excellent antifouling job if you do not want to antifoul yourself. Tel: 0125767555 Email: [info @ joesyachts.com](mailto:info@joesyachts.com) / joesyachts@yahoo.com

Painting topsides - Jimmy at Prestige marine services will do a professional job but we have no direct experience. He also has a shop on the Lumut road with reasonable priced braid on braid rope, paint, cleaning products, Sikaflex, West epoxy etc. Tel: 019-574 1398

Wood yard - Sim Lee Saw Mill can supply teak, ply and other hardwoods etc. at good prices and to your spec. Left at traffic lights for Lumut and it is on your right up an unmade roadway. Tel: 056835560

4.3.2.14 Electrical, Mechanical and Refrigeration

Jan 2023 – Solar Panels: Akina in Pangkor Office was getting the Panasonic Solar panels made in Malaysia. They work well with a MPPT controller and both AGM and Li batteries. We got ours 2+ years ago. If I remember correctly they put out a little under 70v. Get the proper tinned wire and connectors. (Lee Electric has it as of 6 months ago)

Gryphon II - April 2014: Engineer- Bulat is an engineer who can weld stainless, and sort out mechanical issues e.g. rudder bearings. Tel: 0195205934.

Fridge repairs - Mr Tan is an excellent if very expensive fridge repair man if you need someone urgently as we did, otherwise it would pay to shop around. Tel: 0569113941.

Lee Electrical - In Sitiawan (a nearby town), will repair electrical and some electronics at good prices. They repaired our shore charger for about \$20 which we had been told by the agent in Singapore was not repairable. Tel: 05-691 3325

Hydraulic and gas pipes - A shop, the name of which I do not recall behind the row of shop houses on your right before the Tesco cross roads. They have the hoses the metal webbing and the proper machine for crimping the ends on.

Air Con - We bought a second-hand machine for the duration of our stay which the shop was happy to buy back from us. The place we found was right at the KFC lights in Sitiawan and then on the left...but there are Air Con shops everywhere.

4.3.2.15 Stainless Work and Galvanizing

Soggy Paws – January 2023 – Galvanizing: The marina office will help arranging a trip to the galvanizing center at Steelway. It's advantageous to combine work with other cruisers as the transportation cost to and from Steelway can be somewhat expensive. Let Ruz in the office know your interest.

FB Group - July 2022 – Galvanizing: After I sent my chain off to Steelway, I was slightly unhappy with the results. James Khoo then arranged for the manager of Steelway to come and look at my chain and comment. Here is what I learned:

- the red/staining in the images I posted were originally thought to be corrosion, but later determined to be 'debris' picked up by the coating during the process in Panang.

- SteelWay follows the guidelines for Australia Hot Dip Galvanizing AS4680.

<https://gaa.com.au/standard-specification-for-hot-dip-galvanizing/>

- Abrasive-blasting & acid dip/pickerling are key stages in the preparation

- Galvanising coating thickness confirmed as => 130Microns

- The owner gave a verbal guarantee that the process would last X years. I took this as best intentions rather than an actual guarantee

Others in the marina who had galvanizing done by Steelway expressed that it is possible to ask that your chain/anchor be "double-dipped". It costs more, but the galvanizing will last 4-5 years.

Gryphon II - April 2014: Stainless and other metals - There is a helpful machine shop that will produce quality work. They made us a good dinghy boarding ladder in 316. They are near the Lumut docks.

Gryphon II - April 2014: Galvanising - Nearest place is Steelway at Butterworth en route to Penang. Tel: 045016333. Chain and anchors were done well and they have the correct tumbling machines. Ask for double dipping. We combined our trip there with a night in Penang for some health tourism.

4.3.2.16 Marine & General Hardware Stores

Soggy Paws – Feb 2023: The Pangkor Marina Office now stocks a lot of needed marine supplies and some electronics. Basically James orders 2 or 3 of every item a cruiser asks for. Message the office or stop by and browse to see what's available. Things like Coppercoat, flares, EPIRBs, AIS's, etc.

Gryphon II – April 2014 – Hardware: Koay brothers (Jackie 016-510 2211) have stainless nuts and bolts and various hardware items.

Flexseal (big Jotun sign) in Sitiawan is also helpful.

4.3.2.17 Liferaft Servicing & Safety Equipment

Soggy Paws - Jan 2023: The Marina Office arranged for Ocean Success, a local company in Manjung to come to the marina, as a number of cruisers needed liferaft servicing. The representative came and checked brands and sizes and provided written quotes for servicing at their facility. It is possible to get them to let you watch as your raft is unpacked and inflated.

Our quote from Ocean Success for basic inflate, inspect & repack in its vacuum bag & valise with us watching was 700 RM. Any repairs or equipment you want replaced costs extra. Similar price to Ecuador & Philippines. Far less than US! We keep all our abandon ship stuff in a separate valise just inside the cabin, so not having them replace anything except the battery for the built-in light. Why it is so cheap.

Comment from another cruiser at same time: Ours is 4 man Viking & the first figure was 700 but to repack with correct Ingredients he wrote down 1600 on a card. So be sure you know exactly what you are expecting them to do, to avoid misunderstandings.

Penn Station – Jan 2023: Penn Station has got our life raft certified and returned to us. The bill was \$414 US. New emergency gear installed inside. I'm really glad I went and looked at it myself because I was surprised it didn't have food rations or water. I know what to put in my ditch bag now!

The inflation test was over the weekend, and they got it back in the vacuum bag/case. I opted for larger and more flares & parachutes so the case is slightly more swollen.

Jan 2023 – CO2 Cartridges for Life Jacket: Q: Where might I have best chances to get life jacket kits with 60g co2 cylinder?

A: Pangkor Marina office has some, but smaller size.

Gryphon II – April 2014 – Liferaft Servicing – SSSB will let you watch when they unpack your raft and check it out. They appeared to repack it OK and they do a lot of work locally including for the local Naval base.

4.3.2.18 Gas, Diesel, and Cooking Gas

Gryphon II – April 2014 – Propane/Cooking Gas refills - The boys in the yard will refill bottles for you but not Camping Gaz.

Gryphon II – April 2014 – Diesel and Petrol - The boys will get diesel for you at a charge of 80 cents a litre. If you have a hire car go to the Shell Garage, not the Petronas one as they will not let you fill cans there. At the Shell Garage they have card readers on the pumps so there is no problem getting as much as you like.

For phone numbers see Akina. She will also make the call for you if you like to companies like Steelway as they do not speak good English.

4.3.2.19 Electronics & Computer Repair

Feb 2023 – Apple Laptop Repair - FYI just wanted to share that I had great service at IMIKA Manjung who were able to fix our Apple laptop on the spot despite not being a special Apple service centre (both "Machines" and "ITWorld" in Aeon mall shrugged and advised me a 3 hour round trip to Ipoh...). Good people and helpful with all sorts of issues 🍷 This is just across from Aeon. *Another cruiser mentioned that Ipoh was a waste of time.*

Feb 2023 – Android Table Repair:

GFG Manjung

05-689 0316

<https://g.co/kgs/AHDiXK>

These guys are good, and very good value for money. They helped me out many times.

4.3.2.20 Veterinary Services

December 2022: For those who have Pet, here are the Animal Clinics in Manjung.

Sitiawan Animal Clinic

No. 61, Jalan PPMP 7, Pusat Perniagaan Manjung Point 1, Seri Manjung, 32040, Seri Manjung, Perak.

Contact: 05-6886818

Mon-Sat: 10am - 6pm

Sun: Closed

WonderVet Animal Clinic

No. 262, Manjung, Jalan PPMP 3/4 , 32040, Seri Manjung, Perak.

Contact: 018-7804313

Tue-Sun: 9am-6pm

Mon: Closed

Several people chimed into the discussion about Wondervet (positive comments)

Samudera Vet Animal Clinic

Ground Floor, 2393, Jalan Lumut, Taman Samudera, 32040 Seri Manjung, Perak.

Contact: 013-3365394

Mon-Fri: 10am-6pm

Sat-Sun: 9am - 5pm

4.3.2.21 Lawyer Services

Dec 2022: Q: Is there a local service that can verify my ID and signature on a document? Like a public notary or justice of the peace?

A: (James Khoo):

Nga Hock Cheh & Co

05-691 1620

<https://g.co/kgs/zk6N57>

4.3.2.22 Ship Sanitation Certificate (required for Maldives)

Dec 2022: Q: Does anyone know where we can get a Ship Sanitation Certificate? All the boats that are going to the Maldives will need this!

A: Ruz in Pangkor Marina Office can arrange this. The Health Department will visit the boat for inspection before issuing the certificate.

Documents required:

1. Boat certificate
2. Crews details
3. Current sanitation certificate if there is one

The sanitation certificate needs 2 weeks to issue after inspection, so plan ahead!

Ruz: For sanitation certificate, please WhatsApp Mr Malwinder at +6018 249 7001 your boat documents and sanitation certificate (if you have) for him to issue the certificate.

4.3.2.23 Shipping Stuff In

Jan 2023: Q: Have any of you successfully used UPS worldwide express to ship parts into Pangkor?

- they are hit and miss. I had 2 packages identical contents from amazon US, one got thru very fast, the other was sent back to Amazon.
- James Khoo: Ups is ok.. as long as its not Fedex. DHL is preferred

4.3.2.24 Hair Dressers

Feb 2023 – I recommend Ginny at Life Hair Studio in Lumut. 010-982-6556
glifehair@gmail.com

No. 4A, Jalan Permai Jaya, Taman Permai Jaya, 32200, Lumut

4.3.3 Lumut International Yacht Club

Facebook Group Discussion – Oct 2018: You can still get up the river and anchor off the yacht club, but the yacht club closed 3 years ago. Easy anchorage in the river between the public piers and the old yacht club. Entry minimum 8m, but mostly 10 to 12 meters. I anchored in 10 meters, 400 meters from a nice floating dock and rubbish disposal. The dock has a gate but it has deteriorated and it's easy to get around.

From Noonsite.com – 2017:

The Lumut International Yacht Club (LIYC) closed for business at the end of February 2016. Yachts can still anchor off the marina (Location 04° 14.2'N, 100° 38.4'E), however no facilities are available.

4.3.4 Mr Chan's Moorings

The moorings further up river previously run by Mr Chan and Mr Zainal (at Kampung Baharu) no longer exist.

4.3.5 Anchorages Near Pangkor

Soggy Paws – July 2015 – Pulau Talang: After a stop overnight at Pulau Talang (04-25.02N / 100-34.56E in light NNE winds), we headed north for Penang.

Pangkor Island: There are a number of anchorages possible in the bays around Pangkor Island, depending on which way the wind is blowing. Just be careful not to anchor in the ferry's path, or on the cable crossing in the SE of Pangkor Island (look for signs on the shore, and it's noted on current Navionics charts).

Airlea - 1993: Pulau Talang 4.25.30 N 100.34.71 E [SWAG & ARJ: A bit rolly]

Anchored (22') NE side of the small island ready for early departure for Penang. When coming up from Lumut, we passed quite close (@ 100m) to the lighthouse on Tg Hantu and had enough water. Others who passed a little farther out found more extensive sandbanks than shown on the chart.

Interlude - November 2008: 4°12.6 100°33.1 13' Good holding, good protection. Beach.

Carillon - April 2007: We left Pulau Rimau at dawn under motor and passed innumerable fishing boats and nets, and had to detour around the nets on many occasions. We sailed for a couple of hours until the N Easterly died then motored until the shore breeze started and had a

beautiful sail for a few hours. We arrived at Pangkor just as it was getting dark and anchored off the bay at the south. Somebody was wailing into a karaoke machine onshore but fortunately that didn't last long. The night sky was clear and full of stars.

Anchor position:- 04° 12.589N, 100° 33.210E

Arjumand - 1997: Pankor Laut 04' 12.12N 100' 32.78E Beautbay--saw at least 15 Hornbills early & late day! Anchor at Pankor and hire a motor scooter around Pankor--good fun!

Arjumand - 1997: Pulau Pangkor 04' 11.60 N 100' 35.00 E. Pretty, worth a couple of days-- Teluk Gedog (south jetty in ruins with new jetty & "yacht club" a bit farther north in bay) -- anchored out in 18 m- could go in closer Have artsy mini-buses labeled TAXI--share taxi for 1 RM --motor bike FUN! Channel markers in NW channel are black and white checkered and seem to be out with GPS readings.

Arjumand - 1997: Dindings River Local traffic goes to E side of Selat Dinding but according to chart passes could be hard to find. Lumut charges RM7/day to anchor off. Farther up river--fuel at fish factory--keep to center of river to reach moorings where people leave boats to travel inland.

Kampung Bahru 04' 17.96N 100' 40.03E **and Chan's** (halfway between YC & Kampung Bahru)

Renaissance - 1997 - Off Season in Kampung Baharu: At the moment we are up a muddy river off a very hospitable village named Kampung Baharu with about 25 other yachts. It's a most convenient and easy place to be. Then there's the wildlife, not necessarily a benefit. Tiny bats like to nest in comfy mainsails. You can take care of that by removing it or tie a line around it, but in searching for a home they tend to divebomb any errant heads, before admitting defeat and flying off. There is a 60 lb monitor lizard around here, but he seems more afraid of us than we of it. He has been aboard most boats in the anchorage at least once (during a 3-6 month period) via anchor chain or fenders, but leaps overboard as soon as discovered. He boarded us at 2AM scaring us silly. I have seen smaller ones swimming around. Sea snakes masquerading as floating twigs are everywhere but extremely timid. They are amusing to watch, catching a breath of air they stiffen their upper body, then bob it out of the water exactly like a twig. There are also sea eagles, multi-colored king fishers, swallows, mosquitoes (dawn and dusk), and flies (bad every 2 weeks). Large fish and otters thrash about the boat in the middle of the night.

Renaissance - 1997: In nearby **Sitiawan** are numerous hardware stores, 2 good foundries, 3 supermarkets, bakeries, s/s welders, stationary stores, plastics warehouses, and just about anything needed to complete a job. A 30c bus ride takes one to Lumut and an excellent lumberyard, while a \$1.50 bus ride takes one to Ipoh's machinists. Prices are reasonable to low and the service is fast and usually good, so we're spending heaps on boat projects. Good thing the food is cheap or we'd be hungry! I think many canned goods are less expensive in Oz, but noodle restaurant meals are much more affordable, so we have one meal of fried noodles or rice each day at \$1.00 each, cheaper than cooking.

4.3.6 Flying in and Out

FB Group – Sep 2018: I will need to fly back to bali after delivering a boat to pangkor marina Malaysia. Where is the nearest airport?

- The bus from Sitiawan near Pangkor takes you straight to KL international airport. About 5-6 hours depending on traffic. Good buses, air con and wifi. Roz at the marina office can book it for you, or you can book online.
- 1 hour and a bit to Penang, where you can fly out. Or a 4.5 hour bus ride to KL from Pangkor.
- I fly from Ipoh (1 hour 30 min from Pangkor marina.) with Scoot to Singapore then connecting flight to wherever you want to go.

4.3.7 Things to Do

See also Matilda's report of their trip to the [Cameron Highlands from Penang](#). The same trip is doable from Pangkor.

Brick House – Feb 2018: Gua Tempurong Cave. A local told us about it, and once I researched it, I could not see why more people do not know about it. It's the biggest or longest cave in Peninsular Malaysia and well worth renting a car and driving there. It's about 30 minutes south of Ipoh.

To take the 4-5 hour tour, the most expensive and difficult tour they have is 80 Ringits, half of that if you are a foreign senior citizen. It's not an easy trip and you need to be a little bit fit to take it, but not extremely, as I made it fine! You get muddy as you wriggle through small holes, and crawl on all fours through mud and water. You swim out from caves in to waterfalls, you slide through rushing water with stalagmites inches from your face, you are in complete darkness at times with only your headlamp to guide you. You slide down rockfaces, and lower yourself in to holes. It's a really really fun trip, with great guides, a total body workout, and an amazing cave system. Well worth travelling out of your way to see.

Ipoh is a good base to go from, and an easy day or overnight trip to the Cameron Highlands too. We made the trip from Penang, but Pangkor would be even closer. On the way from Penang, we also went to Orangutan Island. It wasn't nearly as good as Semongoh in Kuching or even as good as Sandakan, but it was a nice way to say goodbye to my favorite apes. They roam somewhat free on an island and the people walk through a cage to keep safe from them.

4.4 Pulau Penang & Georgetown

4.4.1 Approach from the South

FB Group – June 2018: About the bridges in Penang. The charts say that you have to get written permission from the port authorities in order to sail under the first bridge (the old one) if your boat is more than 5m high. After checking with John Ferguson at Straits Quay marina, it appears that this requirement does not apply to pleasure crafts. We sailed under both bridges this afternoon without problem. **WARNING:** the tidal current in the channel is fierce. 2knts+. The current goes southbound on a rising tide.

Resp: Been under both bridges many times without any permits on several sailing yachts with air draft as high as 23m. No problems at all. The older bridge has a clearance of 33m above water. The newer bridge (2014 completion) has a 30m clearance.

Soggy Paws – July 2015: On approaching Penang from the south, the first thing you notice is the "new" bridge, which doesn't show up on our 2010 CM93 chart. Even on the brand-new-constantly-updated Navionics and Jeppeson/C-Map charts on our Android, the bridge is only drawn in as a black line, with no height information at all. Fortunately we had already been

assured that there was plenty of height for us. There are no height markings on the bridge itself at all.

4.4.2 Cruiser's Services

Sail SE Asia FB Group – June 2018 - Fuel: You can get fuel from two floating barges in Penang. They are near the so-called junk anchorage across from the customs and clan jetties. However, they are not located where shown on the Navionics chart. The correct coordinates are as follows: 5 24.281N/100 20.293E. You can call Mr. Tew - 0164185707. Extremely responsive and helpful.

Facebook – October 2018 – Thai Visas: If you are planning on applying for a Thai visa in Penang and your mode of entry into Thailand will be from your yacht or a boat, there are now some extra requirements.

In addition to completing a form, having a photocopy of your passport, 2 recent passport photos and a valid passport, we were asked for a copy of our boat registration papers and a copy of our Customs entry paperwork. This is the first time we were asked for any paperwork in relation to our boat.

Facebook – 2018 – Ahoy Penang: If you plan to spend any time in Penang, make sure to join the Ahoy Penang Facebook Group. It is a small group of people with local knowledge of Penang, including details on events and activities happening in Penang.

Facebook – Feb 2018 – Getting Indonesian Visas in Penang: Apparently the Indonesian Consulate in Penang gets so many visa applications that they are enforcing a quota system. At this time, it's not clear whether the quotas are monthly or daily or both, but some cruisers have recently been turned away. But it might be best to apply early in the day, early in the month. Once you receive your visa, you will have 90 days to activate it by entering Indonesia.

Facebook – December 2017 - Galvanizing in Penang. We got ours done (double dipped) by Steelway in Penang earlier this year. They picked it up and brought it back to us at the marina. <http://www.steelway.com.my/index.html>

2019 comments on Steelway's galvanizing service: I have just had my anchor chain re galvanised in Penang. It was picked up from the boat and delivered back in 2 days. Good quality. The cost for 70 meters of 10 mm chain 957 ringits.

In Penang they come in the marina. The chain and anchor go from the bow of you boat to their trolley. From their trolley you just bring back in to your boat with your windlass. Excellent quality job.

Also recommend Steelway. Did our a few years ago in Penang. It was half the cost of same job done in USA and twice the quality, plus fast turn around.

Facebook – April 2017 - Dentist: I was asked to name a dentist that I went to in Penang. It was Dr Yong Penguin San. At Smile Bay Dental.

www.smilebaydental.com

A wonderful clean professional dentist and surgery office. They also make the dentures, teeth etc themselves. Dr Yong speaks perfect English and is easy to understand.

His phone no in Penang is 604 8900600

He also supports yachties and recently supported a dinner for sail Malaysia.

4.4.3 Straits Quay Marina

Mr. John - November 2012: Penang looked very interesting and we are still itching to go back and explore there. We were very lucky to get a berth for a night at the **Straits Quay Marina** (clean, efficient and well run even though a little on the small side); one night was all they could do for us as they were booked up with Boat Shows and rally events through to the New Year!

4.4.4 Batu Uban Marina

Matilda – May 2019: We decided to leave Matilda at the Batu Uban Marina. This is a small government run marina. The prices are exceptionally cheap: RM2 per metre (that's AU\$0.69c), which is very good as every other marina we have been to charges per foot.

The only downside is the water is charged at some astronomical rate which is RM2 for 10 litres. Our tanks take 400 litres so that would have been RM80 (AU\$27.55) which is outrageous. Bruce asked if this was a misprint and the answer was 'It was a regulation charge which was handed down from the 1950's and it is currently under consideration for review with the government as the charge is law. As a footnote, you have to go to the post office to get a Money Order to pay your bill for which we used a Grab and went down to the Queensbay Mall. The post office is open 7 days a week.

We emailed Rosziyana Binti Zain on rosziyana@marine.gov.my a few weeks prior to our arrival to confirm they had a vacancy for Matilda which they did. Once we arrived we anchored out the front of the marina and took the tender in. Walked up to the office which is open every day 0830 to 1700, to finalise our berth.

The government has recently been doing some upgrades to the marina which we felt made it quite attractive. All the fingers & cleats have either been repaired or replaced. Every pen has its own water tap which is locked and each tap has its own meter. The water meter was reset to zero on our entry, which eliminates any over charge. All pens have their own individual power meter, also reset to zero to eliminate over charges. A very good set up. The fingers are also protected by a very nice new gate which self locks. Entry into the compound itself has a 24/7 guard on duty who even opens the large gate to the complex. We saw him question quite a few people wanting entry which was positive.

The main finger (there is only one) is very neat and tidy, but more importantly it is a very safe structure with all the deck boards securely positioned.

Seeing as we went into a marina at Penang we had to go do all the officialdom of checking in as each marina requires a port clearance. This was a good experience and all the officials were very easy to deal with.

While in Penang we decided to take ourselves on a few day tours. (See [Things to Do in Penang](#) section).

Phil Vana (FB) – March 2019: I just left Penang 2 days ago. I stayed almost 2 months at Batu Uban Marina. There are many berths available, the location is convenient and price affordable.

There are some cons:

- First, water is available at the berth but price is crazy, 2 persons using average Malaysian consumption of 300L per day will have to pay 884 US\$ per month.
They charge 2 RM per 10 liters (as stated in Malaysian law for marina rates)
- Not relevant for short stay but monthly berthing fee is no more available, they will do a cost construct where your boat leaves one day every 29 days.

- You must check in and check out with immigration and harbor master (even for domestic travel). This is also true if you stay at anchor but I suppose some people give it a miss for a short stop over but the marina require the checkin/out documents.
- Payment cannot be done on premises, you must first get your invoice then go to a post office and pay for a money order then go to the marine department headquarters a few km from the marina, then give the marina the proof of payment.

4.4.5 Anchorages

4.4.5.1 Straits Quay Marina Anchorage

Ahoy Penang – Oct 2018: There is still the anchorage outside Straits Quay - all anchored boats are welcome to use the marina facilities. However, it can be really there at certain times of the year.

Someone Else – Oct 2018: The anchorage off the SQ Marina is untenable if the wind gets up.

4.4.5.2 McDonald's Anchorage (Karpal Singh Drive)

(aka Georgetown Junk Anchorage?)

Deb Bott – Oct 2018: The Mc Donalds anchorage, which really is The Dump anchorage. Just having your tender line in the water is enough to make you dry retch,,,,we find this anchorage totally revolting. And dont star't me on the smell,,,,its so foul.

The power boat that has been anchored there for some time drags every single time the wind comes up,,,it nearly hit us 3 times that last time were there.

Ahoy Penang – Oct 2018 – Updates on Officially Sanctioned Anchorages: McDonald's is a good anchorage - lots of amenities and close to Georgetown but there are ongoing issues with the gate on the fisherman's jetty being locked after 5pm. I am working on this issue.

The area Penang Ports are proposing called the McDonalds anchorage is a little further north of the dump - I understand the holding is quite good in this area. There has been a 60'+ power boat there for some time plus one or two regular yachts.

I am still working on all-hours shore access for this anchorage so have not yet published the waypoints. The anchorage you mention off the Jabatan Laut Marina is no longer permitted to be used by yachts due to silting and access for emergency vessels to the Coast Guard and Marine Police base there. Until I sort the shore access for the McDonalds anchorage the best options are off Straits Quay Marina and at the Seagate anchorage the waypoints/details of which I have recently posted on AHOY Penang.

Ocelot – March 2018: We're just north of the dump now. The new fishing "marina" is very convenient for dinghies, but getting through the gate is sometimes problematical. There are other options nearby, but they're tide dependant. Sub-optimal, to be sure, but workable so far.

We're at 5d24'N 100d20'E, near enough. Look for the cruising boats. Currently 4 boats anchored here, but there's lots of room. I think this is also called the Mc Donalds anchorage, as there's a big McD right here. It makes an easy Uber location for returning from town. We didn't ask permission, per se, but nobody complains & there's LOTS of room for dinghies. I think there are 3 fishing boats in the marina. The locals seem friendly. If the gate is locked & it's low tide, there's a ladder down to an old pontoon & over some rocks to get around the gate, but it's covered by high water. At high tide there's an ungated bit of the old Tanjung City Marina tied to

shore by the McD which can be used, but it's open to the public & it's amuck (you can't get there) at low tide.

Tiger Lilly – February 2018: We are anchored off the Clan Jetty of Georgetown at 5-24.6N 100-20.5 E, 25 feet, foul bottom.

We have made arrangements with a family on the Lim Jetty to land our dink at their private dock - it is part of the magic Lilly seems to have in dealing with people everywhere we go. This family - and all the clan families we know here - are very adamant that they do not want yachts here at any of the jetties... We doubt that we would have stayed in Penang if we did not have these special arrangements made for our dinghy landing with Mr. Lim.

Clans anywhere in the world can be clannish, and since the Chinese were brought here a hundred years ago by the English as labor, they have had an uphill battle for their share of the pie in Penang... Today, their problem isn't the English, it is the Muslim dominated Federal Government which discriminates against Chinese-Malay (or anybody who is not Malay-Malay). The Chinese-Malay live this problem everyday - just ask James at the Pankor Marina, he can explain it much better than we can. For these reasons, the families who live at the Jetties have a "circle the wagons" mentality towards ANY outsiders - including International yachties.

We know of just two ways to get ashore from Georgetown's Junk Anchorage, and both have their issues. You can call Mr. Chew's Water Taxi (018-405-8188) for a 5MR per person / per way ride ashore. Mr. Chew doesn't always answer his phone, and when he does he is not particularly cooperative or friendly; and we would be concerned about getting stranded ashore if Mr. Chew was our ride back to the boat... There are a set of steps immediately adjacent to the S side of the ferry dock (just N of the Customs pontoon); however, there is an access gate which is locked part of the time (we have no clue who, or why, or when it is locked or unlocked), and these steps dry out about 2 hours either side of a low tide.

Don't even THINK about landing at the Customs pontoons. One morning when the tide was out, and Tom had to get ashore for a follow-up appointment after his operation at Island Hospital, Lilly dropped him off at the Customs pontoons. He got as far as the front gate when the lady gate guard called for armed back-up. After lifting his shirt, and dropping the waste band on his shorts so the gathered authorities could see the fresh incisions and stitches on his lower abdomen (triple hernia repair), and with only slight exaggeration on Tom's part, they decided that it was better to let him pass than to have him die in the Customs parking lot...

We even spent some time with Mr Lim the fisherman explaining how he could set up a dinghy and yacht services concession at the Jetty. We told him about other yacht services vendors we had seen in our travels, and explained how he could make a nice percentage off filling propane bottles, providing gasoline and dinghy fuel, getting outboards and alternators repaired - all the things he has helped us with over the past two months. Chinamen are great entrepreneurs, but he was hearing nothing of it!

We just had Tom's surgeon and his family aboard TIGER LILLY for an afternoon sail, and Dr. Yeap was very interested in the dinghy situation. We explained that if the International yachties cannot access the shore, then we cannot buy medical services from Island Hospital. He said that he would take up this issue with the Chief Operating Officer and the Head of Marketing at the hospital, and maybe they could bring some attention to the issue...

We LOVE everything about Georgetown, but if one cannot get ashore, then from a practical point of view, it simply is not a viable destination for an international yacht. Experienced Penang hands assure us that changing this situation will be very unlikely because the government officials just could not care less about visiting yachties - we are viewed as unwelcome pests by

the Penang waterfront officials. We certainly have enjoyed the amenities and hospitality of Straits Quay Marina during our brief stop there. However, expensive marina's simply are not in our retirement/cruising budget.

Penang may be the "Pearl of the Orient" for those with access ashore or the resources for the few available slips at SQM, but for the majority of yachties it will likely be a frustrating experience getting access... Hope this helps in your planning, it is certainly not the message we want to pass on about a place we thoroughly enjoy, but this is what we have experienced first-hand since we arrived here in early December.

4.4.5.3 Jabatan Laut Anchorage

Ahoy Penang – Oct 2018: The old anchorage off the Jabatan Laut Marina is no longer permitted to be used by yachts due to silting and access for emergency vessels to the Coast Guard and Marine Police base there.

4.4.5.4 Pulau Jerejak (Seagate Anchorage)

Deb Bott (FB) – November 2018: We were there November 2018 and stayed a few nights at Jerejack: 05 18.59N, 100 18.12E. We did our Thai visa there. However since our stay other people have been moved on from there, so it's difficult to say if it's still a viable anchorage. That said we do like it there.

We have also dropped anchor at 05 24.18N, 100 20.68E in the main channel, channel side of the strait (and a large sandbar) - this anchorage is right opposite The Junk/Clan Jetty's anchorage and from our waypoint you can't really go ashore. This is a great overnight anchorage and you're not in the way of any moving traffic - plus the night lights of Penang are sensational here....hope this helps some.

Ahoy Penang – October 2018: We have a new officially sanctioned anchorage at Seagate with great shore access and I am currently working on shore access from a second officially sanctioned anchorage at Karpal Singh Drive just south of Georgetown known as the McDonalds Anchorage. Also working on the "clearance at every port" issue with JL here. A lot of balls in the air.

I have just concluded negotiations with the fishermen at the Seagate anchorage at the southern end of Pulau Jerejak on the Penang side - very good holding, water taxi to shore, use of jetty and beach for landing and dinghies, quick GRAB ride to supermarket/ airport, and walkway/bike path along foreshore to Queensbay Mall amenities and transport hub.

Mr Black is your contact for all info and water taxi - 0194701865.

Anchor on a line between

N 5 18.564 / E 100 18.066 as the northern point and

N 5 18.355 / E 100 18.019 at the southern point.

FB – March 2018: We always anchored between Jerejak island and Penang. Queensbay Mall is very handy there. We heard that some rally folks annoyed the management of the big jetty down there and now dinghies are no longer welcome.

Soggy Paws - July 2015: Around 6pm we anchored next to another cruiser's boat in a protected spot next to Pulau Jerejak (05-20.66N / 100-18.91E).

The current runs pretty swiftly in the anchorage area (in both directions according to the tide), so we really needed a working outboard to get ashore. Once we finally got our engine going, we

dinghied in and tied to the big jetty, being careful not to block access for the ferry boat that runs regularly out to Jerejak. It was an easy walk from there to several place to eat, and a mall.

4.4.5.5 Western Anchorages

Interlude - November 2008 - Muka Head: 5°28.74 100°11.47 20'

Good holding in mud, good protection from south. Nice stop in good weather.

Airlea - 1993 - Penang Island: Anchored (22') in the large bay on the north (west) side of Penang after sailing up the west side. A little rolly but OK.

4.4.5.6 Pulau Rimau (S Tip Penang)

Carillon - April 2007: We left the Tanjung City Marina at Pulau Penang at slack tide about 11 a.m. and headed for Pulau Rimau just off the southern tip of Penang. It's only about 10 miles but the next day to Pulau Pangkor is about 70 miles so it just knocks a couple of hours off the trip. We had an uneventful motor through the harbour and anchored in the shelter of Pulau Rimau ready for an early start the next morning.

Anchor position:- 05° 14.897N, 100° 16.633E

Arjumand - 1997: N Pulau Rimau 05' 14.65 N 100' 16.40 E [or SWAG: 5' 15.9 N; 100' 16.6 E] 5M mud; beautiful bay

4.4.6 Things to Do

Matilda – May 2019 – Cameron Highlands: Over the last few years we have watched with interest many friends take the trip up to Malaysia's highest point by road, the Cameron Highlands, and now we have followed suit. Armed with loads of tips from our friends we decided to do a two night, three day visit. One of the best pieces of advice was to not visit the highlands on a weekend. Good advice as we did head up on a public holiday and came home on a public holiday, but we did not experience any high volume traffic.

Also, we timed our visit with Ramadan, a religious time of fasting for Muslims during daylight hours. This time of fasting meant a lot eateries were shut during the day. And just to top off the excitement we both left with colds, which was unfortunate as we were bound for a much cooler climate and we don't carry any warm clothes anymore.

Our little hire car went like a champion giving us terrific fuel economy. It was great to be on the southern bridge, or the second bridge (odd term as is it the second from the south or the north?). It's official bridge name is: Sultan Abdul Halim Muadzam Shah Bridge and is some 24 km's long, lending itself to being the longest bridge in Malaysia and also the longest in South East Asia. The view looking east was stunning.

We left from Batu Uban Marina which is a government run facility and very well priced (as long as you don't use a lot of water. Our journey from the marina to our hotel took us around 4 hours. This included 1 stop for drinks, snacks and the loo and 1 other stop for a late lunch. The return journey with no stops took us 3 hours. You will need a Toll Card to cross the bridge and travel the highway. The charge was around RM17.60 on both legs.

The highway to Ipoh was excellent and the road up the mountains was in very good condition. Construction of the road started in 1928, taking 2 years to build. Although the passing traffic was at times scary. I think we saw some of the most dangerous over taking situations we have seen since being in Asia, just downright dangerous. If you drive up yourself, always keep to your left, because those coming in the opposite direction will assume you will be out of their way as they

whiz around others on blind corners and long winding bends. As we got higher the rain started which meant we couldn't see any of the views, but it was glorious driving so high up in the clouds.

As you approach the highlands it soon becomes obvious this is an incredible place. Ipoh must be the grand home of all things granite, marble and lime stone. They are literally carving out entire hill sides, taking the tops off the mountains and gauging huge scars in their mountain sides. Apart from what must go on, the views of the limestone karats were spectacular. Then as you reach the top of the mountain ridge, the hydroponics are in mass. It's like someone went berserk with the canopy nurseries. They cover every square inch of the hillsides, they mass the valleys and where it's just too steep they have actually built out structures so they can make man made growing fields. It's mind boggling.

Next are the townships. We are sure that many years ago the mountain communities were quaint with very endearing English Tudor style homes and hotels as it was commissioned to be a retreat mountain destination some 70 years ago. Now it's totally out of control. Some of the roads are in bad condition in some parts due to the sheer volume of truck traffic and the water run off is alarming. We passed what was most likely the one main stream, which was quite wide in some parts and in the most gorgeous setting, but the water was the colour of clay, as there are no run off laws here. The rubbish was alarming. Some of it was so thick in some parts, the natural water flow was obstructed by the sheer volume of plastic, jute and hessian bags. The housing is mayhem, with structures appearing everywhere, some areas resembled shanty towns.

As you approach the town of Tanah Rata, which is the main township for the Cameron Highlands the craziness does subside to some degree but it's fast becoming the same as its neighbours. If someone doesn't control it soon, they will lose what little remaining charm it currently has. Something that was immediately obvious as one of the last remaining remnants from the Brit's is their love of Land Rovers. There must have been 100's of them everywhere we looked. It was incredible.

The area was first recognised in 1889 as a suitable area for a sanatorium, health resort and farming lands. Later during 1925 an experiment station was set up to grow: tea, coffee, fruits and vegetables. It was successful and construction of the road in was started not long after, in 1928. The British moved in bringing their love of tea, strawberries, roses and Tudor style housing, the rest is history. All these legacies are still remaining, but the farming is now in mass, the Tudor housing is still there, but now they build with the same facade as the old style, but it's not the same when it's on ten story apartment blocks.

We had decided to wing accommodation until we arrived, as there is so much to choose from in the highlands. After doing much internet research over our rissole sandwiches (on a freshly brought loaf) we chose **The Casa dela Rose**. A very good price was secured thanks to booking a room via Agoda. The hotel proved to be a good choice. We had a king size bed – quite a treat coming from our boat bed. A lovely view out of our window and our room had a bathtub. I (Deb) do miss not having a bath as a live on board. It was lovely and I got to have two very long hot baths – bliss. Being in a cooler climate we got to snuggle with a donner, ahhh it was lovely. The location of the hotel was glorious with beautiful vistas and very little traffic noise.

Our full day was packed with enjoying the scenery and taking in all the local attractions. On our hit list was: a visit to The Lavender Farm, see some butterflies in a butterfly farm, go to a Cactus Farm, enjoy a dinner of Beef Wellington, a walk in the Mossy Forest, some bird watching, call into a strawberry farm, a visit to the local Buddhist temple, see the tea plantations and take in

loads of scenery. We did make the decision to not pay to get into anything we had already seen elsewhere, being budget conscious we wanted to watch our spending's.

After a good night's sleep, a lovely long hot shower and our complimentary breakfast we took off. It was nice to be in a cooler climate with a few more layers on. Our first target was to see a tea plantation or several. As you drive around, the mountain sides are covered in tea plantations. We headed off to the Cameron Highlands Tea Plantation. It was very impressive. You can stop along the winding road safely, jump out and take photos. Incredible views. It was the first time we had both seen tea plants, and were quite taken with the aerial view. But the plant itself is quite gnarly and we can only imagine how tough life is to be a tea picker as they walk among the bushes. They must get so many scratches and damage to their arms, hands and legs. We wanted to enjoy a local tea at a quaint tea house overlooking the plantation but as our life dictates the tea house was closed on Tuesdays!

The Lavender Farm which is a huge complex, has the tightest car park in history and they wanted to charge us on entry, so we declined our visit as we both know what lavender looks like, instead we took some photos out the front and took off.

Then it was off to the Mossy Forest for a walk, it was highly recommended so off we went to that. The road in was shocking and it didn't get better. We did drive in for quite some time but it got to a point where the road was so bad we turned around. It's been ruined by torrential rain, no road maintenance and quite large trucks moving local produce down the mountain.

But it did put us in position to go visit the BOH tea plantation as it is on the same road. Their plantation like the others is vast covering immense mountain sides. It was lovely to see some pickers out and we even saw a few brides having their photos taken amongst the tea bushes. The Mossy Forest is a well-known birding site which we were looking forward to, but we didn't make it in. we did however see some very lovely little birds and managed to capture photos of them.

The foliage was so green everywhere we looked. Everyone's plants and gardens were spectacular and the golf green opposite our hotel made for a lovely view during breakfast. It's easy to see how the nurseries all do so well, we really loved all the colour. Bruce loved seeing so many orchids growing in the wild.

There are strawberry farms galore up there. We didn't stop at these, we know what strawberry farms look like but it was mind boggling just the same. Their claim to fame for the tourist is to 'pick your own' and it seems to be working well with the Chinese tourist. We did want to see the Butterfly Farm but after seeing them we declined. They were in a sad state and not sure if any butterflies were going to be in there. We did however go to see one of many cactus farms. I was quite amazed they grew so well in such a cool climate. They are a fascinating little plant, well some not so little and their flowers are beautiful.

Then off to the well-known Sam Poh Buddhist temple. This took some finding as the shanty towns have been built over the roads that Google maps knew. So after much mucking about up some very tight streets we found the temple, only to get there and find it in a state of refurbishment. We couldn't even get into the car park, so that was a quick visit.

We also went to visit one of many water falls but by the early afternoon the skies had opened up, it was raining so hard we actually pulled over at one stage. The rain doesn't slow down the

local trucks or cars and their overtaking antics were something we were happy to let go by. The rain didn't subside so we gave a walk into the waterfall a miss.

Once we realized the torrential afternoon rains were settled in we retired our driving around for the day, where we felt a bit safer back in our hotel room. Thanks to Bruce's forethought we enjoyed a few beers, watched some sailing YouTube videos and then went down for dinner. Giving our original thought of devouring beef wellington a miss, as we would have been soaked just getting in and out of the car. So down to the hotel's restaurant it was, we were the only guests. Our dinner of chicken chop with vegies and a Caesar salad was lovely. A nice end to a busy day of sightseeing.

To finish off our last day we went down for our complimentary breakfast only to find we were the only ones there again, talk about feeling special. We had a lovely American Style breakfast freshly cooked for us. We checked out and made our way back to Matilda. No rain on the drive down, which meant we could take in the views which were stunning. We are so glad we went to experience the highly recommended Cameron Highlands, although wondering how much different it was looking back say 50 years. It was interesting to read that the Cameron Highlands is to this day remain Malaysia's most popular tourist destination.

To see all the pictures in the blog post, here's a direct link:

<https://svmatilda.blogspot.com/2019/05/the-cameron-highlands.html>

Matilda – May 2019: While in Penang we decided to take ourselves on a few day tours. Thanks to Jennifer Rouse, a local expat we secured a car hire for 10 days at a very reasonable price. To contact Jen, go to her Ahoy Penang Facebook page and flick her a message. Her FB page is an excellent source of current information showcasing all the goings on in Penang!

First up was an interesting visit to the **Penang War Museum** - a very sobering experience indeed, but glad we saw it as it was informative. If you go remember the bug spray as the

Even though the war was back in 1930's, this section of Penang was abandoned at the end of the war and only in the late 1990's was it rediscovered. It was then restored as a museum and was opened to the public 2002.

You can drive the entire island of Penang in a day. The day we went it poured torrential rain all day long. So this day we were glad to get back to Matilda as there are many landslides on Penang, but the drive showcased the beautiful jungle which was lovely and cool.

The next day we drove off over the northern bridge (a first for us) and went up to see Jerai Mountain. This decision turned out to be a fizzer. The mountain is nothing special. It did have a good road, a bit tight in places but still OK. The view was nice, but you can only see it from the side of the road as the top of the mountain is shut off to the public with armed guards.

We didn't see any monkeys on the way up, but on the way down they were everywhere and would take their sweet time moving out the way, our car didn't faze them at all.

The next day Bruce woke up feeling quite unwell but wanted to push on. We drove up to the mind boggling Kek Lok Si Buddhist temple. It was obvious this temple required a lot of walking as it has some pretty steep steps. This proved too much for Bruce so we looked on from the comfort of the car. The temple is the largest in Malaysia and was constructed between 1890 and 1930. Then we drove home yet another way to see more of Penang, stopping off for lunch near the famed Malay/Chinese Anti War memorial.

4.5 Langkawi Area

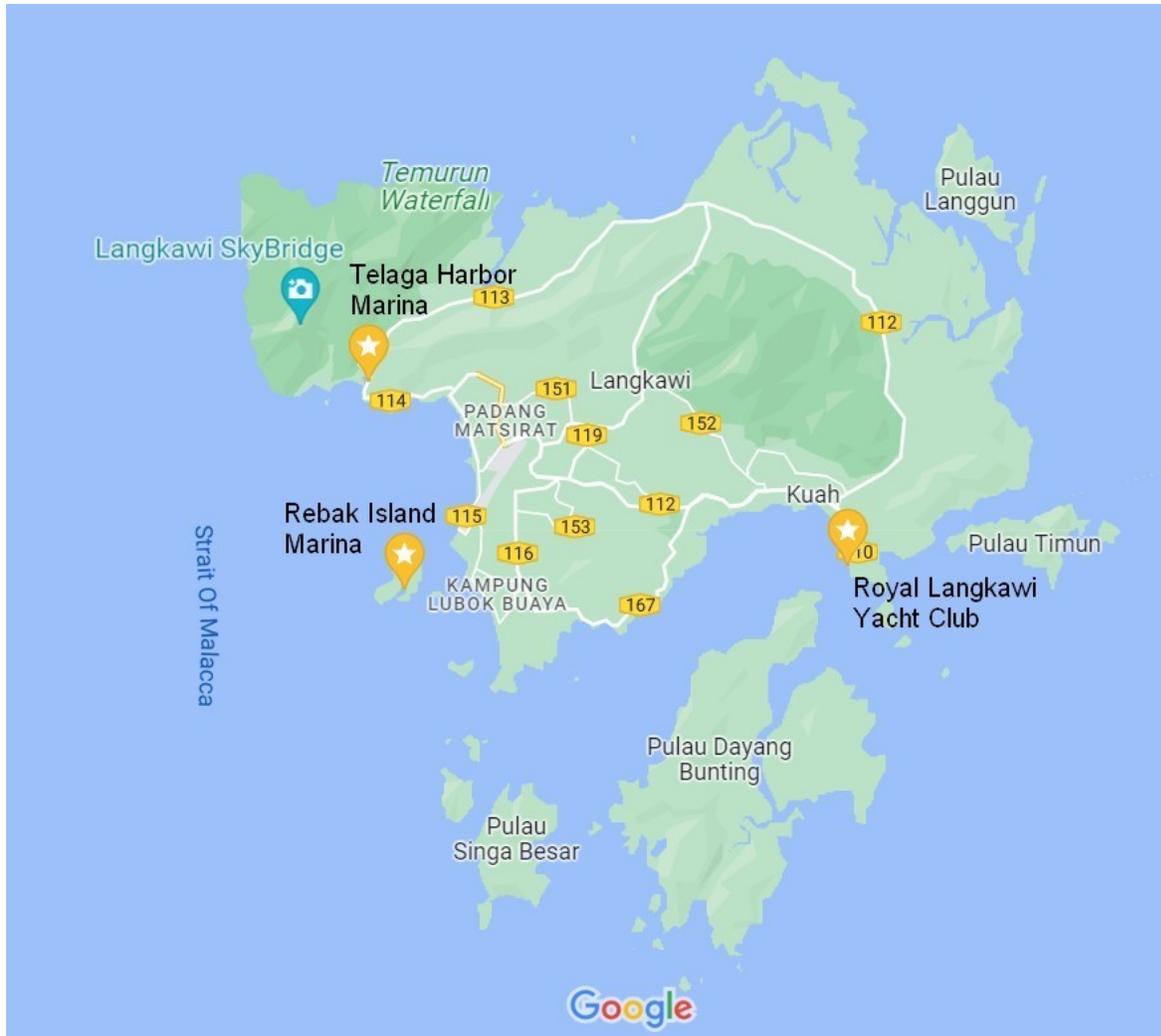


Figure 4-1 Langkawi Overview, with Marinas



Figure 4-2 S/V Scorpio's Cruise Around Langkawi

4.5.1 Langkawi Marinas

December 2022 – Miss Saigon: There are 3 marina options around Langkawi. We visited all three with a view as to where to park Miss Saigon in the longer term. Telaga is a bit distant from everywhere and the facilities a bit tired. There are several restaurants on the water front. Rebak has an active yachting community and is well regarded for long term liveaboards. There is a dedicated bar area for yachting as well as the high end hotel. But, it is necessary to use the regular fast ferry to Langkawi and then get a Grab or Taxi. Adds an hour plus to every excursion. Royal Langkawi Yacht Club is centrally located, has a great restaurant and bar and if convenience for sightseeing and accessing dozens of local restaurants and cafes is a prime consideration, can't be beaten. The marina used to suffer from the ferry wash, but a wave attenuator eased the problem.

4.5.1.1 Telaga Harbor Marina

Harbour Office:

Telaga Harbour Sdn. Bhd.

Lot 1, Telaga Harbour Park,

Pantai Kok, 07000

Langkawi, Kedah

Malaysia

Tel: +60 4 959 2202

Fax: +60 4 959 2204

Email: info@telagaharbour.com

Geographical Location: Lat 06° 21.53' North – Long 099° 40.96' East (Channel Entrance)

Radio Contact: CALL «TELAGA HARBOUR» VHF Channel 69 (working channel 72)

From their website

4.5.1.2 *Rebak Island Marina*

December 2022: My name Liz one of Rebak Marina office team member. Contact us if you require further information.

Marina office team (Liz/Nizam/Natasya)

E-mail : marina@rebakislandresort.com

Office Tel no:+6049665566

Whatsapp no: +601153010281

Office hours 9.00am-5.00pm

<https://www.rebakislandresort.com/marina/>

From the website (Dec 2022):

Marina Details & Features

- 189 wet berths
- Dockage for vessel from 10m to 35m
- 8m berth-15 slips, 15m berth-18slips, 18m berth-2 slips, 13.6m berth-36 slips, 15m berth-18 slips, 18m berth-2 slips
- 24-hour security
- Calm and sheltered marina basin, no surge, no wake
- Clean, quiet, non- commercialized storm protected harbour
- 240 volt, 16, 32 & 63 amp electric service available in each slip
- Metered fresh water supply
- Steel piling, HDPE float and fenders, timber walkways and fingers

Yachties Facilities

- Laundry, Shower and Toilet
- Harbour store for personal needs
- Propane Gas Filling
- Storage Compartment on rental
- Facsimile and E-mail Services
- Deluxe Class Resort with 82 rooms
- All day dining restaurant facing the scenic senari straits.
- Bar & Lounge with live entertainment
- Pool Bar and Swimming pool
- Private Beach
- Gymnasium

Hardstand Details & Facilities

- 70 dry berths
- Storage for the vessels from 10m to 20m
- 24-hour security
- 65 ton marine travel lift
- Travel lift jib crane for engine lifts and mast stepping
- Clean, quiet, non-commercialized, storm protected hardstand
- On-site do it-yourself anti fouling maintenance available

SE Asia FB Group – July 2019 – Monsoon Season Discounts: Hi I am Geoff, from Yacht Supply Malaysia Marine services at Rebak Island Marina, Langkawi, just to let you all know Rebak Marina has a "monsoon" promotion on for discounted haul out the next two months, if you are interested give YSM a call on 60 1963777958 and Marc will steer you in the right direction, Ps great discounts at the restaurant and bars for visiting yachties.

Elenoa - 1998: 06' 17.39N 99' 41 .68E You don't see the entrance until you are nearly on top of these coordinates. The channel winds to the inside of the island before you can see the yachts. Marina is now fully operational, it is a first class facility, totally protected, a good place to leave the boat. If staying aboard, free ferry goes many times a day over to the main island and back. Veggie market right where ferry docks once a week. A 2k ride north (towards airport) to a town with meat market and bakery and post office. Berth rates have gone up twice in 97 as the ringgit has gone down; but it's still cheaper than any of the marinas near Singapore.

4.5.1.3 Royal Langkawi Yacht Club

RLYC is conveniently located right in Kuah town.

4.5.1.4 Nilam Boatyard (Langkawi)

Sail SE Asia – September 2023: Nilam Boatyard in Langkawi provides haulout, storage and launch facilities for monohulls, catamarans and trimarans. Langkawi is a duty free island.

Nilam Boatyard is located in Taman Nilam, 7 km North of Kuah by car in the deep water fishing port of Nilam within the Kilim Karst Geoforest Park. There is easy access by road to chandleries, hardware shops, grocery stores, accommodation, fuel or restaurants in Kuah 15 minutes drive away. The yard has 24hr 7day security.

Entry by boat is via the Kisap river on the North East side of Langkawi. There is a bar at the mouth at low tide however keel boats can enter the river on any high tide. There is 2m of water in the river at the yard on spring low tide though the river mouth is shallower than this on spring lows.

The river is used by large fishing boats that operate at night and anchoring outside the river entrance is recommended for overnight stays.

A drone video of the yard is available at:

<https://vimeo.com/860449742>

The boat ramp is located (what3words) at

<https://w3w.co/mouthed.husky.stickest>

entrance to the river is at

<https://w3w.co/outgrow.configure.lexicon>

Enquiries

WhatsApp: +60 12 695 0030

Email: nilamboatyard@gmail.com

Street Location:

Lot 685, Jalan Nilam 14, Taman Nilam, Kuah, Langkawi.

<https://maps.google.com/?q=6.3821721,99.8713882>

<https://w3w.co/defended.putts.neurology>

Google search: "Nilam Boatyard"

Quotes and administration: Noraini

Yard manager: Martin

Nilam Boatyard recommends local contractors be engaged to carry out any required boat maintenance.

Indicative monthly pricing for entry before 31st Dec 2023:

40' Monohull – RM 866

40' Multihull – RM 1385

Indicative monthly pricing for entry in 2024:

40' Monohull – RM 1010

40' Multihull – RM 1616

Monohull boats that require space for scaffolding around the boat are charged at multihull rates.

Please advise your boat length for a quotation. Boat length subject to verification after haulout. Daily rates are available on request. Details of your hull shape, keel, displacement, etc is helpful to be certain we can handle your boat with our equipment.

Payment is required monthly in advance by bank transfer or cash. Credit card or electronic wallet facilities are not currently available. Boats over 10 years old are subject to special terms in the event of non payment of outstanding fees.

RM 1000 is charged for out-and-in, haulout and launch.

Powerwashing is RM 600 while still on the ramp.

Special pricing is available on request for annual boat storage for seasonal/periodic boat use.

Water and electricity provided. Electricity subject to charge in the future.

Other services:

- Air-conditioned cabin with shower, kettle, microwave, Starlink high speed internet. Open: 7am-8pm 7days.
- *towing is available within Pulau Langkawi Port Limit ie anywhere on the island.
- *Car rental rm60 per calendar day plus 40 cents per km (Valid driving license readable in English required.)
- *Storage unit –
 - Exclusive use RM 800 per month (approx 8' wide, 8' deep, 8' high with shelving)

- Shared use RM 200 per month (4 users)
- Boxes (rm89 per cubic meter per month)
- Assistance with Customs, Immigration and Harbour Master is available for RM 250 (per entry or exit including transfers).
- Insurance covering 'salvage' or 'wreck removal' is currently required at time of Langkawi arrival and departure by the Harbour Master.

4.5.1.5 B & V Boatyard

Paseafique - February 2018: We recently left our boat on a hard stand at B and V Marine -a boat yard just out of Kuah, for 6 months, and then spent a further 6 weeks or so staying on the boat while we replaced the engine. Overall we can report that it was a good place to leave the boat. The rates were a bit less than other locations in Malaysia (RM1320 per month for 44ft boat) and the yard is quite secure being inside the Langkawi Port area. The yard itself is concrete and has a new small shower (with hot water system) and toilet block (western toilet). They now have a travel lift and purpose built dock for lifting boats in and out. The yard is a bit dumpy with a lot of boat junk lying around and quite a few abandoned boats in the yard but it was adequate for our purposes. It is about 6-8 kms into Kuah and there are not any shops nearby except a very small corner store that serves the port area. Compared with Rebak, it was much more convenient when we needed frequent trips into town to get various bits and pieces.

While we replaced the motor ourselves, we had access to great advice freely given when sought from Barry, Ryan and Adrian. We had access to some tools that we did not have and their labourers were able to do the necessary cutting and fibreglassing associated with the refit. The workers were a bit on the slow side but as the rates are low, our bill was still very reasonable and we were happy with the price. RM5574 to assist with fitting the engine. RM 10500 to sand back the old antifoul to gel coat and apply five coats of product.

We did have a couple of problems. One was that while we booked our date for haul out well in advance and checked in several times as the date approached, we were told the day before that we couldn't be hauled then as it was Ramadan, which the yard must have known about when we made the booking. The second was that a box of parts that we were told were in waterproof storage were in fact not and some things did get wet. However overall we were happy that we chose B and V Marine and would go back there again.

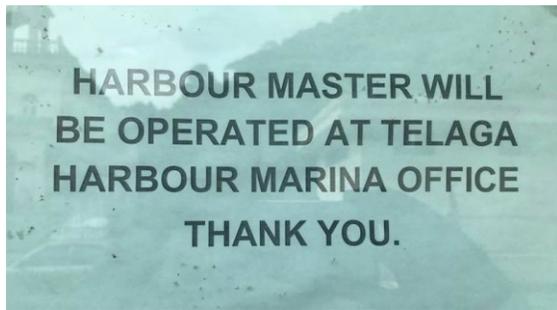
4.5.2 Approach, Arrival, and Check-In

Jan 2023 – Langkawi Check-in: Q: Can anyone tell me if checking in and out of Langkawi domestically can be done any day or is it only Monday to Friday?

A: Any day of the week last time I was there in April-2022.

A: When we left Langkawi in early September 2022 the Harbour Master was closed Friday, Saturday and public holidays. However, things change (!) so I can't guarantee that's still the case

Richard Luck – October 2018 – Arrival from Thailand: Here's my experience checking in to Langkawi. We anchored at Telaga Harbor and took a taxi to Kuah as we were previously able to do everything there, when the boat was docked at RLYC.



Immigration and Harbor Master check-in at Kuah went fine, but because the boat was at Telaga and then staying at Rebak, we were turned away at Customs in Kuah, and told to go to the airport. We did that and had no issue.

Because of the signs posted, I stopped in at Customs and Immigration at Telaga. Customs was closed.

The Immigration officer told me the correct way should have been to do Immigration at Telaga, Harbor Master at Kuah and then Customs at the airport, or at Telaga if it's open.

He said we were lucky Kuah Immigration didn't turn us away, as they're usually very strict. Maybe just because they never asked where the boat was.

The sign below about the Harbor Master being operated at Telaga Harbor Marina office seems to be false but it was posted at both Harbor Master offices. I was told that only Harbor Master operating is in Kuah.

I asked the Immigration officer at Telaga about needing an agent as there was a previous post on the subject and he said only for motor vessels, like super yachts with a lot of passengers. No need for sailing yachts.

The system here is a bit all over the place unless your boat is in Kuah, but I hope this post is helpful if you come to Telaga or Rebak.

All the officers we met were polite and helpful and even a little apologetic about the system. They don't make the rules but have to follow them.

4.5.3 Langkawi's Duty Free Status

Jan 2023: Need to update this! *I remember seeing discussions on Sail SE Asia that when checking out of Langkawi domestically, there were issues regarding duty-free stuff bought in Langkawi. Be sure to ask around.*

Reflections – November 2016 – New “Duty Free” Regulations: If you are sailing to Langkawi to restock your liquor cabinet these are the new regulations. There is a Customs Official at each Duty Free store.

Please be informed that if you intend to buy duty free cigarettes, liquor, wine or beer, you are required to show your passport to the shop.

The limit per month per person for each duty free items above is as below:

- Cigarettes 3 cartons per month
- Liquor and wine 5 litres per month
- Beer 3 cartons per month

The new regulations are as required by Custom Department of Malaysia.

4.5.4 Services In and Around Langkawi

4.5.4.1 Fuel & Cooking Gas

FB Discussion – Aug 2019 – Fuel in Langkawi: A quick update on getting fuel in Langkawi.

The supply at the Royal Langkawi Yacht Club is still off with no firm re-commencement date in sight.

The two barges anchored in Kuah Bay are a good bet but you can be unlucky and have a long wait for a ferry to fill up ahead of you. You will need massive fendering for their big black tyres. Please note, my fuel cap is 5 centimetres diameter and the barge hose is just too big to fit.

You can lug jerry cans from the filling station (cheapest but boring).

Go to Telaga and have an easy fill up alongside. Approaching the artificial islands, take the most easterly entrance following the buoys and markers. The huge fuel dock is very obvious on your starboard side. There is room to turn if you prefer to be port side too. But first telephone the Petronis Station and book an appointment on 04 959 3225. They do not speak much English but enough. As you arrive you will need to call again to let them know you are there. About 2.70 Ringgit per litre.

Comments from other cruisers on same thread:

- More like 2.64 as of last week. We took on 400L plus 7L petrol and paid about 1160MYR +/- . The land pumps may be cheaper but not available for mariners unless you want to jug it 20L at a time and that is officially frowned upon
- Filled up from Smart1 which is the Petronas coloured barge. Call them on ch14. RM2.50l. Fits into standard fill port just. Guys very good and fill slowly. If you come in on port side of them there is smaller filling boat so easier to rope up to.

4.5.4.2 General Marine Supplies

Brick House – Feb 2018 – Marine Supplies Asia: Gotta give credit where credit is due. Got our final purchase; all of our running rigging order, and it's really so awesome that Langkawi has a chandlery with no compromises on high quality, genuine boat products, at reasonable prices.

Very pleased with our order and recommend them for anything you need for your boat; Raymarine, Flir, Vespermarine, wow..the list is just too long to name them all...

Marine Supplies Asia
Royal Langkawi Yacht Club

Jalan Dato Syed Omar
Kuah 07000 Langkawi
+60 (0) 1437 40043
www.MarineSuppliesAsia.com
sarah.n@marinesuppliesasia.com

Everything: East Marine Asia in Thailand will ship to Langkawi.

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

FB Discussion – Aug 2019 – Charts and Guidebooks: SK Intertrade (near the Bayview Hotel) -- can supply worldwide charts as well as courtesy flags and guidebooks.

4.5.4.3 Mechanical & Electrical

FB Discussion – Feb 2019 – Ball Bearings: Best place to buy ball bearings and other machinery parts is Lantrac Machinery Parts, Eddy, it is in the area behind Langkawi Parade. Google “Lantrac Kuah” for approx location.

Galacsea – June 2018 – Engine and Mechanical/Electrical: We had another crisis aboard with our Volvo engine—it would not start. Robbie came to the rescue, flying in to Penang from Lankawi on short notice. About Robbie Andersson. +6019-505-8393 ((whatsapp) - andersson.marinesv@gmail.com . He’s a fantastic mechanic, based in Langkawi, methodical, careful with splendid knowledge and expertise. We worked with him three times on engine issues (both mechanical & electrical) and, each time, he found the good approach and all was intelligently investigated & cleanly resolved. His main training is in boat mechanics, but he’s also available for general boat repairs and maintenance, including electrical, plumbing and hydraulics.

FB – 2017 – Batteries: (2017) I got mine from Noel J Bradley He has a ship Chandler shop in Rebak Marina. Once ordered and arrived, you can dock the boat at Rebak for 10 minutes there and load the new batteries. +60 12-473-1948 angi@myjaring.net

I ordered batteries from Mr. Jacky Kok, Deputy General Manager, YHI Power.

Delivered to Langkawi, Yacht Club. No problems.

YHI POWER (MALAYSIA) SDN BHD

Tel: +603 6263 9789 | Mobile: +6012 236 7734

Fax: +603 6263 4117

Email: jackykok@yhipower.com.my Website: www.yhipower.com.my

FB: YHI POWER MALAYSIA

4.5.4.4 Medical & Dental

FB Discussion – Oct 2018 – Skin Doctor: Looking for a dermatologist who has diagnosed skin moles here on Palau Langkawi.

- Most people are going to Penang - Adventist hospital has a good dermatologist.
- Dr Aisha in Kuah will do a biopsy and get it tested

FB Discussion – Oct 2018 – Dental: Anyone able to recommend a good quality dentist in Langkawi? A friend of mine requires a filling.

- <https://m.facebook.com/ChongDentalClinic>

Had fillings and one implant done there, so far no problem.

Not a luxury spotless like some dental clinic in Phuket but modern equipment, knowledgeable dentist who seems to like his work and cost in line with Malaysian prices.

- Dr Chew (seriously!) in Kuah on the main road. (Klinik Pergigian Chew)
- I have been seeing Dr. Chew for years now... opens at 0930 and sees patients on a first come first serve basis. Was there today for check-ups and cleanings--172 MYR for 2 of us.

4.5.4.5 Computers & Electronics

Slip Away – Feb 2018 – Computer Repair: Wanted to pass on a good experience I had with PC Langkawi Computer in Kuah. My laptop recently had a problem with the latest Windows 10 update, and the staff at this store did a great job of sorting everything out for me. Highly recommend them!

<http://www.pclangkawi.com.my/>

Brick House – Feb 2018 – Propane (Cooking Gas): They were out of propane stock at Rebak, like last time we were there, so we came to Telaga and used the guy that someone else recommended. He was great! Had the tank filled overnight, and it was 30 Ringits...I think he said it's 50 for a standard tank. Telaga harbor marina dock A Crimson Tide. Guys with yellow shirts in marina are his crew so you can ask them too. <http://diamondingenious.com/>

4.5.4.6 Canvas & Sail Repair

Leslie Day FB – Feb 2018: I can recommend Summer Furnishings in Kuah. We went through them for two new foam mattresses with covers (zipped) for our cabins, new cockpit cushions (open cell foam and also zipped) and three rope bags for the cockpit. RM 3480.

4.5.4.7 Flights in and out

Miss Saigon - Dec 2022: The airport is located on the west coast near Rebak. Good news that taxis are readily available and inexpensive, so access from the other marinas is not difficult.

4.5.5 Islands South of Langkawi (Pulau Paya)

Arjumand - 1997: Pulau Bidan, Pulau Songsong, Pulau Bunting

all good anchorages behind approx 05' 50.00 N 100' 20.00 E

John Batts Cruising Guide - 1994 - Pulau Paya 6' 04 N; 100' 02 E

Although seemingly exposed, the east side of the island is usually reasonably calm. No anchoring allowed, as this is a marine park. Pick up one of the park moorings, which are laid along a lot of the reef, and report to the Park office. Best dive in the Malaysian part of the Straits for both free diving and SCUBA. Great visibility. The coral garden on the south tip is fabulous. No fishing. Don't try to go between the 2 islands to the NE.

Airlea - 1993: P. Paya is a marine reserve (but very murky water) and our cruising guide indicated many moorings but we found only 3 near the visitor center (2 occupied by fishing boats). By radio we heard that the fishing boats leave about 1830 and return in the morning and may attempt to raft up to you. We continued on to the south islands of Langkawi which offer many very pretty anchorages.

Renaissance - 1997: There is a Marine National Park in between composed of 2 small islands and a bunch of big steel moorings, but that place is a hazard. One must use the moorings,

which inevitably turn around and attack the boat at midnight. Some people tied between moorings while other boats rafted up, but that can only be done in unusually calm conditions. There is a nasty current (NW-SE) between Penang and Langkawi, while snap storms seem to hit that little park with force. Lots of boats stopped there and said it was pretty, but most had minor damage to the topsides.

4.5.6 Langkawi & Telaga & Kuah Town

Zephyr - May 2014: We are back in Malaysia again after about 6 weeks north in Thailand. We made it to Telaga and dropped the anchor outside the harbor and spent the night planning on heading in to the marina in Puff to get checked in the next day.

Instead, we pulled up the anchor and headed for Kuah, the main city on Langkawi. We needed to do a bit of shopping and get our Celcom phone back up and running as well as our dongle for internet. We dropped our dinghy off at the **Royal Langkawi Yacht Club** (8 ringitt fee) and walked down to Immigration, Customs and the Harbor Master offices. All were located at the ferry dock so checking in was easy. Strangely, when we were in Thailand, they never stamped our passports in or out. They stamped a separate piece of paper and stapled it to the passport.

We then grabbed a cab and headed for Celcom. We had him wait as cabs can be scarce. Once settled, we headed back for the local grocery store--Billion. A sorry excuse for a grocery store with absolutely horrible veggies.

We'd forgotten that once we check in to a port, we have to checkout for our next port. So, while Tracy shopped, I had the cab driver take me back to the ferry dock and I did the checking out procedures listing our next stop at Johor Bahru. We may stop along the way but not normally at a city big enough for a check in.

We planned on taking on **diesel** at the yacht club but after seeing what they have as a fuel dock--stuck in amongst all the boats and occupied by a big motor yacht with wind blowing across it. Given it's bad location and with all the boats around it, we decided to go back to Telaga (three hours) the next day and get our fuel there. We will need about 400 liters. The fuel at the Royal Langkawi ran \$3.20 ringitts per liter. It was only \$2.95 at **Telaga** and they have a better, much easily accessible dock. Yes, we chewed through three hours of fuel--about 2.5 gallons, but we just didn't like the dock at the Royal Langkawi Yacht club.

Interlude - November 2008: After a couple more nights anchored off of islands along the Malacca Strait, we reached Pulau Langkawi, our last stop in Malaysia. Located 20 miles off the mainland in the Andaman Sea, it is a favorite of cruisers, tourists and bareboat charter folks for many reasons. The dramatic cliffs were a welcome change from the low-lying coastline along the Malacca Strait, and a preview of what may lie ahead in Thailand.

We were assisted in Med mooring in the 'superyacht' area of the modern Telaga Harbour Marina (6°21.5 / 99° 41.0) in front of a great bakery and numerous international restaurants and bars complete with nightly live entertainment that thankfully stopped before midnight.

Langkawi is duty free and we took advantage by loading up on liquor (\$10 US a liter for Smirnoff's Triple Distilled vodka) leaving us no doubt as to why Langkawi is so popular with sailors in predominately Muslim Malaysia.

Many cruisers do a more thorough exploration of Langkawi's coastline including the famous 'Hole in the Wall' cliff-gap mangrove entrance. Based on our scouting circumnavigation by taxi and then arriving at our own 'gap' at Gabang Darat we decided it was so nice we did not want to leave. We had been moving quite a bit over the past six months: New Zealand, Vanuatu,

Solomon Islands, Papua New Guinea, Indonesia, Singapore and Malaysia, so we really enjoyed finding a safe anchorage in a natural setting to relax for several days. Our neighbors in that anchorage came and went and we made many new friends and reconnected with some old ones.

Our anchorages:

Telok Boton / Pulau Singa / Besar: 6°12.06 99°44.83 16' good holding, good protection.

Telok Dayang / Bunting: 6°12.08 99°47.26 15' Good holding, good protection, people nice. Walk up to lake

Pulau Gabang / Darat: 6°11.24 99°47.26 40' Good holding, good protection, nice nature, no people.

Telaga Harbor Pond Area: 6°21.63 99°40.46 18' Good holding good protection, can dinghy in to marina

Telaga Harbor Pond Area: 6°21.76 99°40.89 14' Good holding good protection, can dinghy in to marina

Sir Swagman - 1996: Liferaft Service through Seaspeed not authorized RFD, but all the Ferry Life rafts are done by them and the price is right. One can be present during servicing if desired.

Renaissance - 1997: Langkawi is where the water changes from mud brown and garbage packed to murky green and cleaner. There is still oil and fuel smells at the main town of Kuah due to the many ferries, but elsewhere the water is clean of man made wastes. All the ocean water around here carries some agent that leaves a rust mark along the waterline. Tin? Iron? There are a lot of minerals coming in from the rivers. But even in this regard Langkawi is much improved.

Plus the place is lovely in a Tonga-ish way. The main island of Langkawi is ridged with sharp mountains, emerald green with rainforest, accented by snatches of white sand beach. Brahmany kites and sea eagles wheel elegantly overhead. A lot of money has been invested in Kuah recently, resulting in elaborately landscaped parks full of fairy lights, soaring airy Arabic architecture and cleaner everything. Large colored lights are strung between the old fashioned lampposts that line the street over the newly laid brick sidewalk (already caving in near the waterways).

The only problem is that Langkawi is expensive. The island's cry for fame is that it is duty free, yet the only deals we have seen are for cigarettes, booze, and chocolate. There also isn't much to do. The easy going Muslim town of Kuah has only one bar with live music but it is in a hotel and very expensive. Otherwise there is nothing to do but eat and rent videos.

They are trying to develop Langkawi as a tourist attraction, so there is hope that the bus system will improve and become known to the tourist office, but at the moment their stock answer is "take a taxi." I know there is a bus, I know it goes where I want, but can I get anyone to tell me which bus, when it runs or where I catch it? No. There really isn't much to see anyway, but I'd like to get up to the mountains.

Stylopora - 1995: Kuah is a colorful town, but one where tourist development is proceeding at a furious pace. It's already in danger of losing some of its appeal through rapid modernisation and over-development, but plenty of character still remains in the older sections of town. Much of the local business centers around the duty free nature of the port, and many of the visitors are Malaysians in search of cheap household goods. Alcohol is also cheap, unlike Thailand or

even "duty free" Singapore. Local beers, Carlsberg & Tiger, are RM 1 per can, about 60c Australian in 1995. One litre of Gordon's gin will set you back a mere RM 22.

Malaysia has significant Chinese and Indian minorities, so that English is widely spoken since it is the common means of communication between ethnic groups. And then there's the food: there's variety and ample spice available in the numerous restaurants and food stalls. We found judging an establishment by the number of locals eating was an effective test. Often the decor leaves much to be desired and at one of our favorites, the Tandoori House, we were virtually sitting in traffic. But the food was excellent and we suffered no ill effects. Well, not often and not serious anyway.

Saracen - 1994: Langkawi is beautiful and duty free while surrounded by lovely islands, many of which reminded us of the Vava'u group in Tonga. We intend to spend more time here. Kuah is yacht friendly and offers many services including CB Trading (on the main street of town), wherein you will find Sea Speed Boat and Yatch (sic) Supplies Sdn. Bhd. Besides offering marine supplies they will collect mail and faxes. Domino Restaurant serves the best sautéed chicken livers and fish and chips in town, answer a multitude of questions and rent motorbikes. Proprietor Wolf Langenbacher is the Langkawi Port Officer for "Transocean" of Cuxhaven, Germany. The newly opened Yacht Man's Pub and Grill serves great meals too.

[97] Jimmy's Restaurant was the yachtie hangout this year, though Domino's also recommended for its reasonably clean toilets and good food. Elmona was a popular travel agent. Full size chart copies from the shop near Domino's. Van taxis go up and down the main street: share taxi ride is 1R per person anywhere in town; 2R per person outside town. Taxis picking up at Langasuka (the Rebak Ferry dock) were charging 3R per person. A private taxi was 4R in town; 12R across the island to Langasuka.

OTHER STOPS NEAR LANGKAWI

Stylopora - 1995: Some of the **islands of Langkawi** are national parks, but many are uninhabited solely due to their mountainous nature. Dense vegetation comes right down to the water's edge and with relatively narrow fringing reefs it is sometimes possible to anchor close in. From such vantage points we were able to view wildlife at a range not generally available to yachts. Orange breasted kingfishers are spectacular in colour and pretty easy to spot, as are the hornbills with their black and white plumage and characteristic flight. Sea eagles and brahminy kites are also common, but it is the monkeys that generally fascinate. At dawn and dusk long tailed macaques forage for crabs along the foreshore, and in some locations leaf eating monkeys with striking white caps and unusual orange-brown babies can be seen feeding in the tree tops.

Cormorant - 1994 Langkawi, with its more than one hundred islands, was wonderful and could keep you in different anchorages for several months.

Renaissance - 1997: Clustered about Langkawi's feet are numerous small lovely islands of soaring limestone cliff walls and isolated protected caves. There are dozens of protected, romantic, beautiful small anchorages where only critters dwell, all less than 15 miles apart. In fact, most are only a mile or less, Kuah generally 15 miles away, and all with little treasures such as fresh water springs and/or pools, otters, monkeys, and deer. There is at least one all-weather anchorage accessed via a 20' gap in a limestone wall and ringed by land. The holding is generally mud.

Renaissance - 1997 - Pulau Dayang Bunting/Fresh Water Lake 6' 12.1 N; 99' 46.7 E

One of the area's best known attractions, Pulau Dayang Bunting has a crystal clear freshwater lake with an anchorage suitable for NE conditions nearby. It's well worth a visit although it can be busy with day trippers from Kuah.

Rubaiyat - 1996: Make it to the Lady of the Lake anchorage and swim in the fresh water lake..beautiful!! It's surrounded by sheer rock cliffs that somehow have green growing all over.

Pulau Selang has 0.6 M rock due east of island about .3 mi and 0.4NE of isle at about .5 mi.

Pacific Jade - 1995: Langkawi is the only real cruising ground on the west coast of Malaysia. A number of spectacular islands provided sheltered anchorages, clear water for swimming and, on Pu.Dayang Bunting, a freshwater lake with a swimming float only 10 minutes walk from the dinghy landing. On Christmas Day, seven yachts lit a fire on a small beach near the track to the lake to enjoy a traditional dinner of roast beef, Yorkshire pudding, baked yams, Christmas pudding, cheesecake and fresh fruit, with a warm sea to swim in and monkeys watching from the branches overhead.

The Channel Between Gabang Darat & Dayang Bunting 6' 11.4 N; 99' 47.4 E

Stylopora - 1995: As is often the case, the more remote corners have the most to offer. In the southwest region the narrow channel between a small island called Gabang Darat and the larger, Dayang Bunting, is navigable and provides good all around protection in any wind direction. The channel tends to be a bit deep, but there are a couple of shallower areas for anchoring, either near the small beach or off the mangroves further south. Being so close to vertical limestone cliffs dripping with rainforest feels unnatural in a yacht, but it is this very proximity that makes it a hard spot to beat for wildlife watching.

4.5.7 Pantai Kok / Seven Wells 6' 21.7 N; 99' 40.6 E

Stylopora - 1995: Pantai means "beach," and in NE winds, Pantai Kok is also an attractive anchorage with the clearest water in the area. If any criticism can be leveled at Langkawi it is that the water is not clear. A beautiful turquoise color yes, but clear, no. Pulau Paya to the south, and the offshore islands across the border in Thailand have good water and some nice coral, but clarity of water is not a feature of this area. One of the best inland attractions on Langkawi can be accessed from Pantai Kok. **Telaga Tuju** is a spectacular series of waterfalls but quite an energetic climb in the tropical heat. The name means Seven Wells and at one level it's possible to slide over the slippery rocks from one pool to the next. We all had to have a go.

Strider - 1996: Outside of Kuah town there were many nice anchorages and we especially enjoyed Pantai Kok, 06°21.75N 99°40.56E, where we had some good dinners ashore and watched the annual LIMA exhibition the first week in December, which featured spectacular air shows over the airport.

4.5.8 Hole in the Wall

FB Discussion – Feb 2019 – Restaurants: Does anyone have a favorite floating restaurant at the Hole in the Wall in Langkawi?

- We had some Calamari at the first one you come to. Would not recommend based on that one experience. Didn't eat at any of the others.
- While you are thinking of your choice.. Take note of the location of each café's toilets.
- Not far from there, you have the Four Seasons restaurant. Quite good!! And they have a pontoon for incoming sailors

- Stopped by the restaurants today on the way back from Crocodile Cave. We randomly chose the furthest 'upriver' establishment. It was a fun 30 minutes that included a tour of the fish "farms". They have Giant trevally, barramundi, grouper, archer fish, stingrays, snappers and a few others swimming around in netted enclosures. The chips were hot and tasty. Didn't have a full meal, but only because it was between breakfast and lunch.... didn't see anything that looked particularly concerning as far as health / food safety.

Arjumand - 1997: Entrance 06' 25.61 N 99' 52.13 E **Anchorage** 06' 24.88 N 99' 51.92 E

Sir Swagman - 1996: Miles of inland waterways. Course 190° to entrance [see above]. Branch left, branch right past fish farms or dinghy straight ahead to restaurants & bus to Kuah Town.

Stylopora - 1995: The **river estuary to the NE of Languun** is navigable to yachts at 6' 25.7 N; 99' 52.2 E. Known as "the Temple" because of spectacular rock formations, this anchorage has a very narrow entrance, and we were not game to go in. We do know several yachts who have anchored inside and rave about the wildlife.

Stepping Stone - 1994: Here and there in the world there are a very, very few places, where, by some happy accident of nature, something special occurs, Here in Langkawi, it is a narrow cleft between two soaring cliffs cloaked in rain forest green. The trees were filled with Hornbills calling and chattering, and the kingfishers, jewels of glowing orange and electric blue, quarreling in the branches overhanging the deep green water, Families of river otters squeaked and tumbled through the anchorage, while ashore monkeys foraged on the beach where a stream flowed through small pools, just right for bathing, into the sea, Aloft, the white clouds streamed from the cliff tops, but only gentle breezes reached us at sea level, It really was perfection, a place for renewing the soul.

4.5.9 Northeast Islands

Stylopora - 1995: The northeast islands are still very quiet. The only people we saw were occasional fishermen putting out their crab nets or fish pots. The **channel between Pulau Languun and the main island of Langkawi** has several protected spots.

4.5.10 Things to Do

Brick House – Feb 2018: Gua Tempurong Cave. A local told us about it, and once I researched it, I could not see why more people do not know about it. It's the biggest or longest cave in Peninsular Malaysia and well worth renting a car and driving there. It's about 30 minutes south of Ipoh.

To take the 4-5 hour tour, the most expensive and difficult tour they have is 80 Ringits, half of that if you are a foreign senior citizen. It's not an easy trip and you need to be a little bit fit to take it, but not extremely, as I made it fine! You get muddy as you wriggle through small holes, and crawl on all fours through mud and water. You swim out from caves in to waterfalls, you slide through rushing water with stalagmites inches from your face, you are in complete darkness at times with only your headlamp to guide you. You slide down rockfaces, and lower yourself in to holes. It's a really really fun trip, with great guides, a total body workout, and an amazing cave system. Well worth travelling out of your way to see.

Ipoh is a good base to go from, and an easy day or overnight trip to the Cameron Highlands too. We made the trip from Penang, but Pangkor would be even closer. On the way from Penang, we also went to Orangutan Island. It wasn't nearly as good as Semongoh in Kuching or even as

good as Sandakan, but it was a nice way to say goodbye to my favorite apes. They roam somewhat free on an island and the people walk through a cage to keep safe from them.

Interlude – Nov 2008 – Based at Telga Harbor Marina : An easy walk from the marina is the Oriental Village and adjacent Langkawi Cable Car, which we rode to the top of Gunung Machinchang (2,300 ft) affording us a spectacular view of the marina, mountains, Andaman Sea and Seven Wells, a cascading series of waterfalls with 1000 feet of vertical.

One day we hired a taxi for a land circumnavigation and one of the stops was the Seven Wells where we braved the natural water slides. We are still debating what was crazier: Kurt sliding down in his underwear or the fact that the next drop is several hundred feet with no guardrail.

Other stops on our car trip included Underwater World, Malaysia's largest aquarium complete with penguin exhibits and walk thru tunnel tank, lunch in a mangrove swamp at the Barn Thai restaurant and a hike to Temuran Waterfalls where locals were enjoying a cool dip in a freshwater pool.

We also stopped for a walk around the Four Season's Resort to see how the truly indulgent vacation. Located on a pristine stretch of fine white sand beach complete with private gazebos for seaside dining it takes top marks for any resort we have ever seen.

After a week in the marina, we extracted ourselves and spent another week gunk holing around the small islands located on the southern end of Langkawi. Spectacularly sandwiched in a narrow channel between Dayang Bunting and Pulau Gubang Darat we spent several days watching monkeys, sea eagles and other wildlife. Within a short dinghy ride were numerous limestone hong (caves) and the (oxymoronically named) Lake of the Pregnant Maiden, a freshwater lake accessible by a short walk from the jetty or an even shorter climb from the beach in the anchorage. We were the only hikers braving a poorly maintained boardwalk along the lakeshore and were rewarded with a spectacular view from the ridge with the lake on one side and Interlude at anchor on the other.

It is worth mentioning that we found swimming, snorkeling, diving and pretty much anything to do with visibility in the waters around Langkawi including eyeball navigation to be severely limited by the particulate matter and organisms (including jellyfish) present. The sea does have a pretty, milky green color though.

5 East Coast of Peninsular Malaysia & Tioman Islands

See also PDF file "Tioman Island Final" by Deus in Malaysian folder.

5.1 Weather

5.1.1 SW Monsoon Weather

Most people cruise the east side of Malaysia in June-July-August to get away from the Sumatras on the west side of Malaysia.

Sail SE Asia FB Group – June 2019 – Normal Weather in June: We are cruising up the East coast of Malaysia from Singapore to Trennganu. What sort of weather one can expect this time of year. Do the squalls get less frequent the further north you go? We have been having very bad squalls almost every day between Singapore and Tioman. (each bullet is an answer from a different person).

- Coming from the SW off the land? They tend to keep coming from the SW up to late Oct. I suggest you get the "Rain Alarm" app, which covers Singapore to Phuket on both sides of the peninsula. You can see the squalls coming. I am told the squalls get less right at the top of the gulf.
- When I was going up this time they were up to 45 Knots, at least one a night. My nights in Tioman were never nice... I sailed direct to Tioman from Singapore Strait, and then from Tioman to Terengganu. This trip was marked by giant Lightning Show on shore, but I was in peace offshore. We got some squalls but no lighting.
- We're in Terengganu at the moment, blowing around 20 knots from the South. Have had a couple of squalls in the last few days.
- Singapore and surrounding areas is one of the worst places in the world for lighting (on a par with Florida) so you've definitely seen the worst of it, but you will continue to see Sumatras and NW squalls. Fortunately for you you'll be in the lee so you won't get sea-state. As David suggests, get Rain Alarm. It is excellent and will keep you well informed of impending bad weather, which normally comes in late afternoon and evening. Sorry, I should add that RAIN VIEWER, not Rain Alarm, is better imo. The Pro version is a couple of quid and worth it, but the free version is also good. I have a widget on my home screen and you can set alarms etc.
- We are heading down from Terengganu to Tioman hoping along the coast. We are currently holed up in Kuantan waiting for the weather to drop. Wind from the south and southeast as well as swell so not comfortable. Also lots of thunderstorms but these are mainly close to land. Wish it was SW.
- Now it is quite difficult to find a comfortable anchorage as the SE swell makes the east side of the islands quite bad and on the west you are on a lee shore for the squalls.
- We came up the coast last year, ducking into the rivers for good anchorages depending on your draft. Terengganu is a great Anchorage with good supplies. I love it there.

5.2 Approach, Arrival and Formalities

Miss Foxy – September 2023: We just spent 2 weeks cruising Singapore to Koh Samui via Desaru, Sibu, Tioman, Redang and the Perhentians and did not see a single other cruising yacht for the entire passage. Is it possible the single bad experience of one yacht (Braveheart) has deterred so many others from enjoying this beautiful sector of our region this year?

In the decades that I have sailed this route I have never done it without encountering at least five to ten yachts en-route. For the entire bay outside Tioman Marina to be devoid of cruising yachts was downright strange.

Checked in @ Desaru Coast Ferry Terminal. Don't expect to anchor/tie up there overnight. They do not allow this. An earlier post by someone in our group said you could but no, this is not permitted. We used Camar Husaini Sani as our agent for check-in +60 17-223-9991

We did not get questioned by anyone, anywhere during the entire passage. I spoke to Jabatan Laut, Marine Parks officials and dive resort owners in several locations about anchoring in marine parks and literally all of them said, "Can anchor! Just not on coral."

Check into Tioman and then go to various islands nearby. The Jabatan Laut (Marine/Harbourmaster office) is in the Tioman Marina facility, as is the Customs office.

Immigration is walking distance from these. Super easy. Ask them questions about where you are planning to visit and they will happily answer. The Johor state Marine Parks office is opposite two jetties north of the main town jetty and you can ask questions there also. Very impressive complex. I think the whole concern about anchoring in Malaysia marine parks is being overblown, in our own experience these past weeks.

If you're concerned about being 100% compliant then check out of Malaysia at Tanjung Pengelih on the SW corner of the southeastern most tip of peninsular Malaysia. There is a police/navy marina there with a ferry terminal that processes all CIQP in one stop. It's a viable anchorage either N of the navy marina or immediately south. You are permitted to dinghy into the marina to go ashore for CIQP. Then it's a simple jumping off point to Singapore, all in daylight. You can do Sibul to Pengelih all in daylight too (if you get up early enough!).

Someone else commented on this thread: "I did the route 3 or so months ago and did not see any boats other than 3 on moorings in Tioman. One of the boats was Malay registered and came from Senibong Cove Marina Johor. The other 2 I am not sure. That was pre the guy getting into trouble. He too was told it was OK to go to national park areas but later had all sorts of issues after he went. I think they pick him up mainly by AIS tracking. The island Pulau Tinggi I think was the issue. I would be interested to hear more about that. On the west coast Singapore to Phuket a month ago I also saw very few boats in anchorages. In fact none. Just us but for Phi Phi Island. Even there yachts were just a few and the rest commercial."

5.2.1 Anchoring Restrictions

Note: This issue is still being discussed. See subsequent info above.

Sail SE Asia – June 2023: As was widely reported in several SEAsian newspapers my boat was recently impounded by Maritim Malaysia.

The charges were:

Section 491B (1) (I) MSO1952 Anchorage without permission Director of Marine Department.

Section 449 MSO 1952 Failed to report on arrival..

These charges were explained to me as,

I anchored in a marine park, all islands on east coast of Malaysia are marine parks, so no anchoring within 3 miles of any island.

I could not break my trip and stop anywhere unless in case of emergency, where I must notify the authorities on VHF 14, and they would give co-ordinates where I could anchor. As my port clearance gave my start and stop ports as Tioman and Desaru Ferry terminal, it must be completed in one continuous trip .

All my ships papers were in order, and no fault could be found with them. I had explained to the agent in Tioman my intentions were to stop at a couple of islands on the trip, and to ensure I had all the required marine park permits. I purchased a marine park entry permit for 100 MYR as well as personal entry permits for five people.

My boat has been released after paying a bond , and the matter will go before the courts in the next couple of months.

The reason I feel it is important to put this post up is the implications for all of us who love cruising the East Coast of Malaysia.

I also must stress that all personnel of Maritim Malaysia were extremely polite and professional.

Ed Note: This just happened, wanted to make sure everyone was aware of it. Ramifications and solutions are still being discussed.

August 2023: Someone else commented: I was anchored off Pulau Sibu on the day Braveheart was arrested. I had spent a total of 10 days between Pulau Tengah and Pulau Sibu without incident.

However, a week later a Maritim boat approached while I was anchored off Pulau Besar. Was politely told that I wasn't allowed to anchor within 3nm of any marine park (every island on the east coast is a marine park). I had to weigh anchor or be arrested.

A couple of weeks later, after returning from Anambas, I cleared in at Kuala Trengganu and spent a week at Pulau Redang without incident. I was assured that Trengganu had no restrictions on anchoring at the islands. I left Redang on 28/7.

In summary: it's starting to look like this is a Johor specific issue

5.3 Marinas & Haulout Facilities

5.3.1 Sebana Cove Marina / Santi River

There is an anchorage and marina up the Santi River. Recent updates on this marina and the anchorage, and getting to Singapore from Sebana Cove are reported in the [“Singapore Area / Malaysian Marinas Near Singapore”](#)

Comments from a 2018 FB Post:

- We are at Sebana Cove. 1200 MYR a month for 15 metre mono. Can clear in here. Swimming pool, gym, and marina is in mostly fresh water no wear on the antifoul. The marina is as good as anyjang, strong cleats, power, water. A bit of the decking has rotted but is patched up with plywood. The showers are first class, even air conditioned. The swimming pool is excellent plus a small gym. The place is a golfing resort with huge grounds, very quiet. 3 buses a week go to the supermarkets which my wife tells me are good. Also the marina is in fresh water so easy on the antifoul. Its not the place to come and do major boat work. Best for chilling out or leaving the boat to go home.
- Try Sebana Cove Marina - prices are reasonable, well protected, water is fresh so no barnacles. Call Manager Zakaria: +60 19-706 8736
- Come south to Sebana Cove very cheap and safe. An overnight sail from Tioman. Easy to get to Singapore Changi Airport from there also.

Carillion - 2007: We went to the marina to fill with diesel (RM2.32/L) but anchored in the mouth of the **Santi River** at **1°23.91N 104°06.54E** in order to get an early start the next day. Sheltered anchorage and good holding in mud. The marina is very welcoming, good pontoons, swimming pool. Check in/out for CIQ next door which the marina will organise for RM50. Regular ferry to Singapore.

The reason for stopping at the Santi River was to go up to Sebana Cove to fill up with diesel. There was enough of a price difference between Malaysia and Singapore to make it worthwhile. Sebana Cove is only a few miles up the river so about mid-morning we motored up there and tied alongside the fuel dock. The fuel dock is on the river itself so there is no need to even go into the marina. We had considered leaving the boat on the dock for an hour or two and having a swim in the pool at the marina but while we were waiting for the attendant one of the many macaque monkeys jumped onto the back of the boat looking as though it was contemplating

mischief. Knowing how destructive they can be we decided to stay with the boat. Having topped up with fuel we motored back down the river to anchor for the night.

Nepenthe - 2006: Bar WPTS we used: 1.23.5N/104.06E to 1.24.4N/104.06.8E. Shallowest we saw two hours before Hi tide was 10.5ft. There are red buoys marking shallow spots, no other buoys. Sebana had confirmed a slip for us and we called them on VHF 71. They check you in with customs, immigration for 50R. If you want you can anchor off Pengilth point and dinghy in and do it yourself free we are told.

What a wonderful quiet and beautiful place. We spent 3 weeks here cleaning up after the oil scum of Sg.

Great pool, and a shuttle to the neat little town goes twice a week for only 6R. You can get most everything in basic staples here, but the meat is a rare item, only on Thursday does the pork come.

There is a clinic here and I was able to get the few things I needed from the Dr.

Great walks every morning, and the restaurant was good. Bread and some meat available at the marina office.

Free wireless on board, or 5R/hr at the office. We found them to be very helpful. There is a grand lady on B dock, Yai, who watches boats if you leave yours for a bit. Birds are problem, they come a couple times a year and they are numerous at dusk. Not bothered at all with mozzies.

To leave, advice is to reach Calder one hour before Hi tide that is before low low tide and you have current with you around to the east coast of MY for 9 hours.....we found it worked.

We found only a few stores on Tioman for food, and the fresh stuff was quite dicey, so plan on getting boat stocked in Sebanna or Singapore. Sebanna OK, could get most general things.

You can take Lima passage, but we took Middle channel, safer and it was overcast, so there you go.

5.3.2 Prospect Dockyard at Endau

FB Group – October 2020: Any info on Prospekt (?) boatyard on Malaysia east coast? Can anyone help me with the contact details of whoever controls the Endau haul out facility on the east coast of Malaysia?

- (Source: Noonsite, date unknown): Tel:+6 (09) 4131868 / +6 (09) 4131766 /+6 013-9318900 (Mr. Ng Hong Huatt) Fax:+6 (09) 4131869
prospect_dockyard@yahoo.com.my
- New slipway in 2009. Position 2°39.843'N, 103°37.896'E. Reported to be reasonably priced. Labour can be hired, or DIY. Workshop facilities, welding, sandblasting, diesel engineer. Toilets and showers, and the owner are friendly and helpful. Power and water are available. Staying on board is not a problem. Anyone wishing to haul out here would be wise to check in advance, in case sandblasting is scheduled.
- I hauled out there many years ago. It is shipyard...Mr. Ng the owner is a really good guy and went the extra mile for me. If you are on that side of the peninsula and need a quick haulout it will be fine. Maybe some of the finer shipyard services will be easier to get in Pangkor or Langkawi.

- I have hauled out twice there. Last time was 2018. I'm at Tioman Island so if I need to antifoul before returning to Australia I will happily return there.

Tempress of Down – May 2019: Triple checking the tide Tempress anchored off P. Tengah located an hour or so south of Endau on Wednesday afternoon. Overnight a whole fleet of local fishing trawlers anchored around us! We knew we had the tides right when they set off for the river entrance at the same time as us. It was a crazy waterborne rush hour with fishing boats arriving, and leaving, at full speed in the narrow channel as well as departing ferries heading for Tioman.

The Propect Dockyard had been very helpful when Kevin had called to arrange to come along side. And Miss Ng was there to welcome us in person with two of her yard boys delegated to take our lines. We tied up to their work boat. Soon Vincent, the battery seller Shelley and Kyle had found for us arrived and the yard boys helped Kevin carry the three heavy 160 amp hour batteries ashore before loading on the boat their replacements.

Meanwhile Claire and I headed off to find a supermarket. Miss Ng gave us rough directions and a yard worker pointed the way to the front gate so we were surprised when half way up the dirt track to the main road Miss Ng drew alongside in her 4x4 – hop in I'll take you. She then kindly waited while we shopped for green veggies, fruit and meat before taking us to the ferry terminal where she helped Claire book a taxi for later that afternoon. Sadly Claire's time with us was coming to an end and she was heading down the coast to Mersing to get the bus back to Singapore. By 21:30 that evening Claire was safely home and Tempress was at anchor of P Tengah with 'Blowin' Bubbles' who had been launched that morning.

Cruisers Wiki Online – 2010/2011: The Endau boatyard uses wide cradles running on 4 rails to slip large vessels, up to a maximum of about 100 feet in length. The cradles are hauled up by winch, and then points can be reset to move the cradles sideways and out of the way. If a boat will be out of the water for a very long time then it is jacked off the cradle and supported on blocks. The yard has two work areas, both on the starboard shore. The main work-area is the older one and is situated just upstream from the road bridge. It is inaccessible to yachts or high vessels because of the road bridge, but this yard is always busy with quite large fishing vessels. There is a good machine shop, lots of wood-workers, and the owner of the yard assures customers that most marine supplies and skills are available, including sand-blasting. The depth near the bridge is excellent, better than 3 metres.

The new work area of the Endau Boatyard is about 1/2 mile downstream from the bridge, closer to the ocean, and is also on the starboard shore. It covers a very large area but in March 2010 was only a few months old and relatively unused. In the time it is expected to handle numerous large vessels up to about 150 tons and is unconstrained by height restrictions. The yard has good power and water and a basic toilet-shower block. There is a new office block, mostly empty, but no other facilities. Machine work etc is still only available at the main yard about 3/4 of a mile away along the mostly dirt road. The yard itself is quite isolated. It is fenced and has night security and so far there have been no reported incidents. There are guard dogs which roam free at night, but they are very friendly to those working in the yard.

Slightly downstream from the road bridge, between the bridge and the new haul-out area and also on the starboard shore, is a new marina, known as the Harbour-master's marina. The outer T-head is very substantial and has numerous pilings. It curves in a slight arc with the points towards the shore which gives slightly improved shelter inside and can accommodate several large vessels, on the inner and outer sides. There are several small fingers attached to the main walkway from the shore, but few if any have pilings at their ends and they are all quite short. Yachts have secured to them but took the precaution of tying lines to as many other strong

points as possible. The current in the river can be very strong, several knots at times, and the river is quite exposed to strong winds. The wash from passing fish boats can also be considerable. Some yachts have spent a couple of weeks at the marina while all necessary supplies were acquired before hauling out. Close to the Harbour-master's marina and slightly downstream is the terminal for the ferry to the Tioman Islands, with a very substantial dock.

Endau town has several hardware stores and sufficient shops and small restaurants for most needs. Like Mersing to the south, it is a fishing town, and the port shore has numerous fishing vessels secured alongside, many of which are 20 metres or more in length. Some paints and epoxies etc are available immediately, while other supplies may take a week to obtain.

When hauling out, remember that the current in the river is strong and does not necessarily turn with high and low waters. Take care with the approach onto the cradle and do not be hurried by the yard workers who are very keen to get on with the job. Unfortunately, the yard has dropped a couple of yachts. The problem seems to be partly that the yard did not understand how thin-skinned a catamaran is compared to the robust Malaysian fishing boats, and partly that the short keel of one yacht did not sit true on the very substantial cross-beams of the cradle. It was the bridging between the cross-beams that gave way. The good news is that the yard made good all the damages quickly and efficiently and that they have now learned how to handle yachts.

For more information call the boatyard phone on (60) 9 413 1868, or call contact Mr Ng, who speaks excellent English, on 013 931 8900.

ENTRY INTO THE RIVER These notes are derived from the experience of a few yachts which were in Endau in late 2009 and early 2010. The particular details below are for March 1st 2010. The tide for the day, taken from 'Tidecomp' for Kuala Rompin, shows LW of 1.0 at 0430, HW of 2.1 at 0950. At @0800 when the yacht crossed the outer bar the tide was approximately 1.8 metres. There are reports that a dredge sometimes operates in the river. Pass slowly if it's working.

From seaward approach the channel on about 250 degrees. The bar had depths better than 3.0 of water metres at 0800.

The first buoy is green and is passed leaving it about 30 metres to starboard with depth of 6.0 metres. 02°40.97'N, 103°37.40.63'E. Now steer for the town, which is clearly visible. The shallowest depth experienced was 3.9 metres of water between this buoy and the next.

Pass the Black-white concrete beacon, leaving it about 100 metres to port, depth 5.5 metres. 02°40.3'N, 103°37.39.65'E.

Leave the Red buoy about 20 metres to port. Depth 5.2 metres. 02°40.97'N, 103°37.39.28'E.

Leave the Green buoy about 60 metres to starboard. Depth 5.5 metres. 02°40.97'N, 103°37.40.633'E 02 40.037N, 103 38.49E.

Stay centred in the river and steer towards the town bridge. The yacht haul-out yard is to starboard about 1/2 mile before the bridge, and the marina is close to the bridge also to starboard.

Update April 2011: The dockyard is busy now, we had to wait two weeks for a date. We got the following waypoints from the dockyard, the waypoints match the route of the waypoints above. We came in at low water (3.5 ft above Chart Datum) and had only 7 ft across the bar. The shallowest spot was about 100 meters East of the Black/White concrete beacon.

N 02 39 870 / E103 38 157

N 02 40 023 / E103 38 825

N 02 39 991 / E103 39 194

N 02 40 491 / E103 39 917

N 02 40 855 / E103 40 492

5.3.3 Tioman Marina

FB Group – September 2018 – A Place to Leave the Boat: We are currently at Tioman and we're looking for a place to leave our Leopard 45 catamaran while we fly back to home for a month. Got a quote from the Terengganu marina for RM240/day = RM7500 (-5%) per month... seriously!?!?! (*This price is wrong, turned out to have been quoted per meter vs per foot and so is about 3x higher than it really is.*)

The marina here at Tioman looks jammed up and a bit dodgy. Seems like a trip back to Senibong (RM90- per day) seems like the best option?

- There is a trick to getting into Tioman. See the guy in the office, get him to tell you if someone is leaving when they do steal their spot. You cannot forward pay and you cannot book. They will probably have a line across the berth entrance, take it down and go in. Rude but that's how it is done.

Also a few boats are there unattended on anchor, very safe and free.

FB Comments Re Marina Status – June 2018: No management, no facilities, no electricity, no water. Full of small tourist boats that block the pontoons. Absolutely run down.

Duty free is still open, but purchases are limited now: 4 cases of beer and 2 l of spirits per person per month (or so). Have to show or state passport number when purchasing. But you can circumvent the limits by alternately bring I.D., driver's license, passport and anything official with a picture. Leave a few days in between and always send other crew members too.

We are in the marina right now although it's really uncomfortable. If you want facilities, head to Terengganu first. But don't pass by Tioman, Tulai, Aur!

Getting a berth: Dinghy into the marina and talk to Henrike, a German girl, on Catherine, or Eddy, from Belgium, on Helena and they will tell you how to work your way into the marina and if it is possible. One cruiser figured out how to get the electricity working but every time the proper switches were flipped, someone would come by a week later and undo the handy work. Same for the water. That pipe was always being disconnected by someone over by the bridge. Who knows why. So at best all you get is a dock. You might check with the above mentioned names to see if anyone even cares to charge any more. As far as security, it is surprising but none of the long term cruising boats have had any problems. One guy from Singapore even stored a lot of his boat gear on the dock, covered with a tarp, next to his boat for many months with nothing disappearing.

5.3.4 Terengganu

FB Group – September 2018 – A Place to Leave the Boat: We are currently at Tioman and we're looking for a place to leave our Leopard 45 catamaran while we fly back to home for a month. Got a quote from the Terengganu marina for RM240/day = RM7500 (-5%) per month... seriously!?!?! The marina here at Tioman looks jammed up and a bit dodgy. (*This price is wrong, turned out to have been quoted per meter vs per foot and so that price should be divided by 3 to get the real price by foot.*)

- At Terengganu marina we paid RM55/day 44ft cat. Just know that your hull will be stained with a dull beige/yellow colour if you leave it there unattended. We were there for only four hours two weeks ago and it stained our waterline. Something in the sungai (river) water in Terengganu that leaves stains (iron oxide perhaps).
- Terengganu prices are negotiable just arrive and go into any available berth, Din will find you to do a deal. Din: 0135343068 With a 10% discount for 1 month or more. Also water and electricity are free.

5.3.5 Other Options from the East Coast of Malaysia

- Send email to Sutera Harbor at Borneo in KK. Few days sailing and you are in 5* marina and I believe cheaper than 240 per day.
- Come up to Ocean Marina in Thailand.

Ocean Marina Yacht Club

274/1 Moo 4 Sukhumvit Road, Tambon Na Chom Thian, Sattahip, Chang Wat Chon Buri 20250

02 038 5018

<https://goo.gl/maps/VCA4V97Dmp52>

- Try going north to Race Marina Hua Hin Thailand. Very safe haven and not busy yet. Manager is French facility very good. Not sure of price but you can contact them. Where are you tickets out of? <http://racer-marina.com/>

You could fly out of Bangkok. A friend had a boat in Terengganu and things were stolen off it when he was not there. Marina was not helpful at all.

5.4 Cruisers Services

5.4.1 Money

5.4.2 Diesel and Gasoline

Discussion on FB Group – September 2018 – Diesel in Tioman: Arrived in Tioman yesterday, and we are looking for diesel. Just got quoted for 4.44rm. Anyone know best place and price?

- The Chinese shop diesel man has a monopoly. He's the only place to get it, at least he delivers and puts it in your boat.
- If you go ashore by the ferry terminal or yacht club and walk down the road to the right there's a minimart that delivers it in 20 litre jugs. I talked to a lady and a young boy delivered it to my dinghy then picked up the empty cans. It was 2 years ago so I forget the price. Seemed reasonable at the time. *Yeah went there—that's where we got quoted. 4.44rm per litre.*
- The supply ship which arrives late afternoons at the Tekek ferry jetty on Tuesdays and Thursdays will get you fuel from Mersing on the mainland at pump prices, plus if I recall RM5 per can for the service. When you see them just roll up with your dinghy and pass up your fuel containers and some cash - they are a great bunch of guys and it's a great service!

- Just get enough to get you to Terengannu. Good fuel there. Or get enough to go to Mersing/Endau. Slipway and pontoons there (high tide only), easy shore access. Get a taxi and go to the gas station.
- You can get local prices. at the cross roads where they have a satay stand,,there is a decent sized corner store, their fuel is in the lockup outside....they will give you a good price. this is at the end of the road from the marina walking straight ahead. *It's RM2.70 there, but they don't have any right now.*
- If you do not require huge amounts, they sell by 1 or 1.5 litre amounts at stalls by the wharf at Tarempa. June 17 it was 14,000 a litre (roughly A\$1.40). The rally organised a fuel boat (men to collect 20 litre containers and bring them back full).

Carillion - 2007: Diesel is available in several places. We filled up at Sebana Cove, then took on a small quantity at Kemaman and filled up again at the fuel dock at Terengganu. We were told we could have diesel shipped over from the mainland at Tioman and diesel would be available in Mersing. Other yachts went in to mainland ports near the Perhentian islands to buy diesel and other provisions.

Malaysian regulations prohibit filling of jerry cans with diesel at petrol stations and these were applied fairly strictly on the east coast. One jerry can per visit to the petrol station seemed to be ok, so in one case (Kemaman) we parked our dinghy a few metres from the petrol station and filled one can at a time. Otherwise it is possible to get a permit to fill more than one can. Filling up at fuel berths is no problem.

5.4.3 Propane (Cooking Gas).

5.4.4 Groceries/Provisioning

Carillion - 2007: Best to stock up as much as possible in Singapore if coming from the south. The larger towns to the north (for example Trengganu, Kuantan) have good supermarkets and markets but there are few provisions to be had on the islands. The larger islands (Tioman, Redang, Perhentian) have villages with small village shops where there is a limited selection of fresh produce and, usually, frozen chicken and meat. Also they all have good ferry services to the mainland and a day trip to the shops is quite feasible.

5.4.5 Water

5.4.6 Boat Parts & Repairs

5.4.7 Laundry

5.4.8 Medical

5.4.9 Getting Around

5.5 Communications

5.5.1 Telephones & Cell Phones

5.5.2 Internet Access

5.5.3 Mail

5.6 Things to See and Do

5.6.1 Restaurants & Bars

5.6.2 Diving & Snorkeling

5.6.3 Land Touring

5.6.4 Hiking

5.7 Cruising Notes

This section goes from south to north along the east coast of the Malaysian Peninsula.

5.7.1 Teleck Blaua

Nepenthe - 2006: This is a small bay between the two headlands, of Teleck Lompat and Balau, just south of Balau. Anchored in 16 ft at 1.35.65N/104.15.7E

5.7.2 Teluk Pangaii

Tempress of Down – May 2019: After a hectic couple of days shopping and laundry, catching up with old friends and making new ones in Sebana Cove, Tempress left for Teluk Pangaii.

A 30 odd nm motor trip would take us around to T Pangaii, a quiet little bay located just north of the south east tip of peninsula Malaysia, just seven miles as the crow flies due east of Sebana!

A few hours in and storm clouds began to gather over the mainland. Motorsailing with the main up we tacked, put in the second reef as a precaution and headed out to sea skirting around the rain. This ploy soon failed – it was pouring down. The land disappeared leaving us debating the wisdom of trying to close the land again to find our planned anchorage. Just as we'd agreed to carry on through the night the rain clouds parted and a grey watery sun encouraged us to head west to find Pangaii where we tucked up behind the little seaward island for a comfy night. We weren't the only ones, another unidentified yacht joined us much later in the evening.

Waypoint from Sail Malaysia Guide: 01° 25.80 S / 104° 17.40 E

5.7.3 Jason Bay

Matilda – June 2018: Anchored at 01 51.44N, 104 08.55E in 5 meters at high tide on sand and mud.

Carillion - 2007: We anchored in the north of the bay close to the entrance to the river at **1°54.37N 104°07.78E**. The south of the bay looks good also and might be more sheltered if there is swell from the south later in the season. Good holding in mud. The bay is exposed to the E.

Entrance to the river looks feasible if more shelter is needed. The Class C fishing boats were entering the shallow water from the east at about **1°54.3N 104°07.7E**, then at about 320° until the centre of the river channel bears 340°. Then direct to the centre of the river channel.

Schnuckelputz - 1998: 1°51'N 104°09E - 60 NM from Singapore. Quite shallow anchorage. Swell does roll in from south - watch tide. 10 km of sandy beaches.

5.7.4 Pulau Sibiu

FB Discussion – Sep 2018: North shore of Pulau Sibiu was an excellent anchorage for us three weeks ago when we headed north. Plan to use it again by end of tomorrow (we are currently 140nm N of Tioman heading S).

A: I agree however we've been blown out of there a couple of times previously & strong N.swell - really depends on the weather. Marine Parks boat also active around there - fees are heavy if they catch you. Luck of the draw!

A: Interesting, we didn't get charged 3 wks ago but arrived early evening so maybe ranger went home for the night (we left early AM the following morning too).

A: What's the correct procedure, with regards to park fees, anyway? Are we meant to seek out the rangers and pay or just pay when they come to your yacht?

A: Just hang around and keep your fingers crossed that they don't visit. There are certain 'restricted' areas for anchoring but of course that doesn't apply to the local charter boats where seemingly there are no rules. One instance in particular was P. Simbang 1.5nm SE of Tinggi. Nice anchorage. The morons came alongside, scratched our boat, and told us to move as 'cannot' anchor, must keep 2 miles away. Meanwhile loads of charter boats were running up the beach and anchoring around us. Unfortunately they don't seem to like yachties... so we crossed over to Tinggi for the night. They mentioned money but we didn't pay anything - I think they eventually forgot because I got quite angry as they had no fenders out and arrived alongside at high speed!

Matilda – June 2018: Anchored at 02 13.99N, 104 03.43E in 12 meters at high tide on sand and coral. However, we saw a 'shelf' about 200 mtrs from us so we moved out a little to: 02 14.02N, 104 03.44E anchoring in 13mtrs.

Carillion - 2007: The west coast is very sheltered and looks to be a good anchorage but we did not stop. We anchored in the NE bay at **2°13.69N 104°04.05E**. Good holding in sand but some swell when we were there. Good beach with sandflies. Two friendly resorts and snorkelling along the headland to the N.

Schnuckelputz - 1998: Enter SW side, very protected. 2°10.49'N, 104°06.10'E Can anchor north of island, but watch weather. Good beaches and snorkeling.

Watermelon - July 1998: Anchored on east coast, two beach resort anchorage. Calm, mild swell.

5.7.5 Pulau Simbang

Sail SE Asia FB Group Discussion – Sep 2018: There are certain 'restricted' areas for anchoring but of course that doesn't apply to the local charter boats where seemingly there are no rules. One instance in particular was P. Simbang 1.5nm SE of Tinggi. Nice anchorage. The morons came alongside, scratched our boat, and told us to move as 'cannot' anchor, must keep 2 miles away. Meanwhile loads of charter boats were running up the beach and anchoring around us. Unfortunately they don't seem to like yachties... so we crossed over to Tinggi for the night. They mentioned money but we didn't pay anything - I think they eventually forgot because I got quite angry as they had no fenders out and arrived alongside at high speed!

5.7.6 Pulau Tinggi

FB Discussion – Sep 2018: P.Tinggi: 2.17.001N / 104.06.814E in 6.4M. Subject to E&EO

Carillion - 2007: Very sheltered anchorage behind the reef and off the village jetty at **2°16.72N 104°07.09E**. Good holding in sand, the entrance is deeper and easier than shown on our charts. Good snorkelling on the reef.

It looks possible to anchor almost anywhere along the W coast but we liked the shelter behind the reef. We weathered a particularly nasty thunderstorm here with no problem. There is a bay on the north coast which is reported to have a good anchorage.

Schnuckelputz - 1998: 2°18'N 104°07'E Anchor in NW bay and west side, or S side behind reef. An extinct volcano.

Yawarra - 1998: 02°16.69'N, 104°07.29'E - Anchored in 10' grass and sand not far from jetty. Small swell. An orange buoy marks the end of the fringing reef off the small island on the SW side.

5.7.7 Pulau Aur

Lifelines - 2007: In channel between P. Aur and P. Dayang. 02.28.26'N 104.30.57'E Mooring. Did not go ashore. Snorkelled around small island to west of channel. Interesting deep water boulders. Coral smashed.

Watermelon - 1998: Pulau Aur (2°27'N, 104°31'E) 35 miles from Sibu to the Aur Islands. Between the main island and the northern smaller island are lots of fishing boat moorings. It is very deep, and so the moorings are a welcome resource. Some don't seem to be for larger boats, and some would let you swing into very shallow water at low tide, so choose with care. Very clear water - good snorkeling. You should be sure to bring your dinghy with you and not count on swimming back to the boat, though the current near shore is not so strong.

5.7.8 Pulau Babi Besar, Pulau Babi Tengah and Pulau Rawi

Temptress of Down – May 2019: Our second night out of Sebana Cove was spent in a familiar anchorage off Pulau Babi Besar, the location of the Changi Sailing Club Pulau Besar Regatta every June. The crew were woken by a rising wind in the rigging just before 1 am and quickly closed all the hatches.

For the next hour or so it was one of those hairy nights; forty knots plus of breeze from the north, thunder, lightning and very heavy rain. The skipper donned his oilies, the first mate put the kettle on and dug out life jackets in case we had to put to sea. The pier got rather close off our stern but the anchor held and the storm passed heading south to blatter Singapore. In the rough seas that followed the skipper opted to doze though an anchor watch in the cockpit rather than go to his bunk. The following morning dawned bright and clear, a normal tropical weather service had resumed.

Camomile - June 2014: There's a really nice anchorage at **02 25.8N 103 58.5** next to Pulau Besar, really nice yachtie friendly resort. The cat in the bay is the resort owners and he loves talking about boats, really nice restaurant. Worth a stop.

Carillion - 2007: There are feasible anchorages on the west coasts of P Babi Besar and P. Babi Tengah, all exposed to the W and rather close to the shore. We anchored off Pulau Rawi at **2°31.00N 103°58.48E**. Good holding but very roly after the evening thunderstorm. Resort on shore. We went there a second time a few weeks later and did not stop as quite a big swell was working in and the afternoon wind was directly on to the shore.

The best anchorage we found here is on the west side of the reef between P Babi Tengah and P Babi Hujung at **2°28.80N 103°57.26E**, very sheltered from the southerlies and the swell. The large structure on the shore is used for games in the TV Survivor series.

The islands to the north of P. Rawi have pleasant daytime anchorages.

Schnuckelputz - 1998 - Besar: 2°26'N 103°59'E Anchor SW side.

Krios - 1997 - Besar: The little islands to the north are a pretty sight both above and below the water.

Schnuckelputz - 1998 - Rawi: 2°31'N 103°59'E. Anchor W side, mooring buoys, good walk to top of island. Restaurant at resort O.K. Dead coral but clear water.

5.7.9 Pulau Pemanggil

PU. PEMANGGIL (2°35'N 104°20'E)

5.7.10 Pulau Seri Buat and Pulau Sembilang

Carillion - 2007: Excellent anchorages and very attractive islands. We anchored between the islands to the north of the reef at **2°41.86N 103°53.93E** and south of the reef at **2°40.51N 103°54.15E**. The reef between the islands dries at low water.

Schnuckelputz - 1998: can't go in channel. Very protected. Fantastic.

5.7.11 Tioman Island (Duty Free, Marina)

The two main bays, Juara on East, Tekek on West, are only about 15 miles apart. If swell is bad in one bay, go to other, and vice-versa.

FB Comments Re Marina Status – June 2018: No management, no facilities, no electricity, no water. Full of small tourist boats that block the pontoons. Absolutely run down.

Duty free is still open, but purchases are limited now: 4 cases of beer and 2 l of spirits per person per month (or so). Have to show or state passport number when purchasing. But you can circumvent the limits by alternately bring I.D., driver's license, passport and anything official with a picture. Leave a few days in between and always send other crew members too.

Diesel is available from one of the duty free stores (Vision commerce, marina exit left, then immediately behind the bridge) and comes in 200 liter drums. They will deliver to your pontoon. But it's RM4 or so per liter, more than twice as expensive as anywhere else.

My suggestion: anchor outside, go in by dinghy, get supplies and duty free this way.

The marina in Terengganu is just a day and night's sail north and has excellent facilities and good provisioning, esp. diesel and water. Don't worry about the new bridge, you will fit.

Coming from Samui, you should stop in Terengganu first. Immigration is a hassle (you have to go to the airport, phew!), but customs and harbor master is near the market

We loved Tioman! Anchored off and stocked up with duty free. Some good restaurants, especially the Swiss one at the dive resort along the beach. Great snorkelling at the rock and at Gordon and Lizzie's favourite, Pulau Tulai

We are in the marina right now although it's really uncomfortable. If you want facilities, head to Terengganu first. But don't pass by Tioman, Tulai, Aur!

We were there last month, fuel RM3 litre, in your jerry cans delivered to marina. When you walk down the road from the marina turn right at the bridge then 100mtrs on the right at the general store. No problem with DF limits but if you're going onto Labuan, wait until then for major stock up, 30% cheaper.

Getting a berth: Dinghy into the marina and talk to Henrike, a German girl, on Catherine, or Eddy, from Belgium, on Helena and they will tell you how to work your way into the marina and if it is possible. One cruiser figured out how to get the electricity working but every time the proper switches were flipped, someone would come by a week later and undo the handy work. Same for the water. That pipe was always being disconnected by someone over by the bridge. Who knows why. So at best all you get is a dock. You might check with the above mentioned names to see if anyone even cares to charge any more. As far as security, it is surprising but none of the long term cruising boats have had any problems. One guy from Singapore even stored a lot of his boat gear on the dock, covered with a tarp, next to his boat for many months with nothing disappearing.

Australia 31 – 2015: Said to be the most beautiful island in the world - but I strongly dispute this.

The Marina is a government one and cheap. A good place to leave your boat as it seems secure. As we were now in Pahang State, we checked in with 3 authorities who all seemed not to be bothered if we did or did not. The Harbour Master said come by when you are leaving and check in and out. The youthful immigration boys said to come when we check out and the customs did not seem to know why we were there. An interesting day.

Tioman is DUTY FREE. There are many dive excursions. We took the free bus heading South and ended up at a beautiful beach with a resort for 1000 on it. The beach was deserted and we took the bus back three hours later. We dinghied to ABC, a tourist village which is to the North but inside the bay. Had a breakfast and later lunch and enjoyed walking.

The walk/climb over the Island to Juara went through magnificent jungle - many monkeys and small animals and a great variety of plants. Locals say it should take 2 hours, but it took me 5 and after a swim and a few beers we took a scary ride on a motorbike to get back to the Marina.

Next day we sailed to Juara and spent 4 days there.

Carillion - 2007: Tioman Island has clear water, good snorkelling and good diving. We dived some of the inshore reefs on our own but for the offshore sites we dived with East Divers Tioman in Kg Tekek, just south of the marina. We can recommend them – contact Sufian on 0127877155.

Tekek has some provisioning but this is quite limited. Frozen meat and a few vegetables and fruit. Petrol is available but expensive and we were told we could have diesel delivered to the island. Duty free alcohol at similar prices to Langkawi, but not such a big selection. There are some restaurants in the village, we ate at Liza's which was fine.

Getting ashore is easy on the beaches and we were comfortable leaving our dinghy everywhere we went. There are government jetties at all the villages which can be used but it is not so easy to leave a dinghy alongside the jetty.

The Marine Parks people have laid moorings around the island. They have orange buoys and strictly there is a charge but nobody asked us for any money. We checked a few while diving, all have large concrete blocks (about 1m cube) and strong fasteners and lines. All the ones we checked were in good condition.

5.7.11.1 Teluk Tekek

FB Discussion – Sep 2018: Last time we passed Tioman heading South it was too rolly outside in Tekek harbour, so we went in and tied up to RHS of the ferry jetty, (The ferries were all out) did our hydraulic shopping at the Chinese shop up the lane to the left next to the bridge. No one said anything - we were probably there for 2 hours from 11:00-13:00. If the anchorage is calm then anchor outside - it's easy to take your dinghy in and tie up amongst the yachts. The place is unmanned these days - or was when we were last there 2 years ago. Jabatan Laut have now moved to the ferry terminal and all the offices in the marina were locked. I expect nothing has changed.

Reflections - June 2014: We are back at the anchorage of Tekek, Tioman Island. We went to another little island that had no internet but some nice diving. We got the dive compressor out, filled our tanks and went to blow some bubbles. The water visibility is about 45 to 50 ft but with a lot of particulate matter so I didn't take my camera while diving. Of course, that meant that we would see two large Hawksbill turtles that just swam slowly around us until they were tired of looking at us. We saw four different anemone fish and one of the larges spade fishes I have ever seen. Lots of other fish and soft corals too. So, lesson learned, always take the camera! We will do another dive here, provision up and leave on Saturday to head towards Thailand.

There are fruit bats everywhere! I haven't seen this many since we were in Vanuatu.

Carillion - 2007: The new marina in Teluk Tekek is now open. Good pontoons and shelter and we were told they can accept boats up to 35m LOA and 4m draft. Water and power on the pontoons. Charges 2RM per metre plus water and power. When we were there the office building was not finished, just go in and pick up a berth and pay at the Jabatan Laut office at the ferry pier next door. The marina was nearly full of local craft but we were told they will be cleared out when the construction work on the channel to the north has been finished.

Check in at Immigration, Customs and Jabatan Laut at the ferry pier (note Immigration is here, not at the airport). Very quick, easy and friendly, cost 3RM for light dues.

Anchorage close to the south of the marina is possible but we dragged. We picked up a Marine Parks mooring at **2°49.09N 104°09.12E** which was ok. This had been serviced by East Divers and they normally keep their own boat here. The water sports centre just to the north of East Divers told us they have moorings which some yachts have picked up in the past, no charge.

Our mooring was exposed to wash from the numerous speedboats and ferries moving up and down the shore. An anchorage or mooring to the north of the main jetty might be better.

We checked out **East Divers** - Tioman, a local dive shop on the beach where we were moored and met Sufian who owns and runs the business and a German couple, Peter and Elke who were on holiday. We arranged to go diving with them that afternoon. We did 3 days diving altogether with Sufian and were quite pleasantly surprised and the quality of the dive sites. The visibility was about 15 - 20 metres and the coral was, on the whole, in excellent condition. We saw some areas of damaged staghorn coral but there were also many Crown of Thorns starfish in evidence so that may account for some of the damage. We saw shoals of reef fish, some small barracuda, an enormous moray which I refused to go close enough to photograph since the head alone was about 30 - 40 cm long, bumphead parrotfish which must qualify for the very ugly fish award, lots of blue-spotted rays and much more that I don't remember.

Watermelon - July 1998: Tekek Bay At northeast elbow, the officials are under one roof at the ferry landing ...and some private, rental moorings nearby. We picked a mooring up, was asked to leave because owner's boat would be coming in.

We had tried to anchor where KRIOS suggested, was told by the dive shop fellow that it was hard coral, we would have trouble, which we did (and anchoring is not allowed according to the sign on shore), and were told we could pick up any of the moorings - only to be asked to leave. Better is to go to see Dennis and Vicki at OctoDivers, who have several moorings and will guide you to a good one. These were free last time we were there.

There are government moorings (red balls) by blue-roofed government buildings north of the two jetties (02° 49.9'N, 104° 09.6'E) which you can pick up.

Gasoline (petrol) sold by "16-Hour STOP" mini-market, ~RM 3.80 per litre - second modern market when you turn west from the south ferry jetty. Fuel by barrel is available, there is a bank and limited provisions - two modern markets with limited selection, some frozen meat sometimes, but it depends on when you get there if the supply boat is coming (nobody seems to give you a good answer as to when it will arrive).

Fresh veggies at Veg. shop were sometimes terrible, sometimes okay - W'M and YAWARRA were nauseated by vegetable shop - she doesn't throw out the old, rotted stuff, so the flies and the smell are terrible. There's another vegetable market on the way to the airport. There is a path, with some steps, to walk to Juara on the other side of the island, takes about 2 hours. Some people have the energy to walk back, but there is a slow local ferry that takes you back in the afternoon, which I enjoyed more.

5.7.11.2 Kampung Ayer Batang (ABC).

Carillion - 2007: There is an anchorage in an area of sand at **2°50.4N 104°09.5E** just to the south of the jetty. There are buoys in the bay off the ABC jetty and the Marine Park jetty to the north which were empty. Restaurants ashore.

There are also several places to anchor to the west of ABC with better shelter if the swell is from the north.

5.7.11.3 Teluk Berus Dalam (Monkey Bay)

Carillion - 2007: This is a delightful bay with better shelter from the SW than Teluk Tekek. There are 3 government moorings, we picked up the one to the south at **2°51.81N 104°09.05E**, then on a second visit the one in the middle. Anchorage looks possible in the NE corner of the bay. Snorkelling on the north side of the bay.

It's a fairly deep bay quite well protected from every direction except due west and has at least 2 strong moorings. There is a sandy beach with 1 or 2 huts but not much else. We had the most peaceful night that we'd had for some time. The snorkelling was quite average but on the north side of the bay was a spot where tourists were taken to feed the fish so if you snorkelled there you got mugged by sergeant fish and small green wrasses expecting to be fed.

5.7.11.4 Teluk Salang

Carillion - 2007: We were told the buoys here are all private and very few yachts anchor. There is a wreck to the north of the moorings. Restaurants (quite good), bars and backpacker accommodation on the beach. Best to moor in Monkey Bay to the south and come round in the dinghy if you want to visit the restaurants.

Lifelines - May 2007: Anchored at 02 52.6420 N / 104 09.1954 E

5.7.11.5 Teluk Juara

FB Discussion – Sep 2018: Tioman – Juara Port: 2.47.028N / 104.12.447E or anywhere along beach area.

Carillion - 2007: This is a large and very peaceful bay, probably the only place to anchor on the east coast. Some small resorts and restaurants ashore. We ate at the Juara Beach resort which was ok. Pleasant walk along the road and tracks at the back of the beach. Anchor anywhere in the bay, to the north or south depending on the direction of the swell, good holding in sand. We anchored at **2°47.54N 104°12.34E** in the north which is convenient for the jetty and restaurants and at **2°47.00N 104°12.38E** in the south which is more sheltered if the swell is from the SE.

Krios - 1997: Sometimes there is an annoying swell when the wind dies, apparently if there is a storm offshore, and so it is advisable to put out a stern anchor towards the beach. Prevailing wind and swell from the East, storms from the West (though when we were there we had a storm from the East, raising a nasty chop. But these storms only last a few hours, and the roll, though nasty, lay down in four or five hours).

The bay is big and lovely, there are two small stores in the village (Mutiara, Happy Cafe), with occasional new supplies - watch for the supply boat and go ashore that day. Mutiara will take orders for fruit and vegs. and get them when he goes to Mersing.

There are three or four small restaurants - Ali Putra Mini Cafe was pretty good, but limited menu. Water beautifully clear, stream at south end of bay goes back about a kilometer, is clean fresh water so one can do laundry, etc. Restaurants/cafes are iffy - sometimes they don't have much in the way of food. Bushman's Cafe made dreadful pizza - that day everything was closed or had only big fish and vegetables. Happy Cafe seems to be popular because they have a TV. Long weekend for National Day, so many people that Juara Mutiara Cafe with a big group, did buffet dinners, all you could eat for RM 8.00 per person. Good food. Juara Mutiara has beach shacks, two people RM 15 - 20 per night. That was the price for the Malays. Don't know if he has a higher price for foreigners. Nice man.

Snorkeling is quite good. It's a very large bay - on the north corner are some rocks and reasonable coral there - further in, but just out of the bay, is lots of plate coral. In the bay itself there is a great deal of coral near shore. The water is very clear.

5.7.12 Pulau Tulai

Australia 31 – 2015: Pu Tulai was our stop for 4 days. Great drying reef and beach exploration. At the south tip of the island we saw stairs and climbed to an interesting enormous structure which we were told was for the cell phones. It looked much more important than that.

Reflections - June 2014: The island had it all, beautiful white sand beach, interesting rock formations and clear water for diving.

Carillion - 2007: N Bay. There are moorings very close to the rocks. Daytime use only.

S Beach. Nice daytime anchorage on good weather. Exposed to the prevailing southerlies.

NW Bay. There are several moorings which are reportedly ok. We did not go here but other yachts did. Good shelter and very pretty bay.

Schnuckelputz - 1998: Good day anchorage on SE side. Bay at NW side has mooring buoys, supposedly good in SW blow. Not much swinging room on anchor.

Watermelon - July 1998: Anchored in NW bay, 02 °54.86'N, 104 °06.12'E, 50' deep where anchor down swinging to 15'. Two mooring buoys, both taken by tourist boats when we got here, both left by 1 p.m. Check out big lizard, which comes down to the beach after the day trippers have left. Beautiful bay, clear water and good snorkeling, but we dragged onto coral when a squall came out of the west in the middle of the night. Nasty, though mostly our pride was hurt. We would have been wiser to return to Tioman for the night. Bottom is not good holding, very deep, and the waves that come in during a storm are very rough.

5.7.13 Mersing

Australia 31 – 2015: We took a ferry here from Tioman Island - will take the catamaran there later. The river mouth is shallow.

I found a good engineering shop there with Jasbco impellers too. They rebuilt my prop.

It looked as though, if you did not tie to a fishing boat, you could pass the ferry terminal and anchor further up at the wider part of the river.

Carillion - 2007: We did not go into Mersing. We were told from other yachts who did go in that entrance is feasible on a good tide but once in the river the only place to stop is to tie up to a fishing boat, and other fishing boats will tie up alongside. Anchorage outside is ok but rolly. There are supermarkets and wet markets in Mersing (next to the new bus station on the edge of the town). Much better to leave the boat in the marina in Tioman and go shopping in Mersing by ferry. There is a good Yamaha outboard motor dealer in the town.

5.7.14 Sungai Pahang (03-32N / 103-28E)

FB Discussion – Sep 2018: K.Pahang: 03-32.222N / 103-28.261E behind breakwater in 7M. Don't swim as millions of Sea Wasp Jellies!

Matilda – July 2019: Anchored at 03 32.22N, 103 28.15E in 5.4 meters at low tide on a sand bottom.

Australia 31 – 2015: There is a breakwater here, which is just a long line to protect the entrance with rocks on the other side. Watch out for a buoy or a lit foam float about a quarter mile down river, as to the North of it are a line of rocks covered at high tide.

The small village was grotty, but the big town was 60 miles upriver. We had a bumpy sleep as the river is wide. Not worth visiting BUT next morning we travelled along the bank opposite the village towards the ocean and found a very narrow entrance to a canal parallel to the shore - 3 miles along this we came to the entrance shown on the chart. It looked foreboding, but we saw a tug with a barge go out through it. The fishermen here were delighted to see us and gave us fish. You could possibly enter here into a calm anchorage. We asked the fisherman - who say the channel is deep.

Carillion - 2007: Northwards from P. Tioman is a long sail and we stopped at the north entrance to Sg. Pahang to split the trip into two day sails. The entrance needs care and a high tide. We had <3m on a 2m tide and the channel is not easy to find. There is a centre channel marker which is in shallow water about 1m from the channel. This mark should be ignored We found the outer end of the channel close to the southern side of the entrance at about **3°31.91N 103°28.60E**. Then close to the southern shore into the river. Once in the river there was shallow water on the port (south) side and deeper water to starboard, with some sandbanks. We anchored off the village at **3°31.75N 103°27.85E**. Very sheltered once in the river. Strong currents.

Schnuckelputz - 1998: 45 miles from Pu. Tioman. Don't stop here, keep on to Kuantan.

5.7.15 Kuantan

FB Discussion – Sep 2018: Kuantan: 03-48.507N / 103-20.217E in 4.5M opposite Marine Police. Head to outer starboard channel marker (don't cut corner!) before following channel markers in. Suggest follow a fishing boat in at high tide as shallow <2.5Mtrs CD. Great town to explore, big shopping malls, beautiful mosque.

Australia 31 – 2015: A much larger city with Immigration etc. You are meant to check in at each stop, but we did not, and here we anchored near the mangroves opposite the police station for 4 days and no one bothered us. A dinghy trip up river was enjoyable, we stopped many times to talk to folk aboard the many varieties of fishing boats.

Carillion - 2007: Sheltered anchorage in the river with an easy entrance. Start at the lime green buoy to the south east of the entrance. Pass close to this and head for the green tripod to starboard and a red buoy to port. The shallowest water is between the tripod and the buoy but we had >3m on a 1.6m tide. From here keep the same heading towards the mouth of the river. There are fishing boats moored on either side of the river, plenty of space and water in the middle. We anchored just before the bridge off the police jetty at **3°48.53N 103°20.26E**.

All facilities in the town. We left our dinghy off some concrete steps under the bridge and a short way up the river, near some restaurants on the riverfront.

The Shell fuel berth is no longer there and fishing boats seem to go up the river to a new fishing port for fuel. There is a petrol station near the concrete steps where jerry cans can be filled. Very helpful tourist office on the side of the open space in front of the petrol station and good internet café in the shopping centre opposite the petrol station. Laundries in the Chinese part of the town around Jalan Teluk Sisek, wet market on Jalan Tun Ismail east of the Pacific Hotel, supermarket in the big shopping mall behind the internet café.

Schnuckelputz - 1998: 3°48'N 103°22.6'E. Anchor in 12 - 15' sand front of Hyatt Hotel, north of river mouth and lighthouse. Watch for very strong tides and jelly fish from rivers. Bus to town cost RM1, takes approx. 1/2 hour. Good market just out of town. Stock up here!

Yawarra - 1998: Went up the river and anchored just off the town before the bridge. See mud map for details of river entrance. Had a least depth of 8+ feet 2 hours before high water.

Note: Take first dark green buoy to starboard, then the lime green buoy to port, then the red buoy to starboard. Once inside river there is plenty of water. Shell fuel wharf on right just inside river - has diesel and water no petrol (67.7 sen per lt. in 9/98). No problems going alongside at high tide.

Take the dinghy up under the bridge to the small Jabatan Laut (Marine Dept.) wharf next to the Customs building dock. Two good supermarkets (Parkson Ria & Berjaya Megastore) and good wet market. Numerous hardware stores. Internet cafe opposite the Megastore. Cannot get into Kuantan commercial port 10 miles up coast but can go outside port & find an anchorage close to shore & out of most of weather.

5.7.16 Kuala Kemaman (Kamaman) / Cukai / Memamem River (04-14.N / 103-26E)

FB Discussion on Anchorages Between Terengganu and Singapore – Sep 2018: Chukai / K.Kemaman 04-14.475N / 103-26.983E in 6M.

Or carry on in and anchor in front of town – don't cut the corners along the river.

Matilda – July 2018: Anchored down from the town at 04 14.21N, 103 25.69E in 5.5 meters close to low tide. The bottom surprisingly was sand.

Anchoring in the Kemaman River was interesting. There are no soundings (depths) for the river, only instructions where to keep close to the mangroves as you head towards the town. So we edged our way in. There were two waypoints suggested but we couldn't get Matilda to them as it was not deep enough for her keel - we didn't fancy sitting on the bottom! While there we saw and heard loads of wildlife. The local fisherman kept waving their arms at us to move as we were in the channel, but we couldn't go anywhere else. As much as we wanted to stay a day or two exploring, we got up the next morning and left. [Blog Link](#)

Australia 31 – 2015: Again an excellent breakwater not shown on the chart. We anchored up the river and wandered the town for a couple of days. We also took the dinghy 5 miles up the river. On the south side of the river near the entrance is a good lunchtime fish café.

More of the towns we missed may also have breakwaters and you can sail near the coast to check this out. Fishermen are helpful if you want to enter an interesting creek.

Carillion - 2007: Approach the cardinal mark off the entrance from the east (bearing approx 280°). The shallowest water for us was just to the north of the cardinal mark but even here we had 4m on a 1.2m tide. Just after the cardinal mark turn to starboard to about 340° towards the white leading marks. About 100m before the first leading mark turn to port towards the red buoy. There is a sheltered anchorage in the channel to the north of this buoy which would be good for an overnight stop. To get to the town follow the river past the red buoy keeping to the north side. Anchor off the town just outside a group of buoys at **4°13.97N 103°25.74E**. Dinghy access to the town at the concrete steps by the park. Limited provisioning but we took on diesel at the petrol station and the market was good.

Yawarra - 1998: Entrance buoy (lime green) at 04°14N, 103°27.2'E, then lead beacons bearing 339 degrees. We had a least depth of 10+ feet almost 2 hours before a 1.4 metre tide. See mud map for details. Anchored right off a small park in 8' mud at low water (in among several mooring buoys) at 04°13.8'N, 103°25.8'E. The small fishing boats seem to tie off these buoys for one or two hours at most, awaiting enough water to enter the small creek where they're moored. A couple of small docks to leave the dinghy (careful at extreme low water). Shopping is right at your fingertips. Good market and two good supermarkets. Internet available next door to KFC.

5.7.17 Pulau Tenggul / Tenggol (04-48N / 103-41E)

FB Discussion – Sep 2018: Pulau Tenggol is a dreadful place to stop, particularly the Western anchorage which is deep. So it's best to pick up a mooring however they are rare. The weather can change very quickly and you will most probably get 'rolled out' in the middle of the night. Rather stop just South of Terengganu at Pulau Kapas in the Northern Bay - the reef protects the anchorage from the East, and the small island to the North protects the anchorage from the Northerly swells. There are normally several mooring buoys available. There's also a turtle hatchery at the rather dilapidated resort on the adjacent island Pulau Gemia - worth a visit. If you're lucky there might well be turtle tracks on the beach when daylight the next morning. From P. Kapas next stop South is Chukai.

Matilda – July 2018: This is a very deep bay, it is full of coral and anchoring is prohibited. We picked up the only mooring (there use to be 3). The mooring is located at: 04 48.50N, 103 40.60E in 20 meters. Note there are other mooring but they are lite, only for dive boats.

Palau Tenggol is a very popular dive site for those wishing to swim with the whale sharks. We didn't see any. Our guide book said the diving is the best on the east coast. We hoped the

diving was indeed better than the snorkelling as we found it was not very good at all. Its very smashed up, bleached and in a bad way. Later that night we watched a fisherman drop his anchor clearly in the shallow's over the coral area—no wonder it is so bad. It is not a tourist spot so to speak, it's a guest house only location so they don't cater for drop ins. We went ashore for a beer and a snack but could only buy coke & chips

Australia 31 – 2015: Very deep anchorage and you must take a mooring. Good diving here and there are many operators (US\$30 a dive with all equipment). Walks ashore. Watch out for "just under the water" mooring buoys, as I damaged my propeller leaving here.

Reflections - July 2014: We took a dinghy tour of the area today and then we went ashore. There is a lot more here to see than I had originally thought. The Crystal Masque is an amazing sight. We will go back tomorrow for a land visit. In the town of Kuala Terengganu the people are the most friendly we have met in all of Malaysia. They don't get too many tourists so they are anxious to meet you and talk with you. The town is interesting with a lot more for us to see.

Carillion - 2007: Anchorage at **4°48.40N 103°40.46E.**

Schnuckelputz - 1998: 4°48'N 103°31'E?. Watermelon did an overnight from P. Tioman, 22 hours; picked up mooring at 04°48.5'N, 103°40.6'E on the east side of the island - there are about three moorings in the bay, placed by government, two on the point just outside. Hotel on the beach - a dive resort - very small, family-owned. Went ashore for dinner - buffet, RM 25 per person. Simple but plenty of food, though nothing great.

Manager arranged for us to get jerry jugs of **diesel** from the mainland, charged us RM 0.70 per litre one time, RM 1.00 per litre the second time (but his mother, who owns the resort, was looking over his shoulder, which took all the bargains out. Still, it's cheaper than our risking going to the mainland and we don't want to anyway. Typically friendly Malaysians making us feel welcome.

Snorkeled on south side of bay (start near shore, just past resort villas, work all around south leg of bay; really healthy and varied coral and fish life. A school of large Corlis, like Maori Wrasse, startle you at first, but they are wonderful to watch. Saw two moray eels, the second one is huge, living under a large bommie on which a mooring is attached, close inshore near the resort. Also saw an albino Parrot Fish - rather startling. Big sting rays sitting in the sand, not moving. This is a gem of a place. Tenggol Aqua Resort, Bangunan Uda., Jln. Sg. Penaga, Terengganu.

"Schnuckelputz" often does an overnight from Pu. Tioman, taking approx. 26 hours. A big current runs outside the bay, but good inside. Mooring buoys there, take one further to the right (fishing boats like to take buoys on the left). Turtles abound, great snorkeling, but be careful of current around the point. No facilities but a lovely spot.

5.7.18 Pulau Kapas (05-13N / 103-16E)

FB Discussion – Sep 2018: P.Kapas: 05-13.636N / 103-15.703E - Mooring buoy in 5M

Matilda – July 2018: Anchored at 05 13.73N, 103 15.67E in 5.8 meters at high tide on sand (we know this because we could see our anchor). Pulau Kapas was an absolute joy of a place to chill for a few days. It is gorgeous, very pretty. The water is clear, the snorkelling was great and the food on the island was delicious. Kapas is only 3.5 nm's from the mainland which allows the locals to come out for the day on fast boats or to stay the weekend.

Australia 31 – 2015: 10 miles south of Kuala Terengganu is Kapas Island.

There is a good anchorage between the two islands Puala Kapas and the little Island Pu Gumia. Go in close to Kapas and anchor opposite the second sandy beach in 15ft. Excellent snorkelling on the reef between the islands and outside of this reef and all round little island.

A run down resort on Gumia has baby turtles in a pool. Go over obvious stairs, on north beach, for a walk on the other side. Good place to scrub the bottom.

The second anchorage is south of the jetty close in. All resorts or bungalows seem friendly.

Schnuckelputz - 1998: Kapas is an Island only two miles off coast. Mooring buoys are too small to use. Main bay is very busy with ferries.

Anchor in channel between the two islands in 2-3m sand (05°13.7'N, 103°15.7'E - W'M). Get lots of SW squalls coming across the land. Turtle laying season May - Oct. Many swim around the boat. You can visit MARANG by ferry from Kapas. A small market - morning only. P&S anchored west side, roly.

5.7.19 Kuala Terengganu (05-20N / 103-09E)

Sail SE Asia FB Group – June 2019 – Dinghy Theft Warning: I feel sad that I need to let people know to be careful with their dinghies in Kuala Terengganu harbour.

Around 10 days ago our dinghy disappeared overnight. It did turn up the next day however having been taken by someone to the marina. We were told the painter must have been worn out or chafed and broken.

The main length of painter was still attached to the rear of our boat and the other end still attached to the front of the dinghy. On inspection it had clearly been cut. A very nice clean cut!

We have just arrived back at Terengganu and anchored outside of the new bridge. The boat we anchored next to had their dinghy and outboard disappear a few days ago!!

I would like to add, to counter that which I have already said, in the last few years we have spent a fair amount of time here and found Kuala Terengganu to be one of the most welcoming and pleasant places to be. We have never previously experienced any problems whatsoever. My post wasn't intended to put anyone off visting this beautiful area, just to beware!

Terengganu is still a wonderful place. Friendly, helpful people, great for restocking the boat, protected anchorage, despite the issues with the bridge. One or two 'incidents' certainly don't make it 'bad'. I would still highly recommend it!

Matilda – July 2018: Anchored in the marina basin in 3.6 meters on a dropping tide at 05 20.51N, 103 07.88E on muddy clean sand.

This is the second largest town on the Malay east coast. While the water was very muddy we had a lovely stay. The anchorage was secure and we had great access to everything we needed. They are busy building an opening bridge that we had to pass under.

Terengganu is a great place to refuel, refill your gas bottle or to find spare parts (you will have to hunt around). Provisioning is easily done either at Giant, which is about RM6 in a Grab or you can wonder around the town and take in the day & night markets. You can easily and safely leave your tender at: 05 20.0185N, 103 07.9280E.

Noonsite.com – May 2017: Terengganu is an interesting old port with a colourful history as a trading centre, and now a base for vessels serving Malaysia's offshore oil and gas fields. It is the centre for Malay culture and heritage. This is an excellent base for exploring the offshore islands.

Position 05° 20.45'N, 103° 09.42'E (harbour entrance)

Carillion - 2007: There have been extensive works on the harbour and these were continuing when we were there. The access is now easy as the channel has been dredged and new breakwaters built. From the centre channel buoy off the town head for the entrance to the breakwater and then continue on the same bearing towards the marina. For an overnight stay there is space to anchor inside the breakwater to starboard. Otherwise anchor to the north of the fairway near the marina.

The marina has recently opened but this is expensive, has no facilities and entry and exit is difficult in the strong currents (up to 3kn in the marina). The marina is built on an island with no access to the town unless you have a car. There seems to be no reason to go into the marina and there is plenty of space to anchor.

Access to the town (even from the marina) is by dinghy and there are several public steps. We used the steps immediately to the north of the market, but there are also steps to the south of the market and by the Sri Malaysia Hotel to the south of Chinatown. You will need a stern anchor for the dinghy. Alternatively there is a tiny beach close to the north of the market.

This is a large town with full facilities. Good market and supermarkets. There is a fuel berth under the bridge a short way up the river. We filled up with jerry cans but other yachts have been alongside the fuel berth.

5.7.19.1 Getting In

Schnuckelputz - 1998: 5°20'N 103°09'E. Two hours north of Pu. Kapas. Go in at high tide, or follow big boats in (A's & B's too small, follow a C-rated boat) Work the tides to get in. The incoming tide flows south and the outgoing tide flows north. Anchor over to the right, but not too far on the opposite side to town. Big tides, brown silt, don't stay too long (maybe a day or two as silt stains the boat). No dinghy anchorage, so Rolf usually drops Kate off for shopping and picks her up later. Good market shopping, lovely town. Diesel fuel available at jetty close to anchorage, look for fuel tank & bowser. Clear CUSTOMS & IMMIGRATION here for Thailand, as Khota Bharu officials don't want to do it.

Watermelon - July 1998: Entry - we followed a fishing boat in. There are "channel markers" that seem to be poles with two styrofoam balls on them. We proceeded North in the bay until we could no longer see the river entry, the breakwater was visible and blue building bore 245°, and we continued in on 245° until through the entrance. Water gets a bit thin - down to 10-1/2 feet at one spot, down to 8 feet going out. When you get to entrance, deeper water on breakwater side until around the sand bar. We anchored well inside the harbor up the river, just off the police dock, behind Hotel Sri Malaysia (from water looks like a pink 3-story apartment building), in 15' of water, excellent holding. SONY sign just behind us, two small jetties, one concrete, one wood, behind hotel, just before police dock.

5.7.19.2 Clearance

Noonsite.com – May 2017: Clearance is straightforward but does now require a taxi out to the airport.

The Customs and Harbour Master are near the Sri Malaysia Hotel.

The Immigration department in town will not now stamp passports and so a visit to Immigration based at the airport is required. The airport is 10 km from town and it is a 60 RM round trip taxi ride.

5.7.19.3 Anchoring

Noonsite.com – May 2017: The dredged channel to Kuala Terengganu makes the approach straightforward although entry and exit can be difficult in the strong cross (3kn) currents. The curved breakwaters create the most protected harbour along this east coast.

There is plenty of space to anchor inside the breakwater in about 4m, and two or three sets of steps at which to land.

It is also possible to anchor anywhere north at the fishing village in about 3m.

The marina here is on an island 1.5 miles west of the entrance. It provides a fast shuttle service to the main town on the other side of the river. It is also an easy dinghy trip across to the town with a good floating dinghy dock next to the main wet market.

Bernie Katchor (from Noonsite.com) – Nov 2014: Marina secure. 10 ringit marina bus takes a load of people shopping Excellent shopping town. 10 ringit call marina to collect you

2 great supermarkets giant and the other one

Accommodations near marina @ 30 ringit awi's yellow house Awi knows everything where to buy

If you anchor in front of marina, lock dinghy or find Awi to get it returned.

5.7.19.4 Duyong Marina (formally the RI-Yaz Heritage Marina)

Pulau Duyong , Kuala Terengganu 21300

Tel:(609) 6277 888 Fax:(609) 627 7878 ,VHF Channel 16, 69

<http://www.duyongmarinaresort.com/> hotline@duyongmarinaresort.com

36 Berths, full facilities, laundry, WiFi, gas refills available in town. Resort includes gym, sauna, swimming pool, restaurants, accommodation. 24hr security. Diesel can be delivered in cans.

Trundall (from Noonsite) – Sep 2015: A monohull is now 4 Ringit per meter and a catamaran 5.30 per meter per day. + power and water. The showers/ Sauna 30 per person and the gym 20 per person, they are no longer free courtesy of a new manager.

Capt Will (from Noonsite) – July 2015: Just spoken with the Marina and they are asking rm50 per day for a 10m vessel, almost 30% more than the Langkawi RYC and certainly not the same facilities.

Bernie K (from Noonsite) – Nov 2014: Ria-haz is US\$140 a night marina 3 ringit per metre /day, with a discount for month Saleh manager good english cheap meals ria-haz

Ria-haz bus to airport 10 ringit

5.7.19.5 Awi's Yellow House

Bernie Katchor (from Noonsite) – July 2015: Awi's yellow house has a small wharf and may allow you to leave your boat there. Mine was there in the reat flood River rose 12 ft near the mouth 250,000 folk eveacuated. I put anchor fore and aft and used Awi's fixing post and boat was ok. Awis yellow house is a half mile upriver from Ria Haz.

Contact phone +60179840337

I suggest people call him to see if he has availability.

The jetty is rickety, water and electricity are available. You need to use 4 anchor lines to remain nearby the jetty (i.e. tying to the floating jetty is not important, the 4 lines are). I went through the flood that 250,000 people were evacuated in on these lines - the river rose 12 ft 2 miles from the ocean.

5 deg 19.731 x 103 deg 7.553 is the location.

He is a valuable contact for any cruiser as he knows everything, speaks English and will taxi around.

5.7.19.6 Services

Watermelon - July 1998: This seems to be Chinatown. There is a water taxi that drives around the river taking people from place to place - the small jetty, the wet market, the island across the river, etc., so need not put dinghy in water.

Better anchorage (quieter and marginally cleaner) is just inside the harbor entrance in 30' of water, opposite wet market and water taxi jetty. Be careful, shoals everywhere - goes from 30' to 7' in short distance.

Three supermarkets - THE STORE in Chinatown, the EMPORIUM around the corner from Hotel Sri Hoover (?), and a modern mall-type (ASTAKA) in the blue building that is the entrance landmark - just a few blocks down from the wet market. Large wet market. Road along river in Chinatown had several butchers, looked clean. Large modern shopping mall under construction (but no work going on when we were there in 8/98) which says it will have a McDonald's, Watson's, etc.

Suggest rising tide if you go to fuel dock - water is a bit thin, and very busy. Diesel was RM0.65 per litre, they charged us RM0.80 (total) for water - probably just to bring fuel bill to even RM40.00.

Just past, but before bridge, is drydock and crane. Seems set up for heavy-duty boat maintenance, but we did not find until we were leaving so didn't inquire if suitable for yachts.

5.7.20 Kuala Marang (05-32N / 102-57E)

Australia 31 – 2015: Marang has an excellent breakwater - go inside and anchor in shelter on the North side. With one metre draft I went aground going upstream before the bridge. If you want to try it at high tide keep close to the port side as you go up. Many interesting fishing boats. Tie dinghy at concrete stairs past the narrow pass as you head upriver.

Shopping is good and a morning market excellent. Many food stalls open all day. For diesel or petrol take dingy to bridge and tie up on South side and walk to Petrol Station.

5.7.21 Pulau Bidung

Carillion - 2007: This was a Vietnamese refugee camp and there are some interesting memorials on the shore. We picked up a mooring at **5°36.80N 103°03.49E**. Anchorage in this bay or the bay to the south would also be feasible. Beware that the middle part of the central bay is fouled with sunken refugee boats. These cover a big area roughly in the centre of the bay on a transit between the headlands at the north and south and can be seen easily from the surface.

5.7.22 Pulau Lang Tengah

Watermelon - 1998: Approx. 05° 48'N, 102° 54'E - west of Redang Island - there is a resort and white sandy beach on the east side, supposedly. A German couple who comes for vacation here every year says it's great. (08/98 info. to W'M, unconfirmed).

5.7.23 Pulau Redang

Matilda – July 2018: Dropped anchor in 6.8m with the dropping tide at 05 47.21N, 103 01.03E in the whitest sand - glorious spot.

Redang is famous for its water color and resident turtles. The anchor had only been down about 2 minutes when 2 turtles came over to say hi. Not long after Bruce jumped in with them. To attract the turtles for their clients the tourist operators feed them and this has made the turtles very inquisitive, not shy at all.

Carillion - 2007: A very attractive island with many resorts. The whole island is dedicated to tourism. There are three main anchorage areas:

South Bay off the Marine Park Headquarters. Plenty of space to anchor but we picked up one of the Marine Park moorings at **5°44.86N 103°00.18E**. This bay is sheltered from the swell and from any thunderstorms but suffers from wash from resort boats travelling to and from the Marine Park Headquarters.

East Coast. We anchored behind a group of small islands in Teluk Kereng at **5°45.62N 103°01.54E** but there was both a swell and wash from the resort boats.

North Bay. This bay is dominated by the Berjaya resort and is very quiet and sheltered. We anchored off the beach to the east of the resort at **5°47.27N 103°01.12E** amongst the fishing boats which come in here for shelter most afternoons. The resort welcomes visitors and has a good restaurant.

There is a small village a short walk to the south of the Berjaya resort where some provisions can be obtained.

Schnuckelputz - 1998: Never a comfortable anchorage, very roly. But a lovely scenic spot (marine park) and safe anchorage. Can go through gap between Pu. Redang and Pu. Penang. Another anchorage E of island, roly and one on SE side. However, worth the visit! Turtle hatchery on Pu. Penang with big mooring buoys.

Watermelon - July 1998: Anchored in NE bay (5°47'N 103°01E) in 15-20', hard sand, beach SE of resort bay beach. Anchor did not set easily, seems to be thin sand over hard bottom - probably better in front of resort - seems to be deep sand there, but we felt this was more discreet yet convenient to the resort. Normally just a mild roll, would be none if there were a breeze or we had set out a stern anchor. Best diving seems to be in NE corner of bay, in a little cove. A mooring there, but not strong enough for a yacht - just a day mooring for small boat. But not as good fish or coral as Pu. Tenggol. Get water at watersports jetty - ask the watersports fellows to turn water on if not already on. Friendly fellows, came out to boat to check it out. Very polite. P&S: NE side "fantastic spot" gradually shelving bay - pure white sand. Found fruit & vegs. in village. Redang is superior place. NOTE: Dive instructor at Tenggol says that the dead coral is the result of the construction on the resort. It has devastated the bay's coral.

A C2 fishing boat came into the anchorage while we were there. "C" boats are the largest, about 60-75'. There were at least 23 men on board the boat! How they can sleep that many people, and catch enough fish to pay that many men is beyond imagining. They are loud as they go about their work - checking and flaking the huge net, fixing what needs fixing. And we, anchored

so close, are a huge curiosity to them - I can't pop up into the cockpit without ten pairs of eyes turning to watch me. And another fishing boat was anchored on the other side of the bay - close to a quarter mile away, but upwind of us, and the smell of rotten fish was overwhelming. It smelled as if something had died in the 'Melon.

5.7.24 Pulau Perhentian (05-55N / 102-43E)

Matilda – July 2018 - Perhentian Kecil – Long Beach. This was our main anchorage as we explored the Perhentians. Anchored at 05 55.10N, 102 43.46E in 6.4 mtrs close to low tide, on sand.

The Perhentian group of islands are very lovely, but also very busy. We found the most protected spot was in the bay of Long Beach. It is very much a backpacker type place with loads and loads of tourists swarming the place. It is extremely popular with divers. We loved every minute. The vibe was great, everyone was really friendly, loads of places to eat at ranging from upmarket to cheap as chips. Music was loud at night, usually starting around 7pm and still pumping it out at 4am, but once we were down inside Matilda with either the tv, radio or fans on we honestly couldn't hear it. Every night while we ate dinner we watched the fire twirlers and any other entertainment they had for their guests - awesome.

Lunch Stop – Perhentian Besar, Flora Beach: We circumnavigated Pulau Perhentian Besar, the larger of the two islands, and stopped for lunch and a snorkel at Flora Beach. Dropping anchor at 05 53.51N, 102 45.21E in 15.1 meters on sand, then returned to Long Beach.

Lunch Stop – Pulau Rawa: One day we decided to circumnavigate Pulau Perhentian Kecil with a stop at Pulau Rawa for snorkel. We dropped our anchor at 05 57.68N, 102 40.85E in 10.4 meters on sand and then returned to Long Beach.

[Matilda's Blog Post](#)

Carillion - 2007: There are two islands and several anchorages. We had northerly winds and swell so anchored to the south of Perhentian Besar in Teluk Dalam at **5°53.32N 102°44.94E**. The anchorage is deep and there are many coral heads to foul the anchor; picking up one of the moorings in the bay would be better than anchoring. These seemed to be available for general use when we were there. We later moved onto a mooring and there were several other yachts on moorings.

In southerly winds Long Beach in the bay to the north of Perhentian Kecil (or the small bay to the north of Long Beach) would be better and there are several anchorages to explore off the beaches on the west of Perhentian Kecil. The channel between the two islands would also be possible but would suffer from wash from resort boats and the water taxis.

The islands are full of backpacker style resorts and restaurants but there are no bars so are quiet at night. Interesting jungle walks on Perhentian Besar and some provisions are available at the village on Perhentian Kecil.

Schnuckelputz - 1998: Two islands - Besar (5°55'N 102°45'E), and Kecil. Good anchorage in channel, don't anchor on village side as it is very dirty. (W/M disagrees, but the bottom is fouled with lots of stuff). Lots of diving spots. A backpacker place, really lovely. Top spot! Be well stocked up, as restaurants expensive and not very good. P&S: OK, lots of dive hotels/crowded beaches, rolly.

Watermelon - July 1998: Lots of dive spots - look for mooring balls or fish floats - they're moorings for the dive boats - for good dive spots. All over the place. Can get gasoline (petrol) in village store - also limited supplies - some vegetables, spitball bread - watch Use By date -

bought some hamburger rolls that were moldy. Village is a sad affair, you won't want to spend much time there.

During day, anchor anyplace along the pass between the two islands, good holding, but charter yachts suggest that nighttime anchorage in Long Bay, Perhent. Besar; NE of pass - (05°55'N, 102°43'E) to be fully protected from S and W squalls. Set anchor carefully, hard coral bottom, thin sand over until really close inshore. Comfortable, not particularly rolly.

This is a snorkeler's paradise. Although it is the least clear water we've found on this coast, it is still as good as anything we have found since leaving Fiji. The local boats take people on snorkeling excursions - the coral gardens are delineated by lines of floats. Protects the snorkelers, gives the boats something to tie onto so they aren't ruining the coral with their anchors. One spot we counted eight runabouts full of snorkelers - I was bumping into them everywhere. A good spot, but there are too many people for my taste. But timing is everything. Just an hour earlier there wasn't a soul there, so it's my own fault if we went during the 11 a.m. rush. However, the activity is impressive. Everyone who owns a small runabout seems to be in the snorkeling guide business. Long Bay, where we're anchored in has lots of small cabins for the backpacker trade (RM65 - 75 per night), lots of little restaurants on the beach. Looks a lot like Ko Racha Yai but without the swell. Food is reasonably priced - maybe RM 1.00 or so more than in Juara Bay, Tioman. There is a garbage boat that comes around picking up the garbage - most of the bays have a float onto which they place their bags of garbage - a most interesting and intelligent solution to a difficult problem. Everything is very busy, what with water taxis taking people everywhere. I liked it here because it is so alive and busy. Though unless you like SCUBA and snorkeling, there's little to do. But, come to think of it, it's no different than in the Caribbean islands.

5.7.25 Tumpat

Schnuckelputz - 1998: on Thai border which is conspicuous by large white tower. You can anchor at Tumpat, just south of Sungai Golok (north of Kota Bharu) or around the sand spit. BUT - very shallow, only 2.1m. River too shallow for a yacht to go to Kota Bharu.

6 Malaysian Borneo

Note: Eastern Borneo is part of Indonesia, and is covered in that Compendium.

Brunei Bay Radio - 2007: Northern Borneo, the southern Philippines, and northern Sulawesi are excellent cruising areas. Beautiful water, lovely anchorages, offshore islands, very uncongested, and very helpful people. The illusion of piracy in these areas is just that; an illusion. The biggest pirates yachts meet are the Filipino or Indonesian government officials asking for money (usually small - US\$10) to process immigration, customs or port formalities.

Personally, I would not cruise in the Sulu Archipelago and Mindanao area, but I know people who have sailed extensively around there and experienced no problems; apart from the usual government officials. And numerous yachts pass through that area every year as a route between SE Asia and the Pacific. An ever increasing number of small resorts and dive operations in secluded locations of the Philippines and Sulawesi catering for European and North American tourists attests to the fact these regions offer beautiful, cheap and safe cruising areas. Contact people at the websites given above for more information.

Backchat - 2005: We thoroughly enjoyed the Western coast of Borneo.

There are good anchorages and/or marinas all the way along the coast and with more marinas opening should be a 'mecca' for cruisers in the SW Monsoon season. It is also the obvious cruising route to SW Philippines.

We chose to go inland up the Rajang River and tributaries to Sibul and Kapit which was a great experience, despite the logs, currents, high speed ferries, barges and brown water.

There is a very helpful web site compiled by Deusa on the area www.rrfpublications.com

6.1 Haulout Facilities in Malaysian Borneo

6.1.1 Kinabalu N Shipyard

<https://kinabalunorth.com/>

"Welcome to Kinabalu North Shipyard & Maritime Sdn. Bhd.

Established in 2016, KNSM have expanded from being a ship repair yard to become Kota Kinabalu's one-stop marine support services facility. In the years since we have started operations, we have catered to more than 100 different clients from all sectors of the marine industry both locally and internationally."

Located on the west coast of Borneo, Sabah state, Malaysia. KK is about halfway up the west coast.

Exit Strategy – Oct 2023: Due to a minor damage after a grounding we had been in the needs of haul-out and repainting the underwater hull. A lumpsum price was required for the insurance.

At this stage we cannot recommend that place for cruisers planning major works; it might be ok for owners with local accommodation and very good experience in supervision of works, for minor "DIY" jobs, or cruisers who don't need to worry about the cost of things (never met one).

Positives:

- The haul out itself was quite professional with a 250 tonne travelling lift, one guy even in the water checked the lifting slings beyond the hull. Same was the launch back into water, even some pads had been used between slings and hull.
- There was finally some discount on the hardstand fees

Negatives:

- there might be long waiting times as they say due to many projects and no labor available; but we had been happy to find a place to get onto dry (after several trials at other places)
- you are not allowed to live on your boat. So cruisers would need accommodation as well as a rental car and not to forget daily restaurant visits.
- KNSM is unable to do a correct calculation, so you need to double check everything at the quotation
- they changed my specification of paints without informing me. I recognized that just the minute before they wanted to start painting. I was explained again and again, KNSM always use that Jotamastic 87 on aluminium ships, even on those for the Marine. Fact is, Jotamastic 87 is not recommended for aluminium. I tried to find another specification confirming it can be used, but failed - whereas Jotun confirmed, Jotamastic 87 is the wrong stuff, it should be Jotamastic 90 (the one I specified).

- They needed more than a week just to decide and order the correct painting, finally the correct paint arrived 15 days after they should have started with painting.

- I wanted (the more expensive) sandblast when I explained the works to be done before they did the quotation. But KNSM staff explained that manual sanding would be much better and it would take less material off the hull. When we started the works, the foreman of sanders/painters explained it 180° the other way round and could not understand why we do manual sanding. At this stage KNSM was not able to quote the extra price for sandblasting within 2 days, so I decided to go ahead with sanding in order not to lose more time again.

- welding was another lesson: unbelievable, but true: they used complete wrong filler material which led to cracks in the welding seam immediately after finishing the welding. So I went deeper into the issue and had a weekend to learn myself about different alloys and welding fillers. I introduced KNSM and finally they got the right filler material. The hole of course needed to be cut again (larger than original).

- KNSM probably don't use calendars as they are not aware when are local holidays (they did not work on Sundays and holidays on our ship - but work had been carried out on other ships on these days); Be aware that about (or at least?) every 2nd week there is a holiday. So finally it was agreed to launch the ship on 28.09. which 2 or 3 days before turned out was a holiday, another one day of delay, extension of hotel and car and extra costs ...

- The responsible project coordinator did not have the authority to do financial decisions. It was denied to pay for our extra costs for hotel and rental car caused by the delay of paint ordering. So I asked 3 times for a meeting with the "big boss". This person (whoever he is) denied 3 times. I still cannot imagine this behavior, but that is fact.

- Finally I can compare the works carried out (sanding, painting) during another event, where we did same job in 2016 at PSS in Satun. According to my records they needed 3.5 days for sanding and re-painting of 2 layers. 4th layer was finished on day number 4, 6th layer on day 5, additional 3 days for drying and launch. In KNSM they used 31 days from 1st day of sanding until launch, although it included some welding - which did not have any effect on the schedule of sanding/painting.

Sail SE Asia FB Group – June 2019: Has anyone hauled out at Kinabalu North Shipyard (KNS) for antifouling work? If so would be interested to hear about what your experience was like. I'm planning to haulout later this month and deciding whether KNS or Kudat Marina would be the better option. I have a 44 ft monohull 10t. Would be great to hear about your experience and views.

- I have been looking at the same options and am curious to hear how you get on. Third option I was exploring is in Kuala Penyu:

Excel Corporation
W.D.T 31, 89747 Kuala Penyu,
Sabah, Malaysia

Tel : +6012-496 8861, +6017-850 6854 (Whatsapp Available)

Email : excelcorp.kp@gmail.com

6.1.2 Kudat Marina and Haulout

There is a marina in Kudat, on the N Coast of Borneo, nearby the pin on Google Maps called "Kudat Golf and Marina Resort". But I'm not sure that the marina that cruising boats stop in is

actually affiliated with this grand sounding place. When we were there in 2015, the docks were an afterthought and poorly maintained.

South of that on the ma pin is another labeled Penuwasa Sdn Bhd. This is the haulout yard. There are reportedly good workers there and I believe owners can do their work DIY. It's supposed to be an inexpensive place to store a boat on the hard out of typhoon zone.

Sail SE Asia FB Group – June 2019: 46 ft Catamaran Owner) Kudat was really nice. HUGE travel lift, we were on a concrete pad & had our OWN toilet/shower, with a key! The staff was very helpful, but shop was geared more towards fishing boats than yachts.

They had 2 brands of antifouling available, I think. We went with International. It's been OK, but it's only been a year. Suggest you call them to request what types they have.

6.2 Sabah, Northern Borneo

(north to south)

6.2.1 Inland Travel in Sabah

Soggy Paws – August 2015 – Kota Kinabalu to Semporna and Back: We didn't do a perfect job of it, because we were in a hurry to see everything and get back to the boat and get going to Davao. But we did see a lot. Here's a summary: (Note, exchange rate at the time was about 3.5 MYR to the USD)

- Took Tung Ma Express Bus from KK to Sandakan to Mt Kinabalu, leaving at 10am (there are earlier buses, I just can't get Dave going that early in the morning). The route all the way to Sandakan costs 43MYR but we only paid about 15 to go from KK to Mt Kinabalu. It's a long taxi ride from the marina to get to the bus station, 30 MYR I think. You could maybe take a cheaper transport, but we didn't take the time to figure it out.

- While at bus station, we also booked the next days' bus from Mt Kinabalu to Sandakan. \$43 MYR. Note that you can probably book a cheap flight R/T KK to Sandakan for about 150 MYR per person, and save a lot of bus travel time.

- Stayed at D'Villa Rina Ria Lodge, a budget accommodation booked while on the bus at Booking.com. It was just the closest one on Booking.com to Mt Kinabalu Park gate. We got the bus to drop us in front of the place. 100 MYR there included breakfast for 2, in a double room w/ private bath, hot water, a/c. Inexpensive dining on premises. Hotel doesn't serve liquor but you can buy beer at the small store across from hotel. Can flag down bus next morning in front of hotel (but we actually arranged ahead to be picked up at the Mt Kinabalu Park parking lot).

- Hiked for the afternoon in Mt. Kinabalu Park. The park is mostly known for climbing the summit, a 2-3 day guided trek. All the backpackers we met came to Borneo to do it. But a big earthquake a month ago messed up the trail, and much of the hiking trails, including the one to the summit, are closed. What was open was pretty lame, and it rained most of the afternoon. (Would be a good argument for planning to hike in the morning!). The one trail named something View, had no view at all. Was much better view of breathtaking scenery on the bus up there than we ever saw once we got there. But it was COOL there, a nice change from everywhere else in Malaysia.

- Next morning got picked up by the KK-Sandakan bus at the park entrance as previously arranged. Two other backpackers also got seats, not pre-booked. But if there had been more people, someone wouldn't have gotten on.

- About 4 hrs later, we were dropped off at the **Sepilok** turn-off. From there we got a shared taxi (looked like a private car) into the **Sepilok Orangutan Center** for a few MYR each.

- We spent the rest of the afternoon at the Sepilok Orangutan center. We only had a couple of hours by the time we ate lunch in the small café on premises, but it was enough (barely). There's a video shown at 2 or 2:30 (worth seeing), and a static display at the Visitors Center, and then the feedings at 10am and 3pm. At our feeding, only 2 orangs showed up, while it was a good photo op, it was kinda boring, as they just sat there and ate and bothered the guy giving out the bananas. When we got bored, we walked on down the boardwalk and ended up at the playground for the partially assimilated young orangutans. There were about 6-7 cute kid orangs there playing with each other, and that was pretty good to watch. Could have sat there and watched without being bored for quite a while. While there, explore a bit. One part of the viewing area is enclosed and air-conditioned, and give you a different view of the play area. There were also some other monkeys and things to see in the trees while walking out. Would be better if you had more time and could hang out and explore when all the "feeding watching" tourists have left.

- The last van from Sepilok goes into **Sandakan** at 4 or 4:30 (I forget). This was 7 MYR per person and drops you off downtown near the water and central market area. From there we walked to our backpacker place. I think the last bus filled up and left about 10 minutes early, so suggest you get there 15 minutes early to make sure you get a seat.

- We pre-booked **Borneo Sandakan Backpackers** on Booking.com. This was 70 MYR for double with shared bath. (all our places were with a/c by the way). This included breakfast of scrambled eggs, toast and coffee/tea.

- We arranged with BSB for our trip to the Kinabatangan River. This included transportation to the river, a stop at a "birds nest cave" on the way, 2 nights stay at a NICE lodge, with meals, 4 "viewing wildlife" trips on the river, and a hike into the jungle. The price was, I think 912 MYR for the two of us, all inclusive, plus 212 MYR extra to stop at the Gomantong Cave.. We checked at another place in Sandakan for the same tour and it was nearly 100 MYR more. The guy at BSB also coached us on our onward trip from the river to Semporna for diving.

On our trip out to the river, our driver stopped at the out-of-town bus station and bought our onward tickets. There are cheaper ways to do the Kinabatangan river (including on your own boat), but this was so easy. It wouldn't be too hard to do it by car, but the logistics of trying to do it on your own by public bus are difficult (only one bus a day leaves KK at the outer bus station at 7am I think), and then drops you off at the cross roads. You have to hitch in to the river area. We had budget backpacker friends we met who were going to take the bus out and find a cheap spot in Bilit town, and hire out a trip on the river. But we never saw them again so don't know how that turned out.

The hotel we stayed at was called **Borneo Natural Sukau Bilit Resort**. 089-218-372
info@asiagreentravels.com

- While on the river, we saw 10-20 elephants playing in the river (evening viewings), lots of exotic birds, and 3-4 kinds of monkeys, but no orangs. We had an English-speaking guide the whole time who really knew the river wildlife. Our guide said the orangs were very elusive and you are just plain very lucky if you get to see them (usually only when a given fruit tree is ripe, and then only til the fruit on that tree is gone). Also crocs. The evening and morning viewings have a kind of "cattle boat" feel to them--lots of lodges on the river with boatloads of tourists, and when they find the elephants, you have 10 or so boats all watching. Even if you hired your

own private boat, it would be difficult to avoid the other boats, because all the animals come down to the river where they are easy to see, only in the evening and early morning.

- We wanted to do the Danum Valley Forest Reserve (near Lahad Datu), but just didn't have enough time.

- From the river, our transportation (which normally takes you back to Sandakan) dropped us off on the main road to catch our pre-booked bus for Lahad Datu/Semporna. This was supposed to be about 4 hrs, but ended up being about 6, because our bus had an engine cooling problem and we had to keep stopping.

- We didn't pre-book our Semporna stay, and this was a mistake. July and August are high high season in Semporna and all the "seats" to Sipidan (the jewel of the diving crown in east Borneo) were booked way in advance. Were we to do it over, we'd book several weeks in advance, a 4day/3night diving package which includes Sipidan. I would look closely at Sipidan Global Backpackers, and Sipidan Scuba. Both have basic accommodation+diving packages and are located in Semporna (as opposed to on one of the offshore islands). At least in high season, you can't go to Sipidan without doing some other diving with the same company.

- The first night, we stayed at the Sea Fest hotel (booked on Booking.com). For \$38, and they upgraded us to an executive suite--pretty plush accommodations, plus a full buffet breakfast. But they were booked for the next 2 nights, so we moved next door to Sipidan Global Backpackers, where we paid 99 MYR per night for an a/c double with private bath and basic breakfast (toast/coffee). There are cheaper places to stay, but these guys provide a stay/dive package that's a pretty good price. We ended up DIVING with Sipidan Scuba. They also have a hotel but WITHOUT breakfast. This is probably where we'd buy the stay/dive package if we visited again. But there are lots of other alternatives. But if you don't book ahead, and book a package, you probably won't be able to get to Sipidan.

- We dove one day at Pulau Gaya (Boho-something) and another day at Silia (or something like that). Even though these spots were pretty far offshore, the vis wasn't great. It had been raining a lot in the area, and it was mostly an outgoing tide the whole time we were diving (the last dive of the last day, on the edges of the reef, it was incoming, and a much better dive). Visibility on most dives was 30-40 feet. One dive much less than that. Lots of soft corals, lots of little critters including some strange ones we hadn't seen before (crocodile fish). We heard that Sipidan has pelagics, and better visibility. I guess that's the big draw for that place. Our two days of diving cost us \$81 USD per person per day, all dive equipment, and basic lunch, included. Sipidan for a day costs 2-3 times that.

- Then we arranged through Sipidan Global Backpackers for a shared backpacker van to take us to the Tawau airport for 30 MYR pp. (Sea Fest Hotel said they could arrange a private taxi for 120 MYR) and flew back to KK on Air Asia for 100 MYR per person. 30 MYR taxi ride from airport to marina (could probably do this cheaper if you knew the public transportation in KK better)

If you don't want to, or don't have the time/money to go all the way to Sepilok to see the Orangutangs, I hear there is a place in KK you can go for an afternoon. Ask around, but if you're doing anything in KK, find a backpacker place in town to inquire, because the marina area tour bookings are all top-dollar stuff.

We didn't feel insecure anywhere we went. One of the dive guides said the Filipino bandits only take Malaysians and Chinese from the resort areas, because for these people to be traveling, they must be really rich. Whereas the Europeans, Australians, and etc, are mainly backpackers who don't have much money. Whether this is true or not I don't know. But there is now a

massive police presence in this area. There were Special Forces type people stationed on each of the islands we went diving at. And really, they've snatched only one pair in the last 6 months, so your chances are low of any problems.

If you have a smartphone, I highly recommend Booking.com (and Agoda.com) apps. Plus the Air Asia app. Our travel apps also include XE.com (money exchange rates). Maps.Me (a mapping app that you can pre-download a country and therefore don't need connectivity all the time). Google Translate. Hostelworld. AirBNB. TripAdvisor. Agoda.com (or the smartphone app) might be better in Malaysia than Booking.com. When I couldn't find what I was looking for on Booking.com, I checked Agoda and found more places than on Booking.com.

6.2.2 *Transiting the Northern Coast of Borneo*

The north coast of Borneo and the SW corner of Mindanao are populated by Muslim separatists who want to establish a Muslim country in the southern Philippines. At times these separatists have made kidnapping runs into the tourist areas of northern Borneo. In at least one case, cruisers who stopped ended up being killed and/or kidnapped. These incidents peaked in 2016/2017, and have been significantly reduced in recent years.

To police this area, the Malaysian authorities have created an internal organization called ESSCom, or Eastern Sabah Security Command. ESSCom has established a curfew along the north coast of Borneo, and their Navy/Coast Guard boats patrol the area regularly.

When the Malaysia Rally to the East travels across the north coast of Malaysian Borneo (around July every year), there are ESSCOM patrol boats who stay with the rally at all times.

Boats crossing on their own, are well advised to go quietly and not stop in any spot for longer than a short overnight. The "bad" area is generally between Sandakan and Tawau.

More information from ESSCOM here:

<https://esscom.gov.my>

OFFICIAL WHATSAPP : +6019-2305909

Hotline: +6089-863181 (24 HOURS)

Office: +6089-863586 / 80 / 81

Email: opsroomesscom@gmail.com

biilikgerakan_esscom@jpm.gov.my

6.2.3 *Tawau (Port of Entry)*

Tawau is on the NE side of Borneo, just across the Indonesian border. The anchorage off the yacht club is at approximately 04°14.93' N / 117°52.59' E

Kismet – Nov 2023: Just finished clearing into Tawau, Malaysia and it was a relatively painless and inexpensive process.

Arrived at Tawau Yachtclub, over the weekend, anchored off their pier. Check in with yacht club, paid nominal dues to use their facility (probably not required but more of a courtesy).

Monday Morning, Proceed to Marine Department and get the arrival and departure forms, leave copies of your last port clearance and documentation and be sure to grab blank form for departure. Go to Ferry Terminal and get a visitor pass (small fee) to visit Immigration and Customs. Turns out customs doesn't want to see you until you leave. Immigration wants a copy of port clearance, last port crew list, new crew list. Immigration will do biometrics and

stamp in your passport (90 days and allows for one 60 day extension) as well as stamp your new crew list. Health department was not interested in seeing the boat or any papers and no one asked about anything health/quarantine related.

To leave, even domestically, back to Marine Department give them clearance out form (keep copies) to get clearance out stamped paper (they will give you two carbons one for immigration and one for customs). Proceed to customs, give them a ships store list in addition to copies of everything you can imagine, they will give you port clearance to your next port (in my case, Kudat). Walk across the hall to immigration, they will want to see your stamped crew list, and the 2nd carbon of marine department form and customs form copy. They will stamp your original new crew list one last time and you are on your way. That's it. No one wanted to come to the boat. Marine department was a bit of a struggle but Customs and Immigration friendly efficient and professional.

Also of note, and I will post more later, the process around ESSCOM (which are basically the Marine Piracy Police) that is detailed in Noonsite is not up to date. I am still working through that process, it is quite involved to get started on your journey.

Also just a side note about Tawau, it is a great city, has an amazing public market, and people are extremely friendly. Compared to most places I've been in Indonesia over the last 6 months it is an easy and pleasant place to provision and visit.

6.2.4 Kudat (06-53N) (Haulout Facility)

Jenny Cleary (on FB) – Feb 2018: We have hauled out in Kudat shipyard, Sabah, Borneo, several times, and twice left the boat on the hard for several months. Competent engineering and labour (eg painting) available. While the marina was indeed destroyed in a storm perhaps 3 or so years ago, the haulout, handstand and engineering are functional, separated from the marina by a lagoon in which a number of boats have anchored or moored stern to wall over lengthy periods. Prices for haulout and hard stand have been climbing over the past several years but are still pretty competitive in the region. Good luck. We still recommend Kudat.

The marina (not the boat yard) was destroyed by a storm some time in 2016. It was decommissioned by the time we arrived in late 2016. Yachts there still, but no fees because no management remained. Cafe upstairs open most afternoons and evenings. Nice little yachting community remaining when we left in March or April 2017; not sure about now.

Fellow Traveler - May 2014: My boat, FELLOW TRAVELER, and I are currently in the yard in Kudat, Sabah with plans to splash end of next week. We will then go N and E around Sabah, enter Indonesia at Tarakan, and head down the Makassar strait for Bali.

Before - March 2014: Here we are, in a small marina, 20 slips or so, surrounded by a golf course, and this is Malaysia. People are quite friendly, once we found the proper offices all the check in with customs, immigration, & port captain was very easy and no charges! Expect to be here 1-2 weeks, but will have to move prior to the SW monsoon starting.

Kazi (the dog) is really happy to go for real walks

Backchat - 2005: Around the Tip of Borneo. We didn't go there but reports from others is that there is a marina being built, that yachts can anchor in the bay, and that there is a good hard stand area.

Malaysian Customs Law Act 235 Section 39d states that pleasure vessels not for hire and not carrying cargo are EXEMPT from checking in & out of every port. (We had a copy of the Act to

show just in case) (The requirement is to check in on arrival in first Malaysian port, and check out at last Malaysian port. - Allan 01/07)

Valhalla - 2005: Have visited by car only. Looks good to haul out. Numerous yachts have done it over the years. Not much in the way of chandlery and may require numerous vehicle trips to Kota Kinabalu to get things, or have them couriered.

6.2.5 Pulau Kulambok (06-59N)

Hamamas - April 2009: Our next anchorage was at the resort island of Pulau Kulambok and then Kota Belud from where we could see the majestic Mt Kinabalu. On 10 April 2009 (Easter) we saw the first of many oil platforms as we headed towards Sutera Harbour in Kota Kinabalu.

6.2.6 Usukan Bay / Kota Belud (06-21N)

Hamamas - April 2009: Our next anchorage was at the resort island of Palau Kulambok and then Kota Belud from where we could see the majestic Mt Kinabalu. (*Ed: Kota Belud appears to be a town inland from Usukan Bay*)

Backchat - 2005: 6:21.95N 116:20.14E

A big well-protected bay but need to watch out for fishing nets and traps.

6.2.7 Mantanini Island

Backchat - 2005: We sailed to the island, but due to a healthy swell and shallow waters inside the reef decided not to anchor. Looked like a lovely island, and in different weather conditions, would have been idyllic. Reported to have lots of dugong in the area. (Island resort has meals and a bar, equipment and boats for dive trips/training - 05/06 - Allan)

6.2.8 Palau Gaya Police Bay (06-02N)

Backchat - 2005: 6:01.75N 116:01.2E

A lovely deep bay good for snorkelling and kayaking. Can anchor quite near the beach (which has been recently cleaned up) - sandflies can be a problem. Another anchorage with moorings reported off the Guyana Bay Resort where you can get ferry to town.

6.2.9 Kota Kinabalu (05-58N) & Sutera Harbor Marina

Noonsite – May 2022:

Soggy Paws – July 2015: We called Sutera Harbor Marina on the phone, from the number on their website. They said they could not take a reservation from a phone call, to please submit one by email to MarinaO@suteraharbour.com.my

Here is what we got back from our email:

Greetings from Sutera Harbour Golf & Country Club !

Thank you for your enquiry and interest in berthing at our marina. Yes, we do have available space for your yacht.

Please refer below notes for your reference.

- Visitors rate is RM68.90 per foot per month (inclusive 6% GST) Berthing charges should be based on the longer measurement of either the vessel or finger pier. Minimum chargeable length is 30 feet. Multi-hull / mono-hull will be charged at 1.5 times the applicable rates should it occupy both berths. Berthing at

premium berth (Closest slips to Marina Club) will be charged 1.5 times the standard berthing rate. Advance payment of berthing fee should be made during registration at the Marina Office.

- Power provision is a single-phase 220-Volt from 63-Amp to 100-Amp 50Hz supply. Rate is RM0.80 per kWh (inclusive 6% GST) and payment should be based on total consumption at the end of the calendar month (long term stay) or at the end of the stay (short term stay)
- Visitor must provide own hose and cabling for water and electricity.
- Fresh water supply is provided (Currently inclusive in berthing fee until further notice).
- All vessels must be equipped with a waste water holding tank.
- All vessels must have a valid boat registry and insurance coverage. Kindly include both required documents in your next reply to us as well as the photo of the vessel.
- Advisable time of arrival is between 0800hrs to 1800hrs. No entry is allowed during the night time. Anchor outside the marina under your own risk is the option for any arrival outside the operation hours.
- Any yacht intended to berth in the marina must get the clearance by Marina Operations prior to the entry by contacting them via VHF Channel 71.
- Please ensure you present at the Marina Admin Office for registration purposes within one hour after your arrival. Marina Admin Office working hours are as below:
 - ~ Mondays to Fridays - 0900hrs to 1800hrs
 - ~ Saturdays - 0900hrs to 1300hrs
 - ~ Sundays and Public Holidays - Close
- Any assistance after office hours, you may call our Operation Team at 088-303 501.

Please also include the documents that need to provide to us.

1. A copy of Last port of call
2. A copy of Passport
3. A copy of boat insurance
4. A copy of boat license

When you are close to Marina entrance please call us through VHF channel 71.

This turned out to be a really nice place to stay with a lot of amenities (pool, nice bathrooms, reasonable laundry (for yachties), bar & restaurant, plus a 3MYR shuttle to town that runs approx hourly from 5am to midnight).

It is the only marina in Malaysia that we went to where fuel was delivered from a proper fuel hose, rather than in jugs by the local guy for 3MYR/lt. We paid 2.82MYR/lt at their dockside fuel facility, and it was a pleasure to just pump it into our tank.

Rates for our catamaran 143MYR/day for dockage and metered electricity at .75/unit (we used 84 MYR over a 10 day stay, mainly for the A/C).

There is a laundry facility underneath the marina office where they will wash/dry/fold for a reasonable price per kilo (versus the outrageous hotel per-piece price). Make sure they know you are on a boat.

We took showers every night in their ritzy shower room, with a free plush towel. When they ask for room number, just tell them you are on a boat. There may be a workout room somewhere, we didn't look for it. But there's a nice lap pool.

We left our boat in the marina for a week and took a trip inland by bus. See section on Inland Travel at the top of the Sabah section.

We didn't stay long enough in the marina to get the lay of the land, but the marina has a helpful 3-4 page document "where to find stuff in KK" with the locations that other cruisers have found various boat-related stuff.

Savannah - May 2014: As we pulled into Kota Kinabalu (known as KK), one theme ran throughout all of us... Jake put it best "Oh. My. Gosh. This place is HUGE!"

It's our first city since San Diego. Complete with big buildings, 6 lane highways, red lights, and lots and lots of people. We pulled in yesterday and decided to anchor outside the swanky, swanky marina. Did I say swanky? 2, or is it 3? Resorts...4 pools, who knows how many restaurants, bowling ally, someone said theater???

Swanky.

We anchored, took a shower and went in to check it out. What did we find? Our good friends Lee and Richard on s/v Before. Love these people. Unfortunately, they only had 5 minutes to talk before heading out on a tour for a few days, but enough time to surprise them and get some really good info (like how to catch the "swanky" bus with air conditioning to town for a \$1/person).

So today we went downtown to check everything out. We hit the mall.... We found the Japanese restaurant we want to try soon. We walked through one of the largest markets I've seen to date...very cool. Then we had 'jugs' of beer at an Irish pub.

I'm sure we'll get further into the Malaysian thing tomorrow, but if you've read us for very long, you'll know we get our American on when we hit a place like this (Can you say 'Burger King?' "Pizza Hut?"...actually we got there at 9:30 and nothing else was open...we were starving...Whopper sounded good.). We need a day to soak it all in, then we'll hit the streets. We're looking forward to the night market. We here it's the best in Borneo. Street food, locals, market...all good things.

While we just arrived, it seems like this is the hub of all things happening....city life (restaurants, bars, people, lots and lots of hotels), jungle, orangutans, caves, rivers, long houses, white water rafting, giant mosques, scuba diving, literally everything.

It's also quite pricey in some aspects so we're going to have to choose wisely (unlike last night when we spent a small bar of gold on our crappy dinner at one of the hotels here), but choose we will....this is the most exciting place yet. The people are friendly, the food is good, and the possibilities are endless...

--- Two Weeks Later

Two weeks in KK gave us just enough time to fix our dinghy motor, fix our refrigerator, and stock up on groceries. It is true what they say about cruising...it's traveling from one exotic port to another fixing crap. I would add to that 'and buying groceries.'

We did manage to have a little fun though. We swam in the many pools at the resort, we toured the museum, and we spent a few nights at the 'night market' eating local food and getting ourselves acquainted with the culture. A few things I'm not sure I've mentioned yet...

Malaysia is predominately Muslim and/therefore there's not a lot of pork or boozing going on. This proved to be a bit of a challenge when eating out as everyone knows Andy thinks the pig is a magical animal and we both enjoy a good beer with our meal (as do our friends Lee and Richard who we were with for many meals). But, persistence pays off and we found ourselves spending many days enjoying the food and drink of **El Centro** (expat bar/restaurant that was wonderful when you wanted something different than rice and curry). Of course we enjoyed many other wonderful restaurants here...Chinese, Japanese, Indian, Seafood...in spite of trying to restart my jogging routine, I think I still gained a few pounds.

One of the downsides of KK was the smell and trash. Everything on this side of the world seems to be individually packaged. Small bags of noodles, small bags of potato chips, small bags of shampoo, detergent, even toothpaste are sold everywhere from the largest of grocery

stores to tiny mom and pops. 99% of these packages end up on the ground or in the water. Alongside those wrappers you can bet you'll find hundreds of plastic bottles. Rest assured our sight wasn't the only sense stimulated...all three of us have a keen sense of smell as well. Our noses were challenged when hit with overwhelming bouquets of stench. Trying to identify each smell came to be sort of a sick game we played. Fish, poop, urine, curry, barbeque, diesel? I'm not complaining, just wanting to make you all feel like you're here with us...

Hamamas - April 2009: By 1pm we were moored in the luxurious Sutera Harbour Resort Marina where we eventually stayed for 6 weeks enjoying all the facilities of the complex including the Olympic style swimming pool and LONG HOT SHOWERS!

Backchat - 2005: 05-58.02N 116-03.37E Sutera Harbour. Need a holding tank

Immigration is a long taxi drive North of KK. Try to share with another crew. Taxi Mr Sim Ph 0198117013 - he will do the round trip for 50rg (+Port authority which is in town.)

As a visiting yacht this marina has everything - every sporting facility you can think of, numerous swimming pools to choose from, cheap laundry, free courtesy bus into town on the hour, excellent security, immaculate ablution blocks, towel service, theatre, 10pin bowling, use of hotel (2of) facilities at hotel guest rates. Arguably the best marina we've ever used.

Excellent markets and supermarkets in town. (Although range of specialist western foods is better in Brunei. Sabah and Sarawak people buy in Brunei. - 05/06 - Allan) Shell Gas, just near Hyatt hotel will refill gas bottles.

From KK we flew to Sandakan to Sipilok Orangutan Rehabilitation Centre, and went on a Kinabatangan river tour, staying at accomodation on the river overnight. Others sailed around to Sandakan and took their own yacht up river and reported a great trip. Turtle Island is nearby too, as is Sipidan diving. These may well be on the menu next year for us.

Also did the Mt Kinabalu climb. Would strongly recommend, purchasing a climbing stick and doubling your leg muscles before you go. Also give yourselves a day at the Kinabalu National Park before climbing and a day at Poring Hot Springs or stay at the Headquarters after. It's a strenuous climb and worth giving yourself as much time as you can to acclimatise and/or recover

Keep your eyes and ears open for a blooming Rafflesia flower. They are spectacular and we considered ourselves lucky that we did see one (after asking everywhere for 2 months!) They only bloom every 15 months or so, and then only for 3 -4 days.

Valhalla - 2005: Sutera Harbour Marina. Closed to vessels without a holding tank (which they call a 'black water tank'). No exceptions allowed (unless you happen to be a racing boat passing through and are friends with the manager!!!!). VERY arbitrary policy against which I am mounting a media campaign to shame them into something reasonable, like sealing the head valves for boats not equipped with a holding tank.

Lone Rival - 1991: Still with no wind and still motoring, continued eastward toward **Kota Kinabalu**, the capital of **Sabah**, the eastern-most state of Malaysia, and the northeastern tip of Borneo. Here the water begins to turn blue again. One anchors just west of the commercial harbor in the shadow of **Gaya Island** at either the yacht club or in front of the **Tanjung Aru Resort** (5' 59' N, 116' 02' E). It is easy to spot the resort from offshore because of its dominant red roof. There is a small breakwater which protects the anchorage during the southwest monsoon. During the NE monsoon everyone moves around the corner to the yacht club, a 15-minute walk along the beach from the resort. The resort is probably the most convenient as it has a dinghy dock which allows one to forgo dragging the dinghy up the long, shallow tidal flats

in front of the yacht club. Both have showers. Fresh water must be jerry juggled; diesel the same, unless you take the boat to the commercial fuel barge in the main harbor area.

The exciting part of Kota Kinabalu (KK) looms over the town and harbor. For the fit and healthy, a two-day hike will take you to the summit of **Mt. Kinabalu**, 13,600'. The first day you climb to the base camp at 11,000' and early the next morning make the final ascent. It is the tallest mountain in S.E. Asia. It is taller and requires a more rigorous climb than Mt. Fuji in Japan. During the final push for the summit, I thought how ironic it would be to get frostbite in the tropics.

For a step back in time and into the primal rain forest of Borneo, there is a daily general cargo train which runs from KK to the logging town of **Tenom**, home to the Murut tribe. The Muruts are the traditional hunters and food gatherers, who were the last to give up head hunting in Sabah. "General cargo" means you, the "locals," the chickens and the goats. As the train leaves the coast, it follows the Baras River, which starts out slowly but will develop into a raging torrent as you move inland. Tunnels have been carved out of the **jungle** undergrowth. The train stops in what appears to be the middle of the thickest jungle. Passengers depart and disappear in the first meter or two of dense green. At brief clearings one can glimpse sheets of latex hanging on racks to cure, freshly collected that morning from the wild rubber trees. You can catch a bus early the next morning from Tenom back to KK via the **Crocker Range of Mountains**. home to the Kadazan tribe.

6.2.10 Palua Tiga (05-43N)

Savannah - May 2014: As I type this we are sitting at anchor in front of Tiga Island, where the very first Survivor reality show was filmed. Weather has dictated that we anchor on the north side of the island and our first trip ashore got mixed reviews. The beach is littered with trash (I had flashbacks to the Marshall Islands), however as we ventured further into the jungle we found a trail where we saw lots of creepy crawlies, butterflies, a snake and even some monkeys.

There's a resort on the other side of the island and we're assuming these trails lead to and from there. There is supposed to be a mud volcano around here somewhere as well. That's on tomorrow's agenda. If the wind switches up again, we'll move the boat around to the resort side and see if we can find a decent beach. In the meantime, we're enjoying a beautiful breeze (keeping the cabin cool!) and some solitude.

Backchat - 2005: (41nm S of KK) Depending on wind and swell can anchor on either side. We anchored at 05-43.7N 115:39.2E and had a good night. Others reported uncomfortable swell and sandflies on the beach. (The resort is planning to install moorings off their beach on the island's south side.

This is an excellent sheltered anchorage in NE Monsoon and OK in SW monsoon if breeze not too strong, otherwise go around to NE corner. Resort has good meals, a bar and equipment/boats for dive trips/training on nearby reefs. This National Park island has numerous walking tracks, mud volcano pool to wallow in, big monitor lizards. There is NP landing fee per person - RM10 - Allan 05/06)

On our return trip South we anchored off the beach of Tg Nosong 5nm S of Tiga which was surprisingly well protected from the South and SW winds altho it might be a bit shallow for monos.

Valhalla - 2005: Anchored at 05-43.162N 115-38.881E.

Called 'Survivor Island' .. where the first 'Survivor' series was filmed.

Anchored in front of the resort which welcomes yachts. Check in with the Rangers next to the resort, RM10PP for the stay. Spent 5 days hiking the trails, snorkelling, and wallowing in the 'volcano mud' pools. We visited the nearby 'snake island' as a tour from the resort . good trip.

6.3 Labuan (05-16N)

Speedwell – October 2022: The recommended anchorage in Labuan harbour is opposite the ferry dock and the harbour master's office, locally called the Jabatan Laut. It is also close to a big village on stilts over the water and the Coastguard dock. It's fairly busy with boats of all types and sizes, including barges, passing by and it was sometimes quite interesting rowing across to the other side of the harbour where I was able to tie my dinghy to a big tuna boat and scramble ashore. The tuna boat belongs to John and Amy, friends of Gary, and they were magnificently helpful, giving me a tour of the island and always welcoming me aboard after my brave dinghy crossing of the harbour.

The island is not very big and we drove all the way around in half a day, stopping at various places of interest. A walk along a beautiful white sand beach then a quick snack of fresh green coconut and chicken sate.

We made another stop at the Peace Park and Surrender Point where Japan surrendered to the Australians after WWII. Then we went on to a sobering stop at the war cemetery with thousands of headstones marking the graves of those who died during the Japanese invasion of Borneo, on the Sandakan death march and as prisoners of war.

At another stop, on a lighter note, I gazed in wonder at 'The Chimney', a tall structure built over a no longer active coal mine which is now a small museum. No one is sure if it was actually a chimney or what it really might have once been used for. Interesting. We had a last stop at a big modern building housing an ambitious aquarium. Unfortunately they have not had much success at keeping the sea-life alive. Artists were working at an outdoor studio making lifelike models of fish in lieu of real ones.

There are many good hardware stores and small shops selling almost anything you can think of within easy walking distance of the harbour. There is also a very good fresh market. When I left about a week later Speedwell was fully stocked again and the diesel tank was full. I also gave myself a little treat and indulged in a bluetooth keyboard that works with my phone, tablet and laptop. The normal 90% humidity here means damp, sweaty fingers and makes using a touch screen to type more than the shortest of messages, a real test of my patience.

Full blog post with pictures: <http://speedwelladventures.com/blog/leaving-sarawak/>

Noonsite – Oct 2018 - Clearance: For full details on clearance into and out of Malaysia see Malaysia Formalities.

On arrival report to Harbour Control on VHF 16/10.

As Labuan enjoys a certain degree of autonomy, it is necessary to clear Immigration on arrival, even if coming from Kota Kinabalu or another Malaysian state. This is a good place to clear in or out of Malaysia as the officials here are used to yachts and the process is quite quickly completed.

Note the new update to the restrictions on visas. See Malaysia Immigration.

Clearing In: Skippers only need to visit Jabatan Laut (Port office) when arriving from Sabah or Sarawak in Malaysia.

To get to the Port Office, leave the marina entrance and turn immediately left, past the Waterfront Hotel. Walk along this road until you reach a large grassy field (Labuan Square), and the road turns to the right. At the junction opposite the Police Station, turn left along the main road, keeping the field on your left. Walk along this road until you reach a roundabout. The old Customs House can be seen just past the first turning off the roundabout. It has been repainted in colourful tones and cannot be missed! The Port offices are behind this building and to the right. Pass through the security gate, enter the offices, and go to the first floor.

This building is just 250yds away from the ferry terminal. Avoid going on Sunday as the office is closed and someone is only on-call in the morning and you may have to wait quite a while!

Immigration: This is located inside the Ferry Terminal. Ask security personnel where to find immigration officers, they will be around the departures/arrivals terminals. Their office, in the bowels of the terminal building, is where formalities are carried out. Every crew member has to show up to clear in and out as fingerprints are checked, even going between Malaysian ports!

Customs: Customs is located in the same corridor as the immigration office in the ferry terminal. You do NOT need to go to the main Customs building near the ferry terminal and post office.

Clearing Out: When clearing out visit Jabatan Laut (port office) first, then Customs and lastly, Immigration, where all the crew have to go to have their fingerprints checked.

Full post on Noonsite:

Reflections – November 2016 – New “Duty Free” Regulations: If you are sailing to Labuan to restock your liquor cabinet these are the new regulations. There is a Customs Official at each Duty Free store.

Please be informed that if you intend to buy duty free cigarettes, liquor, wine or beer, you are required to show your passport to the shop.

The limit per month per person for each duty free items above is as below:

- Cigarettes 3 cartons per month
- Liquor and wine 5 litres per month
- Beer 3 cartons per month

The new regulations are as required by Custom Department of Malaysia.

Noonsite – Nov 2014: Since November 1st 2014 berthing rates in Labuan marina have changed.

There are two different rates for "Domestic" and "International" users:-

Daily: Domestic RM 0.80 per foot / International RM 1.00 per foot

Weekly: Domestic RM 4,80 per foot / International RM 6.00 per foot

Monthly: Domestic RM 10.20 per foot / International RM 24 per foot

All boaters requiring berthing at the marina are required to have:

- Boat registry certificate (original copy)
- A valid passport for entry (and stay) in Malaysia for owner/captain and all guest and crew staying on board
- Port clearance of the last port of call
- A valid insurance for the boat with a third party

Savannah - June 2014: Labuan...we had never heard of it until a few months ago. It's a small island just outside Brunei. It's part of Malaysia but is not part of the states of Sarawak or Sabah. It's its own little entity. I would tell you the history of the island, it's part in WWII, and how it

became its own federated state, but that would require me to do more research to make sure I was being accurate and well, I'm lazy. Google it. **Being duty free, it's a major stop for most cruisers as alcohol in this part of the world is both scarce and expensive.**

We had low expectations as everything I've heard or read from other cruisers made it sound dirty and industrial without actually saying that. It just goes to show, one cruiser's rolly anchorage is another cruiser's paradise.

As we pulled into the harbor, we were astonished by the number of huge ships. Jake tried to count them all and decided when he hit 40 that it was just too many. Labuan is the landing site for much of the equipment needed on the oil rigs around this area, so the ships are always coming and going. Lucky for us, we were able to skip the rolly anchorage and dock inside the newly renovated **marina**. It's the cheapest marina yet. While it didn't have many amenities (you get what you pay for), it did serve our purpose and was conveniently located right in town.

In addition to the duty free shops on every corner, Labuan has a lot to offer to a cruiser. I was later told by a young lady that grew up there that four years ago we would have been disgusted, so I feel lucky to have arrived after the "major clean up." We found the market, all the grocery stores and even the pork shop (a well kept secret).

I would have liked to have rented a car and seen some of the more touristy things like the white sand beaches and bird sanctuary, but we were only there for a week and had a lot of stocking up to do (and the days were hot, so a few hours out and we were done until the next day). We did manage to see the Marine Museum (not much, but it did have some really clean aquariums, extremely old whale bones and it was free...can't complain) and when I went jogging I would jog to the WWII memorial, so I checked that off on the list. There is a weekend market and we arrived while the Strong Man competition was happening. Jake really enjoyed watching the ridiculously large men do things like lift cars up and down.

Our week came to an end and we, along with three other boats, motored the short distance to the tiny country of Brunei, tucked between Sabah and Sarawak, Malaysia.

Noonsite - March 2014: After 2 years of extensive renovations the Marina has reopened. Labuan Marina is a 5 minute walk to Supermarkets and hundreds of great restaurants, bars and nite clubs. Beautiful island with clear water, clean tree lined streets and white sandy beaches. It is about 20 miles West of Brunei.

The Island has Duty Free status and is also an International Business and Financial. The Marina is Government Built and operated

For more information please contact Wani on phone number 0198501316.

Backchat - 2005: 5:16.54N 115:14.31 DUTY FREE!!!

Use taxi boats. Not recommended to leave dinghy on shore. Warning, they tend to ram your boat (their method of parking!!) to pick up and drop off so need fenders. 1 rg per passenger.

Didn't check in - seems that they really don't want to know if you're only there a day or two.

Restock with vital duty free supplies. We found the shop nearest the boat taxi ramp was the cheapest. (Australian wine and beer cheaper than Australia. - Allan 01/07)

Shop opposite Port View Restaurant has bulk supplies of bacon, cheese, ham plus. Excellent seafood restaurant upstairs near taxi ramp. Interesting visit to war memorials/cemetries/marine museum etc.

Valhalla - 2005: Anchored at 05-16.473N 115-14.308E

Duty free zone, great for stocking up. Terrible harbour anchorage; smelly and rolling from the ferries. Don't use your dinghy to go ashore; hail a water taxi for RM1 PP.

Lone Rival - 1991: I stopped in **Victoria Harbor** (5' 17 N, 115' 14 E) on the nearby island of **Labuan, Malaysia**. Labuan is advertised as a duty-free port, but only for the likes of outboards, etc., not for the usual. Aside from the masseuse at the hotel health club, there did not seem to be any redeeming attractions in Labuan.

6.4 Brunei

Savannah - June 2014: Playing a big part in the oil industry makes Brunei one of the richest countries in the world. It may sound familiar to you as it's been in the news for recently implementing Sharia Law (and owning the Beverly Hills hotel...Hollywood is all up in arms about it.). While I normally wouldn't want to drop a dime here, the insanely cheap fuel makes it irresistible (.31 liter...we need over 400 liters...add it up). We find ourselves motoring more than sailing here in Malaysia. As we begin to explore, we're getting a little more insight into the country and the people. I'm going to hold off on my judgment for the time being. I will say the Royal Brunei Yacht Club is top notch so far...swimming pool, clean showers, nice restaurants, toilet paper in the bathrooms (don't laugh, I've had a roll in my back pack ever since we left Palau), and even a large washing machine free of charge.

So here we sit in Brunei, a country roughly the size of Delaware, and I've decided I'm ready to give my opinion (shocker, right?).... Andy and I were discussing tonight what we thought of the place and the conversations are lively. But first I must confess, I have a Bachelor of Science degree. I was only required to take one philosophy class and one religion class (I chose to study the New Testament not the Koran). I am in no way qualified to pontificate on this matter. But I'm going to anyway.

A few weeks ago I was sick to my stomach thinking we were coming here. Brunei is a predominately Muslim country, ruled by the Sultan. It is the longest running Monarchy in the history of the world (according to the brochure). The Brunei government is in the process of implementing Sharia Law and well, I have a hard time shopping at stores that I don't agree with, much less an entire country that thinks nothing of a caning here and there (at least I know our dinghy is safe. If anyone gets caught stealing it, off with your arms!).

But after being here for a week or so, I have a different view. Perhaps it's me trying to justify our taking advantage of the fuel smorgasborg while not feeling like a hypocrite (\$.31/liter! That's actually about \$.24 in USD). Or maybe it's just my mind opening up the further around the world we get. Here's my epiphany....

The powers that be here are trying to keep their young from straying too far away from the homestead. You can read it in their papers. Globalization is giving too many kids new thoughts and temptations. What they're being taught in their Friday prayers at the mosque isn't actually coming to fruition in the real world so they're starting to doubt their roots. Sound familiar? It should. It's happening in our own backyard as we speak. The only difference is, Brunei leadership (or Muslim leadership?) is owning it. They're bringing out the big sticks...literally. I'm not saying I agree with the moral compass they're preaching to or their methods of influencing change, as a matter of fact, I vehemently disagree. However, at least they have a moral compass. Sometimes I think we, as a country, lost ours. And at least they're attempting to do something about it.

With our newfound outlook, we took to the streets with a wide eyed wonder and open minds (no pig and booze made that difficult but we pushed through). What did we find? Grocery stores rivaling anything at home, tall buildings, big mosques (very similar to our cathedrals), clean streets, nice cars, really, it wasn't much different than driving around in any hometown USA (aside from the call to prayer every few hours and my needing to cover my knees and elbows. I rebelled on the elbows, it's 90+ degrees out here).

We took a cultural tour where we got to see the museum, another mosque and the largest water village in the world. We've seen water villages before, but this one has over 30,000 people living in it (as Jake said, "that's not a village, that's a city!). It's actually made up of more than 40 individual villages and they are complete with electricity, air conditioning and plumbing.

The people of Brunei enjoy an extremely comfortable lifestyle. Everyone is able to own their own homes if wanted, drive nice cars with tax free loans, and enjoy an income tax free society. Debts are paid off by the Sultan if need be, and health care is free. Of course none of that is really free, but I'll leave that debate for another time and place...

Solita - May 2013: Brunei is a kingdom of Islamic monarchy, run solely by the Sultan of Brunei, Sultan Haji Hassanal Bolkiah, who is the supreme executive authority in Brunei. He is also the Prime Minister, Finance Minister and Defense Minister.

This title passes on through the one family, from elder son to elder son - the country has been ruled by the current sultan's family for over 6 centuries. The Sultan is fantastically wealthy, with "old money" but also topped up with the proceeds of the incredible gas and oil resources that the country owns.

The Sultanate of Brunei's influence peaked between the 15th and 17th centuries when its control extended over coastal areas of northwest Borneo and the southern Philippines. Brunei subsequently entered a period of decline brought on by internal strife over royal succession, colonial expansion of European powers, and piracy.

In 1888, Brunei became a British protectorate; independence was achieved in 1984. It is now a very small country of 5,769 square kms and has a population of about 400,000 (the same population but just one twelfth the size of the Australian ACT), sandwiched between the Malaysian states of Sabah and Sarawak.

It is a modern Islamic country which "maintains a quiet contemplative respect for tradition, reflected in its noble Islamic architecture, sincerely hospitable people and reverence for its century's old monarchy".

As a Muslim country there are restrictions imposed on those living here. There is no alcohol for sale, smoking is discouraged and they have very strict drug laws. Entertainment is censored to a degree and even their television programs are quite bland. There are no Hollywood movies with violent, adult or frivolous themes. Adam Sandler and Bruce Lee movies do well here. You can watch documentaries, local reality "soapies" with strong Muslim values demonstrated, some imported cooking and gardening shows on television.

The main pursuits of Brunei locals seem to be shopping and dining out. Even so, citizenship is highly prized and difficult to obtain. Even to have been born here does not guarantee you rights. In 2012 only 446 people were awarded citizenship, and they had to attend a conference to learn the required knowledge and values needed to be good citizens.

The citizens of Brunei seem very happy with their lot and revere their Sultan. Some describe that their way of life is peaceful and safe, and that they have a good standard of living. There definitely are advantages to life as a citizen of Brunei – free education and health care, a social

welfare system, no income, export, sales or payroll tax, very cheap fuel and privatization is being encouraged. There is a very high rate of car ownership – 1 car per every 2.09 citizens.

There are many public facilities, all public buildings are well maintained, there is minimal garbage around the town, the town has many imposing museums, mosques, palaces and other buildings. There are many green belts within the town and the country has extensive areas of pristine rainforests, traditional villages, freshwater lakes and beautiful beaches. The main industries are petroleum, gas and timber.

The kingdom also embraces tourism and there are quite a few world - class hotels and resorts and some tourist-focused activities promoted here - mainly golf, diving, and viewing the wildlife. A new International Airport is being built to cope with the anticipated increase in tourist numbers.

Geography - The main features of Brunei are its low lying coastal areas and small mountain ranges of dense rainforest well inland. Most of the population lives in the coastal regions and main towns. There are still traditional kampongs in the interior of the country but it is understood that the number of people living a traditional way of life is decreasing.

The road system is concentrated along the coast (the coastal highway is a well - maintained dual carriageway for most of its length from Muara to the Sarawak border) and around the capital of Bander Seri Begawan. Roads leading inland quickly become gravel 4WD tracks.

Many of the smaller villages and kampongs are only accessible by boat along an extensive river system that is fed by several large rivers.

Brunei has just 161 miles of coastline, which is contiguous with the coastlines of Sabah to the north and Sarawak to the south. A small tongue of Sarawak extends into Brunei Bay to interrupt Brunei's coastline for just a few miles.

It is relatively shallow offshore and to the south there are many oil rigs, platforms and pipelines to service the petroleum and gas industries. It is also just 16 miles across Brunei Bay to Labuan, a Malaysian federal territory which is associated with Sabah. This area is very busy with many huge container ships, rig tenders and other vessels.

Brunei Bay Radio - 2007: Brunei is a very relaxed and friendly Moslem country. The mostly Malay people are generally well off, travel a lot, speak English very well, are well educated and well informed. They like their personal freedoms and convenient lifestyle. Christmas Day (December 25th) is a public holiday and so too is New Year Day (1st January). The government working week is Monday to Thursday and Saturday. The Moslem holy day – Friday – and the Christian holy day – Sunday – are non-work days. But shops are open for business every day from about 0900 to 2100.

Apart from no bars or discos, and no alcohol being sold (bring your own in your yacht – officially 12 cans of beer and 2 bottles of wine/spirit per person per entry), there are very few other limitations. Conservative clothing (ie: long pants, short sleeved shirts) is in tune with local standards. Point with your thumb; not index finger. Almost everyone speaks good English. Brunei is officially a dual language country, Malay and English. Most school classes are conducted in English from about 9 years of age.

6.4.1 Approach, Arrival, and Formalities

Solita - 2013: Muara is the main port of Brunei, and is located on the north-eastern tip of Brunei, at the southern end of Brunei Bay.

There are leads to indicate the shipping channel for your approach from Labuan or the South China Sea, and the passage through the fringing island sweeps down into the bay past the Navy Base, the International Ferry Terminal, container terminal and other marine buildings. Immigration, Customs and Jabatan Laut are located within the International Ferry Terminal one kilometre west of the Royal Brunei Yacht Club.

Brunei requires yachts to check in with their Immigration, Customs and Harbourmaster departments when you arrive and just before you leave the country. Visas can be obtained on arrival – most nationalities are given three months for free, though Australians are only given a 14 day visa and are required to pay a \$20 visa fee. It is sometimes possible to obtain a transit visa for \$5, which will give you 3 days in Brunei, if you fly in.

Australians are not popular officially - rumour has it that the Sultan was angered by the Australian Government's deportation of one of the Sultan's family members who committed some misdemeanor (*Ed: a friend says he was accused of rape*) in Australia many years ago, though in May 2013 the Sultan met with Australia's Prime Minister to enhance relations between the two countries.

There are only 3 places to formally enter the country – Muara, another small port much further into Brunei Bay in the Temburong area (which caters more for the local boats moving between Brunei and Sarawak or Sabah), and Kuala Belait.

Brunei Bay Radio - 2007: ARRIVING in BRUNEI (Muara Port):

1. Upon entry to Muara Port, proceed past the navy base, police, container port, fishing jetty, Marine department/ferry terminal, cement loading wharf to the anchorage off Royal Brunei Yacht Club (Serasa) at approx **05-00.1 N / 115-04.0 E**. No need to wait in the Quarantine anchorage. If you arrive in the evening it's OK to report for entry formalities next morning.
2. The RBYC anchorage is good holding in mostly mud with almost no commercial traffic to upset your sleep. Don't come closer in than the moored yachts, (catamarans excepted) it gets shallow fast.
3. Five minutes from the anchorage in your tender (with outboard) to Serasa ferry terminal (05-00.9 N / 115-03.8 E) for immigration, customs and port clearance.

Or come ashore at the yacht club and catch the bus or get a lift from someone, or walk (30 mins).

Ferry terminal is open from 0700 to 1700 but officers can be absent for lunch, morning tea etc. Best to go there just before ferries arrive or depart. Immigration, Port, Marine and Customs are all done there.

There are no limits on the time visiting yachts can stay in Brunei. No special permit is required and there is no money to pay. (My Australian registered yacht has been here for over 13 years.)

Brunei currency notes and Singapore currency notes are legal tender in Brunei and Singapore and have the same value. Buy whatever you get the best rate on. Be sure to have some small denomination Brunei or Singapore \$ for your arrival formalities.

CHART NOTES:

1. Barat Bank light (5d 9.3m N 115d 5.4m E), in the entry to Brunei Bay, does not exist - no buoy and no light.

2. One additional set of lateral (port and starboard) marks has been added to the entry channel to Muara port. The present charts show three pairs (port and starboard) of lateral marks. An additional (4th) pair has been added, about 0.5 nm further to sea.
3. It is important to enter the Muara Port shipping channel from the outer port and starboard marks. A submerged rock training wall extends well out from shore along the line of the starboard hand channel marks; ie southern side of the channel. It is shown on paper and digital charts (if you look at the detailed display) and it has been further extended with the installation of the additional pair of lateral marks. It is very close to the surface; a visiting cat lost a rudder here in 2005 when cutting the corner.
4. The special mark at 5d 0.3m N 115d 03.85 E (near the RBYC anchorage) does not exist - no post and no light. But the broken off legs are below the surface and some yachts have hit these. Keep well clear.
5. The special mark at 10d 1.0m N 115d 10.0m E, on the route from Brunei to Labuan, does not exist - no buoy and no light. (It has been removed from newer charts too.)
6. Kuraman Island is a mostly pleasant anchorage in Brunei Bay, between Brunei and Labuan. the long sand spit offers options to anchor on either side, depending on the prevailing wind at the time; southwest from March to November and NW from December to February. A simple resort is located where the sand spit meets the island. The most convenient anchorage is on the northern side of the resort, as the water is deeper closer in than on the southern side of the sand spit.

6.4.2 Yacht Services in Brunei

Zephyr - January 2014 - Diesel: We just finished filling our fuel tanks as well as our 4 gasoline tanks here in Brunei. It's great that fuel is heavily subsidized here keeping the cost CHEAP. It's one of the reasons cruisers come here. One of the biggest reasons.

Here's how the system works at the Royal Brunei Yacht Club. You get in touch with Allen who runs the SSB link for Sailmail in Brunei. Being a member of Sailmail, he will send a van to the Yacht Club to pick you up. The Yacht Club has currently 9 jugs that you can borrow to bring fuel back if you don't have enough jugs on your boat (we don't). For \$30Brunei, you can bring up to 300 liters(about 80 gallons) or for \$40Brunei, you can bring up to 600 liters.

Now it all comes in the same van so I have no idea why there is a price increase since it's still one trip. We only had enough jugs to carry about 300 liters so we had to make two trips to get all we needed.

Here's how it ended up fuel wise. We bought 89 liters(23.5 gallons) of gasoline for \$32.00 Brunei or \$25.14US. That works out to just \$1.07 per gallon!!!!!! Boy is it government subsidized of what!!

For diesel, we needed the two trips. In the end, we bought 119 gallons of diesel for just \$109.44US. That works out to .91 cents PER GALLON!!!! We filled our tanks and even filled an extra jerry can with prices that cheap.

Now fuel out here varies in cost island by island and nation by nation. I being the anal retentive person that I am have kept track of what and how much we bought.

Here is what we have paid at the last few places where we got fuel:

Tawau, Indonesia: \$3.11/gallon

Davao, Philippines: \$4.10/gallon

Royal Belau Yacht Club, Palau: \$5.35/gallon

Pohnpei, Micronesia: \$5.10/gallon

Solita - May 2013: AA Car Rentals (Jeffrey Abd Suresh). 50RM per day for an older car, no air - con but mechanically OK. Will deliver and pick - up at RBYC. Ph. 8117884 or 2427238, email aacarrental@gmail.com

TAXI: Brunei Taxi Service – Amy. Ph. 8811889

BRUNEI - MIRI SHUTTLE: Brunei Passenger Transport - car and driver. Contact Mr Chin on Ph. 8715876

FUEL: Fuel is very cheap here (approx. AU\$0.31 per litre) but it can be a sensitive issue for visiting yachtees wanting to buy a lot of fuel at local prices. Ask the local boat owners in the anchorage or haul out yard at the RBYC who should be able to inform you how to obtain fuel.

MARINA RADIO/SSS INFORMATION: Alan Ritchie is happy to assist with marina radio and SSB information as well as information about local tours, fuelling and sightseeing. He can be contacted on radio@bruneibay.net

SUPA - SAVE SUPERMARKET: Lot no. 16397 Mabohai Shopping Complex, Kg Mabohai, Jalan Kebangsaan, BSB. Ph. 2223107. Excellent range of imported western food, incl. steaks & cheese.

SIGHTSEEING TOURS: Brunei Sightseeing. Ph. 2224026 or 2224027.

Brunei Bay Radio - 2007: You will find the information on our website useful - www.bruneibay.net/bbradio - especially if you plan to visit Brunei. And the Royal Brunei Yacht Club website - www.therbyc.com . We can help you with low cost car rental in Brunei (our Subaru wagon normally used for office admin duties) - with driver if you prefer - to help you get around, buy supplies etc.

A new small **shipyard** started operations about 12 months ago in Brunei at Muara/Serasa, with repairs, haul-out etc available. This shipyard has a variety of trade skills available; they service all the government boats (pilot boats, barges, marine department patrol boats etc). Intrepid Yachting manages the scheduling and shipyard work for recreational vessels.

We also offer a service to regularly check boats left anchored or on moorings off the Royal Brunei Yacht Club. My staff do daily checks for loose awnings, pump bilges etc while people are away overseas or travelling ashore. We can also run engines and other machinery on a regular schedule to keep systems operating and batteries charged.

Boats and boat parts imported into Brunei are duty free. Many yachts have used Brunei to receive parts, new sails etc. Check with me for specific information about how to do it. DO NOT send such items via Fedex - very problematic operation in Brunei.

For any requirements regarding repairs, haul-outs, or leaving boats in Brunei, please e-mail us at yachting@bruneibay.net . With diesel at approx US\$0.20c per litre, no duty on imported items for boats, comprehensive airline and air-freight connections, and convenient access to a variety of boat requirements, Brunei is a cost effective location for repairs, or to leave your yacht.

Please help me to maintain our free regional weather and Maritime Safety Information warning voice broadcasts by using our Intrepid Tours services in NW Borneo. E-mail to tours@bruneibay.net for information, tours, transport and accommodation. We have tour operations in Brunei and other parts of NW Borneo (Sabah, Sarawak & Brunei), plus sound

advice for budget conscious yachties on venues, activities and accommodation options; from Miri area north; this is our territory.

Diesel in small quantities can be brought to your boat in containers from nearby vehicle fuel stations. Diesel is still Bn\$0.31 per litre (approx US\$0.20). See John at the Royal Brunei Yacht Club for assistance with getting containers to the filling station 3 km away. The club charges a small fee for this.

New regulations were introduced (31st Dec 05) to control the sale of fuel (heavily subsidised in Brunei) to people from neighbouring Malaysia. This may cause some additional steps in getting fuel for visiting yachts, including restrictions such as using only certified fuel containers. For large amounts of diesel it's best to motor a few miles upstream on the Brunei River to come alongside a riverine filling station to fill straight into the tanks. John also has information on this.

We can be contacted on HF at the standby times shown on the website - www.bruneibay.net/bbradio on the channels/frequencies assigned to Brunei Bay Radio; also shown on the website. We also operate a 24 hour watch for sel-call alerts. If you need details about Sel-Call e-mailed, let me know.

6.4.3 Kuraman Island (05-13N)

Brunei Bay Radio - 2006: The simple resort here is a source of cheap beer, simple local food and a shower. Cabins are very basic but cheap. the nearby smaller islands have interesting tide pools to explore and there is a short walk ashore to the lighthouse on Keraman itself. Some snorkelling on small coral outcrops. Weekends regularly have boats from Brunei visiting.

Valhalla - 2005: 05-12.903N 115-08.563E

Very shallow here - overnight stop near Labuan.

6.4.4 Brunei Bay, Muara & Royal Brunei Yacht Club (05-00)

Savannah - June 2014: The best part of Brunei for us was the Yacht Club. It was bizarre. It reminded me of when we were stationed in Puerto Rico. If you drove onto Naval Station Roosevelt Roads it was like a tiny little America sitting in the middle of this huge Spanish speaking/influenced island in the Carribean. It's much the same here only it's a British/Australian community complete with swimming pool, restaurant, showers, and sailing classes. You can bring your own booze and relax by the pool all afternoon, completely oblivious that you are in a country dominated by Muslim influence.

Solita - May 2013: The Royal Brunei Yacht Club is located at Serassa, and it has several moorings as well as anchored local yachts in front of the clubhouse. The depth in the anchorage is around 4 - 6 M, but shoals quickly where there are markers.

The club's facilities are excellent – there is a very attractive open-air clubhouse with a great restaurant, a bar (for non-alcoholic drinks of course), wifi, showers and a wonderful pool and covered deck. They even offer free local phone calls from the bar if they are brief.

The grounds are well-maintained with lovely gardens, boat ramp and a lovely beach foreshore. The staff are friendly and helpful. It is mainly used by ex-pats and some of the more wealthy Bruneians, but never seems to be busy.

The jetty in front of the haul out yard is for dinghies, and has water piped to the end of the dock. Garbage bins are just past the end of the jetty.

When arriving, introduce yourself at the bar. They will issue you with a temporary membership card for B\$35 per week, or B\$5.00 per day. They will organise for you to "bank" some money into your account and you can use this card for your bar and restaurant purchases during your stay.

The club opens at 9am and closes when the last person leaves.

The club is quite a long walk from the shops and ATM at Muara, but often locals will offer you a lift. A small purple mini bus passes by the yacht club every half hour during the day and this goes to the Muara shopping precinct. There is a well-stocked grocery store there with a good variety of fresh fruit and vegetables, some meat, dry and and tinned goods.

Another option is to dinghy to a small boat ramp located between the container terminal/tugboat wharf and the Police wharf/fuel tank farm, and then walk the kilometre or so to the shopping area. Buses to the main town of Bandar Seri Begawan, or BSB, can be caught from the Muara shopping area, and takes approximately 50 minutes to reach town from Muara by bus, or 30 minutes by car. All bus fares appear to be B\$1.00. Note: Locals told us there were a few small crocodiles that hang about this stretch of shore line.

RBYC Muara clubhouse phone number is Ph. 2772011, email is kay@brunet.bn

Brunei Bay Radio - 2007: The Royal Brunei Yacht Club at Serasa has a pool, extensive dining room menu, open air dining room, free Wi-Fi in the club, washing machine, small workshop/repair area, shower and good shower/toilet facilities. Visiting yachts receive free temporary membership for one month, then pay a small monthly fee. Cheap local bus (air-conditioned) to central shopping area at Bandar Seri Begawan takes about 50 minutes.

Backchat - 2005: 5:00.00N 114:11.41E NB that will be a bit shallow for monos.

WARNING. At the approach to Brunei Bay there is a long breakwater coming out from land, 5:02.4N 115:05.6E to 5:03.06N 115.06E much of it underwater - follow the leads - don't cut the corner if coming from the South.

Immigration, port authority, customs all at same place at Ferry terminal to North of YC just past the concrete works - easiest to go in dinghy. In process of renovating when we were there.

Great facilities and hospitality at YC - security, showers, restaurant, pool, icebox for beers (private club so can drink there, just doesn't sell any alcohol), washing machine, library, TV, wireless internet. fuel & water. Some chandlery services.

NB. As of mid 2006 haulout, repairs, security, and hardstand will be available at Brunei also can motor upriver to a fuel barge at 4:55.96N 115:01.12E too

Bus service into town via Muara. Probably have to walk to main road to catch it.

Another part of RBYC is half way into city at Kota Batu. Can anchor off, but on main river. Very good restaurant.

Main city Bandar Seri very clean, modern, beautiful mosques and buildings. Great supermarkets with western foods eg: UK pork sausages, biscuits, Aus Vegemite & licorice, etc etc. A ride on the local taxi boats is fun.

Visit Jeredong 'playground' \$5 to get in, then all rides etc is free - enjoy your 2nd childhood!! A number of rides now closed by Log Flume is still a great highlight.

Checked out saying next port Kota Kinabalu

6.4.5 Bander Seri Begawan (upriver from Muara)

Solita - May 2013: BSB is the capital of Brunei and is located another few miles further upstream from Muara, along the river. The river is navigable up to and past BSB but the waterways here are very busy.

There are conflicting stories about whether you can anchor here. Some yachts have done it, and others have been escorted back to Muara by the police.

It is a widespread city with no obvious city centre, but the Omar Ali Saifuddien mosque, main markets, main canal, central bus terminal and the Royal Regalia Exhibition are close to each other and the river front. The water village, Kampong Air, is across the river from the town and is said to be the largest in the world, with approx. 30,000 people living there.

The Royal Brunei Yacht Club has another clubhouse here on the outskirts of BSB, on the coast road to Muara (Jalan Kotabatu).

ATTRACTIONS:

Within BSB: WATER VILLAGE - KAMPONG AIR

OMAR ALI SAIFUDDIEN MOSQUE

HASSANIL BOLKIAH MOSQUE

BRUNEI MUSUEM

ROYAL REGALIA EXHIBITION

ISTANA NURUL IMAN

MARKETING/COOKING EXPERIENCE

MONKEY VIEWING TOUR ON THE RIVER

VARIOUS SHOPPING MALLS

Outside BSB: JERUDONG PARK (night only)

TEMBURONG NATIONAL PARK

SUNGAI LIANG FOREST RESERVE

SERIA/OILTOWN AREA

SELIRONG ISLAND MANGROVE TOUR

Brunei Bay Radio - 2007: A second RBYC clubhouse is located at Kota Batu, upstream on the Brunei River. Anchor just off the club house in about 8 metres of water at approx 04-52.9m N / 114-59.1m E. Keep in close to the club to stay out of the main channel. Use your dinghy to get ashore at the club's small floating jetty. Showers, toilets, free Wi-Fi for visiting yachts. Extensive menu with inside (air-cond) or veranda dining area. This location is popular with yacht crews wishing to visit the main shopping area in Bandar Seri Begawan as the public bus takes only 10 minutes.

6.4.6 Jerudong / Prince Jefri's Marina (04-57N)

Solita - May 2013: The Sultan's brother Jefri has built a huge protective seawall with a narrow entrance and a set of leads in front of his palace at Jerudong. The enclosed waters have not been developed at all, except for the small man-made island in front of his istana or palace.

Many yachts have used this unofficial "marina" as an overnight anchorage but apparently it is not encouraged. People have advised that if you intend to use this as an anchorage, it is best to arrive in the afternoon, anchor out of sight of the palace and if you are Australian, lower your country of origin flag.

We anchored at 04-57.2'N, 114-48.5'E for an overnight stop and no one bothered us.

There are no facilities at all here, but you could dinghy out of the marina and along the coast to Jerudong.

Backchat - 2005: 04-57.6N 114-48.5E (Approx 40 nm North of 16) The private marina for the Sultan's brother. This is a huge area protected by large breakwater arms stretching about 1.5nm offshore. Not welcomed ashore but fine to anchor there inside the entrance. A great stop en route to Royal Brunei Yacht Club if daylight is running out. (Be careful if coming along the coast at night as this is not on charts and can be difficult to see. The poles for leading lights are about 100m off the entrance, black, unlit. - Allan 01/07)

Valhalla - 2005: (Entrance waypoint 04-57.78N 114-48.30E)

This is an artificial harbour owned by the Sultan's brother. Enter through breakwaters on either side. It was just an overnight stop for us. We anchored just inside the harbour, well away from shore and the palace area.

We were not approached by anyone though a yacht following us a week later was told by a security boat they could not anchor there. When asked nicely they said "OK but if anyone else asks you to leave you must". They weren't asked to leave again.

6.4.7 Kuala Belait (04-34N)

Solita - May 2013: Kuala Belait is situated just a few miles north of the Sarawak border and is the centre of the petroleum and gas industries of Brunei. There are several large oil rig complexes just off - shore from the town, and many petroleum industry companies have their premises, tank farms and jetties along the coast just north of Kuala Belait. Just outside the town there are several huge housing estates for the industry workers.

The river entrance to this town is well marked and of good depth, and is protected to some extent by seawalls that extend out about half a kilometre. The river is used by rig tenders and small ships frequently.

The best anchorage is opposite the main marine services building and the small boat jetty in town, in about 5 M over mud. Anchoring is prohibited in certain areas – usually signed – because of submarine pipelines.

The Immigration, Customs and Jabatan Laut all have offices in this building, and the staff were friendly and helpful. The main shopping centre consists of a few streets of mixed businesses and the wet market is another kilometre out from the town centre.

Along the town side of the riverfront there is a 4 - star hotel (the Riviera), a park, a yacht club and a small boat - building yard (Atoll Yachts) before you reach the road bridge over the river.

Atoll Yachts does repair and maintenance for wood, steel, aluminum, fiberglass, and epoxy hulls, machinery repairs, welding, awnings, etc. Ph. 3332759 or 7154719.

Backchat - 2005: 4-34.77N 114:11.41E

We checked into Brunei here

They are building an 'all in one' for Customs, Immig and Port Clearance, but we had to walk back a block or 2 for Customs (closes at 4pm) then Immig and Port Clearance are on the wharf. Don't know if we'd check in here again, but we did get an open visa, as long as we stayed in the country which was unusual checking with others!!

Invited to the Kuala Belait Yacht Club (operated by Brunei Shell for staff), just past the 'phallic symbol' up river. Very nice facilities, showers and food.

Were told of a Supermarket (Smart) which caters for Westerners - licorice, vegemite, pork sausages, bacon etc - but didn't get there.

Valhalla - 2005: Entrance waypoint 04-36.21N 114-10.31E

Prior to entry of the breakwaters at Kuala Belait call "BSP3" on Ch 15 and request entry. They did not respond to my call to "Port Control" or "Kuala Control".

After anchoring in the shallow river across from the Kuala Belait Boat Club (04-34.417N 114-11.712E) I met John Bromage at NAUTIKA a bit further up the river. He offered the use of one of his two moorings. We moved up there (04-34.043N 114-12.013E) but still used our dinghy to go to the KBBC for trips (easy walk) into town. Good shopping and restaurants thanks to so many expats.

Clearing In to Brunei: Once anchored or moored (plead to not come alongside the Port Wharf if asked by Port Control), dinghy to the Kuala Belait Boat Club and walk into town.

The order of clearing in and out is the same.

1. Marine Department (at the end of the street into the city, near the city market)

Hours 7 days a week: 0745-1215 1330-1630

2. Port Department (next building away from the sea, you passed it just before the Marine Department)

Hours Mon-Thurs 0800-1130 1330-1530

Fri and Sunday 0800-1100

Saturday 0800-1000 1330-1530

3. Customs (next building away from the sea, end of alleyway on the left side of the building facing the river, you passed it just before the Port Department)

Hours 7 days a week: 0600-2200

4. Immigration (ask Customs to call them -tel 8773585- and they will come and clear you there)

NOTE: When checking in at Marine Department ask for your departure paperwork to fill out ahead of time.

When checking out with Customs and Immigration you will need to return to the Marine Department and the Port Department to deliver carbon copies of your clearance papers.

Also, Customs will want a Cargo Manifest which can just say 'nil'.

6.5 Sarawak, SW Borneo

6.5.1 Miri (04-23N)

Arnak – 2010: I am presently in Miri marina and can assure you it is very secure and an excellent marina. However there are very few facilities. IE only two toilets and two showers, no

marina buildings yet but the marina construction is excellent and well protected from the seas with an easy entrance of 3.2m on a 1.8m tide. Good power supply (240v) and good water supply.

Rates are RM 1 per ft per day with a 25% discount for over 3 months stay. The local town has most things with good supermarkets etc. There is no fuel at the marina but small quantities are available in Jerry containers via local transport. Overall a good stop and a good place to leave your boat if travelling. Tours can be arranged to local places of interest and cost of living is cheap. More and more boats are now visiting Borneo with lots of interesting river towns and anchorages however only 2 marinas at Miri and Kota Kinabalu which is a 5 star country club with all facilities. Locals are very friendly and helpful. This is my third stop over at Miri and will be here for a few months.

Dora Mac – 2009: We have been to Miri twice with our 48' Diesel Duck, Dora Mac. The most recent was from Sept. 11, 09 to Oct. 14, 09. There is water and electricity on the dock but no other services close by. You have to walk about a quarter mile (if you know the shortcut) to the marina office. There is a guard at the marina to give you directions and another guard at the entrance which is protected with a cross gate.

The local coastguard use this marina as their base and they seem to be on hand 24/7. We rode our bicycles the two miles or so into town regularly for lunch or provisioning. Good fresh fish market and across the street a very good vegetable market. There were good supplies of fishing boat type hardware. One sailboat that had been hit by a barge had its stainless steel railings replaced around the bowsprit.

Overall I would recommend Miri Marina for a quiet stop or a secure place to leave the boat for travels. It is very well protected from swells by a seawall big enough to have a restaurant and seahorse lighthouse at the end of it. It is a little tricky getting into the first time. Go directly toward the beach keeping the seahorse on your left and as soon as you're clear, turn left 90 degrees into the channel behind the seahorse.

Brunei Bay Radio - 2007: In Sarawak our people in Miri area and Mulu Caves help with cave guiding - visitor caves and adventure caves. In Brunei (Temburong), we have longboats, inflatable rafts (gentle white water rafting), vehicles, etc in the best protected Borneo rainforest at Ulu Temburong National Park. Also our budget priced Guest-house in Temburong, with Proboscis Monkeys, crocodiles, fireflies etc to be seen on our river safari trips.

For example, you might want to leave your boat safely at the Miri Marina, fly to Mulu Caves for a couple of days, hike (2d/1n - 4 hours gentle walk each day) the Headhunters Trail through rainforest, past traditional longhouses etc to Limbang and into Temburong (Brunei) for a couple of days activities in Ulu Temburong National Park (staying at our guest-house), then take the water taxi into Bandar Seri Begawan for a night or two, and use our road transport back to Miri Marina.

Backchat - 2005: Miri Marina Entrance 4:22.95N 113:58.134

Would suggest approaching in daylight as the coastline has been completely redeveloped. Head for the large seahorse statue at the Southern end of the city which is lit at night by a 5 sec yellow flashing light (maybe a red light above) Keep it to Port to enter the marina. At time of writing there is a wreck approx 80 meters NW of seahorse to keep clear of. If there is a heavy sea/swell the entrance may be a bit tricky.

The marina has security, was free, but no power or water to the docks. (Oct.05) Can get water and fuel (and cheap beer!!!) - contact Finn the 'harbour master' -ph 0193998570 a yachtie and

very helpful. Marina office ph 085417025 Web site www.mirimarina.com , email fin@mirimarina.com Huge development

We checked out here before entering Brunei. Immigration, Customs are along side each other just behind the PO in town. Immigration is in Blok 2, the last door along the verandah, and ask for Mr Malcolm. Customs is in the building to the North (see footnote of these notes) The Harbour Master on the road to town from the marina. Finn will help.

TRIPS FROM MIRI:

Niah Caves. Went by local bus and stayed the night at Niah. Enjoyed the caves - strenuous walk.

Mulu Caves. Flew and stayed at the Park Headquarters. S. Australians, Sue & Brian run the Park - excellent walks, information and good accomodation and hospitality. Ate at restaurant just outside Park. 5 Star resort nearby if you're looking for more creature comforts.

(Can provide round trip Miri-Mulu-walk to Limbang-vehicle to Tembruong (best protected rainforest on Borneo)-Bandar Seri Begawan-drive back to Miri. - Allan 01/07)

Valhalla - 2005: We stayed in the marina which is under construction; no water or electricity. For bookings and assistance contact Fin – fin@mirimarina.com (019 3998570). Dirt road (5 min) to highway. Getting water can be difficult. Another local contact is Bruce Choi (013 830001) whom we talked with but never met. Taxi: Mr Fong (016 8523322) Good shopping

6.5.2 *Bintulu (03-16N)*

Valhalla - 2005: Anchorage (03-15.839N 113-04.601E):

This anchorage is tucked away at the end of the port. We entered Bintulu Port at first light and were met by the Harbor Police who escorted us to the anchorage and gave us instructions on anchoring and making fast to the shore ... very necessary in this tiny anchorage next to tugboats that were coming and going. A nearby liquid natural gas plant (which looked like a very modern cruise ship) flooded us with a stench when the wind was in the right direction ... which was most of the time. The tugboats took delight in entering their berths at full speed, throwing a 3 foot wake into the anchorage. Other than that, it was OK!

BINTULU A trip to Bintulu town (20km away) was a delight since we found this to be a beautiful city reminding us of Singapore for it's cleanliness, landscaping and architecture.

Getting there. Walk to the highway (10 min) and turn right to the minivan bus stop on the opposite side of the road, RM3 PP. Alternatively, call Mr Chong (019-874-0280) for a taxi (RM20) and he will pick you up at the port headquarters building.

Diesel: the harbor police asked if we needed any, which we didn't.

Shopping: good public market, limited supermarkets

Lone Rival - 1991: From the Sarawak River, I followed the coast line north and east to the commercial LNG port of **Bintulu** (3 16' N., 113 04' E.). Go to the inner harbor and anchor all the way back near the water police dock. From here it is 20 kilometers to town, by bus or by catching a ride at the harbor gate entrance. Fuel would have to be jerry canned by car or bus unless you were taking on 100 gal. or more.

The inner harbor is extremely well protected from weather and police will keep a close eye on your boat if you are away. In fact, this is an ideal place to leave the boat if you intend traveling

to **Niah Caves** (where remains of 40,000 year old Cro-Magnon man were found) or to **Ganung Mulu Caves**, the site of the largest cave in the world. The latter trip would take a minimum of 5 days and I am told the landscape in the heart of Borneo jungle is extraordinary.

6.5.3 Belawai Tg (02-14N)

Backchat - 2005: 2:14.09N 111:12.91E Good to see green seawater!! People very friendly - even a sandy (not muddy) beach. Saw Illawaddy dolphins in river

6.5.4 Paloh Tg (02-25N)

Backchat - 2005: 2:25.32N 111:15.25E Anchored off village of Paloh and went ashore. Friendly people

6.5.5 Lassa River

Backchat - 2005: We travelled with the current, then anchored when it turned, taking our time. (20nm days)

6.5.6 Sibiu (02-17)

Backchat - 2005: Anch opposite town at 2:16.91N 111:49.59E. where other monohulls anchored. We (multi) went up side river off Kampong in 1-2m 2:17.65N 111:49.10E where more protected and current consistent.

Can leave dinghy at Shell fuel depot to go shopping etc. Modern facilities

We left Backchat at the Marine Police 3.5nm up side river to go to Kapit for 3 days. They hadn't been asked before but were very helpful and boat was under 24 hr surveillance.

The high speed ferry up and back to **Kapit** is an experience!!!! Well worth it.

Again, surprisingly upmarket (for headhunter country!!) Chemist on town square speaks exc English - we found him very helpful. Took local bus to Longhouse for overnight stay. Certainly an experience.

6.5.7 Rajang River (02-06N)

Australis Infinity – September 2023 – Exploring the Rajang River Delta: We just finished 10 days and 140nm cruising around the Rajang River Delta in Sarawak (Malaysian Borneo) and thought we would record some of our experiences here. We couldn't find much information on this region before we left, and hope this might help others in the future.

We really enjoyed the experience, which is entirely different to coastal cruising, and gave us a great insight into river life which is central to the lives of so many Sarawakians. It was very peaceful and interesting, we met some very delightful people and were welcomed everywhere we went.

We used the Sail Malaysia Rally Cruising Guide and the South China Sea Cruising Guide by Jo Winter (published by Imray / Royal Cruising Club Pilotage Foundation), both of which provided useful high level information. We decided to follow what they call 'Route 1' eastwards to **Sibu** from Kuching and then northwards on the **Lebaan River to Muara Seredeng / Daro** before exiting back into the South China Sea.

We got detailed charts and tide tables from the Sarawak Marine Department Cartographic Unit in Kuching; Jalan Utama, Taman Puteh, Kuching. Tel: +60 82484159. They were very helpful and excited to meet us, although our Navionics charts were quite accurate and would have

been OK. The tide charts were very useful planning around the 3m tides and associated strong currents, which were mostly around 1-3 kts but up to 5-6 kts.

Our cruise was in September / October, which is still the dry season. We had some rain / drizzle and a couple of small squalls, but not enough to cause any flooding. We experienced only small areas of floating debris; logs, reed islands, palms etc but they were easy to navigate around and didn't cause us any problems.

There is a lot of shipping going up and down the Rajang River, including large container ships, barges full of logs, coal and sand, fishing boats and all manner of fast craft. We sometimes had to pass these vessels in quite narrow waterways, but everyone was polite about it, and again didn't cause us any difficulties. We are a monohull drawing 2.2m and never had any problems with draft.

Entry to the Rajang River is straight forward using the channel markers and our first anchorage was at Loba Luau; 02°06.76'N 111°17.48'E in 8-11m about 7nm upstream from the river entrance / 14nm from the first channel markers. This anchorage is in the mouth of a picturesque tributary and is good first stop after crossing from Kuching or Pulau Lakei, allowing you to rest and wait for suitable tides.

Our next anchorage was in Sarikei; 02°08.03'N 111°31.57'E in 6-9m in the mouth of a largish tributary on the upstream side of town, opposite the police jetty. There is some boat traffic up and down the tributary but if you anchor close to the east bank you are out of there way. The police asked to check our passports and papers, but were mostly curious and took us out for breakfast afterwards. There is quite a lot to see and do in Sarikei, but definitely try and visit the Nyuku Longhouse at Ulu Bayong about 30-40km from town. It's an historic longhouse built entirely from belian (ironwood) and is still home to 45 families.

Longhouses are the usual style of living / accomodation for communities up and down the river, and are a very common sight on the edge of the river. Whilst the people are friendly we were only invited into one longhouse where we had a fun time drinking rice wine with the locals.

Bintangor is about 10nm upstream from Sarikei, and our anchorage here was at; 02°10.35'N 111°38.32'E in 8-11m just up the tributary upstream of town. It's a sleepy little town but a pretty and sheltered anchorage whilst you wait for the tide to turn in your favour.

Sibu is the third largest city in Sarawak (approx 250,000 population) was our next stop and has an excellent anchorage on the opposite bank from the fast ferry terminal at; 02°16.95'N 111°49.62'E in 4-7m. We found it easy to resupply here with fuel, water and provisions. There is also a lot to see and do in town, and the food is fantastic. Don't miss the Cultural Heritage Museum, 7 story Pagoda, Central Market (largest covered pasar in Malaysia) and the night market for great food and vibes.

Although the Rajang River is navigable for at least another 100nm, low clearance bridges prevent yachts going any further upstream or down the Igan River to the South China Sea. We returned downstream from Sibu on the Rajang River and turned north 15nm downstream at the Lebaan River junction and anchored just upstream of the Lebaan Bridge at; 02°18.60'N 111°40.35'E in 4-7m so we could checkout the bridge before attempting to go under it.

The only reports we could find put the bridge height at 20m, and our air draft is 19.7m, so we climbed the bridge to measure the true clearance. We measured the clearance to be at least 25m (probably more like 26-27m) at just below half tide. At this time local tide heights were; Sibu 1.80m, Tanjung Kamis / Loba Singat 0.87m, Bintangor 1.0m

You can anchor almost anywhere on the edge of the Rajang or Lebaan Rivers, although we found good depth and shelter in the mouth of tributary rivers, which also keeps you away from other river traffic. Downstream of the bridge we anchored at the junction of the Lebaan and Singat Rivers at; 02°20.91N 111°36.24'E in 6-9m.

The Lebaan River has a lot less boat traffic than the Rajang River and was a very peaceful passage. The main river flows south from the Singat River junction and after about 10nm enters Muara Seredeng estuary. Although more shallow the charts accurately show where the deeper water is, which have very rapid currents up to 5-6 knots.

About 2nm north of Daro and the junction of the Batang Lassa an enormous bridge is being built across the estuary, which is 1.2nm wide at this point. The Batang Lassa bridge is located at 02°32.75N 111°23.23E which is about 2nm North of the junction of the Muara Seredeng estuary with the Batang Lassa. It's an absolutely massive structure, and probably about 75% complete at present (Sep 2023). The signage on the top central span of the bridge clearly indicated a height of 20m but doesn't say if this is at Low Tide/ High Tide/ Datum etc. Given our experience at the Lebaan bridge I suspect it is 20m clearance at datum but can't be sure. It is impossible to measure it yourself right now whilst the bridge is incomplete and will be a LONG walk from the shore when this is possible.

Our final anchorage before leaving the delta was on the SE corner of Pulau Patok at; 02°42.99'N 111°23.78'E in 4-7m. Whilst this anchorage is exposed to the very swift current, it's sheltered from all directions except the NE, and is well positioned to wait for the right tide to exit the estuary.

We really enjoyed exploring the delta and highly recommend it to anyone interested a break from coastal cruising.

Australis Infinity is a Jeaneau SO49. 14.9m long, 2.2m draft, 19.7m air draft.

Backchat - 2005 - River Mouth: Mouth of the river. 2:06.77N 111:17.58E (30 nm N of 6.) Anchored off the village. Went ashore - fishmarket

Backchat - 2005 - Sarikei (20nm upriver) 2:08.15N 111:31.22 (20nm upriver.) Found currents a bit strong in river, moved to Nyelong R inlet at Northern side of town beside the marine police and fuel barge. We fueled up here. Found good supermarkets, fresh markets and restaurants.

Had one night anchored on main river - not recommended. Strong currents and logs+ barges, boats and hi speed ferries = not much sleep, particularly when logs wedge between hulls and in bridle!!! Find a side creek.

6.5.8 Kabon (01-47N)

Backchat - 2005: 1:47.80N 111:07.31E (40nm N of 5.) Quiet overnight anchorage off the village.

6.5.9 Palau Lakei (01-44N)

Backchat - 2005: 1:44.76N 110:29.73E An easy 20nm sail from Santubong. Lovely anchorage between island and Baku National Park. BEWARE OF BOMMIE/REEF JUST NORTH OF THIS WAYPOINT. Or, to be sure, time your arrival at low tide!

Walks on the island - can see pitcher plants, hornbills and proboscis monkey. Resident rangers there.

6.5.10 Kuching / Sarawak River

From Noonsite.com – January 2018: Kuching is the capital of Sarawak. The town itself is worth visiting for the old buildings, and museums.

Two bridges make it difficult for most yachts to get up the river to Kuching itself. One has a reported height of 17m+ at low water and the other (at position 01°33.3'.2N, 110°22.42'E) has a reported clearance of 12m.

Backchat - 2005: Kuching. An interesting, surprising city.

Old cruising guides indicate being able to sail into Kuching, but a barrage & bridge have been built so access is limited hence Santubong the preferred anchorage.

Tourist Information Centre in town is very helpful. Immigration is out of town at the port of Pending. Taxi trip cost 30Rg. Found Ting & Ting good supermarket (behind Sheraton). Very nice patisserie/coffee shop opp Chinese museum with free internet. Souvenirs are cheaper here than anywhere else we've seen. Fantastic Sunday markets.

6.5.10.1 Clearance

From Noonsite.com June 2017:

Clearance can be made in Pending, a few miles down river from Kuching.

Clearance is required at the Harbour Master, Customs, Immigration - in that order.

Harbour Master: The Harbour Master's Office is now at the marina, next to the Borneo Convention Centre, Kuching. It is a very long walk back to Pending Port to complete formalities with Immigration and Customs from here.

Explain to the Harbour Master that you wish to obtain port clearance for a SMALL (i.e. not a commercial vessel) yacht, (kapal layar). You should be given "Form Marina 28 MSS 1" (Merchant Shipping Ordinance - 1960, Arrival Form). Most of the form is irrelevant, so fill out what you think applies, but check with the officer that all that is required is submitted, or struck out. Take your copy for submission to Customs.

Check out is the same but uses "Form Marina 28 MSS 2" (Departure Form). It is possible that you can complete both forms at the same time, which saves another journey back to the office.

Immigration: The Immigration Office is located inside Pending Port and can be clearly seen through the fence. Making your way round the perimeter fence, enter the Main Port Entrance (about 1 km). Drive straight to the first roundabout and turn left (passing the garage for all the fork lift trucks etc.), drive straight on until you reach the perimeter fence, then turn right, following the fence until you see the building. Immigration is on the right hand side of this building, and is clearly marked.

Tel: 082-331-495.

Customs: The Customs Office is located on the concrete platform at the Security Check Point as you enter the Port. Port Security may stop you and check the vehicle. Climb onto the end of the platform; Customs is the first door into a very small office. Note: they have no photocopier here.

6.5.10.2 Kuching Marina

From Noonsite.com – June 2017:

Position 01° 33.5' N, 110° 24.3' E (marina).

A new government marina opened here January 2010, 7 miles up the Sarawak River not far from the Pending old port. It provides a convenient stop within easy reach of Kuching by local bus. The facilities are reported to be of a good standard (see details below).

Marina Bay (Pejabat Marina Kuching)

Jabatan Laut Malaysia Wilayah Sarawak , Pejabat Marina Kuching, Lot 2344, Jalan Demak , Blok 7, TG Seberang Pending Point Sejingkat, 93050 Kuching Sarawak, Malaysia

Opening hours: Office: 8am - 5pm, Mon – Fri

Kuching Marina is 7 miles up the Sarawak River and is a blue-roofed building next to the Borneo Convention Centre (BCCK, a big green color complex), not far from the Pending Old Port. This is a small government run marina for 20+ yachts.

Water, electricity and showers. Security guard at entrance, but access from the river is very easy so keep boat locked at all times. Office has still to be built, but facilities good. Location is quiet and remote.

Reported to be a reliable place to receive mail and spares etc. Mark first with boat name and Yacht in Transit, followed by marina address as above.

Beware of logs and other debris washing through the marina and the tide when berthing.

S/Y Asylum – 2016 (from Noonsite.com): We spent several months at Kuching Marina and very successfully received quite a number of items via mail delivery to the Kuching Marina. Here is the delivery address:.

S/Y (Yacht Name) —YACHT IN TRANSIT

JABATAN LAUT MALAYSIA WILAYAH SARAWAK

PEJABAT MARINA KUCHING

LOT 2344, JALAN DEMAK

BLOK 7, TG SEBERANG PENDING POINT SEJINGKAT

93050 KUCHING SARAWAK

MALAYSIA

Savannah - July 2014: Our next adventure was entering the **Kuching Marina**. We've had a gimpy starboard engine for a while. The plan is to get her fixed in Thailand. She chose just the moment Andy was trying to spin her around in the tight, tight space in the marina to give out on us. Thank God for our fellow cruisers, the dock guys and our ever calm captain. We were able to get her tied up without spending any money, but we put on one hell of a show for the crowd.

Our most humorous adventure was when we went out to town to find a restaurant that serves sago grubs. Jake has been dying to try them and we finally found somewhere here that is supposed to serve them up nice and tasty. Apparently, they're a local cuisine and a must try. We showed up about 5:00, after watching a movie and were told that they weren't open yet (turns out, the chef keeps his own schedule. We tried to eat there the next night as well and not only was there not any grubs, there wasn't a chef either).

We wandered over to another restaurant that I had read about and decided to wait out an upcoming storm there. After partaking in Happy Hour a bit too long and deciding the storm wasn't going to end, we called a cab. Well, he never showed. So we asked the bar tender to call us another cab. After a total of probably an hour or so, a cab finally showed up. He didn't speak good English but assured us he knew the Kuching Marina. I've rambled quite a bit so to

make short of it...the only thing I can think of that he thought we said "cuchee marina." Ha! He took us to a row of strip clubs and parked in front of the one that said Marina Lounge. Honest mistake. I mean afterall, a man, his wife and their 8 year old son, where else would they want to go? After talking to his dispatcher on the phone (who spoke much better English), we finally made it back to the KUCHING Marina. It made a good story anyway.

SY Calypso Magic – January 2012 (from Noonsite.com) I have sailed in Malaysia for the last three years and was very happy with the experience until I reached Kuching marina. Here are my feelings about my stay there:

Several times the marina staff offered me a taxi service, saying it was cheaper than radio taxis. On checking I found out, for example, that the marina staff had charged me 50MYR to go to the airport when the taxi price is only 33MYR! There were several other trips I took where it would have been cheaper to have used radio taxis.

I left my boat in the marina for 2.5 months. In Langkawi, Kota Terrenganu and Labuan the marina staff agreed to 5MYR per day. In Kuching I had to pay 10MYR.

I asked for a diver to clean my propellers and my 2 intakes. Usually in Langkawi, Endau, Labuan, KT they charged me for this 1 hour job 150MYR. In Miri 2 divers to clean the entire hulls for 5 hours cost only 350MYR. However Kuching marina quoted me 1000MYR!

The good news is - there is a public bus available every day leaving the central market (riverside) on the hour from 05:00 to 17:00 and from the BCCK (Borneo Convention Center Kuching) on the main road between h+25 to h+45 from 06:25-06:45 to 17:25-17:45 and it costs 2.50MYR per person.

Hope this info will help you to have an excellent stay in Kuching and avoid surprises.

Someone Else – 2012 from Noonsite.com: I had a nice experience at the marina - it is RM2 per metre with free electricity and water. I don't use the staff for information as they are government employees and aren't really responsible for the marina; there is a man by the name of Jamal, who wanders around being "the manager" - he has you fill out the form and the office staff collect the rent on your departure.

If you ask the guys who are employed on the government vessels where to get things, they are very helpful. I got new batteries, a new regulator for my alternator and have been very happy. I rented a motorbike for RM20 per day. Had RM2 meals. Found RM3 beer. I think it is a great place - there aren't as many logs as the rumours say. Although the shower is cold, it is very clean.

6.5.10.3 Anchorages

From Noonsite.com – June 2017: The only authorized anchorage area is now just outside of the village of Sajingkat, 01°35'17"N, 110°26'59"E (clearly marked at the riverside). Use VHF channel 20 to contact the river authority (signal). The village will watch over the dinghy (although they expect to be paid). From here it is a short walk down the road to the bus stop for Kuching, where a taxi may also be flagged down.

The anchorage near to the causeway is currently being dredged, and is reportedly unsecure. Several boats have been broken into and the Marine Police advise not leaving the boat unattended even during the day - one should check the latest situation on arrival.

Also, beware of the large logs being swept down the river.

An overnight stay can be made at Muara Tebas on the way in, but one should watch out for the strong current and the long scope on the local fishing boats. There are a couple of good seafood restaurants here, and it is worth walking to the top of the temple for a good view of the surrounding area.

The other anchorage to consider is around the corner from Kuching in [Santubong](#). This is entered over a very shallow bay and up the river mouth and care must be taken upon entry. However once in the river the depth is fine and there is good holding. There is a bus into Kuching from the main road and the dinghy can be left at the landing at Santubong, again security is a question.

If you wish to visit the Sarawak Cultural Village from here it is a good long hot walk there and back as no buses run from here. E-mail scv@visitsarawak.com.

Savannah - July 2014: On the way from the Santubong River to Kuching Marina, we stopped at a little island that's part of the Bako National Forest. We attempted a hike one morning but it was just a comedy of errors. We didn't check the tides so when we arrived at the beach, we had to drag our dinghy literally about 100 yards up the beach (there are really big tides here). We were basing our starting point on a sign that said "Enter Here" and a few blurps from some other cruisers. I guess we should have checked it out before dragging the dinghy all that way. The trail went about another 100 yards and then disappeared. There were signs of an old trail, but it was long grown over. The last thing we wanted to do was get lost in a rainforest.

Since it was low tide, there were tons of rocks exposed so we decided to rock hop and see what we could find. Eventually, we thought we found another trail, but it ended at a small Chinese Shrine in a rock, much like the Catholic fisherman shrines we found all over Mexico. It ended up being a fun walk and quite the work out (we had to drag the dinghy all the way back down to the water as the tide hadn't come up by the time we left).

6.5.10.4 Boat Services

Migration – 2015 – Filling LPG Tanks: We do not recommend Mr. Ng as listed in the comment below. He will tell you it is 25RM for the taxi to get your gas bottles filled. Not until you are in the taxi will he explain that it is 4 rides x 25RM. Better to use Google Maps and get your own car or taxi (or use Ahmad as listed in our other comment).

We are only aware of one location in Kuching that can fill LPG bottles that have US-style valves. Be aware that you will have to leave your bottles and pick them up a couple of hours later. Cost is reasonable at 8 RM / kilo + 6% GST.

ICSCB

The Industrial & Scientific Co. Sdn. Bhd.

No.53, Lee Chong Lin Industrial Estate

2 1/2 Mile Jalan Pending

93450 Kuching

+60 82 333 926

+60 82 333 700

Mobile: +60 19 805 7288

Google Maps: <http://goo.gl/maps/nkeo7>

Of course, if you have the correct fittings, you can always decant from local gas bottles which are available practically everywhere.

May 2014 – Taxi: A handy taxi driver is mr Ng he knows where to get gas filled for non malaysian bottles and where you can find someone with a heavy duty sewing machine ph 0138028119

6.5.11 Santubong River (01-49N)

Migration – Sep 2015: Transportation from the Santubong River Anchorage

For those anchoring in the Santubong River when visiting the Kuching area, here are a couple of good transportation options.

TAXI - The Santubong anchorage is quite far from Kuching. You can pick up the little minivan buses at the main road near the roundabout. However, it can be difficult to get a bus back in the afternoon, and it can take a long time because they stop in every small town on the way. A taxi is about 50RM. However, Hasim is a taxi driver who lives in Santubong and comes back around 1700 each day. He charges only 30RM if you go back with him. You can also go into town with him but he leaves around 0700. His number is 0138008345.

Hasim also knows how to find Immigration, Customs, and the Harbour Master if you would like to use him for clearing in.

RENTAL CARS - Ahmad lives about halfway between Kuching and Santubong. He has several cars for rent – including a nice 7- or 8-person van and an very inexpensive small Perodua. The best part is that he will deliver the car you rent to Santubong. You have to take him back to his house. but it is well worth it for the convenience. You can also pick him up on the day you are finished with the car and he will drop you off in Santubong. He's a very nice guy. His number is 0135788131.

Ahmad also knows where you can fill LPG tanks with US-style valves. (For more information about LPG, see our comment above).

If you visit during the Rainforest World Music Festival (highly recommended – more info. at rwmf.net), we found that hitchhiking the 4km to the site was very easy. We were usually picked up within 5 or 10 minutes. We were 5 people and split into 2 groups to make it even easier. Coming back from the festival was a bit more difficult. Sometimes we got a ride and sometimes we took a shuttle van (about 7-10RM/person). We sometimes offered those who picked us up 5 or 10 RM for petrol. So don't worry about Festival transport – it works out.

We also found it was easy to hitchhike the couple of kilometers to the National Park trailhead. The hike up to the top of Mount Santubong is challenging but well worth it.

Savannah - July 2014: As for Kuching itself, what a fabulous place. It seems like every town we go to gets better and better. We anchored in the Santubong River for a few days and while it was really pretty, it was very far from town and hard to catch a bus. As a matter of fact, we never saw the elusive bus...we either caught a ride with someone or took a fairly expensive taxi. So we decided to move to the Kuching Marina.

Valhalla - 2005: We left our boat in the Sabutong River. Go via bus (#2D) from the nearby highway or by mini-vans which will stop for you, including the shuttle vans from two resorts. Bus and minivans are RM3 PP; resort shuttle vans are RM10 PP. Alternatively call James (local young man with a van) at 019-877-1957 for a ride to town (RM25) and he will pick you up at the Police Station (blue roofed building) between the jetty and the highway. You can hire James for the entire day at RM150.

Checking in. (James knows these locations): The Immigration Office for yacht clearance is located in the Port of Pending. Call 082-331-497 for directions if necessary and/or to get through the gate of the port. The Marine Department (Jabatan Laut) is located at Lot 683, Seksyen 66, Jalan Utama Ph: 082-484159

Things we did. We visited the Gunug Gading Park to see a rafflesia in bloom, the Fairy Cave, the Wind Cave and the Santubong Culture Village. We did an overnight trip to an Iban Longhouse on the Lemanak River.

Diesel: a problem right now due to quotas but James can be helpful. It is not available at the Sarawak Boat Club as advertised on the Noonsite website but the food is as good as advertised, especially the black pepper crab.

Shopping: excellent shopping for provisions at Sunday Market (open all week) and the Choice Supermarket.

Backchat - 2005: 1:48.98N 110:19.78E Leads to get in (162 deg on beach, then 89 deg into river) Good holding. Excellent anchorage under Mt Santubong.

Can leave dinghy at floating jetty the other side of Police Wharf. Talk to men there - it is private. From there a short walk thru the property, and up the hill to main road. Water is available at the jetty.

Yellow top buses (local) are 3 Rg, white buses (A/C resort) 10 Rg / person to Kuching (20km)

The Cultural Centre and Damai resort are 2-3 km North further up the road.

Basic provisions and cheap midday meals can be bought at the village. Very friendly

Seafood restaurant (Rose's!) on water's edge has good food but a bit pricier

The annual World Rainforest Music Festival is held here (at the Cultural Centre) early July - it's excellent.

Valhalla - 2005: 01-42.957N 110-19.581E.

This anchorage is in front of a private jetty. The caretakers live in a house at the end of the jetty walkway and will welcome you to use the jetty for your dinghy and to fill your jugs with city water (taps on the jetty). This is the best place from which to visit Kuching.

Entering waypoints I used are: 01-46.93N 110-16.49E, 01-42.83N 110-17.81E, 01-42.83N 110-19.00E, then anchorage as above. Good local information from Richard Kho (016-860-3399), a lawyer who lives in Santubong.

6.5.11.1 Sarawak Boat Club

From Noonsite.com – June 2017: The Sarawak Boat Club (SBC) is just about 5 Km up the Santubong River, just under the Santubong Bridge. Sarawak Boat Club is not open to the public, however yachts may still use the facilities with minimum payment. Diesel can be bought from the Club Operator and there is a simple restaurant with very good seafood. The SBC will soon have a new site at the Santubong river mouth (Kuala Santubong) with a bigger marina facility.

6.5.12 Talang Talang Island (01-54N)

Backchat - 2005: We anchored at Talang Talang Is 1:54.67 N, 109:46.59 E but felt unprotected with approaching front from the South so motored straight to the shore 1:51.26N, 109:42.38E and had a comfortable night just off the coast.

Valhalla - 2005: 01-54.634N 109-46.369E This island is to the SE of T. Datu, approx 35NM from the Santubong River, and would be convenient if you cannot make the Santubong River before dark or want to time your river arrival on the incoming tide.

6.5.13 Datu Point (02-02N)

Backchat - 2005: 'Deusa' reports a good anchorage at Datu Pt at 2:02.1N 109:39.4E as long as the wind is NOT from the East.

7 Cmap Chart Offsets for OpenCPN

My copy (Updated 2010) of the CM93 Edition 2 charts are quite off in the Marshall Islands. However, some of the charts are very detailed. So it is useful if using OpenCPN to apply offsets to make the Cmap charts somewhat line up with the Google Earth charts we are using.

The below is pretty techie stuff.

I make no warranty that these offsets won't put you on a reef.

Use this info with extreme caution. No guarantees!!

7.1 How to Apply Offsets in OpenCPN

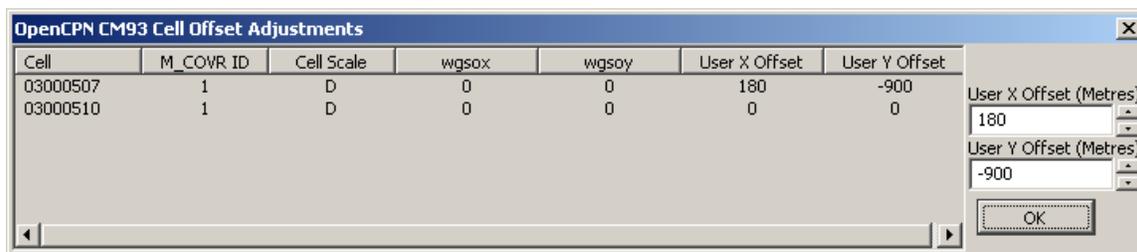
Unlike Maxsea, when you apply offsets to "correct" CM93 charts in OpenCPN, it shifts the chart, not the GPS position. (this is the right way to do it).

Here's a quick rundown on calculating the offset and applying it:

1. Drop a mark in OpenCPN on a prominent feature on a GoogleEarth chart for an atoll. (end of an island, or center of a pass, for example)
2. Turn off Chart Quilting (F9 key, or use the Settings Dialog). There are two easy ways to tell whether Chart Quilting is on or off.
 - a. If the colored ovals at the bottom of the screen have square corners instead of oval corners, quilting is off.
 - b. If you right-click on the CM93 chart (anywhere), the pop-up window will have an additional menu item "CM93 Offset Dialog"

Pressing F9 again will turn quilting back on.

3. Right-click on the CM93 chart and select "CM93 Offset Dialog". This pops up the OpenCPN CM93 Cell Offset Adjustments window:



Normally, if you are zoomed in, you will only see one line (the most detailed chart). Regardless, click on the line to highlight that line. Then enter the offsets in the box to the right. X offsets move the chart left and right. Y offsets move the chart up and down.

As soon as you TAB out of the entry field, the offset will be applied. (Clicking OK also applies the offset, but also closes the window).

Keep fiddling with the offsets until the mark you dropped on the prominent feature on the GoogleEarth view, lines up correctly on the CM93 view.

4. Now check the offset in several other places on the chart. Often you will get it perfect in one spot, and it will be off in another spot. This is the nature of imperfect charts. Fiddle until you are happy with it... either the pass you intended to go in is dead-on, or you have an average view.

Notes:

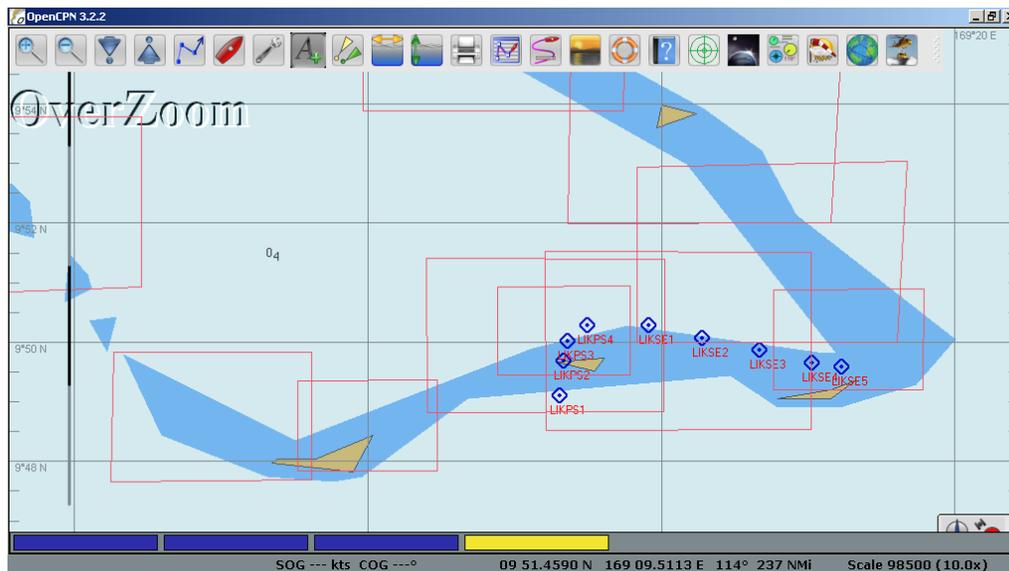
See the OpenCPN help file for more info (there's not a lot in v3.2.2, but may be in the future).

In OpenCPN, these offsets are, I think, saved in the CM93 folder in the OpenCPN folder in the Program Data folder (see the Help/About tab for where the log file is... that's where you'll also find a CM93 folder.) (ie where the layers folder is).

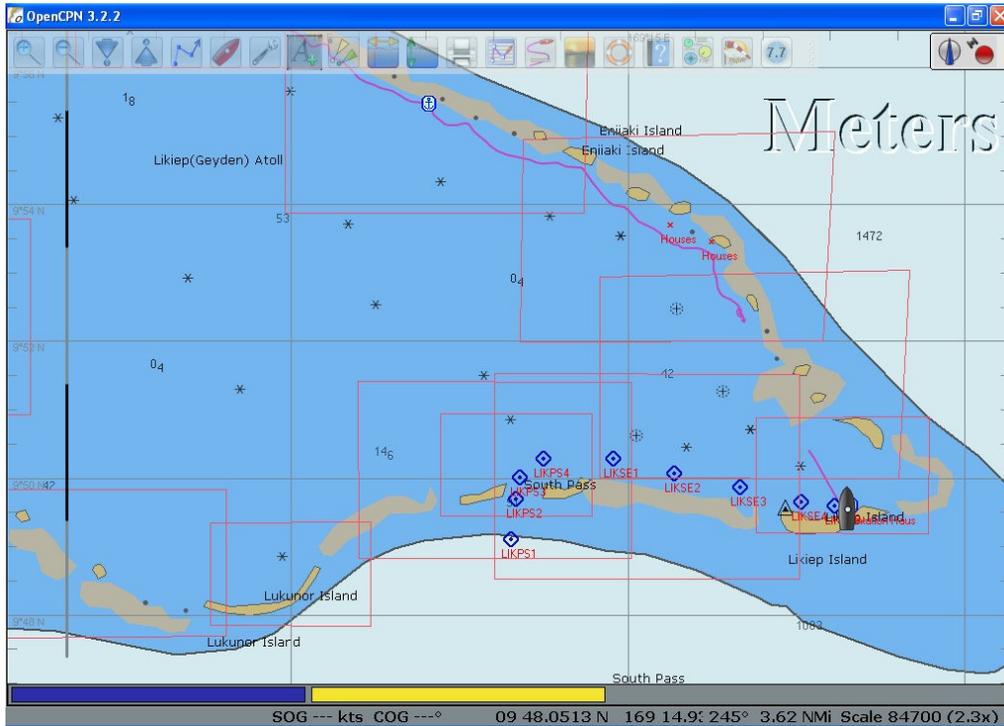
They appear to be saved in a file that is named the same as your CM93 chart folder name. Backing up this folder, AND keeping the same naming convention on another computer MIGHT allow you to transport these offsets to another computer. I haven't found any other way in OpenCPN to do so.

Warning: There are a LOT of different CM93 chart sets floating around. Offsets for a 2010 version of charts (what mine are) may not be appropriate for a 2011 (or 2005) version of charts.

Also, if your set of charts have been made from combined directories (ie copying an "update" into an existing CM93 directory, some charts may be there that are not in someone else's "2010" list. Example: Below is a screen shot from the most detailed chart I have for Likiep Atoll on one computer.



And here is about the same view with the "same" chart set on another computer:



Note considerably more detail. This chart, 2940504, dated 2010-03-01, does not exist apparently in the "latest" 2010 chart set. (it also won't be displayed by Maxsea, even if it is present in the CM93 folder).

7.2 Offset List

I make no warranty that these offsets won't put you on a reef. Use this info with extreme caution. No guarantees!! USE YOUR OWN EYEBALLS and only navigate in reefy areas with good light!!

Place	Chart Cell	M COVR ID	Cell Scale	X Offset	Y Offset	My Chart Date	Comments
Teluk I (near Pangkor)	02830301	1	E	5	-43		
	02820300	1	D	-20	90		Still not quite right

