



CRUISING GUIDE TO SOUTHEAST ASIA VOL 1 Supplement No.6

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South China Sea, Philippines, Gulf of Thailand to Singapore (including East Malaysia, Brunei, Hong Kong and Macau)

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All new or significantly modified entries are marked by an asterisk. Please send updates and corrections by post or email to ilnw@imray.com for forwarding or send them direct to us, Morgdav@aol.com. If your corrections include GPS positions please state clearly whether coordinates are in degrees and minutes with decimal places or with minutes divided into seconds.

* Bearings and courses

All the bearings and courses given are true unless otherwise specified in the text for a particular bearing or course .

Page 5-7 Piracy, S Mindanao and the Sulu Archipelago

There have been no reports of incidents affecting yachts. However, in the light of kidnapping incidents cruisers are reminded to stay well clear of this area. Incidents have been reported affecting the W coast of Palawan, the Turtle Is. and Sipadan just over the border in Malaysian waters. The kidnappers then run for cover in the entire chain of the Sulu Archipelago, including Basilan I. As we say on p.138 this is bandit country, whatever may be the claims to ideological motivation. As far as we are aware the waters of the Philippines in the Bohol, Mindanao, Camotes, Samar, Sibuyan and Visayan Seas are safe. We believe the same to be true of the waters of the San Bernardino, Surigao and San Juanico Straits, the Hinuatuan, Verde Island and Palawan Passages, the straits between Leyte, Cebu, Negros, Panay and Guimaras, and Mindoro, the Sulu Sea N of the Cuyo Is, the Balabac Strait and the South China Sea off the W coast of Luzon & in the Palawan Passage. If you are sailing around the E end of Sabah, keep to Malaysian coastal waters and file a passage plan with the marine police.

If you are still worried, we suggest you adopt the measures outlined in our Piracy Advisory – see this Imray website, keyword 'Red Sea'.

Page 18 NE Monsoon - January

Delete NNW-> ENE in bottom row.

Page 30 Radio – voice forecasts

Singapore no longer gives voice weather forecasts. The only service is now via Inmarsat and on their website www.gov.sg/metsin.

You may be able to pick up the USCG computerised voice forecast from Guam on 6501kHz or 13089kHz at 0330, 0930, 1530 and 2130.

Page 31 Weatherfax

The US Navy no longer issue forecasts on weatherfax.

Weather websites

Try any of the following:

<http://intranet.mssinet.gov.sg/~rndops/ship/gif>

www.gov.sg/metsin/flm.html#mslp for Singapore,

Malacca Straits and South China Sea maps

www.weather.gov.hk or

www.info.gov.hk/hko/wxinfo good for the South China Sea

www.oceanweather.com/data/indian.gif adequate but not inspired

www.weatheronline.com though in our experience the German version, www.wetteronline.com is less dumbed down

www.saa.noaa.gov US government site, so be prepared to search around

www.edwards.indian.html and

www.edwards.cc/tcp/wpacific.html for cyclone (typhoon) formation and movement

www.weather.com/weather/sat/animated/asiasat-720x486.html slow but interesting

www.thaimet.tmd.gov.th the Thai met agency

equivalent to Hong Kong & Singapore

www.bmg.cbn.net.id/english/wind.htm for a look at weather over Indonesia

www.cwb.gov.tw/cwbindex-e.html for Brunei's weather

<http://thestar.com.my/weather/wind.html> for a Malaysian newspaper's view

Page 32 Seas, currents and tides

Insert after heading: (see diagram p.19)

Page 51 GPS and DGPS

Selective Availability (SA) has been switched off by the US Department of Defense. This makes DGPS practically redundant but please continue to note that many, if not most charts of the Philippines were not surveyed to the WGS84 datum and that reconciliation correction data are not known. The US Coastguard website for GPS and DGPS information is now

<http://www.navcen.uscg.mil/gps/gps.html>

* Page 57 Telecommunications

There are numerous public internet services throughout the region. Mobile phones are a good alternative aid to radio but you can't expect good coverage in the more out of the way islands. Try to obtain a local SIM card if possible to avoid frustrating 'holes' and to reduce expense. Singapore landline phone numbers are now all 8 digits beginning with '6'. There is a regional satellite phone equivalent to Iridium (like the Middle East's

Thuraya system) using the same handsets. The equipment can be bought in the Philippines (& Indonesia). Costs are significantly less than for Iridium's full global coverage.

Page 58 GMDSS

Mobile phones can be used to make distress calls if you are within range of the Hong Kong MRCC, which unlike many other countries has adapted itself to this new and simple method. Mobiles are widely used by Hong Kong's fishing fleet.

***Health**

Avian flu has been the new concern this year but tourists have been barely affected. Dengue fever is also a problem in some areas. There is no cure but the symptoms are less life-threatening than malaria. The aedes mosquito that transmits dengue is most active during the day, unlike the malaria vector, anopheles. Medical care in Hong Kong, Malaysia and Thailand is good, and treatment in government hospitals is free whereas Brunei is expensive. Medical tourism has taken off particularly in Thailand where facilities are also excellent and cheap, especially in Bangkok.

*** Page 77 Hong Kong anchorages, clubs & marinas**

Moorings are easier to find at the clubs these days, especially at RHKYC. At Hebe Haven moorings for larger yachts are still scarce but there is room to anchor and progress is being made with the new marina. The clubs all offer good facilities to visiting yachts.

The marinas are expensive. Clearwater Bay Marina, for example, charges about US\$50 per day for 40' LOA. For this you do get quite good services and water is free, though the marina is a long way from anywhere. Long term rates are usually negotiable. Haulout costs about US\$100 and hardstanding is approx US\$510 per month. Hebe Haven yards offer haulout on the slip for yachts up to 30 tons.

Contacts:

Aberdeen Marina Club dm@amchk.com.hk; Fax 2553 5027

Hebe Haven Yacht Club hhyc@hhyc.org.hk

Hong Kong Marina at Shelter Cove is advertising berths, ☎ 2792 1436 Fax 2792 7926 Email marina-hkma@ctimail.com, www.hkmarina.com.hk

Sun Hing Shipyard shshipyd@netvigator.com

Clearwater Bay Golf & Country Club Marina ☎ 2335 3838 Fax 2358 1935,

martinleung@cwbgolf.org

Gold Coast Yacht Club ☎ 2404 2222

Fax 2404 2332 www.goldcoastclub.com.hk

Hong Kong IDD +852

Page 78 South Aberdeen (sketch)

Bridge clearance in top left corner should read 14m.

Page 79 Tuen Mun (sketch)

The arrow should point to the marina entrance where there is a security barrier. The dotted lines indicate shoal.

Page 80 Hong Kong facilities

Piercey Marine Ltd is now at G/F 168 Che Keng Tuk Rd, Sai Kung, ☎ and fax unchanged, pmltd@ibm.net

Regatta Yachts, Hebe Haven,

email Eva,regatta@netvigator.com

Ying Kee is now at Flat 5, Fu Lee Loy centre, 9-27 King Wah Rd, North Pt, ☎ 2893 0921

Fax 2566 1280

Repairs to larger boats are also done at

Stonecutters I by Cheoy Lee, ☎ 2307 6333

Fax 2307 5577, contact Jon Cannon,

info@cheoylee.com

Sailmakers' contacts:

Cheong Lee email sales@leesails.com

www.leesails.com

Doyle Sails ☎ 9151 6767 Fax 2723 3335

email doylesea@netvigator.com,

Hong Kong Sail Makers email uoil@hkstar.com

www.hksailmakers.com

Neil Pryde ☎ 2827 5876 Fax 2827 7120

email dm607239@netvigator.com

www.neilprydesails.com

Sails East ☎ 2606 3786 Fax 2691 3545

email inquiry@sailseast.com

www.saileast.com

UK Sails email ukhongkong@uksailmakers.com

www.uksailmakers.com.loftshongkong.html

Page 83 Macau

Visas are now issued along the same lines as those for Hong Kong.

Macau anchorages and marinas

The new marina is now operating and has replaced the Naval Dockyard as the berthing area of choice. The marina is where shown on the sketch p 82 and is called the Marina da Doca de Lamau. It is currently the home of the Macao Club Maritimo and has about 40 berths. You need to contact them in advance for berthing because there is a boom across the outer edge of the pontoons. A much bigger marina is planned for the outer harbour, near the ferry terminal.

Page 95 Philippines

*** Subic Bay Yacht Club**

Report to the marina office on arrival. Clearance fees in 2003 were US\$50 both in & out for immigration, US\$50 for customs and US\$50 for quarantine.

The new fax number is +63 47 2525211/2526587.

Port Olongapo A new marina, the Subic Island Residential Marina and Yacht Club, has been reported but there's doubt about the completion of the marina.

Tax free diesel is available at Subic, as mentioned in the text, at the Coastal fuel dock. You can sometimes raise them on VHF Ch10. Try calling about an hour ahead.

If you need gas refills the Philippines uses US type LPG fittings.

*** Page 98 Manila Yacht Club**

Visiting yachts must now pay a refundable deposit of US\$300 if taking a mooring.

Contacts ☎ +632 526 7868,5214457

Fax +632 523 7183 email myc@i-manila.com.ph

*** Page 99 Cruising Luzon**

Bataan Marina's new fax number is +63 (0) 47 9355145 email batmar@mozcom.com.

There is some doubt whether **Porto Azul's** marina ever really got going.

Maya Maya Yacht Club is at Natipuan, Nasugbu, Batangas in 140°07'N 1200 37'E. It is 45M SW of Manila. The adjacent Reef Club has all-weather marina berthing for members' boats up to 45' LOA, with power, water, communication facilities and a mini-mart. Maya Maya Yacht Club is an independent organization adjacent to the resort. A club building is under construction. Showers, a laundry, restaurant and bar will be available to visitors. Until the yacht club facilities are ready, cruising yachts from overseas may use the Reef Club's facilities by becoming guest members. There is a US\$30 one month membership charge, valid over a 12 month period, which includes the use of a marina berth for a day, access to the swimming pool and a 20% discount on accommodation and F&B. There is no charge for using MMYC mooring buoys or the open anchorage off the resort. The latter is suitable for the NE monsoon season but the holding is reported not too good. There is 50 ton travel lift and repair facilities. The Yacht Club monitors VHF Ch 68, 0700-2100.

☎ +63 918 9097167 email bato@mayamaya.com

www.mmyc.com

White Cove Resort has a marina with 60 berths with electricity and water. The manager is Mike Warner. There is a 250 room, 5-star hotel as part of the complex. Address: c/o Banyan Tree Resort, Km72, Batulao-Naswaso, Batangas.

From Manila to Verde I Passage

* CIQ is possible at Batangas Port but there was a fee for health clearance (500 pesos/person) in 2003. On arrival go first to the Customs house near the ferry port and ask for the port quarantine office which is a short walk away. From there go back to customs and then take a short ride by jeepney to the provincial capital building for Immigration. Only the skipper needs to go. Take ship's papers, passports and the boat's official stamp.

Maricaban Bay Resort is reported to have a good anchorage on the N side of the island of that name, near the river mouth, where there is a resort with a good but cheap mooring available sometimes. Boats have been left here on a long-term arrangement in the past.

Page 101 San Bernardino Strait – Tides

The data should read:

Time/set	NE begins	NE Max	SW begins	SW max
Higher LW				

HW				+2h30m
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Lower LW	+35mins	+2h50m	+6h	
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HW				+2h30m
----	--	--	--	--------

Page 103 Puerto Galera

The Puerto Galera Yacht Club has 27 moorings.

Address: PO Box 30450, Puerto Galera, Mindoro,

☎ +63 (0)43 442 0136 email info@pgyc.net

Cruising Mindoro

We have reports of a yacht friendly, French owned resort on Pandan I (12°51'N 120°45'E). Moorings may be available.

Page 110 San Juanico Strait (sketch)

Add an anchor symbol in the bay S of Navatas Pt in the top left hand corner.

Page 112 Tacloban (sketch)

Insert a transit symbol between Tinaogan Pt and Academy Bldg 315°.

Page 115 Surigao Strait

There is now a bridge over the Panaon Strait at 10° 09'77N 125° 07'69E with a clearance of 14m at MLLW.

Page 116 Cebu City

The Cebu Yacht Club in Lapu Lapu City, 10°19'57N 123°58'42E, has 25 berths on floating concrete pontoons with water and electricity. There may be vacancies. It's 5 minutes away from the airport and has haulout facilities. The manager is Emilio MV Osmena III, Gate 2 MEPZ, Lapu-Lapu City, 6015, ☎ (63-32) 340 9011/9009 03087 Fax (63-32) 3407864 email cyc@cebu.pw.net.ph http://whitetip.com/greatadv

*** Page 117 Cruising Cebu**

Carmen repair facilities include Pinoy Boat Services, ☎ (63-32) 32 200 4125

email services@pinoyboatservices.com

www.pinoyboatservices.com.

They offer yacht storage, maintenance and repairs. Another possibility is the boat builder, Boatshop Philippines Inc, ☎ +63) 32 429 9429

email boatshop@boatshop.com.ph

www.boatshop.com

Page 118 Port Bonbonon

Secure anchorage in 3–8m, sand and mud. Services ashore include diesel and boat minders. Nearest email was at Dumaguete in 2001.

Page 122 Cruising the Calamians

Gutob Bay has a good anchorage between the towns of Old Busuanga and Salvacion in 3-4m sand and mud. Another is on the S side of Busuanga. Popopotan I (11°59'6N 119°51'E) is reportedly very pretty and yachts are made welcome. Tangat I (11°59'N 120°04'E) now has an English owned dive resort with moorings.

Page 125 El Nido

There is a petrol station near the town anchorage beach useful for refuelling by jerry jug in settled weather. The villagers at the Corongcorong Bay anchorage will do your laundry for a reasonable rate. Water is also available in small quantities.

Marina del Nido

The marina is at 11°06'N, 119°24'E *email* marina@portalinc.com. It has open water moorings and there is accommodation in traditional nipa huts. There is a daily pouch service to Manila for faxes and mail, ☎ (632) 8311487 *Fax* 8319816.

Page 128 Malampaya Sound

Correct the latitude of Pirates Hold at the SE exit of the Endeavour Strait to 10°56'9N. Alligator Island (10°52'N, 119°18'5E) in the S part of inner Malampaya Sound is European owned and has moorings available.

Jibboom Bay

An anchorage with good holding in 7m, mud is reported at approx 10°20'N, 118°59'E.

Inlulutoc Bay

Water is available from a pipe fed by a stream 50m back from the beach. Ask permission from the residents of the huts.

Ulugan Bay

North Inlet, South Inlet and Watering Bay are reported to be full of fish traps making anchoring impossible.

Page 137 Hinatuan Passage, S side

Overhead cables have been reported as now crossing the Hinatuan Passage and preventing a through transit. It is unclear where these are. The report mentioned Lapinigan Island (09°34'9N 125°45'7E) and there is no likelihood of any cable crossing the main strait there. What is possible is a cable running to Lapinigan I from Mindanao preventing passage between island and shore.

Page 139 Malaysia, public holidays

Alternate Saturdays are a public holiday throughout Peninsular Malaysia and this affects the availability of government offices in some towns.

*** LPG in Malaysia**

You may find it difficult to get your bottles filled in Malaysia, especially if you have Singapore type bottles with the clip on regulator.

Page 140 Sabah and Sarawak, routes

To minimise encounters with service and other traffic, it is better to pass to seaward of the oil installations of Gannet, Baronia, Champion and Magpie fields.

Page 142 Sabah and Sarawak, formalities

A 2-month permit visa is issued free on arrival by Immigration. There is now a small charge for customs and port clearance. Make sure you carry your passport when ashore.

*** Page 145 Kudat**

Contrary to what we thought, the marina basin of the Kudat Golf and Marina Resort, E of Kudat town, is a quiet and pleasant place to anchor though there are no pontoons or shoreside facilities designed for yachts.

Kota Kinabalu – formalities

The Port Office is as directed and the building is called the Wisma Bang Badang Building. Customs are on the second floor of the cream building on the left of the port gates outside the port.

*** Page 146-8 Anchorages and marinas**

The new Sutera Harbour Marina is now open, 05°58'05N, 116°03'40E. It is part of a large resort complex between Tanjung Aru and downtown KK. The coastline has been extensively reclaimed much of the way across Selat Selatan towards P. Gaya in order to create space for two international hotels (the Pan Pacific and the Magellan Sutera), a marina, a golf course and a Florida style canalized residential complex. It is hard to miss. The marina management's directions for the approach (with some input from us) are as follows:

Approach for WEST of P. Gaya. Do not enter via Kota Kinabau main harbour (Teluk Gaya). From midway between P Manukan and Tg Wakong steer 090°T for Tanjung Wakong aiming to leave the point – mile to port. When abreast Tg Wakong (approx. 05°58'96N 116°02'46E), turn towards Sutera Harbour course 128°T, which at this point is about 1M from you. (Note that this approach is using Admiralty Chart #3626 although the most recent chart does not indicate Sutera Harbour's location.) The marina entrance is aligned NW-SE. The depth on the chart where the marina entrance now is, is no longer accurate, as the marina channel has been dredged and expanded. Average depth at lowest astronomical tide (LAT) is 5 metres inside the basin and outside the breakwater is more than 7 metres. Rates are under US\$10 per day, 40' LOA, US\$66 per week, US\$260 per month, plus electricity.

The marina stands by on Ch 71. There are about 100 berths, a fuel dock and good services. Shoreside facilities, including business centre, pools and gyms are open to marina clients.

Contact ☎ +60 88 308127/308128

Fax +60 88 317777

email richardchong@suteraharbour.com.my

The marina is reportedly a bit airless and as yet under-used, but clean, well run and very convenient for town. The water is clear if you want to have a look at the bottom of the boat but beware – there are box jellyfish at certain times of year. There is a charge for using the anchorage off the Shangri La Resort Hotel (ex-Tg Aru Beach Resort) 05°57'·5N, 116°02'·7E. Rates are approx US\$15 per week. Use of the hotel facilities is free, including the shuttle bus into KK.

A recommended alternative is the Gayana Resort on the NE side of P Gaya which has 8 moorings for approx US\$4 per day or US\$110 per month. Not so good in the NE monsoon. Showers, telephone, fax. Good swimming and walking. There is water on the quay where you can leave your dinghy. There's also a free shuttle ferry into Kota Kinabalu (25 minutes). You can borrow a trolley here to go to a nearby service station for fuel, which is the preferred option. The fuel barge is dirty and more expensive. There's a Yanmar agent in Jl Tun Razak and good workshops in the township of Inanam, NE of KK itself.

There has recently been a thorough sorting out in Kota Kinabalu with the extensive refugee village-cum-shanty town at the E end of P. Gaya being comprehensively cleared.

Page 148 **Labuan**

Note: Charted navigational marks in the approaches are unreliable. The Kuraman Channel between P Kuraman and the S tip of Labuan is foul. If approaching Victoria Hrbr from S or W follow the directions given in Approach.

The marina, aka Labuan Yacht Club, has closed and the docks have virtually disappeared. You can anchor out in about 10m and still have access to the Waterfront Resort's showers, pool etc, which makes shopping for duty free and provisions easier but the anchorage is made uncomfortable by wash. Security can apparently be a problem as can dinghy access. Use the bay E of the resort and take the tender in. You'd be better dropping crew off rather than leaving the dinghy tied up. Opposite the ferry terminal is another option for anchoring but it can get bouncy there too during the day. Good shopping complex opposite the marina with email. Diesel at the fuel barge is cheap. Good repair facilities are still available in Labuan. A 2-legged race from Miri is planned to arrive in Labuan in November (see Miri, below). Ashore shopping is as good as ever with good supermarkets, a great wet market and lots of bottle shops.

** Page 150* **Miri**

A marina basin is under development but yachts can also still anchor in the Sungei Miri near the mosque. It's muddy but secure enough. A 2-legged offshore yacht race, the Borneo Cup Yachting Challenge, was run last year and competitors used the basin which is adjacent to a hotel. The event is sponsored by the Sarawak Government, with Australian race management, see www.borneorace.com for details.

Sibu & Batang Rajang

Reports are very positive especially about the lower stretches of the river which has been buoyed. Sarikei is good for fuel. You can anchor off and take dinghies to the police pier. A friendly place, not used to yachts. Good markets. Sibu is very busy but also a good stop. See also page 156 below.

Bintulu

It's a good idea to call the marine police on Ch 16 for directions as you approach. They are, as always, very helpful. Buses run into town every 45 mins along the main road outside the container port. Malaysian charts and tide tables are available at the Marine Department offices.

** Page 152* **Kuching**

Clearance can be done with at Customs and Immigration at the Ferry Terminal at Pending but the Marine Department is a short distance away and not on a bus route. The bridge (12m vertical clearance), lock and barrage above Pending are now complete. and there is no real possibility of getting a yachts with masts up to Kuching Town.

A second bridge is under construction (August 2003), approx position 01°33'·3N, 110°22'·45E also with vertical clearance of 12m.

This means that unless you have a powerboat visiting entails anchoring at Pending though several boats have been broken into and the Marine Police advise not leaving the boat unattended even during the day. Make enquiries about the latest situation when you check in. The only authorized anchorage area is now just outside of the village of Sajingkat. The villagers will keep an eye on your dinghy but if there are tambangs (local ferries), it is better to use them instead of the dinghy to go ashore. From the village it's only a short walk to the bus stop for Kuching. The anchorage near to the causeway is currently being dredged, and is reportedly unsecure. If you have a power boat and want to negotiate the barrage contact the river authority in advance on VHF Ch 20 operator about available depth and arrange timing. The new floating pontoon in Town Reach costs RM200 a week, the anchorage off the mosque is still usable, but comments on currents no longer apply.

An alternative way to visit Kuching, warmly recommended, is by anchoring in the entrance to the Santubong River (Kuala Santubong), (river

approach channel at approx. 01°42'·9N 110°18'·25E). You need a large-scale chart (the Malaysian charts are best). There is a private marina ashore where it is possible to leave your dinghy. Transport to town (about 10 miles away) is good, and the entrance to the Bako National Park is nearby.

The Sarawak Boat Club is about 3M up the Santubong River, just under the Santubong Bridge. It's not open to public but visiting yachts may use the facilities with minimum payment. Diesel can be bought from the Club Operator and there is a simple restaurant with very good seafood. The club is to move to a new, bigger site with marina facilities at the entrance to the Santubong River. . .one day

Page 156 Cruising Sabah & Sarawak (see also Kota Kinabalu, above)

Balabac Strait to Kota Kinabalu

Pulau Tiga (5°42'·9N 115°38'·9E) has 2 new resorts in the SW bay. Yachts are welcome. This is where the UK version of the TV Survivor programme was shot – truly remote and untamed!

SW to the Rajang Estuary, Sungei Igan

A yacht has recently reached Sibuluan via the Sungei Igan. The bar was reported to have 3m, entrance at 02°53'N 111°38'·6E, leading line 187° to 02°51'·72N 111°38'·45E where the line changes to 135°. It is necessary to work the tides to Sibuluan, other cautions as for navigating the Rajang estuary.

Page 157 East Peninsular Malaysia

There have been recent remarkable developments along this coast. Harbour-cum-training walls have been built at the mouths of river estuaries to allow for all-tide access by the fishing fleet, tripper boats and visiting yachts alike. Only one (Tok Bali) has depths over 3m. There are apparently plans in the future to install small marinas in each estuary. The new entrances appear on no current charts. In some cases the work is still in progress. Details follow.

Page 158

Tides It's well worth having a copy of the Malaysian tide tables if you want to explore the anchorages up this coast.

Formalities A cruising permit is no longer required for Johor State.

Tanjung Pengelih

Approach There has been much reclamation along the Singapore foreshore, some of it is not yet complete. The sketch on p159 is no longer accurate (see NOTE for Singapore, below).

Formalities Dinghy access to the jetty for CIQ clearance is still possible. Don't be confused by the big new naval jetty further N, or the naval base's small boat ramp (tall building conspic.) between the pier and Tanjung Pengelih pier to both which access restricted. The Tanjung Pengelih pier is roofed in orange-red tiles.

*** Sebania Marina Resort Cove**

Approach The entrance to the river is shallow but the channel can be accessed and the river can be negotiated at most states of tide with care. Parallel the shore from Tg Pengelih staying in >5m until you are in 01°23'·34N 104°05'·88E. Then steer 045°M for 1M to approx. 01°24'N, 104°06'·44E. A useful back bearing, though for how long, given reclamation and development, we don't know, is to keep the largest, dark, rectangular building of the new Singapore Navy base on the Changi reclamation slightly open of the seaward end of the new Malaysian Navy pier at Tg Pengelih. The building will bear approx. 225°M and offers a leading line when exiting. The river is NOT buoyed, but the five mile steam up the river is Maughamesque and rather fun. Keep to the middle and you'll keep in at least 6m, usually over 10m. Note there is a shallow patch just where the last stretch to the marina leaves the main river with about 0·8 miles to go. Hold to the southern bank.

Note power cables have been installed crossing the Sungei Santi at 01°25'·14N 104°08'·42E, they have at least >30m clearance according to our vertical sextant angle.

Call on VHF Ch 71, but only when you are close because the marina staff use handhelds to monitor traffic.

Malaysian clearance formalities can be completed at the marina for a fee (approx US\$13) or free of charge at the Customs post at Tg Pengelih#. Office hours are 0900–1600. Water and power are metered. The fuel dock is on the river at the ferry pier. The marina is quiet and remote from services apart from those offered by the resort. These include showers and a pool, Internet access and F & B outlets. Visitors' berthing rates are approx US\$7.50 per day with discounts for longer stays. There is a shuttle ferry to Singapore fare approx. US\$15 return. Transport for shopping in the nearest town, Sungai Rengit, can be arranged. There is a standard bus service to Johor Bahru from Tg Pengelih. The route passes the marina entrance, but it takes forever and making the return trip in a day is close to impossible if there is to be any time for doing anything.

Enquiries ☎ (0)7-8266053

Fax (0)7-8266054/8266677

email sebanacove@pacific.net.sg.

See Tanjung Pengelih entry above

Page 160 Mersing

Having visited recently we couldn't recommend calling. The entrance channel is very shoal and tidal and the river is jam-packed with ferries and fishing craft leaving absolutely no room to manoeuvre or to find a berth – you'd have to lie alongside a fishing boat. You can complete all Malaysian entry

formalities in P Tioman. With the abandonment of the requirement for a Johor cruising permit, there's no longer any reason at all to take your boat to Mersing unless you really want to.

Page 160 P Tioman

There are now over a dozen government mooring buoys around Tioman. Most are clustered around the dive sites at P Sepoi, P Labas, P Chebeh and P Tulai, NW of Tioman. Others are to be found off P Sribuat, P Sembilang, P Tokong Bahara and P Gut to the SW. They are primarily intended for dive boats, are near reefs and similar dive sites and are generally occupied but you may be lucky.

Page 162 Kuantan

There is a green buoy (Fl.G.3s) S of the entrance in approx 03°47'·2N 103°21'·5E. The red buoy further in (Fl.R) should be left well to port. The channel shifts and is difficult without local knowledge, go in/leave before the top of the flood. The leading line (front Fl.G.2s10M, rear Q.G.10M) shows the general approach but no better. Follow a C class (the biggest) fishing boat in. The new bridge from the town across to Tg Lumpur (approx. 03°48'·5N 103°20'·15E) has 12m air-draft and prevents most yachts using the anchorage off the town. Instead, anchor off the new marine police wharf on the N bank, below the bridge in 4m, mud. This is also above the Shell wharf where diesel and water are available. Check in by taking the dinghy under the bridge to the small dock for the Jabatan Laut and Customs. A possible alternative for quiet weather is in Telok Chempedak, the bay off the Hyatt Hotel, N of Kuantan and N of Tg Tembeling (03°48'·75N 103°22'·5E).

Kuantan port (03°58'·0N 103°26'·3E) is for commercial shipping and the Royal Malaysian Navy only.

Kemaman

The first leading lines are not reliable. There is a N cardinal mark marking a wreck at 04°14'·0N 103°27'·2E, more or less S of the light (RW tower, Fl.12s10M). Come in on the buoy on a course slightly S of E (the old 280° leads). Just past the buoy alter onto a second set of leads approx. 339°. Approx. 80m short of the front mark alter WSW heading past the marine police dock towards a red buoy just after a creek leading off N. In general hold towards the N bank for deeper water on a long curve until you're heading roughly S. You'll pass a white beacon to port before opening up a creek to starboard. Anchor just beyond the creek in approx 04°13'·8N 103°25'·8E, 2.5m mud amongst some mooring buoys off Chukai town. Dinghy landing at the jetties, but iffy at low tide. Good for provisions and the usual services.

The port N of the river entrance is for the steelworks and other industrial developments and not for yachts.

Kuala Trengganu

Look out for local C class fishing boats. If possible follow one in. The channel shifts and there are strong eddies in the entrance. There are local marks (red and green flags on polystyrene balls) but go carefully. Fishing boats tend to approach about 400m off the beach on the N side on a heading slightly E of S until the Astaka Dept Store (low, close to shore on S side of entrance, but conspic with short pyramid on roof) is on roughly 120°T, which they run in on. Once the entrance opens up they hold towards the N shore until inside. The S shore of the entrance has been reclaimed with a sea wall and the sand bar on the N side of the entrance has extended seaward. The result is that the entrance is much narrower than we show, no more than 75m wide. Once inside keep clear of the buoyed shoal ground on the S shore and head beyond the town to anchor off the Sri Malaysia Hotel (pink and conspic.), 4–6m, excellent holding. Both harbourmaster and Customs are behind the marine police base just S of where the ferry landing is marked on the sketch, where there is now a new Jabatan Laut, Customs and marine police pier. Look for the SONY sign conspic..

Immigration is in the town. An alternative anchorage, off a park with a landing point and steps, is between the marine police HQ and the fishing jetty a short distance up-river. The latter has a fuel dock but not much depth. The town has good facilities, including outboard dealers and a Yanmar agent, on the same road as Jabatan Laut towards the new bridge across the Sungei Trengganu S of the town.

*** Page 164-5 Cruising E Peninsular Malaysia**

In quiet weather there is fair shelter to be had in the N of **Jason's Bay (Teluk Makhota)** though it is shallow (<1·5m LAT). Be wary of the rocks (lit, Q.R.1M) of Tg Sedili. The channel is used by C class fishing boats. There is a deeper pool (3·5m) near the beacon (Fl(2)R.4s) opposite the village of Kuala Sedili Besar. There is not much room.

There is a good anchorage approx 02°33'N 103°37' E on the N side of Tg Resang,

A boatyard and boat builder has opened N of Mersing at the entrance to the **Sungei Mawar** (02°36'·35N 103°46'·68E). It's known locally as Kampong France. Engine and electrical repairs are done and haulout for up to 20 tons. Charges are about 30% less than standard European or Singaporean prices but maximum depth in the river on approach is only 4 feet.

Contact Jean-Pierre Le Dortz, Asia France Marine Sdn Bhd., PO Box 47, Mersing 86800

☎ 607 7943412 Fax 607 7943488

email afmboats@tm.net.my

www.asiafrancemarine.com

There is an anchorage in 6m below the bridge at Kuala Endau with access to the village via the wooden jetty on the upstream side. Enter from seaward on roughly 250°T over the bar (1.5m) to pass between the beacons marking the channel. There is 3–6m in the river below the bridge. At the entrance to the river there is a new ferry jetty for Tioman, at 02°39'3N 103°37'33E. On the S bank of the river a new port facility is under construction.

The **Kuala Pahang** is accessible through the N entrance. There is a fairway buoy in approx 03°32'3N 103°29'15E about 1M 335°T from the entrance. Just inside the spit on the N shore of the entrance is the small village Kampong Kuala Pahang. You can get water and diesel at the fisheries dock. The river up to Pekan is very shoal. You could try it by tender, but catching a bus from near the fisheries would be easier. There is a splendid museum in an old colonial mansion with a new annex across the road which houses an excellent collection of traditional local boats.

There are now five moorings available at **P Tenggol** on the E side of the island at 04°48'5N 103°40'6E. The management at the dive resort is reported to be very helpful, including getting diesel and supplies from the mainland.

At P Kapas anchor in the channel between P Kapas and its sister island approaching only from the W. The approach from E is foul. The mooring buoys are reported too small to use.

At **Marang** approx 05°12'8N 103°12'758E a completely new harbour is being built. The entrance is immediately opposite P. Kapas and the harbour is the principal departure point for ferries. The S entrance is lit (Fl.R) and there is a conspic, blue roofed new fisheries building (LKIM) on a hill on the N shore. In front of it is a conspicuous tower in a park. Inside the entrance a double harbour is being built. The second entrance is about 150m inside the first. The best anchorage seems to be in either of the bights on the S side, though that furthest W looks best protected. Both are fairly shoal, so go carefully. Depths unknown, but C class fishing boats were using the harbour.

The new fishing harbour at **Cendering**, at approx 05°15'6N 103°11'E is open to the S but otherwise excellently protected and with good holding in sand. The harbour has been built S of Tg Cendering, a high, conspicuously forested promontory with a light (Fl.5s10M). The Fisheries Dept (LKIM) buildings on the N side of the harbour are well lit. The harbour isn't much used and there's not much ashore, which is difficult of access anyway because the port is a secure area. We've been told that anchoring overnight is acceptable.

N of Trengganu there are several new small harbours. At **Kuala Besut** development of the harbour is underway but there is already a protected anchorage. The entrance is approx. 05°50'0N

102°33'6E, lit (Fl.R) on the E wall, is aligned roughly 005°/185° and has 3m. There is a light (Fl) on a lattice tower in the village. Hold the line of the middle of the entrance until level with the beach/tombolo, which joins the E wall to the land where the new, large fisheries dock has been built. Then turn more SW to pass the fisheries dock to port. Once past the fisheries dock, either anchor in the river or head across to upstream of the ferry pier on the N bank by the village. The harbourmaster is very helpful. Because the Perhentians are very much on the backpacker trail, there are many restaurants and a supermarket, though prices reflect the fact that Kuala Besut is on the tourist trail.

There is excellent protection to be had in the deep entrance (7m) to the Sungei Semarek at **Tok Bali**. Here too training walls have been built. The entrance trends 005°/185° and is at approx. 05°53'9N 102°29'1E. Hold towards the S shore aiming at the school and water tower on the S bank until the river opens up running roughly W. There is a bridge, clearance 16.5m, at 05°49'95N 102°33'5E with a power cable just beyond it with slightly less clearance. Just beyond it to port is a creek with a large fisheries pier used by C class fishing boats. About 2M further up the main river on the N bank is a ferry jetty aiming to build up business taking people to the Perhentians.

At Merang, 05°32'5N 102°57'05E, you may see a complete and attractive looking harbour. It was built as a ferry terminal for a development on the Perhentians but lack of cash means that the entrance has completely filled, making it unusable. Ferries work out of the Sungei Merang about 1M further W. The river is narrow and the entrance shoal.

Further N the entry to the **Sungei Kemasin**, orientated N/S, is at 06°7'9N 102°22'34E. The fishing harbour at Tawang is a further 3km up the river. Just inside the entrance on the N shore is a small park with restaurants, though the small bay fronting it S of the W entrance wall looks shoal. The E wall is lit (Fl.R). The river was being used mainly by the smaller B class fishing boats when we visited.

At **Kampung Senok** the river has also had training walls installed. The entrance, running 155°/335° is at 06°10'15N 102°20'71E. It looked pretty shoal and was only being used by the smallest A-class fishing boats when we were there. That said, it was a very attractive spot, with some inviting looking small bays on the deserted N bank. On the S bank is a small, very scattered kampung. Check depths from the dinghy before entering.

N of Kota Bahru there is a protected anchorage in the mouth of the Sungei Kelantan off **Kuala Besar**. There is a fairway buoy at 06°14'03N 102°14'17E, though it doesn't seem to play much role in the fishermen's movements. Large C-class boats use the entrance, which is very open and runs roughly 010°/190°. They approach from the NE on approx

240°T towards some stakes on the low N shore (not on the conspic daymark (W) further S) and when the line of the river is fully open alter to run up mid-channel. There is a Jabatan Laut and a large fisheries pier in 06°12'·45N 102°14'·3E. The river to Kota Bahru is very shoal.

Tumpat is these days only used by fishermen, though there is some wonderful wooden trawler building still done there. At **Kuala Tabal**, on the frontier between Malaysia and Thailand there is a good haven. The entrance, trending 170°/350°, has a double, Y-shaped wall on the E (port) side (Fl.R). The stbd side is also marked (Fl.G). Just inside the entrance to port is an isolated rock marked by a beacon (Fl) which you can pass either side. If you leave it to port, staying on the Thai side, to starboard there's a bridged creek. There is a second Fl.G beacon on the E mouth of this creek. The third is on a short wall projecting into the channel on the W side of the creek, pass between it and the isolated rock (Fl). The first anchorage (3m, mud) is immediately to starboard, inside (S of) the short wall on the Thai side of the river at 06°14'·5N 102°05'·3E roughly N of a beacon on a roof (L.Fl). This is about 0·5M S of the town of Tak Bai where you must go to clear in near the vehicular ferry landing. The village on the Malaysian side is **Pengkalan Kubor**. Once in the entrance, leave the isolated rock (Fl) to starboard and head for the blue roofed building roughly S, on a point to port (E) of which is the conspic Marine Police pier and HQ, and to stbd the large fisheries pier and building. Anchor off the point in 2–3m mud in approx. 06°14'·2N 102°05'·6E. Check in with the authorities on the Malaysian side of the car ferry. This is a lively spot with constant traffic.

Page 167 **Muara, Brunei**

Complete formalities in the ferry terminal at Muara. The Shell club sometimes has moorings. If any are available, there is no charge for the first fortnight. You may also be able to use the club's facilities, including showers. Unfortunately, shopping is not very convenient – or cheap – if you moor here. It's better to wait till you get to Malaysia to do provisioning.

Brunei Bay Radio, a new subscription HF voice and email (SailMail) service is now in operation with a daily sked from 0700–0800 LMT (2300–0000 UTC). They scan channels 608 to 2229 from 0800–2000 (0000–1200UTC) and channels 428–1804 from 2000–0700, for more info check www.bruneibay.net/bbradio.

Page 169 **Cruising Brunei**

The longitude of Kuala Belait should read 114°11'E. It is reported to have a friendly club, owned by Shell. The fairway buoy at the entrance is at 04°35'·93N 114°10'·56E, the bar has been dredged to approx 3·5m and the river entrance is

buoyed. The entrance has 2 lit sea walls. Before entering call BSP3 on Ch15 to request clearance. There is a ro-ro ferry terminal just inside the entrance and the area is busy with tugs and service vessels. Fuel is cheaper here than across the border in Malaysia and the town has been recommended as easier for CIQ and provisioning than Muara. There may even be some moorings available by arrangement, at Nautika, upstream from the town towards the road bridge. Visitors are welcome.

Page 170 **Singapore telecommunications**

There are numerous internet cafes in Singapore but rates are high compared with Malaysia.

* *Page 171* **Singapore, routes**

A great deal of reclamation has been taking place in Singapore waters, some of which is incomplete. The chartlet on p.198 is OUT OF DATE. Local sailors advise to stay outside all orange/yellow buoys at night. We advise you to transit this area in daylight till it becomes familiar and to listen out for Navigational warnings on VHF Ch09. Major changes are S of Raffles Marina and E of Tanah Merah ferry pier, where the new naval base and associated reclamation extend to the limit of the old restricted area. Roughly, there is now land at the E end of the island out as far as 01°19'N 104°02'·4E. At the W end of the island the reclamation extends S from Tuas Jetty to approx 01°12'·6N 103°37'E. Extensive reclamation is also going on off P Tekong, in the channels S of Selat Jurong, and between P Serangoon and the main island.

For the recommended route to Raffles Marina see below but also contact the marina office ☎ +65 6861 9000 Fax +65 6862 2280 and check Navigational Notices on www.mpa.gov.sg. The excellent Maritime and Ports Authority (MPA) small craft chart book, which includes coastal charts for cruising the N part of the Riaus and as far as P Pisang and P Tioman in Malaysia, is hard put to keep pace even though there are regular new editions. Beware also Malaysian fishing craft with nets set in the approaches to Raffles Marina.

* **W-E/E-W passage through Singapore waters**

We have been asked by several yachts to suggest the best passage through Singapore waters, avoiding the worst traffic. Our own regular route, runs from W-E as follows. Run it in reverse for an E-W passage. For both PLEASE DERIVE YOUR OWN EXACT WAYPOINTS. The positions below are for guidance only.

1. Tg Piai to S of the new Tuas South Extension reclamation at 1°12'·5N 103°37'·5E, thence to
2. W edge of the Sinki Fairway at 1°13'·0N 103°39'·3E whence
3. cross Sinki Fairway clear of all traffic to
4. entrance to Selat Bukom at 1°13'·4N 103°42'·3E (watch cross track error very carefully the tide can set you on to the reefs N of P Sudong) whence

5. along the strait N of PP Sudong & Semakau and S of PP Hantu & Bukom to
6. E entrance to Selat Bukom at 1°13'1N 103°47'1E
7. cross the fairway and western anchorage area carefully to
8. entrance to Selat Buran at 1°14'1N 103°50'0E (the tides run <3–4kts) to
9. E entrance to Selat Buran at 1°14'8N 103°51'0 thence
10. carefully cross the major traffic fairway for the main Tg Pagar Container Port.

At this point your options will vary.

- 11a. if going to Sevana Cove, Changi SC, Punggol or Peninsular Malaysia's E coast head for 1°18'0N 104°02'0E then
- 12a. if going to Sevana Cove head across the E Johor Strait to Calder Hrbr leaving the sheet pile wall around the P Tekong reclamation to port
- 12b. if going to Changi or Punggol, just follow the Singapore island shore
- 12c. if headed to Peninsular Malaysia's E coast, hold to the N of the main traffic separation scheme and alter N when between North Rock and Ramunia Shoals in approx. 1°22'75N 104°20'4E. (The passage W of P. Mungging & Batu Utara is for local waters specialists only.)
- 11b. if going to Nongsa Pt, Waterfront City, Selat Riau, etc. choose where to cross the main strait and its separation scheme. A good spot is between approx. 1°14'6N 103°56'1E and approx 1°12'9N 103°56'7E, where the scheme is only about 1.75M wide, traffic tends to be headed steadily and predictably ENE or WSW and it's easy to get across to the Indonesian shore.

*** Page 174 Singapore formalities**

The rules have changed again. Unless you want to be a maverick you have 2 choices. On arrival you can either go to Raffles Marina, RSYC or Changi Sailing Club who will arrange clearance on behalf of visiting yachts. Fees vary but can be up to S\$50 per boat. If several yachts arrive together at Raffles Marina they can clear at the same time and share the call-out fee. Make sure you mention this when you check in with the dockmaster. The alternative is to anchor in the unsuitable quarantine anchorage and call on VHF. If you go ashore to DIY as in the old days you may well meet problems. Paperwork is done on the spot at the marinas and crew will be issued with a 2 week visa extendable by 1-month periods.

If you need a visa extension you can apply in person at the Seamen's Section, Immigration & Registration Department, ICA Building at 10, Kallang Road next to the Lavender MRT. The Seamen's Section is on the ground floor. The entrance is at the back of the building. Open 24 hours for extensions. Once cleared in, if you want to leave your boat in Singapore and fly home you'll have to sign yourself off as crew a few days before you leave. You'll need new crew lists, a letter of explanation, completed departure cards and airline tickets.

After Immigration you must clear in with the Port Authority (MPA) which is opposite the bottom of Anson Road. The IBM building is on one corner and Motion Smith is across the street. Cross the dual carriageway and look for a white building. Go to the MPA One-Stop Centre for your clearance. It's on the ground floor of the building, on the same side as the car park, ☎ 63252373. Take a numbered ticket from the machine near the door when you arrive or you'll miss your place in the queue. There are several small restaurants in the building, good for sampling a range of Singapore-style fast food.

Customs are pretty relaxed and you needn't see them unless you have firearms to declare.

*** Page 176 Singapore marinas, clubs and services**

Raffles Marina is still the most expensive in Singapore, remote but pleasant and the only place currently for haulout. Normal rates are US\$28 per day. The best current deal is approx US\$195 for 7–10 nights, i.e. the 8th–10th nights are free. Latest details from the dockmaster, ☎ +65 6861 9000, fax +65 6862 2280. The adjacent boatyard is now run efficiently by Mr Jeffrey Leng, ex-Natsteel. Haul out costs approx US\$340 for 40' LOA. High pressure wash approx US\$110. US\$18 per day for hardstanding if you DIY.

The boatyard unfortunately has been seriously affected by subsidence as has the entire marina area. Contact Marina Yacht Services ☎ 6862 4320, 6869 1861 Fax 68624431
email marinayacht@pacific.net.sg .

Republic of Singapore YC is welcoming and rates are much better at approx US\$18 per day, US\$125 per week for 40' LOA, tax and utilities extra but finger berths suffer from wash and surge from passing traffic. Negotiations are under way to fix this with some sort of new breakwater. RSYC offer CIQ clearance services that are cheaper than Raffles Marina or Changi. Visiting yachts under 80' LOA are charged approx \$8.50 for clearing in or out. No haul out. The club is very luxurious, friendly and makes visiting yachts welcome. For full prices check the website: www.rsyc.org.sg. The downside is that they are not conveniently placed for getting into and out of town but they do run a shuttle bus to the MRT.

Marina Manager, Mark Ray ☎ 6768 9233
Fax 6768 9230, h/p 93865500
email marinamgr@rsyc.org.sg

*** Natsteel Marine has closed.**

Ponggol Marina has been seeing some hard times but there are still berths for visitors. Rates are as high as elsewhere in Singapore but you may be able to negotiate a discount for longer stays. The travel hoist is not working.

The Singapore Armed Forces Yacht Club (SAFYC) This is out in Sembawang on the N side of the island in the old naval base (approx 01°28'3N 103°49'2E). There is a small marina with about 40 berths, some moorings and a friendly, well-appointed clubhouse. The club welcomes visitors. Monthly rates for 40' LOA are approx US\$340 for a berth and US\$205 for a mooring. The downside is that the club is in pretty vile water, inside a secure area and a long way from the bus stop to get you to the nearest MRT station. That said, if anywhere is the center of Singaporean sailing, the SAFYC is probably it, the dinghy fleet here at weekends is huge. The club is set to expand and hopes to open a second base near the new Changi Naval Base at approx. 01°18'8N 102°01'1E soon though this is unlikely to be attractive to yachts.

Gen Manager Lt. Col. Puah Neo Peng Chew
43, Admiralty Rd West, Singapore 759962

☎ 6758 3032 Fax 6757 9046

email safyc@singnet.com.sg

www.safyc.org.sg

Changi Sailing Club often has moorings available these days. They are relatively inexpensive, even to non-members at approx US\$6 per day, plus temporary membership fee (unchanged). The problems are wash from passing traffic and the virulence of underwater growth. You may be able to negotiate a discount for long stays. Haul-out at the club is available only for yachts <6 tons.

After hours: Operations Manager mobile ☎ 6963 67031.

email enquiry@csc.org.sg www.csc.org.sg

Keppel Marina is undergoing redevelopment. Short-term berthing on a few good quality pontoons is available, but pontoons and the hard are surrounded by a building site. You may be able to organize being craned out. The new development is a villa and apartment complex plus 200 berth marina. Needless to say, this being Singapore and marinas being country clubs with water frontage, there will be no yard service. The marina entry will be at the W end (01°15'85N 103°48'6E), the E end will be closed by a causeway

* **Sentosa Cove** (01°14'5N 103°50'5E) was used for the Boat Asia show in 2004. The latest plan is for a mega-marina village complex with access to the canals around the houses via locks and, in the tidal basin, yet another large marina with no yard services. For now, boats occasionally use the empty basin for a day anchorage.

Penguin Boat International has excellent, very expensive haul-out facilities at Tuas and caters largely for commercial vessels and mega-yachts up to 500 tons. They don't really like handling any vessel under 20m LOA.

☎ 6868 06818322 Fax 6897 8309

email yscheng@penguin.com.sg

'**Lighthouse Marine**' is a misnomer. Its real name is Ho Ah Lam Ferrocement Ltd, aka Light Marine. The premises are next door to Penguin and are very cramped. Bala Tan, the manager, will do haulout for you but you'll need to give him warning. The yard is dirty and would not suit everyone. Still, its hardstanding is the cheapest Singapore has to offer at US\$14 per day and the work is reported to be quite good.

☎ 6861 8828 Fax 6861 5042

email alumboat@singnet.com.sg,

Other contacts

Motion Smith in Anson Rd is the agent for Imray pilots and for charts.

email motsmith@singnet.com.sg

www.singnet.com.sg/~motsmith

Marintech, 101 Kitchener Rd, 02-14 JI Besar Plaza, also has a retail outlet at Changi Sailing Club, they will source almost anything you want and try to match US mail order discount prices. They will also order charts and publications from Motion Smith.

Call Jessie Lee ☎ 62988171 Fax 62923869

Raymond, H/P 5420310

email marintech@pacific.net.sg

Marine International are one alternative, 388

East Coast Rd ☎ 64473004 Fax 64474110

email salesinfo@marine-intl.com.sg

Intermarine Supply Co are at no 12, Tuas Avenue 11, Jurong, ☎ 6863 3966

email ropes@intermarine.com.

Good for bulk cheap rope.

Repairs

George Olivit, Yacht Construction,

☎ 65422728 email isys@pacific.net.sg

Scott Walker, North American Boat Services, mobile 97334849 email walkerx3@pacific.net.sg

Electrician

Neo Poh Huat ☎ 67410317

Fax 67440317, 96791304

Air-con/refrigeration

Wilson Tsing ☎ 62607638 Fax 62607639

email wiltsing@magix.com.sg

Generators

Raymond Lim (specialty Onan) mobile 9618 5685

Equipe Service agent for Jotun Paints

☎ 6861 5057, 6893 9618 Fax 6893 9628

mobile 96882068

Azko Nobel now own International Paints,

☎ 6453 1981 Fax 6453 1778

email ernest.lee@uk.akznobel.com

PA Marine Zodiac, Bombard, Avon agent

☎ 6264 0823

Jason Electronics agent for Simrad ☎ 6774

4667 Fax 6774 5673

Galvanizing

Tempura Metals in West Tuas are quick, efficient and very reasonable (2 x 16kg and 1 x 12lb anchors all up S\$50, ☎ 6861 8933 Fax 6862 3318) The only hot dip galvanizers we found with a centrifuge.

Anthony Cushion, Blk 5 Ang Mo kio Industrial Park 2A (AMK Tech II), no.05-19, offer a high quality upholstery service, ☎ 6482 3949 Fax 6482 6548, h/p 9781 4623

LPG Note that LPG fittings in Singapore and Thailand are different from those found in Malaysia.

*** Page 180 Cruising from Singapore**

There is an anchorage at P Hantu (01°13'4N 103°45'05E) in amongst the islands and refineries S of Jurong. It's both prettier and cleaner than you'd expect. There's a small harbour inside breakwaters. Other possibilities are on the N side of P Ubin in the Nenas Channel tucked well up against the Ubin shore, though there's now an unsightly fence in the sea below the high water mark to keep out illegal immigrants from Malaysia. From Raffles Marina, either side of which, including all the way to the causeway, there is also the unsightly (and ecologically highly dubious) anti-immigrant fence, you can head up the strait. Use the main arch in Malaysian waters, there's only 10m or so air draft in the marked passage close to the Singapore side. Anchor near P. Sarimbun (01°26'0N 103°41'05E) though the SAF jet fighters and the live firing on the range can be irksome.

The only suitable longer-term anchorage is actually in Malaysian waters. Anchor E or W of the causeway off Johor Bahru to be closest to transport to Singapore. On the E anchor W of the Sungei Tebrau entrance and E of the Marine Police pier (approx 1°28'6N 103°47'55E). The most conspicuous landmark is a large multistorey shopping center and hotel complex nearby, called Waterfront City.. Land your dinghy on the beach or the marine police dock where water is also available, but do check that using the pier is all right. Clear in with the authorities at the duty-free terminal at Stulang Laut about 1M E of the causeway which is also the ferry pier for Indonesia. You have to complete normal, land-based tourist immigration formalities with both Malaysian and Singaporean authorities again if you take the bus across the bridge to Singapore. If you take the train on into central Singapore the total for the trip is about US\$2. Remember that many things that cost RM1 in Malaysia are likely to cost you double, i.e. S\$1, in Singapore. A bridge is planned over Selat Johor with approx 17m clearance and with a swinging or lifting bridge over the N 100m of the Causeway, then to be used only by the railway. In the entrance to the Sungai Danga/Sungai Sekudai opposite Tg Danga at approx 1°28'25N, 103°43'5E there is a huge new waterfront food court and shopping mall with a pontoon off it alongside which

there's room for about ten boats. There are no services. It's apparently the first part of a big development to include a marina and Florida style villas with berths. You may be able to get permission to stay alongside.

If you are looking for a marina south of Singapore, try Nongsa Pt or TK Marina in the Waterfront City complex near Sekupang, both on Batam in the Riau Is. See Vol 2 of this guide and its supplement for full details.

Page 184 Thailand formalities

Boats are now allowed to stay in Thai waters for up to 12 months without being liable for import duty. If you want to stay longer you have to apply to Customs in Bangkok.

Page 190 Phatthaya Ocean Marina Yacht Club

The manager is Prateep Thianthong. ☎ (66 038) 237310-23 Fax (66 038) 237438.

Page 192 Ko Samet

The anchorage in Ao Phrao has been recommended. It's in approx. 12°34'6N 101°26'65E on the N end of the W side a short distance SW of the light (Fl.WRG.5s10M).

Page 194 Cruising the Gulf of Thailand*** Surat Thani**

You can check in to Thailand here. It's usually easier to anchor off. You need permission to use the jetty at Donsak pier from which ferries leave for Ko Samui.

S of Songkhla

The river anchorage at Narathiwat is on the S bank just beyond two small islands in 2-3m in approx. 06°26'2N 101°49'6E. Enter on roughly 180° from the red fairway beacon (approx. 06°27'3N, 101°50'E) about 0.8M to NE of the training walls at the river entrance (buoyed R & G). There is a larger red beacon just inside the entrance and two further beacons showing the approximate line of the channel between the entrance and the town. There is a marine police base and a customs post, two email services, a market and garages for fuel. An alternative anchorage in quiet weather is off the beach just N of the entrance in 4m, sand.

At Sai Buri (06°42'9N 101°38'5E) there is a fairway buoy (Fl.RW) a short distance to seaward of the training walls at the river entrance. The entrance trends SW/NE and the walls have beacons on them (Fl.G, Fl.R). There is >3m in the entrance. Hold towards the S wall, there is an extensive area of shoal off the N shore. Once inside the river divides. The S arm heads, via a short jink, into a basin surrounded by fish processing factories. The N arm swings NW before the jink just after you've cleared the shoal ground off the village to stbd. Be wary of the spit pushing out from the point to port as you turn NW. Treat GPS positions in this area with caution if you don't have the latest charts.

Songkhla N to Hua Hin

A beach anchorage for fair weather only has been used at 07°37'3N, 100°24'8E, off Wat Nang Lao.

At Sichon in 09°00'5N, 99°56'E there is a small harbour, but overhead power cables just round the corner after the entrance limit possibilities. The fairway into the harbour runs in from a fairway buoy (Fl.RW.3s) with the stbd side of the channel marked by a training wall, the port by red buoys. S of the line of the channel there is a hazardous reef (>2m) marked N and S by cardinal marks. It almost closes a bay E of the town where you can anchor in approx. 09°00'6N 99°55'4E in 3–4m, sand. Although there is a pass (3m) between the S cardinal buoy and the point at the E end of the beach, it's safest to find the fairway buoy and then head the 0.75M SSE to the anchorage. A second fair weather anchorage is just N of the training wall.

Another beach anchorage is off the resort at Khanom. The anchorage is N of some rocks and S of a hilly point with some conspic gypsum loaders in 09°12'25N, 99°32'7E, 4–5m sand. It's about 2km up a track to the village, though there are some food stalls on the beach open in the evenings. Beer and water can be bought at a fishing gear shop on the road that also organizes tours. It is on the road about 1km up the road towards the village. There is a fishing port N of the hilly point, but it is filthy and very crowded.

The Phatra Marina is now on stream. The manager is John Weston. There are 107 wet berths, a travel lift, workshop and chandlery. This is also the home of the Thai Sailing Academy.

Page 198 Cambodia, formalities

Very few yachts visit but if you're determined and have done the right papers you can.

We have received details of the name of the current Chief Boarding Agent for KAMSAB in Sihanoukville. He is Mr Yin Rin, Fax +855 34 933690 email yinrin@camintel.com You must obtain a permit to sail in Cambodian waters before you enter and give an approximate itinerary with dates. Without a sailing permit you won't get a visa. Attach your permit when you apply for crew visas from an embassy outside Cambodia. A tourist visa costs approx US\$20. Check with the embassy when you apply about health regulations.

Stay well offshore as you leave Thai waters and call KAMSAB on VHF Ch 16 on approach to Sihanoukville harbour. You must go alongside the Outer Quay to check in where officials will come aboard to do paperwork.

There's a fee of approx US\$50 for clearing out which is payable to the Harbourmaster. Unofficial 'fees' in the form of cigarettes are usually very acceptable too.

Page 201 Navigational charts and publications

Delete all reference to diagrams.

Charts of Hong Kong waters can be bought from the following outlets:

Hong Kong Government Marine Department, Shroff's Office, Room 309 Harbour Building, 38 Pier Road, Central, Hong Kong

☎ +852 2815 4957 Fax +852 2542 4287

Government Publications Centre, G/F Low Block, Queensway Government Offices, 66 Queensway, Central, Hong Kong, ☎ +852 2537 1910

Fax +852 2523 7195

Quotations can be provided and overseas mail orders accepted.

Hong Kong Ships Supplies have email skc842@netvigator.com

New address for Morbai Charts, Philippines chart agents,

Annex FEM11 Building, Soriano Avenue (formerly Aduana St), Intramuros, Manila

☎ 527 3227/3233/7971-7982, ext 272.

Malaysian charts are available for about US\$9.50 each from the Hydrographic Dept of the Malaysian Navy, ☎ (03) 292 1333 ext 3595 or (03) 231 3595.

You may need to produce ID if you visit to buy or consult charts. Motion Smith, in Petaling Jaya also sell Malaysian charts, ☎ (03) 7874 3422 Fax (03) 7874 3414. The Malaysian Tide Tables are also worth having but they can be found in the daily paper, The Star, on Mondays. They are also usually available at the Jabatan Laut, for example in Langkawi.

Note that the phone and fax numbers for Motion Smith in Singapore should be prefixed with a figure 6. Malaysian chart agents, the Hydrographic Dept of the Malaysian Navy, sell charts for about US\$9.50, ☎ (03) 26921333 ext 3595 Fax (03) 26987972.

Motion Smith are no longer at the listed address in Bangkok.

Page 203 Travel Guides

New editions are published regularly, often with extensive new information

Page 208 Addresses

All Singapore phones and fax numbers, except handphones, are now prefixed by a figure 6, e.g. Indonesian Embassy ☎ 6737 7422.

*** Page 210 Regional races**

From Hong Kong, the China Race Week is now called the China Coast Regatta. It is held annually in the autumn and includes a long distance race to Hainan I. Contact the Race Manager, Royal Hong Kong Yacht Club.