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 2019.1 August 7, 2019
We welcome updates to this guide!
(epecially for places we have no cruiser information on)
Email Soggy Paws at sherry –at- svoggypaws –dot- com.
You can also contact us on Sailmail at WDI5677

The current home of the official copy of this document is http://svoggypaws.com/files/
If you found it posted elsewhere, there might be an updated copy at svoggypaws.com.
Many thanks to all who have contributed over the years!!

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<tr>
<th>Rev</th>
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| A.0  | 01-Apr-2014| Initial version, still very rough at this point!! Not published!  
A.01 |            | Added Savannah’s notes on Borneo and Solita’s notes on Brunei                                                                  |
| A.02 | 05-May-2015| Updates from our own (flying) visit to Singapore                                                                                     |
| 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.04 | 08-Dec-2015| Fixed a problem with formatting Senibong Cove Marina (wasn’t showing as a separate section).                                        |
| 2016.01 | 24-Feb-2016| Added comments from Yindee Plus on Senibong Cove Marina                                                                            |
| 2017.01 | 09-Jan-2017| Brick House’s info on checking in to Singapore                                                                                    |
| 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.          |
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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.

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

This is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in places that the guides don't cover.

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

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

1.1 Organization of the Guide

This guide is loosely organized 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 rolly 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 "rolly" 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 Sebana 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 7ºN 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 10ºN. However, they can move
in a zone from 6ºN in March to 16ºN in August, and from 160ºE in Jan. to 140ºE 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 10ºN.

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 9ºN).

1.4.2 Weather Sources – With Onboard Email

Soggy Paws - 2014: In our transit through this area, what we used most of the time for watching the weather were these files (via the free service Saildocs):

Text forecasts ():
send tbd

A spot forecast for the location we were in—every 6 hours for 10 days
send spot:07.1N,171.3E|10,6|PRMSL,WIND,WAVES,RAIN,LFTX

A 'local' GRIB file that gave a fairly detailed forecast for a reasonably small area for about 5 days, and included sea state information
send GFS:6N,10N,173E,165E|.5,.5|0,6..144|PRMSL,WIND,HTSGW,WVDIR,RAIN

A 'wide range' GRIB that watched conditions approaching us. The area we request while in transit was a pretty wide area on a 3x3 grid, for the next 10 days. This is about a 25K GRIB file. This provided a decent long range forecast.
send GFS:0N,30N,160E,175W|3,3|0,12..240|PRMSL,WIND,RAIN

During times of tropical activity, we also found these sources useful for additional perspective

RCC Pilotage Foundation - Nov 2008: Weatherfaxes...

Australia broadcasts on 5100.0kHz, 11030.0kHz, 13920.0kHz, 20469.0kHz, 5755.0kHz, 7535.0kHz, 10555.0kHz, 15615.0kHz, 18060.0kHz and Japan on 3622.5kHz, 7305.0kHz, 13597.0kHz, 18220.0kHz.

1.4.3 Weather Sources – Voice

Noonsite - 2010: Brunei Bay Radio operates a regular voice broadcast sked of METAREA and local coastal forecasts for SE Asia waters, the NW Pacific and eastern Indian Ocean. For details of Brunei Bay Radio broadcast skeds and frequencies, see http://www.bruniebay.net/bbradio/bbrschfvoice.htm and http://www.bruniebay.net/bbradio/bbrscweathMSIbcasts.html

1.4.4 Weather Sources – Internet

Malaysian Met Service Website: http://www.met.gov.my/
English Language Malay Government Weather Page
1.5 **Customs & Immigration**

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

**Noonsite - September 2010 - 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 (Sebana Cove, for example) the marina personnel will take the papers to the appropriate offices for you.

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.

Light dues are payable at 20 cents per NRT. Harbour fees are payable according to tonnage and length.

**Restrictions**

- The Security area Pulau Song Song and firing ranges as notified in Notices to Mariners are prohibited areas.

- 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 (approx. 50 Ringgit) and Layang Layang (excessive paperwork, but no fees). Other parks such as Tioman, Payar, Tungku Abdul Rahman etc. are still free. (July 2010).

1.5.1 Pre-Arrival Notification

??

1.5.2 Pre-Arrival Insurance Requirements

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 $5 million 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

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 our 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 (Lankawi). 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 Terenggau 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 the Sungai Golok, also known as The Border River. You are not supposed to take your hire car over the border into 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 - September 2010: All visitors must have a passport valid for at least six months.

Visas are required by nationals of Afghanistan, Bangladesh, China, Colombia, Djibouti, Hong Kong, India, Liberia, Mali, Montenegro, Mozambique, Myanmar, Nepal, Niger, Nigeria, Pakistan, Serbia, Sri Lanka, Taiwan, Uzbekistan, Yugoslavia and many African countries for a stay of any length.

They are also required by nationals of Iran, Iraq, Libya, Macao, Palestine, Sierra Leone, Somalia, South Yemen and Syria for stays over 14 days.

Citizens of many countries require a visa for stays of 1 month or more.

Citizens of Israel have to apply for special permission.

Visas will no longer be issued on arrival.

See the [Malaysian Government website](http://www.migration.gov.my) for a useful table detailing the latest information.
A visitor’s pass is 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.

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

All visitors, whether with or without visas, must possess adequate funds for their stay.

Sabah and Sarawak: People who have entered at one of the ports on the Malay peninsula must
obtain new visitor’s passes to visit Sabah and Sarawak.

1.5.4 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

1.5.7 Pets

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

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 Etiquette for Visiting a Muslim Friend


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.

1.6.2 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 is 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 hanger 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!

1.6.3 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

1.7.1 Money

Malaysian dollar or ringgit (RGT) divided into 100 cents or sen. Current exchange rate (2018) is approximately 4.1 Ringgit to 1 US Dollar, or 3 Ringgit to 1 AU Dollar.

1.7.2 Diesel and Gasoline

Diesel and gasoline is readily available without the issues found in Indonesia, and sometimes, you can even pull into a fuel dock to fuel up!

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

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 – 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


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) – Langkawi: 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 – 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:604-501633. 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.

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 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.

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 – Feb 2019 – Shipping Parcels via US Mail:** Does anyone know if you ship a 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.

**1.7.8 Medical/Dental**

**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 Dermotogist 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/](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](https://www.facebook.com/groups/580806593670863/).

1.7.9 **Insurance**

**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.

1.8 **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, where you can apply for Indonesian visas.

1.9 **Getting Visitors In and Out**

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

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.

**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 neighbouring 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 – 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.

**1.10 Communications**

**1.10.1 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.

1.10.2 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).

1.10.3 Telephones, Cell Phones, and Internet Access

https://new.digi.com.my/home

FB Discussion - Feb 2018: 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 Hotlinks
- We found Celcom gave better service than Maxis comparison aboard.
- M1
- We use tune talk
- Celcom provides better coverage along the coast than Maxis. TuneTalk should also be good as this service also uses the Celcom network.
- Digi
- 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.

1.10.4 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.

1.10.5 News
https://www.thestar.com.my/
http://www.dailyexpress.com.my/

1.11 Diving

1.12 Haulout, Storage, and Repair Facilities
The most-recommended haulout, storage and repair facility is Pangkor Marina, about halfway up the west Malaysian Peninsula.

https://marinaisland.com/ (not a very helpful website)
https://web.facebook.com/pangkormarina.malaysia
There are also haulout facilities in the Langkawi area.

There are a number of marinas that cruisers use for in-water storage. The following is a general list (see details in the respective sections).

- Tioman, East Peninsular Malaysia
- Sutera Harbor, Kota Kinabalu, Borneo (Malaysia)
- Kudat, Borneo Malaysia
- Sebana Cove, near Singapore
- Terengganu Marina, East Peninsular Malaysia
- Ocean Marina Yacht Club, East Peninsular Thailand
- Race Marina, Hua Hin Thailand

1.13 Tsunami Information

Soggy Paws - March 2014: The entire Pacific Basin is subject to tsunamis. Since we have been in the Pacific (5 years), there have been 3 significant tsunamis which have affected cruising locations (American Samoa and Tonga in 2009, South America, Galapagos & Panama in 2010, Hawaii & Mexico in 2011).

The tsunamis originate in various locations, but the worst origination locations were Japan and Chile, however, many 'tremors' happen in these locations that do not cause widespread tsunamis.

The Pacific Tsunami Warning Center website is located here:

http://ptwc.weather.gov/

If you have onboard email, it is a good idea to subscribe to tsunami warning emails while you are in the Pacific, which you can do on this website. It might be useful to first subscribe from your internet email for a little while, to understand what messages might be coming your way, and how often, before you chance clogging up your onboard email.

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)

1.14.2 Local Websites

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

http://sailmalaysia.net/
You should definitely try to download the Sail Malaysia Cruising Guide from this website. (However, at last attempt in Oct 2018, the website was temporarily down). If you can’t get it online, get it from another cruiser.

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 GoogleEarth charts for most of the countries in SE Asia and has the info on the web to download for free.  http://yachtvalhalla.net/navigation/terrystopics.htm

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

http://svocelot.com/Cruise_Info/Equipment/KAP_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.

Yindee Plus – 2014:

http://www.yindeeplus.net/Yindee_Plus/Welcome.html
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.
**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](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](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](http://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/](http://www.bruneibay.net/bbradio/)

**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/](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/](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).

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

Noonsite - 2010: IMRAY AND ADLARD COLES PILOT BOOKS are available at a discounted price for Noonsite.com users via World Cruising Club

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.
**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


**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.

**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, Kaiòa, 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 From Anambas to Tioman

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 incrusted 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 – 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 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

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
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. It's 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 Sebana 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 reportes 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

http://www.puteriharbourmarina.com/

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

puteriharbour@uemsunrise.uemnet.com

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 varity 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 bombngs 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!!!
Sailing Yacht In-Transit
Boat Name: ______________________
Marina Management Sdn Bhd
Puteri Harbour Satellite 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
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 kwey 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](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](http://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 it’s 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

Sail SE Asia FB Discussion – June 2019 - Checking In:  Arriving to Sebana Cove tomorrow from Indonesia. Questions: 1) Check in procedures can be done from Sebana 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 Sebana 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 Harbormaster/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.

**Expeditius – 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](http://www.sebanacoveresort.com), [marina@sebanacove.com](mailto:marina@sebanacove.com)

**Southern Wing – January 2014:** The scuttlebutt amongst the cruising fraternity is that Sebana 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 Ringit 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:

<table>
<thead>
<tr>
<th>Length (ft)</th>
<th>Weekly Rate (Rng)</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.1 – 30.0</td>
<td>150</td>
</tr>
<tr>
<td>30.01 – 35.0</td>
<td>182.50</td>
</tr>
<tr>
<td>35.1 – 40</td>
<td>200</td>
</tr>
<tr>
<td>40.01 – 50.0</td>
<td>250</td>
</tr>
<tr>
<td>50.01 to 60.0</td>
<td>282.50</td>
</tr>
</tbody>
</table>
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 Sebana 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/](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 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 Ap, 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 Changi...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

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](http://www.noonsite.com) as of Jan 2018

**Raffles Marina**

10 Tuas West Drive, Singapore 638404,

Position 1º20.53’N and Long 103º38.22’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

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 Ponggal 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 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 (Marinetech)

From their website: Marintech 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


### 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


**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](mailto: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: (65) 6258 1340
[kut@pacific.net.sg](mailto: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 Speciallist 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](mailto: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, lifraft servicing and inflatable repairs.

**Shellback Marine Services**
Tel:+65 9766 1439
[jeff@shellback.com.sg](mailto: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](mailto: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**
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  

**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 Cresent 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. wiltsing@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](http://www.asianmuseum.org), which is housed in an old colonial building on the banks of the Singapore River. The museum's collection, covering 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 overnighting 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 Pulau Pisang

Interlude - November 2008: 01º23.45' 103º14.25'

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: 01º 27.664N, 103º 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: 01º 28.497 N 103º 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.

**4.2.2 Melaka (Malacca)**

**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. 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/nite 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.

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 marine (shallow and exposed) we left Sea Bunny in Port Dickson and took a taxi with friends from another boat down to Melaka. There we stayed on TP in the new marina to attend the functions laid on for us as part of the Sail Malaysia Rally.

The marina 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. Instead the tourist board head and officials came to ask the yachties how they could make it safe! Like a lot of Asian Marinas the build probably went something like this. Bloke has a piece of ocean front land, friend has investment money what can we get the local builders to build that will not require maintenance - a marina! This was unfortunate as the tourist board did us proud with feeding and entertaining us all.

**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.
Unfortunately, the Immigration Officer stamped our passports not with tourist visas but with crew visas, which restricted us to the port area of every port we visited. Melaka officials have done this before and have been told by higher authority to enter yachts as tourists but persist in this error. The Immigration Officer at Lumut was sympathetic but said the mistake could not be remedied and he could not give us the correct visas. Our son, Andrew, was flying to join us in Malaysia and we ignored the restriction to meet him in Kuala Lumpur, but did not think we could ignore it so far as to make a general tour of the country. This was a great disappointment as our reading, particularly Tales from the South China Sea, the edited transcript of a BBC series about Malaysia, had made us want to know the country better.

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.

**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. (In Malaysia, pleasure boats do not really need a port clearance. The harbormaster will stamp your Singapore port clearance, which you then take to your next port of call.)

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.

**Tieras - 1994 Malacca.** Three days later we anchored in shallow water a half a mile off the port of Melaka. Highrises 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 san-pans. 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. It seems to be a very progressive country in many ways. We've been able to watch local TV in Bali, Singapore and Melaka. Some TV shows are in Chinese or Malay (similar to Indonesian) but others are in English. They must buy some of American shows that get canceled after the pilot. Most shows are terrible.

4.2.3 Pulau Besar (Water Islands)

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 ensured; 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: 2º06.34 102º20.41
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:- 02º 06.724N, 102º 20.321E

Airlea - 1993: Pulau Besar, Water Islands or 2º06.2 N 102º19.90 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.

Sir Swagman - 1996: Pulau Besar: 2º 07.2 N, 102º 19.8 E or 2º 06.1 N, 102º 19.9 E
(Ferry and bus to Malacca. A number of boats dragged here last year.)

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.
4.2.4 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.)

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 yachtsies 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 Rhuad 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 yachtsies. 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 (2º28.61 101º50.72) 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 Sebana Cove. The exchange rate is about RM6 to GBP1 or RM3.80 to US$1.

4.2.5 Port Klang & Royal Selangor Yacht Club

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 maneuvering. 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 (3º00.37 101º23.31). 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.

4.2.6 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: 03º 01.829' N 101º 16.554' E

4.2.7 Pulau Angsa (03-11N / 101-13E)

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).

4.2.8 Kuala Selangor (03-18N / 101-12E)

Tropical Soul (a catamaran) – June 2015: We had been told about a great experience to be had with Silver Leaf Monkeys at a place called Kuala Selangor about 40 miles before Port Klang which is the main port for Kuala Lumpur.

Selangor shows on most of the nav charts as having a closed river entrance at all but the highest of tides. We had in fact been told by a couple of people that it was useless to try to get into the small port. Fortunately our Furuno charts showed a half a metre of water at low tides and a distinct channel.
We decided to give it a go and arrived off the river entrance mud flats at about mid tide. The actual river is difficult to see but there is a beacon at the outer edge of the mud flats and we could just make out a stick with a red flag on it in close to the mangroves. We used that as a channel marker to guide us in as it corresponded pretty much with our charts. We found out later the the local fishermen place the flag there for their own reference to the channel. Never had less than a metre of water below our keels so plenty of access.

Selangor has much history and in fact has the oldest lighthouse in Malaysia. The dutch and others were coming here to trade spices over 400 years ago. Around the lighthouse precinct there is 3 family groups of these wonderful monkeys that are a great tourist attraction. They 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.

4.2.9 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: 03º 50.833’ N 100º 49.936’ E

4.3 Pulau Pankor / Lumut Area (04-12N / 100-36E)

4.3.1 Services

Besides the marina (details below), here are a few other tidbits about finding marine services in Pangkor:

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.

**Several Cruisers on FB – March 2018 – Skin Doctors in Pangkor Area:**

a. “I have heard some positive feedback regarding Pantai Hospital just a a few minutes drive from the marina.”

b. “I’ve discovered that there is a monthly clinic at Poliklink 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. GlenEagles Hospital is much cheaper if all you want is bits frozen off or minor bits cut out.”

**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](http://onefiveonemarine.com)

Email: [sailsloftmalaysia@gmail.com](mailto:sailsloftmalaysia@gmail.com)

Phone: +6016 411 5151

**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.

**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

**Engineer** - Bulat is an engineer who can weld stainless, and sort out mechanical issues e.g. rudder bearings. Tel: 0195205934.

**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.

**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.

**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.

**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

**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.

**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!

**Health** - There is an excellent dentist at Klinik Pergigian Manjung, 2451 Taman Samudera, close to the old Billion Supermarket in Seri Manjung. Tel: 056889286. The doctors are good especially in the Seri Manjung Specialist Centre. The Farmasi in one of the shop houses on your right before the Tesco turn is helpful and very much cheaper for same products than those in the plazas outside Tesco and Aeon. 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.

**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.

**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.
**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. They also did some minor repairs to our sails but it may be better to use Quantum Sails in Melaka for a more professional job, or for more major work.

**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.

**Propane/Cooking Gas refills** - The boys in the yard will refill bottles for you but not Camping Gaz.

**Diesel and Petrol** - The boys will get diesel for you at a charge of 80cents 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 Pangkor Marina Island (New ~2011)

The marina is situated on a man-made island between the “mainland” town of Lumut and Pangkor Island. Wet berths for 80 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: +60165592800/0195124088

Address

Jetty Complex 1,
Marina Island,
KM 1, Teluk Muruh,
32200 Lumut,
Perak Darul Ridzuan, Malaysia
Tel: +604 9665566

Website: [http://www.marinaisland.com/](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. Ferry 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 dragged 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.
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*

**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 Beaubay--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.

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.

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.

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.
- 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 Bali.

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: 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 – 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: 05-24.281N / 100.20.293E. You can call Mr. Tew at 0164185707. He is extremely responsive and helpful.

**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. Can’t remember cost sorry. Seems to be ok so far but early days just yet. [http://www.steelway.com.my/index.html](http://www.steelway.com.my/index.html)

**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](http://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 yachts and recently supported a dinner for sail Malaysia.

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**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 month at Batu Uban Marina. There are many berth available, the location is convenient and price affordable.

There are some cons:

- First, water is available at the berth but price is crazy, 2 person 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 leave 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 rolly 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 start 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 we 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 overtaking 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 karsts where 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 step 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 where 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 where 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 where 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 waterfalls 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 veggies 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

4.5.1  Approach, Arrival, and Check-In

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.
**4.5.2 Services**

**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.

**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](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.

**Galacesea – 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](mailto: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.

**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!


**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
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/

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.

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

Everything: East Marine Asia in Thailand will ship to Langkawi.

https://www.eastmarineasia.com/

4.5.3 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.

4.5.4 Langkawi & Telaga & Kuah Town

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.

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 would be needing 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.
We spent the evening in the harbor at Langkawi downloading episodes of Survivor, Castle, and the final episodes of NCIS and the Amazing Race. We had more things to watch once the Sun went down.

We pulled up our muddy anchor about 0830 and headed off for Telaga getting there about 1130. We loaded up our tanks, and then headed out about 1230 making our way southeast for a special anchorage we found on our way north during our first time here.

We are wedged between a tall long island and shore with a nice channel that is quite protected from bad weather and with the hills on both sides of us being so high, we only have Sun from about 1000 to 1600. A blessing as it is still hot here.

We plan on being here till Saturday since we want to visit a great shell beach we found on our first time here plus I need to put on my scuba tanks and clean the propeller again. This time, I'm taking down some Lanocote to put on the propeller. It does a great job at keeping the growth off.

**Noonsite - 2009:** A much needed accurate and up to date Marine Guide is now available online for Langkawi and surrounding islands. It is written, monitored and updated daily, with new information as it comes to hand, by experienced yachtsman and yacht broker Bob McKean, who has been actively sailing in this part of the world for 20 years.

The established Marine Guide already has valuable information on Clearing In & OUT; Marinas, Moorings & Anchorages; Fuel & Water; Maintenance & Repairs; Provisioning; Sailor’s Corner; Tides and Links for Sailors.

The most recent addition is an interactive map showing 14 of the best anchorages around Langkawi. Extremely accurate details include the depths and GPS fixes of Lat & Long of the ideal position for each location, plus a listing of "Best Months" and "Not So Good" for expected weather conditions. Also there’s a recent photo of the anchorage and helpful tips, ending with "Dangers" to be aware of.

The Marine Guide at [www.langkawi-gazette.com](http://www.langkawi-gazette.com) is part of a comprehensive website that is designed primarily for the expat community, yachtyes and English speaking locals. As such, it covers a wide range of subjects such as: a Directory, with over 1,000 companies, Phone Book, Classifieds, Events Agenda, Classes, Courses, Seminars and a Forum, plus lots more.

For yachts intending to visit Langkawi, this website is definitely a "Must See" at [www.langkawi-gazette.com](http://www.langkawi-gazette.com) then select Marine Guide.

**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 folk 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.

**Telaga Harbour Marina**
Lot No. 1, Telaga Harbour Park, Pantai Kok, 07000 Langkawi, Kedah Darulaman
Tel:+604 959 2202 / Mob. +6012 237 1517, Fax:+604 959 2204; [info@telagaharbour.com](mailto:info@telagaharbour.com)
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.

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 Kurt 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 hongs (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.

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 into marina

Telaga Harbor Pond Area: 6°21.76 99°40.89 14’ Good holding good protection, can dinghy into marina

Sir Swagman - 1996: Liferraft 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 Langenbacker 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.

4.5.5 Rebak Marina

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

Arjumand - 1997: 06’ 17.39N 99’ 41 .68E

Elenoa - 1998: 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.

4.5.6 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.

4.5.7 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 Calimari 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 cafes 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.
4.5.8 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.

4.5.9 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.

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 Straight, 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

5.3 Marinas

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 is about 3x higher than it really is).

Seems like a trip back to Senibong (RM90- per day) seems like the best option?

- Send email to Sutera Harbor at Borneo in KK. Few days sailing and you are in 5* marina and I believe cheaper then 240 per day.

- 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 any, 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.
- Senibong is bad for fouling - the nearby mussel farms, plus the pollution leave their mark!
- 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.
- 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 sungei (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.

Also a few boats are there unattended on anchor, very safe and free.

- 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 lest 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 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”
**Carillion - 2007:** We went to the marina to fill with diesel (RM2.32/L) but anchored in the mouth of the **Santi River** at $1^\circ 23.91N$ $104^\circ 06.54E$ 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.

**5.7.2 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
5.7.3  Jason Bay

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°09′E - 60 NM from Singapore. Quite shallow anchorage. Swell does roll in from south - watch tide. 10 km of sandy beaches.

Watermelon - July 1998: First night after leaving Singapore we got as far as an indentation, as described by Krios, March 1998 SSCA bulletin, (1°39.8N, 104°14.7E). Weather was calm, but overcast, so swell was irritating but not particularly uncomfortable.

5.7.4  Pulau Sibu

FB Discussion – Sep 2018: North shore of Pulau Sibu 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 but should be ok there until Sunday...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!

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.


5.7.5 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.


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.

5.7.6 Pulau Aur


Watermelon - 1998: PU. 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.

5.7.7 Pulau Babi Besar, Pulau Babi Tengah and Pulau Rawi

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 rolly 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.

5.7.8 **Pulau Pemanggil**

PU. PEMANGGIL (2°35'N 104°20E)

5.7.9 **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.

5.7.10 **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 it 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.

5.7.10.1 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 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 - WM 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.

5.7.10.2 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.

5.7.10.3 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.
5.7.10.4 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

5.7.10.5 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.

5.7.11 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.

**5.7.12 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 impellors 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.

**5.7.13 Sungai Pahang**

**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!

**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.

**5.7.14 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 infront 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.

5.7.15 Kuala Kemaman (Kamaman) / Cukai / Memamem River (04-14.N / 103-26E)

FB Discussion on Anchorages Between Terengganu and Singapore – Sep 2018: Chukai / K.Kemanan 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.

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.

5.7.16 Pulau Tenggul / Tenggol

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.

**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. Check 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.

**Carillon - 2007:** Anchorage at 4º48.40N 103º40.46E.

**Schnuckelputz - 1998:** 4º48’N 103º31’E?. Watermelon did an overnight from P. Tioman, 22 hours; picked up mooring at 04º48.5’N, 103º40.6’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.

**5.7.17 Pulau Kapas (05-13N / 103-16E)**

**FB Discussion – Sep 2018:** P.Kapas: 05-13.636N / 103-15.703E - Mooring buoy in 5M

**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.

**Carillion - 2007:** Anchorage at 5°13.73N 103°15.66E.

**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.

**5.7.18 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 visiting 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!

**FB Discussion on Anchorages between Terengganu and South – Sep 2018:** Here are the stops I recommend, heading South from Terengganu:

P.Kapas: 5.13.636N / 103.15.703E - Mooring buoy in 5M


Or carry on in and anchor in front of town – don’t cut the corners along the river.

Kuantan: 3.48.507N / 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.

K.Pahang: 3.32.222N / 103.28.261E behind breakwater in 7M. Don’t swim as millions of Sea Wasp Jellies!

Tioman – Juara Port: 2.47.028N / 104.12.447E or anywhere along beach area.

P.Tinggi: 2.17.001N / 104.06.814E in 6.4M. Subject to E&EO
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.

5.7.18.1 Getting In

Schnuckelputz - 1998: 5º20'N 103º09'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 245º, and we continued in on 245º 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.
5.7.18.2 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.

5.7.18.3 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.

5.7.18.4 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

5.7.18.5 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 evacuacted. I put anchor fore and aft and used Awi’s fixing post and boat was ok. Awi’s 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.

5.7.18.6 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.

5.7.19 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.

5.7.20 Pulau Bidung

Carillon - 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.

5.7.21 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).

5.7.22 Pulau Redang

Carillon - 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 rolly. 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, rolly 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°01'E) 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.

5.7.23 Pulau Perhentian

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 5º53.32N 102º44.94E. 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 (5º55'N 102º45'E), and Kechil. 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, roly.

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 anywhere along the pass between the two islands, good holding, but charter yachts suggest that nighttime anchorage in Long Bay, Perhent. Besar; NE of pass - (05º55'N, 102º43'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 roly. 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 Rachia 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.

5.7.24 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 Western 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 Sibu 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

Sail SE Asia FB Group – June 2019: Has anyone hauled out at Kinabalu North Shipyards (KNS) for antifouling work? If so would be interested to hear about what your experience was
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

- (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! Staff were 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)

Brunei Bay Radio - 2007: In Sabah, we have information on places to visit, transport that is safe, activities that are reliable. We help with pre-booking so you don't suffer from escalating prices associated with western tourists booking transport, accommodation and tours. We have operations around Mt Kinabalu, in Sandakan and the Kinabatangan River areas and can help with realistic priced eco/cultural tours & accommodation (eg: a resort, a community home-stay, or jungle hammock) in Sandakan, Sepilok and on the Kinabatangan River.

6.2.1 Inland Travel in Sabah

Soggy Paws – August 2015: 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:

- Took Tung Ma Express Bus 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. Its 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 sus it out.

- While at bus station, 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, 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 included breakfast for 2, double 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). Allan from Brunei Bay recommended another hotel, but it was a little further from the park entrance, and wasn't on Booking.com.

- Hiked for the afternoon in the 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-arranged. 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 till 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 Sipadan 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 thorough 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 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.

**6.2.3 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.

Kota Belud

**6.2.4 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.

**6.2.5 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)

**6.2.6 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.

6.2.7 **Kota Kinabalu (05-58N) & Sutera Harbor Marina**

*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 ablation 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 Sipilik 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 aclimatisise 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.

6.2.8 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)

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 it’s 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/cemeteries/marine museum etc.


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 smorgasbog 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 “soapis” 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; southwwest 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 being 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](http://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 Bander 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 Maura 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 MUSEUM
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 there base and they seem to be onhand 24/7. We rode our bicycles the two miles or so into town regularly for lunch or provisioning. Good freshfish 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 it’s 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](http://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 accommodation 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)

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 Sibu (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)

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.


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. Souveniers 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
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:** 01-42.95N 110-19.58E.

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 miminium 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 ree fy areas with good light!!

<table>
<thead>
<tr>
<th>Place</th>
<th>Chart Cell</th>
<th>M COVR ID</th>
<th>Cell Scale</th>
<th>X Offset</th>
<th>Y Offset</th>
<th>My Chart Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Teluk I (near Pangkor)</td>
<td>02830301</td>
<td>1</td>
<td>E</td>
<td>5</td>
<td>-43</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>02820300</td>
<td>1</td>
<td>D</td>
<td>-20</td>
<td>90</td>
<td></td>
<td>Still not quite right</td>
</tr>
</tbody>
</table>