

6th Edition (2019)

# Southeast Asia Pilot

by Bill O'Leary, Andy Dowden & Grenville Fordham

published by Phuket Publicity Services

- regional cruising guide • detailed charts
- all anchorages with co-ordinates • shoreside information

Detailed coverage of the Andaman Sea with Malacca Straits, Singapore, Malaysia (incl Borneo), Gulf of Thailand, Cairns & Darwin, Indonesia and Palau. **PLUS...** introductory chapters on Greater China (incl Hong Kong), Vanuatu, Solomon Islands, Cambodia, Vietnam & The Philippines



THAILAND | INDONESIA | MALAYSIA | CAIRNS & DARWIN | VANUATU | SOLOMONS  
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## ABOUT SOUTHEAST ASIA PILOT

This guide encompasses over three million square miles of some of the best cruising grounds in the world. From the Andaman Islands in the west, through the Gulf of Thailand and South China Sea and further into the Pacific Ocean to north Australia, Vanuatu and the Solomons in the east. We describe 45 degrees of latitude and 60 degrees of longitude. Most of the region lies north and south of the equator in tropical zones. This 6th Edition introduces chapters and notes on Greater China, Vanuatu and the Solomons.

This regional pilot covers The Andaman Sea, which forms The Eastern Indian Ocean and The South China Sea, connecting via The Malacca Straits, as well as the seas north, south and east of Indonesia.

Fourteen countries are included: Thailand, Malaysia, Singapore, Cambodia, Vietnam, China and Hong Kong, the Philippines and Indonesia are all covered in some detail. Introductory notes on the island nations of Palau, Vanuatu, and Solomons Islands are accommodated as potential stopovers to or from the Pacific. Notes for Cairns and Darwin in north Australia are included.

All the information required to pass through or cruise and explore by yacht is presented in an easy-to-reference style. The authors have compiled the information over more than three decades of personal experience in the region and have invited a number of well-qualified voyagers to update facilities and opportunities in these rapidly developing cruising destinations.

The best professionals have created detailed, helpful and accurate charts and a logical, easy-to-use, layout style. Combined with quality printing and a rugged, serviceable binding, the result is a volume that you'll find on the bridge of almost every vessel plying these waters.

This part of Asia is continuing to develop rapidly and more facilities are being built to cater for the growing demands of waterborne visitors. New input is critical to the regular updating of the information within these pages.

The guide will be published every 2-3 years to ensure that sailors have confidence in the advice given.

The authors welcome comments, updates and corrections, which can be e-mailed to: [feedback@southeastasiapilot.com](mailto:feedback@southeastasiapilot.com)



Bill O'Leary, Andy Dowden & Grenville Fordham  
*Happy Sailing*

### With special thanks for their contributions to

*Captain Jimmy Blee, Captain Morgan Hayes, Captain Sean P. Meagher, Anil Thadani, Gert Noordzij, Captain Ian Hewett, Captain Ed Shiels and all our past readers who have sent their valued contributions.*

*While every effort has been made to ensure that the information contained in this book is accurate, the charts and coordinates of anchorages are based on personal experience and satellite imagery and are intended as a guide only. They should not be used for navigation. Please refer to Official Hydrographic charts of the respective countries.*

#### Mooring buoys

Picking up government moorings instead of anchoring is becoming increasingly necessary as governments everywhere scramble to preserve coral. In some anchorages, we suggest you pick up a mooring. In others you may find moorings that were not there when last surveyed. Whichever case, it's your responsibility to check moorings in terms of their condition and suitability for your yacht. Be very aware that some moorings are suitable for lightweight day-trip boats only.

## ANCHORAGE SYMBOLS



### Day Anchorage

Locations where anchoring is feasible but where the vessel should not be left unattended. Not recommended by the authors for overnight stops for various reasons.



### Night Anchorage

Secure anchorages suitable for overnight stops, possibly only at certain times/seasons. Refer to the text for clarification.



### Habitation

Any form of dwelling or village. Does not imply shops or restaurants.



### Water Supply

Indicates the availability of well water, fresh water streams and occasionally tap water. If the water supply is on a jetty or a marina, it is mentioned in the text.



### Fuel Supply

Locations where diesel or gasoline can be bought in small quantities and carried in jerry cans — unless otherwise indicated in text.



### Provisions

Indicates populated areas ashore where shops or markets can supply a minimum standard of provisioning.



### Restaurant

Covers all kinds of local restaurants from simple food stalls to international standard hotels.



### Transport

Access ashore to local public transport of some kind.



### Snorkelling

Areas where coral growth and fish life are at a depth suitable for snorkelling. Water clarity is reasonable in good conditions.



### Diving

Locations where coral, fish life, and underwater topography create an interesting dive site within easy reach of the anchorage.



*All but the really remote anchorages will have some form of cell phone signal, but it's impossible to keep up to date with the rapid developments in this respect. As a guide, if there's any form of habitation, there will usually be at least a basic cell phone signal.*



## FEATURES & MISCELLANEOUS

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Taiwan Island  
Fujian to Liaoning

## MERGUI ARCHIPELAGO

## ANDAMAN ISLANDS



COVER PHOTO: M/Y LATITUDE AT MBOROKUA BY ANIL THADANI



ONE15 Marina Logan Cove, Zhongshan City



Pele Island Misool, Raja Ampat - APS INDONESIA



Shifting sand bars, Phuket channel- Bill O'Leary



An older 'Ninaw' - Capt. Sean P. McLaughlin



# GROW

## Your Lifestyle Boating with Thailand's Premier Marina



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**A**s the saying goes, “Necessity is the mother of invention” and that is how the history of Thailand’s first and premier marina – Phuket Boat Lagoon – started nearly 30 years ago. Phuket Boat Lagoon is Phuket’s first integrated marina complex.

This development, which today is a fully developed Lifestyle Marina Village, is the brainchild of the founder and chairman, Kanit Yongsakul. Most sailors consider the complex to be on a par with other leading marinas across the globe.

“We are focused on being the region’s leader, in boating and in the hospitality industry. We aim to excel in our core businesses, which are boating and lifestyle retail...”

Officially opened in 1994, the circular marina, which provides moorings for vessels up to 32 metres long, is situated at the end of a 2-mile creek called Klong Tha Rua on the east coast of Phuket in southern Thailand.

Located strategically in the centre of Phuket Island, traffic from the international airport using the main highway must pass the marina entrance on its way to Phuket town or the west coast beaches. Phuket Boat Lagoon is 20km from the airport, 8km to Phuket City and 15km to Kata, Karon and Patong beaches.







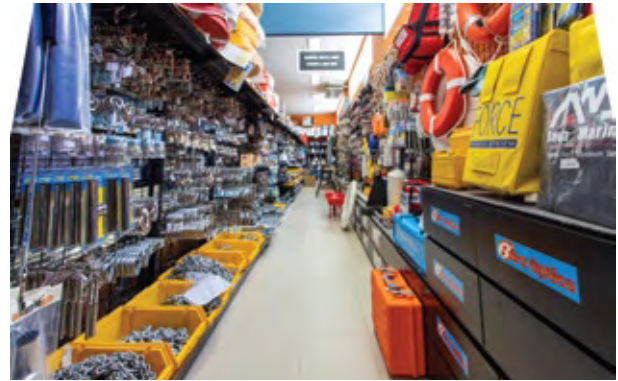
Planned as only marina berths at first, as a response to increased demand and obvious need, hardstand facilities with travel lift services were introduced later.

Today, this marina village has a 270-room resort development, which caters for the yachting community, as well as business and leisure travellers.

“We are focused on being the region’s leader, in boating and in the hospitality industry. We aim to excel in our core businesses, which are boating and lifestyle retail, by providing the quality standard for the community that we care for”, says Boon Yongsakul, Deputy Managing Director of Phuket Boat Lagoon.

As the marine industry in Thailand took a greater step, with Phuket becoming the region’s marine leisure hub, it became clear that there was a tremendous opportunity to further expand Phuket Boat Lagoon.

International yachting and marine businesses were making Phuket and Phuket Boat Lagoon their base, so there was an increasing need for this complex to cater for growth. Today,



this marina village has a 270-room resort development, which caters for the yachting community, as well as business and leisure travellers.

The marina complex itself is surrounded by shop-office lots for a wide range of businesses, including marine-related, lifestyle, commercial, financial services and an international early learning school.

More recently, the marina took a greater step towards expansion... with 180 berths in the water, 150 on the hardstand and 24 dry stacking bays.

The Phuket Boat Lagoon village also comprises residential developments, ranging from condominiums and townhouses to villas and bungalows. These residential areas are available for ownership and long-term lease.

More recently, the marina took a greater step towards both on-water and off-water expansion. Today, the Phuket Boat Lagoon is a full-service marina of international standard in southern Thailand, with 180 berths in the water, 150 on the hardstand and 24 dry stacking bays. Other facilities include






## MARINA LISTINGS

This section lists marinas in the region, together with the capacities, amenities and facilities they offer.

We haven't listed Greater China's marinas here yet because they're all new, much is lost in translation and we need to better understand their capabilities and services for visiting yachts. The China pages will give you a taste of what is available – but no guarantees you'll find what you read!

With regard to haulout, repair, refit and so on, the column on the right deals with major facilities, including for superyachts. Here, in the marina listings, we indicate which marinas have similar facilities for smaller yachts.

Where you see a box  around a marina's or a shipyard's details, this indicates one of our 'partners' – a business whose generous and informed support helps make the publication of Southeast Asia Pilot possible.

>>> *Continued*

## MAJOR REPAIR, HAULOUT & REFIT FACILITIES

This section gives guidelines for facilities that can cater for yachts 30 metres and above in the Southeast Asian region, taking advantage of the favourable labour costs and locally available skills.

These are in addition to the many boatyards and marina travel-lifts catering for smaller yachts already mentioned in our marina listings and in the destination anchorage texts.

We list a few of the major yards we know to have constructed larger vessels and have carried out major refit works on foreign superyachts.

We strongly suggest owners and captains use locally-based project management companies to overcome cultural and language difficulties in each region. But there is a need to carry out careful investigation before appointing one.

As with all developing countries, you need to steer clear of 'here-today-gone-tomorrow' businesses that put on a good front.

>>> *Continued*

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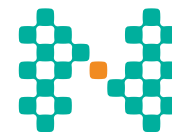
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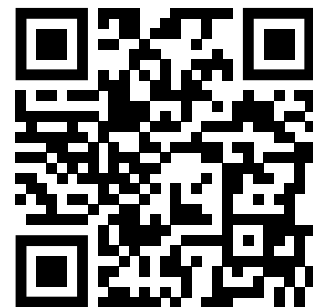
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**MARINA LISTINGS (continued)****THAILAND****Ao Po Grand Marina (Phuket)**

Berths: 220 | VHF: Ch69 | Haul out ramp: 47 & 90 tons trailer lifts | Repair-refit facilities & services: Limited | Chandlery: Yes | Superyachts: Yes | Hardstand: 66 | Fuel: Yes | F&B: 3  
[www.aopograndmarina.com](http://www.aopograndmarina.com)

**Krabi Boat Lagoon Marina**

Berths: 80 | VHF: Ch67 | Haul out: Travel lift 50 tons, ramp, forklift | Hardstand: 100 | Repair-refit facilities & services: Limited | Chandlery: No | Superyachts: No | Fuel: Yes | F&B: 1  
[www.krabiboatlagoon.com](http://www.krabiboatlagoon.com)

**Ocean Marina Yacht Club – Pattaya**

Berths: 380 | VHF: Ch12 | Haul out: Travel lift 75 & 20 tons; 5-ton fork lift; trailer boat ramp & tractor | Hardstand: 40 | Drystack: Yes | Repair-refit facilities & services: Yes | Chandlery: Yes | Superyachts: Yes | Fuel: Yes | F&B: 2  
[www.oceanmarinayachtclub.com](http://www.oceanmarinayachtclub.com)

&gt;&gt;&gt; Continued

**MAJOR REPAIR, HAULOUT & REFIT FACILITIES (continued)****SINGAPORE****Penguin Shipyard International (PSI)**

Penguin Shipyard International at Tuas caters largely for commercial vessels and mega-yachts up to 500 tons.

PSI builds and repairs high-speed commercial vessels, including ferries, crewboats, cargo vessels and patrol craft.

This is an aluminium shipbuilder with a track record that dates back to 1995; the shipyard also arranges international superyacht haulouts.

PSI operates a 12,000-sqm site with a 500-metric ton straddle carrier, and another 45,000-sqm shipyard on the Indonesian island of Batam, with a 250-metric ton straddle carrier.

To date, Penguin Shipyard has built more than 50 vessels for the group's own requirements and for third-party ship owners.

Facilities include a 50m x 50m covered shipbuilding hall, 6,000-sqm open area and a 50-metre commissioning pier. For more information visit [www.penguin.com.sg](http://www.penguin.com.sg)

&gt;&gt;&gt; Continued

BILL O'LEARY

Port Takola Yacht Marina &amp; Boatyard Krabi



## MARINA LISTINGS (continued)

### THAILAND (continued)

#### Phuket Boat Lagoon

Berths: 180 | VHF: Ch71 | Haul out: 3 x Travel lifts 40, 50, 80 tons | Repair-refit facilities & services: Yes | Chandlery: Yes | Superyachts: No | Drystack: 50 | Hardstand: 134 | Ramp: 7-ton forklift | Fuel: Yes | F&B: >10  
[www.phuketboatlagoon.com](http://www.phuketboatlagoon.com)

#### Phuket Yacht Haven

Berths: 320 | VHF: Ch68 | Haul out: No | Repair-refit facilities & services: Yes - at berth only | Chandlery: Yes | Superyachts: Yes | Fuel: Yes | F&B: 3  
[www.pyhmarina.com](http://www.pyhmarina.com)

>>> Continued



## MAJOR REPAIR, HAULOUT & REFIT FACILITIES (continued)

### SINGAPORE (continued)

#### CrestSA Marine & Offshore

A mile northwest of The Republic of Singapore Yacht Club in the Pandan River is this well-equipped shipyard managed under the Pacific Radiance Group that recently started catering for superyachts.

Offering repair, maintenance, fabrications, hot works, refit and conversion – alongside or at dry dock – they manage a variety of commercial works.

Superyachts can access 120 metres of water frontage, two dry docks up to 100 metres and six acres of hard stand.

[www.pacificradiance.com/synergy-in-services/shipyard](http://www.pacificradiance.com/synergy-in-services/shipyard)

### MALAYSIA

#### Boustead Langkawi Shipyard

Formerly Wavemaster Yacht Centre, this yard is situated on the west entrance to Bass Harbour at Bukit Malut. It currently provides full superyacht repair and refit services.

Alongside the wharf there is a minimum depth of 7 metres at low tide. 140-ton and 500-ton capacity travel lifts service 17,000 sqm of hardstand. Behind the hardstand are two 24-metre high, insulated and ventilated hangers, each of 70 x 25 metres.

There are adjoining carpentry, aluminium, electrical and mechanical workshops, each with individual overhead gantry cranes. On-site staff naval architects and engineers design for new builds, conversions, and major overhauls.

Berthing for yachts of 13-70 metres, with fresh water, 3-phase shore power and telecommunications is available off the wharf. Petrol and diesel are also available.

Lockers, washrooms, showers, chandlery, supermarket and 24-hour security are all within easy walking distance. For more information visit [www.blsy.com.my](http://www.blsy.com.my)

>>> Continued



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### MARINA LISTINGS (continued)

#### THAILAND (continued)

##### Port Takola Yacht Marina & Boatyard Krabi

Berths: 50 – Phase 1 | VHF: Ch69 | Haul out ramp: 38 tons forklift | Hardstand: 40 | Repair-refit facilities & services: No | Chandlery: No | Superyachts: Yes <40m | Fuel: Yes | F&B: 1  
[www.porttakola.com](http://www.porttakola.com)

##### Racer Marina (Hua Hin)

Berths: 100 | VHF: Ch79 Haul out: Travel lift 65 tons | Repair-refit facilities & services: Yes | Chandlery: No | Superyachts: No | Hardstand: 100 | Fuel: Yes | F&B: 1  
[www.racer-marina.com](http://www.racer-marina.com)

##### Royal Phuket Marina

Berths: 76 | VHF: Ch79 Haul out: Travel lift 50 tons | Repair-refit facilities & services: Limited | Chandlery: No | Superyachts: Yes <35m | Hardstand: 45 | Fuel: Yes | F&B: 1 only; subject to change  
[www.royalphuketmarina.com](http://www.royalphuketmarina.com)

##### Siam Royal View (Koh Chang)

Berths: 75 | VHF: Ch16 | Haul out: No | Superyachts: No | Repair-refit facilities & services: No | Chandlery: No | Fuel: No | F&B: 2  
[www.royal-siam-view.com](http://www.royal-siam-view.com)

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#### AUSTRALIA

##### Bayview Marina (Darwin)

Berths: 128 | VHF: Ch68 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.bayviewmarina.com.au](http://www.bayviewmarina.com.au)

##### Darwin-Cullen Bay Marina

Berths: 140 | VHF: Ch11 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: Yes (outside lock) | F&B: 2  
[www.cullenbaymarina.com](http://www.cullenbaymarina.com)

##### Tipperary Waters Marina (Darwin)

Berths: 72 | VHF: Ch8 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.tipperarywatersmarina.com](http://www.tipperarywatersmarina.com)

##### Cairns Marlin Marina

Berths: 266 | VHF: Ch16&81 | Haul out: No | Repair-refit facilities & services: No | Chandlery: Yes | Superyachts: Yes | Fuel: Yes | F&B: Several  
[www.portsnorth.com.au/cairns-marlin-marina](http://www.portsnorth.com.au/cairns-marlin-marina)

>>> Continued



### MARINA LISTINGS (continued)

#### AUSTRALIA (continued)

##### Half Moon Bay at Yorkeys Knob (Cairns)

Berths: 197 | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: Limited | Chandlery: Yes | Superyachts: No | Fuel: Yes | F&B: 2  
[www.ykbc.com.au](http://www.ykbc.com.au)

##### Crystalbrook Superyacht Marina Port Douglas

Berths: 135 | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: Limited | Chandlery: Yes | Superyachts: Yes | Fuel: Yes | F&B: 2  
[www.crystalbrookmarina.com](http://www.crystalbrookmarina.com)

#### INDONESIA

##### Ancol Marina Jakarta

Berths: 12 | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.indonesia-tourism.com](http://www.indonesia-tourism.com)

##### Bali Marina Benoa

Berths: 30 | VHF: Ch77 | Haul out: No | Chandlery: No | Superyachts: Yes | Fuel: No | F&B: 2 | CIQ  
[www.balimarina.com](http://www.balimarina.com)

##### Batavia Marina Jakarta

Berths: 28 | VHF: Ch16 | Haul out: No | Chandlery: No | Repair-refit facilities & services: No | Superyachts: 2 | Fuel: No | F&B: 2  
[www.bataviamarina.com](http://www.bataviamarina.com)

>>> Continued

### MAJOR REPAIR, HAULOUT & REFIT FACILITIES (continued)

#### MALAYSIA (continued)

##### Northern Shipyard Langkawi

A mile northeast of Boustead, in Bass Harbour, is Northern Shipyard. It's a smaller yard that currently provides full superyacht services.

It has a 1,000-ton slipway, two hangers (90m and 66m), a 200-ton travel lift, 50 metres of finger pier and two acres of hardstand. It provides full services for superyacht repair, refit and maintenance. [www.northernshipyard.com](http://www.northernshipyard.com)

>>> Continued



Phuket Boat Lagoon Marina



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www.asap-marine.com



**MARINA LISTINGS (continued)****INDONESIA (continued)****Marina Del Ray Lombok**

Berths: 6 Moorings | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | F&B: 2 [www.lombokmarinadelray.com](http://www.lombokmarinadelray.com)

**Medana Bay Marina (Lombok)**

Berths: 10 | VHF: Ch77 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.medanabaymarina.com](http://www.medanabaymarina.com)

**Nongsa Point Marina (Batam)**

Berths: 178 | VHF: Ch69 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: Yes | Fuel: No | F&B: 1 | CIQ  
[www.nongsapointmarina.com](http://www.nongsapointmarina.com)

**Pantai Mutiara Marina Jakarta**

*(silted entrance at writing)*

Berths: 12 | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | F&B: 2 [www.josc.org](http://www.josc.org)

>>> *Continued*

**MAJOR REPAIR, HAULOUT & REFIT FACILITIES (continued)****THAILAND****Ratanachai Slipway, Phuket**

Located just inside the entrance of Tha Chin River, Ratanachai Slipway is the biggest of the local shipyards in and around Phuket town.

Maximum capacity is 52 metres and 210 tons. Bow depth 1.95m, stern depth 3.95m. The river entrance is shallow and should be navigated at high tide only. Full services are available.

For more information visit [www.ratanachai-slipway.com](http://www.ratanachai-slipway.com)

**Asian Phuket Marine and Dockyard, Phuket**

Further up the river on the right, just before the bridge, is another Thai-speaking yard with a slipway capable of lifting up to 40 metres with a large concrete hardstand. This is a good location for Phuket-based long-term projects, especially if you're on a budget and can speak fluent Thai, or have a good translator.

At the mouth of the river on the same bank there is an alongside concrete wharf where some finishing works can be done afloat after launching. [www.phuketdockyard.com](http://www.phuketdockyard.com)

>>> *Continued*

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### MARINA LISTINGS (continued)

#### SINGAPORE

##### ONE°15 Marina Club

Berths: 270 | VHF: Ch77 | Haul out: No | Drystack: 40 | Repair-refit facilities & services: Yes | Chandlery: Yes | Superyachts: Yes | Fuel: Yes | F&B: 4  
[www.one15marina.com](http://www.one15marina.com)

##### Marina Country Club

Berths: 35 | VHF: Ch77 | Haul out: Travel lift 60 tons | Ramp: 10- & 12-ton forklifts | Drystack: 50 | Hardstand: 200 | Repair-refit facilities & services: Yes | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.marinacountryclub.com.sg](http://www.marinacountryclub.com.sg)

##### Marina at Keppel Bay

Berths: 168 | VHF: Ch77 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 4  
[www.marinakeppelbay.com](http://www.marinakeppelbay.com)

##### Raffles Marina

Berths: 152 | VHF: Ch77 | Haul out: Travel lift 70 tons | Drystack: 40 | Repair-refit facilities & services: Yes | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 3  
[www.afflesmarina.com.sg](http://www.afflesmarina.com.sg)

>>> Continued

Alberto Pisaneschi, JJ Marine Indonesia (left) and Thomas Taatjes, Asia Pacific Superyachts Indonesia



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**MARINA LISTINGS (continued)****SINGAPORE (continued)****Republic of Singapore Yacht Club**

Berths: 127 | VHF: Ch77 | Haul out: Travel lift | Hardstand: 218 | Repair-refit facilities & services: Yes | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 2  
[www.rsysc.org.sg](http://www.rsysc.org.sg)

**MALAYSIA****Admiral Marina (Port Dickson)**

Berths: 130 | VHF: Ch14 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: 4 | Fuel: Yes | F&B: 2 | CIQ: Close by  
[www.admiralmarina.com.my](http://www.admiralmarina.com.my)

**Batu Uban Marina Penang**

Berths: 20 | VHF: Ch71 | Haul out: No | Repair-refit facilities & services: No | Chandlery: No | Superyachts: No | Fuel: No | F&B: 2  
[www.marine.gov.my](http://www.marine.gov.my)

&gt;&gt;&gt; Continued

**MAJOR REPAIR, HAULOUT & REFIT FACILITIES (continued)****THAILAND (continued)****ItalThai Marine (Bangkok)**

Established in 1978, this 112,000 sqm facility in Samut Prakarn on the Chao Phraya River offers full ship building and repair capabilities plus a bonded warehouse and in-house design office. It has a lifting capacity up to 95m and 3,500 tons, access to two 115m dry docks, 300m alongside and a floating dock up to 160m.

The facility offers painting in climate-controlled tents, metal fabrication, engineering, carpentry, interiors, survey and full yacht building capabilities. All major classification societies are located in Bangkok. [www.italthaimarine.com](http://www.italthaimarine.com)

**Asian Marine Services Public Co., Ltd. (Surat Thani)**

With head office located at Samut Prakan on the Chao Phraya River, this very capable shipyard has recently opened a smaller yard down in Asimar Surathani on the South China Sea coast. Both Asian Marine Services yards specialise in new ship building, repair, engineering and fabrication for vessels up to 60 tons.  
[www.asimar.com](http://www.asimar.com)

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## MARINA LISTINGS (continued)

## MALAYSIA (continued)

**Rebak Marina (Langkawi)**

Berths: 124 | VHF: Ch69 | Haul out: Travel lift 65 tons |  
Hardstand: 70 | Repair-refit facilities & services: Limited  
| Chandlery: No | Superyachts: No | Fuel: Yes | F&B: 2  
[www.rebakmarina.com](http://www.rebakmarina.com)

**Royal Langkawi Yacht Club**

Berths: 200 | VHF: Ch69 | Haul out: No | Repair-refit  
facilities & services: No | Chandlery: No | Superyachts: 4  
| Fuel: Yes | F&B: 2 | CIQ: Close by  
[www.langkawayachtclub.com](http://www.langkawayachtclub.com)

**Royal Selangor Yacht Club Marina**

Berths: 30 | VHF: Ch72 | Haul out: Ramp & Crane |  
Hardstand: 12 | Repair-refit facilities & services: Limited  
| Chandlery: No | Superyachts: 2 | Fuel: No | F&B: 1  
| CIQ: Close by [www.rsyc.com.my](http://www.rsyc.com.my)

**Sebana Cove Johor Bahru**

Berths: 125 | VHF: Ch71 | Haul out: No | Repair-refit  
facilities & services: No | Chandlery: No | Superyachts:  
No | Fuel: No | F&B: 1 | CIQ: Close by  
[www.sebanacove.com](http://www.sebanacove.com)

**Senibong Cove Marina East Johor Bahru**

Berths: 100 | VHF: Ch71 | Haul out: No | Repair-refit  
facilities & services: No | Chandlery: No | Superyachts: No  
| Fuel: No | F&B: 1  
[www.senibongcovemarina.my](http://www.senibongcovemarina.my)

**Straits Quay Marina (Penang)**

Berths: 40 | VHF: Ch71 | Haul out: No | Repair-refit  
facilities & services: No | Chandlery: No | Superyachts:  
No | Fuel: No | F&B: 6 [www.straitsquay.com](http://www.straitsquay.com)

**Sutera Harbour (East Malaysia)**

Berths: 104 | VHF: Ch71 | Haul out: No | Repair-refit  
facilities & services: No | Chandlery: No | Superyachts:  
Yes | Fuel: No | F&B: 1  
[www.suteraharbour.com](http://www.suteraharbour.com)

**Tanjung Belungkor Ferry Terminal Marina Johor Bahru**

Berths: 6 | VHF: Ch16 | Haul out: No | Repair-refit facilities  
& services: No | Chandlery: No | Superyachts: No | Fuel:  
No | F&B: No | CIQ | Yes  
No website at time of going to print

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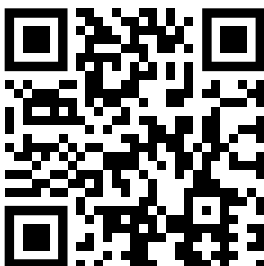
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### MARINA LISTINGS (continued)

#### MALAYSIA (continued)

##### Tanjung Pengelih Johor Bahru

Berths: 30 | VHF: Ch16 | Haul out: No | Repair-refit facilities & services: No |  
Chandlery: No | Superyachts: No | Fuel: No | F&B: No | CIQ | Yes

[No website at time of going to print](#)

##### Telaga Harbour (Langkawi)

Berths: 67 | VHF: Ch69 | Haul out: No | Repair-refit facilities & services: No |  
Chandlery: No | Superyachts: 10 | Fuel: Yes | F&B: 8 | CIQ | Yes

[www.telagaharbour.com](http://www.telagaharbour.com)

#### HONG KONG

##### Aberdeen Marina Club

Berths: 170 | Haul out: Fork lift | Drystack: 157 | Repair-refit facilities & services:  
Limited | Chandlery: No | Superyachts: No | Fuel: Yes | F&B: 2

[www.aberdeenmarinaclub.com](http://www.aberdeenmarinaclub.com)

##### Gold Coast Yacht and Country Club

Berths: 200 | Haul out: No | Repair-refit facilities & services: No | Chandlery:  
No | Fuel: No | Superyachts: Yes | F&B: 2

[www.gcycc.com.hk](http://www.gcycc.com.hk)

##### Hebe Haven Yacht Club

Berths: 53 | Haul out: Ramp and Trailers <7 tons <10 tons | Repair-refit  
facilities & services: Limited | Chandlery: No | Superyachts: No | Fuel: No  
| F&B: 2

[www.hhyc.org.hk](http://www.hhyc.org.hk)

##### Hong Kong Marina

Berths: 250 | Haul out: Ramp and Trailer | Repair-refit facilities & services:  
No | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 2

[www.hkmarina.com.hk](http://www.hkmarina.com.hk)

##### Marina Club Discovery Bay

Berths: 220 | Haul out: Travel lift 40 tons | Hardstand: 42 | Repair-refit facilities  
& services: Yes | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 3

[www.dbmarinaclub.com](http://www.dbmarinaclub.com)

#### PHILIPPINES

##### Manila Yacht Club

Berths: 60 | VHF: Ch16 | Haul out: Travel lift 40 tons | Repair-refit facilities &  
services: Yes | Chandlery: No | Superyachts: Yes | Fuel: No | F&B: 2

[www.myc.org.ph](http://www.myc.org.ph)

##### Subic Bay Yacht Club

Berths: 150 | VHF: Ch16 | Haul out: Travel lift 60 tons | Repair-refit facilities &  
services: Yes | Chandlery: No | Superyachts: Yes | Fuel: Yes | F&B: 4

[www.subicbayyachtclub.ph](http://www.subicbayyachtclub.ph)

END

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### YACHTING EVENTS IN THE REGION

#### JANUARY (continued)

**Neptune Regatta** | Sail and motor yacht rally to Neptune Island on the equator from Nongsa Point Marina on Batam, Indonesia. Mainly social with a touch of competitiveness, vessels mainly from Singapore marinas but all are welcome. [www.neptune-regatta.com](http://www.neptune-regatta.com)

#### FEBRUARY

**The Bay Regatta** | Four days of racing between the islands of Phang Nga Bay and Krabi. Perfect for families and less serious racers. Held shortly after Chinese New Year, there's a party at a different beach venue each night. Racing under IRC, OMR and local handicap classes. [www.bayregatta.com](http://www.bayregatta.com)

#### APRIL

**Hua Hin Regatta** | Organised by the Yacht Racing Association of Thailand (YRAT) off the Gulf town of Hua Hin, an hour south of the capital Bangkok. A one-design class dinghy regatta with many of Thailand's top sailors. [www.yrat.or.th](http://www.yrat.or.th)

**Singapore Yacht Show** | Held at the ONE\*15 Marina Club, the Singapore Yacht Show provides a platform for regional guests to meet yachting professionals, boat owners, supercar aficionados and a group of participants keen to explore the luxury yachting scene.

A lifestyle event, the show boasts glamorous parties, high-end entertaining, luxury properties and prestige lifestyle brands. [www.singaporeyachtshow.com](http://www.singaporeyachtshow.com)

>>> Continued on next page

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The event is open to both sailing and motor yachts measuring over 24 metres in length, visiting or based in Phuket – Southeast Asia's leading luxury location and superyacht hot spot. The KRSR signals the opening of Phuket's luxurious charter season offering superyacht owners a prime-time opportunity to showcase their flagship vessels.





## YACHTING EVENTS

### APRIL (continued)

**China Sea Race Series** | The series comprises a 550-mile race from Hong to Subic Bay or San Fernando, alternating each year. It is followed by the 4-day President's Cup in Manila Bay. Organised jointly by the Royal Hong Kong Yacht Club and Manila Yacht Club. [www.rhkyc.org.hk](http://www.rhkyc.org.hk) [www.manilayachtclub.org](http://www.manilayachtclub.org)

### MAY

**Top of the Gulf Regatta** | Racing out of Ocean Marina in Pattaya, this event attracts a large fleet of Platus. Dinghy and beach cat classes are the biggest numbers, but racing is also organised for keelboats and multihulls. [www.topofthegulfregatta.com](http://www.topofthegulfregatta.com)

**Samui Regatta** | Based in Chaweng, this regatta attracts around 30 keelboats and multihulls. It's popular with Hong Kong and Pattaya based yachts, being on the Gulf side of the peninsula. Raced under IRC, OMR and local handicap. [www.samuiregatta.com](http://www.samuiregatta.com)

### JUNE

**CSC@Besar Regatta** | Jointly organised by Changi Sailing Club and Aseania Beach Resort on Pulau Besar, off Malaysia's east coast, this is the newest event on the block. After customs clearance at Changi Sailing Club, participating yachts begin a 100 nm passage race for cruising and racing yachts from CSC to Pulau Besar. Immigration and customs clearance is arranged. [enquiry@csc.org.sg](mailto:enquiry@csc.org.sg)

### JULY

**Multihull Regatta by Phuket Yacht Club** | Based at the Phuket Yacht Club in Ao Chalong, this 3-day event attracts most of the keen multihulls in the region. Classes include Firefly one design, mixed performance and cruising multihulls. [www.phuketyachtclub.com](http://www.phuketyachtclub.com)

>>> *Continued on next page*

ROLIEN BEUTE

Phuket King's Cup Regatta



## THE SPONSORSHIP EXPERTS



The yachting industry in Southeast Asia has seen significant growth in recent years with yacht shows, races and regattas increasing in both size, numbers and frequency. Sports tourism is becoming a buzzword and entrepreneurs, investors and governments are all buying in.

This presents a huge opportunity for organisers to put on bigger and better events and for brands and businesses to reach out to a specific target group of high net worth individuals, build brand identity, and align their marketing initiatives with some

of the region's biggest and most prestigious events. It also means that there is a growing need for marketing consultants to help sponsors and organisers to maximise their potential.

Below are some steps organisers and sponsors can take to make successful events and get the most out of the partnership.

**Before the event:** Planning is the key to a successful event and it is important that sponsors and organisers identify their objectives. Sponsorship is a value-adding exercise for both organisers and sponsors and it is important to approach it from that point of view. Organisers should understand the needs and objectives of brands and businesses, just as brands and businesses should understand the particular event and its participants in order to maximise the benefits of the sponsorship.

**During the event:** Activation is the key to a successful sponsorship. A rule of thumb is for every dollar spent on sponsorship, sponsors are encouraged to spend an additional dollar on the activation of the sponsorship. The world of advertising is changing and specialised events such as yacht shows, races or regattas offer a perfect opportunity for brands and businesses to engage and interact with their target customers. With event participants active on a variety of social media platforms, sponsors also have a vested interest in being highly visible throughout the event and organisers can increase their visibility by being associated with brands and businesses who already have a large following.

**After the event:** Now is the time to measure the benefit of the sponsorship, and while most sponsors are looking for a return on investment, which they can quantify in terms of actual sales and leads during the event itself, there are benefits which aren't immediately measurable, such as long term brand attributes, increased awareness and indirect sales.

As Southeast Asia's yachting calendar becomes increasingly busy, and consumers and participants have more shows, races and regattas to choose from than ever before, it is crucial that organisers and sponsors work together to ensure events remain relevant, attractive and entertaining – or they risk losing out to the competition.

**About the author:** Paul Poole is the founder, managing director and chairman of Paul Poole (South East Asia) Co., Ltd., an independent marketing consultancy based in Bangkok, Thailand. The company specialises in commercial sponsorship and partnership marketing, working with both rights holders and brands. Paul Poole (South East Asia) Co., Ltd. has packaged, sold and managed sponsorship and partnership opportunities for a number of Southeast Asia's leading yachting events.

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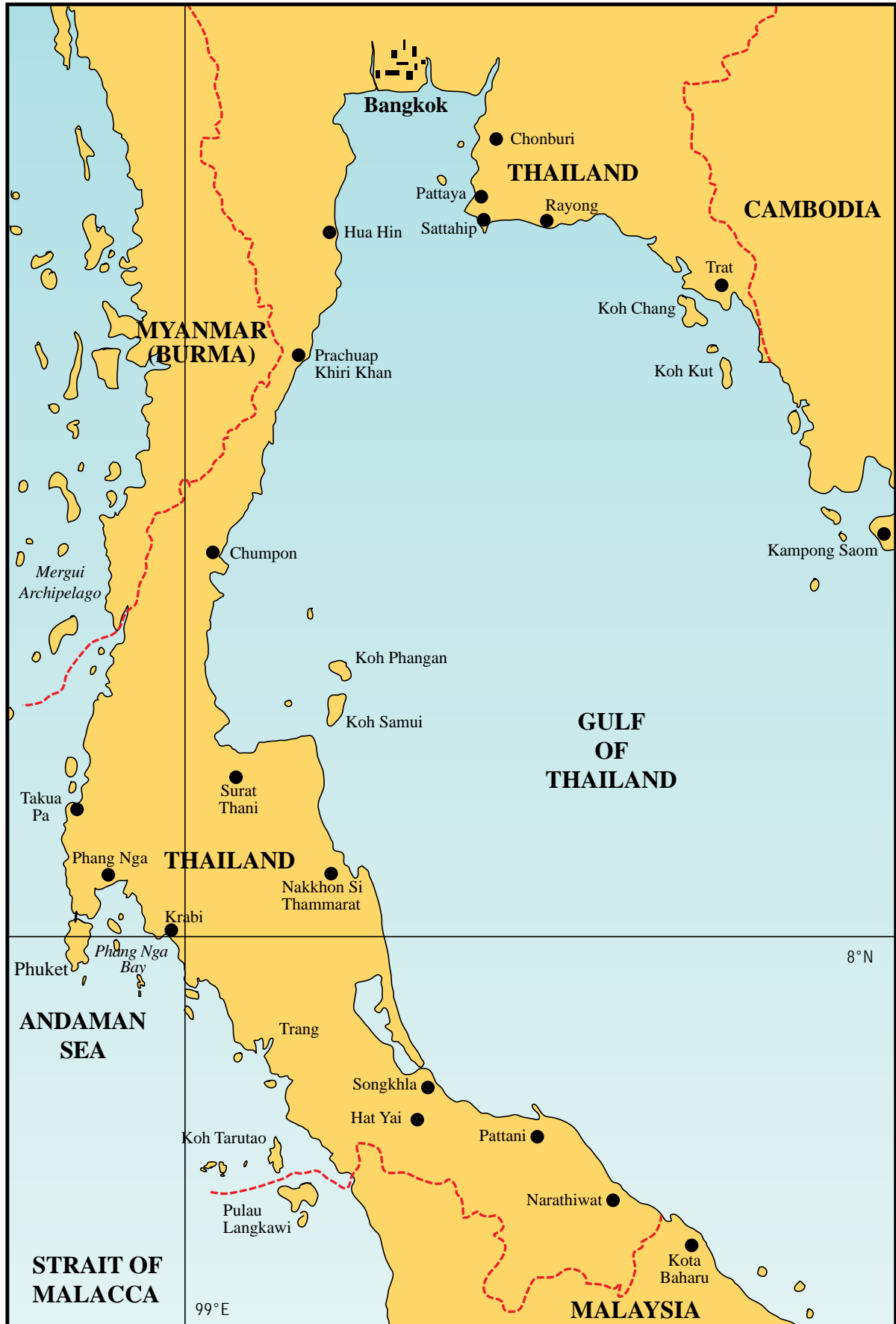
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## THAILAND

Thailand has over 1,000 miles of mainland coastline bordering the Andaman Sea and the Gulf of Thailand. With thousands of islands, there are many more miles of beaches, creeks and headlands meeting the sea. Lying between 5° and 13° degrees north, the climate is tropical and the beaches are palm fringed, with pristine white sand, crystal waters and superb coral reefs.

Add to that the renowned friendliness of the Thai people, their magnificent cuisine and culture – and Thailand has deservedly become Asia's premier cruising destination.

Neither coastline is in a hazardous weather zone; there are no typhoons and even the seasonal monsoons are mostly gentle. Temperatures are 25°–34°C and the sea rarely varies above or below 28°. Comfortable cruising is possible all year round, even on the Andaman Sea coast, with its strong southwest monsoon breezes. Thai waters have long been an essential stopover for world cruisers; many never leave.

And, 16 years after showing incredible foresight in reducing yacht import duties to zero, the Thai government is in discussion with industry leaders to open up Thai waters to superyacht charters by creating a special superyacht licence, allowing foreign flagged yachts over 100ft to charter legally.

As this book went to print in November 2019, the process seemed to have stalled on the intractable 'chestnuts' of VAT, work permits and visas. Should this dream ever become reality, Thailand – and particularly the Andaman Sea – is set to become a serious playground for owners of, and those who can afford to charter, the truly luxurious yachts that make up the top end of the yachting market. In anticipation of this, plans are afoot in several locations to develop marinas and haul-out facilities aimed at the superyacht industry.

IMAGE asia

Fortunately for your average cruiser, these spectacular yachts are relatively few, so even when they arrive in their numbers, the impact on the islands, beaches and waters of Thailand will be negligible – although their impact on local economies and the availability of quality yacht services will be significant.

### Effects of mass tourism

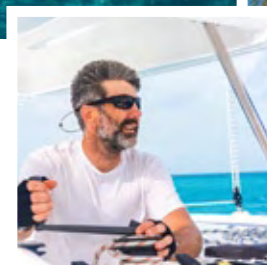
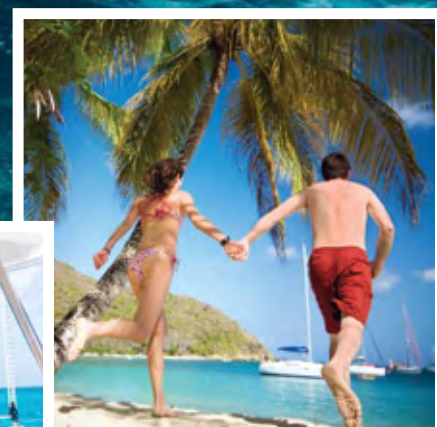
In recent years the impact of mass tourism, notably from China – and specifically in the waters around Phuket – has severely affected some of the favourite destinations listed in this guide. This has led to a number of new regulations and restrictions being introduced to protect the reefs. Numbers of tour boats have been restricted and some island bays have been closed entirely to tour groups and individual yachts.

Some are closed for low seasons only, others year round and indefinite, depending on past damage. For example "The Beach" movie set in Maya Bay on Koh Phi Phi Le is currently shut until it rejuvenates. The authors and publisher wholeheartedly support sustainable tourism and welcome these measures.

Many of the anchorages now have proper mooring buoys installed (yellow or red spheres with a blue band). While we can't guarantee they're maintained meticulously, they're always easier and certainly better than anchoring on coral. National Park Ticket collecting speedboats are fast and efficient, collecting entry fees of 400 baht per person per entry. They operate during business hours around 10am–4pm. The Marine Department can confirm which bays and beaches are off limits on arrival at check in.

Kata Beach, home of Asia's biggest yacht race – the Phuket King's Cup Regatta





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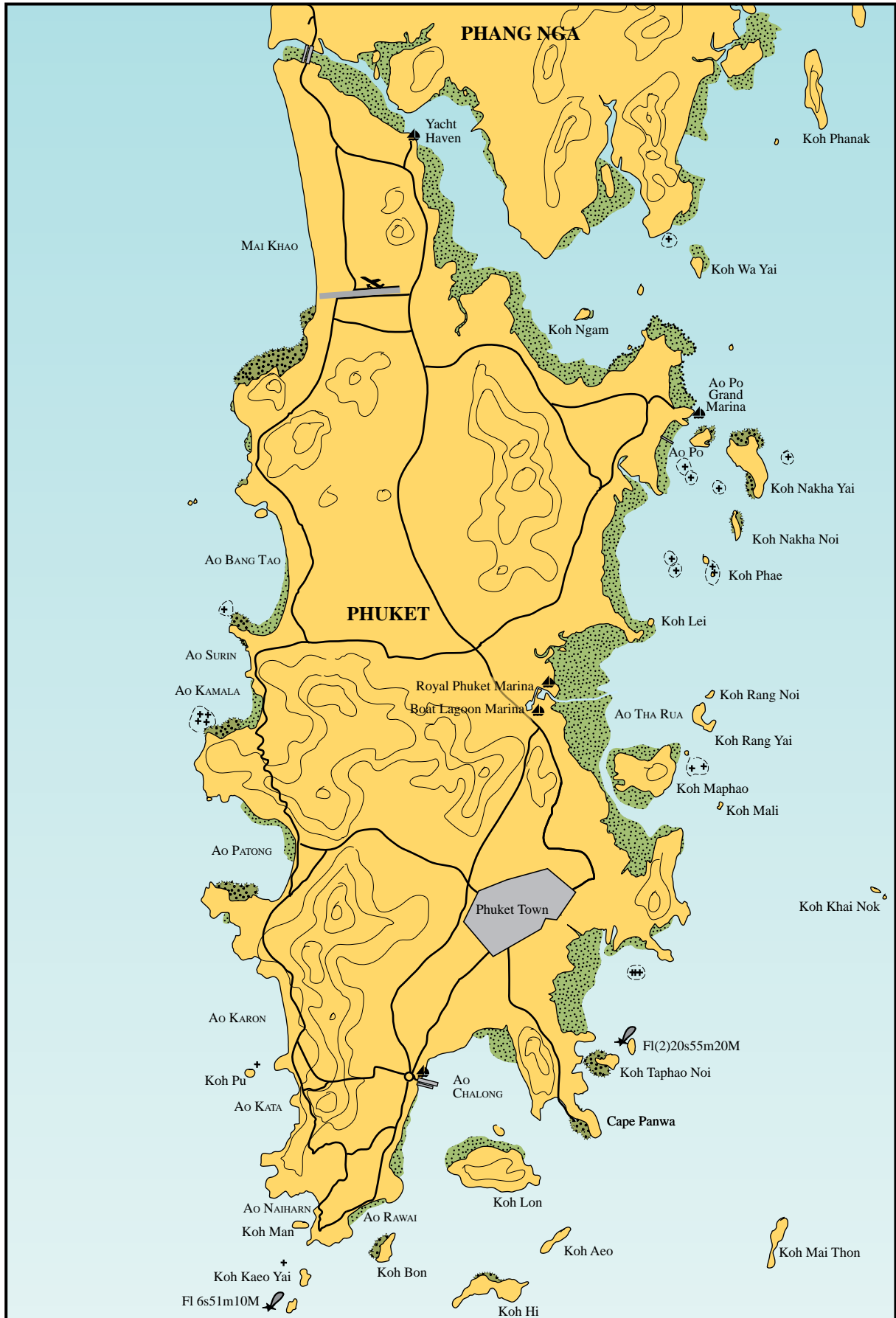
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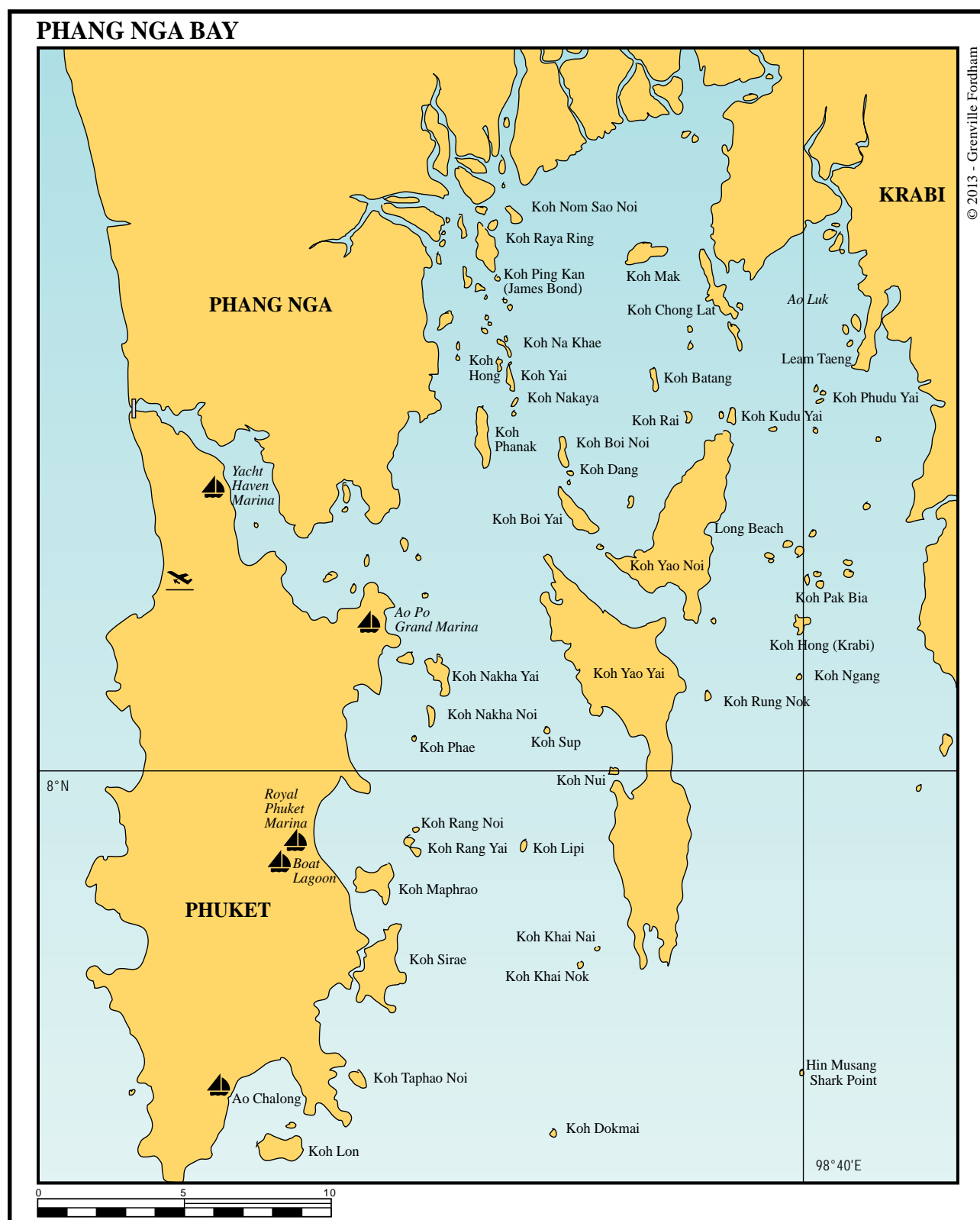




PHUKET



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## PHANG NGA BAY

The area bounded by Phuket, Phang Nga and Krabi provinces forms Phang Nga Bay. There are over 100 islands, and the geology varies from low, gently sloping mountains to the steep karst outcrops for which the bay is most famous.

At the south end of Phuket is a large protected bay, Ao Chalong, which is the usual port of entry into this region and where the main port control centre is located.

In this chapter we list anchorages from Ao Chalong (southeast Phuket) all the way to Yacht Haven Marina (northeast Phuket).





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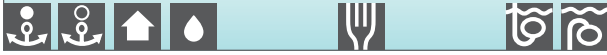
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### © KOH HAE (CORAL ISLAND)



#### KOH HAE (CORAL ISLAND). 7°44.920N, 98°22.411E

On the north coast of Koh Hae there are two sandy bays, still with live coral fringing the beaches. In the southwest monsoon season, sheltered anchorage is available on a sandy bottom in 8-10 metres.

Beware coral heads on the fringe of the reef rising from depths of up to 6 metres. Ashore restaurants cater to day visitors, with many tour operators bring their customers for snorkelling. In recent years this anchorage has become a bit of a zoo from 10.00 to 17.00

Both bays are busy with tourist day trippers, but the easternmost (Banana Beach) is usually more frantic with a combination of speed boats and heavily loaded sailing catamarans.

### ① CORAL ISLAND SOUTH



#### CORAL ISLAND SOUTH. 7°44.501N, 98°22.331E

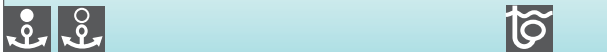
For a lunchtime stopover, try the small bay in about 14 metres on a rocky bottom on the south side of Koh Hae. This is a very pleasant anchorage – quiet, nice coral and lots of fish. A small sandy

## KOH MAITHON

Koh Mai Thon is a small, beautiful island only six miles from Ao Chalong with a hotel on its east coast. The resort has been refurbished from an earlier incarnation which was abandoned for several years.

There is a jetty protected by a concrete breakwater, although at the time of writing this was for the exclusive use of resort boats and pre-booked mass day trippers and visiting yachts were not welcome. Be aware of the fringing reefs to the north and southeast of the main beach.

### Ⓐ WEST KOH MAITHON 8 miles from Ao Chalong



#### WEST KOH MAITHON. 7°45.592N, 98°28.481E

During the northeast monsoon season, a very small bay in the middle of the west coast offers good overnight holding, for one or two boats, in 10-12 metres on a sand and rock bottom. Schooling bottlenose dolphins are often found off this bay. Day trip catamarans often raft up during the day in this anchorage.

There's a 15-minute walk across the island on a carved track to its east coast. This anchorage is rumoured to be a great spot for catching red snapper at night. Try hand lines with fresh bait.

beach is accessible at high tide. The local restaurant that used to open during NE monsoon has closed permanently although the dilapidated structure remains. There are a few resident hornbills for the nature photographer.

### Ⓔ PANWA BALI



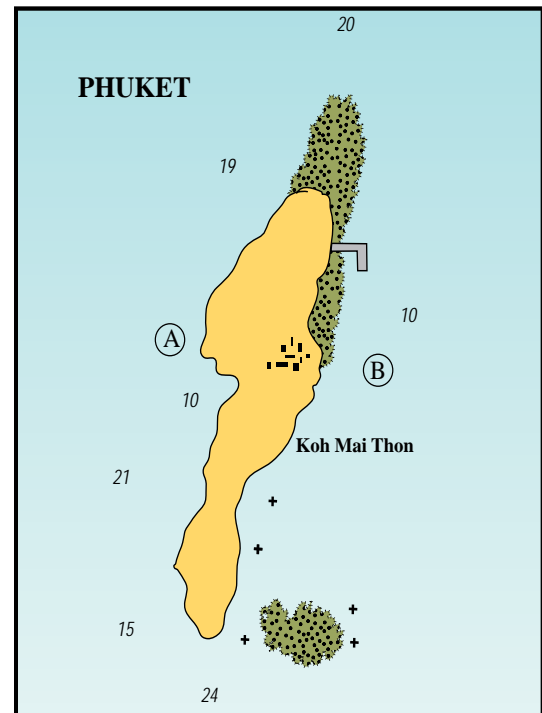
#### PANWA BALI. 7°48.083N, 98°24.147E

In the northeast season, this is more protected from the chop than the main anchorage directly across Ao Chalong bay. In the southwest season, the anchorage is open to a long fetch across the width of the bay.

Ashore are private housing developments, resorts and restaurants. Just behind the beach is a road that runs to the top of the mountain to a spectacular viewpoint giving a 360-degree panorama of Phi Phi islands and the south end of Phuket. The trip to Phuket town takes just 15 minutes, though finding transport can be difficult. Best to download the Grab app and 'call' one of their cars.

A drying coral reef fringes the sandy beach, but there is an access channel at low tide. Two miles further north in Chalong Bay is a mangrove creek, which can be accessed by dinghy from mid-tide, leading to a picturesque seafood restaurant on stilts.

## KOH MAI THON



### Ⓑ EAST KOH MAI THON 10 miles from Ao Chalong



#### EAST KOH MAITHON. 7°46.027N, 98°28.974E

In the southwest monsoon, look for anchorage in 6-10 metres on the sandy bottom south of the concrete jetty. A useful sheltered anchorage with a great beach not far from Ao Chalong.



## AO MAKHAM (DEEP SEA PORT)

The sea port terminal, Ao Makham is a channel between Koh Taphao Yai and the main island of Phuket, north of Cape Panwa. Having been well dredged during the construction of the Phuket deep-water port, the passages north and south are buoyed and easily navigable.

Fuel and water can be delivered to the quayside by trucks, but this is really only practical for larger vessels, since the wharf is designed for ships, so is not kind to topsides of cruising yachts. The port is also the main stopover for cruise liners plying the Andaman Sea and the Malacca Straits.

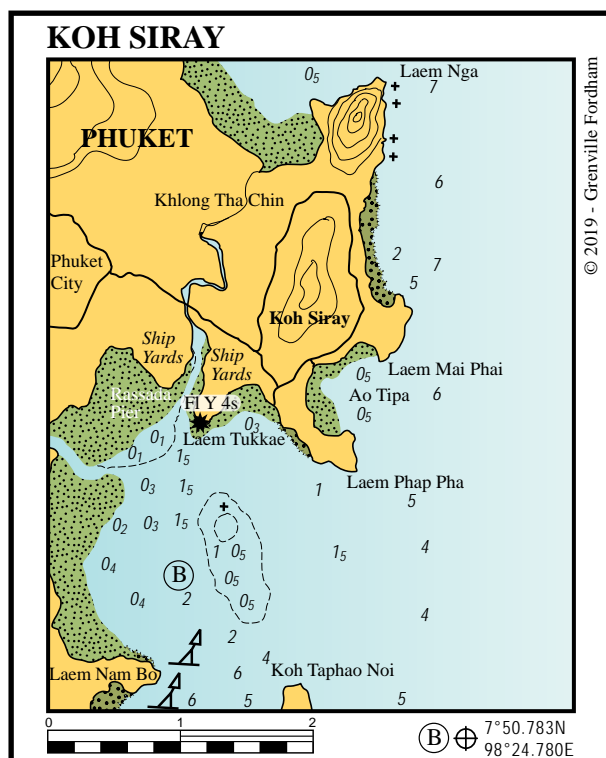
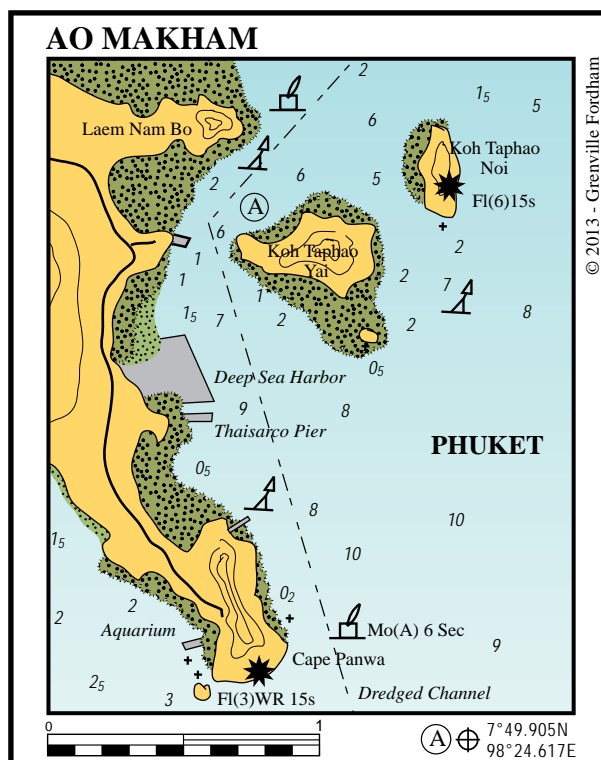
### A KOH TAPHAO YAI 7 miles from Ao Chalong



**KOH TAPHAO YAI. 7°49.905N, 98°24.617E**

The best anchorage for yachts lies on the north side of Koh Taphao Yai in front of a small resort in 5-8 metres on a muddy bottom. It's safe in all seasons, but can be very choppy in the northeast monsoon.

Not the most picturesque location, it is nevertheless convenient for town. At the time of writing, opposite this anchorage on the main island, next to the petroleum depot, is a small jetty with a floating pontoon that has road access to Phuket Town.



## Approaches to Koh Siray

Passing north of Koh Taphao Noi, proceed to the first channel marker. Head towards the second channel buoy, then proceed directly to the headland east of the river entrance. Coming from the east, stay close to Laem Phap Pha to join the channel markers north of the drying bank.

There are leading marks on shore but this channel is constantly moving, and the best advice we can give is to negotiate

the entrance on a three-quarter tide rising and, if possible, follow a large fishing boat in the river. There is a light on Laem Tukkae but this approach is inadvisable at night without local knowledge. Once in the waterway, the depth is adequate for most vessels, but the number of boats tied on each side of the river severely restricts its navigable width.

Diesel fuel in large quantities, water, ice and provisions are available at the fishing port and at the shipyards further upstream on the left and on the right.

### B KOH SIRAY: PHUKET RIVER AND SHIPYARDS 8 miles from Ao Chalong



**KOH SIRAY: PHUKET RIVER & SHIPYARDS  
7°50.783N, 98°24.780E**

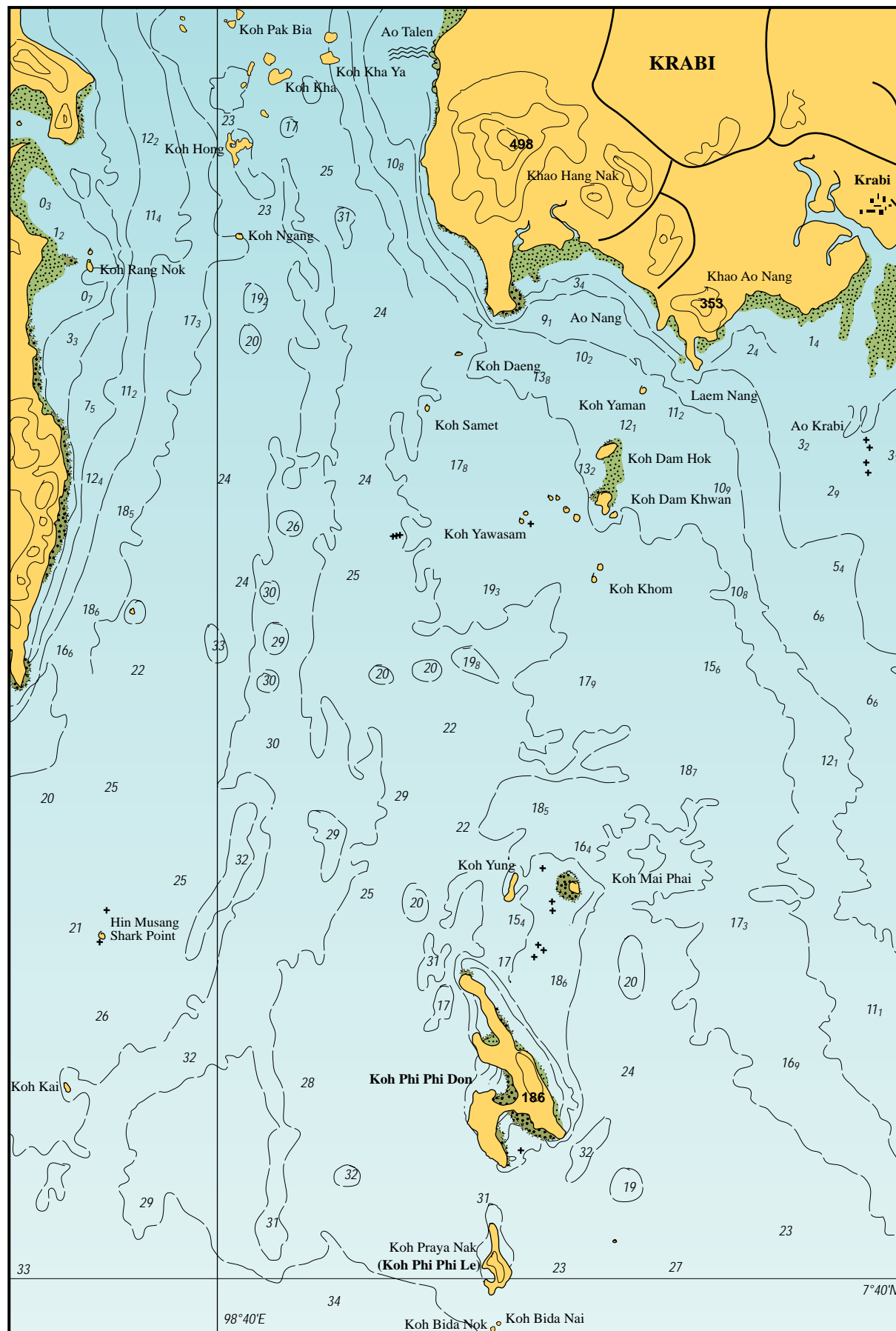
On the eastern tip of the southern part of Phuket, separated from the main island by a small river, the area's main fishing depot – Koh Siray – gives access to the island's main commercial shipyards. These yards mostly take care of local fishing vessels and shallow draft tour boats, but after several years experience, they are able – and have the facilities – to handle keelboats. Appropriate cradles are available but bookings must be made in advance.

A photograph or plan of your underwater hull shape will assist the yard foreman in safely slipping your boat. All yards offer electricity, water and transport to town.

If you decide to slip your boat in the local yards, consider seeking advice from one of the marine services companies for the best options. Many projects are under way in the yards, which may be of interest to boat building enthusiasts.

Close to the river bridge (town side) is Tien Sin Pier, where ferries depart for Koh Yao Yai twice daily. At the entrance to the river on the west side, on reclaimed land, is the Rassada passenger terminal, with ferries to Phi Phi and Krabi.

## KRABI &amp; PHI PHI ISLANDS



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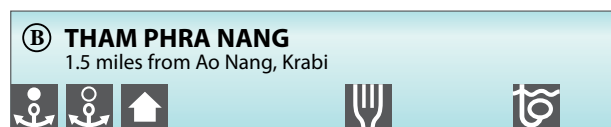
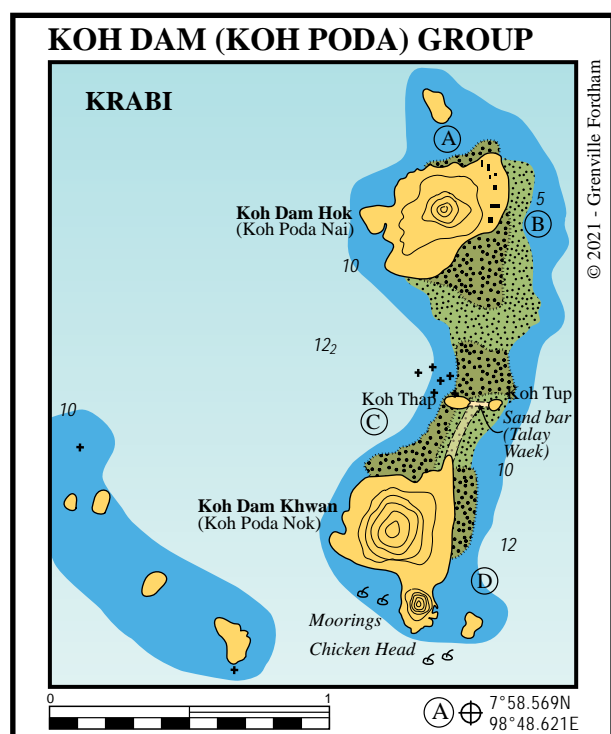
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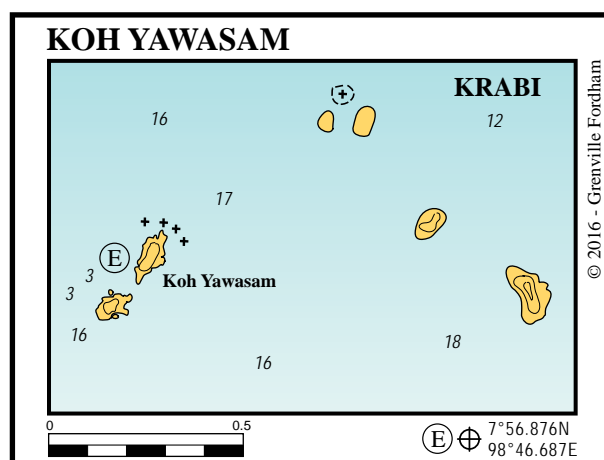


### THAM PHRA NANG. 8°00.214N, 98°50.252E

Just around the corner from the tall stack which forms Koh Nang is the most strikingly attractive palm-fringed bay in the region. Anchorage with reasonable swinging room is possible for three or four vessels in 5-6 metres on a sandy bottom in the northeast monsoon season.

'Chicken head' on the southern tip of Koh Dam Khwan

BILL O'LEARY



Between Koh Nang and the beach is a colourful coral reef, excellent for snorkelling. This passage is definitely impassable for keel-boats, and even for dinghies it's advisable only at high water, whatever the activities of the local longtail boats might seem to suggest.

The famous 'Princess Cave', with a colourful phallic shrine inside, is at the south end of the beach. Lots of rocky overhangs and outcrops make for great exploring. Behind the beach lies the Rayavadee Resort in a spectacular coconut-grove setting. Hotel facilities are for guests only. There is no access by road.

On the path from East Rai Lei to Tham Phra Nang is the track to the Pool Cave. Although there are ropes to assist with the almost vertical climb, this is not for the faint-hearted or the unfit.

Sport rock climbing has been thriving here on the steep-sided limestone pillars. Tour companies based in Ao Nang can arrange equipment and guides as well as climbing tuition.



**© EAST RAI LEI**  
3 miles from Ao Nang, Krabi



**EAST RAI LEI. 8°00.586N, 98°50.619E**

This anchorage provides reasonable shelter, particularly during wind or swells from the west, and is the one used by supply boats that service the hotels and bungalows on the rock-enclosed peninsula as well as hordes of noisy island day trip long tail boats.

To the east, past Ao Nam Mao, is the famous fossil shell beach locally known as the Su San Hoi which has huge slabs that look like poured concrete embedded with 75 million-year-old shells.

For shore access tie your dinghy toward the seaward end of the long floating pontoon. Watch your step on this pontoon; wear appropriate footwear and bring a torch if going ashore after dark. The road joining the bays is paved accessing the middle ground, now a mish-mash of supermarkets, restaurants and lively bars. From the pontoon base, turn right then next left for the quickest path to Rai Lei's 'Sunset Beach'.

**Ⓐ NORTH KOH DAM HOK (PODA NAI)**  
4 miles from Ao Nang, Krabi



**NORTH KOH DAM HOK. 7°58.569N, 98°48.621E**

There is an abundance of government moorings here in 6 metres with secure overnight anchorage in 12 metres between the main island and the small islet. The bottom is sandy giving way to coral outcrops towards the beach. On shore is a nice beach and flat sandy ground shaded by casuarinas – fine for cool walks around the island.

A bungalow resort with a restaurant is nestled up against the hill. Snorkellers should swim off the north-eastern end of the beach, where there is an area of colourful shallow coral reef.

**Ⓑ EAST KOH DAM HOK (PODA NAI)**  
4 miles from Ao Nang, Krabi



**EAST KOH DAM HOK. 7°58.284N, 98°48.857E**

If you're in the mood for lunch or a refreshing swim, drop anchor in 5-6 metres on the edge of the sandy beach which projects from the north-eastern tip of the island.

The bottom comes up very rapidly from about 18-20 metres in crystal water, making it easy to find a good anchoring depth. Be sure to leave enough swinging room for an onshore breeze. Do not leave your vessel unattended. The budget bungalows also have a restaurant and can be rented year round.

**© NORTH KOH DAM KHWAN (PODA NOK)**  
5 miles from Ao Nang, Krabi



**NORTH KOH DAM KHWAN. 7°57.490N, 98°48.447E**

This beautiful anchorage in about 12 metres is secure for overnight stops in the northeast monsoon season. Tuck in behind the large expanse of coral reef extending from the main island to a group of rocky islets off the north end of Koh Dam Khwan.

The snorkelling is superb and the large reef closing the passage between Dam Hok and Dam Khwan is easily reached by dinghy. National Park Rangers are busy here collecting 400 baht per person going ashore.

**Ⓓ SOUTHEAST KOH DAM KHWAN (PODA NOK)**  
5 miles from Ao Nang, Krabi



**SOUTHEAST KOH DAM KHWAN. 7°57.153N, 98°48.638E**

Just north of the small island, a sandy bottom in 10-12 metres of water provides a secure overnight anchorage in the southwest season. It will be evident from your first sight of the anchorage why this group of islands is known locally as the 'Chicken Islands'.

Each day tourists pass this area by longtail from Krabi, but anchoring yachts have it to themselves most of the time. Enjoy good diving and snorkelling around both the headland and the island. On the west side of the headland is a small beach with shoals of seargent major fish. Do not feed them! It's a crime!

**Ⓔ KOH YAWASAM**  
6 miles from Ao Nang, Krabi



**KOH YAWASAM. 7°56.876N, 98°46.687E**

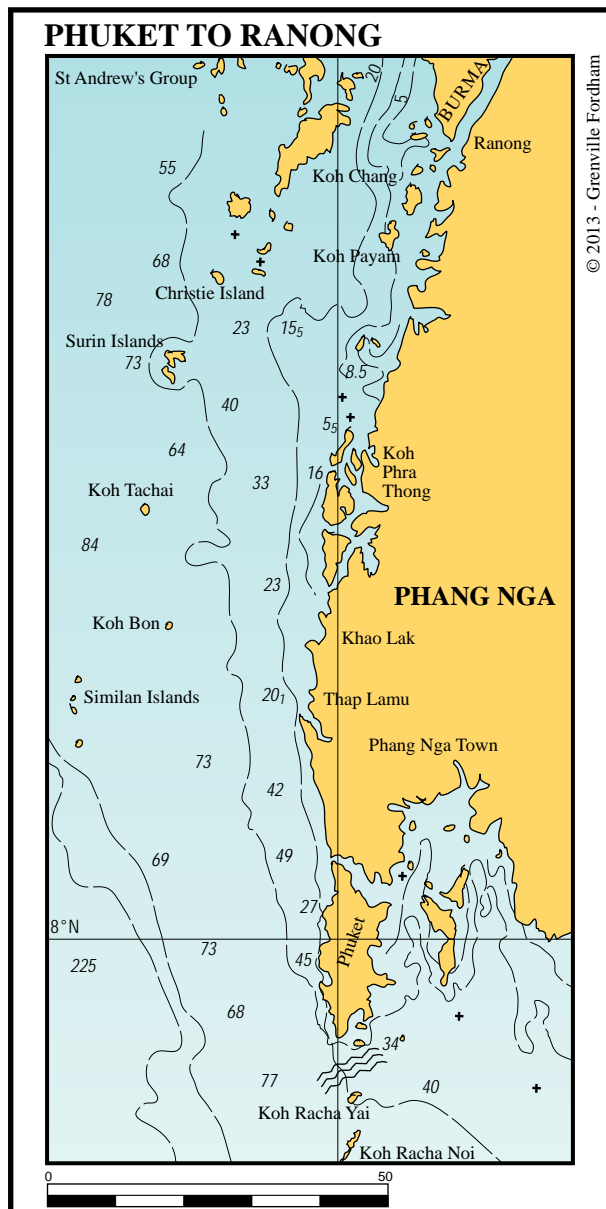
About two miles WSW of Koh Dam Khwan (C), the northwest side of this island offers anchorage in both seasons, but only as a daytime stopover, and in calmer wind conditions.

National Parks moorings are now abundant in this area, so we recommend using these unless they are all taken. If you must, anchor in 3-4 metres on the sandy shelf between the two islands. Snorkelling and diving are excellent, but leave enough time to reach your overnight destination before sundown.



Beach at Koh Dam Khwan

SUNSHINE FORGAM



## PHUKET TO RANONG

This chapter covers the two degrees of latitude on the Thai coast from just south of Phuket to the border town of Ranong in the north. It encompasses the four west coast provinces of Phuket, Phang Nga, Takua Pa and Ranong. Many diving companies use the port of Thap Lamu to service the offshore islands of the Similans and Surin. Ranong Town is the gateway to the Mergui Archipelago.

The west coast of Phuket offers some of the clearest water and most beautiful beaches in the region. Consequently, here you find the biggest concentration of hotels and beachside activity in the Andaman Sea. The advantages to any visiting yacht are obvious. But the lure of restaurants, nightlife, shopping, etc. may be offset by the buzzing jet skis and ski boats.

In the southwest monsoon, the anchorages are totally exposed, with a short swell (as much as three metres), a beach break, and the occasional strong, onshore squall. There are no recommended anchorages on Phuket's west coast during the southwest season.

Although the wind usually shifts to the northeast monsoon in late November, westerly squalls can come up as late as Christmas. Once the northeast monsoon season is in, though, these anchorages offer perfect shelter in depths of 4-12 metres on a sandy bottom. (The best anchor is a Rocna, Bruce or Danforth, due to the harder sand lying just below the surface.)

The anchorages mentioned in this chapter are by no means the only ones on Thailand's west coast. Indeed, during the northeast season, the entire west coast provides good shelter, generally speaking. Later in the season, a low northwesterly ground swell can make the more open anchorages a little uncomfortable; though certainly not to the extent they become dangerous.

The northeast offshore breezes provide strong conditions in relatively calm seas, making for exhilarating sailing up and down the coast.

Recent government regulations regarding use of public beaches has limited the use of sun loungers, umbrellas and beachfront restaurants. This has made the beaches more

Naiharn and Ya Nui

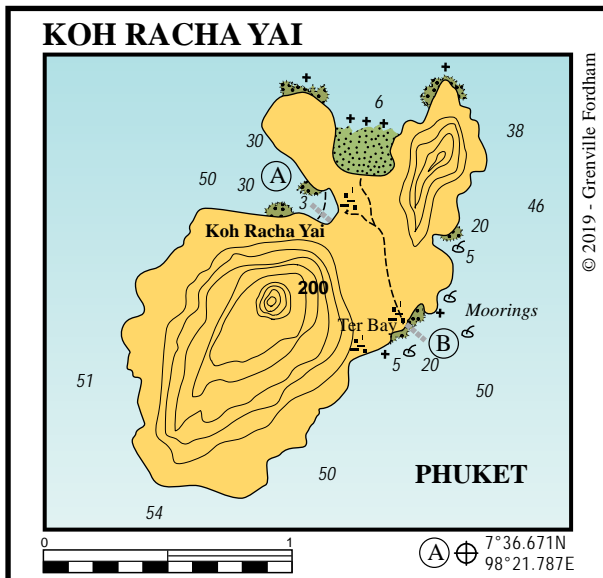
IMAGE asia





natural and beautiful to look at, but not as comfortable to lie on for the pale-skinned tourists. The industry is divided over the issue and it would be unwise to predict future policy, but it has certainly changed some of the popular beaches to date.

## RACHA ISLANDS



Koh Racha Yai lies 10 miles to the south of Phuket, with Koh Racha Noi a few miles further. The waters between the southern tip of Phuket and Racha Yai are often confused in both seasons, particularly when you have wind against the tide.

In local dialect, these islands are often pronounced, and often written, as 'Raya', so don't be confused. Racha (or Raya) means 'king', yai is 'big', and noi means 'small'.

Nicolas Vollmer – <https://commons.wikimedia.org>



Koh Racha Yai

The Racha is a 5-star resort in the northwest bay of Racha Yai, which is the first development of its kind on the island. There are also some budget bungalows and restaurants here, concentrated near the north of the island. Quad bikes are available for rent to explore the many trails and coves.

Day trip longtail and speed boats make the journey to these islands from Phuket, and beach umbrellas are set up in anticipation. Excellent diving, snorkelling, and fishing are to be found all around this group.

### Ⓐ RACHA YAI BAY 14 miles from Ao Chalong



### RACHA YAI BAY. 7°36.671N, 98°21.787E

This is one of the real tropical paradises of the area. A fine white sand beach is framed by a bay fringed on both sides with coral. The clear waters are a vivid aquamarine tending to turquoise. Most of the shallower part of the bay now has moorings and the only anchorage opportunity is in 15-25 metres on sand and calcified coral in the outer bay. Sandy patches do exist closer in, but take care to avoid damaging the reef or fouling your anchor.

The Racha Resort has installed a high season floating jetty in the southern corner. You're welcome to tie your dinghy to the jetty, if you're eating at the hotel. Tie up close to the beach to avoid hampering the resort's transfer boats.

The diving and snorkelling are excellent. The beach is frequented every day by dive boats and day trippers so, if you have crew leaving, opportunities for transportation back to Phuket are many.

The evenings are peaceful after the day-trip boats have departed, making this a delightful night anchorage, following a spectacular sunset in this west facing bay. There are several walking tracks to other beaches and across the island. Dive tanks can be filled on the beach.

## KOH LANTA TO TARUTAO

From Koh Lanta to Tarutao covers 110 miles of coastline and islands, encompassing the three mainland provinces of Krabi, Trang and Satun at the Malaysian border. It includes Hat Chao Mai National Park, which covers 360 sq.km. and takes in 52 islands.

This area is popular for yachts travelling between Langkawi and Phuket – and has been a regular run for non-Thai registered yachts checking out of Thailand every six months. *(New regulations announced in March 2021 mean the days of 6-monthly yacht 'visa runs' are over. Visiting yachts can now stay in Thailand up to 30 months.)*

The closest airports are Trang and Krabi, which both have regular services from Bangkok; Krabi also has direct flights to Singapore and other overseas destinations. Overseas tourists and many Thai holidaymakers are now accessing the small resorts on the islands off Trang, which provide a wide range of peaceful protected havens set amid spectacular scenery.

The inshore islands south of Koh Lanta are characterised by a mix of steep limestone cliffs similar to the seascapes of Phang Nga Bay and Krabi and lower lying inshore islands. The larger island groups of Tarutao and Butang, on the other hand, are granitic outcrops similar to the west coast of Phuket and the Similan Islands.

Coral and small fish are plentiful and underwater visibility

for snorkelling and diving ranges from three metres near the inshore islands, to 25 metres around the Butang Group.

The islands closer to the mainland offer many protected anchorages in shallow water, similar to that of Phang Nga Bay. With its many secluded anchorages and protection in both seasons, the whole region is ideal for year-round exploration.



Lanta Lighthouse

Wanjak Atikomchakorn – <https://commons.wikimedia.org>





## KOH LANTA

The islands of Lanta Noi and Lanta Yai are 14 miles from north to south, forming a bay protected from the southwest monsoon on the east side. Road access is via highway 4206 and a short ferry crossing – Ban Hua Hin to Koh Lanta Noi and Lanta Bridge (opened in 2016) to Koh Lanta Yai – with an 8-kilometre drive across Lanta Noi. During high season long queues can be experienced at the ferry.

Direct access by fast passenger ferries is available from Krabi and Phi Phi to the Saladan Pier during the high season and from Bor Muang on the mainland to Lanta District Pier on the east coast all year round.

The Lanta islands are low lying in the north and hilly in the south. The small islands in the north of the bay on the east coast are reminiscent of karst stacks of Phang Nga Bay, but to the south are relatively flat.

Koh Lanta is fast developing from an alternative low budget destination, but still has many small, low-cost bungalows. This is unlikely to change until the island has a bridge from the mainland to Lanta Noi or its own airport. The second bridge is in planning and was approved in 2016 but construction has not yet started. Once completed it will change the development even more rapidly so well worth a visit soon.

The channel between Lanta Noi and the mainland is navigable but the shifting sand bars both sides of western islet, and the rocks around Koh Pleo, on the east make it only suitable for shoal draft vessels with plenty of local knowledge.

The channel between Koh Lanta Noi and Koh Lanta Yai is similar, but there is a power cable spanning between the islands at Saladan Village that is too low to allow passage for sailboats. Air draft of the new bridge is not known at the time of writing but appears to be high enough for medium-sized powerboats. Dinghy exploration is rewarding in both channels.

It is possible to anchor anywhere along the west coast in less than 10 metres. There are many resort and bungalow developments, some easily seen from seaward on headlands and beaches the entire length of the island.

### **(A) HAD KHLONG DAO** 43 miles from Ao Chalong

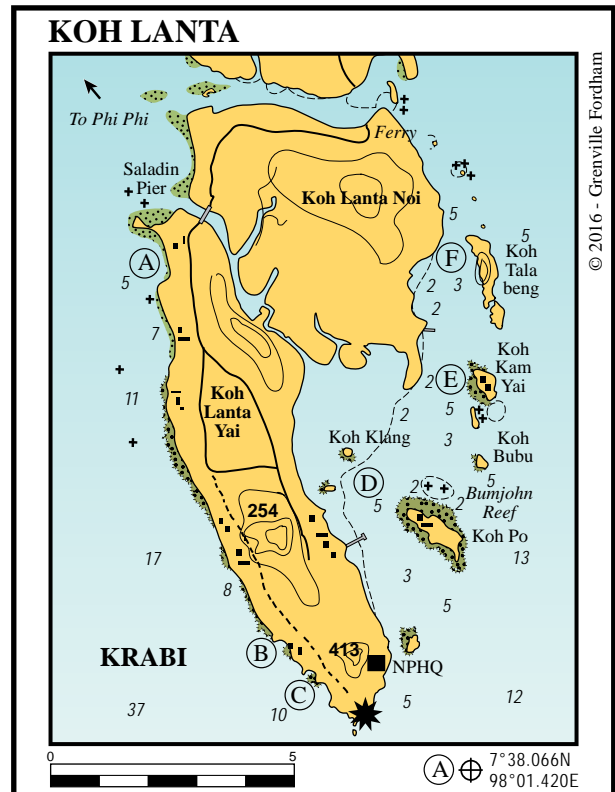


**HAD KHLONG DAO. 7°38.066N, 99°1.420E**

The west coast of Koh Lanta provides plenty of anchorages during the northeast monsoon season, but none in the southwest. The best protection and holding is in the northern bay of Hat Khleng Dao, tucked in behind the low rocky promontory of Laem Kaw Kwang (Deer Neck Cape). Anchor in the middle of the bay in 4-6 metres. If entering from the south, beware of the rock awash off Laem Yung headland.

Most beaches offer bungalow accommodation and limited provisions are available. Ashore are many bungalow developments and restaurants. The coast road is set back at least 500 metres from the beach.

One mile south is Ao Phra-Ae Beach, separated by a dangerous rock awash at low tide. There is a mooring available in 6 metres in front of the Layana Resort and Spa. This luxury 50-room boutique resort welcomes yachties.



Five miles further south, mid island, is Hat Khleng Nin where the 200-room orange roofed Rawi-Warin Resort and Spa covers an entire headland and can be seen from many miles offshore. The hotel beach is littered with rock outcrops so anchor just south, go by dinghy to the beach and walk up from there. This is a huge rambling complex with some great restaurants.

### **(B) HAT KAN TIANG** 46 miles from Ao Chalong



**HAT KAN TIANG. 7°29.693N, 99°4.347E**

Recommended during the northeast monsoon season only, anchor close inshore in 5 metres on a sandy bottom opposite the Pimalai Resort and Spa, a 5-star resort nestled amongst the foliage against the beach.

Visiting yachts are welcomed BUT may use the floating jetty at the north end of the resort ONLY if they intend to use the resort restaurant. The jetty is dismantled and taken away at the end of each high season. The original parts of the jetty are black and can get scorching hot in the midday sun. Tie close to the beach and wear shoes.

At the northern end of the beach is the bar and restaurant 'Why Not'. A firm favourite with locals and visitors alike, the helpful staff here offer great service with a smile. Without doubt the best venue on this beach. A bit further north, at the very end of the beach, is a tidal creek running to a small waterfall.

## GULF OF THAILAND



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## THE WESTERN GULF

North of the Malaysian border, the first main Thai ports are Narathiwat and Pattani, both commercial fishing harbours. Not usually on the itinerary of cruising yachts, they can be entered through well-buoyed channels.

Most yachts cruising into the Gulf from the south go straight for Koh Samui, and this is permissible if no landfall is made.

The well heads and rigs of the gas fields in Thai waters are well offshore and unlikely to be encountered unless heading on a more northerly course direct for Pattaya, but anyway are a blaze of light at night.

The weather patterns are similar to the Andaman Sea coast of Thailand, except that the southwest monsoon is dryer in the lee of the peninsula. There's only one high tide per day in the Gulf of Thailand.

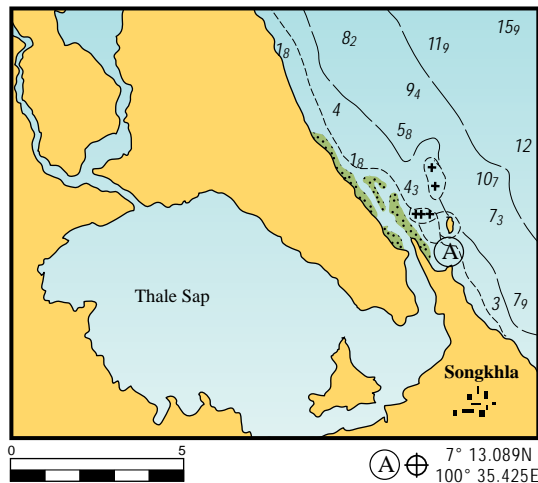
The 100 miles of coastline from the border to Songkhla is well charted in Thai charts 206 and 230, so is not covered in detail here.

A stopover in Songkhla is a good opportunity to explore southern Thailand; the west coast is only 90 kilometres by road. Koh Samui, Koh Phangan and surrounding islands are the first point of real interest for cruising yachts. Busy Koh Samui is the main centre of the group.

To the north are Chumpon, Prachuab Khirikhan and Petchaburi, all large fishing ports serving the huge Thai fleet trawling the Gulf. In the river mouth, inside the fishing port at Pranburi, 30 miles north of Prachuab, is the recently upgraded Racer Marina (A) at [12°24.467N, 99°58.721E](#) (see Page 130).

At the head of the Gulf are the low marshy areas just south of Bangkok and the mouth of the Chao Phraya River, gateway to Thailand's Central Plain and much of the country's rich history.

## SONGKHLA



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## SONGKHLA

## SONGKHLA. 7°13.089N, 100°35.425E

The port of Songkhla lies at the mouth of an inland waterway and is the best first point of entry into Thai waters. A large commercial port, at the mouth of the river services the supply vessels for the offshore rigs to the east.

A vibrant town, it's the administrative centre for the province of Songkhla, although Hadyai, just 20 kilometres inland, is a much larger city as it straddles the main peninsular railway between Bangkok and Singapore.

Hadyai is a border town with direct flights to Bangkok, Singapore, Kuala Lumpur and Phuket. Many visitors from Malaysia flock to Hadyai for the cheap shopping and nightlife.

North of Songkhla, the coast up to Nakhon Sri Thammarat is a long uninteresting stretch of beach backed by prawn farms. There's nothing of note for cruising vessels and most continue up to the Samui islands after leaving Songkhla.



## SURAT THANI & DONSACK PIER

The city of Surat Thani is the capital of the province of the same name and means 'City of the Good'. The main town is nestled close to the coast facing northeast at the mouth of the Ta Pi River. The city fringes the huge bay of Ao Ban Don which is shallow, lacklustre and uninviting.

Ferries to Koh Samui, Koh Phangan and the Ang Thong National Park islands depart from the town jetty in the river and eastern provincial centre of Don Sak, 22 kilometres by road northeast of the city.

There are Immigration offices in town and on Koh Samui for yachts checking into Thailand. Donsak is the main car and passenger departure point and is south of the city, on Highway 4041. There are two ferry operators – Songserm and Raja – each with its own jetty. Pleasure and private yachts need to make advance arrangements before using the jetty.

Anchorage can be found virtually anywhere along the coast in 5-10 metres; a very small town adjoins the ferry terminals, where you can find supplies.

Further south on the mainland is the town of Kanom. A broad river giving access to shipyards and commercial fishing wharves runs north-south into the town. Two miles south of this river, past the gypsum piers, is a four-mile-long, east-facing pristine beach with numerous bungalows and midrange hotel resorts. Anchorage can be found anywhere off this beach in the southwest season.

## KOH SAMUI, KOH PHANGAN

### & Ang Thong Archipelago

This section covers the area bounded by Koh Tao, the Ang Thong National Park group, Koh Phangan, Koh Samui to the east, and Chumpon to the west.

Generally speaking, the islands lie in a shallow part of the Gulf of Thailand, off the east coast of the southern peninsula where the waters are rather turbid, with poor visibility for snorkelling.

Koh Tao and the islands adjacent to Chumpon are a notable exception, with Koh Tao in particular offering clear waters and the best diving in the western Gulf.

Koh Samui and, more recently, Koh Phangan and Koh Tao have become major tourist destinations, and are accessible by a variety of sea craft from the mainland. Koh Samui also has a private airport, operated by Bangkok Airways, with connections to Bangkok, Singapore, Phuket and Pattaya and other regional destinations. Thai Airways, previously restricted to Surat Thani airport, now also flies into Samui.

Monsoon wind patterns are the same as for the rest of the country. However, from May until October, during the southwest monsoon, the seas are calmer than the Andaman due to the protection of the Malay Peninsula, and there is less rainfall. In fact, Koh Samui enjoys some of its finest days during the months of July to September.

Conversely, during Phuket's fine but windy weather from November to February, Samui is lashed by strong northeast monsoon storms, and the seas can be rough. The South China Sea is influenced by the Pacific Ocean, and most of the year there will be only one high tide per day, as compared to the Andaman Sea, which has two tides daily.

Technical support for cruising and charter vessels is still very limited. However some charter activity operates from Ao Bo Phut and there is jetty and speed boat terminal at Bangrak. Good workshops and hardware stores are found in the towns of Nathon (on Samui), Surat Thani, Chumpon and Nakorn Sri Thammarat (on the mainland). Government has discussed plans to build a marina in Ao Bo Phut, and one in the south west of the island but at the time of writing nothing is confirmed. A marina for Koh Samui has been discussed for more than a decade. It certainly needs one.

## KOH SAMUI

Samui Island is a rare gem. Preserving the idyllic simplicity of a tropical hideaway, it's characterised by beaches of powdery white sand backed by many hotels and bungalow resorts.

All beach bungalows have their own restaurants but small establishments have all but disappeared on the main beaches. Fresh seafood and tropical fruits are the natural specialties of Samui, with emphasis on coconut sauces, though you'll find menus sufficiently varied to cater to all tastes – and the coconuts are now mostly 'imported' from the mainland.

The island, Thailand's third largest, measuring 22 kilometres at its widest point and 26 kilometres in maximum length, is one of a group of more than 80 tropical islands, only a few of which are inhabited.

A mountain ridge runs east to west; most of the hinterland comprises forested hills. The most developed bays are Chaweng and Lamai, both on the east coast and featured as anchorages here.

Principal among Samui's natural sights are two picturesque waterfalls, Hin Lat and Na Muang; on neighbouring Koh Fan, connected to Samui by a causeway, is Wat Hin Ngu temple and meditation centre. At the southern end of Lamai bay are the phallic granite rock formations of Hin Ta and Hin Yai.

A 50-kilometre concrete and tar ring-road skirts Samui's coastline, giving ready access to all beaches and the administrative centre of Nathon, where most of the ferries arrive. The best transport is a motorbike which can be readily hired.

In some areas, Samui retains its charm, but the ribbon development along the main ring-road is almost unbroken. Shops and supermarkets are found all over the island, while the majority of the nightlife is concentrated in Chaweng and Lamai.

### The Five Bird's Nest Islands

9°25.769N, 99°53.827E

On the southwest corner of Samui are five islands where the locals collect bird's nests. The waters around the islands are deep, so this is not one of our recommended overnight anchorages although day anchorage can be found on the eastern side of Koh Mae Tap.

On the southwest side, shelter can be found from strong winds without dropping the pick. There is a cave that runs right through the island. Koh Bon is great spot for a swim to cool off.

Many small shacks cling to the steep cliff faces and bamboo scaffolding used by the nest collectors can be seen rising to the top of the sheer rocks.



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## PATTAYA & THE EASTERN GULF

Pattaya is 147 km southeast of Bangkok and faces the Gulf of Thailand. The only place of note between Bangkok and Pattaya is a small marina in a housing project in the Bang Pakong River.

The coast southeast from Pattaya to the Cambodian border has many relatively undeveloped islands, but for the moment there is only one really safe year-round haven for yachts along this coast, Ocean Marina just south of Pattaya. There is also a

good natural harbour at Sattahip, but this is used by the Royal Thai Navy and is out of bounds.

In recent years an increasing number of yachts and motor cruisers ply the coast, and Ocean Marina Yacht Club, which has increased its capacity to over 400 berths, is active and organises cruising flotillas to the islands to the south.

The voyage from Pattaya to Koh Kut near the Cambodian border will certainly not lead to crowded anchorages. This trip is well worth the effort, with lots of splendid unspoiled islands to visit.

## PATTAYA & KOH LARN

60 years ago, Pattaya was a sleepy little fishing village. Then came the Vietnam War and the incursion of thousands of young American GIs in search of rest and recreation.

The area grew at such a pace, with both Thai and foreign tourists, that the government promulgated the Pattaya City act in 1978, thereby joining Naklua and Pattaya to form the fifth local government municipality. Thus Pattaya City was born with an ever-increasing influx of visitors and residents from the burgeoning surrounding industrial estates.

The latter use this whole stretch of coast as an escape from the city, resulting in overcrowded beaches and hotels every weekend and during school holidays. The 10-kilometre stretch of grossly overdeveloped coastline from Pattaya to Jomtien has also gained a reputation for its wild nightlife. Surprisingly, perhaps, Royal Varuna Yacht Club (RVYC) and Ocean Marina, just south of Jomtien, are havens of relative tranquillity.

Royal Varuna Yacht Club holds regular yacht racing for large and small sailing boats, while Ocean Marina Yacht Club organises regular cruising weekends to the offshore islands

as well as regular weekend racing.

In May each year, the Top of the Gulf Regatta is held at Ocean Marina, attracting yachts from Hong Kong and Singapore as well as the Gulf Coast. Each November the marina stages the Pattaya Boat Show.

[www.oceanmarinapattayaboatshow.com](http://www.oceanmarinapattayaboatshow.com)

**A SOUTH PATTAYA BAY**  
206 miles from Ao Nathon, Samui

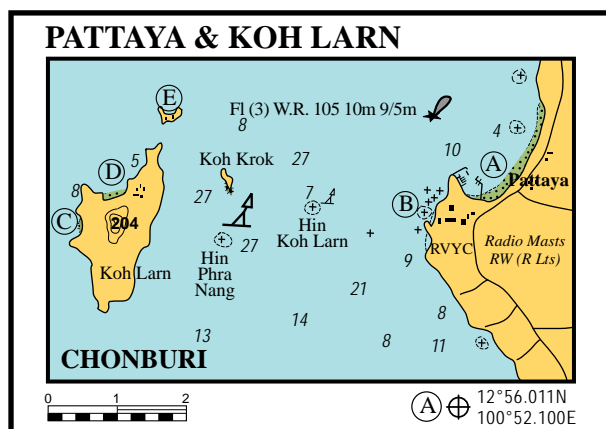


**SOUTH PATTAYA BAY. 12°56.011N, 100°52.100E**

This anchorage is secure only in the northeast season. Good holding can be found in 4-5 metres a quarter mile north of the gap between Bali Hai Pier and the speedboat marina breakwater. At the time of writing this spot was far enough south to be safe from the dozens of parasailing speedboats running from the many anchored pontoons during the day.

The breakwater running from the south point protects a shallow speedboat marina, but it's better to dinghy to the beach just east of the Bali Hai Pier. The pier is the main departure point for all kinds of boat activities and high volume island runs.





There's plenty of action ashore here, particularly at night, with countless bars, restaurants and more along the colourful and noisy strip. Evening entertainment can be found along the famous Walking Street in the south corner.

With so many parasails in the air during the day, it seems like absolute chaos, but watch closely – it's organised chaos. If it's too much for you, it's far less stressful during the day three miles northeast, around the point at Naklua Bay where anchorage can be found at a comfortable depth on sand closer to the beach.

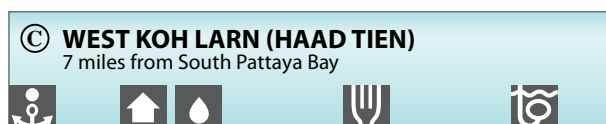


**ROYAL VARUNA YACHT CLUB. 12°54.762N, 100°51.202E**

Anchor only in settled weather and only near the two mooring buoys at the southern end. Stay well clear of the rock awash in the middle of the bay.

This anchorage is not recommended for overnight stays. There is often a shore break, which can upset a small tender and, during the northeast season, the beach can be depleted of sand.

The Royal Varuna Yacht Club house offers good facilities, including a bar, a restaurant and a swimming pool. Visiting yachtsmen are warmly welcomed, but be sure to register with a committee member. Good road links into the city.



**WEST KOH LARN (HAAD TIEN). 12°55.032N, 100°46.052E**

This pretty anchorage in 5-8 metres on sand is recommended only as a day stopover – a place for swimming or lunch ashore at the restaurants on Haad Tien. There's a concrete walkway around the rocks both ends of the beach.

Good snorkelling can be found along the outer edge of the reef that fringes the beach. Further south around the small headland is Samae Beach with dozens of bungalow resorts and restaurants ashore.

**(D) NORTH KOH LARN (HAAD SAMWAN)**  
6 miles from South Pattaya Bay



**NORTH KOH LARN (HAAD SAMWAN). 12°55.526N, 100°46.585E**

Good holding can be found in 5-10 metres on a sandy bottom, lending protection in the southwest season. The sand beach makes for convenient dinghy access to the many hotels and restaurants ashore.

A very popular daytime destination for the tour boats operating out of Pattaya. Numerous speedboats and even a yellow submarine operate from the commercial jetty in the bay.

**(E) KOH SAK**  
5 miles from South Pattaya Bay



**KOH SAK. 12°56.685N, 100°47.525E**

This small horseshoe-shaped island facing north has a well-sheltered bay in the southerly season. Anchor in about 4-6 metres on a sandy bottom in clear water off the fringing coral reef.

Swim ashore on Koh Sak to a basic seafood restaurant and beach chair vendors. The island used to be an exclusive resort for Thailand's rich and famous, though it's now rather rundown. On the footpath leading south from the beach, you'll see the foot and hand prints of many famous visitors, including Neil Armstrong's and some old Hollywood legends.

*NOTE: On the passage from this group of islands to Pattaya, avoid the area around Hin Koh Larn, about 1.5 miles east of Koh Krok. Do not rely on the marker buoy, which is frequently washed away or which drags during rough weather. Anchoring at Koh Krok, a private island, is not permitted.*

SERGEY S. DUKACHEV – [HTTPS://COMMONS.WIKIMEDIA.ORG](https://commons.wikimedia.org)

South Pattaya Bay



### © AO KHLONG PHRAO

5 miles from Ao Khlong Son



#### AO KHLONG PHRAO. 12°3.424N, 102°16.885E

This is the flattest and quietest west coast anchorage in the northeast season. Anchor in the northern corner opposite the creek entrance in 5-7 metres. There is a well-stocked supermarket on the road behind the Coconut Resort. The river just south of the anchorage is navigable by dinghy at mid-tide and well worth exploring. There are restaurants and resorts on the inside creek and on the beachfront.

Just to the south and north of the shallow tide isthmus to Koh Man Nai is Haad Kae Bai with 20 resorts ashore. Anchor at 12°1.583N, 102°17.121E in 5-6 metres on sand. There's a small creek with restaurants inside. The Meechai Elephant Camp is ashore in the north of the bay where you can pay a small fee to take a baby elephant for a swim. Not to be missed.

Offshore, but close in here, are Koh Yuak, Koh Pli, Koh Man Nok and Koh Man Nai with reasonable snorkelling off fringing reef. If heading south, leave Koh Man Nai to port.

### ① LONELY BEACH (HAAD THANAM)

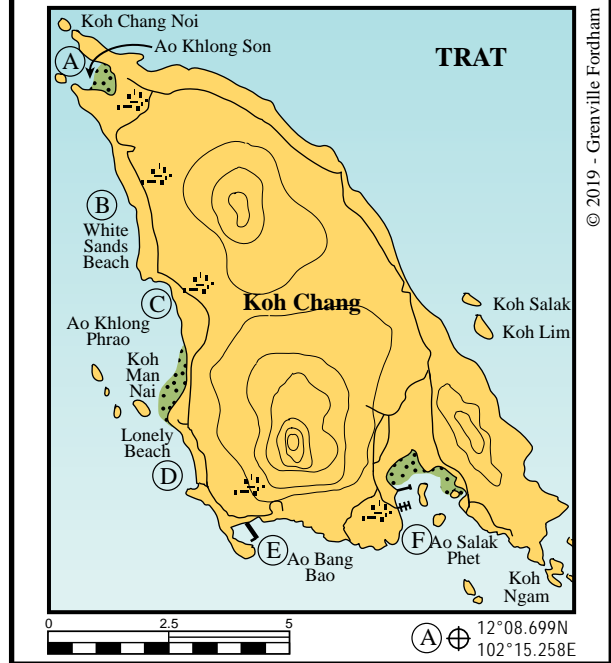
9 miles from Ao Khlong Son



#### LONELY BEACH (HAAD THANAM). 12°0.290N, 102°17.344E

Anchor in 5-7m off the red and white cell towers 300 metres offshore. There's a half dozen upmarket restaurants and resorts still friendly to visiting yachts, but the backpackers left when the electricity arrived. This is a safe and tranquil overnight anchorage with the odd hippie fire-twirler still dancing on the beach late into the night.

### KOH CHANG



### ② AO BANG BAO

12 miles from Ao Khlong Son



#### AO BANG BAO. 11°57.939N, 102°19.004E

Anchor just west of the bustling stilted jetty in 3-5 metres on a muddy bottom near the lighthouse. This spot is sheltered in both seasons and is an interesting mix of local fishing activity, ferries and marine tourism. The 1-km jetty is lined with an eclectic range of shops and restaurants on a complete range of fare. Head for "Mr T's" for live music and local curries.

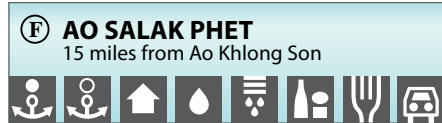
The pier at Ao Bang Bao



KHAOSAMING — <https://commons.wikimedia.org>



This is the main departure point for tour and dive boats and ferries to the southern islands; it's a hive of activity. There's a dinghy dock at Buddha View Restaurant on the pier's north side. Don't take your dinghy to the beach because it's soft sticky mud at low tide.



#### AO SALAK PHET. 11°58.706N, 102°22.828E

This is the largest and most sheltered bay on the island and is divided by two smaller islands. It is generally shallow although anchorage is available in the west of the bay in 3-4 metres for good all-year round protection.

On the west coast of the bay are three small marinas with a few pontoons based on or at the head of single jetties. Koh Chang Marina at 11°59.188N, 102°22.410E has about 15 pontoons, whilst a quarter mile southeast at 11°58.981N, 102°22.600 is the floating pontoons base for Island Spirit Yacht Charter at Salak Phet Seafood and Resort. South again a few hundred metres is Bang Rong Than Pier with Sailing Koh Chang's floating dock for about 6 yachts.

Each place offers onshore accommodation, fuel, Internet, water and laundry services. The village at the head of the bay has adequate shops for provisioning, but for major mechanical repairs it's easy to rent a motorbike or catch a ferry to the mainland town of Trat.

#### Koh Kradat. 11°50.595N, 102°31.161E

This island (which is named after the paper trees that used to be harvested here by the French) lies northeast of Koh Mak, amidst a large area of shallow water with coral outcrops.

Koh Kradat is essentially not approachable by keelboats or powerboats, although longtails do land on it and it



#### KOH NGAM. 11°56.879N, 102°26.458E

Often referred to as Koh Chang's Phi Phi island, the two peaks are bridged by a palm tree scattered sandy spit that delivers the idyllic tropical island scene. The bay on the southeast side makes for a great day mooring, but the shape of the island can cause turbulent winds.

This Island is part of the national park, hence there are no facilities. However, there is a completely deserted abandoned resort. Leaving the bay, steer well clear of the dangerous rock just to the south until in more than 10 metres depth.



#### KOH MAISI LEK. 11°56.988N, 102°29.712E

Good protected overnight mooring on the southeast side of the island. Ashore is a small fishing community but no facilities.

#### World War II wreck

To the east of Ao Salak Phet, off a long beach, is the site of a naval battle between the French and Thai navies during WW II. The Thai vessel still lies between two yellow buoys marking the location. There are plans to sink a World War II 100-metre tank landing ship 'HTMS Chang' in the same location to create an artificial reef.

Further west, offshore at 11°53.692N, 102°15.448E the 'HTMS Chang' was scuttled in 2012 in 32 metres depth to create a local site for wreck divers.

## WARNING

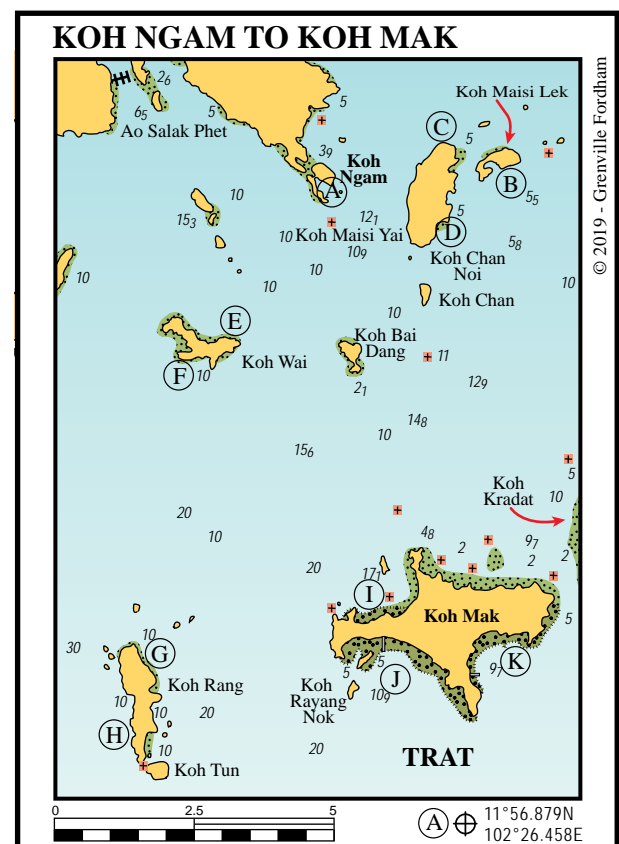
### Rocks in the water

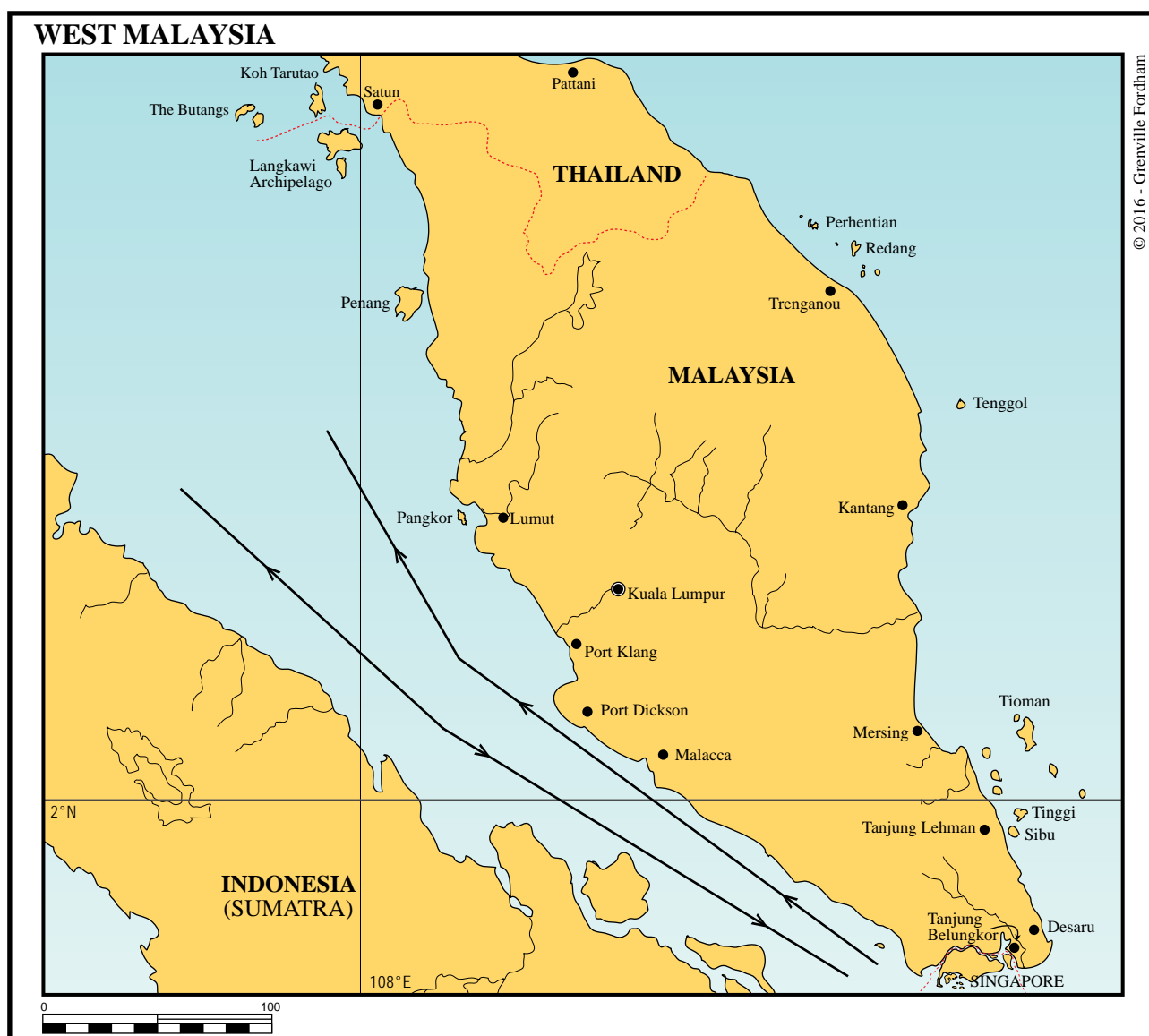
Beware of the two submerged rocks to the southeast of the western point of Ao Salak Phet.

Keep outside the 12 metre contour when navigating between Ao Bang Bao and Ao Salak Phet.

is approachable with care by dinghy. It's privately owned and has one small resort.

This almost flat island with a small hill rising in the centre has grasslands and is populated by a herd of wild deer, supposedly introduced by the French when they owned the island before King Rama V purchased it back from them over 100 years ago.





## MALAYSIA

Peninsular Malaysia (or West Malaysia) runs from Singapore to the Thai border with approximately 400 miles of coastline forming the eastern boundary of the famous Malacca Straits. On the Gulf of Thailand coast, the distance to the border is slightly less. Across the South China Sea, East Malaysia comprises the two states of Sarawak and Sabah, which lie on the northwestern side of the island of Borneo (Kalimantan).

The country is multicultural with approximately 60 percent Malay, 30 percent Chinese and 10 percent Indian population. Formerly a British colony, it is now an independent nation with conservative tolerant Islam as the predominant faith.

There are two seasons corresponding to the northeast and southwest monsoon, with May to October being the wetter season. Winds in the Malacca Straits are often fickle and strongly affected by the local landmasses of the Malay Peninsula and Sumatra.

Of short duration, but sometimes quite strong, squalls called 'Sumatras' are frequent. Thunderstorms are common and insurance companies often have to deal with lightning strike claims.

There are good road, rail and air links between all the coastal towns as well as Kuala Lumpur's two major international airports, KLIA1 and KLIA2. International ferry services link Singapore and Indonesia with Johor in the south and at the northernmost Malaysian island of Langkawi, ferries run from Telaga Harbour to Thailand at Koh Lipe and Satun.

## THE MALACCA STRAITS (SELAT MELAKA)

The Malacca Straits is one of the most important shipping lanes in the world. The southern entrance starts just north of Singapore and connects the Pacific and Indian Oceans. Over 100,000 ships trading almost half the world's seaborne trade pass through this narrow 450-mile thoroughfare every year. With so much commercial traffic, best to stay well clear of the Traffic Separation Scheme (TSS), strictly adhere to COLREGS and keep a proper watch day and night.

Navigation is not difficult with only a few shallow areas, which are well buoyed and lit. Southeast of the TSS watch out for floating debris, numerous fishing buoys, bamboo structures and gill nets on the shallower banks. At night floating nets are lit with flashing red strobes so maintain watch and the ability



to manoeuvre quickly. Once a gill net is tangled up around a prop or rudder, complete removal sometimes means going overboard with a sharp knife. There have been recent “shake down” reports of yachts being chased down by local fishermen wanting compensation when their nets have been damaged. If this happens, keep a cool head; ask to see the damage, then make a fair, just and reasonable offer. If this fails, explain your position calmly and ask to contact the local “Marine Police” who are mostly honest and will sort it out fairly. Involving authorities is a headache for everyone so asking for their intervention usually produces a fair, on-the-spot deal immediately.

Malacca Straits piracy is still a much-discussed issue. Cargo ship incidents peaked in 2003 with over 150 vessels reporting being boarded that year. Regional marine police and navies from Malaysia, Indonesia, Singapore and Thailand stepped up their patrols and have all but wiped out the opportunistic trade. There have been some isolated incidents in recent years with commercial shipping, but very few reports of harassment of pleasure yachts over the past 25 years. Fast patrol boats from all four countries police the area and may be encountered in their respective waters. In the rare event you’re followed, or approached close by any suspicious vessel let them see you on deck with your phone in hand pointed at them and recording.

The passage through the Straits can be a slog. With the relentless commercial shipping, brown water, strong currents, floating debris, fishing nets and lack of safe havens we generally suggest yachts get through quickly.

However, there are some interesting places to stop on the Malaysian side along the way. From Singapore north to Malacca Town we suggest four anchorages before the main cargo port of Klang, with a yacht club close to the airports and the amenities of the capital city, Kuala Lumpur. Moving north we suggest anchorages and marinas at Pangkor and Penang Islands and a few interesting day stops before reaching Langkawi, the jewel of this coast with so many spectacular anchorages, it demands its own section.

## SINGAPORE TO MALACCA TOWN


**PULAU KUKUP CHANNEL & NATIONAL PARK**  
 10 miles from Singapore







### KUKUP CHANNEL & PULAU KUKUP NATIONAL PARK 1°19.532N, 103°26.378E

[CHART ON NEXT PAGE] Shelter can be found between Kukup Island and Kampung Air Masin stilted fishing village anywhere in the deep basin away from the dozens of floating fish farms.

Approaching from the south, pass the Kukup outer flashing lateral green and white special light on starboard to avoid the 1-metre soft mud bank. Anchor anywhere in the calmer areas adjacent the Lateral Red light off the Pulau Kukup National Park signs at the edge of the mangroves.

On the mainland is the bright yellow CIQ ferry terminal with immigration and daily connections to Indonesian Sekupang Batam and Karimun Rau islands. Best anchor well clear of this structure. There are plenty of colourful stilted seafood restaurants on the mainland side with excellent local fare and a rustic local town. Across the channel, Kukup Island is a favourite local National Park with a long jetty and a 1-kilometre suspended boardwalk through the mangroves to an observation deck.

## Entry procedures and visas

Ships’ documents and valid passports for all crew members must be carried to gain entry into Malaysia. Most international visitors will be granted a tourist visa on entry. This is valid for 60 days and extendable by up to three months.

Yachts entering Malaysian waters on the Malacca Straits side should proceed to the nearest port of entry.

From Singapore north these are Puteri (pronounced Poo-tree) Harbour – 5 miles past the Tuas 2nd Link bridge in the west Johor Strait – Malacca, Port Dickson, Port Klang, Lumut, Penang and Langkawi.

Yachts entering east side of Peninsular Malaysia through the South China Sea from Singapore can clear into Malaysia close by at two international ferry terminals with Customs, Immigration and Quarantine (CIQ) facilities. These are located in the East Johor Strait, seven miles from Changi Village at Tanjung Belungkor Ferry Terminal – in the mangrove channel north of Pulau Tekong – and at Pengileh Ferry Terminal Pengarang east of Pulau Tekong just south of the Malaysian Navy base.

Opportunities to check in much further up the South China Sea coast are located at Tioman Island, Kuantan, Kuala Terengganu and Kota Bharu.

Yachts making passage past ports on either coast are unlikely to be challenged as long as ships papers are in order and they are heading for Thailand or another local port of entry. Visiting yachts should always report to Marine Harbourmaster, Immigration, and Customs in that order.

On leaving the port, this process needs to be repeated and a port clearance document for the vessel and crew obtained even if you are heading for another destination in Malaysia. Most officers will facilitate both on the same day if required.

Since the new government came into power in 2018 there have been occasional ‘sticky’ new policy interpretations of old and new pleasure yacht marine transit laws. Some on-line forums have complained of recent clearing in and out procedural headaches for visiting yachts. For instance, in Langkawi Marine Department officers insist that an agent must facilitate all ‘Motor Boats’ over 24 metres, including some smaller sailing catamarans. Malaysian Marine Department is currently undergoing sweeping changes in personnel and procedures, including those for foreign yachts and crews. We’ve been assured that the changes (when fully implemented) are designed to assist free passage and support foreign yachts cruising or parked within Malaysian territories without compromising the safety and security of the nation’s sovereign waters.

At the time of writing foreign yachts can still be left periodically in Malaysian marinas and the formalities involved for vessels and crew are relatively simple compared with other countries in the region.

If passing inside the island be aware of east current setting strongly toward the shore and the west current toward Long Bank on the opposite side of the fairway. You’ll have to pick your way through the fish farms.

### Ⓑ PULAU UPEH

102 miles from Singapore



**PULAU UPEH.** 2°11.639N, 102°12.379E

(CHART ON PREVIOUS PAGE) Two miles north of the Malacca River entrance, only a half-mile offshore the new reclamation, is the tiny island of Pulau Upeh. Early Portuguese sailors also knew it as Des Pedra or 'place of stone'. Anchor 50 metres east of the Tenaga Nasional jetty on sand in 2-4 metres.

Ashore the small resort welcomes yachts and offers a pool, restaurant and water sports. There's an ancient freshwater well and several relics from WWII scattered around the island. Pulau Upeh is famous as the local WWF sanctuary for nesting hawksbills, one of the rare species of sea turtles in the region. Hundreds come on shore at night to make their nests on the main beach.

Directly opposite only a few hundred metres away on the reclamation site are fast-appearing new condo developments and the new 4-lane coastal road.

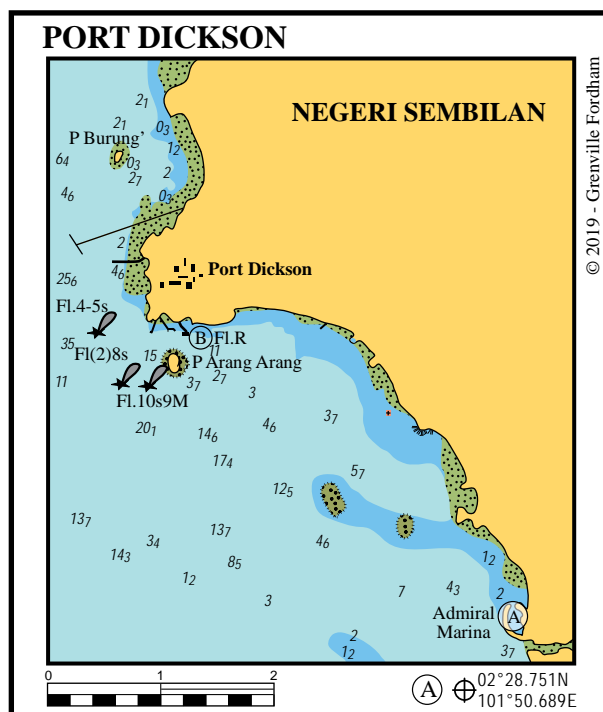
### Ⓐ PORT DICKSON – ADMIRAL MARINA

140 miles from Singapore



**PORT DICKSON – ADMIRAL MARINA**  
2°28.751N, 101°50.689E

Admiral Marina and Leisure Club is the 120-berth marina and apartment complex, lying four miles south of Port Dickson inside an armour rock breakwater. Immigration check-in facilities and many hotel leisure activities are available through the marina office.



From the north or west avoid the coral patches north and one mile south of the entrance. From the south pass close to Tanjung Tuan headland and lighthouse following the deeper inshore channel for 5 miles to the entrance buoy at 2°28.751N, 101°50.689E.

Favour the outer breakwater side into the berths but not all offer full electricity and water. There is a fuel dock, chandlery, pool, 24-hour security, a 30-ton travel lift, 7/11 shop and easy access to Port Dickson beaches and town. Booking a berth and fuel bunkering in advance is recommended. Tel: +60 66470888. VHF Ch.14 [info@admiralmarina.com.my](mailto:info@admiralmarina.com.my)

Admiral Marina

BILL O'LEARY





### **(B) PORT DICKSON TOWN** 145 miles from Singapore



#### **PORT DICKSON TOWN. 2°31.196N, 101°47.943E**

Approach from the west between the Pulau Arang beacon and a buoy marking a restricted area pipeline running out from the coast.

Anchor off the small old town jetty in 2-5 metres on a muddy bottom. This spot in front of the drive-through McDonalds and Starbucks is well protected from the north, but is open to squalls from other directions. It's a great spot to get crew their 'Macca's Fix' a day up from Singapore. Further north is the Shell Oil terminal pipeline and jetty, which can be seen from well offshore. There is a quiet anchorage just southeast of Pulau Burung north of the pipeline at **2°32.571N, 101°47.132E** on mud in 5 metres.

The town of Port Dickson is the weekend beach get-a-way for Malaysia's capital Kuala Lumpur. It has CIQ check-in facilities at the immigration office in town, reasonable shopping, nice beaches, hotels and excellent local restaurants. Good shopping and eating options are all within easy walking distance, as is the bus station. Grab cars and taxis are easy to find around McDonalds and Starbucks.

### **(A) ROYAL SELANGOR YACHT CLUB** 180 miles from Singapore



#### **PORT KLANG – ROYAL SELANGOR YACHT CLUB** **3°00.314N, 101°23.374E**

**(CHART ON NEXT PAGE)** Port Klang is tucked into the shelter created by Pulau Klang with main cargo docks north of the river entrance. A busy port, it's the main cargo terminal for Kuala Lumpur 40 miles inland.

Approach the Royal Selangor Yacht Club from either the southern Selang Klang Selatran or the northern Selang Klang Utara channels. Both are deep and well buoyed for ships. From the west at Cardinal buoy "TAIL" at **3°0.406N, 101°21.219E**, steer port to a Red lateral buoy "S.AGAS" at **2°59.759N, 101°22.536E** then head for the Red lateral buoy "SK1" at **3°0.179N, 101°23.302E**. There are some 30 club members' berths attached to the clubhouse, with longitudinal space for half dozen visitors' boats on the detached pontoons both sides of the river.

The club is the oldest in Malaysia with a rich history. It is the host club to the Raja Muda Selangor International Regatta from Port Klang to Langkawi, held yearly in late November.

Only the club member berths have water and electricity. Refuelling and watering is difficult, but can be arranged with advance notice on the club pontoons.

Currents of 1-3 knots run in the river around mid tide. It's best to arrive in daylight close to slack water for safer mooring. Contact on VHF Ch. 72 for berthing advice before tying up. Kuala Lumpur is 40 minutes by taxi.

BILL O'LEARY

McDonalds Anchorage, Port Dixon





## PENINSULAR MALAYSIA – EAST COAST

Yachts heading up the east coast of Peninsular Malaysia, or on to the Gulf of Thailand, may enter Malaysia at Tanjung Belungkor Ferry Terminal or Tanjung Pengelih at Pengerang. Both are tucked behind the reclaimed island of Pulau Tekong off Singapore's northeast corner. Opportunities to check in further up the Malaysian coast are located at Kuantan, Kuala Terengganu and Kota Bharu.

Just 30 miles from Singapore, on the southeast coast of Johor, lies the 3,800 acre Desaru Coast Integrated Resort Development. This government-linked mega-project has 17 km of oceanfront, Ernie Els club golf courses, the massive Adventure Water Park with a 4-metre high wave pool, Hard Rock Hotel, Westin Resort, Anantara Resort and a One and Only Resort. There is the River Walk Retail and Entertainment Boulevard and several other recreational and tourist offerings in Phase 1 of this project.

In the middle of the Desaru Coast site, 10 miles north of Johor Peninsular Tanjung Penyusop south corner, is the small Desaru Coast Ferry Terminal due to open late in 2020. It will house

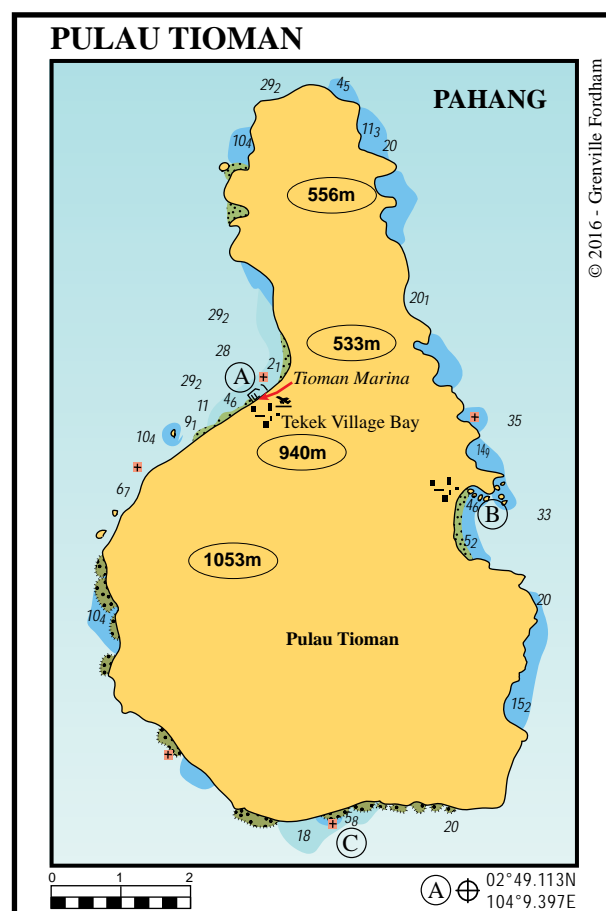
full Customs, Immigration and Quarantine (CIQ) services for ferry passengers connecting to Tanah Merah in Singapore and possibly Bintang and Batam in Indonesia. At the time of writing it is unknown if private yachts will be allowed access into the small ISPS-rated calm water basin. Further up the coast, 18 miles north of Jason's Bay (Sedili River), are the first islands of Pulau Sibul / Tinggi Marine Park, all south of the area gem of Pulau Tioman. There are plenty of nice calm anchorages around this southern group although the water clarity is better further north.

Tioman is the largest island of the 64 in the Seri Buat group – with some beautiful beaches and a 1,000-metre mountain at its centre – and is close enough to Singapore to have developed a number of good quality resorts. This was the location for the old classic film 'South Pacific' and more recently 'King Kong II'.

The next section can be a schlep up the Malaysian coast. It's mostly uninviting, offering only small river ports. The offshore island of note that offers a sometimes-calm mooring is Pulau Tenggol. Most yachts will head north up to Terengganu or the tourist islands of Redang and the Perhentians, which offer better overnight anchorages. Terengganu is the last CIQ opportunity on this coast to officially check out of Malaysia.

The only two marinas currently operating on the east coast at the time of writing are at Pulau Tioman and Terengganu.

Crossing into Thai waters, most yachts proceed directly to Koh Samui, a passage of about 280 miles. Yachts breaking the journey may check in at Pattani, a southern Thai fishing port, or Songkla. Neither offers proper marina facilities but provisions are available. Yachts making the long trip to Samui without staying close to the coast should be aware of the many offshore rigs in the oil and gas fields in Malaysian and Thai waters. Brilliantly lit at night they cannot be missed, but are best left well clear.





## THE TIOMAN (SERI BUAT) GROUP

### A TEKOK TEKEK (TIOMAN MARINA) 120 miles from Singapore



#### TEKOK TEKEK (TIOMAN MARINA). 2°49.113N, 104°9.397E

Best to approach the bay in daylight hours as the fringing reef rises rapidly from 20 metres. Anchorage is possible off the reef along the entire length of the bay in 12 metres or more on a rocky bottom.

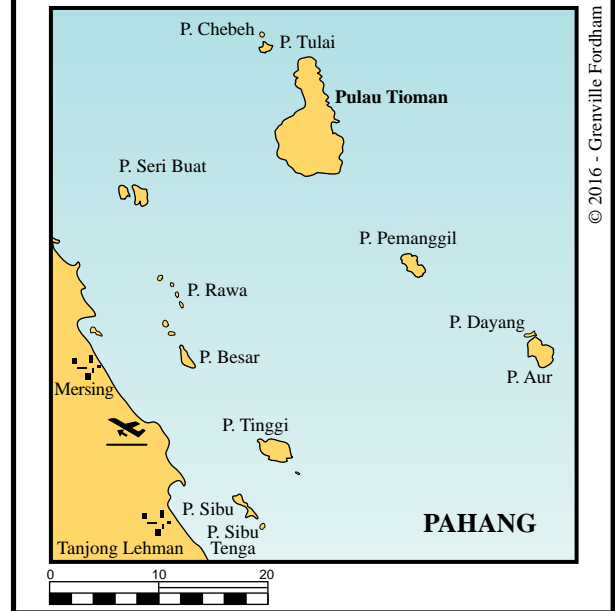
Next to the ferry terminal jetty, behind a long rock wall breakwater, is the marina at Teluk Tekek village. The construction was highly controversial on environmental grounds, but is certainly a welcome facility for yachts visiting the island. However, there are only 50 berths and you'll be lucky to get onto the visitors' dock. Best chance is to arrive around midday when working boats are out. It is run by the Harbour Department, which is located at the Ferry Terminal where CIQ clearance takes place. If that is locked up, cross the street to the airport and they'll call the officials in for you. Fuel is scarce and can only be delivered in small quantities by jerry can.

The marina sits below unspoilt jungle-covered mountains with the community and airstrip running along the coastal flats. Watching aircraft take off and land is entertaining.

There is a resort, several bungalow-style hotels ashore, and a village behind a sandy beach. Teluk Tekek Village is close to the airport, and most light provisions are available. There are regular direct flights to KL and Singapore with Berjaya Air and significant numbers of tourists arrive for the weekends.

Two miles southwest of the airport in front of Berjaya Resort is the tiny island of Pulau Renggis, which boasts the unique site where hundreds of fruit bats congregate at sunset. Above the resort is a mountainside golf course overlooking the bay.

## THE TIOMAN GROUP



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### B TELOK JUARA 14 miles from Tioman Marina



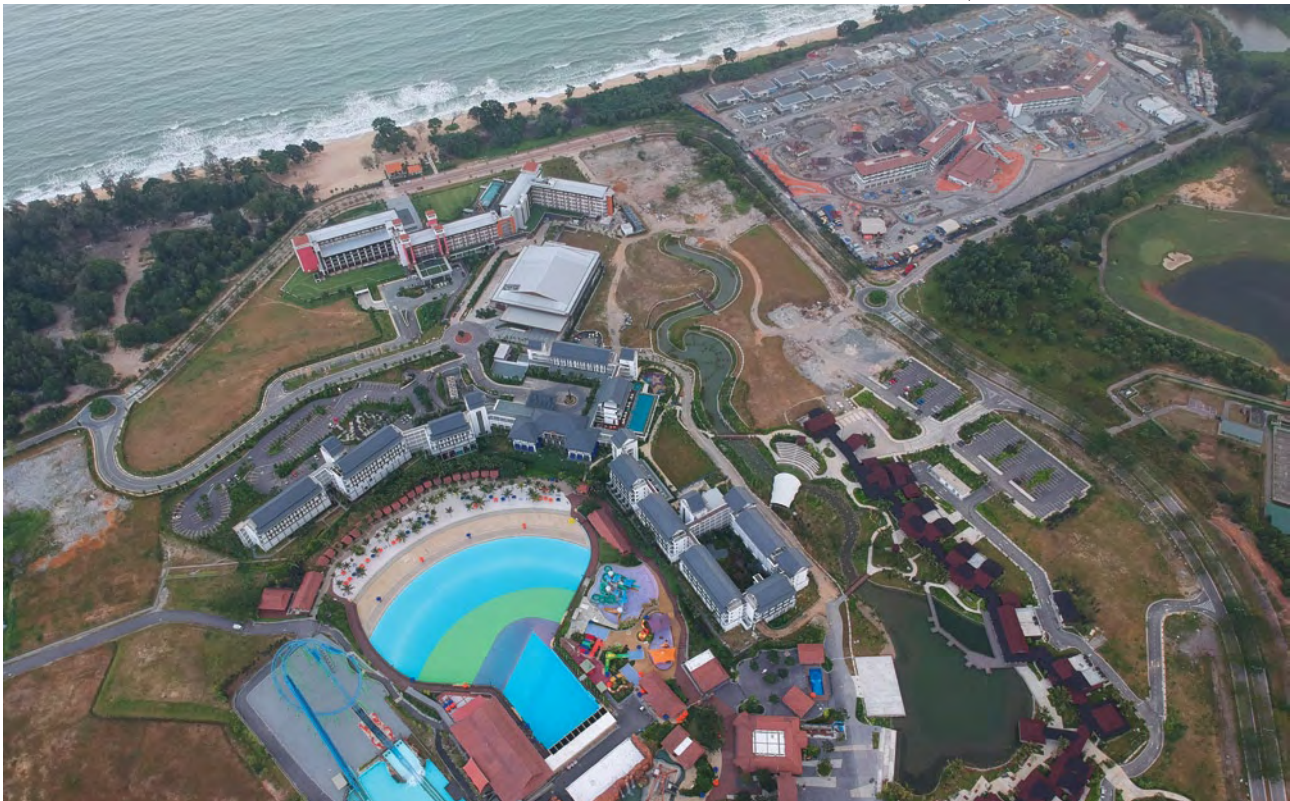
#### TELOK JUARA. 2°47.39N, 104°12.22E

This east coast resort bay with two sand beaches provides excellent protection in the southwest monsoon. Anchor in 10 metres on a sandy bottom off the northern beach jetty at the Juara Bay Resort.

There is a small community village ashore and several small resorts where limited provisions are available. A scenic six-kilometre track

BILL O'LEARY

Desaru Coast Waterpark, Hard Rock Hotel, Westin and Anantara



The whole southeast coast of Pulau Redang, which has many sandy bays, is developed with a series of budget bungalow resorts and 4- and 5-star properties. Adjacent to the red and white telephone mast there is even a small floating dock in front of a resort, suitable for shallow draft vessels only.

Anchorage along this coast is possible in 5-10 metres off any of the beaches in the right wind conditions. Our favourite is in 3-5 metres at [5°46.529N, 103°02.170E](#). Approach by turning to port just north of the island connected by the sand isthmus. Ashore is a seasonal floating jetty and half a dozen resorts and restaurants.

Several small islands lie off this coast including the well-known dive site Pulau Lima. There is also an unmarked drying sand bank less than a mile offshore in open water; passage close to the coast at night is not recommended without good local knowledge.



#### NORTH BAY REDANG. [5°47.302N, 103°01.004E](#)

Anchor in 6-8 metres on a sandy bottom. There are two beaches ashore with a seasonal floating jetty for Berjaya's Taaras Beach and Spa Resort on the west side. The hotel welcomes visitors and has good restaurants and spa facilities. The water in this bay is clear, with plenty of fish both sides for snorkelling and diving.

Another day anchorage worth mentioning for environmental reasons is a few miles around the corner at Chagar Hutang on the north coast. Anchor on sand in 6-8 metres at [5°48.920N, 103°00.453E](#) and take a trip ashore to see the Seatru Field Station Turtle Research and Conservation Area. Manned 24/7 all year, this beach is a protected turtle egg sanctuary where constant security is required to stop hungry locals digging the eggs up as soon as they're laid.



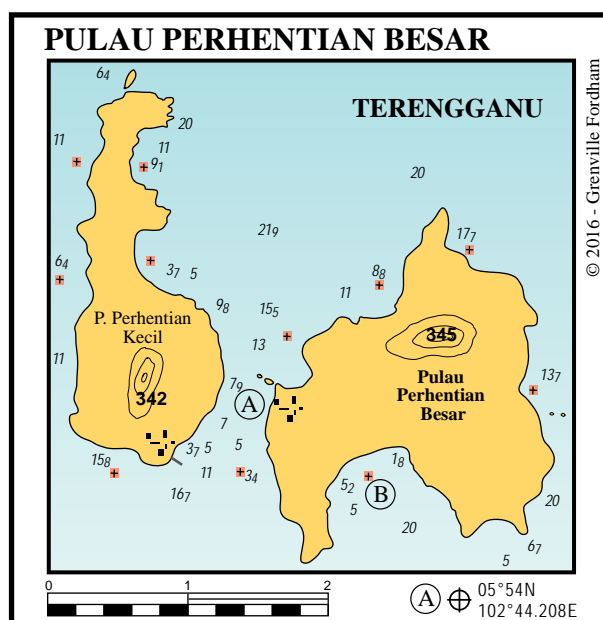
#### PERHENTIAN CHANNEL. [5°54N, 102°44.208E](#)

This pair of islands is the last shelter with provisioning opportunity before crossing the Thai border. Rounding the point of Pulau Perhentian Besar to enter the protected channel from the south, what may have appeared to be a relatively uninhabited island is actually full of bungalows, hotels and restaurants on both sides of the channel.



Bill O'Leary

Turtle Eggs for sale Terengganu



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It is easy to anchor virtually anywhere in the channel in 5-8 metres, looking out for the occasional isolated shallow coral patches closer in on the east side. Our spot, in the south at the narrowest part of the channel, is offshore from several rustic dive bungalow resorts with plenty on offer day and night.

The group's administrative centre is the village on Pulau Perhentian Kecil, where limited provisions are available and daily ferries run to Kota Bharu and Kuala Besut from the commercial jetty. Anchorage is available just south of the jetty on sand in 4-7 metres at [5°53.688N, 102°43.767E](#). The all tide beach south of the jetty is a safe place to leave your dinghy and the local market is a few hundred metres away. Jerry can amounts of fuel are available for sale.

An excellent sheltered spot in the southerly season is around Genting Point to the all-tide beach bay of Perhentian Island Resort. Anchor on sand in 5-8 metres in the middle of the bay at [5°54.248N, 102°44.504E](#) and access the floating jetty in the west of the bay. Alternatively, across the channel at Long Beach is another spot with plenty of bungalow restaurants and dive shops at [5°55.039N, 102°43.436E](#). Anchor in front of the Mowhin Chalets in the south corner in 4-7 metres on sand.

Out of the channel and a few miles northwest are the twin islets of Susu Dara and the famous dive site Tokong Laut. Moor or anchor just south of the low-lying rocks to dive the underwater caves housing dozens of protected sleeping grey bamboo sharks. Pick up a mooring or anchor in a comfortable depth on sand in the south of the small channel between the rocky island and Pulau Susu Dara Kecil at [5°57.589N, 102°40.844E](#) for access to these iconic dive sites.



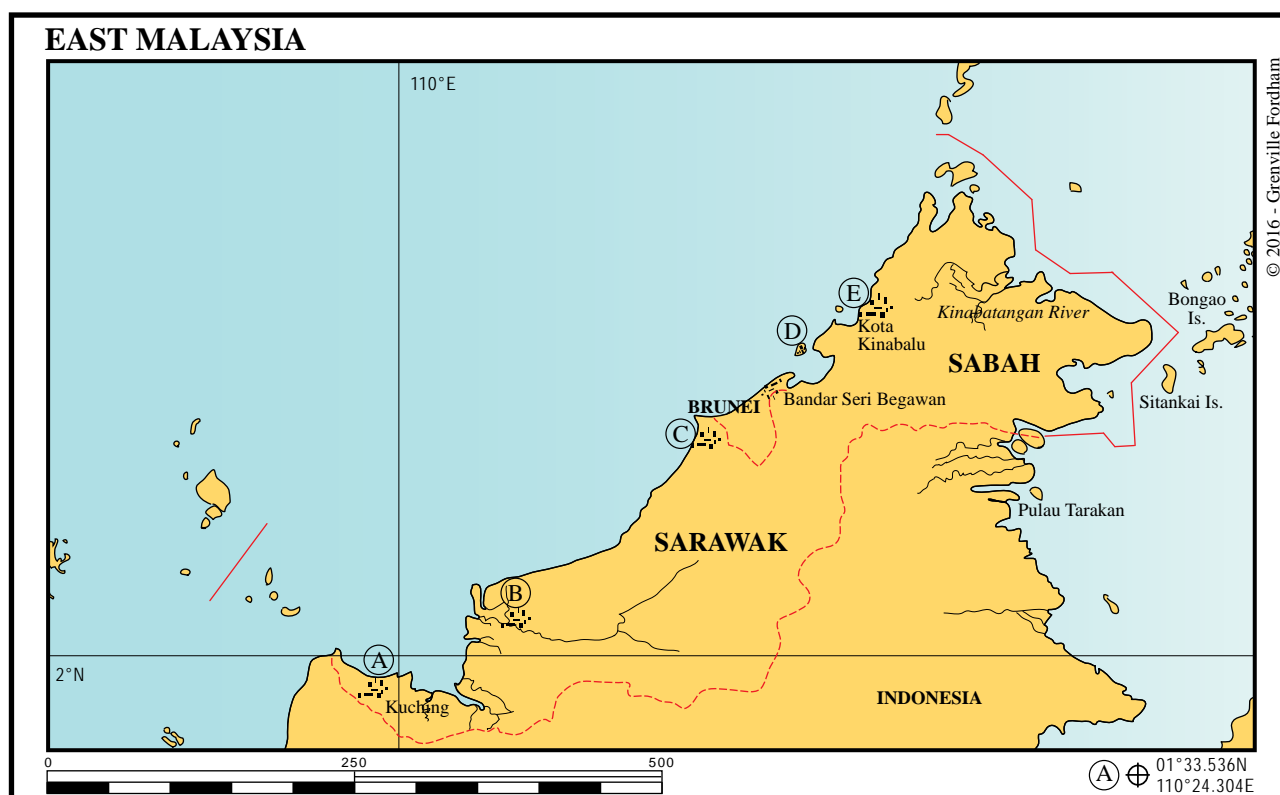
#### ARWANA PERHENTIAN RESORT. [5°53.510N, 102°45.137E](#)

This spectacular sandy bay with crystal clear water is home to the Arawana Perhentian Resort. Anchor in 6-9 metres outside the cleared channel and dinghy through the coral heads to a small dinghy jetty.

The resort offers fine food and reasonably priced rooms; there is only boat access to and from the busy tourist communities in the channel.

Just 36 miles north is the town of Kota Bharu and the Thai border.





## EAST MALAYSIA

Lying to the east of Peninsular Malaysia is the island of Borneo. On the northwest side of this huge island are the two East Malaysian states of Sarawak and Sabah, with the independent state of Brunei nestled between them. The remainder of the island is Indonesian Kalimantan.

Sarawak is home to many indigenous hill tribes still living in traditional stilted houses on the riversides – who were still headhunting as recently as during WWII. Sabah is the more mountainous of the two states, and boasts Mount Kinabalu, at 4,100 metres the highest mountain in Southeast Asia.

The *Discover Malaysia by Sea! Sail Malaysia Cruising Guide 2017* by Sazli Kamal Basha and Patrick Southall is an extensive culmination of anchorage information. Their Sarawak and Sabah chapters include many personal favourites recommended from past *Sail Malaysia* participants.

We mention only a handful of useful locations from Kuching, running northeast to Kota Kinabalu, in this relatively new cruising destination. With the development of more marinas, marine national parks and the Malaysian Tourism Board's support, we expect many more cruising yachts exploring this amazing coastline.

### **A SARAWAK RIVER MARINA (KUCHING)** 365 miles from Singapore



#### **SARAWAK RIVER MARINA (KUCHING)** 1°33.536N, 110°24.304E

In the past, yachts could go up the river to Kuching and anchor right in the middle of town. There are two causeway bridges now, so this is no longer possible.

Best option is to motor seven miles up the Sarawak River past the prominent Borneo Convention Centre to the small government-run Kuching Marina with the blue dome roof ashore. There is space for 20 boats with water, electricity and showers. Customs and Immigration clearing are a short drive away at old Pending Port. There is good transport into town and the Bako National Park is nearby.

Kuching is wedged between the Santubong and Sawawak rivers and as the capital of Sarawak it has a fascinating colonial history. After years of ownership by the white Rajahs (The Brooke family), the State of Sarawak eventually became part of post-war Malaysia. There is an excellent museum in the city with such unusual items as shrunken heads and a monster crocodile.

Alternate calm anchorage is west of the Santubong National Park headland on the north coast four miles up the Santubong River at the bridge before the Sarawak Boat Club. Anchor just north of the bridge in 4 metres to use the cheap facilities at the club on the west bank. Diesel can be sourced and the club has great seafood.



## TUNKA ABDUL RAHMAN MARINE PARK

This coastline and scattered islands is best cruised during the northeast monsoon which blows November through May. If cruising during the southwest monsoon more caution is required when leaving vessels unattended.

The reef between Pulau Gaya and Sutera Harbour's northern point protects the thriving city of Kota Kinabalu, usually known as 'KK'. The older charted channel in the extreme south of the reef still gives access to the city, but a newer uncharted (albeit well marked) channel has been cut directly through the centre of the reef giving good access to the waterfront. Local knowledge should be sought before venturing unaided into this busy area.

The first of the beaches and islands of the Tunka Abdul Rahman Marine Park lie conveniently two and half nautical miles west-north-west of Sutera Harbour.

This marine park offers great anchorages and clean beaches with good snorkelling on the islands' fringing reefs. The area gets busy during the middle part of the day from August to November when the tourists visit. Quieter anchorages can be found away from the tourist areas.

### A PULAU SULUG

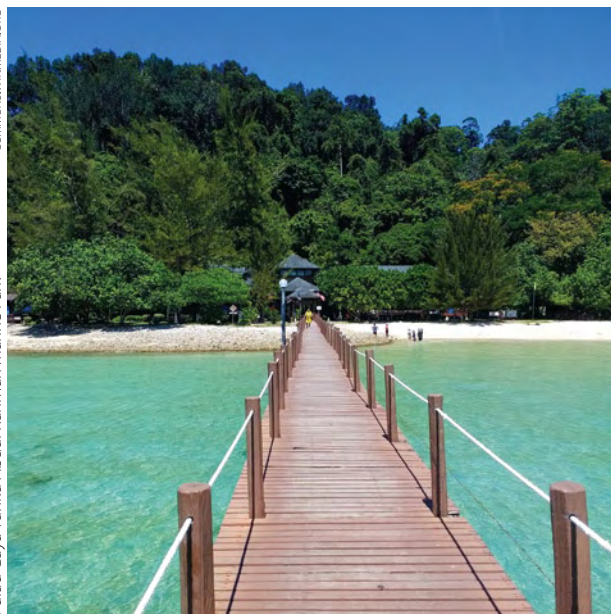
3.5 miles from Sutera Harbour



**PULAU SULUG. 5°57.558N, 115°59.829E**

This picturesque deep-water anchorage in 20 metres is suitable for snorkelling and lazing on the sandy spit on the eastern side of the island. The spit rises sharply from 20 metres, so approach with care when anchoring. Shallower water can be found a short distance northwest. Southeast of the anchorage is a fringing reef suitable for snorkelling and diving. Pulau Sulug is quiet since it is not on the itinerary for day boats working out of KK.

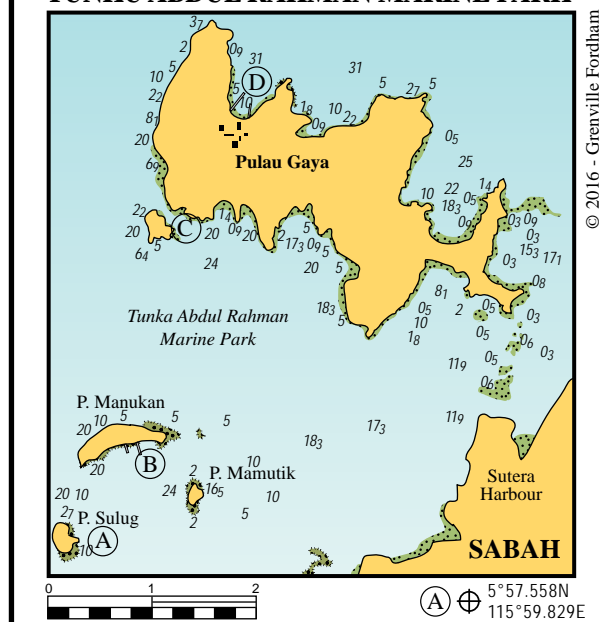
A mile east is the 15-acre island, Pulau Mamutik, with a small resort and jetty on its eastern point. Anchor off the arching sandbank just northeast of the Sutera Sanctuary Lodge's jetty as it shallows up in 5 metres at 5°57.994N, 116°0.903E. Plenty of great snorkelling all around this island.



COMMONS WIKIMEDIA.ORG

Pulau Gaya Tunku Abdul Rahman Marine Park

## TUNKA ABDUL RAHMAN MARINE PARK



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### B PULAU MANUKAN

3 miles from Sutera Harbour



**PULAU MANUKAN. 5°58.41N, 116°00.33E**

Anchor in 10-15 metres on the southeastern side of this wooded island, near the series of buoys running out from the long jetty. The bay is protected by fringing reef but other parts of the island are easily accessible by tender. The snorkelling here is excellent, but day trip speedboats from downtown Kota Kinabalu inundate the island between 9am to 4pm. The resort has a good restaurant.

### C PULAU GAYA (SOUTH WEST)

4 miles from Sutera Harbour



**PULAU GAYA (SOUTH WEST). 6°00.65N, 116°00.57E**

Approach the small bay from the southeast on a heading of 334°, taking care to avoid the fringing reef on both sides, from the easterly point of Pulau Sinjataan and Southern Pulau Gaya. The channel shallows up to 9 metres from 22 and then drops down again into a basin of 16 metres.

Alternative anchorage is in the small bay about 800 metres to the east in 12 metres. This is a great spot for snorkelling.

### D PULAU GAYA NORTH, POLICE BAY

8 miles from Sutera Harbour



**PULAU GAYA NORTH, POLICE BAY. 6°01.8N, 116°01.2E**

Anchor in 7-12 metres in front of the Bunga Raya Island Resort jetty with the roofs deep inside the bay. Take care to avoid the fringing reef lining both sides of the bay and running up to the beach.

The steep jungle-clad hills are a spectacular backdrop to this 48 room luxury resort. The snorkelling is excellent and, although exposed to occasional strong northerlies, the holding is good. The resort welcomes yachts and has a great restaurant and spa.



**(E) PULAU TIGA & PULAU KALAMPUNIAN**

28 miles from Sutera Harbour

**PULAU TIGA & PULAU KALAMPUNIAN****5°41.871N, 115°40.064E**

30 miles south towards Labuan is Pulau Tiga, where Richard Hatch won the now-famous first 'Survivor' reality TV series. Two small resorts with jetties and snorkelling beaches can be found on the southeastern side. Anchor off the southern National Park Headquarters jetty in 5-8 metres on sand at **5°42.896N, 115°38.926E**.

Tracks ashore take you to the famed Cold Mud Volcanoes that splatter gloop every few hours over the surrounding vegetation. Many tourists make the 1 km trek uphill to sit in the pools, cover themselves in mud and wait for the next gas explosion.

Take care when cruising back southeast from here past Tanjung Nosong on the mainland. There is an unusually long underwater peninsula of hazardous reef and rocks awash. Keep an eye for the north point of the reef that is well marked with a green buoy topped with a green flashing light.

Two miles to the north is Pulau Kalampunian, a large sandy cay surrounded by reef. On the northeastern side of the cay, at our anchorage GPS position, is a small bay with good holding on sand in 10 metres. Take care to avoid the fringing reef and rocks lurking just below the surface at low tides.

The bay offers good snorkelling accessible from the sand spit beach. Further north from here is Pulau Borong, known locally as 'Snake Island'. This is where scores of sea serpents (banded krait) migrate ashore to copulate. Signs warn of entry onto the island, but a guided tour is available from the National Park Headquarters or resort on Tiga.

**(F) PULAU MANGALUM**

30 miles from Sutera Harbour

**PULAU MANGALUM. 6°11.31N, 115°36.33E**

Thirty miles west-northwest of Sutera Harbour is Pulau Mangalum. There is a popular local fishing boat anchorage on the north, but we recommend the quieter southeastern side. Anchor in 7 metres on sand between two sections of reef.

Snorkelling is excellent and there is easy access to the beach by tender. Southwest is the Saracen Bank, where deep waters on the western side are a favourite for baitfish bringing in the many larger pelagic species. Dinghy trolling Rapalla or Popper lures along this edge two hours before sunset will get results. Warm up the BBQ.

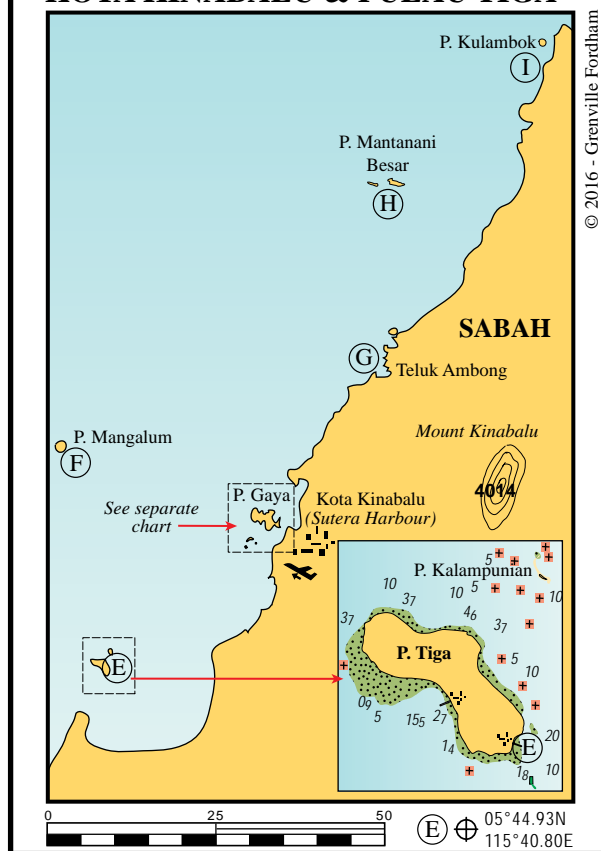
**(G) TELUK AMBONG**

32 miles from Sutera Harbour

**TELUK AMBONG. 6°18.64N, 116°18.17E**

On the coast 30 miles north of Sutera Harbour, this is a great stopover heading in either direction. Beautiful beaches and verdant jungle bound the deep bay. When entering, be aware of the isolated rocks and fringing reef on the extremities and the floating fish farms closer in.

Anchor on the southern shore in front of the small stilted village in 8 metres. On clear days, it is possible to see the cloud-shrouded Mount Kinabalu towering in the east.

**KOTA KINABALU & PULAU TIGA****(H) PULAU MANTANANI BESAR**

53 miles from Sutera Harbour

**PULAU MANTANANI BESAR. 6°42.22N, 116°22.07E**

Don't miss these two jewel islands. There are many anchorages to choose from depending on conditions. We recommend between the two islands on sand in 6-7 metres opposite a very small islet undercut with caves.

Another nice anchorage is the eastern tip of the main island's southern side, **6°42.22N, 116° 22.07E** in 7-10 metres. Take care at both spots to avoid the scattered coral outcrops closer in.

The main island has a village and small school; the locals are friendly and welcoming and can assist with knowledge of the best diving and snorkelling areas. On the eastern shore of the smaller island in the channel are beautiful coral gardens where dugongs are said to dwell.

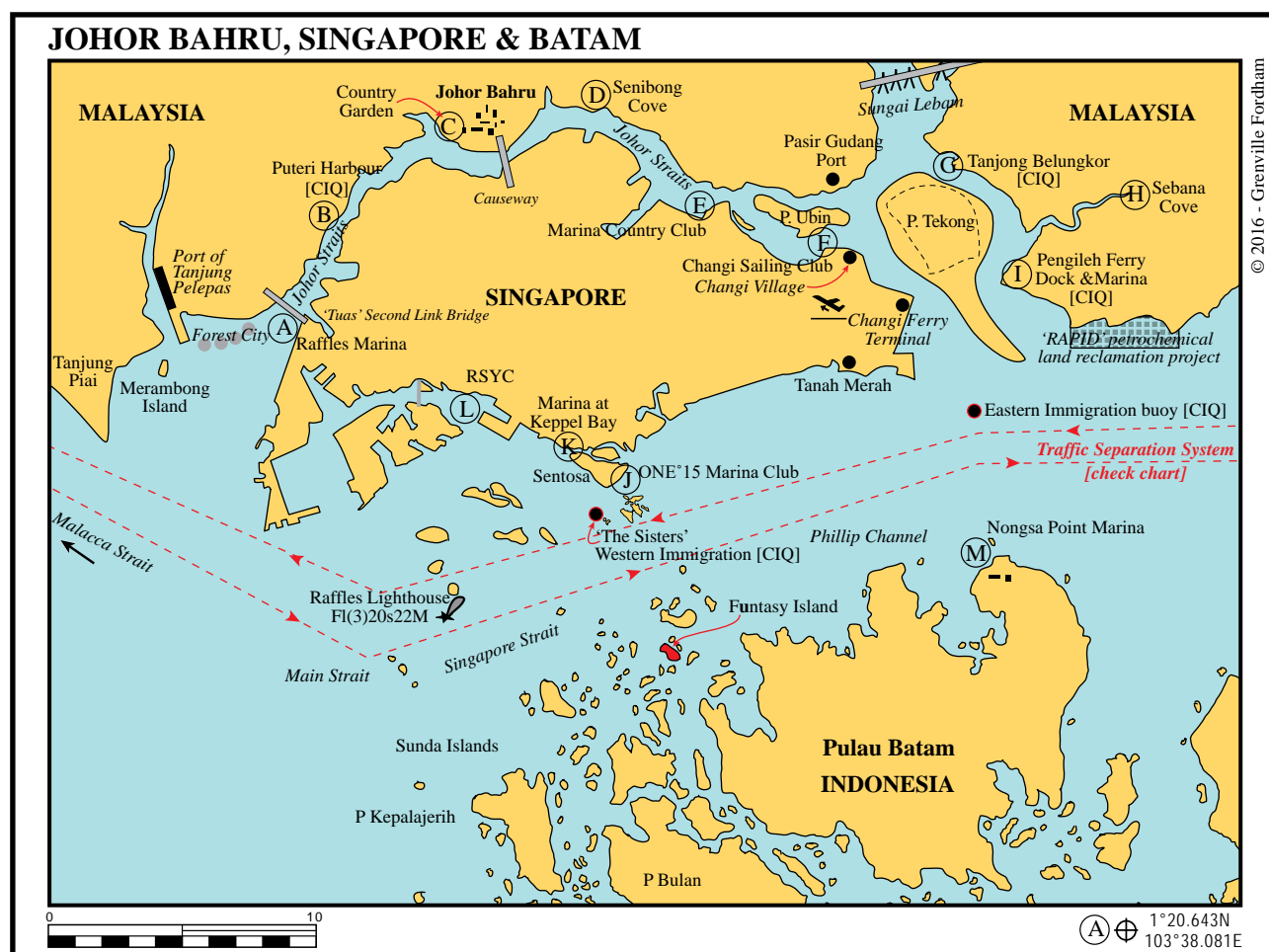
**(I) PULAU KULAMBOK**

79 miles from Sutera Harbour

**PULAU KULAMBOK. 6°59.6N, 116°43.4E**

Located 27 miles northeast of Pulau Mantanani and four miles south off the Borneo peninsula, Pulau Kulambok is connected to the mainland by a sand spit. The island offers two small bays ideal for the day.

Although anchorage is available both sides of the isthmus, we recommend the northern bay in 5-7 metres avoiding the shallow scattered rock to the east-southeast.



## JOHOR BAHRU, SINGAPORE & BATAM

### Singapore regulations

Ships documents and a valid passport for all crew members must be on board.

Most international visitors will automatically get a two week visa on entry. The initial visa is renewable for a further two weeks and it is possible to obtain extensions for up to ninety days. Private vessels may be moored in Singapore for long periods as entry visas apply to individuals only.

Checking in and out of Singapore by visiting yachts is done at sea. Two designated open sea CIQ clearance anchorages may be used.

There have been recent reports of Marine and Port Authority of Singapore MPA vessel transit checks in the Singapore Straits. We suggest transiting the Straits from east-west on the Singapore side (outside of Singapore port limits) and west-east on the Indonesia side (flying the appropriate courtesy flag in both jurisdictions). South of Singapore we suggest correct Traffic Separation Scheme (TSS) on the starboard side of the shipping channels in either direction crossing perpendicular in the permitted areas marked clearly in the charts.

For full details of officially notified entry procedures, cruising permits and transponder requirements, go to:

[www.southeastasiapilot.com/singapore\\_regs.htm](http://www.southeastasiapilot.com/singapore_regs.htm)

### JOHOR BAHRU

Johor Bahru (abbreviated as JB) is the capital city of southernmost Malaysian state, Johor. The sprawling city is separated from the island nation of Singapore by the Johor Straits east and west of 'The Causeway' at Woodlands Immigration Checkpoint.

The Malaysian government has earmarked the entire south coast of Johor (renamed Iskandar) into five economic zones for infrastructure development. For visiting yachts the western side of the Johor Straits offers superb shelter at Puteri Harbour Marina and further up the Straits, closer to JB city is the Country Garden condo development with half a dozen berths.

On the east of The Causeway, and only accessible from the east Johor Strait, is the new Senibong Cove 50-berth marina. Around the top of the Singapore reclaimed island Pulau Tekong is Tanjung Belunkor and east of the same island is Tanjung Pengileh. Both are Customs, Immigration, Quarantine (CIQ) international ferry ports with small limited berth marina facilities.

Around the southeast corner of Johor, and 10 miles north up the east coast, is the 4,000 acre luxury Desaru Coast Development with its 17 km of coastline. Recently opened offerings include The Hard Rock Hotel, Westin with convention centre, One and Only Desaru, 27-hole Ernie Ells golf course, 18-hole VJ Singh golf course, The massive Desaru Adventure Waterpark and the



Riverside Food and Beverage entertainment centre. Currently under construction is the Desaru Coast CIQ Ferry Terminal with intended fast connections to Singapore, Bintan and Batam.

Desaru Coast is part of the Johor and Malaysian governments' economic drive to rebrand this area as the new luxury fully integrated holiday and family fun benchmark destination.

The Senai Airport is connected by superhighways from The Causeway, Singapore's 2nd Link and JB city. The Senai Desaru Expressway (SDE) provides fast toll-road access to the Johor Premium Outlets Shopping Centre, Desaru Coast to the east and Iskandar's Puteri Harbour and Legoland theme parks to the south.

A mile to the west of the Tuas 2nd link CIQ is the fast-appearing and massive 10-square-kilometre 'Forest City' reclamation development, with plans for three marinas and an international CIQ ferry terminal. A mile north of 'Forest City' is the busy Tanjung Pelepas commercial container and shipping port.

With the continued fast tracked economic development of Johor Bahru, expect more features and facilities for cruising yachts to come on line within the next two decades.

## SINGAPORE

Singapore is the large island (50kms east-west x 25kms north-south) at the southern tip of the Malay Peninsula. Its geographical position has made it the key port in Southeast Asia and a crossroads for major east-west shipping routes.

It is by far the busiest transshipment port in the world and a close second only to Shanghai in total containers shipped each year. As such, the waters around Singapore are well patrolled and the movement of all vessels is closely monitored by the Singapore Marine and Ports Authority (MPA).

This island state is the most developed in the region, with excellent facilities, communications, public transport, recreational activities and international travel connections.

Embassies or consulates of all nations can be found in the city, which is a modern, vibrant multi-cultural nation state with all the facilities a sophisticated visitor would expect – including the price.

Every kind of yacht equipment and spare part is readily found here and good shipyard facilities exist in the western, Jurong and Tuas areas.

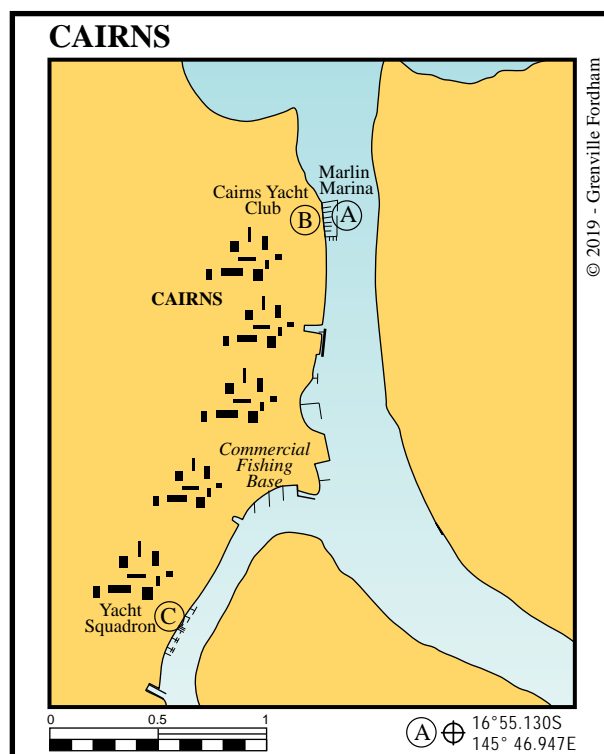
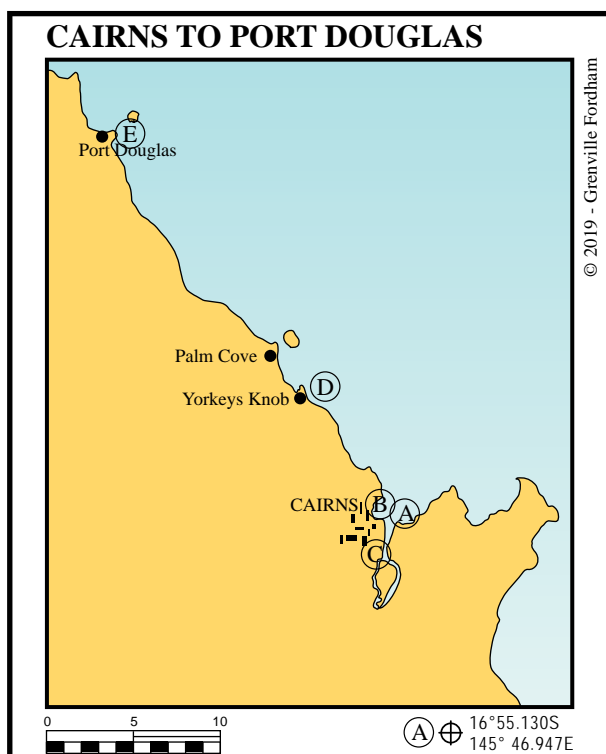
## BATAM

Across the Singapore Straits on the Indonesian island of Batam (about 12 miles), is Nongsa Point Marina which is often used by cruising yachts as a lower cost alternative to Singapore. Regular ferry services operate between Batam and Singapore from Harbour Front and Tanah Merah Ferry Terminals.

BILL O'LEARY



Johor anchorage 'D', Senibong Cove (looking north)



## CAIRNS

Many yachts arriving in the regions covered by this pilot have made their way up the east coast of Australia, enjoying Queensland's Whitsunday Islands and the Great Barrier Reef along the way.

Cairns is the last major city port and marina stop for many seafarers before passing north and west through, or to, the many countries detailed in this guide. As far as provisioning, pleasure and maintenance go, Cairns has more to offer than Darwin, so we've included this new section for relevant info on Queensland's famous northern capital.

## PORT OF CAIRNS

16°55.175S, 145°46.918E

On entering Cairns Shipping Channel, contact Cairns Harbour Control on VHF Ch16 to give an ETA. Yachts are usually told to proceed to the Marlin Marina. If everything is in order, clearance there is efficient, quick friendly and helpful. Australian Quarantine and Inspection Service : Tel +61 7 4030 7800.

## CUSTOMS

AAC Building, Cairns International Airport, QLD 4870  
Tel +61 7 4052 3526/after hours 0419 778 990, VHF Ch16

[CairnsShipping@customs.gov.au](mailto:CairnsShipping@customs.gov.au)

Boarding Station for arrival "A" finger, Marlin Marina.

PHOTO BY APS

Cairns Marlin Marina





Port of Cairns is a Queensland regional port that caters to a diverse range of vessels from bulk and general cargo, cruise shipping, super yachts, cruising yachts, fishing fleet and reef passenger ferries.

Cairns is a gateway to wonderful reef and island cluster cruising destinations for international cruise ships, transient superyachts and a number of domestic cruise vessels operating out of Cairns.

Sailfish Quay, a finger inside Marlin Marina provides world-class super yacht berths for vessels up to 140m.

Cairns Port offers extensive and professional ship building and repair services with a number of slipways and dry docks up to 3,000 ton capacity for a diverse range of ship maintenance requirements. Every possible yacht or boat service is available in Cairns.

#### **(A) CAIRNS MARLIN MARINA**



#### **CAIRNS MARLIN MARINA. 16°55.130S, 145°46.947E**

This is a floating 261-berth marina accommodating a variety of cruising vessels, superyachts and reef vessel operations servicing the Great Barrier Reef – up to 140 metres. Multiple services providers offer first-class facilities for all levels of yachts.

A berth can be booked by contacting the Cairns Seaport Operations Office or by completing an online booking form.

It is only a short walk from the Cairns signature Lagoon, an exquisite public water recreation facility. Cairns boasts five star hotels, shopping, dining, a casino and a vibrant nightlife. The



Scan QR code for booking form

marina is ten minutes from the Cairns International Airport and five minutes from the Cairns marine and super yacht refit precinct.

#### **Yacht clubs in Cairns**

##### **(B) THE CAIRNS YACHT CLUB. 6°55.122S, 145°46.842E**

This is not an anchorage. However, the region's oldest club is ideally placed on the waterfront of Trinity Inlet, its home for 100+ years. Recently it's moved its main office and base inside Marlin Marina for better all-tide sailing.

The club is focused on developing sailing as a sport and offers a range of sailing activities with a strong focus on keelboats and juniors.

Operating hours: Mon/Tues 12.00-16.00, Wed 10.00-17.00, Thurs 12.00-15.00, Fri 09.30-12.30 Tel +61 (0)7 4031 2750

#### **(C) THE CAIRNS CRUISING YACHT SQUADRON**



#### **THE CAIRNS CRUISING YACHT SQUADRON**

**16°56.748S, 145°46.337E**

This small facility is close to Cairns City and offers a wide range of marine services including a 15-berth marina with secure boat storage area and private boat ramp.

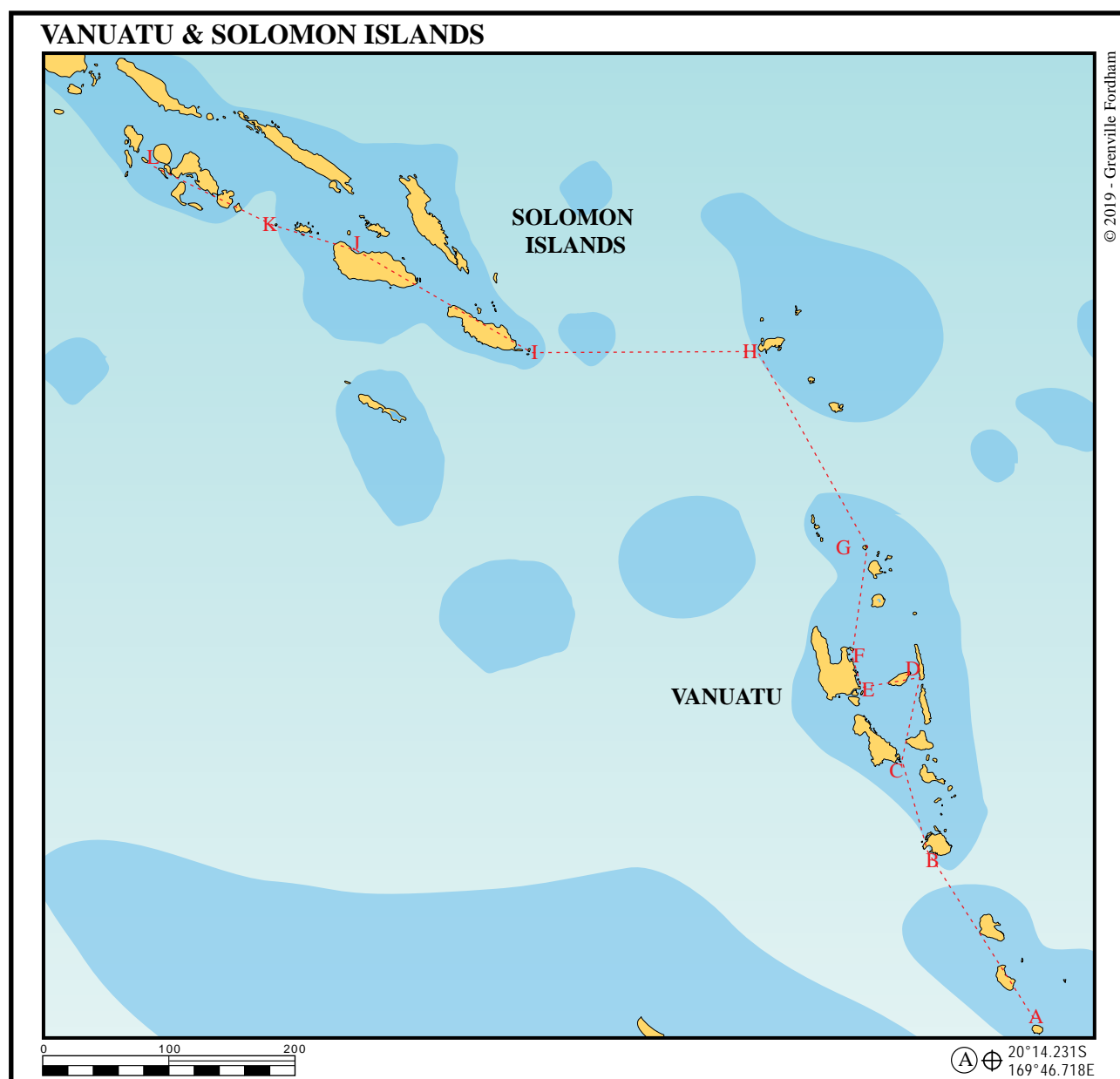
A courtesy berth for members and visitors on a casual basis is available by advance arrangement (conditions apply). There are also 19 in-river pile moorings just upstream from the club facility. For both marina and pile moorings advance contact is mandatory.

The waterfront bar and function area overlooks manicured lawns on Smith's Creek. This is a quaint and friendly location for an afternoon sundowner. Tel +61 7 4035 5115

PHOTO BY APS

Trinity Inlet (Cairns Marlin Marina) looking upstream





## VANUATU & SOLOMON ISLANDS

CAPTAIN SEAN P. MEAGHER



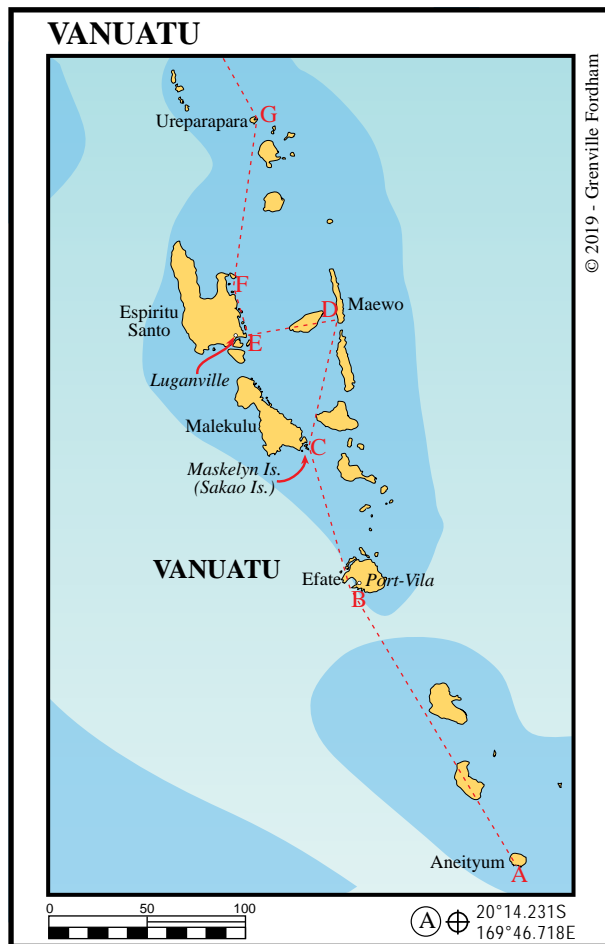
Welcome to the South Pacific! There are hundreds of great anchorages and ports in these two Island groups.

Represented in this text is but a sampling of some of the more utilitarian ports of call that a cruiser should be aware of – and a few gems that are off the beaten path.

For more information through future updates LIKE our Facebook page and visit our website.







## VANUATU

Formerly the Anglo-French 'condominium' New Hebrides, Vanuatu gained independence in 1980. The country comprises 13 main and many smaller islands, stretching 650 kilometres from north to south. The capital is Port-Vila on the island of Éfaté.

Vanuatu's population, called ni-Vanuatu (often shortened to 'Nivan'), is mostly Melanesian. While the majority live in the countryside working the land, there has been a move since independence to the urban centres of Port-Vila and Luganville. The official national language is Bislama, but there more than 100 Melanesian dialects in use; French and English are also accorded 'official language' status.

Relatively unspoiled outside the main centres, sub-tropical Vanuatu's unspoiled islands await the adventurous cruiser.

CAPTAIN SEAN P. MEAGHER

An older 'Nivan' – (short for ni-Vanatu)





## SOLOMON ISLANDS

Solomon Islands is a nation state made up of six main islands and over 900 smaller islands, covering 28,400 sq km between latitudes 5°-13°S, and longitudes 155°-69°E. The capital, Honiara, is on the island of Guadalcanal.

A former British protectorate that gained independence in 1978, the Solomon Islands population is predominantly Melanesian and the official language English. However, only a tiny percentage of the population is able to use English fluently, the de facto main language being Solomons Pijin. Nevertheless, there are at least 70 languages and dialects in use throughout the islands.

The islands played a significant part in World War II, and the Battle of Guadalcanal has become entrenched in military folklore and has featured in numerous movies.

On another note, Solomon Islands has one of the highest rates in the world of GBV (Gender Based Violence), with 73% of men AND 73% of women considering violence against women justifiable for disobedience...

Honiara is the capital city of Solomon Islands and is an official port of entry. Anchoring or stopping before you clear in at an official port of entry can result in heavy fines. We highly recommend using an agent in Solomon Islands; it's well worth the extra expense saving you time and the aggravation of navigating the local bureaucracy.

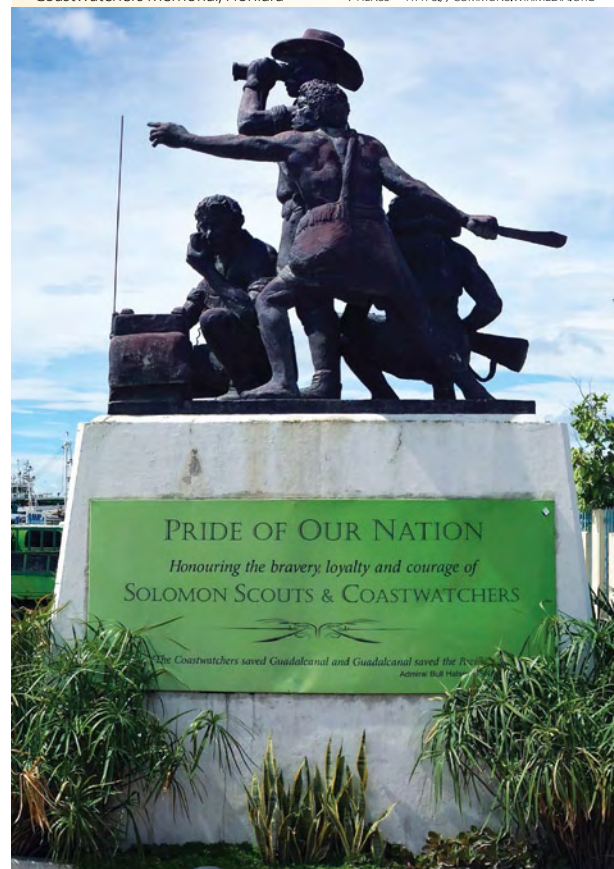
Theft from yachts can be a problem, especially around Honiara and Gizo. Take sensible precautions. However, yachts (and the money they bring to spend in the villages) are generally welcomed and most locals are keen to help if you get into trouble.

### Solomon Scouts & Coastwatchers

The Solomon Scouts & Coastwatchers played a vital, and often dangerous, role in intelligence gathering and rescuing military personnel (including future US president John F. Kennedy) during World War II.

Coastwatchers Memorial, Honiara

PHENSS – [HTTPS://COMMONS.WIKIMEDIA.ORG](https://commons.wikimedia.org)





### **NENDO (SANTA CRUZ)** 375 miles from Honiara



#### **NENDO (SANTA CRUZ). 10°45.175S, 165°49.019E**

The town, Lata, is located on the northern side of Nendo, the largest of the islands in the Santa Cruz group.

For clearing formalities, Lata has Customs and Quarantine, but you'll have to do Immigration in Honiara on Guadalcanal. Once formalities are complete in Lata, report to the police, who should notify Immigration in Honiara that you'll be heading their way.

For cruisers coming from Vanuatu, Nendo is a necessary stop if you want to visit islands before you reach Honiara.

Anchor at the bottom of the bay in 20 metres good holding in mud and take your tender into town. The dock near the town is in disrepair; be wary of tying up to it.

### **SANTA ANA ISLAND (PORT MARY)** 180 miles from Honiara



#### **SANTA ANA ISLAND. 10°50.102S, 162°27.117E**

One of the most pleasant islands and anchorages in the Solomons. Charts for this anchorage are often inaccurate, so use caution when entering and do so only in daylight.

In 2017 there was a green lateral mark on the starboard side of the channel marking a reef. Once past the mark, proceed to the anchorage. Anchor in 40 metres. For smaller vessels with less chain proceed with caution from our anchorage on course 120° till you are in shallower water, just 20 metres off the village. Or ask a local to point out the best place to anchor.

The Solomon islanders are renowned for their wood carvings and the islanders of Santa Ana are no exception. There are some great local artisans who will canoe their wares right out to your boat so that you can buy for cash or trade.

When travelling to the Solomons, remember that the locals are always looking for tools, so a couple of spare tool sets make great items to trade with.

### **GUADALCANAL (HONIARA)**



#### **GUADALCANAL - HONIARA. 9°25.502S, 159°56.875E**

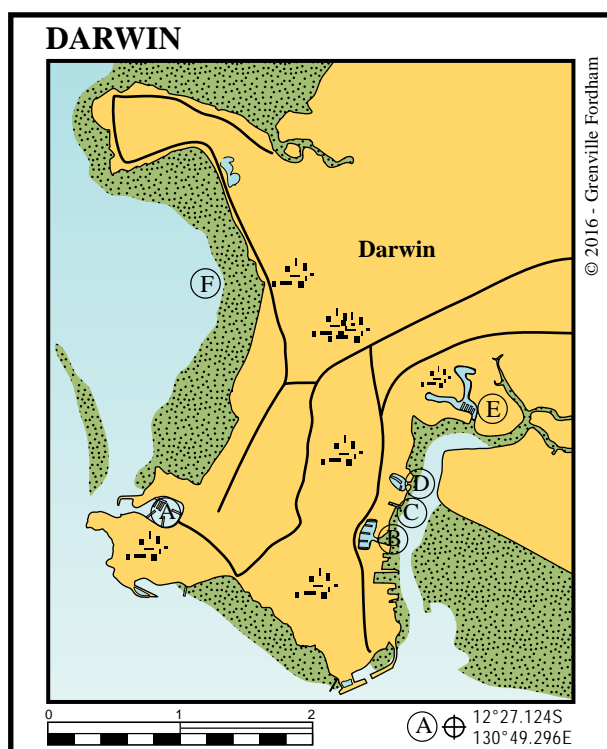
**Anchoring:** Our main Honiara anchorage (J) is a straightforward approach to anchor in 9-11 metres. Holding is poor, so use plenty of scope and watch for shifting winds.

The alternative anchorage, 9°25.675S, 159°57.300E, about half a mile ESE, is only recommended for yachts under 20 metres. Two buoys mark the entrance to the channel; stay to the middle and watch for local traffic at night. Fair holding in 6 metres. There's one courtesy mooring here maintained by the yacht club.

ANIL THADANI

Latitude at Port Mary, Santa Ana Island





## DARWIN

Many yachts arriving in the region covered by this pilot book are following the traditional circumnavigation routes via north Australia. Darwin is generally the last point of departure from Australia for yachts cruising through Indonesia and on to the Andaman or South China Seas.

Capital of Australia's Northern Territory, Darwin is in the cyclone zone; the most famous to hit the city was Tracey back in 1973.

Darwin is a major support centre for commercial prawn and fishing industries, and a hub for oil, gas and mining. The Australian Navy has its northern patrol boat fleet stationed here. As a result it's an excellent place for cruising yachts to stop for repairs and maintenance. All the major engine and yacht equipment suppliers have shops and service centres here.

All vessels over 25 metres entering Darwin Harbour limits must have a pilot on board. It doesn't matter whether you're a commercial or private vessel. Every marina demands comprehensive paperwork and vessel insurance in place before they'll let you into their locks. Start a conversation in advance and email a copy of your insurance to avoid the irritation of waiting on anchor out in the roads.

It can be difficult to secure a berth in one of the four Darwin marinas, all accessed via locks due to the tidal range. In the dry season from April to October, marina berths are hard to come by, so book in advance. July is the most difficult month due to the influx of visiting yachts joining the 'Sail Indonesia Rally' and the 'Darwin to Ambon Yacht Race and Rally'.

## DARWIN TO SINGAPORE

There are three main routes from Darwin to Singapore. The first is checking in at Kupang, West Timor then leaving Savu and Sumba to the south, crossing through the island chain via the Komodo Strait. A westerly route then follows to the north of Sumbawa, Lombok, Bali, Java and north to Singapore.

Alternatively, leaving Darwin and laying a course for the Northern tip of East Timor before turning west to follow the northern reaches of Alor and Flores joining the same route north of Sumbawa. It is possible to use any of the straits between the Indonesian Islands to traverse from the Indian Ocean to the Flores Sea, but particularly the Lombok and Alas Straits have significant current and tidal races. The rule of thumb is it floods to the north and ebbs to the south.

For those not wishing to check into Indonesia, the best route is west to Christmas Island (which is Australian territory) some 1,600 miles from Darwin, then north to the Sunda Strait past Krakatoa and onward to Singapore.

There are currently three yacht races and rallies organised from Darwin into Indonesian ports. It is commonplace for yachts to join these events because they offer a security clearance and mass check-in facilities, including immigration clearance and cruising permits for Indonesia.

### A DARWIN - CULLEN BAY MARINA



#### CULLEN BAY MARINA. 12°27.124S, 130°49.296E

On the southwest corner of the Darwin peninsula, Cullen Bay Marina is a full service facility popular with cruising yachts.

It is not a conventional marina managed by a single authority, but rather a collection of berths individually owned under a strata title system. However, some berths are usually available for short-term rental for visiting yachts, except in July.

Because of the 8-metre tidal range, as with all marinas in Darwin, there is a lock system. Inside the basin there are 140 berths and the area has been developed into commercial units with shops, offices and restaurants. Plan for higher tide arrival as approaches can get shallow. Near the lock outside there is a commercial dock for passenger cruise operations at the fuel pontoon. VHF Ch.11 "Cullen Bay Lock"

### B FRANCES BAY MOORING BASIN (THE 'DUCK POND')



#### FRANCES BAY. 12°27.328S, 130°50.857E

The Northern Territory Department of Lands and Planning owns and operates the Frances Bay Mooring Basin, including associated wharves Hornibrooks, Fisherman's and Raptis. The Mooring Basin or 'Duck Pond' lays a short way up Sadgroves Creek.

Check tides because approaches after Stokes Hill Wharf almost dry out in the spring lows. Add two metres to your own draft as the rule of thumb for the lowest tide to approach the locks around here. The internal facilities are for the commercial fishing fleet but they do accommodate visitors, especially if your yacht is too large for the other three marinas. There is often a queue at the lock so best contact in advance to reserve a slot.

The lockmaster will allocate you a position inside on European-style stern-to the dock berths. Lasso or loop a line onto the 1-metre diameter piles driven in about 25 metres off the dock and reverse in or tie alongside another boat. The jetties are fixed and there can be minor tidal movements inside when the lock is opened so don't tie up too short on the stern.



Inside is a real cultural treat being home to more than 50 local prawn trawlers and barramundi fishermen. It's a short walk north to the Dinah Beach Cruising Yacht Association site, with a small bar and restaurant. This is the only basin in Darwin where you can drive a vehicle right up to your vessel for loading gear or to carry out heavy maintenance.

Up to 60 trawlers can be offloading fresh banana prawns between April and June and again with tiger prawns between August and November. A few boats will sell to you direct and will have a sign out front if they do. Lockmaster: VHF Ch.6 "Duck Pond Lock". Tel +61 4 0111 7062 Small Ships Scheduler: Smallships. [scheduler@nt.gov.au](mailto:scheduler@nt.gov.au) +61 8 8922 0617



#### DINAH BEACH. 12°27.122S, 130°51.057E

Further up Sadgroves Creek, between the Duck Pond and Tipperary Waters Marina, is an all-tide dinghy pontoon and ramp. It's a short walk to Dinah Beach Cruising Yacht Association (DBCYA) with a rare old-Darwin style open-air bar and restaurant.

Formed in 1982, the club has a colourful history. It offers a laundry, hardstand, careening poles, workshop and dinghy racks. Visitors are welcome. While the club doesn't offer repair or maintenance services, there's always someone who knows someone (including a few Mick Dundee types) who can help you.

### Fuelling in Darwin

There are two fuel docks for pleasure yachts in Darwin. Cullen Bay Marina and Fisherman's Wharf sell through Bailey's Marine Fuels Australia. They accept all major credit cards. Fisherman's is more for commercial vessels and located past Stokes Hill Wharf just south of the Francis Bay Mooring Basin (the Duck Pond) at 12°27.535S, 130°50.992E. Approaches to this wharf can be shallow at low tides so deep draft vessels should time their entry. At Fisherman's Wharf the diesel pumps are hi-flow, but at Cullen Bay Marina they run slower.

Fisherman's Wharf is usually stacked full of commercial fishing boats, so you may have to raft up alongside. This means collecting the fuel line from the wharf and manhandling it over others' decks to your boat. Pollution laws are strict so you'll require capable crew to ensure nothing gets spilt – one to be stationed on the dock at the emergency shut off, with another controlling the filler nozzle back on your boat. The locals take a dim view of fuel spillages and view it as gross incompetence. Call Baileys in advance to time bunkering when fewer vessels are alongside.

The Cullen Bay Marina fuel dock is just outside the marina lock. Baileys run this pump too. The dock has plenty of water at all tides but the channel shallows at spring lows.

Ferries and charter boats use this pontoon, so you might get shuffled around. At the time of writing the pump is set to shut off at \$200 limits. This resetting and restarting can be irritating especially bunkering larger quantities. Call Baileys ahead to arrange a slot on either dock or to apply for a prepaid fuel card. +61 8 8941 3320

There is a wet season yacht race series with five classes. DBCYA is the main coordinating body for the annual Darwin to Ambon Yacht Race and Rally. +61 8 8981 7816

Outside, and half a mile north on the opposite side of Sadgroves Creek at the turn, are a few dozen government-managed fore-and-aft moorings at 12°26.725S, 130°51.376E. They're well made with three rows of thick braided line, buoyed at regular intervals by large yellow-painted tires.

A convenient anchorage to wait out the tide, or if you're on a budget, is south at the wide creek mouth a few hundred metres off the north of Stokes Hill Wharf at 12°28.099S, 130°51.244E. This spot, in 8-11 metres on mud, is open to the southeast and fishing boats' wake to and from the Duck Pond. Here, and up at the north moorings, is popular with the local liveaboard characters; it's cheap and close to Darwin CBD. It's a far easier option to transit shore near here than lug your dinghy up and down the beach around at Fanny Bay.

#### ① TIPPERARY WATERS MARINA



#### TIPPERARY WATERS MARINA. 12°26.948S, 130°51.086E

A few hundred metres further north of DBCYA is the lock entrance for the 72-berth Tipperary Waters Marina. The lock dimensions are 22 x 6.1 metres with a minimum depth of 3.5 metres. You'll need a 4-metre tide to be comfortable approaching the lock. It is a private marina with a few berths available for visiting yachts between 12 and 21 metres. Facilities include a bar and restaurant, supermarket, laundromats and fast food outlets. There is a chandlery and sail maker a few minutes walk away. VHF Ch.08 "Tipperary Lockmaster".

#### ⑤ BAYVIEW MARINA



#### BAYVIEW MARINA. 12°26.514S, 130°51.574E

This residential development with a 128-berth marina is the most likely basin for a visiting yacht to secure a berth, especially in July. It's a half-mile further up Sadgroves Creek from Tipperary Marina and needs at least four metres of tide to approach the lock. The passage is not well marked so best ask advice from the lockmaster when making a booking.

There are no shops or restaurants or fuel docks at Bayview but it's nice and quiet. It's a 40-minute walk to the CBD, but there's a bus stop close by. Lockmaster: VHF Ch.68 "Bayview Lock". +61 4 1891 0888.

#### ⑥ FANNY BAY



#### FANNY BAY. 12°25.775S, 130°49.920E

Home to the Darwin Sailing Club, this long open sandy beach offers anchorage in 10-12 metres. Beware the 8-metre tide; do not leave your boat anchored in less than 10 metres.

It's a long ride to shore and you must take your dinghy above the high tide mark or be prepared to swim to retrieve it. There are club trolleys to help get the dinghies up the beach. There is a laundry, toilets and showers, lockers and a dinghy rack. Afternoon sea breezes can make this anchorage a bit uncomfortable. Visiting yachtsmen are welcome at the club.



INDONESIA



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## INDONESIA

Straddling the equator for 3,200 miles, Indonesia has more islands and covers more longitude than any other equatorial country. It's a diversely cultural tropical cruising paradise, providing years of non-repetitive location cruising and exploration.

The region is tropical with wet northerlies from late November to March and drier southeasterlies from April to October. The 8th parallel band of islands, including the famous Hindu enclave Bali, is the key cruising area during the SE trade winds and what is considered the southern hemisphere winter months. The Raja Ampat and all areas in the Equatorial zone are the accepted cruising areas for what is considered the

southern hemisphere summer months, though cruising around the equator is more based on direct localised weather patterns than seasonality. Cruising yachts, Asian-based superyachts and some private dive charter operators often ply both destinations year-round.

Indonesia's population is over 260 million with a median age of 26. It's a fascinating and constantly evolving archipelago nation where ancient traditions and modern technology survive in an uneasy symbiosis. With hundreds of distinct ethnicities and languages, a shared identity has developed around the national motto "Bhinneka Tunggal Ika", literally "Many yet one", meaning a shared unity within the diversity.

PHOTO BY APS INDONESIA



## ① ENDE - SOUTH FLORES

150 miles from Kupang



### ENDE – SOUTH FLORES. 8°50.812S, 121°38.495E

Ende is always worth a mention because of Iya, the spectacular live volcano on the southern headland. Anchorage on the west side is in 8-14 metres off the commercial port and ferry jetty.

All the usual fuel and provisions are available in the town sprawled in the low areas between the two volcanoes. In the northwest season alternative shelter can be found on the other side a half mile north east of the long fuel pier in 8-14 metres off the fringing reef at 8°50.941S, 121°40.305E with the airport runway bearing directly west.

Ende has that big country town feel about it with a relaxed laconic attitude among the locals. The airport is close to both anchorages and there are daily flights to Labuan Bajo and further west. From here you can visit the famous multi-coloured crater lakes of Kelimutu volcano on the Flores Plateau, although it is an arduous mountain drive. Well worth the stop for photographers to capture Iya volcano oozing lava and the amazing colours of the Kelimutu lakes.

## ② MAUMERE – NORTH FLORES

220 miles from Kupang



### MAUMERE. 8°37.012S, 122°13.205E

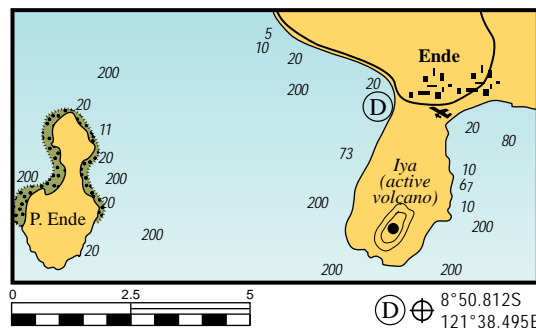
If travelling north of Flores, the only significant commercial port of any note is Maumere, about half way along this 300-mile east-west running island. Maumere is the international check-in port for a lot of international yachts arriving the northern route around the top of East Timor. It's also the fast-growing live-aboard scuba diving tourist hub for this region.

Anchor in 15-40 metres to the southeast of the commercial piers. This is a wide-open port with no real protection from the northeast. Anchoring can be difficult especially for smaller yachts with less chain and smaller machinery, because the average depth in front of the town is extremely deep. It ranges between 20-40 metres, even right in close.

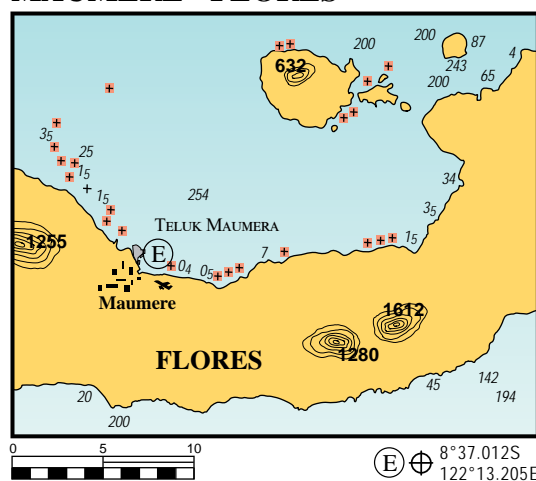
However, from our anchorage yachts drawing 2.8 metres or less can motor in very close to find the 4-metre 'shelf' at 8°37.100S, 122°13.175E. It's only 20 metres off the tiny beach wedged between the two concrete breakwater walls. Best to run a stern anchor onto the 15-22 metre bank behind as you motor up onto the shelf so you won't get swung into the concrete later if the wind changes. There's only room for one boat in here but we reckon it's the best spot in the bay.

The town faces northeast in Maumere Bay and has all the usual tourist amenities. The harbour is 30 minutes from the airport and public transport is easy to find. Local restaurants and hotels provide Indonesian fare at a reasonable price and the karaoke nightlife scene revolves around pretty Javanese working girls. There are half dozen dive shops that arrange tours to the islands north of here, where sightings of pelagic species are almost guaranteed.

## ENDE - SOUTH FLORES



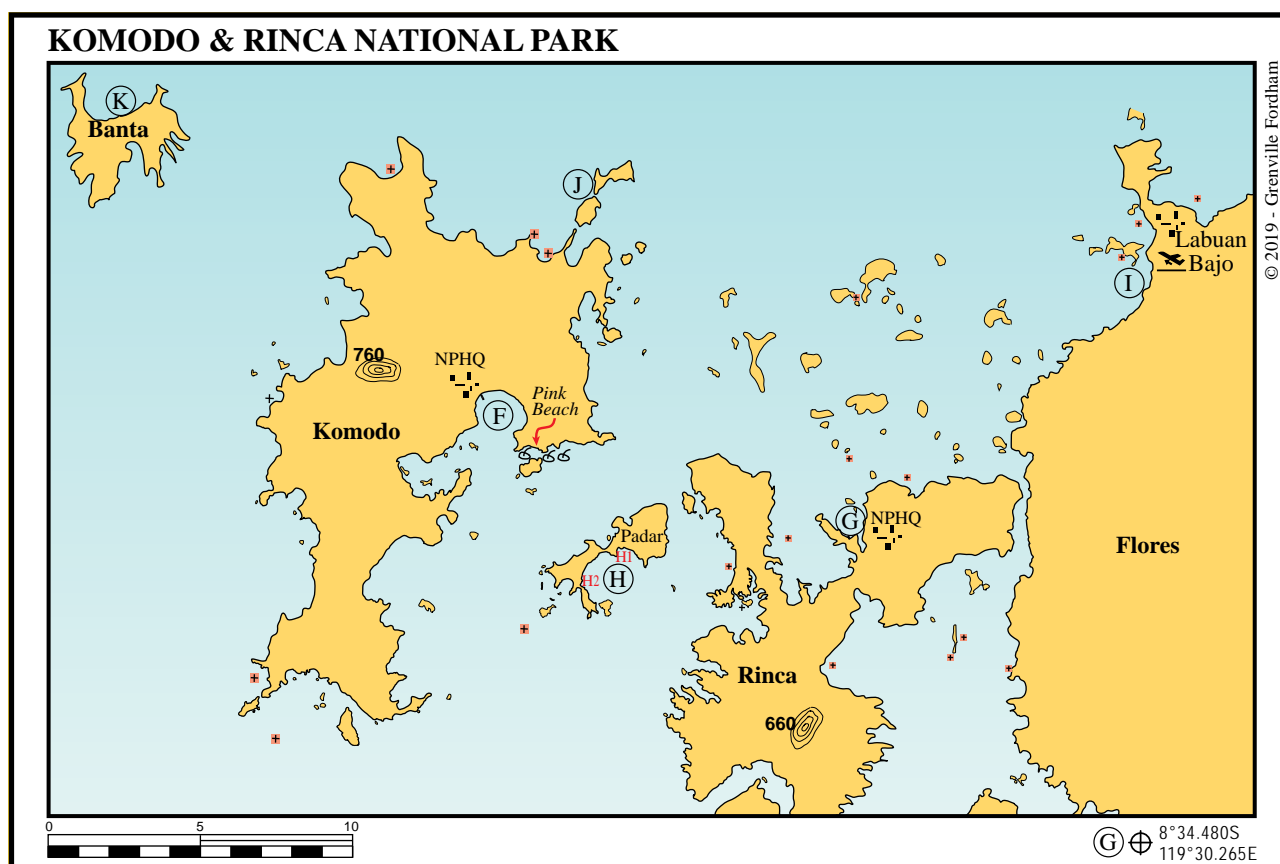
## MAUMERE - FLORES



Bill O'Leary

Komodo Dragon - Komodo and Rinca Islands are its only habitat in the world





© 2019 - Grenville Fordham



#### KOMODO AND RINCA. 8°34.480S, 119°30.265E

These two islands are the only natural home of the legendary Komodo Dragons. A must-visit when cruising Indonesia.

The islands of the Komodo Group are in the middle of the high-current channels between Flores and Sumbawa. Komodo's south coast is deeply indented with spectacular steep-sided bays. The National Park Head Quarters (Loh Liang) is tucked away in the calm sheltered Sora Lia Bay mid island on the southeast coast. Anchor near the moorings off the two jetties in 10-16 metres on a muddy bottom in front of the Ranger facility.

Onshore, report to the ranger station to buy your mandatory national park entrance permits. Guides are also mandatory and charges are levied for each camera in your group. When planning your walks, the longer you hike, the greater potential for seeing dragons. Always carry drinking water and wear good walking shoes.

There are many bays in this area, some with moorings (anchoring is mostly prohibited and policed) and some where the fishing, snorkelling and diving are pristine and alive with marine activity.

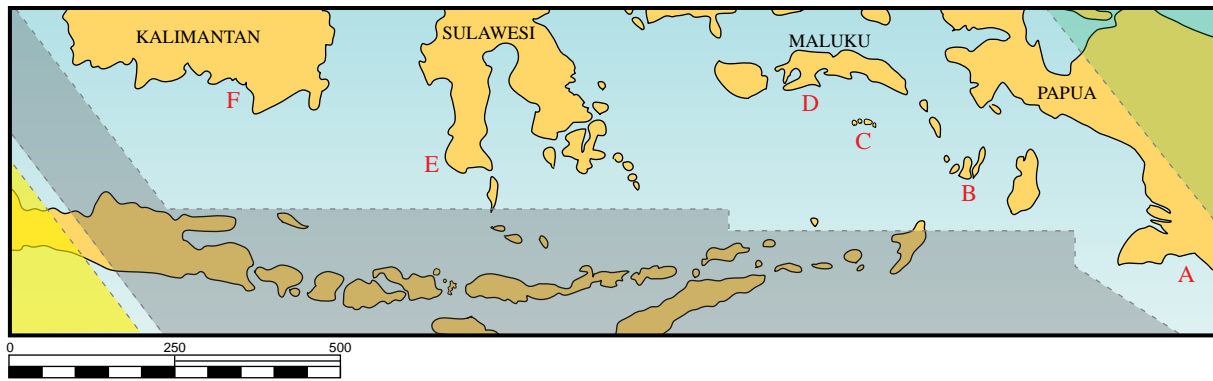
At the southeast point of Sora Lia Bay you will find the world-famous Pink Beach, named because the shoreline consists of crushed red coral branches deposited by an updraft current in the deep channel area nearby.

There are many local people on boats here wanting to sell you their wares. They can be overly persistent and patience and kindness in your potential rejection of their sales techniques is recommended.

STEPGUN — [HTTPS://COMMONS.WIKIMEDIA.ORG](https://commons.wikimedia.org)

Pulau Padar



**INDONESIA: CENTRAL REGION**

© 2013 - Grenville Fordham

**THE CENTRAL REGION**

The central region lies generally between the 3rd and 7th parallels. Our port of entry is Ambon, south of greater Ceram Island.

This region contains the historically significant Spice Islands of the Banda Sea and the lesser-known Kai, Wakatobie and Gorong groups. Further east is central Papua, home of the fantastic Asmat coastal tribes.

Cruising west from Ambon are the Selayar group of southern Sulawesi, Bira the home of traditional wooden boat building, Makassa the ancient sea port and the entire south coast of Southern Kalimantan. Again we only list a few of our favourite stops amongst the many hundreds of anchorages on offer here.

**SOUTH PAPUA**

South Papua's coast is vast low, flat land as opposed to the mountainous rain forests of the remaining interior of the province.

This coastal region is home to the Asmat tribes, who fiercely hold onto their traditional culture. They have been able to do so because much of this area is phenomenally remote and completely unexplored. Its massive size and inhospitable boggy landscape dictate that its primitive semi-nomadic peoples depend entirely on vast networks of rivers and creeks for food and transport.

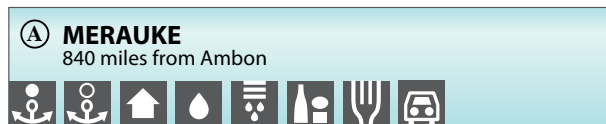
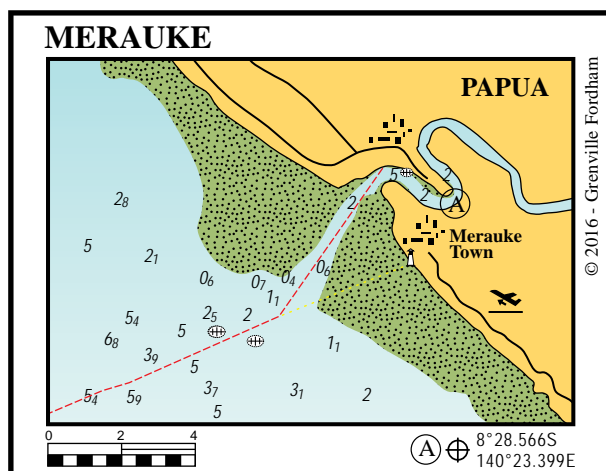
Until recently headhunting was the norm for avenging the death of a family member. Strong and dignified, the Asmat peoples accept visitors entirely on their own terms. The livelihoods in this region are fishing and farming as opposed to the multinational mining and logging in the interior mountains.

South Papuan Asmat warriors

BILL O'LEARY







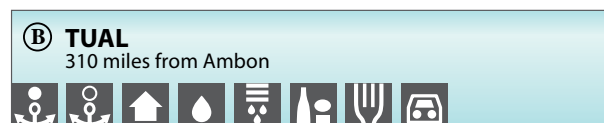
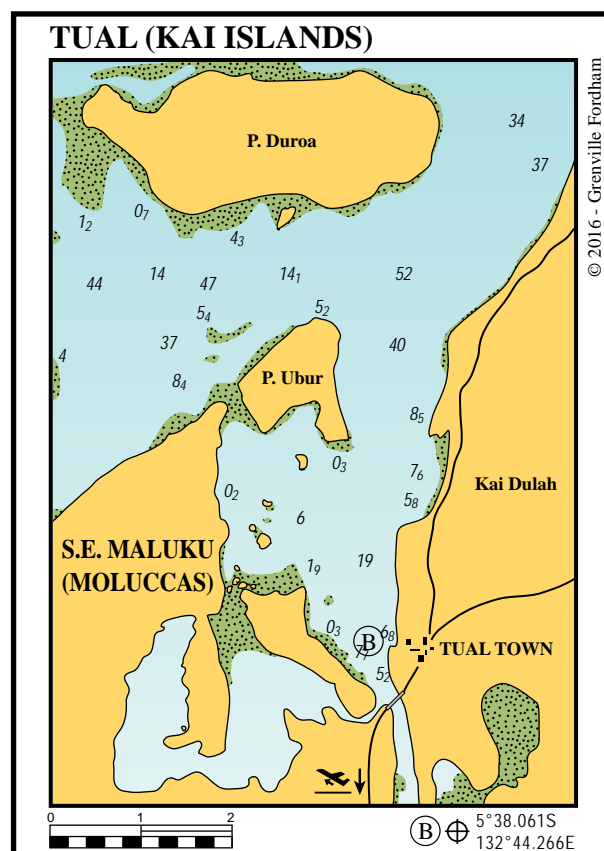
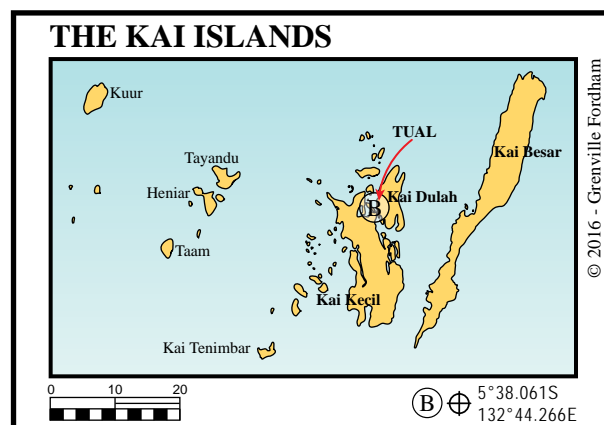
#### MERAUKE. 8°28.566S, 140°23.399E

Merauke town lies just inside the mouth of the Maro River. Entrance to the anchorage is high tide only, following the well-marked channel starting with a port beacon at 8°30.116S, 140°18.114E at the beginning of the fairway. The river is buoyed up to the anchorage and shoal draft vessels can cruise up the river a further 60 miles.

The main attractions ashore are basic restaurants and provisioning with access to the airport 30 minutes drive, where there are daily flights to Jayapura and beyond. The nearby Wasur National Park is well worth a visit for fauna and flora enthusiasts.

### THE KAI ISLANDS

The Tayandu group to the west is the highlight of this small cluster of atolls, all boasting spectacular silica white sand beaches. The Kai islands are sparsely populated and many cruising superyachts have enjoyed this spectacular area for much longer than a week.



#### TUAL. 5°38.061S, 132°44.266E

You can approach this beautiful natural harbour either side of Pulau Duroa and follow the well-marked channels into the calm south basin.

Anchor in 9-15 metres on sand just off the main port. Look for the dock with the Marine Department vessels for safe dinghy tie up. All the clearing in government offices and fresh local markets are a short walk from here.

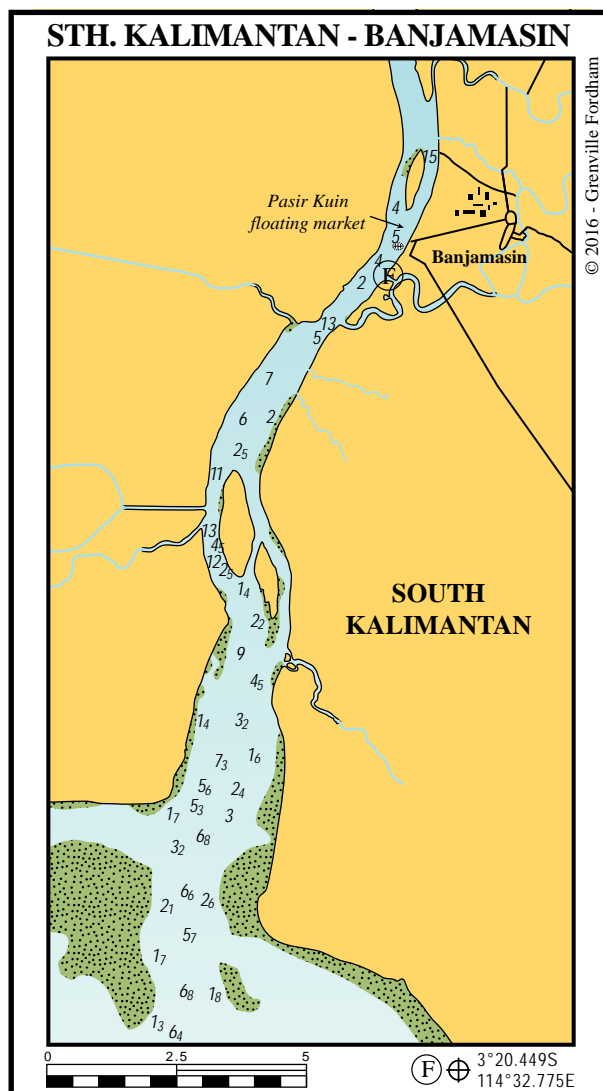
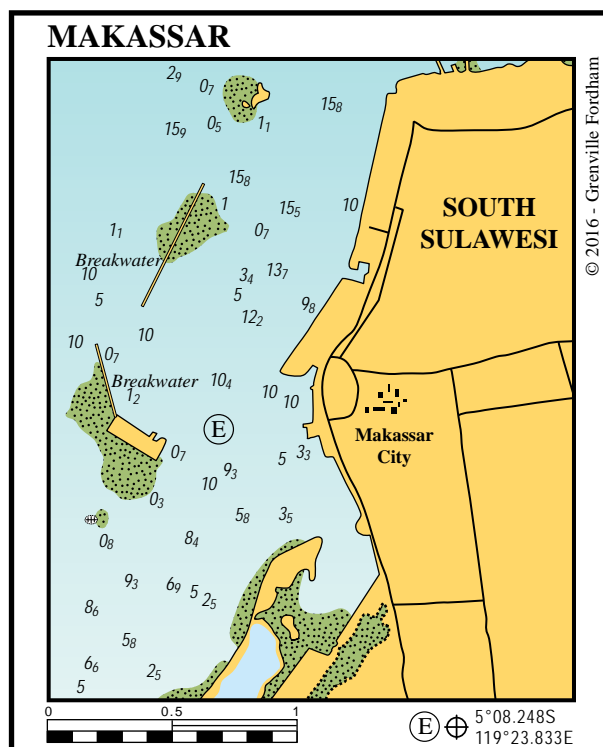
Tual is the capital of the province on Kai Kechil and has all the basic fare. There are good seafood restaurants in the main town and fuel can be purchased in 200-litre drums off the fishing boat docks. The airport is 40 minutes' drive from the harbour and serviced three times a day with flights from Ambon.



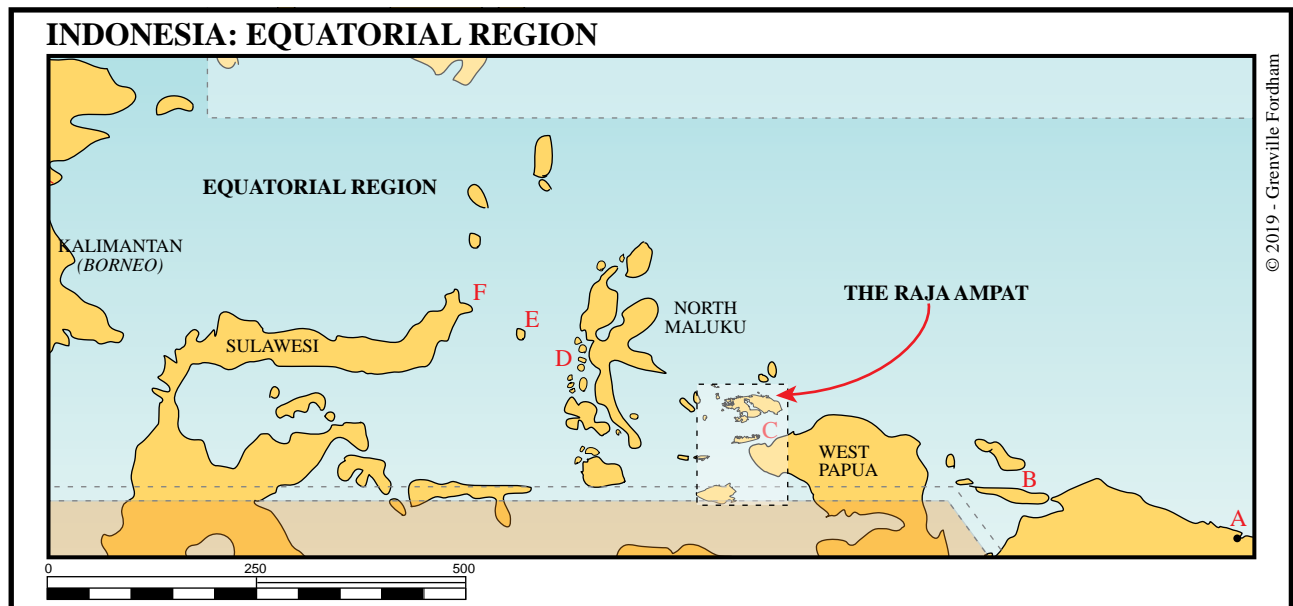
Steeped in Indonesian shipping history, the entire cruising ground is busy with all manner of vessels plying their trade in the region. Keep a proper watch, especially at night.

Most of what's needed for cruising yachts and superyachts can be easily found in this busy town – and what's not here can be flown in from Bali or Jakarta. There are plenty of markets, good repair facilities for all sizes of vessels and access to engineers and most major brand engine spare parts. Town and airport are a short ride away.

Don't miss the famous floating markets (Pasar Kuin) north of the main anchorage. Take your camera and best haggling strategies. This is a memorable experience.







## EQUATORIAL REGION

This massive region from the 3rd parallel south to the 5th parallel north encompasses some of the most fascinating cruising grounds on offer in Indonesia if not the world.

Running west from Chandrawih Bay on north Papua, the Indonesian equatorial region includes the incredible Raja Ampat group, the stark island of Halmahera and northern Sulawesi.

As with all equatorial regions, the weather is hot and mostly wet with some dry calm and windless doldrums days in the better cruising months of November to March.

Rule of thumb on the Equator: it's either raining or it's about to rain...

RICARD BUXO

Ternate anchorage with Gunung Api Gamalama in the background



## A JAYAPURA

1,070 miles from Bitung



**JAYAPURA. 2°32.41S, 140°42.514E**

Jayapura is West Papua Regency's largest city, original capital and by far its busiest seaport. There are a lot of floating hazards and Fish Attracting Devices (FADs) on entry and inside the harbour, so best approach in daylight. Keep in the marked channel north of Pulau Entsjau to motor past the starboard lateral beacon on the mainland into the protected port anchorage to comfortable depth east of the concrete docks.

## B BIAK

750 miles from Bitung



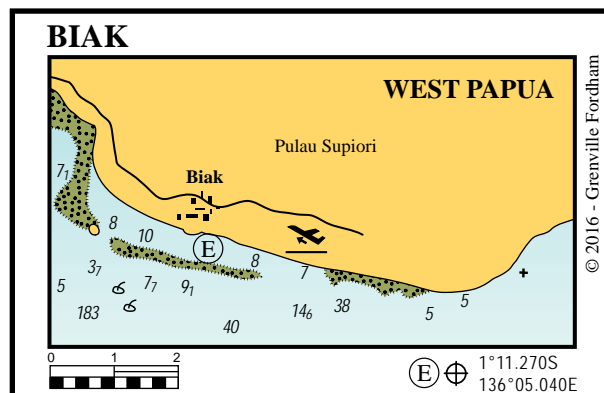
**BIAK. 1°11.270S, 136°05.040E**

Biak is the gateway port to the beautiful Chandrawasih Bay. A wonderful cruising location even though a deep Pacific swell from the northeast can sometimes make it a bit uncomfortable.

Do not rely on navigation beacons or the harbour lights functioning. Approaches to the harbour from the south through the fringing atolls are open and clear but best timed for daylight hours. Follow the leads through the reef opening and run west parallel to the coast for a mile to anchor on the 9-12 metres on sand and broken coral off the small jetty just outside the Instsia Biak Beach.

Full check in facilities are rustic and not much English is spoken. A few local markets have exceptional seafood and the main commercial dock to the west supplies fuel by the drum. There are a few low-end local hotels and restaurants, banks and shops.

The best place to tie your dinghy is alongside the police boat dock to the north. This is a very polluted port but there are plenty of activities ashore. Huge inland lakes, friendly people, lively markets, traditional woodcarving and painted bark clothing make Jayapura an interesting place.



The airport is 15 minutes from the harbour with public transport easily accessible. Daily, but inconsistently timed, flights head west to all the main towns or east to Jayapura. Bookings can be difficult because airline computer ticketing systems rarely function.

There is a WWII aircraft wreck dive in 20 metres just outside the barrier reef at 1°11.300S, 136°03.530E and local dive guides are happy to arrange everything at a small fee.

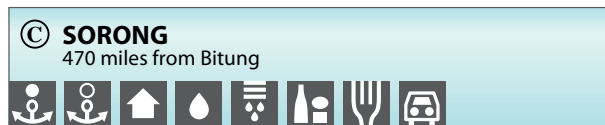
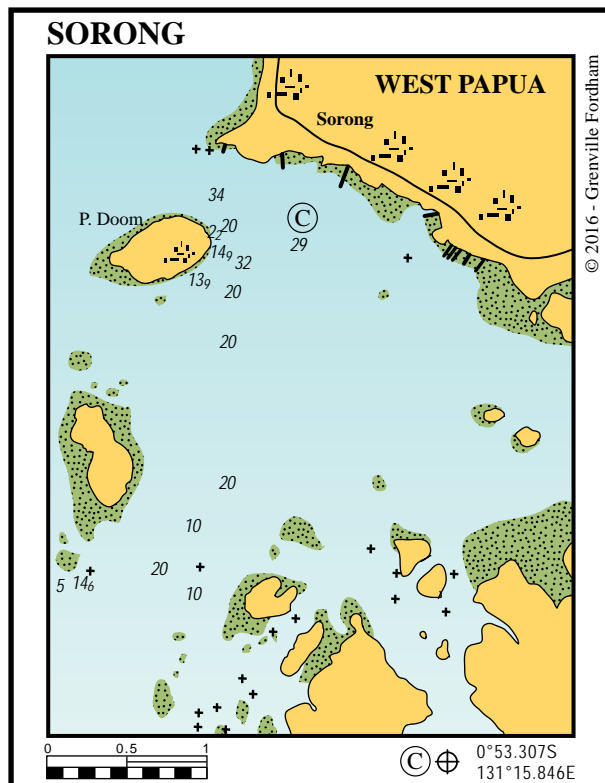
Biak is close to the beautiful and secluded reefs and beaches of the Padaidori islands some 20 miles southeast. These dozen islands are well worth a long visit, especially for diving enthusiasts. Our choice is to shelter inside the Woendi Island lagoon just off the village supply pier in 8-13 metres on sand at 1°15.360S, 136°22.672E. This remote and unspoiled fishing village is truly special and it's easy to catch the daily supply boat back to Biak to restock supplies.

Traditional fishing boat - Biak

VIC MORIN - [HTTPS://COMMONS.WIKIMEDIA.ORG](https://commons.wikimedia.org)







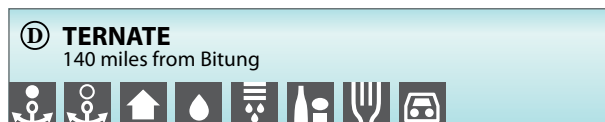
### SORONG. 0°53.307S, 131°15.846E

Sorong is the main commercial port for this area and is the recognized direct International CIQ entry Port for Raja Ampat cruising. It is a busy, yet easy to enter harbour; the approaches from the north or the west are well buoyed and marked.

Larger boats can anchor in 25-30 metres adjacent to the many live-aboard dive boats east of Pulau Doom and west of the fish factory. Smaller vessels can anchor either closer to Pulau Doom or at our spot closer to the busy dive dock of Ushamina in 14-20 metres on sand.

Sorong is home to myriad local Pinisi live-aboard dive boats, so access to all level of amenities, fuel, water and moderate provisions are easily available. A visit to the local wet market is a must for fresh seafood and in particular mud crab.

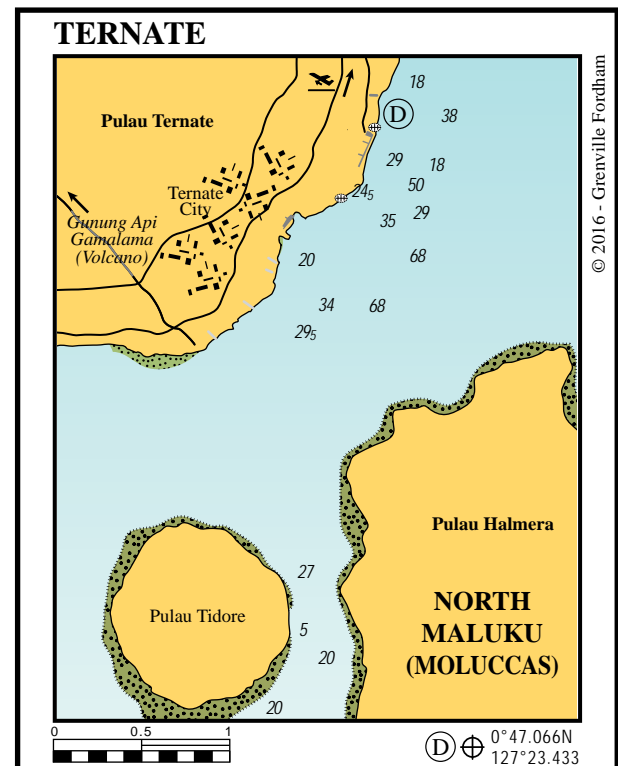
The anchorage is approximately 30 minutes from the airport and there are multiple daily flights to all parts of the country. Public transport is everywhere and easily obtained.



### TERNATE. 0°47.066N, 127°23.433E

Anchor on the 15- 23 metre patch anywhere close to the jetties north of the main wharves.

Ternate's landscape is consumed by the volcanic cone of Gunung Api Gamalama. The sprawling town sweeps to the base of the volcano on the eastern side and is the regional gateway for the



entire Halmahere region. Ashore you can find minimum supplies, restricted banking services and a few small local hotels and restaurants. The town is 30 minutes from the airport and there are daily flights to Manado.

From his house in Ternate in 1858, Alfred Wallace wrote the crucial letter to Charles Darwin in England, outlining his theory of evolution. In this groundbreaking 'Ternate Essay', entitled "On the tendency of varieties to depart indefinitely from the original type", Wallace outlined his version of natural selection as it related to his own theory of evolution.

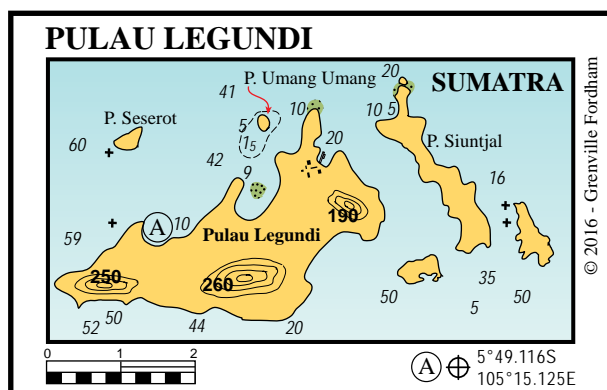
The Wallace Line is an imaginary boundary running more or less north south between Bali and Lombok and Kalimantan and Sulawesi. It delineates Australasian and Southeast Asian flora and fauna.

### The Jayapura Anchorage

Our anchorage 'A', Jayapura, is not a recommended place to visit unless you really need to go there, or unless you want to visit the famous tribes of Baliem Valley; Jayapura will give you gateway access to get there.

At the time of writing, heavy central government attention is focused on the Free Papua Movement. As a consequence, Jayapura has a strong military presence and visitors can sometimes be scrutinised and vetted to make sure they are not media intending to report on the situation there.

You may find looking for international arrival or departure clearance here attracting a strong official presence.



**A PULAU LEGUNDI & THE KRAKATOA GROUP**  
540 miles from Singapore

Icons: Anchor, Mooring, House, Water, Fuel, Food, Medical, Transport.

## PULAU LEGUNDI. 5°49.116S, 105°15.125E

Anchor in 10-14 metres off the fringing reef on the northwest bay of Pulau Legundi. Around the headland, east, is the island village where limited supplies can be found. Anchor on sand at 5°47.983S, 105°17.635E and use the jetty, not the beach as it dries a long way out.

There are plenty of options around this group depending on the prevailing conditions. Just northeast is Pulau Umang Umang, with an all-tide beach with reasonable holding on sand in 4-8 metres, off the beach at 5°47.508S, 105°16.862E.

20 miles south is the famous Krakatoa group at 6°06.040S, 105°26.029E. It used to be possible to anchor off the Anak Krakatoa's Ranger Station and hike up to the live volcano crater. However, since the catastrophic eruption in December 2018, the island is (at the time of writing) out of bounds because of the unpredictable and continuous volcanic activity.

Heading east, the last available shelter is either side of Pulau Sangiang, athwart the best line through the straits. On the west coast protection can be found two hundred metres off the beach in 8 metres at 5°57.560S, 105°50.881E. On the east coast shelter is best between the fringing reef off the research jetty in 5-7 metres at 5°57.832S, 105°51.990E. There is plenty of ferry traffic between Merak on Java and Lampung on Sumatra. Keep a good watch.

**B PADANG – TELUK BAYUR HARBOUR**

Icons: Anchor, Mooring, House, Water, Fuel, Food, Medical, Transport.

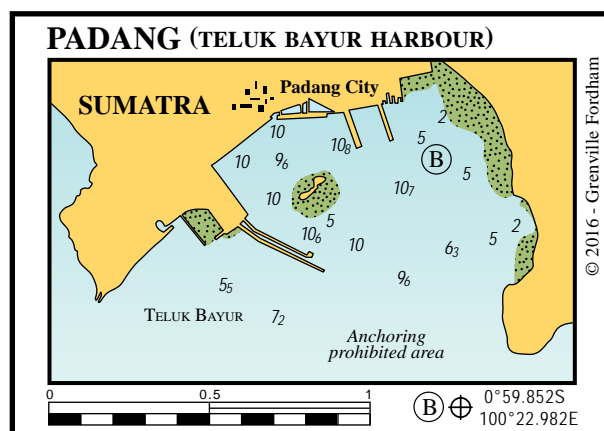
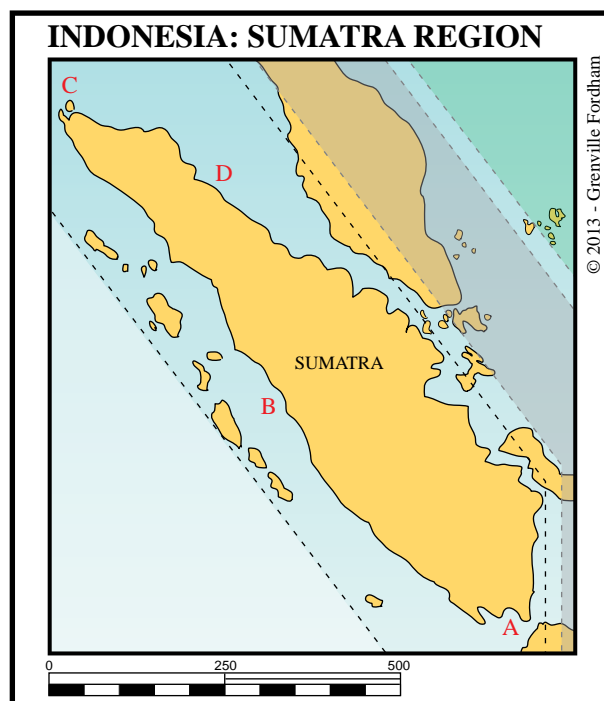
## PADANG. 0°59.852S, 100°22.982E

Padang is the capital and largest city of West Sumatra. It is the transit point for surfers travelling to the Batu and Mentawai Islands, as well as tourists visiting the West Samundra highlands.

Teluk Bayur Harbour is the busiest on this coast with plenty of activity along the docks. Anchor in 2-7 metres off the beach opposite the main docks and amongst the local fishing fleet and liveaboard surfing boats.

Better shelter for shoal draft vessels is found 5 miles north, up the small creek used by local surfing charter boats at 0°57.945S, 100°21.116E. It's a shallow and narrow 70-metre wide creek entrance, but once inside depth levels at 2.5 metres all the way to the bridge.

The CBD is one kilometre north from here and the ferry terminal north of the main anchorage has all the government departments for checking into or out of Indonesia.

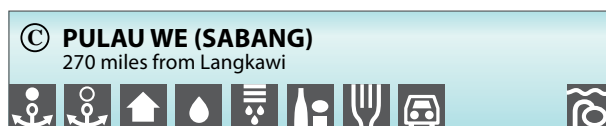
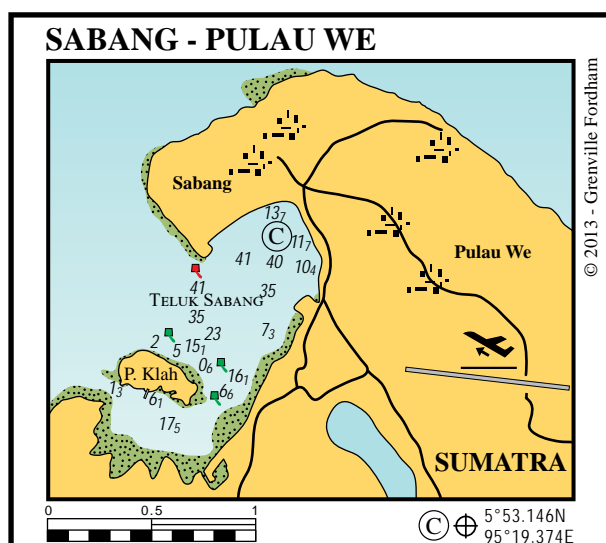


The Mentawais, a chain of lush, tropical islands with the most consistent surf breaks on the planet lie 100 miles west of Padang. There are approximately 70 islands and atolls spread out in a northwest-southeast direction for nearly 200 miles.

Siberut is the largest island and lies just across the Mentawai Strait from Padang, the usual launching point for charter boats heading into this surfing paradise.

There are dozens of famous surf breaks where you can drop a day anchor and surf right from your boat, and then duck back to the coast to anchor in one of the shallow hideout holes and creeks.



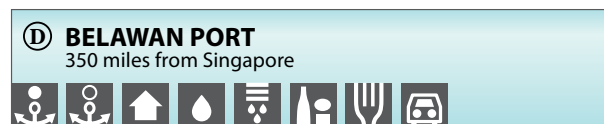
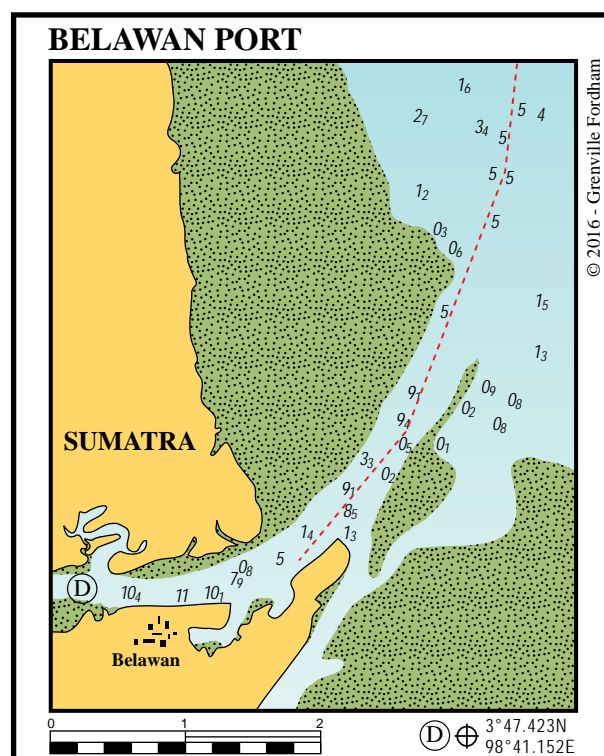


#### PULAU WE (SABANG). 5°53.146N, 95°19.374E

Sabang Harbour on Pulau We is the northernmost point of the Indonesian archipelago and, as such, offers full check-in facilities for visiting yachts.

Anchor in 22-25 metres just north of the commercial dock near the old harbour buildings. If it blows in, better shelter is behind the small island Pulau Klah on the 6-metre patch, just south of the private jetty at 5°52.426N, 95°18.519E. Don't go out to the west without local knowledge as the bank shallows to under 1 metre.

Only 210 miles from Phuket and 270 from Langkawi, Sabang is close enough to be an attractive entry point, especially for surfing enthusiasts heading for Nias and beyond. The town has all the usual supplies, with fuel available at the concrete jetty to the right of the anchorage. The airport on the island takes domestic flights and the international connections are made from Bandah Aceh on the mainland.



#### BELAWAN PORT. 3°47.423N, 98°41.152E

Belawan is a bustling port city and an international point of entry into Indonesia, located on the Deli River on the Malacca Straits coast just north of thriving capital Medan. Belawan is Indonesia's busiest port outside of Java so the shipping traffic in the approach channel can be hectic. Best plan to arrive in daylight.

Motor to the green can at 3°52.994N, 98°44.632E, then follow the three-mile, well-marked channel into the river and down to the anchorage in 5-10 metres, adjacent to the docks and opposite the Nunang Creek mouth.

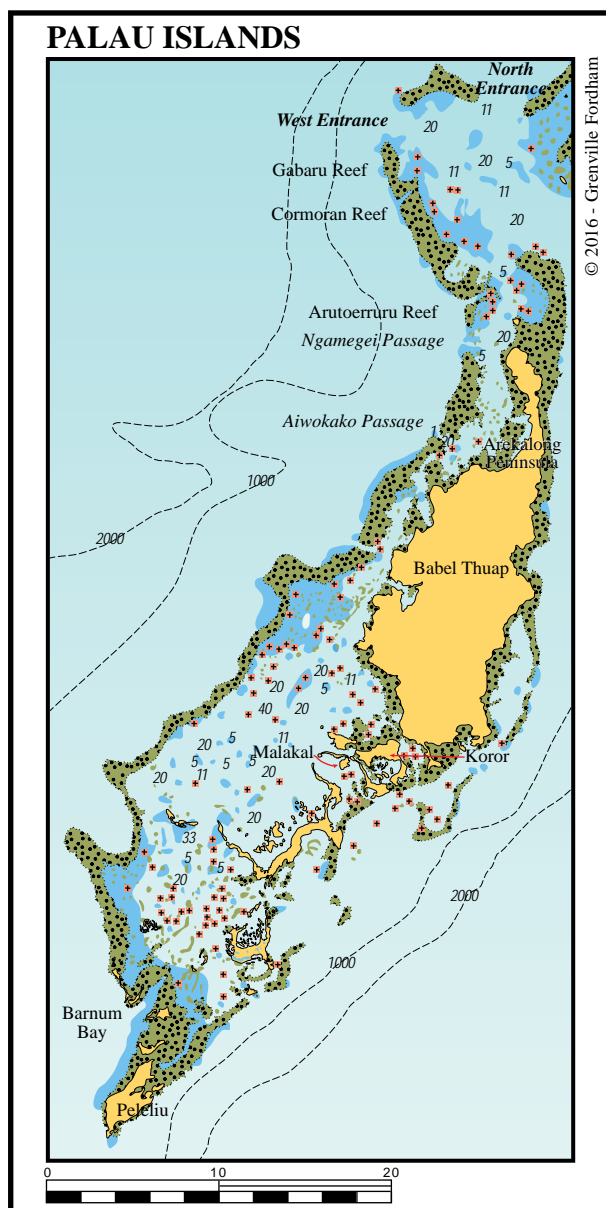
Checking in and out of Indonesia here is relatively painless due to the daily crossings to Malaysia and Singapore by ferry. All the government offices are in the same building at the main ferry terminal.

The city of Medan and airport are 30 kilometres south and a 'bemo' will take about 40 minutes.

Medan is the main entry point for backpacker tourists visiting the famed massive mountain-top Lake Toba, set in the core of an inactive super-volcano which last erupted 70,000 years ago.

Regular ferry services that connected Medan to Penang and Lumut in Malaysia, and Satun in Thailand, have become more sporadic since the recent launching of several low cost airlines into the area.





## PALAU (BELAU)

500 miles north of Raja Ampat and sharing a maritime boundary with the Philippines, Indonesia and The Federated States of Micronesia is the breathtaking and independent Republic of Palau, becoming known as Belau. This group of roughly 350 islands, atolls and islets forms the Western Caroline Group of Micronesia. Rising from 5 kilometres depth in the Palau Trench and protected by a barrier reef are the higher islands of Babeldaob, the main island of Koror with Malakal harbour, Peleliu, and the famous Rock Islands.

Just outside the main barrier reef are Angaur in the south and the atoll Kayangel in the north. With a tiny population of 21,000, the islands run 80 miles south to north and boast the most diverse ecosystems in Micronesia, both above and certainly below the water. The Sonsora volcanic islands and Helen Reef are owned by Palau but are mostly uninhabited and lay various distances south along the route to Indonesia.

Heading to or from any of the Southeast Asia countries described in this guide, and the South Pacific, Palau lagoon must not be missed. It is simply sensational cruising. Phuket and Palau share the same latitudes so the best weather is during the northeast monsoon season from December to March.

We describe the main port of entry and a couple of interesting spots nearby. If time permits, contacting Sam's Tours at the Royal Belau Yacht Club is highly recommended. For extended cruising there are dozens of fantastic anchorages and we recommend 'The Palau Guide' by Randy and Hideko Abernethy.

## CLEARING IN

Inbound yachts no longer require clearance approvals in advance of arrival. However, it is far better to give notice otherwise you could be waiting longer than you'd like for clearing in. The Royal Belau Yacht Club can offer assistance and information on clearance procedures and will let the authorities know your details and ETA as a courtesy.

[info@samstours.com](mailto:info@samstours.com), [rbyc@samstours.com](mailto:rbyc@samstours.com)  
[www.rbycpalau.blogspot.com](http://www.rbycpalau.blogspot.com)

The Royal Belau Yacht Club

BILL O'LEARY





Yachts are forbidden to stop at any other island or anchorage prior to officially checking into Malakal harbour. The Palau Port Control monitors VHF Ch.16 and is open from 8am to 4pm on weekdays. The Port Control office telephone number is +68 0775 0419. Entry Permits are issued for 30 days with two extensions of 30 days each possible. US registered vessels get one year.

Fees are levied on all crew for every conceivable permit. You are advised to buy them all to gain legal access to the best activities and destinations Palau has on offer.

At the time of printing, the 70 islands and a few other nature reserves are still completely off limits for any vessel. The harbour master will go over the chart with you personally to make sure you completely understand these boundaries.

Each individual on board is required to purchase a Koror State Rock Island permit for \$50 for 10 days and \$100 to include a swim in Jellyfish Lake. If you take Jellyfish Lake separately it's an extra \$75.

Whichever way you decide, it's best to pay the extra and go on one of Sam's tours to swim in the lake amongst these non-stinging scyphozoa. Unforgettable.

### **Jellyfish Lake. 7°9.680N, 134°22.532E**

World famous 'Jellyfish Lake' (Ongeim'l Tketau) is inside Mercherchar Island (Eil Malk). This island is part of the Rock Islands group, which are mostly uninhabited, in Palau's Southern Lagoon between Koror and Peleliu.

Millions of non-stinging golden jellyfish migrate across the lake daily following the sun. This is because they derive part of their nutrition from symbiotic algae (Zooxanthellae) that live in their tissues and require direct sunlight to become food for the jellyfish.

The isolated lake was formed some 12,000 years ago trapping them inside to evolve and adapt in a no-food environment, although the lake is oxygenated and

renewed by the tide through subterranean limestone fissures and tunnels connected to the ocean outside.

Snorkelling is a popular activity for Palau tourists and several operators in Koror offer daily trips to the lake. It is a 45-minute speedboat ride from Koror followed by a 10-minute walk from the jetty access up and over a jungle hill.

Scuba diving is forbidden because bubbles can harm the fragile jellies and the anoxic layer begins at around 15 metres, with high concentrations of deadly hydrogen sulphide, which can be absorbed through the skin. Although there are more than 50 lakes in the Rock Islands, Jellyfish Lake is the only one currently open to tourists.

Author Bill O'Leary takes a dip in Jellyfish Lake



## THE PHILIPPINES

This chapter covers the four main points of entry in the Philippines most commonly used by yachts out of Hong Kong and the southern part of Southeast Asia. We also include additional anchorage information on the west coast of Palawan.

The Philippine islands, formerly Spanish, then an American protectorate, have been independent since just after WWII.

The blending of early Spanish and modern American influence on an ethnic Asian population has left an interesting cultural mix.

Mainly Muslim in the south and Roman Catholic in the north, the people are well known for their cheerful disposition and generally well-educated background. Nonetheless, the economy remains one of the least affluent amongst Southeast Asian nations. The Americans still maintain a naval base at Subic Bay. Subic has a marina, as does Manila Bay.

The Republic of Philippines comprises over 7,000 islands covering 115,000 square miles with a population of over 90 million. The opportunities for cruising among these islands are endless, although there are still security issues in some areas in the south around Mindanao and the Sulu Sea.

The finalisation, in early 2019, of the Bangsamoro Autonomous Region in Muslim Mindanao (BARMM) – the only Muslim-majority region in the Philippines – will hopefully lead to economic development and safer cruising in the near future.

The usual weather pattern is southwesterly April to November and northeasterly December to March. The coolest months are December to February.

The Philippines lie astride the typhoon belt and can experience as many as ten typhoons from July to October each year.

Local weather forecasting is detailed and accurate and it's essential to know where the major typhoon-safe harbours are. There are many of them within this extensive archipelago.

### A MANILA YACHT CLUB



#### MANILA YACHT CLUB. 14°33.43N, 120°58.567E

Situated on the east side of the large natural harbour of Manila Bay, and within metropolitan Manila, all the facilities of a thriving city are nearby, including the international airport.

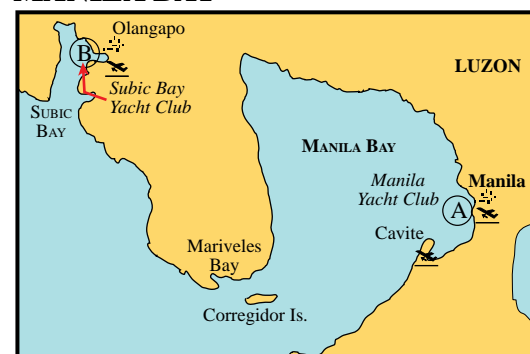
The marina has floating berths up to maximum 30-metre vessels in depths of 7-14 metres, a travel lift, slipway and marine services together with a clubhouse where visiting yachts are welcome. VHF Ch.16.

## THE PHILIPPINES



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## MANILA BAY



A 14°33.43N  
120°58.567E

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### ⓑ SUBIC BAY YACHT CLUB, PORT OLONGAPO

70 miles from Manila Yacht Club



#### SUBIC BAY YACHT CLUB. 14°49.210N, 120°17.396E

Subic Bay Yacht Club is situated on the east side of Subic Bay and has 250 serviced berths up to 40 metres. It's a duty free zone and stores can be taken on board by prior arrangement.

The international airport is close by and full services are available ashore. The US Naval Base is just to the north of the airport.

### ⓒ PUERTO GALERA

110 miles from Manila Yacht Club

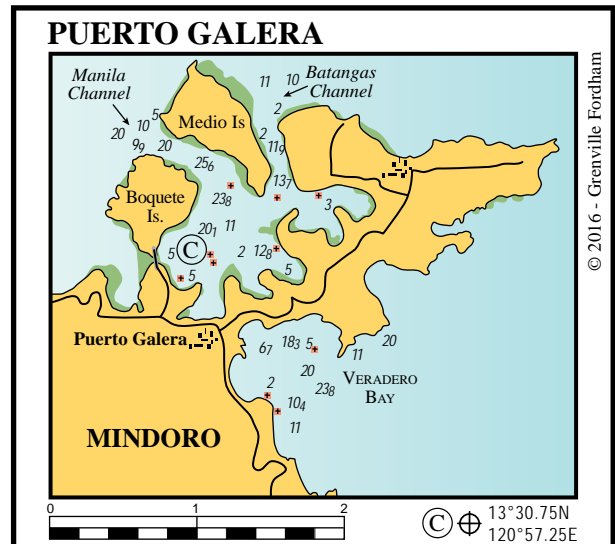


#### PUERTO GALERA. 13°30.750N, 120°57.250E

On the northern coast of the island of Mindoro lies Puerto Galera, a perfectly sheltered natural harbour.

There are two approach passages, north through the Batangas Channel and northwest through the Manila Channel, between Medio and Boquete Islands. However, the eastern entrance channel, Batangas Channel, has a low and very hard-to-see power cable stretching across it and is therefore unusable by sailing boats of any size above about 20ft.

The western, Manila Channel, is the only one to use for most cruising boats.



© 2016 - Grenville Fordham

There are a number of swinging moorings in front of the jetty and a service boat. Contact the Puerto Galera Yacht Club on VHF Ch.68.

Most facilities are available ashore and this is one of the favourite destinations for cruising yachts. The snorkelling and diving are world class with many dive operators using Puerto Galera as their base.

*Thanks to Sie Adam, s/y Freebird, Cairns for the correction regarding the Batangas Channel.*

RioHondo - <https://commons.wikimedia.org>

Subic Bay Yacht Club





## VIETNAM

Apart from the Hong Kong to Nha Trang Race and a few intrepid cruisers, there has been very little activity for private yachts in Vietnam, although several superyachts have been able to explore Vietnam waters in the last few years – in the opposite season to Phuket.

The country opened its waters up to cruising yachts and commercial charter activity in 2006 with the establishment of a Sunsail base in Nha Trang. However, the operation was suspended in 2009 due to local difficulties.

One problem of cruising in Vietnam is that boats must check in and out of each port (sometimes even within the same province!) adding significantly to the costs, usually having had to give an advanced itinerary as well.

There are no separate regulations for pleasure boats, nor even recognition of their existence. Instead, Commercial Shipping Regulations apply, which also means the regulatory necessity for a Commercial Shipping Agent. Some small yachts have managed to get in and out on their own but the Internet is strewn with their tales of “hassles & woe” and the inability to go to the more inaccessible places of greater interest, such as Van Phong Bay, 31 nautical miles north of Nha Trang, an anchorage of great beauty, without parallel in Southeast Asia.

Van Phong Bay is populated by many small islands and has a massive sand dune along its northeastern side. Hidden away here is Whale Island, an eco-friendly resort that has done much to re-grow coral destroyed by dynamite fishing. In the past, yachts have based themselves here for weeks to take advantage of the excellent nearby dive sites, perfect protection in all weather and wonderful sailing conditions.

Khanh Hoa Province’s 60-mile coastline encompasses 70 islands. With constant 8-15 knot afternoon breezes, clear calm waters and friendly locals, it’s been a big hit with the yacht crews and guests on boats of all sizes.

Nha Trang is Vietnam’s premier beach resort town and its location and geography give clear skies and good weather between May and September. The town has many hotels and restaurants ranging from the basic to luxurious – and provisioning here is easy.

Within the cruising area there are several resorts. Seafood can be bought or bartered for at one of the hundreds of fish farms. The islands south/southeast of Nha Trang offer dozens of protected anchorages for any season and the diving in the Hon Mun Marine Park area is equal to the best in Asia.

It’s still early days for marine tourism in Vietnam and entry procedures can be time-consuming, if not overly expensive. The authorities do place restrictions on boat movements but seem to be loosening up slowly – and local pilots are no longer required on foreign-flagged yachts full time.

In general, the ‘Change and Renewal Principle’ (Doi Moi) has brought numerous changes in attitude and outlook. The overall willingness of the government and people to embrace new business opportunities bodes well for the future of the country. The most encouraging sign of this is the new marina, nearing first phase completion as the time of writing, at Nha Trang. This is our new Anchorage ‘A’ (see the listing on next page).

In the previous edition of Southeast Asia Pilot, we wrote about a proposed superyacht marina to be developed in Da Nang. At the time of writing, there is no clear indication that this has progressed as anticipated in the intervening three years.

## NHA TRANG & HON TRE

Nha Trang in Khanh Hoa Province is a major port on the east coast of Vietnam. The town itself is considered Vietnam’s most charming, being in the old French colonial heartland. Just offshore is the Hon Tre group of islands where there are some excellent anchorages, great scenery, good snorkelling and diving and good beaches.

### Hon Lao (Monkey Island)

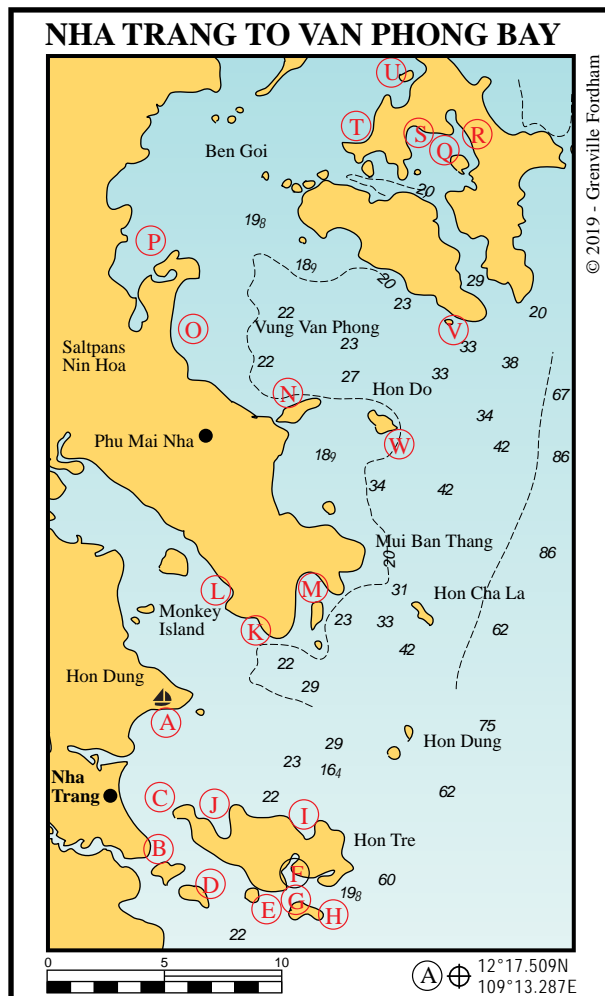
12°21.498’N, 109°12.794’E

Hon Lao is close to the mainland and is famous for its 1,000 or so resident monkeys that are accustomed to food handouts from visitors. Bear in mind that these are wild animals and that monkey bites are a potential source of rabies. There are also monkey, elephant and dog shows, as well as ostrich rides, all best avoided for obvious reasons.

There is plenty to see and do ashore, including paintball games, kayaking or just relaxing on the beaches.

Anchor on the west side of this small island in 2-4 metres to shelter from the southeasterly swell. Best to head toward the large green Chinese Pagoda on the shore, which will lead you away from low ground immediately west of the island.





### A ANA MARINA



#### ANA MARINA. 12°17.509N, 109°3.287E

Vietnam's first marina is scheduled to open for business in October 2019. With a final target up to 220 berths, phase 1 is expected to complete in October with 100 berths, 6-8 of those for superyachts up to 80 metres. Berths will be available for visiting yachts and about 15-20 berths may be allocated for liveaboards/houseboats.

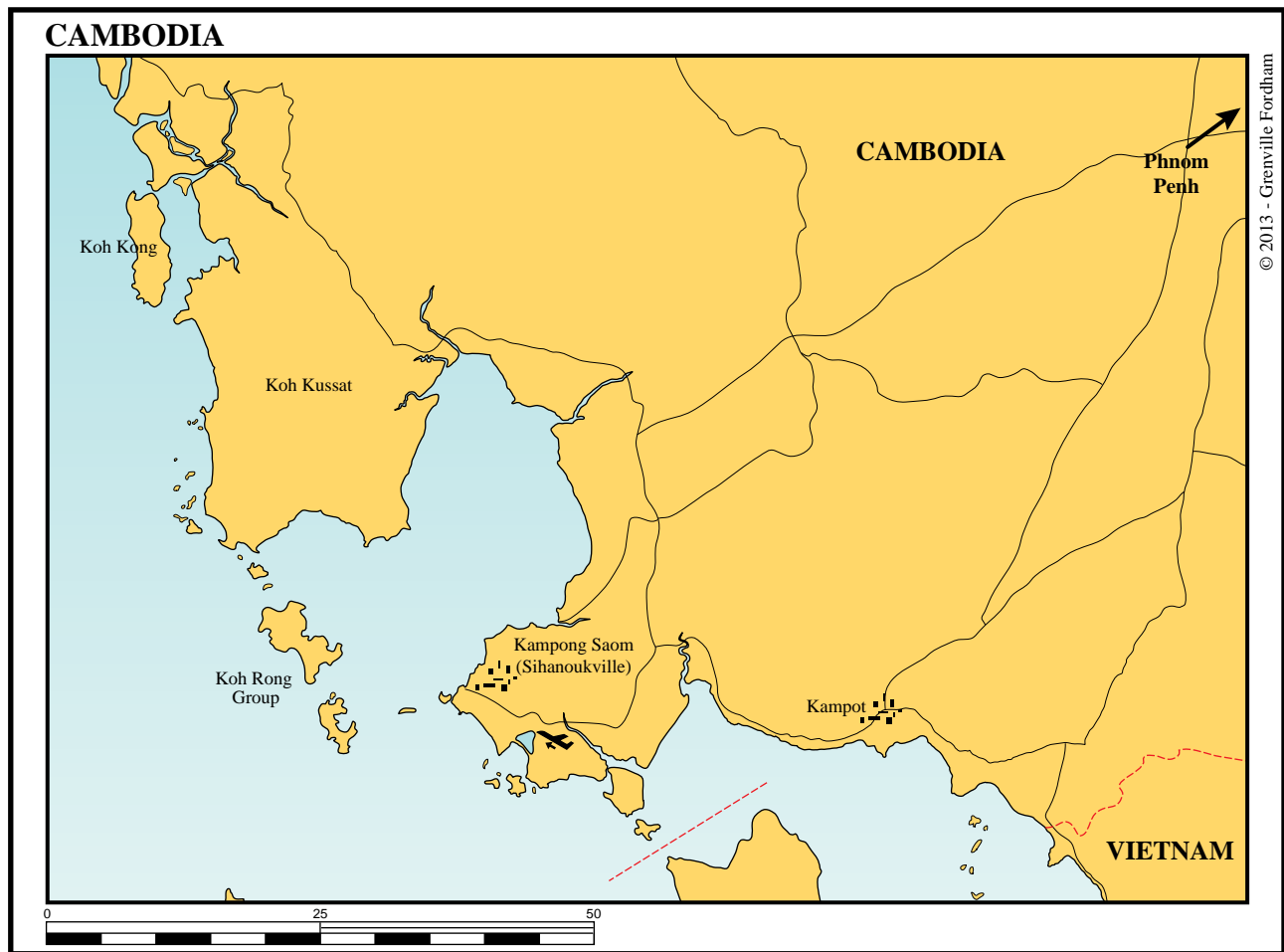
All berths will be equipped with power and water supplies and will have access to pump-out stations for waste water. Safety and firefighting pedestals will be a feature of the pontoons. A fuel dock should be in place by the end of 2019, along with a planned 100-ton travel lift with 8-metre capability for cats.

On-shore facilities include several restaurants already in place, a swimming pool with surf/wave machine and a health and fitness centre. As the project progresses, it will feature a slipway, a boatyard with services for yacht repair and maintenance, a chandlery and convenience store and a yacht club.

Ana Marina is the best indication yet that Vietnam is opening up again, this time with serious intent, to cruising and charter yachts.



Ana Marina, Nha Trang



## CAMBODIA

Nestled between Thailand and Vietnam in the east of the Gulf of Siam are the islands and short coastline of Cambodia.

Certainly one of Southeast Asia's best-kept secret cruising destinations, this coastline and 32 islands are a bonus to yachts cruising through the region.

Sihanoukville – sleepy no more

Sparsely populated silica sand beaches line the mainland and the offshore islands, away from Sihanoukville proper. Safe, accessible and relatively cheap, the country has recently invited Chinese investment into its coastal tourism in a massive way.

Sihanoukville International Airport serves direct flights to many mainland Chinese hubs, Hong Kong, Kunming, Bangkok and Singapore, as well as locally to Phnom Penh and Siem Reap.

GRENVILLE FORDHAM





## SIHANOUKVILLE

At the time of writing the town of Sihanoukville was an uncontrolled and unmanageable building site with roads destroyed and traffic backed up for miles.

The onslaught of mainland Chinese casino investment projects has overwhelmed the city and its once glorious beaches. The International Airport and advent of direct international flights has turned this once sleepy fishing village into flashing-lights Las Vegas of the east.

The provincial capital is a sprawling concrete high-rise mess over the top of Victory Hill down into Kampong Saom commercial port to the north. The tourist beaches run to the south and north from the Golden Lion five-way roundabout.

There are currently sixty or more Chinese casino resorts operating in Sihanoukville with dozens more in the pipeline. You could be forgiven for thinking the entire area was a casino province of China.

The capital Phnom Penh is only 200 kilometres north, but the journey can take up to four hours by bus or private taxi due to the sometimes-poor condition of the two-lane highway. It's worth the ride to get an idea of the country and its people.

We mention only a few of our favourite anchoring spots, but it's possible to anchor anywhere in a comfortable depth off the several beaches all separated by rocky headlands.

The main tourist beaches are lined with thatch-roofed shacks offering cold drinks, umbrellas and chairs, BBQ seafood, evening parties and water sports. However, recently many have been cleared and roads diverted to make way for the high-rise developments going in at a rapid pace.

US dollars are king in this casino town and it's best to convert whatever currency you have into dollars prior to arrival. The exchange rates are unpredictable – except for the US\$. At the time of writing 1 US\$ was equal to just over 4000 Riel.

Sihanoukville is currently exploding onto the beach 'Casino Capital' of the South China Sea. As always, the young backpacker crowds, having forged the way are fast being forced out to find cheaper, more environmentally sensitive, spots.

Cruise ships already stop by at the port, albeit infrequently, during their voyages in Southeast Asia. Other private casino ships, serviced by daily ferry and wildly adorned, are permanently moored just offshore near Koh Pous. These vessels are regionally known as "Cruise to Nowhere" casino operations.

### Check-in procedures

10 kilometres south of the Thai border, Koh Kong gives the province its name with town and island joined by a bridge. Cruising yachts coming from Thailand can anchor at Koh Kong, where the Cambodian Tourist office will assist with transport to the border post where entry is simple.

Alternatively, clearance is easier further south at Sihanoukville, the main port and harbour for Cambodia, where the authorities are again allowing yachts to check in, after a few years of making yachts backtrack to Koh Kong. Located on the southern headland of Kampong Saom Bay, and protected by a massive rectangular breakwater just north of Sihanoukville town, is the country's main commercial port.

Visiting yachts are advised not to steam into the port but proceed another mile south to Victory Beach. The KAMSAB (Kampuchea Shipping and Brokerage) check-in building is up the hill just behind the concrete pier.

We recommend pre-obtained visas for crew and passengers (visit [www.evisa.gov.kh](http://www.evisa.gov.kh)). Application for visa on arrival without permission is possible but can cost up to \$150 per head for processing on the spot. Visiting yachts and crew are given a 30-day visa on arrival. Currently there are currently no restrictions on destinations or itinerary.

BILL O'LEARY

A "Cruise to Nowhere" casino ship anchored just outside the Sihanoukville port



## CHINA

This chapter covers Hainan Island, the Guangdong-Hong Kong-Macau Greater Bay Area, Taiwan Island and various coastal regions of Greater China. China has a proud seafaring tradition, going back to the early 1400s, when Fleet Admiral Zheng He made his famous seven voyages of exploration to the lands around the Indian Ocean, demonstrating Chinese excellence at shipbuilding and navigation.

In more recent history, Deng Xiao Ping started opening up the People's Republic of China in the late 1980s and over the past 30 years, the country has become a global hospitality and tourism giant. The authorities across Greater China are slowly starting to display a more tolerant attitude towards cruising yachts. Since the Olympic Games in China in 2008, there is now more interest in developing marina facilities for recreational boating.

Although not all ports are open yet to foreign vessels and freedom of movement is still limited, certain places like Xiamen and Hainan Island are more open than others.

In the Greater Bay Area of the Pearl River Delta, Hong Kong S.A.R. and Macau S.A.R. are open to foreign yachts. Other cities are not open yet, but Zhongshan and Macau S.A.R. are piloting a 'free movement of yachts' programme between the two cities.

### Formalities

In areas open to foreign yacht movement, skippers of overseas yachts must confirm the requirements with the marina, agent and authorities in advance and prior to departure. These include, but are not limited to:

- Original Yacht Registration
- CE Certification
- Builder's Certificate
- Survey Report of Seaworthiness (from a registered marine surveyor)
- Certificate of Insurance
- Captain License
- Crew List and Passports
- Valid Chinese visa (mandatory for all foreign crew and passengers)

Scan to go to website



The Chinese Yachting Association is making great efforts to develop sailing as a sport and is keen to attract more foreign yachts to visit China, but certain bureaucratic hurdles remain for now. One of the major obstacles remains the payment of a deposit equal to about 40% of the yacht's value. A number of marinas in Hainan Island have made

arrangements with the authorities and provide this guarantee on behalf of visiting yachts.

### Chinese Admiral in the Indian Ocean

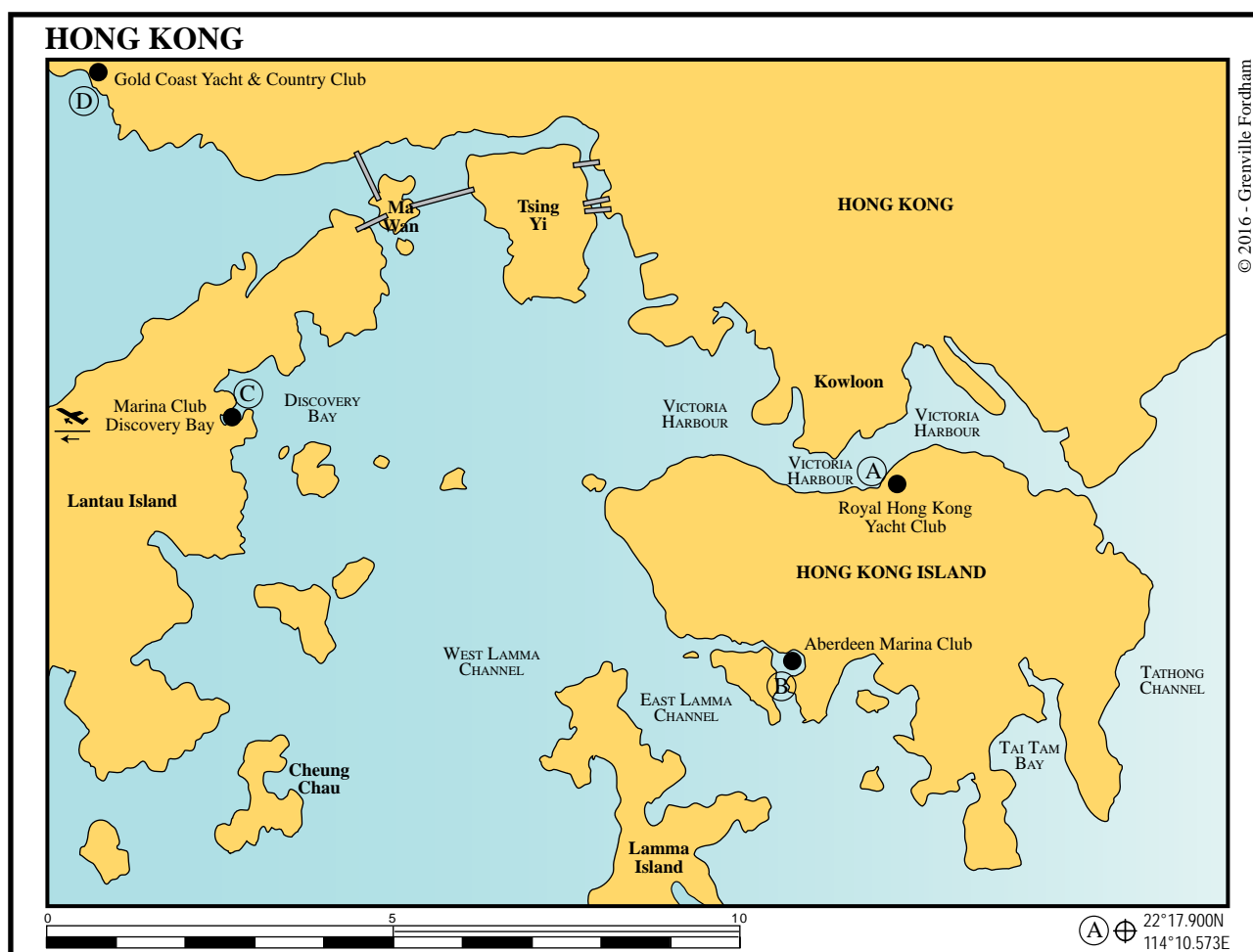
Zheng He (1371-1433) was a Chinese mariner, explorer, diplomat and fleet admiral during the early Ming dynasty. He supervised the construction of 3,500 ships and then

commanded the fleet. Between 1405 and 1433, Zheng He's fleet explored Southeast Asia, South Asia, Western Asia, Arabia and East Africa. His flagship stretched 120m in length, compared to the 24m of Christopher Columbus' Santa Maria!

### ADMIRAL ZHENG HE'S EXPLORATION (1405 - 1433)







## HONG KONG S.A.R.

This chapter covers Hong Kong Island and what were formerly the New Territories before Hong Kong became a special administrative region of China in 1997. In all, there are over 200 islands, many uninhabited, scattered around the densely populated Hong Kong Island and Kowloon.

Despite this, the area is not noted for being a particularly spectacular cruising destination, but it does have a large boat population in many marinas and is an excellent centre for marine services and supplies. Most of the sailing activity is based around weekend racing and harbour cruising.

Hong Kong is well known for typhoons. Despite this, there has always been massive boating activity. The scattering of smaller islands results in many sheltered coves and anchorages, which are designated as typhoon shelters. Weather forecasting is easily accessible and accurate. Stay up-to-date with actual warning signs and track at [www.hko.gov.hk](http://www.hko.gov.hk).

Skippers of overseas yachts must submit their application to the Marine Department prior to arrival. Please visit the 'Port Services' section of the website for the requirements, procedures and forms. T. +852 2542 3711  
[mdenquiry@mardep.gov.hk](mailto:mdenquiry@mardep.gov.hk) [www.mardep.gov.hk](http://www.mardep.gov.hk)

Upon arrival in Hong Kong, the skipper is required to complete port formalities with the Department of Health, Immigration Department, Marine Department and Customs and Excise Department.

### (A) ROYAL HONG KONG YACHT CLUB



**ROYAL HONG KONG YACHT CLUB**  
**22°17.900N, 114°10.573E**

Royal Hong Kong Yacht Club's rich and colourful history stretches back to 1849. The main clubhouse and facilities are on the Hong Kong Island side of the busy Victoria Harbour. The club is not a marina berth facility as such and access to the jetty is limited to drop off and pick up only. Visitors are welcome and limited berthing for cruising yachts is available at the Club's Shelter Cove base.

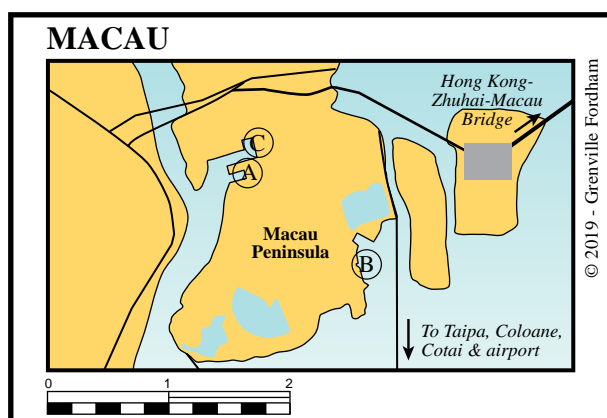
T. +852 2832 2817

### (B) ABERDEEN MARINA CLUB



**ABERDEEN MARINA CLUB. 22°14.616N, 114°09.819E**

This "exclusive members only club" is a well-protected harbour in the southwest of Hong Kong Island with 170 wet berths for yachts from 30-100ft. All berths have power, fresh water, telephone and 24-hour security. There is a ferry service within the marina boundary, fuel station, waste pump-out facility, and separate showers, toilet and changing facilities for non-member guests.



## MACAU S.A.R.

This chapter covers Macau, which became a Special Administrative Region (S.A.R.) of China in 1999. Macau S.A.R. consists of the Macau Peninsula, Taipa Island and Coloane Island, as well as Cotai, a strip of newly reclaimed land between the two islands. Since 2018, Macau S.A.R. is connected with Hong Kong S.A.R. via the Hong Kong-Zhuhai-Macau Bridge, a 55-km long bridge-tunnel system.

### A CLUBE NÁUTICO DE MACAU



#### CLUBE NÁUTICO DE MACAU. 22°12.310N, 113°32.308E

Founded in 1949, the Clube Náutico de Macau, located in Porto Interior, provides day anchorage, including water supply and electricity supply. Berthing fee is charged on a daily basis (for visiting yachts or non-member yachts) and depends on boat length. There is no fueling service, but yachts can refuel by carrying in canisters from the next-door petrol station.

A new club house has been built. At the time of writing, application for government licenses was in process, so no facilities were provided yet.

T. +853 2822 6063 | E. [cnm@macau.ct.net](mailto:cnm@macau.ct.net) [www.cnm.org.mo](http://www.cnm.org.mo)

### B MACAU FISHERMAN'S WHARF



#### MACAU FISHERMAN'S WHARF. 22°11.519N, 113°33.474E

This soon-to-be-opened new yacht club is part of Macau Legend's redevelopment of Fisherman's Wharf, next to the Outer Harbour Ferry Terminal. The mooring area has been completed, with an expansion plan to increase its size, and inclusion of a yacht club with immigration facilities.

The Macau government has confirmed that the facility will have its own border post, the first of its kind to offer immigration facilities to visitors arriving in the city by private leisure boat.

T. +853 8799 6898  
E. [info@legendmarina.com](mailto:info@legendmarina.com) [www.fishermanswharf.com.mo](http://www.fishermanswharf.com.mo)

Macau is not noted for being a spectacular cruising destination, but it has a small boat population, currently in one marina only, with three new marinas being developed. Most sailing is based around weekend harbour cruising. In addition, the Macau Sailing Association is active at Hac Sá Beach in Coloane, mostly dinghy sailing.

Skippers of overseas yachts must submit their application to the Marine and Water Bureau prior to arrival. Please visit the 'Services' section of [www.marine.gov.mo](http://www.marine.gov.mo) for the 'Application for Port Call for Non-Macao Registered Pleasure Boats'. This form must be submitted together with crew list, port clearance form, berthing certificate (provided by the yacht club), Macau insurance, certificate of ownership and operating license.

T. +853 8988 2101 / +853 8988 2571 | E. [info@marine.gov.mo](mailto:info@marine.gov.mo)

Upon arrival at the marina in Macau, the skipper must call the immigration department at +853 8798 5327 and request for immigration clearance. A police officer will come to the marina to give arrival clearance for skipper and crew. The procedure for departure is identical.

The typhoon season in Macau typically runs from July to September. Forecasting is easily accessible and accurate. Stay up-to-date with warnings and track at [www.smg.gov.mo](http://www.smg.gov.mo). Unlike Hong Kong S.A.R., there are no officially designated typhoon shelters.

### [C] TYPHOON SHELTERS

There appears to be one unofficial typhoon shelter as listed below at Fai Chi Kei Dock (Doca da Ilha Verde) 22°12.584N, 113°32.425E.

### Cooperation Agreement on Freedom of Yachts

In July 2014, Guangdong and Macau officially signed the 'Cooperation Agreement on Freedom of Yachts', with Zhongshan as the first pilot. Greater China's first-hand trials of Macau and Zhongshan 'Yacht Freedom' successfully started in November 2018.

### Regulations on Leisure Craft Navigation

In October 2016, the Marine and Water Bureau of the Government of the Macau Special Administrative Region announced the 'Regulations on Leisure Craft Navigation', permitting yachts from Guangdong Province that participate in the Free Yacht Travel Scheme between Macau and Zhongshan to stay in Macau for up to 14 days each time, with prior approval.

The length of such yachts should not exceed 25m, with a draft up to 2.5m. The Marine and Water Bureau has initiated an electronic and standardised application system for the Guangdong-Macau Free Yacht Scheme, making inbound and outbound yacht application procedures more convenient (scan QR 'es'). In addition, the Marine and Water Bureau has compiled a guidebook on the maritime environment and navigation requirements of the two maritime jurisdictions. For details check 'Yacht Free Travel Freedom' under 'Marine Information' at: [www.marine.gov.mo](http://www.marine.gov.mo).





## HAINAN ISLAND

Hainan Island, dubbed the “Hawaii of China” and host to world-class marinas, is the nation’s southernmost point. Located in the south China Sea, from Sanya Bay it is approximately 358nm southwest of Hong Kong and 150nm northeast of Danang. Hainan Island and the surrounding islands, coral islands, sandbanks and reefs make for attractive cruising. Hainan Island is a great jumping off point to visit the Paracel ‘Xisha’ Islands, a collection of reefs and atolls known for clean waters and marine life. Beware, though, that these islands are currently off-limits to foreign boats!

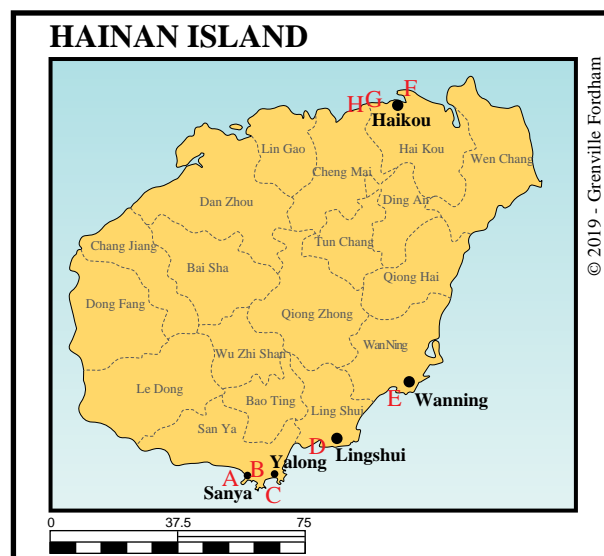
Known for its tropical and monsoonal climate, beach resorts, forested, mountainous interior and hilly hiking trails, Hainan Island has great beaches (Sanya Bay, Yalong Bay, Haitang Bay, Shimao Bay and Bo’ao). Sanya Bay was twice the only Asian stopover in the Volvo Round-the-World Yacht Race.

Rainfall is heavy during the monsoon season. Tropical storms and typhoons occur regularly in late summer and early fall. Forecasting is easily accessible and accurate. Stay up-to-date with weather warnings at [www.cma.gov.cn](http://www.cma.gov.cn). At the time of writing, we were unable to confirm the existence of official typhoon shelters. However, it is known that local fishing boats shelter in the harbour in Haikou, Hainan Province.

### Formalities for clearing into selected marinas

Foreign yachts visiting Hainan Island must deposit 40% of the yacht’s value. The Government of Hainan is deepening support for welcoming foreign yachts and is considering offering free guarantees to international visiting yachts at selected marinas, but at time of writing, the new laws had not been released. The Marina at Clearwater Bay can provide the guarantee for visiting superyachts through the Agile Group. Yachts that do not pay the guarantee can still make clearance but are not allowed to sail around Chinese waters.

Foreign yachts are allowed to berth at a limited number of marinas but must apply permission to berth in advance through Penavico ([www.penavico.com.cn](http://www.penavico.com.cn)), the only authorised State Agency. Marinas will assist to forward the required documents as listed in



the introduction of this chapter in advance (at least 3 working days are recommended). In addition, with the support of the provincial government, the time required to complete the immigration procedures has been significantly reduced. Authorised foreign yachts may remain in the area up to 183 days per year.

### Hainan Island as international yacht hub

The yacht industry island-wide represents over 40 yacht clubs and more than 500 related enterprises. The main marinas currently in operation consist of four marinas in Haikou and five in the southern Sanya area, comprising over 2,000 berths. In addition, there are a few small marinas in Lingshui and Ledong areas.

The Government of Hainan Province has made tourism development a key component of its economic strategy. There are plans to build 13 additional yacht ports, as well as eight ‘yacht towns’ by the end of 2025.

## SOUTH HAINAN

### A SANYA SERENITY MARINA



**SANYA SERENITY MARINA. 18°12.923N, 109°28.678E**

Designed by Camper & Nicholsons and situated on the southernmost Banshan peninsula of Sanya City, it’s well-protected from the dominant eastern winds. 325 full-service berths from 10-40 metres, depth from 5-8 metres, and 60 berths for visiting yachts.

The marina is protected by a 1,120-metre breakwater and has concrete main pontoons and aluminum fingers. Facilities include fuel station and pump-out systems for sewage and engine oils. There is 20,000 sqm of hardstand 3,500 sqm dry storage and repair yard, with a 100-ton tavelift with 11m wide limit.

There’s a private yacht club, cafés, restaurants, hotels, meeting and conference facilities, a shopping street, swimming pools, a sailing academy and a control tower that houses the marina services. This was the first marina in Asia-Pacific to be awarded ‘5 Gold Anchors’ Platinum accreditation by Marina Industries Association (MIA).

Serenity Marina has hosted two Volvo Ocean Races, the Youth World Sailing Championships and the Round Hainan Race. It’s also host to the Hong Kong-Hainan Race and is the current stopover for the Clipper Around the World Race. T. +86 898 3887 1111

[www.serenity-marina.com](http://www.serenity-marina.com)

### B VISUN ROYAL YACHT CLUB



**VISUN ROYAL YACHT CLUB. 18°2.805N, 109°36.802E**

Established in 2005 and located on the southern tip of the Sanya Peninsula, where two rivers meet, it’s well protected in all seasons.

It has 376 fully serviced pontoon berths for yachts up to 60 metres. Each pontoon has international standard water and electricity, including two for mega yachts up to 40-50 metres. The marina provides overnight stay and international standard comprehensive repair and maintenance services.

The clubhouse has restaurants, bar, banquet facilities, health club and spa. It’s one of the few members of “La Belle Classe Destinations” in China and recognised as one of the premier private clubs in South China. T. +86 898 3821 5875

E. [info@vty-yachtservices.com](mailto:info@vty-yachtservices.com) <http://en.vty-yachtservices.com>

### © YALONG BAY YACHT CLUB



**YALONG BAY YACHT CLUB. 18°12.805N, 109°36.802E**

At the time of writing, this 5-star marina, in Yalong Bay National Resort District, at the southern tip of Hainan Island, was closed for maintenance. It is 7 metres deep with 150 berths, accommodating yachts ranging from 15-60 metres. The marina is equipped with a professional water and electricity supply system. Refueling is done by truck. Its wharf provides professional maintenance and repair.

### ④ AGILE CLEAR WATER BAY MARINA



**AGILE CLEAR WATER BAY MARINA  
18°23.909N, 109°52.441E**

This marina opened in 2014 and is one of the largest in Asia with 780 berths with service facilities. Refueling is done by truck. It can accommodate yachts up to 61 metres and has been accredited with a five Gold Anchors rating by TYHA.

The Agile Group offers free guarantees to international visiting yachts and facilitates a smooth port of entry. Documents are required 48 hours prior to arrival. Upon arrival, the staff will assist with the customs paperwork. The yacht club provides catering, entertainment, boat parking and driving training. The maintenance service area is equipped for engine overhaul.

M. +86 138 8063 0339 | E. [liweiting@agile.com.cn](mailto:liweiting@agile.com.cn)

### ⑤ SHIMEI BAY MARINA



**SHIMEI BAY MARINA. 18°38.96N, 110°14.854E**

Completed in 2013, this marina has 208 berths for yachts up to 50 metres and is protected by a breakwater, claimed to be able to protect yachts against typhoon conditions and waves up to 7 metres.

Agile Clearwater Bay Marina, South Hainan



## NORTH HAINAN

### ⑥ XINBU ISLAND INTERNATIONAL YACHT CLUB



**XINBU ISLAND INTERNATIONAL YACHT CLUB.  
20°4.410N, 110°21.030E**

This Haikou City marina has 140 berths for yachts up to 24 metres in depth up to 5 metres. There's a yacht maintenance dock and dry storage, complemented by a clubhouse and international hotel with restaurants, bars, MICE facilities, spa and leisure amenities.

T. +86 898 6610 5588

### ⑦ HAIKOU HUACAI JIEPENG YACHT CLUB



**HAIKOU HUACAI JIEPENG YACHT CLUB  
20°2.038N, 110°17.775E**

This marina is located near the famous Huacai Huayi Hotel in Haikou, adjacent to Haikou Century Bridge. It enjoys a unique bay landscape and provides 68 exclusive yacht berths. The club and facilities are open only to members.

T. +86 898 3128 0080 | [www.jpmarina.cn](http://www.jpmarina.cn)

### ⑧ HAIKOU PUBLIC MARINA

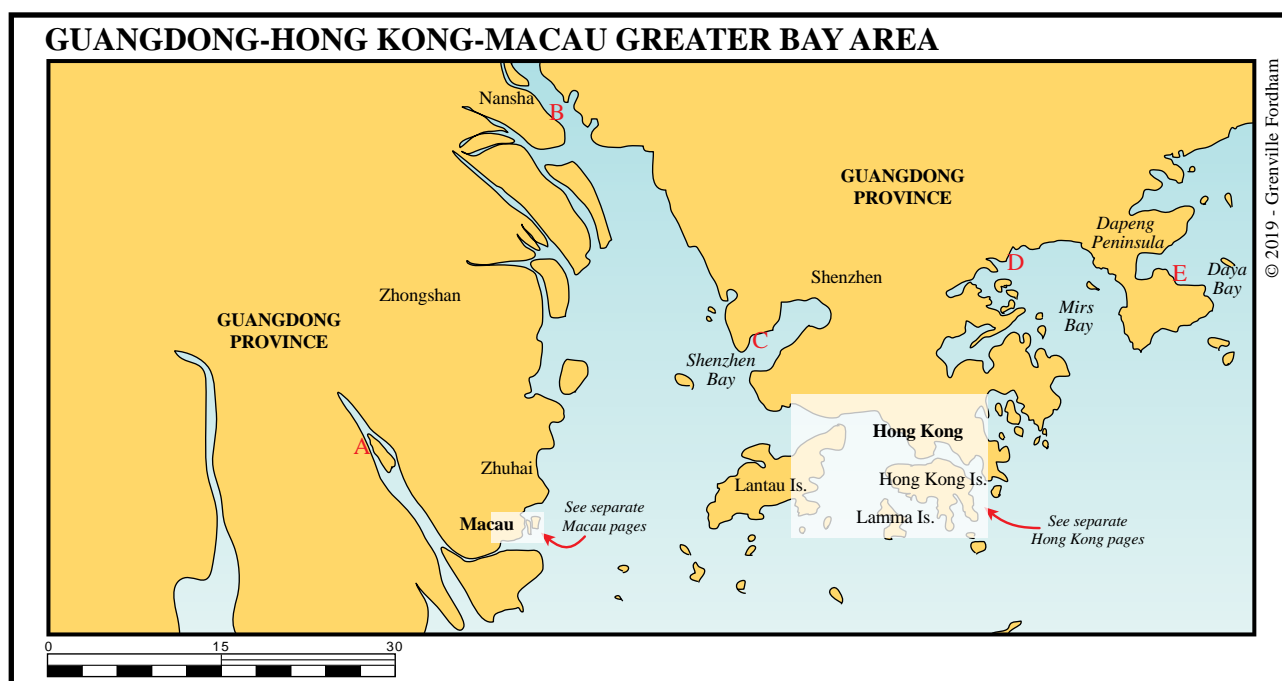


**HAIKOU PUBLIC MARINA. 20°1.656N, 110°16.207E**

This marina newly opened in 2019 and is right next to the commercial harbour. It has 610 berths with plans for an additional 800. It's operated by a government-sponsored body, designated to serve as the training centre for the national sailing teams.

100m north of Binhai Avenue, Xiuying District, Haikou City





## GUANGDONG-HONG KONG-MACAU GREATER BAY AREA

This section includes the Greater Bay Cities of Hong Kong S.A.R., Macau S.A.R., Zhongshan, Shenzhen, Zhuhai, Nansha, Dongguan, Guangzhou and Nansha. The Pearl River Delta features world-class marinas in Zhongshan, Nansha and Shenzhen, with Zhuhai up and coming.

The region is not open yet to free movement of yachts, but Macau S.A.R. and Guangdong Province are facilitating the first 'free exercise' movements of yachts. The Guangdong Yacht Tourism Association is an avid advocate to open up the Pearl River Delta for regional yachting.

For **MACAU** go to page 274  
For **HONG KONG** go to page 271

### Ⓐ ONE° 15 MARINA LOGAN COVE



#### ONE°15 MARINA LOGAN COVE. 22°17.534N, 113°19.947E

This new marina is on the banks of the Xijiang River, on Modao Island in Zhongshan City, Guangdong Province. It is the first direct sailing gateway between Zhongshan and Macau, and the first private marina in Guangdong Province to house CIQ and Port Clearance.

It is 52nm from Zhongshan to Hong Kong and 17nm to Macau. At the time of writing, the clubhouse with dining and recreational facilities was scheduled to open in Q4 of 2019. Phase II of the development will include an additional 78 wet berths, hotel accommodation and boat retail.

### Individual Visit Scheme

In November 2016, Guangdong and Macau launched the 'Individual Visit Scheme' (IVS), allowing yachties to moor in Macau and Zhongshan's 'God Bay'. Clearance formalities

### Ⓑ NANSHA MARINA



#### NANSHA MARINA. 22°46.922N, 113°35.919E

Nansha Marina, in the heart of the Pearl River Delta region, has been accredited with a '5 Gold Anchors' rating by The Yacht Harbour Association (TYHA). It has 353 berths, from small sailing boats to large superyachts up to 60m, and dry storage for 120 boats.

It is a full-service marina with a 9,000 sqm full-facilities luxury clubhouse with western and Chinese dining, yacht services, haul-out facilities and fueling. It is also the organiser of the Southern China's annual 'Yacht CN - Nansha Bay International Boat Show'. Yacht skipper/crew courses and leasing services are also available.

T. +86 20 3907 8888 | [www.nanshamarina.com](http://www.nanshamarina.com)

### Ⓒ SHENZHEN BAY MARINA CLUB



#### SHENZHEN BAY MARINA CLUB. 22°28.682N, 113°54.718E

Founded in 1994, this members' only marina club has 268 berths for yachts up to 48m. It is fully equipped and provides international standard services. The club operates seven restaurants and ten banqueting venues and also provides an international skipper/crew training centre.

T. +86 755 2669 8333 | [www.chinamarina.com](http://www.chinamarina.com)

will be simplified and yachts crossing the border will only need a bank credit line, according to the Zhongshan Town Committee, dependent upon countries granting reciprocal rights to Guangdong's pilot policies.

### D SHENZHEN DAMEISHA INTERNATIONAL AQUATIC CENTER



#### SHENZHEN DAMEISHA INTERNATIONAL AQUATIC CENTER. 22°35.883N, 114°18.533E

This marina is on the southside of the Dapeng Peninsula, about a 30-minute drive from Shenzhen City. It's protected by a 1,050-metre breakwater and has 260 berths on floating pontoons, for yachts up to 30 metres and dry storage for 200 boats and 300 jet skis. Yacht maintenance facilities are available. The clubhouse features a water sports club, and an 80-room hotel with restaurants, meeting and leisure facilities and with a 200-metre private beach.

T. +86 755 8888 9988 | [www.szmarina.com.cn](http://www.szmarina.com.cn)

### E LONGCHEER YACHT CLUB



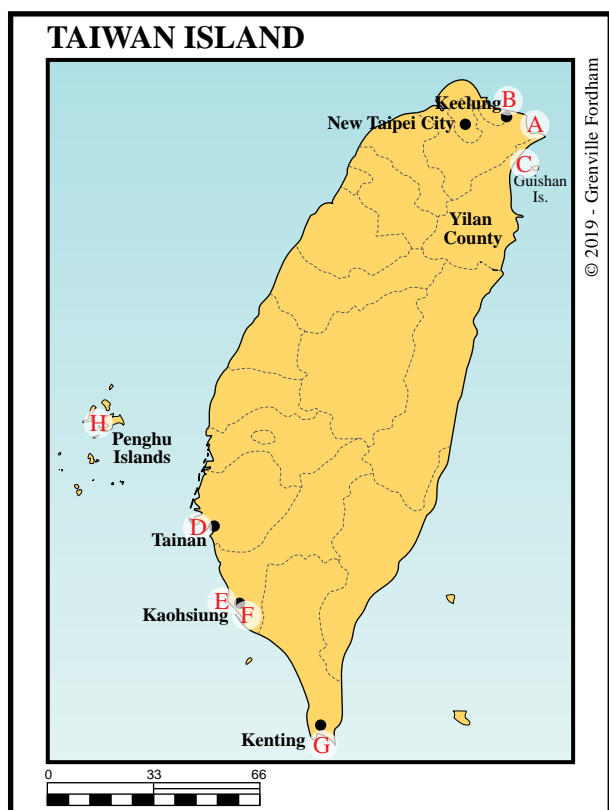
#### LONGCHEER YACHT CLUB. 22°33.603N, 114°33.358E

Opened in 1998, facing the beautiful waters of Daya Bay, Longcheer has a club house, 275 berths protected by an 800-metre breakwater, dry storage for 400 boats and a yacht repair workshop and facilities. China registered yachts may sail to Shenzhen and berth at Longcheer Yacht Club, but not Hong Kong or Macau registered yachts.

T. +86 755 8442 3111 | E. [sales@vanhangsailing.com.cn](mailto:sales@vanhangsailing.com.cn)

#### Zhuhai free access for Greater Bay Area yachts

The Zhuhai municipality has designated Jiuzhou and Wanshan ports as first-batch entry-exit points for free-travel yachting between Guangdong, Hong Kong and Macau. The Chimelong and Ferretti marinas on Hengqin Island may also participate in the scheme. Watch this space!



## TAIWAN ISLAND

Leisure boating in Taiwan has only been possible since 2012, when the government opened territorial waters for recreational boating use. Yachting is gaining popularity in Taiwan. The government is encouraging the growth of the domestic boating market; it supported the first Taiwan International Boat Show in 2013 and abolished the luxury tax on yachts in 2014.

It is advisable to contact the port officials in advance at VHF Ch16 when nearing the Port of Entry. Upon entry, the skipper must tie up at the Port Security Dock, manned by the Taiwan Coast Guard. The marinas at Shaochuantou in Kaohsiung, Houbihu in Kenting, and Kang-tzuliao near Keelung have floating docks. Other marinas and ports have concrete quays.

After on-board inspection, the Coast Guard will summon the CIQ officers, who will meet you at the dock to process the documentation. Upon completion of the paperwork, you will be directed to an available dock in the harbour.

### Formalities

Taiwan is now open to visiting foreign yachts, but entry must happen at an official Port of Entry, with established CIQ offices. These can be found in the ports of Taichung, Anping, Kaohsiung, Hualien, Suao and Keelung. Port officials may have limited experience with non-commercial arrivals, but the welcome will generally be friendly.

To facilitate the entry process and prepare the clearance documents in advance, it is recommended to contact the Ministry of Transportation and Communications several days ahead of arrival. The following information must be provided by email to [tbroc@tbroc.gov.tw](mailto:tbroc@tbroc.gov.tw) for entry into the National Port Computer System:

- Vessel description
- Itinerary
- Crew list

The ministry's website is [www.motc.gov.tw](http://www.motc.gov.tw) although it does not seem to contain relevant information for pleasure yachts.

The typhoon season in Taiwan typically runs from July to September. The months with the highest number of rainy days are May and June. Forecasting is easily accessible and accurate. In addition to typhoons, earthquakes also occur in the region. Stay up-to-date with warning signs and track at [www.cwb.gov.tw](http://www.cwb.gov.tw) and [www.twport.com.tw](http://www.twport.com.tw).

Taiwan has an active number of sailing organisations, including the Taiwan Yacht Sailing Association, Chinese Taipei Sailing Association and the Taipei Sailing Club.

## NORTH TAIWAN

### TAIPEI SAILING CLUB

This club is quite active, organizing events like Sailing-around-Taiwan-Island. Its sailing training base is at Yilan Wushi Yacht Harbour.

T. +866 910 681 798 / 910 681 798 | E. [service@taipeisailing.com](mailto:service@taipeisailing.com)  
[www.taipeisailing.com](http://www.taipeisailing.com)



## FUJIAN TO LIAONING

### FUJIAN PROVINCE

This section includes Fujian, China's south-eastern province known for its mountains and coastal cities. Fujian faces the East China Sea to the east, the South China Sea to the south and the Taiwan Strait to the southeast. The coastline is rugged and has many bays and islands. Major islands include Quemoy (a.k.a. Kinmen), Haitan, Nanri and Meizhou, home of the goddess Matsu, the patron deity of Chinese sailors.

#### Xiamen

The port city of Xiamen, on the southeast coast of Fujian Province, is regarded as one of China's cleanest and most beautiful cities, enjoying a mild climate. Xiamen has been the host to the China International Boat Show since 2008.

[www.xmboatshow.com](http://www.xmboatshow.com)

#### Berthing & docking

With an invitation from one of the local yacht clubs and the assistance of an agent, it is possible to sail to Xiamen. See contact details for one agent for clearance assistance below.

Upon arrival in Xiamen, you'll be instructed to anchor adjacent to the Special Economic Zone, where commercial vessels must anchor, until the agent has been able to negotiate a move to one of the marinas or sailing clubs; this anchorage is exposed to the elements.

While the agent is processing the request to move to a better berth or mooring, passengers and crew are allowed to go to shore and back only by using official pilot boats. Once permission has been given to relocate, it's mandatory to be escorted by a pilot boat – for a fee.

#### Cruising yacht clearance assistance

**Xiamen United International Shipping Company**  
21<sup>st</sup> Floor, Haishu Business Building, No. 12. Zhonglin Road,  
Haishu District, Xiamen 361026, P.R. China  
T. +86 592 779 5000 / 592 779 5009 | E. [ops@xmunistco.com](mailto:ops@xmunistco.com)  
or [mkt5009@xmunistco.com](mailto:mkt5009@xmunistco.com) [www.xmunistco.com](http://www.xmunistco.com)

#### WUYUAN BAY INTERNATIONAL YACHT CLUB



#### WUYUAN BAY INTERNATIONAL YACHT CLUB

24°32.049N, 118°10.421E

The Xiamen Marina, established in 2006, is one of the larger, and more mature yacht harbours in China. It's located in the inner part of Wuyuan Bay on the northeast of Xiamen Island, approximately 15nm north of the commercial anchorage.

To get into the bay, it's necessary to clear a bridge with clearance of 24-metres at low tide and 16-18-metres at high tide. The overall water area measures 400,000 sqm, with a depth of 5 metres at low tide. The marina has 351 all-weather standard berths, accommodating yachts up to 48 metres, with an additional 500 berths being planned and/or constructed. There are refueling berths and special lifting berths with 50-ton marine gantry cranes.

T. +86 529 5828 333

E. [info@xmmarina.com](mailto:info@xmmarina.com) | [www.xmmarina.com](http://www.xmmarina.com)

## FUJIAN TO LIAONING



#### SHANGSHAN INTERNATIONAL YACHT CLUB



#### SHANGSHAN INTERNATIONAL YACHT CLUB

24°28.263N, 118°11.275E

This marina is located in the Xiangshan sheltered dock in the east of Xiamen Island, opposite of the Xiamen International Convention Center. The development covers a total sea area of 70,000 sqm with 230,000 sqm of reclamation. Phase I, which features 700 berths, makes it one of the biggest marinas in Asia, providing technical support and yacht maintenance.

The yacht club provides a bar, restaurant and banquet hall, fitness, leisure and entertainment facilities, and business center services. Phase II of the development include a luxury cruise ship terminal, a luxury hotel, office building and shopping mall.

*No contact details were available at the time of writing and we were not able to verify the information above. We have included this marina as, if still operating, it is by all accounts spectacular.*

**GUIDE TO USING THIS INDEX:** Commonly used words such as **Koh** (*Thai for island*), **Ao** (*Thai for bay*) and **Pulau** (*Malaysian/Indonesian for island*) are placed **AFTER** the name of the anchorage in this index. So, if you're looking for Koh Phi Phi, look under 'P' not 'K'.

<u>Aberdeen Marina Club</u>	Candaraman Island	Hon Cau (Le Pyramid)	Laem Khlong Prom
Adang West, Koh	Central Plain	Hon Dung	Maisi Lek, Koh
<u>Admiral Marina</u>	Chalong, Ao	Hon Giang	Salat, Ao
<u>Agile C'water Bay Marina</u>	Champagne Beach	Hon Heo	<u>Yai, Ao</u>
Albanica Yacht Club	Chang Archipelago, Koh	<u>Hon Lao (Monkey Island)</u>	<b>Labuan Bajo</b>
Aljuy Bay	<u>Bang Bao, Ao</u>	Hon Mot	Labuan Marina
Alligator Island	<u>Khlong Phrao, Ao</u>	Hon Mun	Laem Sing / Surin
Amancruises Base	Khlong Son, Ao	Hon Ong	Laem Thai Pao
Amanpuri Bay	<u>Lonely Beach</u>	Hon Tai	Laguna
Ambon	Maisi Lek, Koh	Hon Tam	Langguan, Pulau
<u>Ana Marina</u>	Maisi Yai, Koh	Hong (Krabi), Koh	Langkawi
Ancol Marina	<u>Salek Phet, Ao</u>	Hong (Phang Nga), Koh	Berjaya Resort
Andaman Islands	White Sands Beach	Hong Archipelago (Krabi), Koh	Datay Bay
Aneityum	Changi Sailing Club	Hong Archipelago, Koh	Hole in the Wall
Ang Thong Islands	<u>CHINA</u>	<u>HONG KONG</u>	Kuah (Bass H'bour)
Anping Yaguo Marina	Chong Lat, Koh	Hong Kong Marina	Pantai Senang
Ao Po Grand Marina	Chuku, Koh	Hon Tre	Pregnant M. Lake
<u>Arwana Perhentian</u>	Chumporn Pak Nam	Horizon City Marina	Rebak Marina Resort
Argo Yacht Club	Club Marina Cove	<u>Houbihu Marina</u>	Resorts World
<u>Aur, Pulau</u>	<u>Clube Náutico De Macau</u>	<b>Iboi, Pulau</b>	Royal Langkawi YC
<b>Back of Monkey Beach</b>	<u>Coral Island South</u>	Igan River	Tanjong Rhu
Badas Harbour	Coroncorong Bay	INDONESIA	Telaga Harbour
Badouzi Starlight Harbour	Country Garden	8th Parallel Region	Lanta, Koh
Bai Tre	Crystalbook S'yacht Marina	<u>Central Region</u>	Kan Tiang, Hat
Bai Tru Bay	<u>Cullen Bay Marina</u>	<u>Equatorial Region</u>	Khlong Chak, Hat
Balabac Island	<b>Daeng Yai, Koh</b>	<u>Sumatra Region</u>	Khlong Dao, Hat
Bali	Dalian Sailing Club	<b>Jakarta</b>	Larn, Koh
Bali Yacht Club	Dalian Xinghai Int'l YC	James Bond Island	Legundi, Pulau
Bamboo Corner	Dalihican Island	Jayapura	Liang Tai, Koh
Bamboo Island Group	Dam Bai Bay	Jeff Pelee	Lim, Koh
Ban Pak Chok	Dam Hok, Koh	Jellyfish Lake	Limnangcong
Ban Thap Lamu	Dam Khwan, Koh	Jemurok, Pulau	Lipe, Koh
Banda	Dam Mon Village	Jim Boom Bay	Lombok
Bang Tao, Ao	DARWIN	Johor Bahru	Longcheer Yacht Club
Bangka, Pulau	Datay Bay	Jungle Beach	Longdong Yacht Harbor
BANGKOK	Dayang B., Pulau	<u>Junk Anchorage, The</u>	Lumut
Bangkok & Chao Phraya River	Dayang, Pulau (RA)	<b>Kabui Bay</b>	<u>Lumut International Yacht Club</u>
Banjamasin	Dinah Beach CYA	Kai Islands	<b>MACAU</b>
Banta Island	Dinding River	Kalampunian, Pulau	Macau Fisherman's Wharf
Bao Dai Villa	Doc Let Beach	Kam Yai, Koh	Mae Ko, Koh
Bass Harbour (Kuah)	Donsak Pier	Kamala Beach	Maewo
Batam	<u>Dusit Thani Krabi</u>	Kampong Saom	Mai Khao Beach
Batanta, Pulau	<b>Efate</b>	Kantang	Mai Phai, Koh
Batavia Marina	El Nido Bay	Karon Beach	Maiton, Koh
Batu Ferringhi	Emergency Point	Kata Beach	Mak, Koh
Bayview Marina	Ende - South Flores	Kata Noi	Makassar
Belawan Port	<u>Espiritu Santo</u>	Kata Rocks	Malacca
Belitung, Pulau	<b>Fanny Bay</b>	Katen, Koh & Matsum, Koh	Malakal Harbour
Benoa Harbour (Bali)	Fish Farm Bay	Khai Nai, Koh	MALAYSIA (Peninsular - West)
Beras Basah, Pulau	Five Mile Beach	Khai Nok, Koh	Malaysia (Peninsular - East)
Berjaya Resort	Forest City	Khai Nui, Koh	Malaysia, East (Borneo)
Besar, Pulau (Tioman Group)	Frances Bay	Khao Lak Beach	Man Wichai, Koh
Besar, Pulau (Water Is.)	Freedom Bay	Khao Yai, Koh	Manado
Biak	<u>Funtasy Island</u>	Khloi East, Koh	Mangalum, Pulau
Bitsi, Koh	<b>Gawana Resort</b>	Khram, Koh	Manila Yacht Club
Bitung	Gaya, Pulau	Klet Kaeo, Koh	Mantanani Besar, Pulau
Boat Lagoon Marina	Gili Lawa Darat	Kinabatangan River	Manukan, Pulau
Boayan Island	Gili Lawa Laut	Klung Budan, Koh	Marasi Bay
Bogak Beach West Pangkor	Gizo	Koi Yai, Koh & Koi Noi, Koh	Marina at Keppel Bay
Bon, Koh	Gold Coast Yacht & Country Club	Komodo & Rinca National Park	Marina Batu Uban
Bonbon Point	<b>GREATER (CHINA) BAY AREA</b>	Koror	Marina Club Discovery Bay
Bucid Island	Guadalcanal - Honiara	Krabi & Phi Phi	Marina Country Club
Bulan, Koh	<u>Gureda, Pulau</u>	Krabi Boat Lagoon Marina	Marina Del Ray
Bulon Don, Koh	<b>Ha Yai, Koh</b>	Krabi River Marina	Marina Island Pangkor
Bulon Le East, Koh	Hae, Koh (Coral Island)	Krabi Rivers & Marinas	Marina Pulau Indah
Bulon Mai Pai, Koh	Haikou Huacai Jiepeng YC	Kradan, Koh	Maskelyn Islands
Bumbon Besar, Pulau	Haikou Public Marina	Kradat, Koh	Mata Jitu Falls
Butang Group	HAINAN ISLAND	Krakatoa Group	Matsum, Koh
Butang, Koh	Half Moon Bay Marina	Kuah (Bass Harbour)	Maumere
<u>Byan Island</u>	Hat Sai Yao & East Coast	Kuching	Maya Bay (Koh Phi Phi Le)
<b>Cabugan Islands</b>	Hebe Haven Yacht Club	Kudu Yai, Koh	Mborokua
Cai Sung Bay	Helen Reef	Kukup Channel & Kukup Is.	Merauke
CAIRNS	Hin Khan Na	Kulambok, Pulau	Mergui Archipelago
Cairns Cruising Yacht Sq	Hin Khao	Kupang - West Timor	Meridien Bay
Cairns Marlin Marina	Hin Klang Reef	Kut Archipelago, Koh	Mersing
CAMBODIA	Hog Harbour	Bang Bao, Ao	Metrop'n Marina Club Shanghai
Candabungan Island	Hole in the Wall, The	Khlong Chao, Ao	Miang, Koh



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Miri Marina	Pincers Lagoon	Savu Group	Tekok Tekek
Moyo, Pulau	Pisang, Pulau	Sebana Cove Marina	Telaga Harbour
MuiCoCoPoint	Po, Ao	Segantang, Pulau	Telok Juara
Muk, Koh	Po, Koh & Talat Lanta, Koh	Semarang Phinisi Dock	Teluk Ambong
Mukut Village	Port Barton	Senibong Cove	Teluk Bahang
<b>Nai Harn</b>	Port Dickson	Serangan Harbour, Bali	Teluk Mimpi
Nai Yang Bay	Port Klang	Serangan, Pulau	Teluk Nara - Lombok
Naithon Beach	Port Olongapo	Serendipity Beach	Tenggol, Pulau
Naka Lay Bay	Port Takola Marina	Seri Buat, Pulau	Terengganu Harbour
Naka Noi, Koh	Pous, Koh (North Bay)	Shangshan Int'l YC	Ternate
Naka Yai, Koh	Pramuka, Pulau	Shaochuantou Marina	THAILAND
Nam Mao, Ao	Puerto Galera	Shenzhen Bay Marina Club	Tham Phra Nang
Nang, Ao	Puerto Princesa	Shenzhen Dameisha	The Kai Group
Nansha Marina	Punggol Marina	International Aquatic Center	The Malacca Straits
Nembrala (Rote)	<u>Puteri Harbour</u>	Sheridan Sebang Village	Thornburn's Spot
Nendo (Santa Cruz)	<b>Qingdao</b>	Shimei Bay Marina	Thousand Islands
Ngai, Koh	Qingdao Int'l Yacht Club	Sibu City	Tiga, Pulau
Ngam, Koh	Qingdao Movie Met. YC	Sibu Tengah, Pulau	Timun, Pulau
Nha Trang	Qingdao Yinhai Int'l YC	Sibu, Pulau	Tinggi, Pulau
Ningbo Leisure Boat'g Club	<u>Qinhuangdao Hongzhou Int'l YC</u>	Sihanoukville	Tioman Group
Noah's Yacht Club	<b>Racer Marina</b>	Similan Islands	Tioman Marina
Nongsa Point Marina	Racha Islands	Similan, Koh	Tipperary Waters Marina
North Bay, Redang	Racha Noi, Koh	Singa Besar, Pulau	Tual
North Gilis	Racha Yai, Koh	SINGAPORE	Tuba, Pulau
North Phang Nga Bay	Raet, Koh	Siray, Koh	Tunku Abdul Rahman Marine Pk
Northwest Palawan	Raffles Marina	(Phuket River & Shipyards)	<u>Two Dogs</u>
<u>Nui Bay</u>	Rai Le Beach	Six Senses Ninh Van Bay	<b>Ulong</b>
<b>Ocean Marina Yacht Club</b>	Raja Ampat	SOLOMONS ISLANDS	Upeh, Pulau
Ocean One Int'l YC	Rajang River	Song Saa Private Island	Ureparapara
One*15 Marina (China)	Rang Yai, Koh	Songkhla	<u>Urukthapel</u>
<u>ONE*15 Marina Club</u>	Rang, Koh	Sorong	<b>Van Phong Bay</b>
<b>Padang</b>	Ranong	Sorong (RA Gateway)	VANUATU
Padar, Pulau	Rawa, Pulau	South Kalimantan	Victoria Harbour (Labuan)
Pak Bia, Koh	Rawi, Koh	South Papua	Victory Beach Pier
Pak Phra Channel	Rebak Marina & Resort	South Pattaya Bay	VIETNAM
Palau	Redang Harbour	South Point, Patong	Visun Royal Yacht Club
Palawan	Redang, Pulau	South Sulawesi	<u>Vung Thuc Bay</u>
Pan Yi, Koh	Republic of Singapore YC	South Tioman	<b>Wa Yai, Koh</b>
Pangkor	Richelieu Rock	Southwest Gilis	Wai, Koh
Pangkor Laut Resort	Rin, Koh	Sri Buat, Pulau	Waiego, Pulau
Pantai Mutiara	Roi, Koh	Straits Quay Marina	Waisai
Panwa Bali	Rok Nai, Koh	Subic Bay Yacht Club	Waiwo Bay
Patong Bay	Rok Nok, Koh	Sulug, Pulau	Waterfall Bay
Pattaya	Rong Island Group	Sumbawa	Wayag, Pulau
Payar, Pulau	Rong, Koh	Sunda Strait	Wayilbatan, Pulau
Penang Island	Rong Samloem, Koh	Sungai Muar	We, Pulau (Sabang)
Penemu, Pulau	Lazy Beach	Surabaya	Weihai Xigang Int'l YC
Pengileh Ferry & Marina	Saracen Bay	Surat Thani	West Capoas Peninsula
Perhentian Channel	Royal Belau Yacht Club	Surin Islands	Western Gulf
Phai, Koh	Royal Hong Kong Yacht Club	Surin Nua, Koh	Wonder Channel
Phanak, Koh	Royal Langkawi Yacht Club	Surin South, Koh	Wua Ta Lap, Koh
Phang Nga Bay	Royal Phuket Marina	<u>Sutera Harbour</u>	Wushi Marina
Phangan, Koh	Royal Selangor Yacht Club	<b>Tachai, Koh</b>	<u>Wuyuan Bay Int'l YC</u>
Ban Thong Sala	Royal Varuna Yacht Club	Taguagom Bay	<b>Xinbu Is. Int'l Yacht Club</b>
Chalong Lam, Ao	<b>Sabang</b>	Taipei Sailing Club	<b>Yacht Haven Marina</b>
Mae Haad, Ao	Sak, Koh	Talabeng, Koh	Yalong Bay Yacht Club
Nam Tok, Haad	Sakao Island	Talibong, Koh	Yang, Koh
Rin Nai, Haad	Sam, Koh	Tanga, Koh	Yao Noi, Koh & Yao Yai, Koh
Rin Nok, Haad	Samet, Koh	Tanjung Lehman	Ao Labu North
Thong Nai Pan Noi, Haad	Sam's Place	Tanjung Belungkor	Ao Labu South
Phetra, Koh	Samui, Koh	Tanjung Rhu	Capt Ed's Spot
Phi Phi, Koh	Bangrak, Ao	Tao, Koh	Chong Koh Yao
Loh Ba-kao, Ao	Bo Phut, Ao	Chalok Baan Kao Bay	Island Resort, Six Senses
Loh Moo Dee, Ao	Chaweng, Ao	Hang Tao, Koh	Loh Jark Bay
Lohdalum, Ao	Choeng Mon, Haad	Nang Yuan, Koh	Loh Paret Bay
Holiday Inn Resort	Lamai, Ao	Hin Wong, Ao	Paradise Koh Yao - Ao Muang
Lanah, Ao	Maenam, Ao	Mae, Haad	Nok, Koh
Phaknam Bay	Na Sai, Ao	Sairee, Haad	Northwest Bay
Ton Sai Bay	Nathon, Ao	Thian Og, Ao	Ped Num Bay
Ton Sai West Tip	Thong Takien, Ao	Tapao Yai, Koh	Sabai Corner / Long Beach
Yongkasem Bay	Sand Dune	Tarutao, Koh	South Koh Yao Yai
Maya Bay (Phi Phi Le)	Santa Ana Island	Ban Ao Makham	Yawasam, Koh
PHILIPPINES, THE	Sanya Serenity Marina	Koi Yai & Koi Noi	Yenbeser
Phra Tong, Koh	Sarawak River Marina	Pante, Ao	Yilliet, Pulau
Phrao, Ao	Sattahip Bay	Sone, Ao	Yon (Ao) & Phuket Aquarium
Phuket	Satun	Talo Udang, Ao	Yung, Koh
Phulay Bay	Savu Cook's Landing	Talo Wao, Ao	<b>ZHEJIANG PROVINCE</b>