

The Indonesia Compendium

A Compilation of Guidebook References and Cruising Reports



Picture from Southeast Asia Cruising Guide - Volume II



Indonesian Flag, the right way up!

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

Rev 2025.4 – 23-Sep-2025

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

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

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

Revision Log

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

Rev	Date	Notes
2025.4	23-Sep-2025	Clearing in at Biak
2025.3	14-Aug-2025	Updated contact info for Bintan Marina. Updates on the crew change situation (no good news). A mention of the lack of available Navionics/Boating charts from 1 July through "Q3"
2025.2	22-May-2025	Discussions on routes through the Torres Strait to/from Indo.
2025.1	17-May-2025	Notes on Aussie Export and Return Process. Updated 2025 and 2026 holiday dates. Added Sumba.
2024.5	29-Dec-2024	Added some notes about Malaria in Indonesia. Updates on Tual. Updated the list of check-in ports.
2024.4	18-Nov-2024	Western Sulawesi. New crew change issues in Indonesia.
2024.3	30-June-2024	More updates
2024.2	28-May-2024	Info on Western Sumatra Islands, Batavia Marina, corrected currents info in the Surabaya Strait
2024.1	05-Jan-2024	Kupang Update, Tarakan officials, Krakatoa update
2023.6	22-Dec-2023	Update on check-in in Saumlaki. Getting diesel in Lombok and Bali.
2023.5	16-Nov-2023	Whale shark snorkeling in Sumbawa. Bima, Sumbawa. Maratua Island, Kalimantan. Biak Update.
2023.4	10-Aug-2023	Suggestions for anchorable surf spots in the Lombok area. Jepara Marina, Kupang Check-in, Sorong, Medical Issues
2023.3	10-June-2023	Update on Tual (Kai Islands) Check-in
2023.2	06-Mar-2023	Info on a boatyard near Mentawis
2023.1	06-Jan-2023	Updated Holidays List, some notes on visa extensions in 2022
2022.7	25-Dec-2022	Fuel in Sorong
2022.6	31-Oct-2022	More Updates
2022.5	26-Sep-2022	Updated Clearance Ports List
2022.4	10-Aug-2022	Details on our 3 weeks in Alor.
2022.3	29-July-2022	Updates as we make our way west through southern Indonesia (more coming, keep checking the website!)
2022.2	03-May-2022	Added a few more notes on Telkomsel. Updates on Kumai River Tours, etc. Many updates on the southern island anchorages (Tual to Bali). Filled in some info on Timor Leste/East Timor
2022.1	25-Mar-2022	Added 2022 Holiday list. Added a few notes on Telkomsel. Added info about the bridge in Batam. Updates on Bitung (Sulawesi) Check-in Jan 2022. Updates on route to Sorong from Bitung.
...		Many updates from 2014-2022
A.00	15-Oct-2014	Initial version, still very rough at this point!!

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1 Introduction

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

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

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

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

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

1.1 Organization of the Guide

This guide is loosely organized first in major areas of Indonesia (East, Central, West), and then loosely by province.



1.2 Overview of the Area



Figure 1-1 - Overview of Indonesia As Covered in this Compendium

The above figure identifies the Provinces of Indonesia, and indicates how this Compendium divides up Indonesia into manageable sections, starting from Eastern Indonesia and ending with Western Indonesia.

Note that **Singapore** and **northwestern Borneo** are NOT part of Indonesia and is covered in the **Malaysian Compendium**. You can find the Malaysian Compendium free to download here: <http://svsoggypaws.com/files/#se-asia>

1.2.1 World War II in Indonesia

Below is a map I picked up from somewhere showing Japanese activities during World War II. Though Indonesia doesn't tout WWII history as a tourism draw, if you ask in local areas where there was Japanese occupation, you may be shown gun emplacements and wrecks by the locals. If you are a WW2 buff, Morotai in Eastern Indo is a must stop.



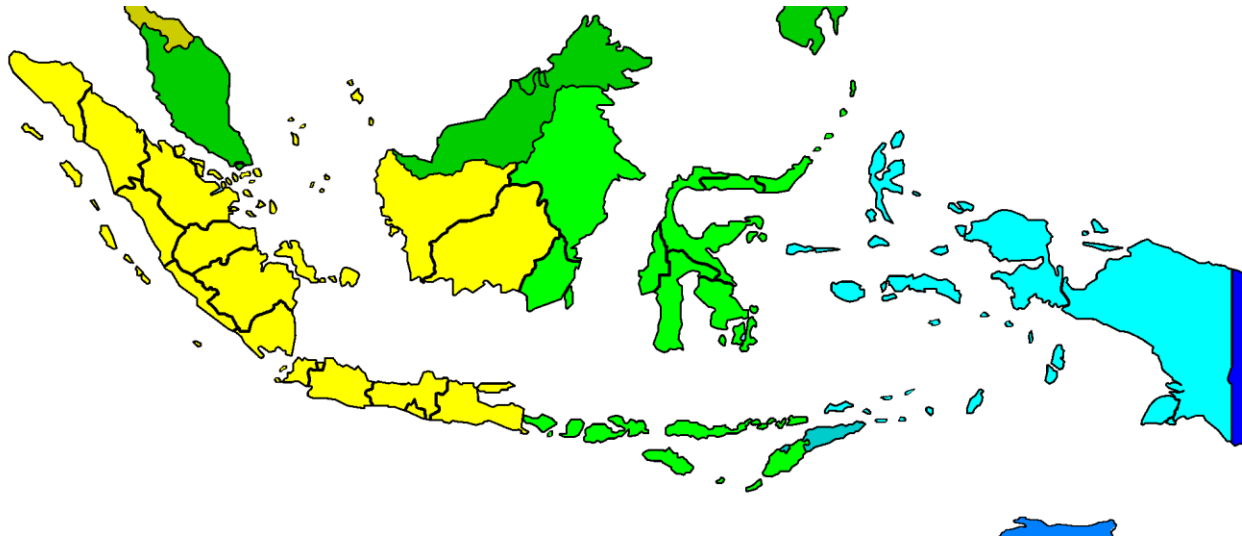
1.3 Time Zones

Indonesia spans 3 time zones:

UTC + 9 in East Zone (Maluku, Irian Jaya, Raja Ampat)

UTC + 8 in Central Zone (South & East Kalimantan, Bali, Sulawesi)

UTC + 7 in the West Zone (Java, West & Central Kalimantan, Sumatra)



Time in Indonesia:

 UTC+07:00 - Indonesia Western Time [WIB]

 UTC+08:00 - Indonesia Central Time [WITA]

 UTC+09:00 - Indonesia Eastern Time [WIT]

Neighboring countries:

 UTC+07:00 - Thailand

 UTC+08:00 - Brunei, Malaysia, Philippines, Singapore

 UTC+09:00 - East Timor

 UTC+09:30 - Central Australia

 [UTC+10:00](#) - Papua New Guinea

Graphic courtesy of Wikipedia (attribution: By Time_Zones_of_Indonesia.PNG:

*Indonesia_provinces_blank.png: User:Golbez derivative work: EvanC0912 (talk)derivative work: TZ master (talk) - Time_Zones_of_Indonesia.PNG, CC BY 2.5, <https://commons.wikimedia.org/w/index.php?curid=16739486>)

1.4 Navigation and Charting

Indo charts are notoriously bad, even brand new Navionics charts. (see section 1.4.3 for more on this). It is essential that you have some form of satellite charting to safely navigate in Indonesia.

1.4.1 Navionics “Boating” Charts for Indonesia are No Longer Available

From the Garmin website:

As of July 1, 2025, the following Garmin Navionics+, Garmin Navionics Vision+, Navionics+, Platinum+ and Navionics Boating marine charts have been removed from sale:

Product Name:	GN+	GNV+	N+	P+
Indian Ocean and South China	NSAE010L	NVAE010L	NAAE010L	NP AE010L
Sumatra	NSAE022R	NVAE022R	NAAE022R	NP AE022R
Java & Borneo	NSAE023R	NVAE023R	NAAE023R	NP AE023R
Central W. Papua & E. Sulawesi	NSAE024R	NVAE024R	NAAE024R	NP AE024R
	Boating App:			
Navionics Boating Indian Ocean and South China	31XG			

Users with an existing active subscription for these products will continue to be able to perform chart updates until the natural expiration of their subscription.

New charts that replace the dismissed products will be released by Q3 2025. Note that existing subscriptions for dismissed products will not be updated with these new regions and therefore a separate purchase is required.

Region Code/Product Name:	GN+	GNV+	N+	P+
Indian Ocean to Thailand	NSAE093L	NVAE093L	NAAE093L	NP AE093L
Indonesia and Malaysia	NSAE094L	NVAE094L	NAAE094L	NP AE094L
	Boating App:			
Navionics Boating Indian Ocean to Thailand	NMAE093L			
Navionics Boating Indonesia and Malaysia	NMAE094L			

1.4.2 Sources for Satellite Charts (KAP and MBTiles)

There are a number of other sites with downloadable satellite chart sets for around the world. We have posted the full list on our website, here:

<https://svsoggypaws.com/SatCharts/index.htm#othersources>

In SE Asia, there are three go-to sources for Satellite Charts

1. Terry Sargent's website, yachtvalhalla.net. In 2021, Terry opted to let his website lapse, but is continuing to be the focal point for cruisers anchorage waypoints throughout Western Pacific, SE Asia, and the Indian Ocean. Terry has recently stopped updating his stuff, but you can find the latest version of Terry's great resources here: <https://sailingamazinggrace.com/charts/terrys-topics>
2. Jon Hacking on sv Ocelot has been doing a fantastic job of creating satellite charts for our corner of the world. His approach, opposite of Terry, is to make a satellite chart of

everything. So his downloads are MASSIVE.

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

1.4.3 Sources for Satellite Charts Using a Tablet

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

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

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

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

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

Others have also recommended Alpine Quest and Zulu Offshore.

1.4.4 Why You Need Satellite Charts in Indonesia

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

I have listed the chart offsets for my 2005 version of CM93v2 that we used in Indonesia, in a [separate section](#).

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

With **GoogleEarth**, of course, there’s always the problem certain areas with poor satellite pictures, poor sun angle, clouds hiding reefs, and low res pictures, so if you go off the beaten path in reefy areas, also have SAS Planet and download the ArcGIS, Nokia DG Sat, (maps.ovi.com), Bing and Yandex maps for those areas too. Often Google or SAS Planet will have a different satellite pic (which one is better varies). SAS Planet is a little quirky, so take a little time to figure out how it works. A good selection of pre-made GE2KAP chartlets of anchorages in (mostly) eastern Indonesia can be downloaded from Terry Sargent’s collection, here: <http://svsoggypaws.com/TerrysTopics.htm>. Also look for his Indonesia waypoints gpx file.

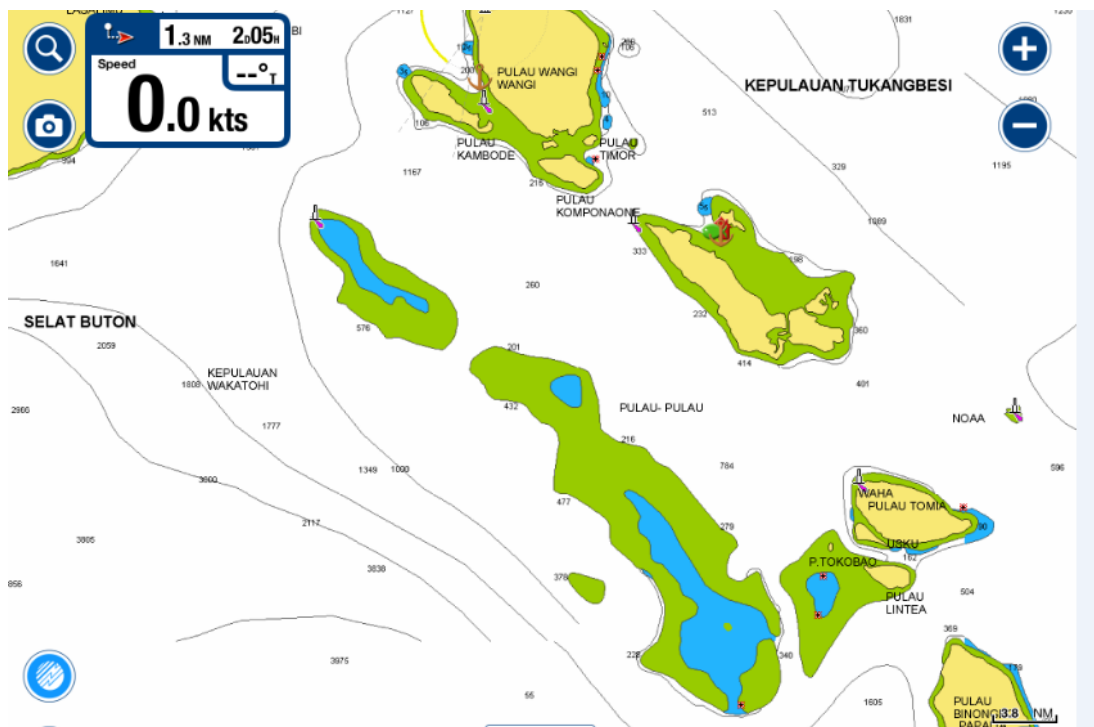
Navionics and **Jeppsen** (newer C-Map) charts are also off by varying degrees. Navionics, though fairly detailed maps, IS WAY OFF in most places, at least in eastern Indo. **Do NOT assume your just-purchased 2024 chart package will not put you on a reef in Indonesia, really!**

If you **MUST** use a tablet, get a satellite charting package. The old recommended app was **Ovital Map—this no longer works!**, For Android, the consensus seems to be All-in-One-Offline-Maps, for iPads, check out Guru Maps. Using these apps, you can pre-download sections of the map for a given area.

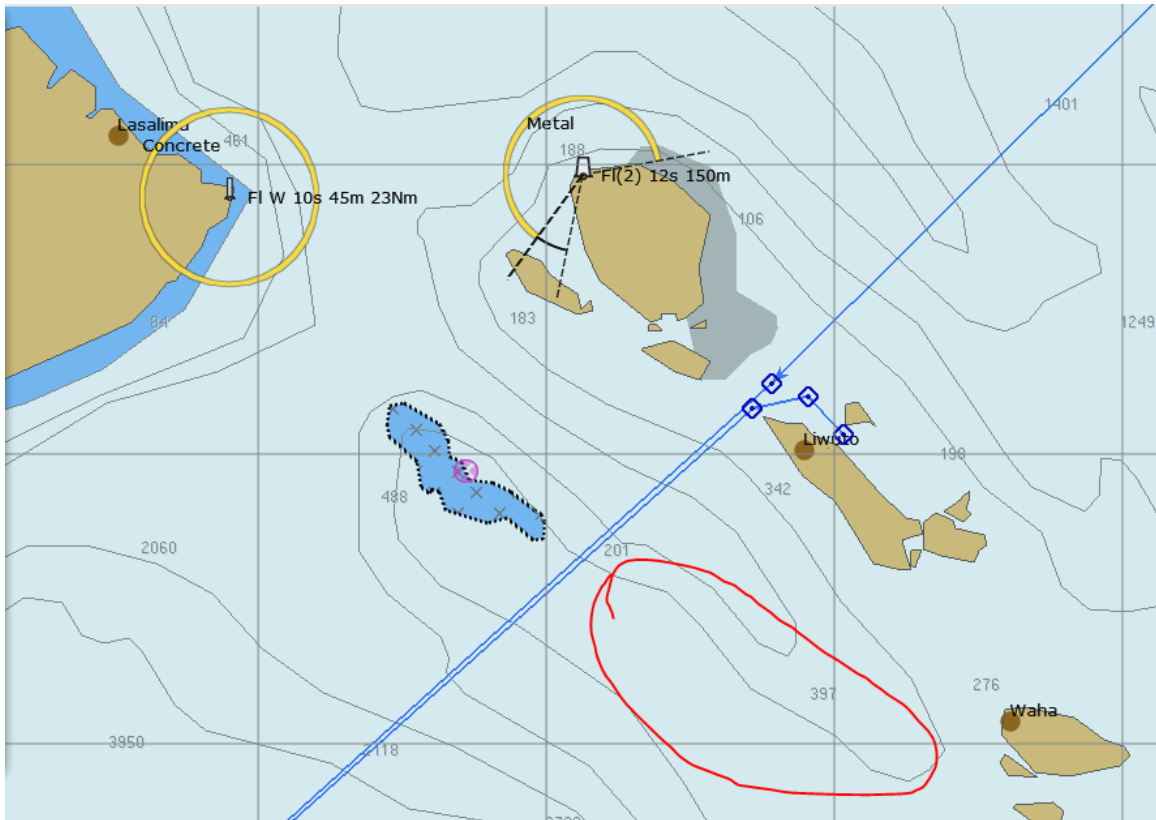
Jef Pijnenburg – June 2017: On C-Map CM93ed2 (maps of 2010 and 2011) a huge reef of around 27 nm long does not show (see S of Wakatobi). We sailed past it, and where C-Map showed deep water, people were actually standing on the reef.

Luckily it was a day passage, and our chosen route lead nicely between the 2 reefs.

On Navioncs on the iPad this big reef shows:



On Cmap / OpenCPN it does not: (I drew a red line where it should be)



The center of the missing reef is approx 05-46.86 S / 123-42.60 E—check your chart!

Ed note: Later v3 (not “free”) versions of CMap charts do show the reef, and older (2005) versions show the reef, but probably located incorrectly. The 2005 version of CMAP, which has much more chart detail in Indonesia than in later versions, can be off by as much as a mile.

On older raster charts it shows, but sometimes incorrectly:

One big reef instead of 2 with a passage:



If you are using CMap93ed2 in OpenCPN I would recommend downloading Satellite charts. The latest version of Sat2Chart (formerly GE2KAP) runs well with SAS.Planet and makes highly detailed “mbtiles” charts (more color detail than KAP charts). To use mbtile charts, you need to be running OpenCPN v5.0 or above. (available free from <http://opencpn.org>)

Complexity – June 2017: The charts of the harbor area in Sorong were mostly accurate though day time navigation is best to be sure. Outside of Sorong the charts are inaccurate. The satellite chart files are essential. We view them on OpenCPN. Tracks from other people are also quite helpful.

We also learned about two excellent apps/programs that are also useful, after arriving here.

One is SAS Planet, Russian software that uses Google Earth and/or Bing data. You can open two windows on your PC, displaying SAS Planet in one and the OpenCPN charts in the other. Unlike GoogleEarth, SAS Planet does not try to hide or manage its cache of maps, so things you have downloaded do not suddenly disappear, and the cache can be shared between one person and another.

We have been in contact with a boat named Ocelot via email the past few days. Ocelot apparently left digital copies of their voluminous KAP files for the area with a man named Victor in Sorong. (Victor’s contact info is in the Sorong section of this Compendium)..

Whatever way you find easiest to access Google Earth files off line you might want to organise it before you leave the place where you have "good" Internet connectivity.

1.5 Weather In This Area

1.5.1 General Weather Conditions

Indonesia is a huge place that straddles the equator, so “general weather conditions” are really hard to say with any certainty, except the following...

1. Locations north of the equator are affected somewhat by northern winter winds, November to February. The “monsoons” here are NE and SW, with northerly component winds from October to May, and S-W winds in from June to October. May and October, being “shoulder season” are generally very light. NE Indonesia may get some effect from passing typhoons, usually in November/December when the typhoons stay further south when they get through Micronesia. This effect would be stronger/more westerly than normal (but not usually dangerous) winds.
2. Locations within a couple of degrees of the equator are generally “light and variable” all the time. Weather forecasts are rarely accurate in these areas. Make sure you have a reliable engine and lots of diesel. Winds are flukey and currents are typically quite strong.
3. Locations south of the equator are affected by the southern winter winds. The “monsoons” in the south are NE and SE, and the SE winds can be very strong in June and July. Most of the resorts and dive operations in eastern Indonesia “close down” from June/July to October, due to the strong SE winds. The liveaboard dive boats all seem to move out of Raja Ampat and down to Komodo in the SE wind season, and Banda sort of shuts down for the summer. The further south you go in Indonesia during the Australian winter, the stronger and more trade-wind-like the winds will be (from the SE). SE Indonesia may get some effect from cyclones passing through northern Australian waters in the Australian summer. This effect would be stronger/more westerly than normal (but not usually dangerous) winds.

Neither the GFS nor the ECMWF do a good job of forecasting winds in Indonesia. Generally they get the direction right, but we have experienced several hours worth of 20-30kt winds on passage between Triton Bay and Tual, almost every trip during June, when all the models said we should be expecting 10-15.

1.5.2 Weather Sources – With Onboard Email

Soggy Paws - 2016: In eastern Indonesia (Raja Ampat area), you are right near the equator, and so are affected by passing weather systems on both sides of the equator. When it is winter in Australia (June, July, August), occasionally a big strong wind system will push up from Australia, increasing the winds from normally light and variable to as much as 20-25 knots from the SW. Likewise during these months, a passing cyclone/typhoon going by north of the area, will drag a long trough of bad weather behind it (the N hemisphere lows circle counter-clockwise, so the trough will normally drape SW).

In July 2017, we actually had one of these push all the way up to the NE tip of Sulawesi, causing 15-25 kts S-SW.

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

Text forecasts ():

```
send aus.met10n (the Australian forecast)
send abpw10.pgtw (the Joint Typhoon Warning Center bulletin)
```

Neither of these are likely to be needed during northern winter / southern summer.

A spot forecast for the location we were in—every 6 hours for 10 days

```
send spot:02.1N,171.3E|10,6|PRMSL,WIND,WAVES,RAIN,LFTX
```

A 'local' GRIB file that gave a fairly detailed forecast for a reasonably small area for about 5 days, and included sea state information

```
send GFS:6N,10N,173E,165E|.5,.5|0,6..144|PRMSL,WIND,HTSGW,WVDIR,RAIN
```

A 'wide range' GRIB that watched conditions approaching us. The area we request while in transit was a pretty wide area on a 3x3 grid, for the next 10 days. This is about a 25K GRIB file. This provided a decent long range forecast.

```
send GFS:0N,30N,160E,175W|3,3|0,12..240|PRMSL,WIND,RAIN
```

Australia puts out a low-res surface analysis picture that is small enough to pick up via Saildocs.

```
send http://www.bom.gov.au/difacs/IDX0016.gif
```

Getting the ECMWF forecast

Our forecaster buddy, David, from Gulf Harbor Radio in New Zealand claimed over and over that the ECMWF did a much better job of forecasting the tropics. (But they have been upgrading the GFS, so I'm not sure this is true anymore).

Since sometime in 2017, Predict Wind has been furnishing the ECMWF forecast as a grib file. PredictWind has a free option, but I'm not sure what that provides (check it out at PredictWind.com). But I have been using their "cheap" option—I think I'm paying \$90 per quarter for access to the ECMWF and some routing. I use Windows, so setup a request for the forecast area I want, then save the request info, which is then attached to a Saildocs email to PredictWind. This way you can compare the two forecasts, GFS & ECMWF.

Around the equator in Indonesia, BOTH forecasts have proven to be wildly wrong at times. We crossed from Halmahera to Sulawesi with some unsettled weather in the air. Both forecasts predicted no more than 15-20 knots, but we had sustained 25-30 with gusts to 40, for a number of hours. PredictWind did seem to get the direction a little more accurately. (GFS seemed to always forecast more west in the SW winds than the ECMWF and the ECMWF was more often right.

RCC Pilotage Foundation - Nov 2008: Weather faxes...

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

1.5.3 Weather Sources – Voice

Australia has a voice broadcast on 6227 USB, on the hour, I believe. It is quite loud. Listen in to figure out times and frequencies for broadcasts in your area.

1.5.4 Weather Sources – Internet

We consistently used 2 sources when we had internet access.

A color, moving satellite picture of the whole western Pacific, eastern Asia area. Most of the weather around the equator is more affected by passing squalls than anything else, so this gave us warning when weather was going to be more or less stable.

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

If you don't have bandwidth enough to get this picture in, here is a lower-bandwidth link. Not moving, though you can request several of them (every 15 minutes) and save them to your computer, and cycle through them in succession to get the movement.

http://aviationweather.gov/data/obs/sat/intl/ir_ICAO-F.jpg

Windyty.com: <https://www.windyty.com/?-1.340,130.518,5>

1.6 Customs & Immigration



The Indonesian Flag, Correct Side Up

1.6.1 The overall process

As of 2023, here is the official list of approved yacht entry/exit ports.

The designated ports for visiting yachts are:

1. Pelabuhan Sabang, Sabang, Aceh;
2. Pelabuhan Belawan, Medan, Sumatera Utara;
3. Pelabuhan Teluk Bayur, Padang, Sumatera Barat;
4. Terminal Nongsa, Batam, Kepulauan Riau;
5. Terminal Bandar Bintan Telani, Bintan, Kepulauan Riau;
6. Pelabuhan Tarempa, Anambas, Kepulauan Riau;
7. Pelabuhan Tanjung Pandan, Belitung, Bangka Belitung;
8. Pelabuhan Sunda Kelapa dan Terminal Marina Ancol, DKI Jakarta;

9. Pelabuhan Benoa, Badung, Bali;
10. Pelabuhan Tenau, Kupang, Nusa Tenggara Timur;
11. Pelabuhan Kumai, Kotawaringin Barat, Kalimantan Tengah;
12. Pelabuhan Tarakan, Tarakan, Kalimantan Utara;
13. Pelabuhan Nunukan, Bulungan, Kalimantan Timur;
14. Pelabuhan Bitung, Bitung, Sulawesi Utara;
15. Pelabuhan Ambon, Ambon, Maluku;
16. Pelabuhan Saumlaki, Maluku Tenggara Barat, Maluku;
17. Pelabuhan Tual, Maluku Tenggara, Maluku;
18. Pelabuhan Sorong, Sorong, Papua Barat;
19. Pelabuhan Biak, Biak, Papua;
20. Pelabuhan Tanjung Emas, Semarang, Jawa Tengah;
21. Pelabuhan Likupang, Minahasa Utara, Sulawesi Utara;
22. Pelabuhan Lembar, Lombok Barat, Nusa Tenggara Barat;
23. Terminal Khusus Pariwisata Marina Del Rey, Lombok Barat, Nusa Tenggara Barat;
24. Terminal Khusus Pariwisata Medana Bay Marina, Lombok Utara, Nusa Tenggara Barat;
25. Pelabuhan Labuan Bajo, Manggarai Barat, Nusa Tenggara Timur;
26. Pelabuhan Raja Ampat, Raja Ampat, Papua Barat;
27. Pelabuhan Boom Marina, Banyuwangi, Jawa Timur;
28. Pelabuhan Tanjung Lesung, Pandeglang, Banten; dan
29. Terminal Khusus Pariwisata PT Tritunas Sinar Benua, Batam, Kepulauan Riau.

Note: Not all ports can process a "Visa on Arrival".

Port Name	VOA Possible?
1. Port of Sabang, Sabang, Aceh	-
2. Port of Belawan, Medan, North Sumatera;	-
3. Port of Teluk Bayur, Padang, West Sumatera;	-
4. Nongsa Point Marina, Batam, Riau Islands;	Yes
5. Port of Bandar Bintan Telani, Bintan, Riau Islands;	Yes
6. Port of Tarempa, Anambas, Riau Islands	
f. Port of Tanjung Pandan, Belitung, Bangka Belitung;	Yes
g. Port of Sunda Kelapa and Marina Ancol, Jakarta;	Yes

h. Port of Benoa, Badung, Bali;	Yes
i. Port of Tenau, Kupang, East Nusa Tenggara;	-
j. Port of Kumai, Kotawaringin Barat, Central Kalimantan;	-
k. Port of Tarakan, Tarakan, North Kalimantan;	-
l. Port of Nunukan, Bulungan, East Kalimantan;	-
m. Port of Bitung, Bitung, North Sulawesi;	-
n. Port of Ambon, Ambon, Maluku;	-
o. Port of Saumlaki, Western Maluku, Maluku;	-
p. Port of Tual, South East Maluku, Maluku;	Yes
q. Port of Sorong, Sorong, West Papua;	-
r. Port of Biak, Biak, Papua.	Yes
	-
t. Medana Bay Marina, Lombok	-
u. Marina del Ray, Lombok	-

Unless you are with a Rally, and the Rally has made special provisions for entry/exit from a port not on this list, you **MUST** clear in, and clear out in one of these ports. Customs does a “boat visit” both on clearing in and clearing out—to make sure the yacht that cleared in is the yacht that cleared out (and still has all the same equipment aboard).

These are also where you can for sure get a visa extension (except Saumlaki, which for some reason can do clearances but not extensions).

Soggy Paws – 2017: We plotted the general locations of the “official yacht clearance ports” in Indonesia as a separate gpx file that can be downloaded and imported into OpenCPN. See Terry Sargent’s downloadable waypoints. <http://svsoggypaws.com/TerrysTopics.htm>

Complexity – June 2017: The offices where you clear in expect respectful dress which means long pants, covered shoulders and knees and no flip flops. I wore pants that could be easily rolled up to be cooler when not in the offices. We wore sandals but shoes might have been better, the officers all had on close-toed shoes.

Boat Stamp: Be sure to take your boat stamp with you everywhere you go. The officials require it on some documents that Jim completed and signed in their offices. Jim had stamped all of our copies of various documents that we had copied ahead of time in a print shop in Koror before we left Palau. I had carried all the documents I thought we might need to the print shop on a memory stick. I like to have as much of that done ahead of time before we depart to a new country.

Corruption: Indonesia used to have a bad reputation for official corruption with officers asking for bribes to complete required processes. There has been a concerted effort to eliminate corruption and it has been successful. There were banners in most of the offices with verbiage about anti-corruption and announcing that tipping was not allowed. No one even hinted that they would like a tip or gift. Without exception the officers who cleared us in were professional and polite. Most spoke at least a little English. The downside is that they are not allowed to take money for fees directly. You have to pay into the agency's account at a bank or in the case of the Harbormaster to their billing office.

Documents We Made Copies or Printed Aboard (2-6 each)

- Boat Fact Sheet (our own reference document with boat and crew details)
- Vessel Certificate of Documentation (referred to as vessel particulars by officials)
- Republic of Indonesia Vessel Declaration - Completed online on Yachters and printed
- eMail confirmation from Yachters that they received our submittal (not needed)
- Indonesian Declaration of Health - Downloaded and completed with PDF app
- Crew List
- List of last ten ports and arrival dates
- Vaccination records for each crew member
- Vessel equipment list including make, model and serial numbers
- Vessel food inventory (both Quarantine and Customs wanted copies)
- Vessel alcohol inventory (not requested in Sorong)
- Clearance document from Palau (all of the agencies wanted to see and have copy)
- Vessel photos showing vessel name (not requested in Sorong, but had already been uploaded via the Yachters website.
- Bank statement showing sufficient funds for time in Indo (not requested in Sorong)
- Passport Photos (did not need in Sorong - officials made copies in their offices)
- Indonesian Declaration letter that CAIT no longer required (did not need in Sorong)
- Indonesian President Decree 104 of 2015 re free 30 day visa (did not need)
- Indonesian President Decree 105 of 2015 re no CAIT and liberalisation of entrance procedures (did not need - I can't imagine how difficult it must have been before!)

Soggy Paws - May 2016: In November 2015, the Indonesian government enacted changes that would simplify the process and make it easier to enter Indonesia without a rally. They have eliminated the CAIT (this has been replaced by the Yachters website, the official 16 ports listed above, and the Cruising Permit issued by Customs at your arrival port).

There are two visas that cruisers normally get ... a "visa on arrival", or a "social visa". The "visa on arrival" is given at an arrival port (must be one of the 18 ports), and is good for one month and can be extended for another month. The social visa, in which you are sponsored by someone (normally the rally sponsor), is good for 2 months on arrival and can be extended for a total of 6 months.

Also with the new regulations, they are requiring an AIS (the "AIS number" is an entry on the Cruising Declaration Form). In Tahuna, Sangihe, with a rally, they didn't even ask. Customs did take a picture of the boat and crew, but did not otherwise do anything unusual. (These were officials who were brought over from Manado for the rally, as Tahuna is not an official port of entry).

Yawana – November 2015 (after cruising West Papua): I found the Indonesia formalities of clearing in everywhere I went in Eastern Indonesia very frustrating.

Some officials have been helpful, others have seemed obstructive, and several have been quite intimidating. Time spent waiting in offices have consumed many of the precious days of my tourist visa. I have tried to remain polite and patient as this seems the only way to make progress through the labyrinth of bureaucracy, but it has not been easy. I'm sure this would be a more positive experience for someone able to speak Indonesian.

I make a point of wearing trousers and shoes covering the toes and I would suggest women dress very conservatively when visiting Indonesian government offices.

I felt my boat was safe at all times as there is a significant military presence in West Papua. In every town I saw many stern men dressed in a dazzling variety of military and police uniforms.

Brickhouse – August 2015 – Summary of our Officialdom Experiences in Indo: "They are all corrupt in Indonesia." Those are often heard words from cruisers when describing immigration, customs, harbor masters and other officials. From our 7 months experience, cruising throughout Indonesia, we have found irregularities of the officials to be infrequent. What is a far greater problem is the ruthless yacht agents who are supposed to be looking out for the good of their customers but are more interested in lining their own pockets at the expense and ignorance of their clients, and at times, blaming it on the Indonesian officials.

Except for some paperwork, which our very able agent in Jakarta took care of for us and with one other exception, we always renewed our own Indonesian immigration visa and dealt with updating our customs inspections. We have dealt with immigration and customs officials in Sangehi, Sorong, Ambon, Tual, Kupang and Lombok. We have visited with port captains in far more locations. Only in Sorong and Lombok did we have major problems with government officials. In all other offices the officials were extremely pleasant and efficient.

The Sorong immigration office is infamous among cruisers, charter boat operators, agents, and hotel operators, for their foot dragging in processing visa renewals. They are equally well known for their asking for extra payments. For our first visa renewal in Sorong, we were offered a speedy renewal, to be completed in 3 days, at a cost of \$35 extra, above the required \$28 fee. We declined as we were not in a hurry and could wait the week the visa renewal would take. But then sitting in the immigration office for the required total of 16 hours, in hot humid air, stirred by a slowly revolving overhead fan, we realized our mistake and would have gladly handed over the money if the offer were still valid. If you have to endure the visa renewal process in Sorong, for fun, be sure to put your feet on the foot stool in front of the couch and check your watch to see how long it takes a young official to scolded you like an uncouth child. But he does it in Indonesian so you can give him odd quizzical looks then feign an apology. Simple amusements to help pass the many hours.

Sorong immigration will take a week for what other immigration offices will do in 24 hours. As hard as the Indonesian Board of Tourism works to attract tourists, the Sorong office does what they can to undo that work. But it isn't just cruisers, any foreigner working in the Raja Ampat area must use the same office to renew visas and they too endure the same negative experience. It does not matter if you use an agent or not, Sorong is a majorly malfunctioning office. In Sorong, there does not seem to be an agent who targets yachts for assisting in renewing visas or customs requirements so cruisers handle the process themselves. Upon renewing our visa for the second time in the Sorong office, we offered to pay extra so we would not have to wait a week for the renewal and sit in the office for another 16 hours, but we could bribe only the counter worker with a pack of cigarettes. When the visa was renewed, he

grabbed the paperwork off of the boss's desk and handed it to us which saved us additional hours of waiting for the boss's return from his extended lunch break.

The Customs office in Sorong was not a problem at all, run by friendly, helpful people.

One month when we cleared back into Indonesia in the city of Kupang, Rebecca hired a motor cycle driver to take her to all the distant government offices to complete our entry paperwork. The driver cost was \$20 over two days. No government official asked for extra or unusual payment. They were all very honest and helpful. Other cruisers who hired a "yacht agent" paid far more for their entry clearance. In Kupang, one American cruiser recently paid a local well known, "unlicensed", agent, \$150 to carry him around and help clear his boat into the country. A larger, nicer looking Australian boat paid the same person \$350 to do the same work. It pays, in Indonesia, to dress down and claim not to be a rich Australian! Much of the money this agent charged was for "bribes" to smooth the paperwork formalities. And this is what we found in the harbor of Serangan in Bali and in Medana Bay, Lombok; the "agents" are the instigators asking for "bribe money" or "admin fee", which often goes no further than their own pocket.

In Dili, East Timor, we met an American cruising couple newly arrived from Kupang, Indonesia. The yacht owner had hired this same non "licensed" agent to quickly clear them out of Indonesia, for weather reasons they were in a hurry. After a day and a half, the agent still hadn't delivered the final paperwork. The yacht owner gave the agent the equivalent of \$100 and told him to go bribe the officials and get his paperwork done!. At the end of the day, the agent returned without the paperwork saying they were still working on it but now things were speeding along. The American was a big dude and had a temperament not to mess with. The agent had gotten himself into a real bind and was about to get pummeled when wisely he slipped the \$100 from his pocket and handed it back to the American.

As an example of the local economy in Kupang, a casual worker will earn \$10 for a day. A college educated person working in an administrative position in a container ship office will earn around \$25 per day. For a "yacht agent" to charge hundreds for a couple hours work is outrageous.

Any time we sniff illegal but substantial charges being thrown at us by a government agent, we are not shy to ask for a receipt and to ask for a good explanation. It is amazing how this request dissolves the situation, not only in Indonesia but also the Philippines and other countries.

In Lombok, we paid a person at Medana Bay Marina, to handle our visa renewal. This person declined to call them self an "agent" and wanted to be considered an "assistant". There was a big snag and in the end rather than getting the expected 30 days, we were given 4 days before we had to renew again or leave the country. In the process of this failed renewal, our agent/assistant, informed us that there would be an additional fee of \$58 "admin fee" for immigration. But when we went to immigration to pick up our passports and clear out of the country, they did not ask for additional payment. This was money the agent/assistant was trying to collect from us to either stuff in their own pocket or pay under the table to the government agent so of course we never paid it.

To clear out of the country, the next official to deal with after immigration, was customs. The Customs man inspected our boat and finalized our papers. There is no legitimate charge for this formality, however he now asked us for the equivalent of \$58 "transportation and accommodation fee". That money was in my hand and the customs man was ready to accept

the money but to my question, he could not adequately explain "transportation and accommodation fee". He verified the vehicle he was driving was not his but belonged to the government. He mumbled something about what taxi fares would cost if he had to take one or if we had to take a taxi to his office. What he said about "accommodation fee" made no sense at all as though he was tongue tied in a lie. What finally settled the deal was when I asked for him to write a receipt for the money, which he declined to do. Instead, he suggested I give the money to the agent/assistant who works out of Medana Bay Marina. But that agent/assistant had nothing to do with our formalities with customs and we were not about to throw money into the air like that. It was all quite obviously a scam between the agent/assistant and the customs man of which we called their bluff. In the end, we got all of our proper clearances from Immigration, Customs and the Harbor Master. The only charge was \$1 anchoring fee from the Harbor Master for the month our boat was in Lombok.

Over 7 months, we had a lot of good times in Indonesia, saw fantastic sights and met many good people but the "yacht agents" and those business people closest to the tourist centers, can certainly ruin a cruisers attitude. They feel no fiduciary responsibility to their clients and see cruisers as rich ATMs that should be spitting out stacks of cash into their hands.

We have heard from a couple of reliable people that Indonesia will soon streamline the paperwork for visiting yachts. That should put a big dent in the need for, and the corruption of, the "yacht agents/assitants".

I have filed a report about our Lombok experience with the home office of Customs, in Jakarta. But I was careful to get names dates and recite all the information about the situation. Best of all was the incriminating emails from the agent/assistant.

If I had to do it again in Sorong, I would have taken pictures of the people we dealt with and written down their names and filed a complaint. On the complaint form, there is a means to send attachments.

I think it is time for cruisers to stop being stooges for the unethical people in Indonesia and step forward to file complaints against them as the officials in Jakarta would like. When filing a report, use Google Translate to change the words into Indonesian but also send along the English version.

I have heard that the Directorate General of Sea Transportation, in Jakarta, licenses yacht agents, which means, there are many non licensed "agents/assistants" operating in Indonesia. But I cannot find any information about or a contact address for the office which handles the task of licensing. No "agent" has been cooperative in supplying me with that information. It would be good to have access to a list of legitimate agents. If anyone knows of such a contact point, it would benefit many cruisers if you could add that information in the "Comment" section of this blog. If you have problems with any officials, here are the contact offices to deal with for reporting.

1. Custom (Bea Cukai)

Telepon : 0800 - 100 - 3545 (bebas pulsa)

SMS : 0821 - 30 - 202045

Faksimili : 021 - 489 - 0966

Email : pengaduan.beacukai@customs.go.id

puski.beacukai@gmail.com

Surat : Kepala Pusat Kepatuhan Internal Direktorat Jenderal Bea dan Cukai
Kantor Pusat Bea dan Cukai
Jl. Ahmad Yani By Pass - Rawamangun, Jakarta Timur
Jakarta - 13230

2. Port Health Clearance (Kesehatan Pelabuhan)
Letter : KEMENTERIAN KESEHATAN REPUBLIK INDONESIA
Jl H.R.Rasuna Said Blok X.5 Kav. 4-9, Jakarta 12950
Telp. 021-5201590 (hunting)
Contact Center : (Kode Lokal) 500567 (Halo Kemkes) Fax : (021) 52921669
E-mail: kontak@kemkes.go.id

3. Immigration (Imigrasi)
Letter : Sekretariat Jenderal Kementerian Hukum dan Hak Asasi Manusia RI
Jl. HR. Rasuna Said kav 6-7, Jakarta, Jakarta Selatan, Indonesia-12940
Telp/Faks : 021- 5253004
<http://www.kemkumham.go.id> (go to : Kontak Kami, then Pengaduan)

4. Harbour Master (Syahbandar)
Contact 24 hours services : +62 151
Letter : Kementerian Perhubungan RI
Jl. Medan Merdeka Barat No.8, Jakarta 10110
Website : www.dephub.go.id (go to : Pelayanan, then Pengaduan Masyarakat)
Email : @dephub.go.id
Telepon: 021-3811308
Faks: 021-3451657

1.6.2 AIS Requirement

Soggy Paws – June 2017: When we checked in in Bitung in 2017, the Customs officials not only checked MarineTraffic.com to see if we were transmitting on our AIS, but also wanted to SEE and PHOTOGRAPH our AIS Transmit screen.

Also, in June, we received an email from Bitung Customs indicating that we had not been keeping our AIS on, and that failure to do so was against regulations.

"We notice that your AIS device is inactive.

We would like to remind you of your responsibility, that you must keep the AIS device active pursuant to Article 13 paragraph 2 of Regulation of the Minister of Finance No. 261/PMK.04/2015.

AIS inactivity until July 1st, 2017 would result in poor compliance record.

You may reply to this message if you are in a condition that does not allow you to activate your AIS device along with explanatory notification, or if there is any discrepancy between our system and the actual situation.

Regards,

KPPBC Tipe Madya Pabean C Bitung (Bitung Customs Office)”

Soggy Paws – August 2016: With the new regulations that were enacted in Dec 2015 came a requirement that cruising yachts have an AIS. We have been asked several times if this is being enforced. Here is what we know:

- The online Cruising Declaration Form has a required field for your “AIS Number” (normally this is your MMSI). We know of one newly-purchased boat that didn’t yet have and MMSI. They made up a plausible number to put on the form, and were never questioned further about it. They had purchased an AIS but had not yet had a chance to register it.
- When the Blue Water Rally boats checked in to somewhere in early 2016, the Harbormaster told the rally master “make sure your boats have their AIS turned on”. But nothing more was said about it.
- We checked in in Sangihe, and no one asked us about it. We also cleared out of Sorong, and no one asked us about it.
- Another friend who did his initial clearance in Sangihe, but his Customs clearance in Sorong, only had an AIS receiver. Nothing was said about it.

That said, we believe a transmitting AIS is a very valuable piece of safety and navigation equipment. Plus it makes traveling in company with one or more boats ever so much easier. If you don’t yet have an AIS, I recommend you get one!

Small Cat Fun – March 2016 (Sorong) OK I am getting to the AIS question - haha Part of the paperwork that needs to be filled out is the Cruising Declaration Form. You need to specify your AIS (MMSI) number, and they did check that we had one listed. They did come out to the boat, but only to take pictures of the engines and the back with the name on it (even though they were already submitted) - they did not even go inside. They did not ask to see the AIS screen. However, Sorong Vessel Traffic Services did already see us on AIS and contacted us on entry to the harbour. They just wanted to know our intentions and wished us welcome to Sorong. They are obviously monitoring AIS...

1.6.3 2024 Update – Visas and Visitors Flying in and Out

Soggy Paws – July 2024: We did not go to the Red Sea, but spent the year circumnavigating Sumatra. These updates are from ours and our our friends personal experiences.

The good news is that the eVisa website is up and running fairly well. It is possible now to get the following visas yourself:

- 30 day “Visa on Arrival” that gives you an initial 30 days, and can be extended online for another 30 days.
- What used to be called the 211A visa seems to have been renamed the C1 Visa. This is the “6 month visa”. It gives you 60 days initially and can be extended online twice more for 60 days each, for a total of 180 days. Each extension costs.
- A D1 “multiple entry” visa that can give you (in 60 day increments) up to 1, 2, or 3 years. You MUST leave Indonesia periodically during this visa. Read the fine print closely.

The process has been written up in a separate document in detail, found here:

<https://svsoggypaws.com/files/#indo> Look for the document “Indonesian 6-Month Visa 2024”.

The bad news is that a new Transport Department edict that became effective 1 June 2024 states (Article 67)

- “Foreign tourist boats (yachts) are not allowed to make changes, additions, and/or reduction of passengers, except in emergency circumstances.”
- “Substitution, addition, or subtraction of passengers in an emergency as referred to in paragraph (1) can be done after obtaining approval of the immigration officer at TPI (?) based on emergency information from the agency relevant government.”

Refuting the argument that “crew” are not “passengers”, Immigration has said that because most yachties and their guests/crew are getting tourist visas instead of crew visas, they are not “crew”, but passengers.

This has caused major problems, primarily when a cruising yacht goes to check out of Indonesia. If you arrived at an Indonesian port with one set of crew, and try to depart with a different set of crew, in many Indonesian ports, you will have to pay some kind of fine (almost always via an agent, in case).

This has been caused, we think, by yachts doing unlicensed charters in Indonesia. The practice is quite widespread in certain areas (yachts doing “surf charters” in Sumatra, and “dive charters” in Komoda, Raja Ampat, and the Anambas Islands).

As of November 2024, there has been no solution to this problem. Usually an “agent” at the exit port can solve the problem—something like 1-1.5M IDR for the agent and around 1-1.5M IDR for each crew member added or subtracted during the yacht’s visit in Indonesia (that they know about).

1.6.4 2023 Update

The only thing that stays constant in Indonesia is the rate of change of how they do things!!

We are no longer cruising in Indonesia, and are spending our time looking forward to crossing the Indian Ocean, going up the Red Sea, and cruising the Med (2024). As I am still Admin of Sail SE Asia FB group, I still see the updates that people are posting, but I am not spending a lot of time chasing stuff down. A few things I know about but couldn’t explain to you in detail.

- An “eVisa” is now possible for you to do on your own, without having to pay an agent big bucks to guarantee you. I believe it is only for a 30 day – extendable once for another 30 days. This is a great thing for fly-in tourists on a long vacay, but 60 days is nowhere near long enough for cruising in Indonesia. The website is here:
<https://molina.imigrasi.go.id/>
- I think the free “visa on arrival” is still non-extendable and may only be available at Bali and Jakarta airports. If you think you would use this, check carefully if you are boating in, not flying in.
- The B211A visa is still the best visa for a cruiser to get. Gives you 60 days from arrival, and two extensions of 60 days each. I don’t know current cost, but my 2022 document gives a number of visa agents’ contact info. Best to email/Whatsapp a few and get

current cost. Usually cheaper if you're not in a hurry. When issued, you then have 90 days to arrive at your port of entry, and then your 60-day clock starts.

- Though discussed on Sail SE Asia as still being possible, I can assure you that the Onshore Visa is no longer possible (this is where you could get a new visa without having to leave Indonesia).
- Please understand that, like everywhere else, one yachties' bad behavior really impacts all of us. Obey the laws, even the ones that are not convenient, or are easy to disobey.
- It IS possible, if you are in dire straits, and, for example, need repairs, or fuel, to stop in an Indonesian port and get assistance without clearing in completely. Start with the port captain and be polite and clear about the situation.

Nov 2023 – Jefferson Morgan – Easy Agent-Free Clearance in Saumlaki: I just arrived in Indonesia in Saumlaki and thought i would share the experience.

First called quarantine on VHF, and then went to see them, one of them came to my boat to check the medicines I have on board. Then we went back and they gave me a paper to say it is completed.

Then I walked to immigration, I did the visa online, filled up the paperwork and left with 3 signed copies of my crewlist (1 for me, 1 for customs, 1 for harbor master).

Then I went to Customs which is just near Immigration, and the Customs office came to visit the boat and took pics of my AIS and engine. We went back to the office, filled out some paperwork and that was it.

Before leaving Saumlaki to another Indonesian island, it seems that i need to visit Harbour Master and Quarantine again.

Everything was free (but I paid 1,5m rupiah for the 60 day visa online)

No agent and no helper, I did everything on foot it was very nice to walk around.

Then went to Telkomsel phone shop to get sim card. It cost 100,000 rupiah for 50gb+60min valid 60 days.

1.6.5 2022 Update

The most current information is posted in a separate document on our website. Haven't had time to integrate it back into this document.

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

Look for the "Notes on Indonesian Clearance 2022" document, as this has a LOT of background info, but note that this may contain obsolete parts as of 2023.

1.6.6 Pre-Arrival (Getting Cruising Permit and Visas) 2020-2021

See important updates above, plus 2 documents on this web page:

<https://svsoggypaws.com/files/#Indo> Look for the 2022 document about clearance and the 2024 document about visas. It's too much and changes too often to include here.

Sail SE Asia FB Group – November 2021: With the advent of COVID, and after 6 months of lockdowns and lockouts, Indonesia opened-closed-reopened. The procedure to apply for a visa

at an Indonesian Embassy/Consulate is still not available. So you MUST contact an agent to have them apply for a B211 visa. Only registered and bonded agents in Indonesia can apply for your visa—this costs them \$10,000 USD, and when they sponsor you, they are liable for your debts and indiscretions. So the cost of getting a visa in Indonesia has gone up substantially. Price quotes from agents run from about \$275 USD per passport to \$500 USD per passport. These prices INCLUDE the Indonesian government visa fee.

The interim (2020) mechanism allowing cruisers to extend visas without going to an Immigration office also seems to have gone away. You must get a sponsor letter for each extension, and that letter must be snail-mailed (or express mailed) in advance by your agent to the Immigration office (or better, to a trusted contact in that city) that you will renew your visa at. So the cost for renewals has gone up.

You CAN apply for your Vessel Declaration online on your own. The URL has changed, and it seems a little less buggy than the last iteration. You can no longer “print to pdf” the resulting declaration. The only way I could figure to save the info we entered was to take a screen print of each section. Start here: <https://vds.beacukai.go.id/YachtOnline/login.html>

Here is what we know... the primary source is an email from Raymond Lesmana (and Indonesia agent, tourism advocate, and rally organizer), with additional notes and info from Raymond Lafontaine (Marina del Ray, Lombok). This info was originally from December 2020, but I have edited in a few new bits I have discovered as we are getting ready to try to go to Indonesia in January 2022. You should confirm this information directly with your chosen agent.

PRELIMINARY INFO

To Visit Indonesia by boat: There are 2 main documents that you must obtain

1. VESSEL DECLARATION - for custom Clearance and Approval
2. INDONESIAN VISA of Each Person - Visit Visa B211A

Under the COVID restrictions, this has amended as follows:

1. VESSEL DECLARATION - for Custom Clearance and Approval
2. INDONESIAN VISA - not B211A but now called an E-VISA and must be Sponsored by an Indonesian Citizen
3. The Indonesian Citizen who Sponsor you has to put USD. \$10,000 in the bank.

The documents you receive will be:

1. VESSEL DECLARATION grants your yacht the ability to stay in Indonesia duty free for 3 years
2. Visa start with 60 days and can be extended 2 times for 60 days (new as of May 2022). This means that you don't have to go to the Indonesian Embassy or Consulate to get your visa, and when you are going to extend your Visa you do not have to go to an Immigration Office. We will do it on line for you - by email.

COST AND FEE (*Note these numbers are from December 2020 and may have changed*)

1. E-VISA COST 6.0000.000 IDR/ Passport
2. AGENT FEE USD \$125 (125X 14.000 = 1.750.000 IDR)

Visa Extension Cost is USD \$65/Passport for 30 days

We will start the processing after Payment and Data Received

AGENT'S JOB

A Tourism Vessel Agent must

1. Share Information regarding the Passage, Stop and the needed info to the Captain
1. Assist with any Documentation needed
2. Keep in Contact with the Vessel at any time continuously during visit in Indonesia

COVID REQUIREMENT: ALL VISITORS MUST HAVE PCR COVID 19 TEST BEFORE ENTERING INDONESIA (2023: No longer required)

To get started, please fill and sign the form attached then send them back to me with other mentioned documents. (contact Raymond Lesmana at raymondlesmana@ymail.com to get the forms required).

Note: There are other agents that can also get visa and the Vessel Declaration and do visa renewals, including Marina del Ray in Lombok and Nongsa Point Marina.

Alternative Retiree Visa: The above process will give you 2-6 months in Indonesia. After 6 months are up, you must leave Indo and re-enter to get a new visa. There is also an option for a "retiree visa" which gives you an initial 1 year entry and is renewable for ?? years. However, I believe the retiree visa can only be finalized in Bali and maybe Jakarta.

Indonesia Immigration Website: <https://www.imigrasi.go.id/>

1.6.7 Pre-Arrival Notification

Soggy Paws – January 2022: On the new VDS website, there is a "send" icon, presumably this transmits your VDS to Customs, which becomes your pre-arrival notification. CAUTION: Once you push this button, you cannot view your VDS. And as of now, the VDS system does not have a "print to PDF" function. So it is a good idea to screen shot each section of your VDS to have for reference before you push the send button.

Complexity – June 2017: Be sure to complete the online form on the Yachters website before you leave for Indonesia. Don't neglect to do this as it is your official required notification that you are coming to Indonesia. Then print out a copy for your records and to present upon arrival. Other boats have said if they arrived earlier or later than estimated, and that the Customs officials just had them do a revised version at their office on a computer. They did not do so with us in Sorong.

Soggy Paws – March 2017: This is the first time we have tried to do a check-in on our own without being with a rally. We were already in Bitung before I thought about the question of needing to send in something like a 24 hour notice of arrival. So I emailed the agent that helped us get a social visa, Ruth at Isle Marine in Bali, to ask about it. She told me that our Yachters declaration was sort of a notice of arrival, but that we should still let Customs know we had arrived, and she did so by texting them for us.

1.6.8 Immigration – Initial Check-In

1.6.8.1 Visa on Arrival

Soggy Paws – July 2022: VOA is limited to ONLY A FEW PORTS!

Here is the latest:

<https://www.imigrasi.go.id/en/permohonan-visa-republik-indonesia-wisata-jurnalistik/>

This was accessed from the Immigration Home Page on July 31, 2022 via these menu items: Immigration Information / Immigration Services / For Foreign Nationals / Apply for Indonesiann Visa / Visa on Arrival for Tourism.

The ports that are listed that support VOA on the Immigration website have been marked as such in the table [here](#).

Soggy Paws – 2017: Important Note: Note: Not all ports that are on the list of 18-19 full CIQP ports (since the rules changes in late 2016) can process an extendable Visa on Arrival. I am still not sure what differentiates the ports, but according to cruiser's reports, the following will ONLY issue a 30-day non-extendable visa on arrival:

- Sorong
- Saumlaki
- Tual
- Biak (reported late 2018, confirmed late 2019)
- (there may be others)

The following are known to be able to issue extendable "Visa on Arrival" (30 days extendable to 60 days):

- Bitung
- Bali

If you do not get a visa in advance, best to research capabilities at your arrival port!!

1.6.8.2 Bali

Sail SE Asia – July 2022 – VOA from Australia to Benoa, Bali: As we were not using an agent we went straight to Benoa and checked in there which was convenient as we had to tender both Quarantine and Customs aboard separately.

The Harbour Master, Quarantine, Immigration and Customs are all within 5mins walk of each other and also close to where we anchored (near Bali Marina in the Benoa port precinct). The process took about 4hrs in total, with a fair bit of walking to and fro, but was a pleasant experience with helpful staff at all locations. All offices were open until at least 6pm and I believe they are open everyday, some 24hrs, due to it being a busy port which was again very convenient.

We got VOA and the only other cost was some certificates from Quarantine (sanitation, medical kit, green book) which came to \$45 AUD. Needed copies of the following documents; VDS,

MMSI, crew lists (with place for captain and all 4 authorities to stamp, date, sign), boat registration, proof of vax, passports and zarpe.

1.6.8.3 Sorong, Raja Ampat

Complexity – June 2017 – Clearing in in Sorong, Raja Ampat Visa on Arrival:

Immigration stamps and signs two copies of your crew list, one for us, one for them which serves as our Immigration clearance. They went to the boat for an inspection. As noted earlier, Immigration does not usually do so. They did not actually inspect anything while aboard. Maybe they just wanted to verify we had arrived by boat due to some technicality regarding the free visa on arrival.

We had planned to leave on Friday morning at first light. We were in their office on Wednesday afternoon to clear in. He wanted us to return at 8 am the day of our departure to clear out, but we explained we wanted to leave at first light to assure arrival at our anchorage before dark. He said to come back on Thursday at 3:30 PM. We went back at 3 PM after killing several hours ashore. After a slow process to complete one piece of paper, the officer told us we could not complete the process that day as their billing office closes at 3:30 pm. We were dismayed since we needed to depart early. We asked if we could just pay him. He had to go discuss it with his manager. In the end we paid him cash 5,000 r and 8,000 r which is very very little US money. He gave us the two 1000 r in change from his wallet. The Harbormaster official stamped our Immigration clearance paper and asked to see our green book from health. I think he stamped the green book too. The whole process took about an hour.

Small Cat Fun – March 2016 – Clearing In in Sorong under New Regs: Regarding the clearing in process in Sorong, you need to do Customs - Immigration - Quarantine - Port Authority in that order.

The new process is only for Customs, and you need to fill in the online form beforehand located on noonsite that explains the new formalities for Indonesia:

<http://www.noonsite.com/Countries/Indonesia/indonesia-new-cigp-procedures-now-in-place-for-visiting-yachts>

Don't bother with the online form for the Harbourmaster in step 2 - it doesn't work and it is not in place yet in Sorong. Do fill out the form in step 3 at: <http://yacht.beacukai.go.id/> - select English and it will have a form for you to fill in the fields. When you select 'View to Print', it sends a copy to the Customs office which they bring up on their PC when you visit them (you don't need a printed copy).

Each office wanted a copy of all the paperwork even though they did not know what it was they were copying. Quarantine did not ask us ONE question about anything, nor come to the boat! It was all pretty easy to do, just time consuming, especially for us since we didn't do it in order like we were supposed to.

1.6.8.4 Biak, E Indonesia

Ariel - August 2024: We arrived from PNG and anchored off the Nirmala resort.

We had Raymond Lesmana fill in our form for us, with the idea that contact with Raymond might be useful later in the trip. Not sure if this will be the case or not.

Raymond did put us in touch with the wonderful Biak-based **Haniel +62 821-9804-4448**. Haniel arranged Quarantine to come aboard and give us pratique as soon as we arrived on Saturday. On Monday Haniel drove us to Immigration (30 day VOA), Customs, Quarantine (to collect Green Book) and Harbourmaster. We started at 10am and after a nice lunch, all was finished by 4pm, including the Customs visit to the boat. Haniel's charge was \$100 USD and the VOA was \$35 USD per person, no other charges.

All the officials, especially Immigration, were very friendly and helpful, and there is no reason not to do it yourself, but I don't think we could have done it so easily and quickly without Haniel. He speaks excellent English and is happy to be contacted directly.

Ahmed and Yuliya at the Nirmala were very welcoming and helpful, arranging cars (self drive and taxi), and a dive on the house reef featuring a ww2 US plane. Team Nirmala helped us load our jerry cans (of Dexlite diesel from the gas station) onto the dinghy, which was very welcome.

1.6.8.5 Bitung, NE Sulawesi

Soggy Paws – April 2017 – Clearing in with Immigration in Bitung, NE Sulawesi: Clearing in with Immigration in Bitung was an easy process. Immigration is downtown, a few blocks up from the water. There is usually a person at the “front desk” who can speak English, and they direct you to the proper desk. They will want passports and two copies of the crew list. They will stamp your visa with an arrival date. Be sure to check your passport, and if you are NOT given a date 60 days in the future, question it. With a B211 Tourist visa (applied for in advance), you should get 60 days on initial arrival.

Make sure you understand when your current visa expires. (and understand that you need to start the renewal process approximately a week in advance). We found Google Translate on a smart phone to be invaluable in Indonesia, because you can use your camera to “look” at a phrase in Indonesia, and Google will translate it for you (this feature requires internet access, but you can pre-download the Indonesian dictionary and can translate (by typing in) things while off the grid, with Google Translate).

1.6.8.6 Nongsa Point

Alba - May 2016 – Clearing in at Nongsa Point Marina: The staff at Nongsa Point will efficiently handle your inward clearance and domestic clearance to Tarempa in the Anambas. We handed over our paperwork and they came back two hours later with everything done.

However, there are some things that you need to do prior to arrival.

1. There is a Cruising Declaration form which should be filled in and printed out before arrival. This replaces the CAIT required in the past. This is produced by filling out an on-line form, no more than 48 hours before you arrive at Nongsa Point marina. You will need to print out a copy of this document to give to customs.
2. If you arrive in Nongsa Point Marina with no visa, then most nationalities will be issued with a 30 day “On-Arrival” visa. If you arrive with a (B211 60 day, renewable for up to 6 months Tourist visa) then you will be given 60 days.

3. Port Captain - There's nothing special to be done in advance. They issue a Port Clearance document at Nongsa.
4. Quarantine - There's nothing special to be done. They issue a Quarantine Clearance document at Nongsa.

1.6.8.7 Belitung, E Sumatra

Sail SE Asia FB Group - Oct 2022: We love Belitung. Just been anchored off Tanjung Kelayang where we have bought diesel and water from Erwin and Eddy WhatsApp +6281977781455

And Ringgo at +6281929715825

All very helpful

GOSI – May 2015 – Checking in in Belitung/Belitong (east end of Sumatra) A few items of interest for those coming this way.

We did clear in officially with a CAIT (from Raymond Lesmana) and a prearranged visa. They do not do visa on arrival so you must get visa in advance. Social visa is easiest with sponsor letter from Raymond.

Jonny here in Belitung assists with the local clearance for 75 USD and was great to deal with. Took about three hours total for customs, immigration, harbourmaster and quarantine. Customs did come to the boat. Everyone will clear you in and out at the same time. No need for temporary import permit.

We used the anchorage to the north west of the Sail Indonesia anchorage as much calmer in the strong southerly/southeasterly winds.

We got fuel from the shop/restaurant in the left hand corner of this anchorage for 10000 rupiah a litre. This was arranged by Johnny. About a ten minute dinghy ride.

Local provisioning is excellent and main grocery store is well stocked.

1.6.8.8 Maumere

Thor – 2014 – Visas: We arrived without a visa in Maumere (we just had the CAIT) and got the 30 day visa on arrival. This can only be extended ONCE for another 30 days. Definitely different from the social visa that gives you an initial 60 days and can be extended several times in 30 day intervals. The extension is possible in every immigration office, although we heard that it is supposed to be very complicated in Bali. We extended our visa in Maumere and it was no problem whatsoever. The extension takes some time though, we had to wait about 4 days for our passports to come back with the new visa.

1.6.8.9 Anambas Islands

Sail SE Asia FB Group – Sep 2022 – Tarempa Check-In/Check-Out: Tarempa is an international port of entry at the moment, but for some reason only they know about, you cannot get a Visa on Arrival. If you want to sail from another country straight to Tarempa then you need a visa prior to your arrival.

So we paid an agent to get the famous B211A eVisa - that was \$850USD for two passports. The agent had a local person to help us out for the checkin.

The whole arrival and check-in went beautifully well. "Isky" (a local helper guy, contact on Facebook, see [Anambas section](#)). was of paramount help! On arrival at about 16h30 we went to the dinghy dock to pick the quarantine officer and Isky which came on-board to inspect the boat. We were granted access to land and we replaced our Q flag by the Indonesian flag on the spot which was very nice!

Then we were told we needed to go to immigration right away. By 18h we were checked into Indonesia as people. Next day would be quarantine-custom and Harbour master.

We had to go again to quarantine because they seemed surprised we did not have what they call a green book. Essentially a quarantine log book for sanitation purpose I believe. I also believe this is something for big ships and cargo that is blindly applied to us 11.5m "vessels" but when you go to Rome...

In the morning we went to quarantine and 100k IR later we had a shinny green book in no time.

We also had a stamp been made for the boat. Apparently this is needed in Indonesia. We were quite happy bow we look very pro with our stamp!

Next was **Customs**. There we had a little delay because one of the thing you need to get I to Indonesia is a VD, a vessel declaration - this you do online and submit. It took a while before we figured out that our VD inbound request was sitting in an approval queue for someone to approve so it gets to the officer in charge own queue. They were brilliant and very friendly!

Next stop was **Harbour Master**. It went very quick but they seemed a bit pissed not to know about us already. I was told Next time to announce our arrival even if we don't go the same day. I asked for a VHF channel to do so and no one could provide one. So in theory you would need to go physically there twice to comply. Well hum.

I remember having to pay another 100k to Harbour master or customs but I don't remember now.

Then today was official checkout again and we went in the same order as checkin (as mentioned in noonsite).

Immigration was swift and quick--we need three copies of the crew list. For the checkin we only needed two but bring three who knows! Also bring the stamp as it is needed.

Quarantine was free and it was the quickest.

For **Customs** it was easy as my Vessel declaration for entry was available online and all I had to do was entering the departure date and next port then print it. They took it with the crew list and processed it. There also I had to stamp the outbound VD and crew list. All nice and easy.

But then.....

I am still sitting at the **Harbour Master** waiting for God knows what. First you must know that the rules changed for the dress code. Yes Indonesia is fussy about pants and shoulders but we were told it was OK to wander with shorts when it's 33 degrees outside. And it was three weeks ago! No problem. But now it's different and they have a sign at the door so I was politely told to wait outside. No problem with that - now you know.

Then I was asked for.... my captain licence. That's a first! In all the places I have sailed I was never asked for my licence. Fortunately

I had it not too far away.

Then I was told I have to do immigration and Custom again because.... there was not enough space left on the crew list for the Harbour master to actually stamp the crew list.

Yes you read that right. There's an order and position for the three stamps needed on the crew list. HM, Immigration, Captain

The day has passed and it's now prayer time (everybody off from 12h-14h) so you can imagine that I was not too enthusiastic about doing it all again so there is more space for his stamp.

I called for his boss and suddenly the checkout could be processed but without being blessed with a stamp. To which I hastily agreed.

I am now sitting outside in the shade for about 1h30 waiting for my documents to return.

Well done Tarempa Harbour Master you left a sour taste to our Anambas adventure which, if we put the bad weather aside was quite nice indeed.

****UPDATE** after waiting 2h30 total I was told I needed to pay some port clearance fees. I went to the bank and paid then presented the receipt to a very kind and attentive lady at the Harbour Master office. The amount was negligible (15k IDR for a 11.5m sailboat) but keep some money for the checkout!

It then went very fast and the lady profusely apologized for the trouble. Nevertheless it took a bit more than 3 hours to complete HM eg. more time than the other 3 combined!

Not that hundreds of small Yachts are checking in Tarempa but hopefully it can help someone.

Sail SE Asia FB Group – August 2022: If you plan to stop at Tarempa (Anambas, Indonesia), contact Iski for any of your needs. He is a tourguide, but is also a resourceful and well-connected man.

He showed us around, helped us with various matters, and on top of that he is a gentle and helpful goodhearted man. He is the left guy in the picture.

Whatsapp Iski (Facebook name: Apek Keciik) on +6281268344549

Alba – June 2016: We had already cleared in to Indonesia in Nongsa, but the officials still wanted us to visit on arrival. Here is what we did.

Port Captain. Their office is next to the Ferry Terminal. Ask for the Syahbandar (“si-ban-dar”), but the sign outside the office is “Kementerian Perhubungan”. They simply stamp the back of the Port Clearance document issued in Nongsa. We believe that this clears the yacht into the Anambas and give clearance back to Nongsa.

Customs. Their office is on the main street. Turn left at the end of the boardwalk from the floating dinghy dock (there's a model of a customs boat outside). The sign outside the office is Kantor Bea Cukai Tarempa. They took a photocopy of the clearance documents, we don't think that we have to go back before we leave the Anambas.

Quarantine. Their office is behind two government buildings across the street from the hospital, next to the Tarempa Beach hotel. Turn left at the end of the boardwalk from the floating

dinghy dock and at the T-junction turn left then the building is immediately across the road on the right. The sign outside the office is “Departemen Kesehatan”. They wanted a new crew list which they stamped and signed and gave back to us, we don’t think that we have to go back before we leave the Anambas.

Immigration. Their office is on a road parallel to the main street. Turn right at the end of the boardwalk from the floating dinghy dock and after 200 metres take the road to the left that goes over a small bridge. Before the bridge, turn left and the immigration office is on the left. The sign outside the office is “Kantor Imigrasi”. They disappeared with our passports and clearance papers for ten minutes, presumably they just recorded our details.

It sounds a bit complicated, but it’s all very easy. The offices are all within 400 metres of each other and everyone is friendly and laid back - you might find that the officers aren’t there or may be asleep - it’s an island, dude...

1.6.8.10 Tual, Kai Islands

Sirius – Oct 2019: Tukan (a local agent we used) may or may not have contacts with the harbour master and customs but for whatever reason, our clearing in was the fastest we had ever experienced in the eight times we’ve cleared into Indonesia - all done in three hours. However we were subjected to the most thorough inspection by customs we had ever experienced anywhere with particular emphasis on the master cabin and medical supplies.

(More on Tual and Tukan in the [Tual section](#)).

1.6.8.11 Kupang

See Kupang clearing-in experiences [here](#).

1.6.8.12 Clearing in with Retirement Visa

Loupe – November 2016 – Clearing in with Retirement Visa: We have a tiny issue with our retirement visa, that we worked so hard to get (so we didn’t have to do renewals every month). Visa. Sorong Immigration can not validate this sort of visa. They do not have the right stamp So we will fly on Sunday to Bali for a week.

The agent told us that we could have validated in Manado (2 hr cab ride from Bitung) if he knew in advance, or that we could have flown from Davao to Bali before our trip.

Soggy Paws Note: I think you need to clear in at a Class I Immigration office. See this list: <http://www.imigrasi.go.id/index.php/en/contact-us/immigration-offices> If you are arriving with a Rally, be sure to ask the Rally people if you are trying to clear in with a Retirement Visa.

1.6.9 Immigration – Extending Visas

Soggy Paws – July 2023 – No more Onshore Visas! As of May 2023, Indonesia declared that the pandemic is over and has rescinded some of the provisions made during COVID, including the Onshore Visa. Now you MUST leave Indonesia to receive a new visa. It is unclear at this time whether there is a “length of stay outside the country” requirement, and if so, if that is enforced regularly. See Sail SE Asia FB group for up to date visa issues, as the only thing that is constant in Indonesia is the rate of change of how things work!

Soggy Paws – July 2022 – Getting an “Onshore Visa”: It used to be that once you had used up your B211A (6 months) visa, the only way to extend was to pop out and pop back in (either fly out and back in, or go to a neighboring country like Dili, East Timor). During COVID, Indonesia implemented a thing called an “Onshore Visa” which gives you a new B211A (another 6 months). We did this in July 2022 (and switched agents to a more cruiser-friendly agent). *As far as I know, in Dec 2022, Onshore Visas are still possible, but be sure to check with your agent!*

Soggy Paws – May 2022 – Major Increase in B211A Extension Fees: As of late April 2022, the B211A visa extensions are now for 60 days vs 30 days, and cost Rp 2M per passport vs the previous Rp 500K. Most visa extension offices now require your agent to courier the “sponsor letter” and associated extension paperwork to you (or some local person in your city of renewal). Plan for a week’s time to get the paperwork in your hand. Emailing the paperwork no longer is acceptable in most immigration offices.

Soggy Paws – August 2019 – “Local” Sponsor Letter Requirement: Some people trying to renew their social visas in Indonesia at certain locations are reporting that Immigration is demanding a “local sponsor” (vs using Ruth in Bali or Raymond Lesmana). Some locations reported are: Gunungsitoli, Sibolga, Padang, Kupang, Mataram (Lombok). However, this issues comes and goes at particular locations and also moves around (maybe it’s a few errant Immigration officers changing offices). Just be prepared for the possibility, and ask around on Sail SE Asia FB group about recent experiences at a specific office.

Soggy Paws – June 2019 – End of Ramadan Holidays Caution: Be aware that the end of Ramadan is a week-long holiday, and may also include some extra local holidays on either end, depending on the locality. NO GOVERNMENT OFFICES ARE OPEN, including Immigration. One cruising family was fined \$2,500 USD in 2019 for “overstaying their visa” because they came in to Sorong to submit for visa renewal the day before the official Idul Fitri week-long holiday, only to find Immigration closed a day early due to some local-to-West Papua extra holiday. Though they went to Immigration daily for the entire holiday period, there was no sympathy in Immigration for their efforts to renew on time.

Sail SE Asia FB Group – May 2019 – Visa Extension in Jakarta: If you want to extend your visa in Indonesia, don’t do it in Jakarta unless you have a week to kill. This is just a heads up on the procedure of extending here. (Same seems to hold true in Bali, too).

We got our 30 day visa on arrival at the airport, which you can extend at any time for an additional 30 days (make sure you PAY for your visa on arrival, do not accept the free one, as it is NOT extendable). We decided to do this in Jakarta in order to give us our remaining six weeks clear to head north and out of Indo.

On Wednesday we went in to immigration to make our application (I was refused entry initially as I was wearing shorts and had to nip to the shopping mall next door to buy some trousers!). To be fair, the staff warned us at this point that it could take a few days to process. On Thursday we returned to pay our fee, which has to be paid into any bank. Fortunately there's one next door to immigration. On Friday we returned once again to have our photograph and finger prints taken. Passports 'should' be ready on Tuesday.

Like I say, this is just a heads up. We were warned not to do this in Jakarta and I am sure it is a quicker elsewhere, but since we are here we figured we'd do it anyway. Bear in mind each trip is

a taxi journey away from the marina and, although cheap (\$3 one-way), the traffic is can be bad, so we combined each trip with a shop in town.

On a separate note, Mr Putu and his staff at Batavia Marina are very welcoming and helpful. It's relatively expensive IMO but it's safe, the club house is an impressive building (extensive menu, happy hour beer, great views etc etc) and we're a walk away from Batavia Old Town. There's loads to do and provisioning and shopping is excellent; we've been able to get everything. It's possible to anchor outside the marina providing it isn't blowing from the east when the fetch can build.

Ed Note: On your first extension for a social visa, you are normally fingerprinted and photographed. This adds time to the process. Normally, subsequent extensions take less turnaround time.

Soggy Paws – 2018: There have been a number of reports on the Sail SE Asia facebook group in 2018 that they had a problem extending Social Visas in various places using a sponsor letter from a sponsor/agent who was NOT LOCAL. In most instances the people trying to extend were able to find a local sponsor (usually an agent) who provided the sponsor letter. In one instance, the Immigration office would not LET them use a local sponsor, but insisted that their original visa sponsor (Raymond Lesmana) handle the paperwork.

Whether this was because the non-local agent/sponsor didn't follow the right procedures, or whether Immigration has changed their requirements, has not been clear.

Soggy Paws – 2017: We plotted the general locations of the "official yacht clearance ports" in Indonesia as a separate gpx file that can be downloaded and imported into OpenCPN. Below are individual reports of renewing in various locations.

If it's your first renewal after checking in, they will want to take your picture and fingerprints, so each person renewing will have to be present for that. But in general, only one person from a yacht needs to initiate the process and go pick up the passports at the end

Usually the process is

1. Get a sponsor letter from your agent, for extension. In some places in 2019-2021, they want the actual paper sponsor letter from your agent, so it needs to be couriered to the office. Make sure you check with your agent well in advance of your extension date. Courier fees in most of Indonesia are about \$7 USD and take about a week to most locations.
2. drop the passports and paperwork off one day
3. do the photo/fingerprints the next day (everyone must be present)
4. Make payment at a Post Office or Bank
5. pick up the visas with the renewed visa stamp in them, after a few days (1-4 days, depending on the office).

It is useful to leave them a cell phone number to contact you with questions/issues. It MAY be possible in any given place, if you are truly have a reason, to get a same day or next day renewal, but so far that hasn't been necessary for us.

Note that every office has its quirks about extensions.

1.6.9.1 Sorong, Raja Ampat

Oceaneer – Sep 2022 – Visa Extension in Sorong: Update on B211A visa extension in Sorong - Both our first extension (late July) and second extension (yesterday) in Sorong have required original sponsor letters and biometrics both times: "New regulation from Jakarta". Also both times we were also asked for proof of stay (Ayu at PTEON provided us with an invoice for Tampa Garam) and Crew List for each person. Rp 2,000,000 per passport. Nothing happens fast but Sorong Immigrasi very friendly and professional. Three days to process.

Soggy Paws – March 2022 – Visa Extension in Sorong: Our friends on another boat went in to renew their visa in Sorong. Several notes from this... 1) No "local sponsor" shenanigans—they were allowed to use a sponsor letter from someone in Bali to extend, and when we extended a few weeks later, we didn't even need a sponsor letter! (this is no longer true) 2) Immigration required that their boat show up on Marine Traffic, to prove they are really in Sorong. (Check out the On Course app from Marine Traffic if this is ever a requirement for you). 3) They requested an early renewal as they were planning to go out in the outer areas of Raja Ampat. Immigration would only renew up to 14 days early. 4) Processing time with no bakshish in Sorong for extensions is "3 working days" not including the day you submit the paperwork (so it's actually 4 days)—almost a week if you throw in weekends.

Changing Spots – June 2017 – Renewing Visa in Sorong: It is now possible to renew a visa in 2 days in Sorong without paying an onerous "expedite" fee.

No longer do you need to face the reported thefts from anchoring in Sorong for a week.

Leave your boat at the marina in Waisai and take the fast ferry from Waisai (9 AM, but leaves later) to Sorong. If you want the convenience of a taxi right from the ferry, negotiate very clearly up front, as there are scammers: but get to immigration.

We needed a copy of the front page of the passport, a copy of the sponsor letter, and a copy of the crew list for each person. At the office you fill out 2 copies of almost the same form. Then fingerprints and photos. Come back next day to pick up your completed visa renewal.

There are plenty of decent inexpensive hotels in Sorong. We checked one of the online travel sites, and minutes later booked at Royal Mamberamo hotel. (Or just take the ferry down and back both days.) We didn't know how rapid the immigration process was, and came on a Friday, so need to come back on Monday. We could have taken the ferry back same day.

This is a much nicer experience than the anticipated 3 weeks of cruising followed by one week of sitting in Sorong waiting for the visa renewal process to complete, as in prior years.

Soggy Paws – August 2016 – Renewing Visas in Sorong: *(We hear from cruisers in 2017 that Sorong Immigration has become a "nice" place to renew your visas, with 1-3 day renewals with no extra fees.)* As of mid-2016, the Sorong Immigration office still had its little scheme going to try to charge "expedite fees" from visitors for a one-day visa renewal. Their official position is that you can renew your visa for the official fee of 350,000 Rp, but the process takes 7 days. If you want it any quicker, you will pay. The normal expedite fee is 1M Rp, and with that you can get one day renewal.

We contacted a local "agent" who had helped another cruiser. I don't know where our friend dug up this lady, but she got him out of a jam (expired visas, etc). I don't think Eflin is a legally registered agent, but she knows the ropes and did help us get a slightly expedited renewal.

Because we had 4 boats, and the following week was the week-long holiday associated with the end of Ramadan, we chose to pay Eflin to expedite our visas. We wanted to know if there was a “group discount” for the lot of us. She waited until a specific person arrived at work (at 10am after Ramadan prayers), and negotiated a reduced fee for our group for a guaranteed 5-day renewal (so we’d get our renewals on Friday before the Ramadan holiday). I think we paid 850,000 Rp per person, which included the normal renewal fee, and Eflin’s cut. We never saw or talked to the “big cheese” who made these decisions, so we can’t report exactly who it was. We had talked to people at one of the dive resorts in Gam and they told us they are faced with the same problem. So it’s not limited to cruisers.

Also, the 7 day process includes a visit back at the Immigration office in the middle of the 7 day period, to get your picture taken. (We think this only happens on the first renewal, but are not sure). So in theory, you can’t drop your passports off, go out cruising for a week, and then come back. Our friend who DIDN’T pay the expedite fee, submitted his paperwork on Friday, was told to come in on Weds, and that he would receive his visa on Friday. When he got there on Weds, apparently his paperwork wasn’t ready yet, so they didn’t take his picture until Friday when he came back to pick up his visa. So you could probably skip the mid-week visit and show up on the 7th day and get your picture taken and pick up your passport.

1.6.9.2 Tual, Kai Islands

Soggy Paws – July 2022 – We did 2 visa extensions in Tual in 2022. Because we were coming into Tual just days before our current visa was to expire, we went ahead and had our Bali-based agent courier a visa extension package to us in Tual (using Jhords’ address, a local guy). Jhords also took us there and acted as our “local agent”. I don’t know if that’s actually required, but it sure was easy, and Jhords isn’t expensive. This Immigration office currently has a very nice guy that speaks very good English, so if you have a little breathing room, time-wise, you could go in and ask what is really required. You could also try to contact him (Irchad) by WhatsApp at +62 811 4781 223. The Immigration Visa Extension fee as of June 2022 is now Rp 2M per passport. We paid it at the Post Office, near the Gota Supermarket, and then took the receipt back to Immigration.

Soggy Paws – June 2017 – Extending Social Visas in Tual: Tual in the Kai Islands is another good place to extend visas, as Immigration is within walking distance of the harbor.

You fill a form out, and they want a copy of the following, for each passport you are renewing:

- your passport page,
- your current visa page
- your boat documentation
- the Cruising Declaration you got from Customs on checking in
- a new sponsor letter (we were able to use the same sponsor letter for two successive renewals in Tual, but if you are going to a different office from your last renewal, you may need a new one for each renewal).
- A crew list.
- Rp 355,000

If it's your first renewal after checking in, they will want to take your picture and fingerprints, so each person renewing will have to be present for that.

Usually the process is

6. drop the passports and paperwork off one day
7. do the photo/fingerprints the next day
8. pick up the visas with the renewed visa stamp in them the next day.

It is useful to leave them a cell phone number to contact you with questions/issues. It MAY be possible in any given place, if you are truly have a reason, to get a same day or next day renewal, but so far that hasn't been necessary for us.

Sanpoi – February 2017 – Extending Visa in Tual: Our visa ran out on the 16th of this month. A week prior to the expiration date, we left Kaimana to head to Tual to ensure we had plenty of time to extend before it expired. On our way to Tual, we got hit with a squall with 50knt winds and a bit of swell--we were going only 1knot, so we were forced to anchor at Pulau Adi. We got stuck there for two nights. When it cleared a bit we retreated back to Kaimana.

Finally when we had a window of good weather we made a dash to Tual, arriving the day our visas expired. We went to Immigration and explained what happened and had proof (emails, phone calls, sms etc) that we had tried to contact immigration about being late on our extension due to the horrid weather. They were very good about it and didn't fine us or anything--just the normal process, the lady even said how bad the weather can get here so she understood.

We have now renewed twice in Sorong and once in Tual, and had no dramas at all. Each time they have been friendly and helpful. I do know of some people having problems with sponsor letters and also waiting for hours in immigration office but it has never happened to us.

Not sure about the expedite fee as we have never asked for a hurry/rush on extension. Normal turn around time is 4 days. Not sure about expedite fees and how quick you can get a turn around.

1.6.9.3 Ambon

Soggy Paws – May 2017 – Renewing Social Visas in Ambon: When we got to Ambon, we still had 5 weeks left on our 2 months entry visa. We tried to renew early in Ambon, citing that we were going to Triton Bay/Kaimana, where we couldn't renew, and were told no, they couldn't renew us that early. The official word now seems to be consistently that you can renew up to 2 weeks early.

Our friends on Vaa Nui renewed in Ambon in 1 day. They had done the 30 day visa on arrival with extension possible in Bitung, and had no problems renewing a week early. The lady at the front desk in Ambon is friendly and speaks English.

Instructions for getting to Ambon Immigration from Amahusu: Leave your dinghy on the beach to the left (as looking at shore) of the hotel. Our dinghy was never molested there. There is quite a tide, so be sure to take that into consideration. On the road, take a #17 or #18 bemo to the left (towards town/east). Ask the driver to let you off at Gareja Rehoboth (Rehoboth Church). There's a road going up the hill there. Walk across the street to position yourself for a bemo going up the hill. Take a #12 bemo and ask to be let off at Imigrasi (it's not far). The

whole process should cost less than Rp 10,000 pp. (It may be possible that the bemo from Amahusu will divert and drop you at Immigration for a little bit of extra money).

There is more on Ambon transportation in the [Ambon section](#) below.

Be sure to start your renewal approximately 1 week before your 60 days is up. If you are on a “social” visa with a sponsor, your sponsor will need to send you a new sponsor letter for your renewal, and there may be a separate fee for that. There is also a fee you must pay to renew at Immigration—in 2016 it was about \$35 per passport. Some Immigration offices will turn around a renewal in a day, others may take as long as 7 days, unless you pay an “expedite fee” (this was \$100 USD in Sorong in 2016, but has since been abolished). The average processing time in 2017 seemed to be 2-3 days.

The first renewal, after your paperwork is submitted, you will need to report to the Immigration office for a photo and fingerprint.

1.6.9.4 Medana Bay, Lombok

Alba – Sep 2015 – Renewing Visa in Medana Bay, Lombok: In Gili Air, we spotted that our friends on “Laragh” had arrived, so we stopped by and chatted to them, catching up on their adventures over the past few weeks.

They've been trapped at Medana Bay Marina waiting for their visas to be extended. It took three days to get their passports back and cost twice as much as we paid in Bau Bau. The whole process has been a nightmare with travel to the immigration office taking a whole day. Some people have spent over a week getting their visas sorted out, which is a horrible waste of time. Apparently Medana Marina is subject to swells and is very rolly, so having to wait there was very unpleasant.

1.6.9.5 Mataram, Lombok

Sail SE Asia – December 2021: We just extended our visas in Mataram and used our sponsor from Sorong. We had our sponsor call and talk to the head Immigration officer and he agreed it was OK.

Sail SE Asia – November 2018: Just a heads up to those thinking of extending your social visa in Mataram, Lombok....don't do it. They will not let you use a sponsor like Raymond Lesmana and insist you use a "local" sponsor...like the guy outside the door. The reason for this is because the lady behind the desk takes a cut of the fee you pay the sponsor...we were told as much by one of the sponsors.

1.6.9.6 Labuan Bajo

Kimberly Cat – September 2022: Labuan Bajo, never again! We walked in for the first time and we already knew they were not interested to look into our paperwork.. we then asked them what the problem was but no one reacted. They simply walked away.

We waited another 2 hours there and asked them again to explain what the issue was. They said no one can do this here, if we can try elsewhere. They wanted us to try in Bau bau. We asked them if they realised how far that is! Long story cut short, we came back there again twice. They realised we were not giving up as the visa was running out the day after. At the end

they had no choice, we didn't want to leave so they ended up giving us the stamp at the end. What a nightmare!

Soggy Paws – August 2022: We found ourselves in Labuan Bajo (next to Komodo) with a visa extension looming. We had been told by others that LB was not a good place to extend, so had planned to courier our passports to our agent in Bali to get the process started, and then rush there to be able to present ourselves as needed during the extension process. This was a sketchy plan and meant we'd need to skip doing as much exploration of Komodo as we wished.

Then we met another cruiser who had just extended in LB. She said the LB Immigration office REFUSES to process extensions for yachties without an agent, and recommended an agent who made it painless for her.

We did NOT need to get a sponsor letter from our original sponsor for this. Cost to agent of 3.750M Rp per passport included the 2M government fee for visa extension. Agent's helper met us in town and picked up our passports and whatever else they needed. Arranged transport to for us do the 'biometrics' at Immigration, made the bank payment for the visas, and delivered our passports to us with extension stamp in it. Expensive, and we hated giving in to petty officials who twist the rules, but it was worth it to us to get it done quickly and effortlessly. In my experience, the closer you get to Bali (or other major tourism areas), the worse the Immigration offices get. Too many knuckleheaded tourists who don't understand the process and don't understand the culture—the officials just don't want to have to deal with it.

Agent was PT Trans Cakrawala Perkasa operasional@tracks.co.id 0822-2148-2790

Java – 2017: In Labuan Bajo it only took 5 days for Visa Extensions with no "funny business

1.6.9.7 Bali

Meikyo – Sep 2022 - Denpasar, Bali: Warning! Denpasar, Bali visa extension, even with the help of our agent who lives in Bali, was the most difficult and drawn out visa extension ever.

DON'T DO IT IN DENPASAR!!! We had to make an appointment (online), one for each passport, have our "sponsor" accompany us IN PERSON, and make 3 visits to the office to complete the process. It literally took us 10 calendar days.

Bojangles – July 2022: Singaraja, Lovina has a busy but effective Imigrasi. We did our extension there with a sponsor letter delivered by post. Easy access to western supermarket and north Bali tourist attractions.

Velella – January 2018: Btw extending our visa here in Bali seems more complicated and will take longer than others have reported of Mataram and Labuan Bajo. Something to keep in mind for those sailing east in the coming months.

Java – 2017: Denpassar (Bali) takes 10 days for the same process and you have to make three trips to their office, which will cost you in Taxi fares the same amount as two Visa Extensions.

1.6.9.8 Maumere, Flores

Soggy Paws – August 2022: We had a great experience extending our our crew's VOA visa in Maumere. Ridwan Wajaya, who lives in Larantuka (far eastern end of Flores), came on his motorcycle to where we were hanging out (at a small dive resort just east of Maumere) and

accompanied us to Immigration and we managed a same-day extension (he has a family member working at Immigration). We did pay Ridwan a reasonable fee and paid for the taxi to take us to Maumere and around town. Contact him on Facebook or via Whatsapp at 0812-3682-0991.

1.6.9.9 Belitung

FB Discussion – October 2018: Our friends were asked for approximately \$900 dollars CAD

- We did ours in Belitung. Young, professionals. Only snag was having to go back the next day to pick. Not a hint of anyone wanting a bribe.
- Did it too last year. No bribe. Director of the place came to shake our hands. Kept apologizing for the new computer system. Had to be patient but everyone was nice. Also had to go back and payment is at the bank not at their office.
- Very easy to renew visa, we also got our AUSTRALIAN gas cylinders refilled, brought fuel and water all at a reasonable price.

1.6.9.10 Kupang

Java – 2017: Kupang Immigration, not good for Visa renewals. They are OK for checking into the country, but if you just want to do your monthly Social Visa renewal, this is not the place since they require you to use a LOCAL Agent.

We had used Ruth in Bali (info@islemarine.com) to get our Social Visa while in Davao, Philippines. She's a very reasonably-priced, popular Agent.

Kupang would not accept her, so we asked around and found Isak who was supposedly the most honest local Agent. He charged us 1 million Rp each and took care of it, but this is 10 times what Ruth charges to just produce the sponsor letter and let you handle the paperwork yourself. Also, I could not get a receipt from Immigration, I think because Isak gave some money to the "Boss" behind closed doors. I never saw him give any money over the Immigration counter.

This duplicity is reported to be a problem in Lombok also.

1.6.9.11 Tarempa, Anambas Islands

Alba – July 2016: It's possible to do a 30 day visa extension in Tarempa. It took Immigration two days to process our application - the major delay was that their internet connection back to headquarters was not working and they couldn't use the on-line system on the first day.

We extended our 60 day tourist visas by 30 days. We're not certain if it's possible to extend a 30 day on-arrival visa, but I don't see any reason why not.

When we asked for an extension, they initially told us to come back a week before our current visas expire, because the visa extension would run for 30 days from the date that it was issued. We argued that we'd extended last year and the extension had run from the end of the initial visa for a further 30 days. We showed them the stamps in our passports, which convinced them that they could do the same.

So, we entered Indonesia on the 29th June (at Nongsa) and were given 60 days until the 27th August. We then had 30 day extensions issued on the 26th July and they gave us an exit date of 24th September. The number of days doesn't quite add up, but it's nearly 90 days.

The process was as follows:

1. Write a letter to the Kantor Imigrasi, requesting 30 day visa extensions for your crew, put the crew names and passport details in the letter - an official boat stamp would go down well.
2. Fill in an official visa extension form which they will provide.
3. Give them your Boat clearance papers, which they keep hold of for the duration of the process (It would be prudent to get photocopies of the documents before you hand them over.)
4. Pay a fee of 300,000 Rupiah each. Immigration will give you a bill that you have to pay at the BNI Bank on the main street. The teller is upstairs and it was a very fast process.
5. They enter your details into their on-line system - this took 24 hours...
6. They then take your biometric data - photograph, finger prints and signature.
7. Pay a fee of 55,000 Rupiah each. Again, they give you a bill which you pay at the BNI Bank.
8. Wait half an hour for your passports to be stamped with the extension details. (They will give you back your Boat clearance papers.)

1.6.9.12 Bengkulu, SW Coast of Sumatra

Sail SE Asia FB Group – Aug 2019: The Bengkulu anchorage 3.46.74S 102.15.32E was good with a little swell at times. We went from Lombok to Sabang from mid April to end of Sept. We did visa extensions at Bengkulu (excellent) and Nias (poor). My tip would be to get 2 extensions in Bengkulu even if you have to spend a few days there as Nias office is really out of the way (wrong coast) and will take 3-4 days anyway! The whole of the Mentawai, Telos, Nias islands are stunning with mostly clean beaches, crystal clear water and green Jungle backdrops and is one of the highlights of our 3 yr time in Indo. Pulau Asu (E of Nias and Pulau Lasia (N of Nias) had the most amazing clear water I have ever seen in Asia !Not much wind ,take your time and enjoy.

1.6.10 Immigration – Crew Changes

In most countries, when you have crew changes, officials are usually just concerned that the crew actually left the country (or has means to actually leave the country). In Indonesia it used to be a simple thing to take your crew list in to Immigration or the Harbormaster with a new crew list, and get it stamped. Crew changes used to be no drama events. Until July 1, 2024.

We (Soggy Paws) can personally attest that this ridiculous rule—that yachts must have the exact same crew when leaving the country as they had when arriving-does actually exist, as we were one of the first boats to get caught by the new rule in July 2024. We ended up paying one of the local helper/agents to do the check out. It took a \$1M IDR cash payment destined for

Immigration and 500K IDR for the “agent” to solve our problem. This seemed to be the “going rate” for this problem in late 2024. As of mid-2025, it is still the rule (see Noonsite info below).

Noonsite - August 2025: From July 1, 2024, Indonesia officials in some parts of the country started to enforce a regulation that yachts were no longer permitted to change crew or add new crew members (i.e. crew lists from the port of entry have to be the same at the port of departure). The rule was being actively enforced by officials in western Indonesia in the Anambas Islands, due to a vessel engaged in illegal chartering.

For many cruisers, crew changes are needed for delivery crew or family/friends that are visiting. According to the regulations, a crew change is not allowed “except in an emergency or for safety reasons”. However, there is no official definition of what an “emergency or safety reason” is – just that there needs to be an emergency or a safety reason for a crew change to be allowed.

Agents have indicated that should a captain/skipper want to effect a crew change – this can be done if the crew change is necessary because the crew member has a family emergency and has to return to their home country immediately. It also may be that your insurance company requires that another crew member joins the vessel – for safety reasons – to replace the crew member that had to return home due to their “family emergency”.

A letter stating the reasons for the emergency crew change, or the safety reason why the crew change is being made, should be prepared by the skipper/captain and provided to officials as required. If any cruisers have face problems with this regulation, please get in touch at noonsite@noonsite.com. and we can put you in touch with officials who will assist.

The Immigration regulation from the Minister of Law and Human Rights Regulation No. 9/2024 article no:67, states:

(1). Yachts are not permitted to change, add, and/or reduce passengers except in emergency situations.

(2). Changes, additions, and/or reductions in passengers in emergency situations as referred to in paragraph (1) may be made after obtaining approval from the immigration officer at the TPI based on an emergency statement from the relevant government agency.

Sail SE Asia – January 2024: I'm going through this process in Sabang at the moment, you need your new crew list stamped by the harbour master on leaving the port. I have also been advised to keep a copy of the crew's passport, proof of flight out, and get them to send the exit stamp on their passport when they fly out.

1.6.11 Customs

Sail SE Asia FB Group – Dec 2020: There's a new requirement to register your non-Indonesian cell phone(s) with Customs. Probably should ask about this when you check in. More details in [Cell Phone](#) section.

Complexity – June 2017 – Clearing in in Sorong, Raja Ampat: Customs was very professional and polite. There was an anti-corruption poster at door and a No tipping poster inside.

They wanted our clearance from last port (copied it and returned original to us) declaration printed from Yachties, passports, copy of vessel Certificate of Documentation (which they call

vessel particulars) and crew list. Three officers went to the boat for an inspection. They did not accept an offer of food and drinks as they were fasting for Ramadan. One got seasick during the process below and had to go up on deck and sit through the rest of the process. On board they asked for a copy of our food stores list, equipment inventory and list of medicines. When they asked us for last port and departure date, we gave them a copy of our last ten ports list. They took many pictures including of the engine room.

They asked us for our "ICE" number several times. We told them we did not have one. At some point I realized they were asking for our AIS number so I gave them our MMSI number.

The Customs officials liked having all of the documents we gave them stamped with our boat stamp and repeatedly reminded us to take the stamp back to the office with us for the final bit of paperwork after the inspection aboard.

They did not ask for Customs Declaration even though Jim had it signed and completed it ahead of time. We showed it to them. I had read that it was required, I think on Yachters website so had downloaded and printed it before we left Palau.

Customs clearance for boat is good for three years. We must report our current position to Customs every six months by email to the email address on the clearance form.

They told us that we do not have to check with Customs again until clearing out in Ambon.

Before we left the office one of the officers asked to have his picture taken with us.

Soggy Paws – April 2017 – Clearing in in Bitung, NE Sulawesi: The clearance process in Bitung was Immigration, Customs, Health (and maybe we should have done Port Captain, first?, but didn't).

The Customs part was pretty easy—find the Customs office, bring your printed copy of the Yacht Declaration form that you filled out ahead of time with you. (If you have not filled it out ahead of time, as you should have, they have a computer terminal that you can use to fill it out in their office, however, the process wants uploaded pictures of the captain, the boat, and vessel documentation, so bring these on a stick or bring your laptop).

We gave them all our paperwork, and sat for awhile while they reviewed it. Then we made an appointment for Customs to come out to the boat (they wanted to right away, but we wanted to do a little shopping before returning to the boat). They provided their own transportation, and sent a crew of about 6 young people aboard to do the yacht review. They had 2 cameras and took pictures of EVERYTHING, including the Engine serial numbers. They asked about liquor and drugs, and we showed them what we had, and they took pictures of it. Pretending you don't have ANY is a mistake. Finally, they wanted to see our AIS transmit screen. It wasn't enough that they could see the boat name on the MarineTraffic.com website, they wanted to see that we were actually transmitting. Also, we got a follow-up email 3 months later asking us why we hadn't been transmitting. (We had been in ports with no MarineTraffic relay station). A simple email back indicating where we had been was sufficient—they are just trying to ascertain whether a specific yacht is still inside or outside the country.

After the yacht visit, we had to return to the Customs office the next day to pick up our official piece of paper.

We understand that if you leave your yacht in Indonesia, after 6 months you should check in with your ORIGINAL CLEARANCE PORT to let them know.

Make SURE that when you leave the Customs office, you understand how long your yacht can stay in Indonesia without any further extensions. (I think it is a year with possible extensions up to 5 years, but not positive—it should say on the form they give you). DO NOT ignore this—if you overstay your “Temporary Importation” they automatically assume you have imported your yacht into Indonesia, and you are immediately liable for the 30-40% duty. They are serious about this! We once were given only 90 days when we thought we had a year!! (because we did the procedure wrong in 2016, as part of a Rally).

Segue – August 2016 (from Noonsite): A note about the new electronic check-in system, the “Yacht’s Electronic Registration System -- YachtERS” I LOVE this new initiative! We had completed the registration process when we first checked into Sorong some months ago. When it came time to check back into the country in Kupang, all we needed to do in the Customs office was update the “Itinerary” section of our Yacht Profile (using their computer) and we were done. So easy!

Soggy Paws – August 2016: While the change in Indonesian laws that occurred in Dec 2015 is great, it caused us a problem. We were with the Sail Samal 2 Raja Ampat Rally that left Philippines on May 6, 2016. The Rally organizers handled the Social Visa application process for us (done at the Davao Indonesian Consulate). We were told NOT to register in the online system. We filled out whatever paperwork was emailed to us, and sent it back to the agent handling the process.

As in previous years, we were checked in to Indonesia in Sangihe, which is not an official port of entry. The rally organizers arranged for officials to be flown in from Manado to do our clearance. We checked our passports carefully to make sure they had been properly stamped and dated. We ended up with a handful of paperwork in Indonesian, with lots of official stamps and signatures. We didn’t pay too much attention to what the papers meant, as we believed we were good for 6 months, except for the visa renewal process, which started after 2 months. And we actually thought we’d leave at the end of our initial 2 month period.

However, we were enjoying Raja Ampat so much that we decided to extend for a month. So we went to Sorong with 4 other Rally boats to do our visa renewal. (our experience with visa renewal is reported under the Immigration section). While in Sorong, one of our boats went to Customs to ask about importing a spare part. As part of that discussion, we discovered that all the rally boats had only been issued a 3 month Temporary Importation Permit (TIP). This is a document that waives the duty normally due on an imported item because you plan on taking the item back out of the country within a defined period. And, to make matters worse, it appeared that our TIP might expire a week before our (just-renewed) visas expired. (There were 2 dates on the form that was completely in Indonesian...one was the date the TIP was applied for and the other was the date that we arrived in Sangihe. It was not completely obvious which date was the controlling date for the 90-day TIP... it did end up being the date of entry, not the date of application).

To heighten our worry, we were told of a cruiser in Sorong who had just been assessed \$10,000 (AUD) fine because, also not knowing he only had a 90-day TIP, had left his boat in Indonesia for 5 months while he flew back to Australia. The original “fine” he was assessed was the 30-

40% duty due on his vessel, which was assessed at a valuation of \$1.5M AUD!! He was able to negotiate it down to “ONLY” \$10K AUD. This did get our attention!!

Finally, another cruising boat who had just come in from the Philippines, but not with the rally, had used the automated system and was automatically issued a 3 year TIP. This boat checked in with Immigration in Sangihe, but was told to do Customs in Sorong. When he got to Sorong, he went in to Customs and used the computerized system.

So, bottom line—make sure you understand what your paperwork says. Pay attention to dates on the forms, and make sure you understand what they mean! And make sure you USE the new computerized systems, as Customs is not very happy about dealing with boats who are outside the new system.

Because we were on the old paper system, when we went to clear out of Customs in Sorong, they told us we had to wait to clear out until the paperwork from Manado could be forwarded to their office. (However, we knew that ahead of time, so our paperwork was ready when we finally cleared out from Sorong). The Sorong Customs guy is really nice, but they go by the rules. We were told “next time, make sure you are registered in our system, and clear in at one of the 18 ports”.

1.6.12 Health / Quarantine

As of August 2024, all visitors to Indonesia are required to fill out an e-Health Declaration.

<https://sshp.kemkes.go.id/> (trying to confirm Dec 2024 whether this applies to yacht entry)

Soggy Paws – April 2017: The Customs office in Bitung didn’t even know where the Quarantine office was (nearly next door to them).

This is where you take the MARITIME DECLARATION OF HEALTH form you downloaded from the last page of your Yachters entry, which we had filled out, signed, and stamped.

There was a very nice lady in the first office who spoke English. She organized the whole procedure. Since we did not already have a “green book” (Ship’s Health Book), which we apparently require in Indonesia, we had to get one of those. A few minutes waiting, and the lady brought us to a wall that had all the charges for Quarantine on it, indicating we had to pay 35,000 for one thing (our Certificate of Pratique) and \$15,000 for the Green Book. (A total of about \$4.50 USD per boat). After paying that, we waited a few more minutes and were presented with a Certificate of Pratique stapled inside our new Green Book. No boat visit required (we didn’t ask, they didn’t mention it).

The very last word the nice lady said to me was “You know that you have to return and get cleared out of Bitung before you leave for your next port.” (we didn’t know). It’s unknown whether you can get by without going to Quarantine at all. Had we not asked the question, nobody would have told us to do it. But you may run into problems down the way somewhere if you do not have the Certificate of Pratique. The Green Book, though technically not required (so we’ve heard) always makes Quarantine happier. I know that in Sorong, clearing out of Indonesia last year, Quarantine was a mandatory stop in the clearing-out process. Customs would not give us our clearance document without it.

We didn’t ask if they would come to the boat...and they never mentioned it. So we got our paperwork without having to hassle with a visit from a Quarantine officer.

1.6.13 Port Authority / Harbormaster

Soggy Paws – Nov 2019: We had a similar experience in Biak—we looked for the Port Captain / Harbormaster in Biak and could not find him. Customs told us we only had to see Customs, Immigration, and Quarantine on checking in.

We checked out a month later in Sorong. When I told the Sorong Harbormaster/Port Authority person that we didn't have an inbound clearance from Biak, he shrugged and made us fill out a piece of paper, and wanted to see our Customs clearance from Biak. Didn't seem to be a major issue, as I guess by now a number of boats have cleared in through Biak and didn't receive a Port Authority clearance.

Rehua – January 2018 (From Noonsite.com): We completed our outward clearance of Indonesia in Belitung in January 2018. The entire exit process took the most part of the day, in the following order: Immigration, Customs, Quarantine and Port Authority.

When we went to the Port Authority to get our exit clearance document, this is where we had an issue. We did not go and see Port Authority on entry in Biak in July 2017 as per the advice of the local authorities there. However, apparently it is required to see Port Authority on entry and exit (but not at any other ports in between during your cruise around Indonesia).

They said we were not the first yacht who did not have an entry document and asked us to pass this information to noonsite.

They resolved the issue by contacting Customs and told us to come back after lunch to collect our exit clearance document. They wanted photocopies of all other documents and then issued us the exit paper the same day.

Complexity – June 2017 – Clearing in in Sorong, Raja Ampat Visa on Arrival: HARBOR MASTER: When we first got to the office, the official had Jim write the following on a blank piece of printer paper:

When arrived

Arrived from where

How many crew

When leaving

Where going

Sign by skipper.

He took the paper notes away. He borrowed and copied the following paperwork:

- Our vessel Certificate of Documentation (vessel particulars)
- Clearance documents from Indonesian Customs office
- Indonesian Immigration clearance
- Stamped Crew list
- Clearance document from Palau

He gave us a folder of paperwork to bring back when ready to clear out with them before departure.

1.6.14 Stopping at Places Before Officially Clearing In

Soggy Paws – 2017: It is always a good idea to do the right thing, which means clearing in at the first available port. We don't condone the practice of sneaking through Indonesia to avoid paying fees or doing paperwork, or delaying your entry to extend your legal time in Indonesia. This can become problematic if you end up with a yacht or crew emergency, or get asked by an official for your paperwork. Imagine the uproar in your home country if a foreign yacht did the same thing there.

However, we do know of one circumstance in 2016 where another boat we know stopped in Sangihe, which is not one of the 16 or 17 official clearance ports. Historically, Sangihe was a Rally clearance port in the past, but they brought the officials in specially for the Rally. In Sangihe, the first Indonesian town south of the Eastern Philippines, there is an Immigration office, but no Customs. So, our friends who stopped there not with a Rally, cleared Immigration, but were told to continue to an official Customs clearance port (Bitung or Sorong) to complete their clearance. This seemed to work out OK for them in the long run.

1.6.15 Pets

Soggy Paws – 2017: Pets are possible, as I know several boats with cats and dogs aboard who cruised Indo in the last few years, but I don't know the details.

1.6.16 Port Clearances Inside Indonesia

The days of having to clear in and out of every port you visit in Indonesia seem to be over. However, it is normal for officials to want you to clear out of your port of arrival.

Complexity – June 2017 – Clearing out of Sorong for Ambon:

We had planned to leave Sorong on Friday morning at first light. We had just been in their office on Wednesday afternoon to clear in. He wanted us to return at 8 am the day of our departure to clear out, but we explained we wanted to leave at first light to assure arrival at our anchorage before dark. He said to come back on Thursday at 3:30 PM.

We went back at 3 PM after killing several hours ashore. After a slow process to complete one piece of paper, the officer told us we could not complete the process that day as their billing office closes at 3:30 pm. We were dismayed since we needed to depart early. We asked if we could just pay him. He had to go discuss it with his manager. In the end we paid him cash Rp5,000 and Rp8,000 which is very very little US money. He gave us the two Rp1000 in change from his wallet.

The Harbormaster official stamped our Immigration clearance paper and asked to see our green book from health. I think he stamped the green book too. The whole process took about an hour.

Soggy Paws – June 2017: We cleared in at Bitung in April, and listed Ambon, Tual, and Sorong on our ports list (with some others further on). We did clear OUT of Bitung, because the officials wanted us to do so. We went to all 4 offices (Immigration, Quarantine, Customs, and the Port Captain), and got clearances from them.

We stopped in Ambon, and never did any port clearance there. We went twice to Tual for visa renewals, and did not do any port clearance. We managed to skip Sorong, as a change in plans led us back to Bitung to clear out. There was no discussion by any official on clearing out of Bitung for the Philippines asking why we hadn't cleared in and out of the other ports we listed.

Alytes – January 2016 (from Noonsite): We have been cruising Indonesia from Jayapura via Raja Ampat (Sorong), Ambon, Wangi-Wangi (Sulawesi), Komodo, Bali (Serangan) and Kalimantan. We only cleared in in Jayapura and out in Kumai (Kalimantan). Didn't bother to check the officials in the other places and were never approached by anyone. Even made good friends with the police in Ambon. The Harbour Master in Kumai made no comments about the more than 60 days spent with only one clearance. They simply did not care. I think in case you do not really point anybody's nose at you, you are fine without checking into every harbour in Indonesia.

Noonsite – February 2016: It has been decreed by the Government in Jakarta that domestic clearance is no longer required. However, things do take time to filter out to the far reaches of Indonesia and individual harbor masters continue to make their own local bylaws. It appears in West Papua - nothing has changed.

1.6.17 Checking Out of Indonesia

Ariel – Sep 2024: Nongsa agency fee including solving our crew change issue was 2M IDR. I was very happy with the service. I checked pricing for clearance and docking with 2 other options and Nongsa was cheapest. And a lovely place!

Soggy Paws – July 2024: New fun involved in checking out of Indonesia if you do not have the EXACT same crew on checkout as you had on check-in. Even if you have gone through the hassle of documenting crew changes during your visit.

As of July 1, Immigration insists that you have the exact same crew checking out as checking in. There doesn't seem to be a legal way around this issue, except to pay one of the local "agents" to do your checkout. Then you pay them cash, which I believe some of gets distributed to Immigration to "solve" the problem. The going rate for this is around 1M IDR per person. Not needed if you haven't had any crew changes or other irregularities.

Immigration in Anambas noticed, after we had completed our clearance out, that I had flown out of Jakarta and flown back in 2 weeks later. All legal. With a new visa, as required. They started to question our "agent", but it was very late in the day. I expected some problems or the need of more baksheesh. Fortunately we left at 5am, and have not had a reason to go back into Indonesia since.

Starry Horizons - November 2018: We checked out with the rally, so I won't go into detail, but we found that rally participants that cleared out with the rally received a Sanitation Certificate. Boats that cleared out on their own did not.

When clearing into the Maldives, they asked to see our certificate, and we saved ourselves \$65.

Rehua – January 2018 (From [Noonsite.com](https://www.noonsite.com)) - Belitung: We completed our outward clearance of Indonesia in Belitung in January 2018, after checking in in Biak and making our way west through Indonesia.

The entire exit process took the most part of the day, in the following order: Immigration, Customs, Quarantine and Port Authority.

We were anchored in the town harbour in Panjung Pandan and took a taxi to Immigration who are based on the other side of town. They took photocopies of our passports and stamped our passports. It took roughly one hour.

Then we went to Customs, located opposite the Port Authority in the centre of town. They wanted to check the boat (engines and AIS mainly) and stamped the documents we had received from Customs at entry in Biak.

Next we had to visit Quarantine who are based in the same area of town. They stamped our green book and collected a fee of 20,000 RP (£1). This was the only fee we had to pay.

Finally we went to the Port Authority to get our exit clearance document. This is where we had an issue. We did not go and see Port Authority on entry in Biak in July 2017 as per the advice of the local authorities there. However, apparently it is required to see Port Authority on entry and exit (but not at any other ports in between during your cruise around Indonesia).

They said we were not the first yacht who did not have an entry document and asked us to pass this information to noonsite.

They resolved the issue by contacting Customs and told us to come back after lunch to collect our exit clearance document. They wanted photocopies of all other documents and then issued us the exit paper the same day.

January 2018: A boat trying to check out of Saumlaki in January 2018 was told they needed to go to Tual to clear out. Sorry, this was second hand, don't know any further details. However, in April 2018, another boat cleared out OK. See report in Saumlaki section.

Changing Spots – August 2017 – Sorong: There are changes to the check-out procedure, and the order is critical.

Immigration. They only need your passports and crew list, and there is no charge. The secret code word is CLEARING OUT. Anything else, such as leaving the country, sailing to wherever, don't need another visa extension will only get demands for another sponsor letter.

Quarantine. The cost is 20,000Rp (1.50USD), but you need to get an invoice, take it to a bank to pay it, and then take the receipt back to Quarantine. They want the green folder you got upon entry, and also asked for immunization records, clearance papers from the previous country, list of prior ports visited, and a few more things we didn't have. These might have been relevant questions upon entry, not when leaving the country. He made copies of some mundane papers I gave him, and eventually accepted that we turned over all the relevant papers upon arrival. He needed a copy of a paper from Immigration.

Customs: Very nice folk in a new, clean, cool office. After they complete their extensive paperwork, you are responsible to get them (only 2 guys here, compared to 6 in Bitung for checking in) to the boat and back to their office. When we checked in, they photographed many big ticket items, supposedly to assure we weren't selling them here. These guys didn't know about that, but confided that they were mainly interested in narcotics, having recently found a Chinese boat with several tons of drugs. Unfortunately, the captain needs to go back to their office to wait for more paperwork completion, and signatures. Don't forget your boat stamp.

Port Authority. Finally, loaded with the customs paperwork, you can visit Port Authority. If you are using the water taxi from Doom island, it is very conveniently located on the short road to

the main street. They are open until 5 PM, and Saturday. But- they also have a small fee, which also needs to be paid at a bank. The banks are closed on Saturdays.

Doom Island is a good place to anchor, with good holding in sand and John Raunsai (082238444120) to help out, and watch over your boat. We still hoisted and locked the dinghy every night, and locked the boat up when leaving and at night.

While you can certainly use your dinghy, it is very convenient to have the water taxi pick you up and drop you off at your boat. John can arrange a pickup, but be flexible in your time. The water taxi fee is 50,000Rp when you hire the boat. I don't know the fee if it is based per passenger.

Additional Suggestions:

Stop at Port Authority early in the day, and ask for an invoice. (I checked, and it is ok.) Then you can have that already paid when you visit them, the last stop of the exit process.

If you decide to check out on your own with public transport (yellow vans, called taxis), look up where the offices are, and a bank close to the Quarantine office. But it is much easier if you hire a car (nice SUV with A/C) by the hour. The rate is 100,000Rp (7.50 USD) per hour. John can also arrange that.

While the water at Sorong isn't inviting, John says that a nearby island has great snorkeling, and over a hundred species of fish. While at anchor at Doom island, keep your eye out for a magnificent sea eagle. It was hand raised, but is now wild and free, going "home" for frequent visits. It likes to perch on the green nav light.

Soggy Paws – July 2017 – Bitung: Because we had checked in in Bitung, we already knew where all the offices were, and so it was a breeze. We started with Immigration (see our check-in notes for descriptions of locations), then did Customs, Port Captain, and Health/Quarantine. I think the only charge was at Quarantine—a very small amount.

One quirk—on our original Customs declaration on the Yachters website, we had planned to check out of Biak. But because of issues with the boat, we had decided to return to the Philippines to fix the problem. They were quite confused by us changing our minds! They asked us to write a letter to put in the file, why we were going to the Philippines instead of east to Biak. We had a legitimate reason (boat equipment issues), but I don't know what they'll do if you just changed your mind about where you wanted to go.

The only mistake we made was not organizing the Customs boat visit right then (around 10am)—we deferred it until later in the afternoon "3 or 4 o'clock" when we knew we would be back onboard.

We were anchored up off Bastianos. At about 4:05pm, we got a call from the Customs person "We have problems with the boat, can you bring your boat down here to the dock?" Because it was going to be dark soon, we didn't really want to move. We told them if they could take a car to the "Water Police" dock, we would pick them up in our dinghy. They said maybe they'd be there by 4:30. At nearly 5:30, they finally arrived at the Water Police dock, easy dinghy distance of the northern anchorages, so as darkness fell, they were onboard asking the same questions and taking the same pictures as if we were checking in. And... they didn't bring the clearance paper with them. They told us to come to Customs tomorrow to sign and pick up the clearance! We told them we were leaving tomorrow morning early. So they agreed to email us the

document, if we would sign and stamp it, scan it, and send it back. It was Monday before they actually emailed it, after a reminder from us.

Complexity – July 2017 – Ambon: Bertie lives near the Amahusu Hotel. He had organized delivery of our diesel fuel. He offered to go with us through the clearance process as he knew the locations of the offices, the process and some of the officials. Bertie is the chief of the committee of the local sailing community that runs Indonesian side of the Darwin to Ambon race so has worked with these offices in the past. He was visibly frustrated several times during the day at the inefficiency and delays in the process.

We showed up at 9 am near the hotel. The offices open at 9 am. I had suggested an earlier start when we talked the day before, but Bertie said officials would be coming back the first day after a week of post-Ramadan holiday and that showing up as soon as the door opened might not gain us much time benefit.

Bertie had brought his motorbike and suggested we rent a second one to make the rounds. We had been into the city the day before and knew the traffic was heavy and full on with streams of motorbikes zooming into oncoming traffic and between lanes. Rain was forecast for most of the day. Our skipper had not driven a motorbike for many years. I decided immediately that a bemo (local minivans that serve as buses) would be a safer option. I suggested we "charter" or engage one for the day as there were three of us and we had multiple stops that would require transfers in between. In addition to clearing out, we also needed to buy engine oil, a larger Indonesia flag and postage stamps. We also had to make two trips to the boat and back with officials, three from Customs and one from Quarantine. Turns out we needed the efficiency of the dedicated bemo and probably saved money when it was all said and done. We paid the driver 500,000 r at the end of the day and he was very happy. A side benefit was not visiting the offices soaking wet. As it was we barely got through the process in one day before the offices were closed.

We are also glad that we included Bertie in our day. We might not have figured out where to go for the 15W-40 engine oil. I suggested buying extra since we were not sure it would be available if we needed more before expected in a small village further west in Indonesia. Bertie suggested buying a case and bargained for a better deal. We would not have been able to carry the case of motor oil on the motorbike. Bertie had called ahead to the Harbormaster's Office when it was taking a long time to finish in Customs. He learned that the official we needed to see in the Harbormaster's Office would be leaving at 3 pm which would have meant we could not finish clearing out in one day. He also learned that we needed to clear out with Quarantine!!!! In all our travels no country has cared about health issues at the time of departure! We might have skipped that step only to find out it was necessary after arriving in the Harbormaster's Office. While in the Quarantine Office Bertie walked over to the Harbourmaster's Office and persuaded the guy to stay until we arrived which was a bit before 5 PM.

Immigration: he address is:

Kantor Immigration Ambon
Jl. Dr. Kay adobe No. 48A
Kuda Marti - Ambon

When you arrive at the office don't wait in line in the upstairs office, go down stairs where the outbound clearance process takes place. Bertie was friends with the manager and seemed to

get us through the process quicker than might have otherwise been the case. You will need your passports for your exit stamps. Take two copies each of your crew list and the details page of your passports.

The Customs, Immigration and Quarantine offices are located within a block or so of each other right at the Port of Ambon within walking distance of each other.

Customs: At Customs we were asked for our arrival date, last port and next port. They had a very nice glassed waiting room with upholstered arm chairs where they directed us to wait when we first arrived. They asked to see our passports and took one of the copies of vessel Certificate of Documentation (some countries call it registration rather than documentation). They also took one of our copies of the crew list that had been stamped and signed by the Sorong Customs Officials and our skipper which serves as the official Customs approval document in Indonesia. Customs sent three people to inspect our boat. As in the inbound clearance, they took lots of pictures of the boat from the outside and inside many of our lockers. They, like the Sorong Customs officers, also took selfies of themselves with the boat and skipper. They signed some paperwork aboard and then we all took the private Bemo back to their office.

After returning to their office, Customs asked for additional copies of following documents. Some were ones we had given a different Customs Officers when we arrived that morning! We carry lots of copies of the documents likely to be requested. We pre-stamp them with our boat stamp which Indonesian officials seem to appreciate.

Photo copy of passport

Narcotics list (we just give them our medical and first aid supplies list)

Crew list again

Ship's documentation

Alcohol inventory

Equipment inventory

Food/galley inventory

One of the Customs officers went to his office to complete their paperwork while we again waited. It took a very long time and we were beginning to get worried about finishing that day. Part of the delay was the call to prayers during that time. The Muslim staff stop their work and go to beautiful minaret-topped little prayer rooms adjacent to the building. We asked if we could go to the nearby Quarantine Office (it is adjacent to the big mosque) to get that done while we waited. Customs took our phone number and said they would call us when we were finished. They called us while we were waiting in the Quarantine Office so Jim walked back for our completed Customs paperwork.

Quarantine: They asked for our green book, crew list and vessel details. They required a trip to the boat to conduct a sanitation inspection of the galley and head. One guy at Quarantine insisted that every boat going through clearance needs an agent. We assured him it was not true. We cleared in through Sorong and none of the officials suggested a required agent. It might make the process easier though. :) The fee at Quarantine was Rp 20,000.

The sanitarian who inspected our boat did so by taking photos from the shore. We had emphasized that neither of us was sick and that the boat was clean and free of pests. It was raining and the day was getting very late. I worked in environmental roles my whole career. I think he accepted that as well to mean that I knew how to maintain a disease and pest free vessel. He also knew that we very much needed to leave the next day to take advantage of a favorable weather window to cross the sometimes nasty Banda Sea.

We were grateful that he was as efficient as he could be and still do his job responsibly. He noted that Indonesia takes responsibility for protecting their citizens from disease from inbound boats and the people of other countries from illnesses from outbound boats. I can't imagine that he would have not let us leave had my galley been dirty. In all our years of travel, Indonesia is the only country to require Quarantine clearance and inspections as part of the departure process.

Harbormaster: The stop at the Harbormaster's Office was brief, maybe because they had stayed late as a favour to Bertie. They needed our crew list, Ambon Immigration clearance and the Sorong port clearance. The fee at the Harbormaster's office was ??? R.

General thoughts

Be patient and keep smiling through the inefficient process. Bertie and the chartered bemo were very helpful. It is quite possible to do it all yourself, but we think the money was well spent. Also, Bertie and the skipper of an Aussie boat said you can clear out days or a week ahead of your departure. I don't know if this is true, but would be worth investigating further. We had assumed that, like most countries, Indonesia expects you to leave soon after clearing out, at least by the next day. If you can do it all further ahead, it would be good to start sooner. We barely finished in one day.

Soggy Paws – August 2016 – Sorong: The officials in Sorong were pretty good all in all, except our experiences documented elsewhere with the “expedite fee” for visa renewals.

Here is the procedure in Sorong for clearing OUT. References for distances assume you are in the anchorage close to the navy boat (the port location that the locals call Usahamena).

1. Go to Customs, drop off your paperwork (you will come back for it later). They will want your Cruising Declaration and a copy of your crew list. Good English, helpful.

Location: Up a side road, up the hill, close walking distance of the Navy ship dinghy dock.

2. Immigration. Take passports (we took all crew with us), and a crew list (the stamped copy you got on entry?)

Location: Taxi ride into town, to the east on the interior road (Jalan Ahmad Yani), and left turn at the mosque onto Jalan Mesjid Raya. East-bound bemos do pass by this way, and will drop you in front of the office. You are looking for: Kantor Imigrasi To get a bemo out, walk back to the main road and catch a bemo going the other way.

3. Quarantine Health (Port Health Office) They will want a copy of your boat documentation, a crew list, your last pink form (from check-in?), and 20,000 IDR. If you got a “Green Book” on check-in, take your Green Book, too.

Location: Take a bemo A to Swiss Bell Hotel, it is near there, down a side dirt road. In Indonesian you are looking for: Kantor Kesehatan Pelabuhan.

4. Port Captain / Harbor Master: They will want a copy of your boat documentation, crew list with Immigration clearance on it, port clearance from Quarantine, and port clearance from your previous (arrival?) port in Indonesia. Port clearance cost “a good bit of money”, but we don’t have a record of exactly what that amount was.

Location: 100 meters beyond (to the west of) the blue-roofed port building, turn left, the office will be on the right. You are looking for Harbor Master Office. It’s not at the ferry terminal, but further west down the main road. Take a taxi/bemo.

5. Back to Customs. Take your Port Clearance and other documents back to Customs. He will have finished filling out his paperwork. They will want to come to your boat to take pictures (to prove the boat and gear leaving is the same as the boat and gear that arrived). No charge at Customs.

Note that clearance steps may be different in other locations. Also note that it is difficult to get all this done in one day!

Anaconda – December 2014 – Immigration Issues with Flying In People and Sailing Out:

(Soggy Paws - August 2016: We were able to clear out of Sorong with 2 crew who had flown in to Indonesia on tourist visas...we understand from other cruisers that were there at the time, that the problems that Anaconda had may have been related to the fact that the 2 girls had already overstayed their non-renewable tourist visa, and perhaps that Sangihe/Tahuna is not an official port of arrival).

I am so disappointed in the bureaucracy of Indonesia, and the lack of communication between Mr. Aji (the agent who facilitates the Indonesia rally from the Philippines) and the Immigration department in Sangihe. As you all probably know we have for months been expecting 2 20-year old girls to travel with us. They arrived by plane in Bali and spent a few weeks there, and then joined us in Bitung to sail with us to the Philippines till the end of December.

Mr. Aji included them on the CAIT, and we thought everything was fine. Upon check out in Sangihe, the 2 girls were not allowed to leave Indonesia with us. They were told that they must travel back to Manado and return to the Philippines by plane. What is this? They are not allowed, according to the Sangihe immigration to arrive by plane and leave by boat? They have to leave Indonesia by plane!

According to Mr. Aji they are allowed to join the boat, but he says the immigration does not know their own law. The immigration, after spending ALL day at their office, refused several times to even speak with Mr. Aji to help clear the matter. I think this is a very important topic for yachts cruising the Indonesian waters!

We had to leave in the middle of the night with the girls otherwise they would have had to fly to Manado, pay overdue fees for not having a visa extension which would expire by then, purchase a plane ticket to Philippines and catch up with us there after several days in a hotel in Manado!

Why were we not informed of this in the beginning, and why does Mr. Aji have completely different information from the Immigration department? Why is Indonesia so different from all

other countries in this matter? We cannot recommend other cruisers to visit Indonesia, if they are sensitive to Bureaucracy. Why look for trouble?

We are about to prepare a notice to Noonsite.com, so all the worlds cruisers will know. We are not novices; we have been sailing for almost 14 years and have visited more than 100 countries. Indonesia stands alone with this ridiculous system.

1.6.18 Firearms in Indonesia

Noonsite - Indonesian regulations regarding firearms and ammunition are very restrictive and strictly enforced. All weapons *MUST* have a registration certificate from the country of origin. Proof of purchase is *NOT* acceptable. Declare *ALL* firearms and ammunition on arrival in the country to the Indonesian Customs.

In 2004, a Charter Boat Captain spent four months in a Bali jail for not declaring his shotguns and ammunition.

In 2005, a Sail Indonesia Rally skipper declared his two shotguns to Customs in Kupang with the receipt from the store where they were purchased in the USA. In accordance with the regulations in the USA these weapons were not required to be registered in the USA and as he could not produce a registration certificate his guns were confiscated. He was also threatened with court proceedings and a possible 16 year jail term. It required considerable negotiations and the intervention of his country's diplomatic mission to resolve the issue and his guns were never given back to him.

1.7 Local Information and Customs

1.7.1 Public Holidays

Public holidays in Indonesia are regulated by the government. Apart from public holidays, there are also "libur bersama" or "cuti bersama", or joint holidays declared by the government. Similar rules apply for holidays that fall on the weekend, which will be moved to another day.

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

Public Holidays in Indonesia for 2025

1 May	Thu	Labour Day
12 May	Mon	Waisak Day
13 May	Tue	Waisak Day Holiday
29 May	Thu	Ascension Day of Jesus Christ
30 May	Fri	Ascension Day of Jesus Christ Holiday
1 Jun	Sun	Pancasila Day
6 Jun	Fri	Idul Adha
9 Jun	Mon	Idul Adha Holiday
27 Jun	Fri	Islamic New Year

17 Aug	Sun	Independence Day
5 Sep	Fri	Prophet Muhammad's Birthday
25 Dec	Thu	Christmas Day
26 Dec	Fri	Christmas Holiday

Public Holidays in Indonesia for 2026 (<https://publicholidays.co.id/2026-dates/>)

This page contains a national calendar of all 2026 public holidays. These dates may be modified as official changes are announced, so please check back regularly for updates.

Date	Day	Holiday
1 Jan	Thu	New Year's Day
16 Jan	Fri	Isra Mi'raj
17 Feb	Tue	Chinese New Year
17 Feb	Tue	Beginning of the month of Ramadan
19 Mar	Thu	Bali Hindu New Year
20 Mar	Fri	Hari Raya Idul Fitri (end of Ramadan)
21 Mar	Sat	Lebaran Holiday

Warning: Be aware that the end of Ramadan (Hari Raya Idul Fitri) is usually a week-long holiday, and may also include some extra days on either end, depending on the locality. NO GOVERNMENT OFFICES ARE OPEN, including Immigration. One cruising family was fined \$2,500 USD in 2019 for "overstaying their visa" because they came in to Sorong to submit for visa extension the day before the Idul Fitri week-long holiday, only to find Immigration closed a day early due to some local-to-West Papua extra holiday. Though they went to Immigration daily for the entire holiday period, there was no sympathy in Immigration for their efforts to extend on time.

3 Apr	Fri	Good Friday
1 May	Fri	Labour Day
14 May	Thu	Ascension Day of Jesus Christ
27 May	Wed	Idul Adha
31 May	Sun	Waisak Day
1 Jun	Mon	Pancasila Day
17 Jun	Wed	Islamic New Year
17 Aug	Mon	Independence Day
25 Aug	Tue	Prophet Muhammad's Birthday
25 Dec	Fri	Christmas Day

The dates in this table are an estimate. Check on the link above for updates when the official public holiday dates for 2026 are released by the Indonesian government.

Ramadan for 2026 starts Feb 17 and ends March 19. So that month, most of the restaurants and some businesses are shut down during the day, but everyone is out gorging after sunset. And March 19, for a few days, is a massive holiday. For more about Ramadan, see [this section](#).

1.7.2 The Language Factor

Very few people in Indonesia speak English. You will find English spoken among some people in the tourism businesses, and there is usually at least one teacher in a town that speaks English. Otherwise, better start learning Indonesian (it's a fairly easy language to learn, if you practice at it). See [Section 8](#) for suggestions on learning tools, and a basic dictionary.

The more Indonesian you know, the more you will enjoy the country.

1.7.3 The Religion Factor

From Wikipedia "Indonesia is constitutionally a secular state and the first principle of Indonesia's philosophical foundation, Pancasila, is "belief in the one and only God". A number of different religions are practised in the country, and their collective influence on the country's political, economic and cultural life is significant. The Indonesian Constitution guarantees freedom of religion.

The government recognises only six official religions (Islam, Protestantism, Catholicism, Hinduism, Buddhism and Confucianism). Indonesian law requires that every Indonesian citizen hold an identity card that identifies that person with one of these six religions, although citizens may be able to leave that section blank.



In the 2010 Indonesian census, 87.18% of Indonesians identified themselves as Muslim, 6.96% Protestant, 2.91% Catholic, 1.69% Hindu, 0.72% Buddhist, 0.05% Confucianism, 0.13% other, and 0.38% unstated or not asked.

Wikipedia has a nice map of where the religions are concentrated. [Big version here](#).

Soggy Paws – July 2017: We have now done 4 cruises from 2014-2017 in Indonesia. At first the Muslim factor was a big worry with us. But the Indonesian Muslims are relaxed and happy about their religion. Just like Christian, some are devout and some are not. As Americans with a vocally anti-Muslim president, we have not felt any animosity or issues with cruising in Indonesia. We have been proudly flying our American flag, and get mostly "thumbs up" and smiles and waves "Hello Mister" as people go past our boat.

It is useful to note where mosques are on the map (Google Maps or Google Earth), and attempt not to anchor directly in front of the mosque, due to the ~4:30am call to prayer. During Ramadan (a holy month usually in May-June-July) there is more Muslim religious activity than normal.

1.7.3.1 *The Muslim Call to Prayer*

Alba – August 2015: We've been in a strongly Muslim part of Indonesia for over a month now and I'm becoming a bit of a connoisseur of the Adhan (Call to Prayer), which is broadcast by every mosque five times a day.

The first one is at twilight (0430) and the last is after sunset (1900). The words for the Adhan are the same every time that it is sung (apart from an additional phrase before dawn, which states "Prayer is better than sleep" to get the lazier believers out of bed.)

These are the words to the Sunni Muslim Adhan (the words for Shia and other branches of Islam vary slightly):

Allah is Most Great. (four times)
I bear witness that there is no God but Allah. (twice)
I bear witness that Muhammad is the Messenger of Allah. (twice)
Hasten to prayer. Hasten to prayer. (twice)
Hasten to Success. Hasten to Success. (twice)
Prayer is better than sleep (twice, but only in the morning.)
Allah is Most Great. (twice)
There is no God but Allah.

The Adhan is sung by the Muezzin, who is one of the most important men in a mosque - women are not allowed to sing the Adhan because their voices are too provocative. At first I thought that the Adhan was a recording, but every performance is live and that is one of the problems. The quality of the singing is very variable, some sound beautiful, melodic and poetic, while others do not. Unfortunately, the beautiful singers are few and far between.

All mosques have loudspeakers which boom out the Call to Prayer, but most sound systems seem to be distorted with the Muezzin screaming into the microphone or the amplifier turned up so loud that the Rolling Stones would be happy. There are often multiple mosques in each town, blasting out their message at slightly different, but overlapping times, which distorts the message even more.

The early morning Adhan (at about 0430) always seems to be louder than the rest. Our solution is to close the hatch above our bed and turn on our two electric fans, which make a neutral whirring noise and cancel out the sound.

1.7.3.2 *Ramadan, the Muslim Holy Month*

Important: Ramadan for 2026 starts Feb 17 and ends March 19. So that month, most of the restaurants and some businesses are shut down during the day, but everyone is out gorging after sunset. And March 19, for a few days, is a massive holiday.

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

What is Ramadan?

Every year on the 9th month of the lunar calendar, millions of Muslims fast from sunrise to sunset for 30 days. Yes, this means no food or water, even if you're really, really thirsty (seriously, people ask me that). To us, it's not just about fasting from food and water, but about spiritual reflection as well. It's a month of increased prayer, charity and hospitality. It's also a

time to refrain from bad behavior and thoughts – think cursing, gossiping, and all the other habits that you promised yourself you'd break on January 1st ;). Ramadan starts on _____ this year (like Easter, the actual date changes every year).

There are Muslim communities pretty much everywhere, but the only places where Ramadan may affect your travels are in Muslim-majority countries. The Middle-East and North Africa, parts of Sub-Saharan Africa, Central Asia, and a couple of countries in Southeast Asia more or less cover it. Note that intensity of practice varies widely depending on the country you're in. This list offers some good country-specific tips, so read about the specific country you're visiting if you'll be traveling during Ramadan.

Useful Terms to Know

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

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

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

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

Tips for Traveling During Ramadan:

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

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

2. Avoid alcohol

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

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

3. Dress appropriately

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

4. Plan ahead

Normally, bustling cities tend to slow down during Ramadan and many office and store hours are shortened. While many places come alive at night and can stay open until the wee hours of the morning, don't expect shops to be opening bright and early. If you're one of those people

who travels on a tight schedule, be sure to do extra research for opening times of attractions, tours, and restaurants.

5. Become a night owl

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

Final thoughts:

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

1.7.4 The Subsidized Fuel Factor

Subsidized fuel should be a good thing, right? Not! The problem with subsidized fuel is that Indonesia sells fuel to its own people at less than world market prices. So naturally there's a black market that buys subsidized fuel in Indonesia and takes it somewhere else and sells for a profit. Therein lies the problem.

So, as a visitor to (mostly) windless Indonesia, it's an endless quest to get fuel. If you are participating in a rally, the rally sponsors will help with obtaining fuel. But if you are cruising on your own, it can sometimes be quite a hassle. And we have yet to ever see a fuel pump on the dock, so it's always jugs—or buying fuel of possibly questionable origin from someone in barge.

In our experience, there is only ONE Pertamina (the government gas company) station in any given town/port that is authorized to sell diesel to foreigners. So when trying to obtain diesel on your own, you need to take your jugs to this station to legally buy diesel.

In 2017, Indonesia is trying to phase out the fuel subsidies for this and many other reasons.

As of 2023, there were 3 grades of diesel fuel in Indonesia...

- Solar (subsidized),
- Dex Lite (unsubsidized medium grade)
- Pertamina Dex (high grade diesel for touchy cars and modern boat engines).

The solar is still subsidized and now has a healthy (or unhealthy) mix of biodiesel component. The gas stations are not supposed to sell you solar or put it in jugs—it must go into a car or truck. Where Solar may sell for 7,000 Rp per liter, the price for Dex Lite was 13,500 IDR per liter in Tual in May 2022. There is typically only one or two stations in any given location that sell Dex Lite. With a modern diesel engine, it is best to pay the price for Dex Lite, even if you

can manage to obtain Solar at a cheaper price. The highest grade, Pertamina Dex, may not be available in many more remote locations, and usually costs several thousand more Rp per liter.

There are sometimes fuel shortages, and you will see cars and trucks lined up at the gas station, this is usually for petrol (benzine) and solar. USUALLY, Dex Lite doesn't run out, and doesn't have a long line.

Check the current fuel prices (set by the government) here, as it changes monthly.

<https://mypertamina.id/fuels-harga>

Sloepmouche – Fall 2012: “Everything is more difficult as compared to the 50 countries we visited in our 20-yr of cruising so far”. Most people are quite nice, don't take me wrong! But most of them do not speak English, or French, or Spanish ... so there is a bigger language barrier.

Then the bureaucracy is quite heavy and it shows in many ways. We had to go see the local immigration office to extend our visas and we ended up spending about 5 hours during 3 separate visits (some said we were lucky to be quickly served!) and instead of a one-time 4-month visa renewal we were hoping to get (being a participant of Sail Morotai), we only got a miserly 30-day extension! That makes cruising much harder if you have to renew every month from the same, or, different bureau of immigration along your route. How can you cruise relaxed when you have an immediate date with an immigration office somewhere far away?

This leads me to the 3rd frustrating thing in this part of Indonesia: not much wind to really sail anywhere so we end up motoring everywhere, thus putting wear and tear on the engine and buying lots of fuel!

That is a 4th frustrating subject: buying diesel or gasoline! Only the government stations can sell it and they do not fill jerry jugs from just anyone. The BS reason is that the prices of fuel are subsidized by the gvt for locals. Whoever comes with a car or moto gets fuel at about 50 cents a liter (quite inexpensive indeed). But anyone not having a car/moto has to either buy from the company hdqts at over twice that amount or find someone that illegally resells his fuel (with a profit). This is difficult for all the local boats- fishing as well as charter boats and makes it quite difficult for cruisers to re-fuel! Our fuel tanks being quite low, we had to jump thru hoops to get 300 liters of diesel that I now filter into the tanks very carefully as fuel here is not very clean and tends to plug the filters quickly and thus caused us engine problems.

To get money to buy fuel and other things, one has to go to the banks, a 5th source of difficulties. Just to exchange some money, like US dollars, is a whole adventure. Every bank will either decline changing or they inspect the bills and only accept the more recently printed (after 2006) and in mint condition ... any little mark or fold in the bill is an excuse for not accepting it! Perhaps I should start printing our own so they can be in mint condition for their acceptance??

6th, Many cruisers were disappointed by the lack of skilled people to repair much of anything ... our society of selling junk and throw it away instead of repairing has it's feet well implanted here too! Cheap Chinese products are overtaking quality products because of their lower prices.

7th, internet connection is often poor or non-existent.

8th, I should add that anchorages are quite deep and/or not well protected from swell or mild winds coming from unpredictable directions, ah ah!

But to end up on a cheerful note, let's say that our past experiences and learning, gives us a big advantage dealing with all these problems. ... many local people are very nice and helpful ... and the diving is really fantastic here in Raja Ampat.

Check our 20 or so videos covering our 4-month Indonesian cruise on www.youtube.com/SLOEPMOUCHE as well as the other 200+ videos.

1.7.5 *Getting Around in Indonesia*

Traveling from island to island, take a ferry, or if available a flight. Flights are surprisingly cheap.

Within a city, there are usually 3 transportation options:

Ojek – A motorcycle, one person per motorcycle.

Bentor – A tricycle with some weather protection, usually can take 2 people and some parcels.

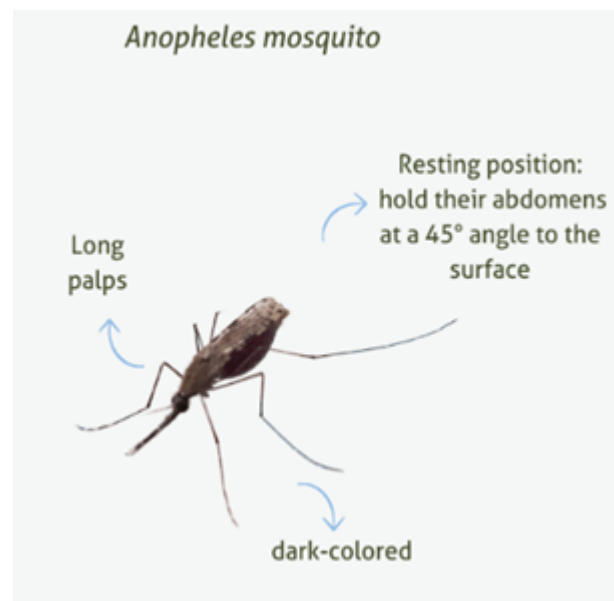
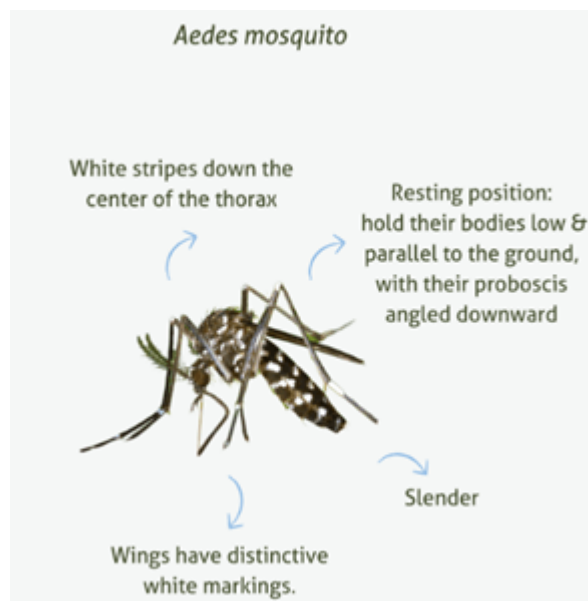
Bemo or Micro (meek-ro) – A “route van” that travels a specific route picking up and dropping off people. These usually hold only 6-8 people. If you have a few people, it's usually pretty easy to “charter” a bemo to go someplace specific. The going rate seems to be about Rp100,000 per hour.

Private Taxi – In some towns/cities there are air conditioned private taxi's, and you may actually find someone who speaks English, but this is the expensive way to go.

1.7.6 *Malaria & Dengue*

The main differences between dengue and malaria mosquitoes are the species of mosquito, the pathogens they transmit, and where they are found:

Mosquito species: Dengue is transmitted by the Aedes mosquito, while malaria is transmitted by the Anopheles mosquito.



Pathogens: Dengue is caused by the dengue virus, while malaria is caused by the Plasmodium parasite.

Geographical distribution: Aedes (dengue) mosquitoes are more common in urban areas, while Anopheles (malaria) mosquitoes are more common in rural areas.

Other characteristics: Aedes mosquitoes are dark in color with lyre-shaped markings and banded legs. Anopheles mosquitoes are typically dark brown to black in color.

Symptoms: **Dengue** is characterized by a sudden high fever, severe headaches, pain behind the eyes, and bleeding in severe cases. **Malaria** symptoms include a continuous fever for 2-3 days, headaches, muscle pain, severe chills, and pain in the upper left abdomen.

Incubation period: Symptoms usually persist for 2–7 days after an incubation period of 4–10 days after the bite from an infected mosquito.

Seek medical advice: It's important to seek medical attention for both malaria and dengue to receive appropriate care and avoid severe complications. Misdiagnosis between malaria and dengue is common and can contribute to inappropriate medical care. Both Malaria and Dengue can be fatal if not treated appropriately.

Malaria in Indonesia: Indonesia does have Malaria outbreaks. Multiple cruisers on a rally in 2021 were infected in the inner harbor of Tual (SE Indonesia in the Kai Islands). In 2024, a cruiser got a really bad case in western Sumatra. Raja Ampat, Wetar, and the Kumai River have all been known to have Malaria. There are numerous other areas in Indonesia where Malaria has been reported. You should plan to take precautions. Recommendations from other cruisers:

- Prepare your boat to keep mozzies out. Screens on all hatches, portholes, and doors.
- Plan to repel mozzies on deck or in your cockpit (or stay inside) during times when mozzies are active (dusk to dawn).
- If you go ashore in a mosquito area, even during the daytime, it is recommended that you wear long pants, socks, and long sleeve shirt, and put mosquito repellant on any other exposed parts of your body.
- Keep a course of the drug Malarone, for situations in which you may have Malaria, but not be in a place where you can get medical attention.

Sail SE Asia FB Group – Dec 2024 – Malaria Prophylaxis: We just left PNG after 5 yrs there. We never got malaria. I got it in northern Vanuatu in 2019 and treated it with malarone I had onboard. I worked in West Africa in 2002 and took doxycycline as a malaria prophylaxis. It didn't work, I still got malaria 3x in 3 months and the doxycycline caused horrible side effects that stayed with me for years afterwards. Also, taking a daily antibiotic is, in my opinion, a terrible idea in the tropics, where it is so easy and common to get a tropical ulcer and then a staph infection or cellulitis that really needs an antibiotic to work, in order to clear it up. In PNG, dengue is more common than malaria, we found, but we didn't get that either in 5 yrs there. Be vigilant with your prevention and you will likely be fine.

Soggy Paws – June 2022 – Dengue in Tual: We came down with what turned out to be Dengue Fever while anchored for several weeks in Tual Harbor—a decent sized town on a fairly remote island group. We thought it was COVID (headache, high fever, but no coughing). We

used the help of a local friend to take us to the local hospital, which was a bit primitive but helpful. We got quickly tested for COVID and malaria which both came up negative. Then they tested our blood for a condition that would indicate Dengue. (there is no quick/easy test for Dengue). Told us to take it easy, don't take naproxen sodium or aspirin (which are blood thinners and bad when you have Dengue). And drink lots of water. Besides being painful (it isn't called "breakbone fever" for nothing), Dengue can be fatal, so take it seriously.

1.7.7 General Medical Care

Indonesia has a pretty well-developed medical system, and most towns have a hospital or a clinic. The big places like Jakarta and Bali have first world medical facilities.

Cruisers in Indonesia should equip their boat with a well-stocked medical kit including at least one course of heavy-duty broad-spectrum antibiotics.

FB – July 2023 – Labuan Bajo: After posting my request for help getting my boat from LB to Lombok because my foot was infected, I took everyone's advice and went to the hospital in Labuan Bajo, which turned out to be a very wise choice. By the time I saw the doctor my foot was like a balloon shape. Turned out to not be broken but severely infected internally.

I was told only semi-jokingly had I waited until Lombok I may have been a proper pirate. (*These kinds of infections can lead to amputations or death!*).

They had me x rayed, knocked out in the OR in short order. I was a tad nervous having surgery done here. The people were super nice and doctors are doctors, but the language barrier was a bit high. When it comes to surgery you want to have an absolute understanding of what everyone is saying.

The surgery went great though and I woke up with everything where it was supposed to be. Paid cash. The cost was quite low. Something like this back home in the states would have been an easy \$100K USD. I feel a hundred times better. Doctors orders are to stay off my feet for two weeks to a month.

On the upside I got some crew and repaired my Watermaker. So off to Lombok Thursday after 3 day check up. Planning on healing up in Marina Del Ray and Kuta.

Scary being alone on a boat not able to move.

1.7.8 Leaving a Clean Wake

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

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

1.8 Yachtsmen's Services - Overview

1.8.1 Money – Non-Cash

Soggy Paws – 2022 – Non-cash transactions: Since our first forays into Indonesia in 2016 and 2017 where we really struggled to keep enough cash on hand to do expensive things like diving, I've discovered Wise. Wise is a banking service based in the UK that makes international money transfers very easy.

Basically you hook Wise up to your home country bank, and you can do direct transfers in local currency or USD (I don't know about other major currencies). The exchange rates are good and the fees are WAY lower than doing a Wire Transfer. (In the US, an international Wire Transfer costs a minimum of around \$30 and may take a week to complete. Wise costs about \$5 and often completes immediately). In 2022, in Indonesia, transfers from my credit union in the USA to Indonesian bank accounts has been taking only about 10 minutes. Incredible!

Second, there's an electronic cash app that I've discovered called OVO (only for Indonesia). I have used OVO to pay for online purchases on Shopee and Lazada, as well as buy phone credit on Telkomsel. My bank -> Wise -> Ovo -> Lazada worked pretty well, once I got things set up. I could never get my US credit card to work on Lazada in Indonesia.

1.8.2 Money – Cash and ATMs

Ed note: *I've seen a number of reports about not being able to get cash in the more remote islands, in spite of the existence of ATM's. Bottom line: when you are in a place that you can get cash, get as much as you think you need (and more) until you get to the next large city. Very few establishments, except high-end resorts, accept credit/debit cards.*

The largest bank in Indonesia is BRI, and their ATM's are everywhere, but I was never able to get my Visa debit cards to work in a BRI ATM. I finally used a Mastercard and was able to get a cash advance. For Visa cards, look for Mandiri ATM's. In 2022, BNI atm's worked also.

Soggy Paws – May 2022: In previous years, my US Visa-backed debit cards only worked at Mandiri Banks, but now they also work in BNI ATM's. Look for ATM's labeled "100,000" as they dispense 100,000 Rp bills and generally have a higher cash limit.

From [Indonesia Matters](#): Most ATMs dispense Rp50 000 notes, although some give Rp100 000 notes. It is usually marked on the ATM whether it is Rp50 000 or Rp100 000.

The maximum amount that the ATM can dispense is limited to 25 bills, so a 50,000 ATM will have a maximum limit of Rp 1 250 000 (about US \$100) for Rp50 000 ATMs, and Rp2 500 000 (\$US200) for the Rp100 000 ATMs.

The number of times you can do a withdrawal in one day is usually dependent on your ATM card issuer's rules.

1.8.3 Diesel and Gasoline

Fuel Prices in Indonesia are controlled by the one government-owned fuel company, Pertamina. Prices vary by grade of fuel and location (the further out there you are, the more it will cost).

The current prices are posted here: <https://mypertamina.id/fuels-harga>

2024: They also now have a MyPertamina app, which will show you (by location) which stations near you have which kind of fuel in their pumps. Should make tracking down Dex and Dexlite easier.

With a rally, the rally sponsors usually help with sourcing diesel at rally stops. If you are cruising on your own, it can sometimes be quite a hassle getting diesel. And we have yet to ever see a fuel pump on the dock, so it's always jugs—or buying fuel of possibly questionable origin from someone in a barge.

In our experience, there is only ONE Pertamina (the government gas company) station in any given town/port that is authorized to sell diesel to foreigners. So when trying to obtain diesel on your own, you need to take your jugs to this station to legally buy diesel.

As of 2019, there were 3 grades of diesel fuel in Indonesia...

- Solar (subsidized),
- Dex Lite (unsubsidized medium grade)
- Pertamina Dex (high grade diesel for touchy cars).

Likewise, there are 3 grades of gasoline (benzene/petrol)

- Perta Lite (90 octane)
- Perta Max (92 octane)
- Pertamax Turbo (98 octane, low sulfur)

The Solar is still subsidized and now has a healthy (or unhealthy) mix of biodiesel component. The gas stations are not supposed to sell you solar or put it in jugs—it must go into a car or truck. Where Solar may sell for 10,000 Rp per liter, the price for Dex Lite was 13,500 IDR per liter in Tual in May 2022. There is typically only one or two stations in any given location that sell Dex Lite. With a modern diesel engine, it is best to pay the price for Dex Lite, even if you can manage to obtain Solar at a cheaper price.

There are sometimes fuel shortages, and you will see cars and trucks lined up at the gas station, this is usually for petrol (benzine) and solar. USUALLY, Dex Lite doesn't run out, and doesn't have a long line.

Soggy Paws – July 2022: In the last few months, nearly every boat we encountered in the outlying regions of Indonesia was having fuel problems. Either because their boat was stored during COVID and they didn't clean their tanks before setting out, or because they received a batch of bad diesel from a shore stop. We have never had a problem (knock on wood). We do 3 things:

- Always personally go with our fuel jugs and make sure they are being filled with Dex or Dex Lite, not the poorer grade (Solar) from a proper fuel station.
- Filter with a Baja Filter (or similar device) every drop of diesel that goes into our tank
- Treat every tank of fuel with [Biobor JF](#) (not available in Indonesia..bring a good supply with you. It's expensive but a little bit goes a long way.) BioborJF is available at Pangkor Marina, Malaysia and at East Marine Asia in Phuket. May also be found in Singapore somewhere.

Sail SE Asia FB Group – Aug 2019 - What I Learned About Indonesia Diesel Fuel:

1: Solar is the specific name for the cheapest and lowest quality diesel fuel in Indonesia. It is not a general term for diesel fuel. (Maybe it was in the past)

2: There are better cleaner alternatives, DexLite (better) and Pertamina Dex (best), which are a bit more expensive about 13,500Rp/ltr for the best. Solar is about 10,000Rp/ltr

This week on the Kumai River my Yanmar stalled due to clogged Racor filters. It happens, but never this quickly. I use a pre-filter funnel and have done pretty well in Indonesia, but it seems I got really bad fuel somewhere. We were able to sail most of the way up the river but eventually dropped anchor short of the designated spot.

A mechanic hired to help us sort the problem said they only use Solar on the cheap “bang bang” boats and use the better fuel in their tour boats. He also said that Solar is cut with Palm Oil... He helped us limp to the anchorage and the next day I cleaned my tanks and replaced the fuel in my jerry cans with the good stuff. As for the fuel, there is plenty of info on the web about the difference and even some YouTube videos, some advertising and some from individuals but most are in Indonesian so you have to be handy with google translate.

Everything I read before arriving in Indonesia says that Solar is the term for diesel fuel, but there is definitely better options in some locations, maybe not everywhere.

Starry Horizons - July - November 2018: Every time we got diesel in Indonesia it was via jerry cans. Often the cans leaked diesel all over the boat. We heard rumors of several boats in our rally having issues with dirty fuel, so we made sure to always use a filter between the jerry can and our tank, plus our fuel polisher. The filter often caught a lot of sludge.

Could not find oil cloth or diesel additive anywhere, so come prepared.

Alba – 2015: It's complicated to get diesel and petrol in Indonesia. All fuel is subsidized by the government and foreigners are not normally allowed to buy it directly. It's illegal for locals to buy fuel to resell and, in the more populated areas, policemen are posted at petrol stations to enforce the law. In most places, we will either have to pay an international rate of 15,000 rupiah/litre or get a local to buy some for us. If locals get it for us, they won't use our nice clean, containers, but will use a rag-tag of their own containers, so the police won't suspect them of reselling fuel to foreigners.

Kelaerin – 2012: Solar (diesel) and Benzine (petrol) are regulated in Indonesia by the government. You usually cannot go the station yourself and get fuel. Many stations will even have a policeman posted to be sure fuel is not being bought for re-sale.

Generally, you can find someone who will happily get fuel for you for a fee. They will not use your nice jerry jugs as that signals it is for re-sale so they will use their own containers. They may have to make several trips, as they must stand in line and if they try to fill too many containers, the others in line get angry.

The cost at the pumps may read 4500 RPH p/liter however you will pay more than that most of the time. Agents can arrange to get fuel for you, and that varies greatly in price. We paid a tour agent in Kumai (Herry's) and were charged 8,000 RPH p/liter. In Benoa we were able to dinghy to the head of the bay, go under the bridge and to the station on the water in Serangan where they let us fill our own jerry jugs for 4,900 p/litre. I'm sure that if a policeman were present that would not have happened. In Labuanbajo we hired a couple of fishermen to get fuel for us for 6,000 p/liter.

The harbormaster in Bau Bau, Sulawesi, ordered his staff to get fuel for us and charged us 11,000 p/liter. Ternate has a solar pump on the dock at the fishing port and we were offered fuel there for 6,000 p/liter.

1.8.4 Propane (Cooking Gas)

Soggy Paws – 2016: In some parts of Indonesia, they are still using palm oil to cook with, not cooking gas. When we were in Morotai (Eastern Indonesia) in May 2016, they told us that cooking gas had JUST come to their island, and almost nobody was using it. That said, it was possible to arrange for a tank of cooking gas, and to purchase an adaptor so that we could gravity fill US-style propane tanks. We had to get a local from the Tourism Department to vouch for us, promising to bring the tank back the next day. It cost about \$25 US for the tank.

Alba – August 2015 - In Bau Bau with a Rally: Our guide Komang took us in the car to try to get some propane gas. One of our gas bottles has run out, but it appears that there is nowhere in Bau Bau that can refill bottles - the locals only have the facility to exchange bottles. The local bottles have a different valve to our POL fittings, so my next mission was to try to find a valve that would fit the Indonesian bottles - I would then be able to decant propane into my bottle.

No chance - we went around various hardware shops. There doesn't appear to be anyone who actually installs fixed gas pipework - the local people all use simple regulators and rubber hoses to connect to their stoves - like we would use on a barbecue. Another minor problem is that I can't hire a propane tank for a few hours; I have to buy one at a cost of \$75 US, so it would be expensive. After a couple of hours, I admitted defeat - if we run out of gas then I will have to buy an Indonesian bottle, a regulator and rig it up as a temporary solution.

Migration – 2016: In Tanjung Pandan on Belitung you can have US-style LPG tanks filled. Contact Harun at +62 8117178895 or harun.cahyadi@gmail.com . Harun is a very interesting and nice man and will be happy to help you with sourcing parts or any other assistance.

If you are anchored at Kelayang on the NW corner of the island, Efan who runs a restaurant and yacht services on the beach at the foot of the pier (Phone +62 81278344854 or +62 81977781455) can arrange transport for your LPG tanks to Tanjung Pandan which is about a 35 minute drive. Efan also rents cars and motorbikes and can get diesel.

1.8.5 Groceries

Starry Horizons - July - November 2018: Fresh produce and fish were always readily available. I had a fantastic time picking up new ingredients and trying them out, especially after taking a cooking class.

Every village has the convenience stores, which sell snacks, chips, cookies, plus eggs, onions, garlic, and shallots.

For your familiar meats and more westernized products (cereal, cheese, condiments), you are unlikely to find them in even the bigger supermarkets. Lovina Beach's (north coast of Bali) Pepito Market was a welcome relief for restocking the luxuries.

1.8.6 Water

1.8.7 Boat Parts & Repairs

Obtaining yacht spare parts in Indonesia is almost impossible. Engine spares may be available but they will be difficult to locate away from the main centers, you should take any spares that you may need while in Indonesia with you, especially fuel filters. Some parts when found are often of quality #2 (Chinese imitations)

Importing Yacht Parts: This is a complicated and difficult process as the Indonesian Customs procedures are very bureaucratic for yachts in transit and in any case these services are only easily available in ports of entry and exit such as Kupang, Bali, Surabaya, Batam and Jakarta.

Do not rely on the postal service in Indonesia as it very slow and unreliable. *Most important*, according to Customs Regulations, to avoid having to import taxes on items you are expecting, even though you will be taking them with you when you leave Indonesia, you will need to go to the **Fedex** or **DHL** office with your paperwork to make import arrangements **BEFORE** the items arrive in the country, if you do not do this you will have to pay the full Indonesian import duty of around 30-50 percent and there is no way around this. Avoid using Fedex for delivery in Bali, many yachts have had problems with clearing incoming items with the local agent--the FEDEX office is actually in Jakarta.

See more comments about this in "[Mail and Shipping Stuff In](#)" section

Sail SE Asia Group – April 2022 – Sikaflex: Sikaflex is available in Bali Whatsapp to- +62 81936043195. There's a Sika importer in Jakarta. Look on the Sika website. I emailed them and got a nice fast reply.

Sail SE Asia Group – Mar 2022 – Bottom Paint. The Jotun rep in Bali is Leendert +62 821-1180-9763. Jotun Seaforce Active quoted at 403,000 per liter.

Ocelot – August 2018 – Getting Yanmar Parts in Indonesia and repairs in Bali: For parts, Hasta Bramsovia (+628-133-871-9088) is actually a mechanic but he's also an excellent source for Yanmar or Volvo engine parts. He's based in the south end of Bali, with a workshop near Denpasar, but he can get parts from Jakarta and send them by courier to anywhere in Indonesia in only a few days. His prices were on a par with Singapore (cheaper than the US) and his parts supplier(s) seem to have pretty good stock, as he was able to get us several gaskets (including head-gaskets) quickly. To pay him, you currently need to deposit money in either of 2 common Indonesian banks (BNI or Mandiri). We've talked to Hasta many times on the phone and he seems like a good guy - businesslike, helpful, and we never felt he was trying to take advantage of us. He speaks excellent English and he seems to know his engines. If we needed engine work done in Bali, he's the first person we'd go to.

Small Cat Fun – April 2016 – Yanmar Dealer Jakarta: Here is the contact information for the Yanmar guy. He was a bit slow getting back to us so we didn't end up going with him but I recommend others do because there won't be any duty/tax/import issues and the prices are just as good or better than overseas suppliers.

What we ended up doing for our order was using the DHL shipping office in Sorong as our mailing address. I'll let you know how that turns out if/when our parts show up! LOL...

Agus Hermawan hermawan@pioneer-trading.com

1.8.8 Canvas and Sail Repair

Sail SE Asia – January 2021: Out of necessity we found the only sailmaker in Bali and South Indonesia - Juli. She can fix and made virtually anything - sails, biminis, upholstery - for small and large yachts. Very friendly. Can do some jobs at the boat location.

Address and contact info:

Sail Su ModisTa

Jl. Kerta Dalem No.2, Sidakarya, Kec. Denpasar Sel., Kota Denpasar, Bali 80224

0821-4525-8237

WhatsApp: +62082145258237

1.8.9 Medical

1.8.10 Medical Services

Away from the main urban areas medical services vary from limited to non-existent. If you need medical treatment SOS International Medical Clinics in Bali, and Jakarta offer a first class service. The SOS contact in Bali is International SOS, Bali Jalan Bypass Ngurah Rai Number 505X Kuta 80221 24 hours Alarm Center number +62 361 710 505

In Indonesia medical supplies are very reasonably priced and are available at most "Apotik" stores, prescription drugs are usually available however their quality and authenticity is not always guaranteed.

The very popular stomach upset known as "Bali Belly" may not be in fact a bug but rather the result of different food or too just much fun, a very effective remedy you may wish to try first are the activated charcoal pills called "Norit" again these are easily obtained from any Apotik store.

1.8.11 Surveyors

Simon Marsh in Sanur, Bali once responded to a Facebook post for someone looking for a surveyor. "I am a Marine Surveyor based in Bali".

<https://www.facebook.com/s1monmar5h/>

1.9 Haulout, Storage, and Repair Facilities

1.9.1 Helena Marina - Sorong, Raja Ampat (Eastern Indo)

Wamon River, Sorong, Eastern Indonesia - Papua, Indonesia

Email: wick.eon@gmail.com

Facebook: <https://www.facebook.com/helena.marina.54772>

Phone Number: +62 811485371

Private dock with space for approx 10 yachts. Run by Wick Alliston. Approx. 4.5nm up the Wamon River. The approach over the bar (mud, sandy bottom) has a depth of 3m maximum. Pilot boat available if required. CCTV installed. Water and fuel available. Long term boat storage

and guardinage service. Wick is a good local contact for repair work and parts/spares. The trailer-based haul-out facility is due to open here in 2018.

Toucan (45' Catamaran) - September 2021: If you're coming to Raja Ampat and need to haul out in Sorong, we can highly recommend Helena Marina, owned by Wick Alliston and run by Captain Dahlan and his great team. We've hauled out with them twice in the last two years, and both times we've been so impressed with the care they've taken of our boat.

For our most recent haul-out, the guys looked after the sanding and anti-fouling for us while we got on with other tasks, and the job they did was extremely professional and efficient. Nothing is too much trouble, and you couldn't hope for a friendlier team with a great work ethic. Thanks Wick and everyone at Helena Marina!

Tramontana – September 2018 – Helena Marina: After three months in Helena Marina Tramontana motored down the creek shining like new and ready to begin cruising again. The transom is repaired, repainted, and rigid. We have a new battery bank- 700amp hours of AGMs delivered from Bali after a slow boat ride from China. The lights are bright and we're well supplied with power. The starter motor on the genset has been repaired and it's taken 4 different capacitors and 4 relays, but the fridge is now doing its job and keeping the bintang icy cold. Thanks to Imam, the local marine electrician. The tool cupboard has converted to a linen cupboard, and the pantry is now where the linen used to be. No more scrabbling under seats looking for provisions. The two heads (toilets) have new motors and are working with gusto. The forward bathroom has been repainted in glossy white. The HF radio antenna has a new housing and the duckie has a new cover. It's been a mission.

We couldn't have completed it without the help of Wick Alliston and his staff at Helena Marina. Captain Dahlan and his crew Iman, Sale, Appi and the others have been amazing. Helpful, reliable, honest and hard working and never without a smile on their faces. Going beyond the contract and also teaching me Indonesian cooking and Bahasa. We are honored to feel like part of the Marina family.

It's been a challenge sourcing all the parts we've needed, information to get the job done or to find local workers who could. Wick has gone out of his way to help us. He's even organized parts to be delivered to his daughter while she was holidaying in Australia. Ayu is consistently kind and efficient in the office and there are more staff that I haven't mentioned who all did their part.

We've been able to use our duckie, push bikes and local transport to get into town for supplies and the marina staff were happy to run the occasional errand (like a cold beer after a hard days work).

We're ready to explore the beautiful Raja Ampat and beyond. Snorkeling, fishing, sailing, sharing food, laughs and sunset drinks. Let the fun begin. But we'll be back.....

Helena Marina is expanding to include a slipway and a hand stand area. We'll definitely return next year to haul out and antifoul and to take advantage of the facilities.

1.9.2 Tampa Garam Marina – Sorong, Raja Ampat (E Indo)



Tampa Garam Marina in Sorong early 2025

Soggy Paws – November 2019 & March 2022 – Tampa Garam Marina: Wick Alliston of Helena Marina has opened a new facility (still a little rough around the edges) closer to Sorong than Helena Marina (which is still open and used as a storage dock and haulout).

The entry waypoint is 00-50.444 S / 131-14.309 E

This is a totally enclosed basin with Med Moor type dockage. There is a bit of swell that comes in during certain weather, so you must keep your boat well off the jetty (which is rough concrete). You need a dinghy to get on and off the boat. The basin can accommodate approximately 15 boats with a mix of monohulls and big cats. Minimum draft to get in is about 10 ft (consult with Wick for details). Wick's cell number is +62 811-485-371 and his Marina assistant Ayu is on WhatsApp at +62 823-9938-3203 or email wick.eon@gmail.com or ayusaraswatikoreludji@gmail.com They are also on Facebook as Helena Marina.

This facility is a failed resort, and Wick has leased the rights to use the basin. One room is available to use for a bathroom. Water is available on the dock in a few places. No power hookups available.

There is a nice restaurant and huge fresh water swimming pool next to the basin.

It is possible to anchor outside in about 20 ft sand/mud, but with limited facilities and a long way to town, I don't see why you would.

A number of boats were stored here without too much drama during the pandemic 2020-2021. There have been no upgrades to the facility as of March 2022.

1.9.3 Sulawesi

Verite – October 2017 – Haulout in Bitung, Sulawesi: Details for slip in Bitung

Pt. Unggul Sejati Abadi - Dock Yard, Ship Design and Ship Building

Address: Papusungan Bitung

Telephone- +62 (0)43834387

Email - marketing.unggulsejatiabadi@gmail.com

Contact Person for slip - Mr Jhan

085213239723

You can call Mr Jhan Mr Blonde (dyed blonde hair)

The crew to lift the boat were very particular and careful. There were divers in the water, supervisor on shore, translator, four people on our boat with ropes and radios etc. Greg was in the water also checking placement of supports (sand bags). They used the wide trolley for us (8meters) adjustable length. They also have a 7m trolley. Trolley runs on rails. This facility maybe not suitable for Monohulls.

There are good workers available. Welding, fiberglass etc etc. Good contact base. Company has insurance for the lift. Yard has reliable nighttime security. We have had the keel refitted with epoxy resin and fiberglass. Very happy with the result and the service. Timing was as quoted.

Final Cost for lift TBA.

This is still a work in progress so will keep updating as we go.

Back in the water either tomorrow or Saturday.

Will also give you details of the contact here for tourism, Erfina, who has been very helpful. She helped us find a good diesel mechanic to fix our Volvo engine. Thought it was a blown head gasket (coolant in the oil, oil in the coolant) but turned out to be a leaking oil cooler. Took the engine apart, cleaned it, flushed it, put it all back together and all seems good.

1.9.4 Jakarta

Soggy Paws – May 2024: We went into Batavia Marina for a few weeks while I flew out to the USA. There is very little availability there for transient yachts. The marina has a daily rate that is quite high, and no weekly rate. The monthly rate gets the rate down to a reasonable cost.

If you have a deep draft, you may not be able to get in to the marina, as the approach depth at low tide is about 6ft, soft mud. Be sure to plan to enter at high tide.

Contact information for Batavia Marina as of 2024:

Abbas Abbee is the marina manager at Batavia Marina. He speaks English. His Whatsapp number is +62 877-8282-8837

<http://www.bataviamarina.com>

The website is pretty useless with respect to the marina. "Batavia Marina" is more of a hotel and event space. The marina does exist, however, and has decent facilities (except some of the docks are falling apart). In early 2024, it was difficult to get a reservation at the marina. There

are virtually no transient slips. We booked nearly 6 weeks in advance and were still not assured of a space in the marina until we got close.

The docks are floating docks. Be sure to prepare with lots of fenders, as the transient dock has a few nasty bits.

They tell us the water at the marina is not potable, but we did manage to get bottled water delivered through the marina office. (The water on the docks looks and smells good, but apparently is not guaranteed to be biologically clean).

It's a long walk to anywhere, but taxis are relatively cheap. Grab appears to function in Indonesia, but at Batavia, the MyBluebird app was the best one to use to order a car.

There are a number of big malls with attached grocery stores within a reasonable taxi ride away.

There is a marine store of sorts nearby.

Sail SE Asia – March 2022 – Pak Putu mentioned by Mark was reported deceased in Feb 2022.

Mark Bongers (FB) – June 2018 – Batavia Marina: Anyone in the Jakarta area or passing through the Sunda Straits, I can highly recommend coming to Batavia Marina, right in the heart of Jakarta.

It is a beautiful little marina, very clean, power, water and excellent security. We left our Leopard 45 catamaran here for over a month and it was well looked after.

There is an excellent restaurant at the marina and 5 minutes by Bluebird taxi to a choice of huuuge shopping malls (more than my little yachtie brain could handle!).

There is a fuel dock and with all the local fancy boats, all repair services are readily available.

Being only 50 miles from the Sunda Straits, it's a very handy place to stop and stock up before heading further afield.

We paid IDR9,000,000 for a 45ft catamaran for one month.

Note, in the subsequent discussion on Facebook, several people posted that their insurance company would not cover them for the island of Java (both Topsail and Pantanaeus), so you'd better check to see if you have any exclusions.

1.9.5 Lombok Marina del Ray (Gili Gede)

There is a new marina operation that opened in ~2018 that is now a clearance port for Indonesia, and a marina.

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

From this website:

Location: 08-45.600 S / 115-55.96 E.

Welcome to Indonesia's first and only integrated Marina and provisioning facility with 24-hour international Port clearance.

- We are the only year-round protected western-standard Marina between the 2500 NM of Australia and Singapore.

- We are the only safe location in Indonesia to leave your boat unattended, 12 months of the year.
- We are the only professionally maintained marina with moorings located close too two international airports of Bali & Lombok.

Due to Indonesia natural topography, good holding is difficult to find in less than 30+ meters. Suitable anchorages in bays with 12+ meters can be found but are far from international airports.

Owners should never leave foreign boats unattended overnight.

Indonesia does not have cyclones, typhoons or long oppressive wet seasons.

Indonesia is the largest archipelago in the world with 17400 islands to explore, many still undiscovered by the modern world.

There is no piracy in Indonesian waters.

Port Gili Gede is the largest privately operated Superyacht port in South East Asia. We have an average depth of 25 meters & can be navigated by 100 meter+ Superyachts by two deep channels from the West & North. Our location is: 08-45.600S & 115-55.96E.

SERVICES

12 to 22-meter LOA western standard marina Berths in 15 meters MLW. 32 & 64 Amps electricity & drinking water, Moorings up to 50 Meters LOA, 24-7 security.

ONSHORE FACILITIES: Yacht club with pool, beach bar and restaurant positioned majestically overlooking our breath-taking private port that is surrounded by mountain ranges which protect the largest super yacht port in Asia, called Port Gili Gede. Other Facilities include:

Clearance, Fuel Supply, Showers & Toilets, Provisioning, ATM, Wifi, Fresh Produce, Chandlery, Laundry, Yacht Care & Maintenance, Daily Ferry Service to Bali, International Airport Transfers

DOCKYARD: 10 NM North of the Marina there is a Haul out facility for yachts and catamarans with a maximum draft of 1.8 meters. There is a Marine Engineering repair facilities run by an Australian Marine Engineer. Dredging is currently underway to deepen the channel to 2.5 meters at low water. Enquirers: please email your boats LOA, Beam, Tonnage and pictures of her hull to, operations@lombokmarinadelray.com

RATES & RESERVATIONS

Marina Berths are charged by the area your boat uses. Moorings are charged on the gross tons of your boat. Our base rate is discounted for a minimum of 32 days visit. TO MAKE A RESERVATION and calculate what it will cost click on the Reservations button.

TRANSPORT FROM BALI AND LOMBOK AIRPORTS: There is a 90-minute daily ferry Service from Serangan harbor Bali to Gili Gede book at operations@lombokmarinadelray.com or by a 25-minute domestic flight from Bali to Lombok Praya International airport. Which has daily international flights from KL, Singapore, China and Air Asia from Perth Australia. There are also 10 other connecting flight from Jakarta and Bali daily. From the airport by Taxi takes 80 minutes to the Marina.

1.9.6 Lombok Barat – PT Marine Service

<http://ptmarine.asia/> (note this website looks old!)

PH: +62 370 634 525

FAX: +62 370 644 165

HP: Steve Knudson: +62 812 3716 7818

Email: Info@ptmarine.asia

Sail SE Asia FB Group – November 2020: Just come off the slip at PT Marine Service Engineering, Lembar, Lombok Barat & I must say we were really impressed with the service. Friendly & professional team, can do as little or as much for you as you want- we chose to do our work ourselves but friends got efficient sanding, welding & painting done by the crew at really reasonable rates. I would recommend this company if you are in need of slipping your yacht. Conveniently positioned between Singapore & N Australia for most of your slipping needs & antifoul is obtainable by direct onshore delivery. Contact & price list last 2 photos (always check for up to date information). Terima Kasih Steve, Widia, Ridwan, Seehan & the rest of the team.

From pictures posted, it's an open dirt yard. They can haul cats and mono's both, of a decent size. The haulout machine looks like (for cats) it would go under the bridge deck.

1.9.7 Lombok – Medana Bay Marina

<http://medanabaymarina.com>

<https://web.facebook.com/medanabaymarina/>

Whatsapp: +62 877 6585 9666

A private, fully licensed marina located in the beautiful region of North Lombok. Just a 25 minute sail from the famous 3 Gilis (Trawangan, Meno and Air) we provide anchoring and mooring facilities as well as berthing facilities for up to 10 yachts. Other services includes, fuel/bunkering, provisioning, boat cleaning service, restaurant and hotel.

For inquiries: info@medanabaymarina.com

They can haul fairly large catamarans and monos up to 2.1m draft, tide permitting.

Sail SE Asia FB Group – December 2021: Medana (besides a haul out and storage place) is a small North facing bay with 6 or 8 moorings, nice in SE monsoons. Not nice in NE monsoon season.

Sail SE Asia FB Group – February 2021: If you are in the Lombok area and are needing to do some maintenance or must bottom paint then I can recommend Medana Bay Marina Lombok

Haul-out time is always a bit stressful as so much can go wrong. Schiehallion draws 2m so that meant hauling out at 8pm as the day time tides were all too small. The crew at Medana Bay in Lombok did a great job.

Sail SE Asia FB Group – August 2019: After 39 days in Medana Bay Marina at Lombok, we dropped our mooring at 4 this morning and headed off on a 65nm sail to Lovina. We would like to thank the Medana Bay team, Peter, Soriya, Zakky, Fhin, and all the boys for looking after

both us and our boat. Lots of laughs, great food, friendly atmosphere and lots of local knowledge gained. We fully recommend Medana Bay to all cruisers as a safe place to leave your boat (many of the boats have been unattended for several months. We flew home and left ours for 12 days) as the staff there are great. Everything you need is available - fuel, haul out facility available, gas bottle refill, water, a great restaurant with lovely local food, bar and shower facilities.

1.9.8 Batam – Nongsa Point Marina & Asian Fast Marine

Blue Steel – June 2017 – Haulout near Nongsa Point Marina: We hauled out at Asian Fast Marine (Batam - Indonesian). We cleared in at Nongsa Point Marina then motored onto the yard, anchored overnight and we're hauled out this morning by their massive crane, boat weight 78 tonne!!!! ..no mean feat.

We have very good feelings about this boat yard, very professional, staff have tons of experience and are used to hauling out big boats, they service Batam Fast's fleet of fast ferries The yard looks superb, and service (Watch this space) is so far very good .we will be here for the next 15 days or so..ill update you as we go.

1.9.9 Bali Marinas

Soggy Paws – Serangan Yacht Service: Moorings, boat watching, haulout:

<https://www.facebook.com/small.shipyard/>

Stellamaris – June 2019 (Noonsite report) – Bali Marina, Benoa Harbour:

The Marina is in serious disrepair and can be quite hazardous depending upon the berth assigned & weather conditions;

- your vessel will sit in putrid garbage
- the marina management requires that you go through them for fuel and water;
- the marina management will not allow any work to be done on the vessel unless you go through them & they will assign or approve your contractor;
- the marina management will require that you pay for a month in advance, and say that if you don't stay a month, they will "refund" your money; BEWARE, as if you ask them how and when they will refund your money, they do not have an answer. Note: it is our opinion that you will not get your money refunded.

Recommend that if all you want is to clear Customs, use another location in Benoa Harbour, or have an agreement with the marina management clarified in advance.

Sail SE Asia FB Group – June 2019: What's the Bali marina like? I need to stop for a week and was going to use the marina. Am I better at anchor and if so where? Various responses:

- Go to Serangan and get a mooring from Ari Arif. The marina is very expensive and run down. Serangan better to provision from. (Search for Ari Arif on Facebook) (2024 Update: His Whatsapp is +62 889-8702-6592 and he's able to sublet moorings for quite a bit less money than Alex and has been extremely helpful, can help arrange just about anything, and is a good human.)

- There is now a new marina 300m away from the old one, it's called Benoa Marina it's at the Pilot Station. They have shore power but nothing else there, the dock is nice and new. It's a bit more exposed to the channel entrance than the old marina so the swell is a bit of a bother right now. I just spent 4 months in there. It is more expensive than the old marina. Managers name is Abid. Whatsapp +62 812 3456 0391
- I can't comment on the marina condition but we are currently in Serangan harbour on a mooring. We picked up an outer mooring from Ruth for Rp 200K/day. We ended up moving further into the bay for better protection and found a mooring for Rp 100K/day on a monthly basis. FYI when the swell and ESE wind is up it rolls right into the outer mooring field which made it quite uncomfortable. Wet ride back to boat every time.
- Better to go to Lombok Marina del Ray if leaving your boat .The ferry is only about \$6 back to Bali or Approx \$40 Aus to fly.
- You can go to Medana Bay Marina on the NW tip of Lombok.. 4.4 Nm from Gili Air.. and 6.5Nm from Gili T... place is awesome, safe and you can provision easily... I have been there for 3 years.

1.9.10 Java Marinas

FB Group – 2021: There's a fantastic new travel lift at KTU Shipyard, in Marunda.

1.10 Embassies and Consulates

1.10.1 USA

May 2022: U.S. Embassy in Jakarta <https://id.usembassy.gov/u-s-citizen-services/>

American citizen services

Jalan Medan Merdeka Selatan No. 5

Jakarta Pusat 10110

Tel.: +62 21 5083 1000 ext. 0 (operator);

Fax.: +62-21 385-7189;

E-mail: jakartaacs@state.gov

U.S. Consulate General in Surabaya

Jl. Citra Raya Niaga No. 2

Surabaya, Indonesia 60217

Tel: (62) 31-297-5300

E-mail for visa inquiries: consurabaya@state.gov

E-mail for American citizen services inquiries: SurabayaACS@state.gov

U.S. Consular Agency in Denpasar, Bali

Jl. Hayam Wuruk 310, Denpasar 80235, Bali, Indonesia

Phone: (62-361) 233-605, Fax: (62-361) 222-426

After Hours Emergencies: +62-(0)21-5083-1000, select 0 to speak with the operator

E-mail: CABali@state.gov

Older info: The U.S. Embassy in Jakarta, is located at 5 Jalan Medan Merdeka Selatan, Jakarta, at +62-21 3435-9055/9054, 07:30 a.m. to 04:00 p.m. Monday through Friday. The after-hours emergency number for U.S. citizens is +62-21 3435 9000, then press 0 for the

operator. The American Citizen Services Unit of the Embassy can also be reached by e-mail at jakartaacs@state.gov.

Older Info: The U.S. Consulate General in Surabaya (<http://surabaya.usconsulate.gov/service.html>) is located at Jl. Citra Raya Niaga No. 2, Surabaya, at +62 31-297-5300, 07:30 a.m. to 04:00 p.m. Monday through Friday. The after-hours emergency number for U.S. citizens is +62 81-133-4183. The American Citizen Services Unit of the Consulate General can also be reached by e-mail at SurabayaACS@state.gov.

Call 1-888-407-4747 toll-free in the United States and Canada or 1-202-501-4444 from other countries from 8:00 a.m. to 8:00 p.m. Eastern Standard Time, Monday through Friday (except U.S. federal holidays).

1.10.2 Australia

<https://indonesia.embassy.gov.au/jakt/home.html>

24-hour Consular Support

Need emergency consular assistance? Please call +62 21 2550 5500. Your call will automatically be diverted to a 24/7 Consular Emergency Centre (+61 2 6261 3305) in Canberra if you call outside the Australian Embassy Jakarta's business hours. You may also email us on consular.jakarta@dfat.gov.au

Consular Officers provide a wide range of services for Australian citizens in Indonesia. These include issuing passports; assisting citizens in trouble; providing lists of local hospitals and lawyers; witnessing signatures and other notarial services; voting facilities for Federal and some State elections; and providing the latest consular travel advice.

Notarial Services

Notarial services are only available where the documents are Australian in origin or intended for use in Australia.

Notarial services we can provide are:

- Certifying copies of original Australian documents or documents intended for use in Australia.
- Issuing an Authentication or Apostille certificate (verifying a signature, stamp, or seal on an original Australian public document). Note there are additional requirements for legalising Australian education documents. See Documents we can legalise for further information.
- Witnessing of signatures on certain Australian documents.
- The taking of Australian Statutory declarations being made for use in Australia by an Australian entity.
- the administering of affidavits, oaths, and affirmations for use in Australian court or legal proceedings.
- issuing a Certificate of no Impediment to marry in in Indonesia. Please refer to Marriage in Indonesia for further information.

You can apply for the following services by mail: certifying a copy of a document, apostille, authentication, and CNI (Certificate of No Impediment to marriage). Please email us at consular.jakarta@dfat.gov.au for more information.

For detailed information on notarial services available please visit the [Smartraveller website](#).

1.11 Getting Visitors In and Out

A good website to search for local flights within Indonesia (and other parts of SE Asia) is this one: <https://www.nusatrip.com/en>

Local Indonesia airlines include: Lion Air, Garuda, and Citilink.

Some of the more remote places may only be reachable by ferry. The inter-island ferries are like cruise ships, and make regular weekly (sometimes daily) swings through their route. One of the biggest ferry companies is Pelni. <https://www.pelni.co.id/> If you can't find an air route to a remote location, ask a local...

IMPORTANT 2024 UPDATE There is currently a ministry of transportation law on the books as of 2024 that says essentially that yachts must leave with the same crew and passengers that they arrived with. This is being applied/enforced in some places by Immigration on check-out, resulting in a lot of hassle and usually some expense (to correct the problem).

So... arriving with guests on board and having them fly out (or vice versa) is currently a risky proposition. Known ports that are rigorously enforcing this are: Tarempa, Anambas Islands, Tarakan, Mentawi Islands (west Sumatra). A "local agent" may well be able to help you check out in this situation, but it won't be free. And it's best to talk to the agent before trying to check out on your own.

1.11.1 Via Jakarta

Lots of airlines fly from Southeast Asian hubs to Jakarta.

1.11.2 Via Makassar

Silk Air flies from Singapore to Makassar (flights codeshared with Singapore Airlines and Garuda Indonesia)

Air Asia offers direct flights from Kuala Lumpur to Makassar

1.11.3 Via Bali

Bali, being a major tourist destination, has a big international airport. Several regional airlines use Bali as their hub and cover the SE Indonesian islands, plus direct flights to places like Singapore and Kuala Lumpur.

1.11.4 Via Manado

Silk Air flies Singapore to Manado (flights codeshared with Singapore Airlines)

Note that these are merely the most convenient entry points for international travelers bound for Sorong. There are other international airports in Indonesia, but to the best of our knowledge, none of those offer non-stop flights to Sorong. (Correct us if we're wrong about that!)

1.11.5 To Raja Ampat (via Manado)

Silk Airlines, Singapore Airlines regional subsidiary, does a daily flight from Singapore to Manado.

From StayRajaAmpta.com

In December 2016, Lion Air subsidiary Wings Air opened a new daily direct route between Manado and Waisai, the capital of Raja Ampat. The Marinda Airport at Waisai is listed as “Raja Ampat” on most ticket booking websites. The Raja Ampat Marinda Airport IATA code is RJM. Check their schedule [here](#).

A NOTE: You can’t be picked up by boat from the airport, so if you are heading for the other islands you’ll need to get transport to the ferry harbour. Depending on ferry arrival times, you may have a long wait for your island transfer. In some cases the wait will mean it’s actually quicker to reach your accommodation by flying to Sorong and getting the ferry instead. (You’ll also have twice the baggage allowance on a flight to Sorong than you will on a flight to Waisai.)

1.11.6 To Raja Ampat (via Sorong)

From StayRajaAmpta.com

Getting to Sorong

Flight info presented here is aimed at international travelers seeking the quickest route to Raja Ampat from outside Indonesia and so ignores flights to Sorong from airports not serviced by international flights (Ambon, Jayapura etc).

Domine Eduard Osok Airport – SOQ

Sorong’s airport is Domine Eduard Osok (IATA code: SOQ) not Jefman Airport as some sources report. Jefman is an older airport (originally built by the Japanese during World War II) on an island off Sorong. There is also the Marinda Airport at Waisai, with twice weekly flights between it and Sorong. See below for information about Sorong-Waisai flights.

There are no international flights into Sorong

There are no direct (non-stop) flights from Bali to Sorong

1.11.6.1 Flights From inside Indonesia

Use Traveloka, Tiket.com, Tiket2Indonesia or Skyscanner to check availability of flights from your departure point.

If you’re having trouble booking internal flights online, Mau ke Mana are reliable agents and can arrange ticket purchases for you

If you want to experience sea travel in the archipelago, here’s Indonesia’s Pelnis ship schedules.

Direct flights to Sorong

As Raja Ampat tourism grows, so do the number of flights available to Sorong. We used to publish a table of airlines and their flight times here, but the last few years’ growth in the available options has made it impractical for us to keep those up to date.

Instead, here's a list of links to the airlines that fly direct (no stops) to Sorong from the most convenient international airports mentioned above. This information was current in November 2015. We recommend searching Traveloka to quickly find available flight dates and times from the Indonesian airport that best suits you.

Jakarta to Sorong (CGK-SOQ): Xpress, Sriwijaya (Nam Air)

Makassar to Sorong (UPG-SOQ): Garuda, Xpress, Sriwijaya, Lion (Batik Air)

Menado to Sorong (MDC-SOQ): Lion (Wings Air)

1.11.6.2 Sorong airport to harbour transfers

The taxi ride from Sorong airport to the ferry harbour takes around 10-20 minutes, depending on traffic, and costs around 100,000 Rupiah (~ USD10.00)

If you don't have a lot of luggage you can get a lift on the back of a motorbike (ojek) for about 20,000 Rupiah (~USD2.00)

If you're trying to keep costs as low as possible you can get there for 6000 Rupiah if you're happy to walk a few hundred metres to the main road and catch the yellow public bimos (minibuses) to the city terminal, then transfer to the bimos heading for the harbour. Each leg of the trip is 3000 Rupiah – no news yet on how long that takes...

1.11.6.3 How to get from Sorong to the Raja Ampat islands

From StayRajaAmpta.com

There are three choices for making your own way from Sorong to the Raja Ampat islands:

Public Ferries

There are two ferry types (express and 'slow boat') that make the crossing between Sorong and Waisai. Waisai is on the island of Waigeo and is the capital of the Raja Ampat regency. Almost all of the accommodation options on this website provide pickup from Waisai.

Both the express ferries and the slow boat run every day and both types have departures from both Sorong and Waisai scheduled at around 2.00pm. Departures can often be delayed, so it's worth asking someone to call the harbour if you're running late. The current express ferry schedule is posted below.

The express ferry takes around two hours to make the crossing. The slow boat takes about four hours. Naturally, most travellers prefer the express boats!

At last report, slow boat tickets cost IDR 140,000 (~USD 14.00) and can be purchased either on the pier before boarding or on the boat itself. A limited number of private cabins are available if you want one. For the best deal ask one of the crew about these.

Express ferry tickets are IDR 130,000 for economy class, or IDR 220,000 for a VIP ticket. A VIP seat will give you an adjustable-back chair in an airconditioned room equipped with a state-of-the-art loud karaoke system that usually sees a lot of use. Tickets are sold on the wharf and at the Raja Ampat Tourism Office.

At Sorong harbour, the white and orange Bahari Express ferries can be found by going to the very end of the L-shaped pier. The express ferry is usually tied up alongside another ship at the

end of dock and you have to cross that ship's deck to board the ferry. The slow boat (normally the Fajar Mulia) is usually to be found on the right hand side of the jetty, at the corner of the "L".

Express ferry schedule

The table below shows the express ferry schedule and was correct at Feb 2017. Schedules can change without notice. The Sorong Tourism Office and your accommodation provider will be able to provide up to date accurate ferry information. Ferry departures can sometimes be delayed. We experienced a delay of over 90 minutes on one occasion, as the ferry waited for late VIPs to show up. You're taking a big risk by scheduling a 2.00pm Waisai departure to connect with a late afternoon flight out of Sorong!

Times shown in the table below are **departure** times. The ferry journey time is about two hours.

DAY	SORONG TO WAISAI		WAISAI TO SORONG	
MON	9.00am	2.00pm	9.00am	2.00pm
TUE	12.00noon	2.00pm	9.00am	2.00pm
WED	9.00am	2.00pm	9.00am	2.00pm
THU	12.00noon	2.00pm	9.00am	2.00pm
FRI	9.00am	2.00pm	9.00am	2.00pm
SAT	12.00noon	2.00pm	9.00am	11.00am
SUN	12.00noon	2.00pm	9.00am	2.00pm

Speedboats

If you're in a real hurry, you can charter speedboats to take you directly to your accommodation. The speedboat harbour is about 200m west of the ferry wharf. Speedboats are far more expensive (hundreds of dollars) and a lot less comfortable than the public ferries – you'd need a really compelling reason to charter one!

Sorong to Waisai flights

Lion Air subsidiary Wings Air flies daily from Sorong (SOQ) to Waisai (RJM). Check departure times online.

1.12 Communications

1.12.1 Social Media

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

Facebook Groups

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

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

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

[Rebak Yachties](#) (Langkawi Area)

[Ahoy Penang](#) (Penang Area)

[Pangkor Yachties](#) (Pangkor Area)

[Sail the Philippines](#) (Philippines)

Whatsapp Groups (not a definitive list)

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

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

1.12.2 VHF

Hardly anyone except international cruisers use VHF in Indonesia. Most people use cell phones.

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

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

Also be aware that some channels that Americans use frequently are 'duplex' channels in International mode. So, for example, you may have trouble communicating with a European boat, or an American boat whose radio is in International mode, on Channel 18. (see any VHF guide for the full list of international and US channels and frequencies, but any US channel designated 'a', like 18a, 22a, etc will cause trouble with VHF's in international mode).

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

1.12.3 SSB Radio Frequencies and Nets

Soggy Paws 2016: We carried on a small net with our friends who were scattered between Davao, Raja Ampat, Palau and Bali, and found that we could usually get good propagation on either 8Mhz or 6Mhz. At 0730 eastern Indonesia time (+9) we'd start on 8146, and if we couldn't hear well enough, we'd switch to 6224. One or the other frequency had propagation good enough to hear most people most of the time.

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

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

1.12.4 Cell Phones, and Internet Access

There may be wifi available at some resorts, and there are still "Internet Café's" in the bigger cities, but internet access in Indonesia is largely by data sim cards. The most wide-spread cell phone operator in Indonesia is Telkomsel. Regionally, there may be other smaller operators with better coverage or better prices, but if you want a sim that works in the fringe areas, get Telkomsel.

When you are in a bigger town, "top up" when you can. In the smaller towns, it can be difficult. Or use an online service like <https://Ding.com> It costs about 10% extra, but it sure is easy to do.

The MyTelkomsel app has made things much easier for managing phones and data plans.

As of 2022, Indonesia has implemented a policy that is a real pain in the arse for tourists, especially yachties. Even if you have a valid sim card with pulsa (money) on it, and a valid data plan, it WILL NOT WORK (and doesn't tell you why) unless your IMEI is registered with Telkomsel. So it's important to buy your sim and get it registered in a big city that has a Telkomsel Grapari office (google maps will tell you where).

Once properly registered and working, you can only use the phone in Indonesia for 60 days (and may be able to extend this another 60 days) before it will no longer work. Or you can register your phone before arrival and pay duty on your phone when you arrive. This article covers the subject well:

<https://come2indonesia.com/how-to-register-the-imei-of-the-mobile-to-be-able-to-use-it-in-indonesia/>

Ariel - August 2024: Telkomsel seems to have best coverage. Oddly, their physical sim cards work only in phones bought/made in Indonesia. One of us downloaded an esim from **bytesim.com** which works fine. As my phone does not support esim I bought a local phone and sim quite cheaply, plus additional data online through the Tekomsel website.

Soggy Paws – Apr 2024: In 2022, when we bought our sim cards at a Telkomsel store, we got 90 days usage without registering the IMEI with Customs (apparently, in buying the sim at a Telkomsel Grapari store, they did the tourist registration). But in 2024, we did the same thing and we only got 60 days before our sim stopped working. It had money and it had valid data, it just acted like there was no reception (but there was, we later learned). There is no SMS or message from the app indicating you've been cut off. We were able to go to a Telkomsel Grapari store (not just any phone shop) and buy another tourist sim, and got another 60 days on

the new sim. But we were told that we wouldn't be able to do that a 3rd time. Then your option is either to buy a local phone/hotspot that does work, or roam using a non-Indo sim. (Malaysia Hotlink sim worked well for us).

Soggy Paws – June 2024: Our Malaysian Hotlink sim works great on roaming in the Anambas (coverage isn't great, but it's not Hotlink's fault). For 40 Rm you get 30 GB for 30 Days. Works great for short stops through Indo without having to the the IMEI Registration dance. I use Ding.com (or Ding app) to send money to my Hotlink sim (also works for Telkomsel and we have also used it for Thai, Philippines, and PNG sims too).

Sail SE Asia – Sep 2022 – Phones/Internet in Anambas, coming from Malaysia: here is what we experienced in the Anambas with regards to internet coverage - Info gathered before we left and also from Indonesian agent did not really pictured what we saw.

Our specific setup is we are coming from Malaysia with Celcom and Umobile Sims. Our phones are both Malay and we have a Canadian one - same behavior.

We could get internet with our phones and Malay plans - roaming of course. Agent and other people told us we needed to register our IMEI with Telkomsel register to be able to get a local sim. This is NOT possible in the Anambas/Tarempa -> There are only small resellers and no official Telkomsel office to actually do that. You can also register in advance to have that done when you get in Indonesia (online) but then again you need a genuine Telkomsel office to pay/get the sim card.

The dire consequence is you simply cannot use your phone with a local (and inexpensive) sim card.

So we reverted to roaming and it was easier to enable on Umobile: simply "manually" chose the mobile operator (as opposed to let the phone decide as it will invariably go to Telkomsel) and chose INDOSAT. Allow roaming and mobile data et voila! Cost is 10rm per day charged automatically. It gives you 5gb per 24h period that starts when you get the sms about it.

Be careful when you enable mobile hotspot on your phone as potentially all your devices and computer will update and suck all your data in no time. Happened a few times to us! 😊

Also make sure you have enough credit on your postpaid Malay sim. We always recharge through Lazada as it's quick and super easy.

For Celcom it's a bit more complex as you need a basic plan then you need to actually subscribe to a roaming pass that cost 8rm for each GB so actually 4x more expensive! Since it does not change a thing here I would recommend two Umobile Sims if you want to be bulletproof - that is if you go the Malay sim roaming way but there is another solution!

Roaming worked but there are caveats. Since you can only use INDOSAT their coverage is scarce! Couple times I went on a dinghy ride "holding my phone up in the air like no one care".

Clearly Telkomsel is everywhere with way better coverage! Roaming cost us about 350rm for a month and I am pretty sure that money would buy an LTE dongle or a cheap phone LOCALLY with local sim from Telkomsel. Then you hotspot it to all devices and you have peace of mind.

If you only pass by the Anambas for a few days then roaming would be the way to go - longer stay buy a phone/LTE modem on the street in Tarempa!

Soggy Paws – May 2022 – Foreign Phone Issues, updated: If you are heading to Indonesia soon with a cell phone bought recently outside of Indonesia, be forewarned that it may NOT WORK on arrival in Indonesia. A new Customs law that went into effect in late 2021 blocks all foreign cell phones access to Indonesia telecom services until it has been registered. This is to block the flow of black market phones flooding into Indonesia from China and elsewhere.

If arriving by AIR, the process is pretty simple and you get a duty-free allowance of \$500 USD per person, up to 2 devices. By air, you pre-register your phone at the Customs website, which produces a QR code. On arrival at the airport in Indonesia, show the QR code and your boarding pass at Customs, and your phone gets registered, I think, permanently.

Here is a recent online article that explains the process pretty well.

<https://balibusinessconsulting.com/how-to-register-imei-phone-in-indonesia/>

However, the "Duty Free" part does NOT apply with arrival on a boat (private yacht or otherwise). We have confirmed this with 2 different Customs offices in Indonesia (Tual and Bitung). You can still pre-register your phone with Customs, but they will demand 40% duty on the FULL VALUE of your phone (for my \$450 phone bought in 2021 in the Philippines, that is \$180 USD!). Until the phone is registered, IT WILL NOT WORK TO ACCESS ANY CELL PHONE SERVICES (data, SMS, or phone call).

Even with a current Telkomsel active sim card in an unlocked (but unregistered) cell phone, it is blocked. It is not the sim, it is not an "unlocked phone" issue, it is an access block by Telkomsel based on your phone's IMEI. Until your IMEI is in the Telkomsel database, it cannot access any cell services.

The inexpensive work-around, is to take your phone to a Telkomsel office, with your passport, and request they unblock your IMEI. So far we have done this in Bitung, and Tual—it is FREE. Can probably be done in any major Indonesian city. At the Bitung Grapari office, they knew and understood the process. In Tual, it took 2 visits, and having a persistent Indonesian interpreter who finally understood the issue, before the person at Telkomsel figured out what to do. BUT IT IS ONLY GOOD FOR 90 DAYS. After 90 days, your phone will stop working—you will see a cell signal, but neither phone, nor SMS, nor data will work, and you will have to repeat the process. So far, we have re-registered once, I do not know if there is a limit to how many times this can be done. *In 2024, we only got 60 days at a time.*

The long term solution would be for the yacht industry in Indonesia to figure out how to amend the law to get the \$500 USD duty-free allowance to be applicable to devices arriving by private yacht. That should be a pretty simple process—if it is declared on the Vessel Declaration, and the IMEI registered in the Customs database, why not??

For now, if you have an old cell phone that was used in Indonesia before 2020, or even (maybe) just an old cell phone, KEEP IT. *(My husband's phone was never in Indonesia before 2022, but it seems to work, and we don't know why. It is a 2018-2019 era Samsung bought off Amazon in the USA in late 2019).* Or, if you meet someone who has just come from Indonesia who has a cell phone or mifi device bought in Indonesia, see if you can acquire it.

One solution that cruisers are using is to either buy a cheap cell phone in Indo, or a battery-powered mifi device.

We are fortunate that we have one phone that was in Indonesia before 2020, and a hotspot that was bought in Indonesia. If you do not have either, you should consider buying a cheap phone or hotspot once in Indonesia.

Roaming via Philippines data services also did not work while approaching Indonesia through the islands. (But in 2024, a Hotlink sim from Malaysia worked fine, and Hotlink has a 30-day, 30-GB roaming plan for 40 RM—the best roaming deal there is).

Soggy Paws – Dec 2021: In prep for going to Indo again in 2022, I bought a recently used MIFI device from someone who had just come from Indonesia. They had no idea what the number was (so I could top it up ahead of time). I found on the Telkomsel site that *808# gave me my number. (It costs a few rupiah, and I don't know if it would work if you are completely out of pulsa).

The Ding.com method worked, and I could put Rp 300,000 credit via the Ding app (more was offered, but that's I wanted. It cost ~\$30 USD.

To purchase data from applied credit, either use the (*363#) USSD code on the phone (more details below), or use the MyTelkomsel app on your cell phone. MyTelkomsel is mostly in English!!! (the USSD code stuff is not). I can't always find all packages on one mechanism vs the other, however.

You CAN manage 2 numbers with the MyTelkomsel app WITHOUT creating an account with an email address. Just log in with whatever cell number you want to manage (once you verify that you really own the number by receiving an SMS on the actual device and typing the temp code in to the MyTelkomsel app, you can easily log in with either number by just typing in the number) Use the Logout function to change from one number to another, because it remembers the last number you used with the app.

The "MyTelkomsel" app for Android or Apple is very useful for monitoring your credit and your data, because it's (mostly) in English. If you click on the "Remaining Quota" number for Internet, it will expand to show you what kind of data you have.

Topping up with a 3rd Party Service: IT IS POSSIBLE, a lot more convenient, but a little bit more cost, to use a 3rd party website to add credit to a Telkomsel simPATI sim. I used the **Ding (Ding.com) app** or [Recharge.com](https://recharge.com) and paid with Paypal (but they also accept credit cards too). The credit got applied immediately. It was fantastic! (unlike some other experiences I have had trying desperately to buy credit online while offshore or in a remote anchorage before my data ran out). The only problem is the total cost was \$12.99 USD for Rp100,000 (if you bought it at a shop, it would only cost ~\$7.50 USD). The max you can buy is Rp100K at a time (no longer true in 2021). It is very transparent as to the cost, but I didn't realize at the time what a terrible exchange rate they were giving until I multiplied it out. I would still do it again if I couldn't easily find someone to top me up with cash. (it's not as easy as you think in the remoter regions, to buy enough credit to get a decent package).

Trying to add credit to my sim in Bitung, I had a 15 minute discussion in a local shop in Bitung, trying to explain to them why I wanted to put 300,000 IDR on my phone (they kept trying to sell me another "12GB" sim for only 85,000). Fortunately someone who spoke good English stopped by and helped explain that we were going away from Bitung and the "Local Data" wouldn't be any good for us. It also helps to show them the data package you plan to buy using the MyTelkomsel app (though it was in English and they didn't understand it).

Be wary when buying credit in an office—in Tual, I was trying to buy credit (so I could buy my own data at the next port, in the future), and the guy put Rp 100,000 worth of DATA on (with a 30 day expiration date). So be clear that you want the credit, not the data (if that's what you want). Money on an account seems not to expire, while data always has an expiration date.

1.12.5 Mail & Shipping Stuff In

There are now active Lazada, Shopee, and other “shopping” websites in Indonesia. Also Tokopedia. These should work pretty well, but ask your local Indonesia friend how well delivery works in his area.

Sail SE Asia – October 2021 – How to Ship Stuff in “Yacht In Transit”: Anyone have experience with importing stuff to Indonesia with the “yacht spare parts” written on the box? Specifically want to ship in a water maker and dinghy. Here are the various answers:

- Don't do it and don't try to get a transit permit either to avoid tax. They are super corrupt and they will drown you in red tape and bullshit for months Until you give up and pay in full.. The tax is a percentage which is ridiculous like 40% or something but don't quote me on that.
- 2-4 months tied up once it lands plus 40-70% import duty. Don't bother.
- (From an Indonesian yachting facilitator): The procedure is complicated and not down to earth. Please get them before your arrival in Indonesia
- Some information to the time frame: Based on my experience in Malaysia I can say, when there is Ramadan, nobody will answer your phone-call or proceed. But also no one tell you: "Look, we have our Ramadan, please be patient a few weeks". So I phoned and phoned and got almost crazy. End of Ramadan plus 2 days and everything was delivered by itself ... So schedule carefully your orders!
- Do NOT import anything to Indonesia. You will pay 40% in import duties on the delivery of the parts. Even you write Yacht in Transit or not. We have tried it. We also tried to import a replacement motor for an electric toilet. It would cost almost one thousand dollars including tax, duties and shipping, so we gave up. A positive thing is, that Indonesia is not expensive when you buy things here. We just bought a complete new electric TMC toilet for 340 dollars.
- In Jakarta we ordered some marine bedding and some teak deck caulking from the US. It was delivered after 6 days! But we had to pay the duties. Here in Sorong we ordered some more bedding etc. the 29th of September. We have not received it yet (late October). My experience is, that Shipping inside Indonesia is not so good and not safe. Maybe you get it, maybe not. The address system in Indonesia is very complicated and the address itself is a long one. So when the shipper write the address on the package it is missing important information, because the rest of the World do not have space in their address label for long addresses. So our last package is stuck in Jakarta and the UPS write to us: Incomplete address. Delivery delayed. Its a pain in the a--. My advice. Get the spare parts before you enter Indonesia.

- Duty-free is not likely. You will always pay 25 to 49% duty + shipper + taxes and anything else they can come up with. And never consider shipping in a used item, no matter it's condition. They will keep it.
- I've ordered dozens of packets from AliExpress without drama, the duties weren't much higher than I'd pay in Europe for the same merchandise. But that's only from AliExpress... other sellers/nations can be more problematic.
- Don't do it ... 7 meetings with customs before I sent the parts, all the papers from them ... Held for 4 months and 30% tax on parts plus a big bill from DHL for storage, nightmare
- Batam Island is the only spot in Indonesia to do this, things get done here
- If in Batam (via Nongsa Point Marina), no taxes neither VAT. I did it a few times. Anywhere else in Indonesia you will pay taxes, about 30-35%, the import process takes about 1 week, all through email.

1.12.6 News

There are several English language news sources in Indonesia:

<https://indonesiaexpat.biz/>

1.13 Diving

1.14 Cruising Information Sources

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

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

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

1.14.1 Facebook Groups

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

<https://www.facebook.com/groups/SailSEAsiaGroup/>

<https://www.facebook.com/groups/wonderfulsail2indonesia/>

Related Facebook Pages:

<https://www.facebook.com/Sail2Indonesia/>

1.14.2 Local Websites

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

<https://NoForeignLand.com> – An excellent cruiser's resource.

1.14.2.1 Learning Indonesian.com

Free? Indonesian language mp3's can be found at <http://LearningIndonesian.com>

Indonesian (called "Bahasa" or "Bahasa Indonesian" and "Malay", is a fairly easy language to learn. Pronunciation is easy and straightforward, and there are few "exceptions". Learning the basics will greatly increase your comfort and enjoyment in this country.

1.14.2.2 Indonesia's Underwater Paradise

This is a brochure from the Indonesian Tourism Department that can be downloaded as a pdf file.

<http://www.visitindonesia.ae/voila/wp-content/documents/Indonesia's%20Underwater%20Paradise.pdf>

1.14.2.3 Bird's Head Seascape Website

Information about visiting in a private yacht (permits required, etc) and maps with dive waypoints.

<http://birdsheadseascape.com/>

1.14.2.4 East Indonesian Info

A private website with lots of good info on seeing Maluku and Papua provinces.

<http://www.east-indonesia.info/>

1.14.2.5 Sail 2 Indonesia Website

<https://www.downunderrally.com/about-go-north?>

1.14.2.6 Lombok Marina del Ray

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

1.14.3 Cruiser Reports

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

<http://yachtvalhalla.net/navigation/terrystopics.htm>

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

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

And cruising notes here:

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

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

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

Toucan – Nov 2019 through 2022: Toucan is a FP 46 catamaran. They cruised into Indonesia from PNG via Biak, and then proceeded into Raja Ampat, where they hung out for 2020 and 2021 during COVID.

L'il Explorers – 2019: L'il Explorers is a 50+ foot catamaran. They started the year in Davao Philippines and made their way to Raja Ampat and then joined up with one of the rallies coming from Australia.

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

Starry Horizons – 2018 (with the Rally): Starry Horizons with Amy & David aboard is a 44 ft Helia catamaran. Starry Horizons joined the Sail 2 Indonesia Rally, but only made it on time to four of the stops. They cruised 100 days.

<https://outchasingstars.com/2018/11/24/100-days-cruising-indonesia-the-wonderful-sail-2-indonesia-rally/>

Soggy Paws – 2014-2022: Soggy Paws made several trips into Indonesia... Davao, Philippines to Sangihe (N Sulawesi) in Sept 2014, Davao to Raja Ampat to Palau May-August 2016, Davao to Bitung, Ambon, Banda, Triton Bay, Tual, and Raja Ampat, then east along the north coast toward PNG, from March 2015 to Feb/Mar 2018. Davao to Biak in January 2019, and back from Biak to Davao in November 2019. And finally, in 2022, Davao to Bitung, to Sorong, to Triton Bay, to Tual, and west from there.

In 2014, Soggy Paws WAS a CSY 44, a 44 foot monohull with a 5.5' draft. Since mid-2015, Soggy Paws has been a catamaran, but any "catamaran only" anchorages or passages are noted in their notes.

Soggy Paws' blog is here:

<http://svsoggypaws.blogspot.com>

<http://svsoggypaws.com>

Complexity – June-July 2017: Jim and Barbara sailed down from Palau and cleared in to Indonesia in Sorong, receiving a 1-month visa on arrival. They cruised Raja Ampat for a couple of weeks and then sailed to Ambon, clearing out in Ambon just before their 1-month visa expired. Complexity is a 36-foot Halberg Rassy monohull. Their website is available here:

<http://svcomplexity.com>

Screensaver – March-May 2017: Screensaver cruised from Samal Philippines, checking in at Bitung, and heading east toward PNG. They blogged every day and left a satellite GPS snail trail.

<https://screensaver49.wordpress.com/2017/03/page/2/>

Changing Spots – April-August 2017: Rob and Anne Marie cruised from Davao to Raja Ampat in April-July 2017, and cleared out of Sorong for Palau in August, 2017. Changing spots is a 45 ft catamaran.

Ariel IV – March-July 2017: Ariel IV is a 46 steel monohull. They cruised from Davao to Raja Ampat and then westward toward the Indian Ocean. <http://www.arielfyra.se/> (in Swedish).

Yindee Plus – 2014/2015: Yindee Plus detailed their trip on Noonsite, plus in their blog. So entries here have been taken from both sources.

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

Alba – July-October 2015: Alba set out from the Eastern Caribbean in 2011, and slowly headed west. In 2015, they went from NZ all the way to Malaysia (skipping a few places). They entered Indonesia, after a direct trip from the Louisiades in Papua New Guinea to Tual, in eastern Indonesia. There, they joined a rally for a couple of months, slowly heading west. Eventually they turned north and ended up in Singapore. They blogged pretty much every day, with waypoints and pictures. The important points have been edited below, but their entire log can be accessed from this link.

<http://www.thehowarths.net/alba-chronicles/2015-nz-to-thailand>

Alba is a 42 ft monohull.

Minnie B – June/July 2015 (from Noonsite): MINNIE B is an OVNI 395 with centreboard and folding rudder, drawing less than 1 metre with all in the up position and 2.1 metres with the centreboard down. Some anchorage and marina information: south from Singapore, Thousand Islands, Jakarta to Sunda Strait. Phil and Norma Heaton s/y MINNIE B

<http://sailblogs.com/member/philandnorma>

Zoa – 2013-2014: <https://www.sailblogs.com/member/onboardzoa>

Brigadoon – 2014 – From a PDF file I think I found on Noonsite or OCC: sv Brigadoon departed Davao, Philippines June 2014 and then departed Manokwari, Indonesia Dec 2014. Keel draws 1.8m. We had strong SE winds for July Aug, and did a lot of sailing. We had our much loved & nearly 15 year old spaniel Fergus on board until Banda. We have no freezer, so markets/supermarkets were of importance to us, as were Rumah Makans.

Ed note: several anchor waypoints given by Brigadoon in that PDF file have been proven to be well off the intended spot (at least 1/3 mile), so use these waypoints with caution/skepticism. I think they must have plotted the locations after the fact from a paper or perhaps Navionics chart. One spot we visited claimed to be in 45 ft, and it was off soundings, nowhere near any anchorable depths.

Brick House (2014-2015) – Patrick and Rebecca on Brick House started the Indonesian odyssey in Sangihe with the rally from the Philippines. But they quickly broke off and did their own thing after the rally ended in Raja Ampat, working their way eastward all the way to Bali. They spent nearly a year cruising in Indonesia. You can see all their adventures on their blog at: <http://www.whereisbrickhouse.com/>

Lorelei (2015) - Lorelei arrived January 2015, from Davao, Philippines, and made their way slowly back to Australia via Raja Ampat.

<http://yachtlorelei.blogspot.com/>

Totem (2013) – Totem made their way west along the north coast of PNG and checked into Indonesia at Jayapura. They spent time in Raja Ampat before moving on towards Malaysia via Borneo. You can see their Indonesia posts on their blog at:

<http://www.sailingtotem.com/tag/indonesia>

Delos (2013) – Delos was in Raja Ampat Sep-Nov 2013. <http://svdelos.blogspot.com/2013/09/> There are two PDF files that Delos produced that are referenced but not incorporated into this guide.

Carina (2013-2015) - <http://sv-carina.org>

Westward II (2014) - <http://westward.steddy.com.au> , but most of the information in this guide attributed to Westward II was gained by verbal communications over the HF radio.

Lorelei (2014) - <http://yachtlorelei.blogspot.com/>

Zephyr (2013) - <http://www.sailblogs.com/member/svzephyr>

Sloepmouche (January-July 2012) - Sloepmouche is a trimaran.
<http://thetropicalsailinglife.com>

Carillion (2007/2008) - Carillion is a Tayana 48 monohull, 14.3m LOA, draft 2m.
www.yachtcarillion.net

1.14.4 Facebook Groups

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

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

1.14.5 Noonsite

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

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

1.14.6 Seven Seas Cruising Association

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

<http://www.ssca.org>

1.14.7 Ocean Cruising Club

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

<http://oceancruisingclub.org>

1.15 Printed Sources

From the Sail Indonesia rally page – 2016: There are three cruising guides that cover Indonesia. First pick is the new Cruising Guide to Indonesia. The Imray publication Southeast Asia Cruising Guide Vol 2 is the first pick for those making the trip along the Archipelago, with 101 Anchorages a good supplement.

1.15.1 Cruising Guide to Indonesia - 2017



Cruising Guide to Indonesia (2nd edition, 2017) by Andy Scott.

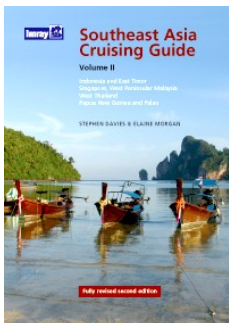
Area covered: Indonesia

This fairly new publication covers the cruising grounds of Indonesia and is probably the best available. With 18,000 islands covering some two million square miles of pristine tropical water and a rich and vibrant culture there are plenty of places to see unencumbered by crowds. This guide covers everything the prudent navigator needs to safely ply these waters and enjoy the largest island nation in the world. Includes comprehensive anchorage maps and descriptions.

It is available as either a paper or ebook on Amazon, here: <http://amzn.to/2vWMQJl>

1.15.2 Southeast Asia Cruising Guide – Vol II - 2008

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



(only has scant information about the Raja Ampat area)

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

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

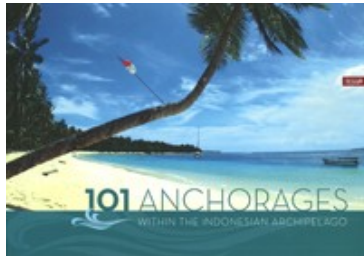
Yindee Plus – 2014: This contains very useful general information about the region and it would be difficult to negotiate the straits between the islands without it. Note, that to complement the information in the guide, you also need to know the timing of the upper and lower transits of the moon. You can download this from the internet or buy a current year's Sailing Almanac. The guide was not helpful for anchorages, although there are plans and information for each of the main ports in Indonesia.

1.15.3 Southeast Asia Pilot – 5th Ed

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

Yindee Plus – 2014: Southeast Asia Pilot. We bought the brand new fourth edition because it included a new section on Indonesia. The limited number of anchorages covered had good plans and information, but there were nowhere near enough of them to make the book worth buying for this large area. We are hoping it will earn it's keep further north.

1.15.4 101 Anchorages in Indonesia



Area covered: Indonesia

Recently reprinted, 101 Anchorages covers cruising anchorages throughout Indonesia, mostly along the Sunda Islands Archipelago (Timor to Java), but also Maluku, Sulawesi, Kalimantan & Sumatra. Each anchorage includes a rating, approach suggestions, hazards, weather suitability, pictures, maps, water clarity, local facilities & attractions, all presented in an easy to read sailing format. It covers more cruising anchorages than the Imray Guide, although in less detail. Some coverage in eastern Indonesia. Certainly worth getting if cruising through Indonesia

Yindee Plus – 2014: This book is a recent publication and a very welcome addition too. When it arrived it looked very thin and insignificant, but we found that once we reached the region it covered (mostly Flores and further west), the boats in our group used it more than any other guide. If they decide to print another edition in the future, then adding in anchorages between Saumlaki and Wetar would be a great idea.

1.15.5 Lonely Planet Indonesia (latest edition)

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

A downloadable version can be purchased online on Amazon or on the Lonely Planet website:

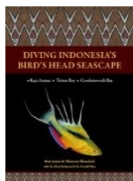
<http://amzn.to/2vad0uA>

1.15.6 Lonely Planet - SE Asia on a Shoestring

Yindee Plus – 2014: We regretted buying this. Because it covers such a huge area, the information on Indonesia just concentrates on the islands where tourists fly in for holidays. A much better option would have been the Lonely Planet Indonesia guide.

1.15.7 Indonesian Phrasebook and Dictionary (Lonely Planet)

Yindee Plus – 2014: We found this a really useful, pocket-sized book, for general tourist activities. For a nautical vocabulary, use the glossary sections at the backs of the Cruising Guide to SE Asia Vol II or Sailing Directions.



1.15.8 Diving the Bird's Head Seascape

This is THE diving guide to the Raja Ampat area of Indonesia. Available in print format on Amazon.com, not available in downloadable format. Has waypoints and dive descriptions for many dives in eastern Indonesia.

[Amazon Link](#)

1.15.9 Cruising the Tanimbar Islands of Eastern Indonesia

By Jan Carter

To Purchase Email: jancarter18@hotmail.com

Further information and an extract from the book can be seen at jancarter18.blogspot.com.

This 88-page book has been written by Jan Carter and is for sailors who intend to cruise in this area as well as those interested in learning about this area. The book contains information about Tanimbarese culture and history, craft, forestry and birdlife. It also includes information about 16 anchorages, food, health, trading, prices, availability of water and visa information. The book includes a six-page English/Indonesian 'sailing terms' dictionary, more than 90 photos and six maps.

1.16 Recommended Reading

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

Soggy Paws 2016: [Nathaniel's Nutmeg](#) is a great book about the Dutch and English history in the Indonesia, and their attempts to dominate the supply of nutmeg, once proclaimed to be a cure for the plague. Available on Amazon as an [eBook](#).

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

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

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

- I. THE INDO-MALAY ISLANDS : comprising the Malay Peninsula and Singapore, Borneo, Java, and Sumatra.*
- II. THE TIMOR GROUP : comprising the islands of Timor, Flores, Sumbawa, and Lombok, with several smaller ones.*
- III. CELEBES : comprising also the Sula Islands and Bouton.*
- IV. THE MOLUCCAN GROUP : comprising Bouru, Ceram, Batchian, Gilolo, and Morty; with the smaller islands of Ternate, Tidore, Makian, Kaiòà, Amboyna, Banda, Goram, and Matabello.*

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

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

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

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

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

2 Passage Reports

2.1 *Sailing Here from Elsewhere*

2.1.1 *To/From Philippines*

2.1.1.1 *Between Davao and Sorong or Biak*

Soggy Paws – Oct Nov 2019 – Biak to Sorong to Davao, hopping: We pretty much reversed the route we took in January (a few different stops along the Bird's Head coast).

The last 2 days into Sorong were unpleasant as the wind ended up pretty much on our nose, no matter that we made nearly a 90 degree turn to go down into Sorong.

In this season, the prevailing winds are SW, going more westerly the further north you get. If you wait too late, you may run into northerlies on the last leg or two into Davao.

The wind speeds definitely increased from “barely sailable” down in the Sorong area to “rousing” as we got north of Halmahera.

Biak to Sorong (with a stop in Manokwari) took 6 days. More details on the Indonesia Sorong to Biak portion of the trip can be found in the [Between Biak and Sorong](#) section.

Sorong to Davao took 10 days, again, day hopping as much as possible. (3 overnights)

We arrived at Holiday Oceanview Marina on Nov 15. There were 2 typhoons wandering around the western Pacific, and also a few days later, the winds started becoming northerly.

Soggy Paws – January 2019 – Davao to Sorong Area and Biak, hopping: We left the south end of Samal Island, Gulf of Davao on January 1, arriving a daysail away from Sorong on January 11, and in Biak on January 17. Davao to Biak direct is only 685 nm, and with N-NW winds, we could have gone direct in about 5 days. But we wanted to do day hops as much as possible.

Here are the stops we made:

South Samal Island to South end of Talaud Island (Internet) – 187 nm

Talau to Rau Island, West Morotai (internet) – 140 nm

Rau, Morotai to NE Halmahera (no internet) – 67 nm

NE Halmahera to Wayag (no internet) – 120 nm

Wayag to N Coast Waigeo (no internet) – 71 nm

N Coast Waigeo to SE Waigeo (no internet) – 28 nm

SE Waigeo to Pulau Amsterdam (no internet) – 52 nm

N Coast “Birds Head” (2 days 50 nm each day, internet on one segment during the day)

N Coast Birds Head 2 to Biak (internet in Biak) – 150 nm

* note that “internet” requires an activated Telkomsel sim card

Details on all the anchorages we have found between Biak and Sorong can be found in this section: [Between Sorong and Cenderawasih Bay](#).

It was a slow motorsail south out of the Gulf of Davao, but once we hit the mouth of the Gulf of Davao (around sunset), the wind picked up and we had a rousing sail south to Talaud

(Karaketang), arriving the next morning. There is good 4G internet around the town at the south end of Talaud.

The next day we did another overnight to Rau, Morotai, another good/fast sail. The next day we did a very long day to arrive at an anchorage just at the NE corner of Halmahera right at sunset. The next day we did an overnight to Wayag, battling noserly current and worrying about the possibility of uncharted volcanic areas, as the chart mentions.

After a couple of days rest in Wayag, we did 2 hops to the SE corner of Waigeo, where we met our friends who were heading east to PNG with us.

From there we day-hopped along the top of the Bird's Head, with one final overnight to Biak.

More details on the Indonesia Sorong to Biak portion of the trip can be found in the [Between Biak and Sorong](#) section.

2.1.1.2 From Davao to Northern Sulawesi

Soggy Paws – March 2017 – Davao to Bitung: We did day-hops all the way south to Bitung (sometimes LONG days). Here are the stops:

Holiday Oceanview Marina to Tubalan – 47 nm

Tubalan to Sarangani Islands (several anchorages) – 72 nm

Sarangani to W Kawio – 48nm

Kawio to Sangihe, Tahuna (draggy mooring) – 68 nm

Sangihe to Siau – 58 nm

Siau to Bitung – 78 nm

Several of these hops are very long to do as day hops! Basically we got up and got going at the crack of dawn and motorsailed when necessary to keep our speed up. We had been into Sarangani before and had tracks and waypoints and felt comfortable with a night approach if it was necessary (it wasn't).

Catamini – July 2013 – Anchorages Between Davao and Sangihe

We adapted the location of the anchorages considering wind directions. Mornings good sailing and favourable currents, but afternoons rain and roly seas this time of the year. So we always left at 5am and dropped the hook around 3pm :

- Davao to Mapagbo Cr.- 9kt wind NE; calm anchorage N06.59'249/E125.58'754 in 7m sand/mud

- Mapagbo to Kanikian Pt - 8kt wind NE - anchorage N06.19'664/E126.10'983 in 11m sand/coral

As the wind changed late evening to SW, the anchorage became roly.

- Kanikian Pt to Quality Pt - morning 20kt wind SW; calm anchorage N05.48'393/E125.33'936 in 10m sand

- Quality Pt to East Balut Isl -morning 13kt wind SW; calm anchorage N05.24'286/E125.25'764 in 14m mud

Here we got a welcome to Indonesia on VHF 16 by the coastguard. They saw us on the AIS or radar.

- Balut Isl to East Kawio - morning 15kt wind SW; calm anchorage N04.40'018/E125.26'393 in 7m sand/coral

- Kawio to NW Sangihe - morning 22kt wind SW; calm anchorage N03.43'336/E125.24'573 in 8m black sand

- NW Sangihe to Tahuna Harbour – morning no wind; N03,36'467/E125.29'564 in 22m mud

Five officials from the Tourist Department were welcoming us. Mr Tommy TIWA, Kabid Pemasaran Pariwisata Sangihe, and his English speaking collegae Mrs Ice (pronounce Itche), drove us to Immigration and took care of all the clearance. Only the Customs Officer came on board. We asked them to build a floating dinghy pontoon for the rally Sail Derawan. Some Internet cafés in the centre but it's easier to buy a "Wifi Internet Voucher", which you can use on your boat. Only Rp100,000 for 250Mb, valid 30 days. We will extend our visit here as there is so much to see and people so nice.

2.1.1.3 Return route from Ternate to Davao, Philippines

Sloepmouche – December 2012: After 4 months of cruising this small part of Indonesia, it was time to take care of Sloepmouche in a good boatyard. So we decided to go back to the Philippines making short hops when possible and take advantage of wx windows.

Our first leg was Ternate to Jailolo bay. We anchored west of the harbor on a small isolated shoal at 01-02'89N / 127-27'23E (25ft, coral rubbles, space for 1 boat). We were in calm water there despite rainstorms passing and winds changing from NW to NE.

Our second leg was to 01-15'65N / 127-25'20E in front of a small village (25ft, good sand, but roly with NW and N swell, we did not sleep so well that night).

Our third leg up the coast of Halmahera brought us to lovely **Loloda bay**. We anchored at 01-40'69N / 127-34'03E (38ft, good sand). This bay is well protected from seas coming from any direction. It also comprises some interesting looking islets, one even boasting a waterfall. We dinghied over to the 2 waterfalls and swam under them. Near the NE entrance of the bay is a new fish processing plant (they gave us a tour) and on the South side of the bay, there is a village where people welcomed us warmly too. It was a perfect place to wait for the bad wx fronts to pass before heading NW towards Mindanao. From there we both sailed and motorsailed 3-day non-stop to the entrance of the bay of Mindanao.

2.1.2 To/From Palau

2.1.2.1 Sorong to Palau

Soggy Paws – August 2016: We made the trip to Palau with as many day-hops as possible. The winds were S-SE for the whole trip. Our stops were:

1. North coast of Batanta
2. NE Coast of Waigeo (long day hop)
3. Ayu Atoll (long day hop)

4. Helen Reef (2 days, 1 night)
5. Palau (3 days, 2 nights)

This was a pretty easy (mostly windless) trip, except the last night on our way to Palau. We had seen the system coming in and our options were to wait a week in Helen Reef, or go now. We got hit with 30-40 kt winds in a frontal type storm in the middle of the last night. Fortunately the winds were behind us, so we just reefed down and whistled along, dead downwind. This allowed us to get into Palau during working hours on the 3rd day. It was nasty for a few hours—needed to hand steer to stay on course with our DDW configuration, but by dawn the wind was calming down and we gybed over and headed for Koror.

2.1.3 To/From Australia

Also see [this section](#) (Eastbound, N Coast of New Guinea), especially if you are heading for Sydney or Melbourne, and want to see a bit more of the world before heading back to Australia.

2.1.3.1 Considerations for Australian Flagged Boats

A kind Australian cruiser has summarized his recent experiences with leaving from Australia with an Australian registered vessel, and returning. Here:

<https://berglas.org/Articles/ImportingYachtAustralia/Importing%20Yacht%20into%20Australia.html>

2.1.3.2 Singapore to Cairns

Sail SE Asia FB Group – Aug 2022: We have done the trip three times Singapore to Cairns non-stop, taking approx 22 days each time. Best to leave Singapore area late Dec and use the NE winds north of the equator and NW winds south of it, as long as the trough line is active and south of you the winds will remain NW to W. If a cyclone forms south you, that's good for the trip and you can slow down if necessary--after all you will be in the safe semicircle. The last time we left too early, and it was a motor right through Indonesia for 60% of the way. I wouldn't consider it any other time of year or you will have strong headwinds. Once on the east coast it's the luck of the draw for wind direction unless the trough line stays south of you.

If you plan to go through the Torres Strait (one possible route), discussions on that can be found [here](#).

2.1.3.3 Saumlaki to Darwin

Perry – Feb 2018: We left Saumlaki on a wind forecast that was higher than we would have liked (first 12 hours was still up to 25 knots and the apparent wind would be creeping just forward of the beam). However, the trend was that the wind was moderating and, more importantly, there was an almost zero chance of a major low forming and turning into a named storm in the next few days. So it was time to put on the big girl panties and get to Australia.

The forecast was accurate for the first day and we made good time (averaging over 7 knots), though it was not the most comfortable. The next day, the winds died down and went behind for a bit, with the usual trade-off of comfort for speed. We were able to sail most of the way to Darwin, excepting a few lulls where our speed dropped too much. Ordinarily we would have just

sailed slowly, but we had to get to Darwin during business hours for Border Force or pay hefty overtime charges.

Because of the super blue blood moon, the tides in Darwin have been more extreme than usual. As (bad) luck would have it, the entrance to Cullen Bay, where we had to park Perry to do our formalities, was going to be too shallow for us at low tide. We weighed the options of trying to get our speed up or waiting until late in the afternoon to make the entry. The lure of a new continent, a safe port, and more importantly, a cold beer, had us firing up the engine. Even with the engine, it was pretty slow as we were fighting a 3 to 4-knot current. We eventually made it through the entrance, with about 15 minutes to spare based on our tide calculation, though it was close (we saw less than 2 feet under keel at the little bar entrance). The sailboat that came in a few minutes behind us (which had to be towed the last bit to Darwin due to mechanical difficulties), got stuck on the sandbar and had to be pulled off by the Cullen Bay tender. They had to wait several hours until the tide came up to check in.

The dock at Cullen Bay was a bit tricky for us with one engine. The locks were draining and as we approached, the flow of the water basically stalled the rudders and made steering next to impossible. Our heavy boat steers much better with twin screws in tight areas at slow speeds. We finally got docked with no damage to the boat (or dock) and the Border Control force came and checked us in. We had heard horror stories about Australian officials being hard on yachts, but the officers we met were very friendly and professional. They are definitely thorough and go through your whole boat (we tried to put out all the items that might be 'questionable'). Also, quarantine is fee-for-time-based so the longer they take, the more it costs. The kids waited with bated breath to see if any of their treasures would be confiscated. The only thing that didn't pass muster was a wooden sword given to us by the chief in the Mortlock Islands that was suspected of having termite damage.

<https://www.svperry.com/2018/02/indonesia-to-australia.html>

2.1.3.4 Kupang to Dampier

Soggy Paws Australia – June 2016 – Kupang to Dampier: Our Passage to Australia was as such: my plan to ride in the SE Aust monsoon south worked for 36 hours until a massive storm hit southern Australia and sucked all the wind down there. We had 3 days of calms then a massive storm hit us.

We were overflown at least once daily by Australian Customs planes (now called Border Force), and met by 7 customs officers + dog on arrival in Dampier. We were delayed by a day because of the storm plus the raw water pump failing, which they thought was suspicious!

The clearance process cost about \$500 but Jo and I made sure we were in 100% compliance so we had no issues as we got rid of all fresh food and frozen meat before arrival.

2.1.3.5 From Sorong to Thursday Island via Triton Bay and Selat Muli

New Views – 2017 ([from Noonsite.com](#)): After 3 years cruising in SE Asia it was time to return to Australia and we had to face the more challenging conditions of sailing to windward back to Australia. My research showed there are two main routes back to the east coast of Australia.

- The other route is to sail to the north of New Guinea and then south west across the Coral Sea to Queensland. This is a much longer route, and a bit more adventurous. Best time for this route is to leave Sorong, West Papua in Nov-January. Depending on how far south you are trying to get in Australia (ie Melbourne), the earlier the better, to make it to at least Vanuatu before the strong SE winds kick in in mid-May. In Nov-Jan you will have NW winds along the N coast of New Guinea. By March the winds die, and by May, they are on your nose.

A map of Indonesia and surrounding regions, including parts of the Moluccas, Irian Jaya, New Guinea, and the Gulf of Papua. A blue line with circular markers connects several locations, starting from the Moluccas (Pulau Sool, Sorong, Fakfak, Kaimana), passing through the Irian Jaya region (Kepulauan Kai, Kepulauan Iaru), and ending in the Gulf of Papua (Pulau Yos Sudarso, Merauke, Daru, Thursday Island, Cape York). Other labeled locations include Solor, Muturi, Teluk Cenderawasih, Jayapura, Aitape, Wewak, Tanahmerah, New Guinea, Kepulauan Tanimbar, Saumlaki, Timor Sea, Arafura Sea, Torres Strait, and Melville Island.

If you do this trip, beware of fishing nets north of the Selat as we encountered multiple nets, 6 miles long, across our track and had to find a gap between those multiple nets. It will be difficult finding any gaps at night.

Selat Muli is a channel approximately 60nm long between the West Papuan mainland and an island to the west. It is over one mile wide and has strong currents, so timing is important to avoid adverse currents. We were fortunate to have easterly winds blowing and sailed most of the way south in the Selat.

It may be possible to purchase diesel at a large fishing base in the north of the Selat, but we did not need that as we carried about 800 litres of diesel from Sorong for the 1000nm journey to Thursday Island. We anchored overnight at the southern end of the Selat ready to cross the bar first thing the next morning at high tide. Barges use the Selat and enter and leave across the bar and that is how we determined waypoints for our bar crossing. There is plenty of depth over the bar at high tide for sailing vessels.

Although choppy across the bar, the seas calmed down in the deeper water and we crossed the Arafura Sea and Torres Strait to Thursday Island in just under 2 days. This route saved us hundreds of miles of ocean crossing. The border control and quarantine inspections at Thursday Island took place efficiently and the officials were very helpful and friendly.

So our experience for returning to Australia via Selat Muli was very good. Not only did we significantly shorten the ocean crossing, we required only a short weather window to cross to Thursday Island.

Discussions on navigating the Torres Strait can be found [here](#)

2.1.3.6 Kai Islands to Gove, Australia

Catchcry I (Power Cat) – Tual, Kai Islands to Gove, Australia – Oct 2017:

We ended up crossing in the last week of October, leaving Tual on 25th October, and doing 3 day hops to Pulau Enu.

First night we stopped on the west coast of Pulau Kai Besar, near a place called "Ad" on OpenCPN. We chose it from the Google Earth images, and the river coming out. 5°24.70S, 133°04.13E - 5-10m on sand at low tide.

For the second night we went northwards around Kai Besar (this was due to wind direction at different times of the day as per Predictwind - accurate too) to the large inlet to the west of Trangan on Aru, between Tg Derehi and Tg Alarjir. There is a small navy/oil tender base (?) there. 6°27S, 134°07.36E I think it was 13m deep.

Then on to Pulau Enu on the west side 7°04.4S 134°28.85E, the usual anchorage to wait it out I think but we only had one night, as we had seen the forecast in Tual. We also had Predict Wind Offshore, and could confirm the forecast had not changed by Grib files thru SSB.

We had virtually calm conditions all three days, less than 10 knots of wind, so these anchorages may not be suitable in the usual 15-20 of SE.

This was the last good crossing weather for a powerboat for weeks and weeks. There would have been some opportunities for a sailing boat. We had a wet trip down the east coast of Queensland, as there just weren't any northerlies in the parts we were in, and ended up having to settle for easterly 10-15, but this is still forward of the beam.

Pacific Express – Tual, Kai Islands, Indonesia to Gove, Australia – Oct 2012:

07 Oct – Day/Night 1: We left the south end of Kai Besar at 6.15am and stayed well clear of the headland. We motored into a reasonable swell with a few very big waves which was a bit of a hang on and close the eyes job! As we got further away from the islands it settled a bit and we tacked to try to keep wind in the sails – motor sailing. We emailed (sail mail) off our letter of Intent to return to Customs. Saw a big clump of seaweed with a turtle floating beside it eating the seaweed. The skipper saw a pilot whale. Just on dark a beautiful booby bird started circling and flying alongside us. We went through the night with breeze on the nose and lots of current against us. The seas were very comfortable though.

8 Oct – Day/Night 2: The skipper said he should clean the filters before they clogged again but I wasn't keen to stop the engine. Something about if it ain't broke don't fix it. Well at 11.30am that was proven to be folly when the motor stopped. The skipper had to change the engine fine fuel filter (we have only one left!) and the pre fuel filters (we have two left). We had been unable to secure anymore in Tual. The dirty fuel is proving a disaster. He was able to get us going again and has tried to clear up a used engine fine filter just in case There is not enough wind to sail so are following the rhumb line and it is so painfully slow. Doesn't feel like we are making any headway. And it's so worrying about the motor. We have very calm seas but no wind so we can't sail. Heaps of small dolphins travelling with the boat in the late afternoon.

9 Oct – Day/Night 3: What a gorgeous day. Sea so calm, current not quite as bad. Have seen six turtles snoozing on the surface. The skipper did the 8am sked, cleaned both filters and went to bed. We had both sails out for a while but the wind was on the nose – it's really just a breeze.

We crossed into Australian economic waters at 11.08am so took down the Indonesian courtesy flag and put up the yellow Q (quarantine) flag. We passed a big tanker in the afternoon on its way to Singapore. Saw a few tankers on the AIS after that. One changed course to go behind us. We heard the coast watch plane call up a couple of boats but they didn't call us. The half moon came up at 1.15 and the sky is so full of stars. Saw five fishing buoys which we hadn't expected to see here.

10 Oct – Day/Night 4: Anchored 11°23.07S / 136°53.24E The sea is so calm and it's a beautiful day. We motor sailed and rounded Cape Wessel at 3pm – as far as crossings go it was pretty good – just long. And then the nightmare began. The skipper turned the motor off and was so excited because we were sailing and doing 6 knots but when he went to start the motor again there was a terrible smell and though the water pump was pumping it wasn't pumping water. We sailed till around 8pm with the skipper working on the motor the whole time and then we lost the wind altogether and were slowly heading towards land with the current. So we had to anchor 20 miles out to sea in 43m – the first time we have had to use the 100m of rope.

11 Oct – Day 5: Anchored 12°10.92S / 136°40.06E We didn't sleep terribly well and had the anchor hauled in and the sails out by 6.00am. We knew our weather window was closing and strong winds were predicted for the afternoon. We sailed with not a lot of wind so we got the jenniker out and that got us along quite well for awhile til the wind came up. We saw a tanker on the AIS go right over the spot where we had been anchored!!!!

Australian Customs called us around 3.45 as they had been expecting us in the morning so they told us to anchor where we could and they would contact us at 8am. As we got closer to Gove the wind was building and then it changed direction and went on the nose so we had to tack all the way across the harbour to the beach in gale force winds with spray coming off the top of the

waves. The skipper estimated 30 – 40 knots and 3-4 m waves. The conditions are the worst we have experienced as we had to head into it. We sailed across to the beach on the other side but that was no good so we tacked back towards Gove just behind the big jetty and we anchored there. We pulled in the headsail first and we slowed too much so had to use the motor to get us a bit further in – an awful knock coming from it.

Dropped anchor and luckily it grabbed immediately so the skipper dropped the main and laid the anchor out and I secured the sail. It was a little more sheltered from the waves but the wind was howling – its a horrible noise.

Fri 12 Oct – Gove, Australia: Anchored 12°12.04S / 136°41.92E We didn't sleep well. The wind howled all night but the sea settled till the early hours of the morning. Customs called us at 8am and they said they weren't coming to where we were and we should move so we advised that we needed a tow so they had someone contact us but he couldn't come till 11am.

The Michael J came for us after 11 and towed us the extra 2 – 3 miles round to the anchorage. It was very rough and still blowing like mad with waves. We anchored about 1 km from the shore and just sat. An hour or two later we had Customs, Immigration and Quarantine on board. They were pleasant young men (one was from Pine Rivers) and of course they took all our meat and fruit and veg and noodles which we had expected. But we had to pay them \$330 for the privilege. No it is not a fine – it is what we Australian citizens have to pay to come home and if we come in on a weekend you can just about double it!! We don't pay it if we fly in – these guys get paid for doing their job so why the fee! It cost us about that to replace all the stuff we lost.

2.1.3.7 From Darwin to Indonesia

See 2023 report on Kupang clearance [here](#).

Sail SE Asia FB Group – August 2019 – Checking in at Kupang or Saumlaki: This is a discussion from the FB group, each “bullet” below is a different cruiser's opinion in answer to this post: Hi everyone! We are heading towards indo very soon from Darwin. Still hesitating on our port of entry. Kupang VS Saumlaki. Is arriving on a Saturday ok in indo? Or should we arrive on a week day?

- Week days are better. We've never cleared in at Saumlaki, & always with the rally in Kupang. The officials in Kupang are pretty spread out, so a bit difficult to find them without hiring a taxi all day.
- On arrival at Kupang there are massive oyster farms on your starboard side
- We have checked in at both places and preferred Saumlaki. Easier and very friendly. A great little place!
- yes I agree. We have cleared in in both also and loved Saumlaki. Deep anchorage though so hope your windlass works well.
- We also prefer Saumlaki, better anchorage and very friendly.
- Those that help you haven't been taught to charge in Aus \$ by others splashing money around.

- Kupang check in is tedious/tiring and all offices are quite spread out. Took me nearly 6hrs on a Saturday with a taxi driver who knew where everything was located in April, 2018. Can be done in a day but must have a car and know where you're going.
- New system in Kupang, anchor off the jetty west of Teddys bar and catch a local taxi to Customs...then they will all come out to your boat...also local guy Napa can assist you (he's an old agent from the old system). There are some fees, not all that much and completely above board, but you don't have to go all the way out to immigration anymore.
- We've also done both (checked in Kupang and out Saumlaki). Prefer Saumlaki both for the anchorage as well as the officials. We stayed away from the deep part of the anchorage just off the town as we had heard of many boats dragging. We anchored across the bay in 5 meters with great holding (S7°57.6525' E131°16.6940'). Only downside is that it makes for a longer dinghy ride in. Immigration is a bit hard to find as it's just a random house in a residential neighborhood. Coordinates are S7°58.7163' E131°17.9831'.

Just saw that you're coming from Darwin. Not sure that Saumlaki is THAT much easier that it warrants the harder sail. Kupang should be a nice relaxing downwind cruise. Depends on where you are ultimately heading I suppose. Raja Ampat? For sure to Saumlaki. Komodo and Bali? Go to Kupang.

- Kupang system is good now, just call me or email when you arrive and I give hand to you to prepare immigration custom quarantine and harbour master to come to your boat for finish all the document easy. Just need you to pick them up when all of them be at the beach. MATTHEW 085253243999 (WA) email (mattteger@yahoo.com)
- We had a great experience a month ago checking in Kupang with the help of Matt.

Perry – May 2018: We sometimes talk about whether we would prefer fast and hard or slow and easy (Talking passages here. What did you think I meant?). What we got for a passage from Darwin to Kupang was fast, hard and a bit uncomfortable. The wind prediction wasn't wrong per se. There was just a lot more of everything.

The direction was downwind, so that part was good. We were wing-on-wing pretty much the whole way (our whisker pole has certainly earned its keep). The speed was much higher than predicted, reading 30 knots apparent on our instruments. The waves also couldn't make up their mind. We spent a lot of the voyage on a relatively shallow shelf that extends a long way out from Darwin and seemed to make the seas confused. We had 8-foot waves hitting us every which way.

It felt like we were in the heavy-duty wash cycle on a washing machine, with a little less water and more banging with what felt like a giant sledgehammer on the bottom of the boat. But what we lacked in comfort, we made up for in speed. We averaged over 7 knots the whole trip (even with a double-reefed main and jib) and at one point we saw 17.5 knots as we surfed down one wave.

As we got closer to Kupang, we started to slow down the boat so as not to arrive in the middle of the night. We triple-reefed the main and put out a tiny scrap of head sail for stability. The wind responded by picking up and we continued to go over 7 knots. We finally took down all the sails

and the boat finally slowed down to 5 knots. It is amazing to me that the boat could go that fast with no engine or sails.

Even after slowing down, it was dark when we reached the channel. It's a big, wide open channel but we were worried about FADs and unlit bagans. However, we didn't have a lot of options, so we turned on the radar and made our way forward, keeping a close watch on the water. There was no moon but the lights from the city helped and we had a big spotlight. Other than a couple fishing floats with tiny flashing lights that were towards the edges of the channel, we didn't see anything. The easy to see bagans were lit up like Christmas trees and were anchored along the side of the channel.

We finally made it to the anchorage. We didn't get the nice calm conditions we were hoping for and are rocking and rolling as we speak. But a good night's rest cures a lot of ills. We spent yesterday checking in (we have found that checking into or out of Indonesia takes a whole day). You have to take taxis to navigate the process in sprawling Kupang, so there were many taxi rides to Immigration, Quarantine, Customs, and the Port Captain. Quarantine and Customs also wanted to visit the boat, which meant more travel back and forth (they couldn't go at the same time, of course--there's a process). Quarantine got to the beach where we had our dinghy, looked at the waves and wind and our boat bobbing around and decided not to actually go on the boat ('tidak mau'--Bahasa Indonesian for 'don't want').

Kupang is the biggest Indonesian city we have visited so far. It is packed full of people, cars, ojeks, and merchandise. Charming, no, but there is an energy and at least an effort to keep garbage off the streets. Plus, we saw a troop of monkeys crossing the street (they live in a nearby cave).

Amulet – With The Darwin to Kupang Rally – July 2010:

Date: 7/27/10, Tuesday 09:30 Darwin time, 08:00 Local time (00 UTC on 7/27/10)*

Moored: Anchored 20' @ 1/2 tide

Present port: Kupang, West Timor, Indonesia Lat/Lon: S 10 09.604, E 123 34.442

Last port: Darwin NT Australia nm: 471 Total nm: 51,174 Eng Hrs: 5,820

Darwin to Kupang Passage Summary: 471 nm, 74 hrs, 6.4 knots average, sailed 81%

Comments: Pretty easy passage as it was mostly downwind, glad we didn't persist in going North to Banda. First day was nice, second day quite rough with confused seas and 20-25 knot winds, last day nice with settled seas and 15knot winds (true) from astern. We had to reef way down last night to slow down and wait for sunrise to run between the islands. We were warned that in Indonesia there are lots of fish traps and nets along the coast that are unlit.

As we are learning to expect Customs and Quarantine check in on the yachts here in Kupang was disorganized by the Sail Indonesian Rally people, this is the 10th year they've been doing this rally. No orderly list of who goes first, just grab them as you can, luckily we arrived about 5th in a fleet of 60, most will not arrive til tonight or tomorrow.

Quarantine and Customs was quite thorough in checking thru the boat, but no problems. The Customs guy must think that all American yachts have guns as he asked about 10 times as he searched the boat.

2.1.4 To/From Pacific Through the Torres Strait

Tides in the Torres Strait: Download the tide tables for Queensland from the Australian Government.

After saving the pdf, search for the Tidal Stream Predictions for Hammond Rock (used to be around pg 82).

In the predictions you'll see the times (in Local = UTC +10) of slack water and maximum set.

2025: Discussion on Cruiser's Forum – Two recommended guides for navigating the Torres Strait and dealing with the wind and currents there are:

Ken Hellewell's Ken's Torres Strait passage guide: A charted shortcut to the GBR and the Torres Strait ([Amazon Link](#)) and the 'shallow draught' route described in the Witherby Publishing Passage Planning Guide to GBR and Torres Strait are a passage that is:

- (1) shorter than the shipping channel for moderate and deep keel ships; and
- (2) away from the traffic hotspots of the shipping channels.

Amazon sells its Kindle version of Ken Hellewell's work for USD 10. The hardcopy of the latest edition of the Witherby Publishing work is over GBP300, and only available in paper.

Also AMSA (Australian Maritime Safety Authority) has published planning chartlets of the shipping routes of the Great NE Channel through Torres Strait (ordered as if making the passage from the Arafura to the Coral Sea). See:

https://www.amsa.gov.au/sites/default/files/geographical_overview_gnec_chartlets.pdf (an overview of the chartlets)

https://www.amsa.gov.au/sites/default/files/gnec-59-67_0.pdf (the chartlets)

2019: I did this trip east to west in 2019 from Port Moresby. I followed the main channel as shown on CM93 charts in OpenCPN. I stayed to the edge or just outside the shipping lanes and had no problems. I planned for the tides so that it was mostly slack or west flowing going through the actually straight. That is the toughest part.

I have used guides for other areas, but this was pretty straight forward if not stopping and just going through. Unless stopping at the several islands, I'm not sure what to even use a guide for. The channels and routes are well marked on charts. Plot the course on your chartplotter, keep a good lookout, and follow the course.

Also, you will be among others doing the same when you stop in Port Moresby. Boats tended to leave and make the passage together.

2016 – Cruiser's Forum Discussion: You're actually better to stay out of the shipping channels for obvious reasons. Navigation through the Torres Strait is made a bit more difficult due to strong tidal currents which need to be considered when route planning. Plenty have done the trip though, so you should receive the advice you want.

Another Opinion: From Port Vila I follow the main route... otherwise it means cutting down to where one can get inside the reef..

I joined the lane S of Eastern Fields then ran through Pandora's Passage up to Bramble Cay and hung a left.. try to time it for a favourable tide to help you run through.. a couple of sections

have a 5kt side current and I found it necessary to stay on the side of the channel it was coming from to stay safe.. you'll be visited at least once a day by plane so keep your VHF on.

Once you close you will get regular fly overs.. the first radio contact will be to get all the info about boat and crew.. planned route and destination.

If you anchor along the way before clearing in DO NOT be tempted to launch the dinghy to walk a desert isle.. you'll be busted.. as it is.. that close in you'll get a lot more attention.

To get an idea of Ken Hellewell's route draw a straight line from Raine Island Entrance to Thursday Island. He provides about 45 way points between those two points.

By all means notify the Australian Authorities in advance of all your specifics and your intentions. Visa in advance, mmsi no., call signs, photo of your boat, ETA. They want to know when you are arriving, who you are, where you are going. No fresh fruit or vegetables.. their rules are all online. None of this is a problem. You will be clearing in at Thursday Island.

Mokisha - July 2013: We left Port Moresby under 25+ knots and confused seas....everybody did (5 boats)! Eventually, they smoothed out & we had a nice passage from the Torres Straits to Kupang, Indonesia. We stopped 2 days at Cape Wessel, Australia due to 30+ knot winds and 5 meter seas. It was good a decision since my Dengue Fever continued to get in the way of my fun! The total passage was 10 days with stops in the Torres & Cape Wessel.

2.1.5 To/From Malaysia/Singapore

2.1.5.1 Tawau to Tarrakan (East Borneo)

Sea Topaz - September 2012 (OCC Newsletter): In early September 2012 we left Tawau in Sabah, Malaysia and motor-sailed to the anchorage at the north end of Pulau Bungyu.

Along the way we saw a number of very big Fish Attraction Devices (FADs), the largest we had seen. There are several coalmines on Pulau Bungyu so there were plenty of tugs and coal barges, either anchored or manoeuvring.

We reached the anchorage off Tarakan late in the afternoon – again there was a lot of small boat movement, and a strong current.

The next day we checked into Indonesia, which was more difficult than the previous year as we did not have the backup of the Rally this time. We did, however, have Raymond's contacts Dewi and Rory from the Department of Tourism.

The following morning the first group of four officials arrived on board at 0900 claiming to be from 'Quarantine' and came with a photographer but no paperwork. After taking lots of photographs of us and themselves they left. Later two more quarantine officers came, this time with paperwork, then customs officers with more paperwork.

We then had to wait for a boat to collect us to take us to Immigration and Customs. At Customs: more papers to sign, more waiting, but still no clearance. The difficult issue was the 'self guarantee of export' document and we were told to 'come back tomorrow'.

We finally got all our (many) papers from Customs, including the 'self guarantee' and headed to the Harbour Master who was, of course, out to lunch, but returned later to give us our final papers. We then had to stop at a copy shop to make the essential copies of all the documents.

Before we got onto the longboat to go back to our boat we were presented with a bill for 5 million rupiahs (US \$500), which was a huge surprise as we thought we had paid for everything with the application for the CAIT. We were told it was for boat and car hire for two days, fuel, and marine police protection fees. We objected strongly, and after phone calls to Raymond and some recalculations we paid 1.8 million (US \$180), plus a tip for Dewi and Rory. We were free to go!

2.1.5.2 From Langkawi/Penang to Sabang (Pulau Weh)

Soggy Paws – Late Feb 2024: The forecast wind was very light, so we ended up motoring/motorsailing for almost 24 hours, before we got enough wind to actually sail on in to Sabang. Almost no fishing traffic until we got close to Sabang. Shipping traffic was manageable, as what you see on Marine Traffic is an aggregate over 12-24 hours, not the instantaneous view. Everyone had AIS on, including us, making it very easy to keep track.

This route has some really strange water, caused by bottom contours (even in very deep water) and the strong currents. During the day, you can see that you are approaching one. Very choppy water for several hundred meters, then it stops. It would be uncomfortable in strong winds! (as several other boats reported to us, who waited for more wind to make the crossing).

Another cruiser reported being followed by 2 fishing boats at night as they were closing with the coast near Sabang. They swore they were actively followed and changed course several times to confirm it was not just curiosity. They finally turned off all lights, changed course again, and snuck away without incident. There are reports of boats smuggling in Myanmar refugees, and this may have been a case of mistaken identity.

Gemini Lady – Feb 2018: Anchor lifted at first light in Langkawi with a favourable tide and nice NE breeze. Once clear of the channel the spinnaker was up for 8 hours of easy sailing while PP was having the usual issues running dead down wind with the main blanketing the screecher. Motorsailed after dropping the kite at dusk until the breeze freshened about 4.00am.

Next day...On daylight we popped the kite again and had a great run all day clocking over 102Nm in 12 hours. Ship traffic was much better this time with only one tanker in our path. Negotiated settlement saw us luffing slightly to pass Port to Port. Our buddy boat wanted to go the other way to hold his goose winged screecher so the poor captain had to thread the needle between the 2 cats.

We had a visit from a small fishing boat a long way offshore. They gestured for food and drink so we dropped over an inflated plastic bag with some goodies in it. We were doing around 9 kts under kite so it was a bit hard to slow down. Hopefully they got it all ok.

Broke the rule and kept the spinnaker up after dark to within 3Nm of Sabang. Well, we figured light from the full moon counted. Took a mile to get the spinnaker doused and put away. Motored into Sabang Harbour and picked up a mooring. all settled by 10.00pm. We had covered 269Nm in 39 hours with only 8 hours of motorsailing from anchorage to anchorage. PP arrived a couple of hours later.

Tiger Lilly March 2018: Yesterday we arrived safely at Sebang, Pulau Weh, Indonesia after an uneventful 300 mile voyage of two and a half days from Penang Island, Malaysia.

Check-in notes [here](#).

2.1.5.3 From Anambas to Tioman

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

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

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

I also caught a fish on one tack.

2.1.6 To/From Phuket

In the right months (northerly winds), it's a fairly easy sail from Phuket to Sabang. Likewise, with southerly winds, it's a fairly easy sail from Sabang to Phuket.

2.1.7 To/From PNG

2.1.7.1 Westbound Through the Torres Strait

[Here](#)

2.1.7.2 Westbound, North Coast

Soggy Paws – October 2019 – Manus to Ninigos to Biak to Manokwari to Sorong: We cleared out of PNG in Manus, making the decision NOT to stop in Vanimo for an Indonesian visa. Manus to Hermits was an easy overnight motorsail in light winds. Hermits to Ninigos was an easy light motorsail.

The wind in October is habitually less than 10 knots out of the south. We waited for a period where there was a little more wind, but as the window came closer, it fizzled and we decided to go anyway. We pretty much motored (with sails up) the entire 500 miles to Biak.

Our trip from Biak into Sorong is covered in the section [Between Biak and Sorong](#).

Wandering Waterhorse – Dec 2018 – Kavieng, PNG to Biak, Indonesia, nonstop: Miles to cover: 898 NM. Estimated passage time: 6 to 7 days.

We are sailing this passage with our Australia friends on their catamaran, Lukim Yu. We met Denise and Jamie in Vanuatu and since then have spent time in 3 different countries with them. Our boat, being slightly larger, will be a little faster, so we will try and keep relatively close and buddy boat together, it will be nice to have another boat travelling with us, as this big blue can be very wide and lonely on your own at times.

DAY 1: There was actually wind as we left Kavieng Harbour, Papua New Guinea, so we got to sail for most of the day at varying speeds. Up to 9.4kts at one stage.

It was nice to sail and to save some diesel. We will potentially need it all with the calm that is predicted on the weather routing maps. We loaded up with 700L, so hoping this will get us there!

We had a huge squall for an hour or so directly on the nose with big 2 m waves. Super uncomfortable and things inside went flying, this was a bit of a wake up as we have had none of this for a long time. Everything was re stowed easily and no breakages. It passed and sea settled.

We saw whales in the afternoon!!! We followed them at a distance for a while and tried to fish a few work ups. Nothing.

My first watch was entirely uneventful, the second had a huge rain and lightning squall come through. I had to turn the complete opposite direction almost to avoid the lightning, and then the headsail line got caught in one of the mast winches, so had to get Chae up to help me untangle it up the front. He went straight back to bed and I carried on, very wet and refreshed after the excitement.

I got to watch a beautiful sunrise as the air heated again, ready to dry boat and me.

DAY 2: Super relaxing and calm day, this is the passage I had dreamed of. Enjoying being out here in the sun, although it is super-hot and being windless means we are all sweating buckets!

No fish as of yet. Are there no fish in this part of the ocean like everyone says? Or is it that our speeds are slightly lower than usual so trawling the lines is not working?

Night comes again, and it is still glassy calm and easy.

Our buddy boat is a wee bit behind now as we had sailed for a bit and got ahead and also motored faster for a while trying to fish during the day. I look for them on the AIS but cannot seem to see them.

DAY 3: Entirely uneventful. Glass smooth seas. Hot as a mother. Did catch 1 average sized tuna and it had weird white colored flesh that seemed to fall apart very easily when touched and filleted. Not the usual.

DAY 4: Day 4 messed with us from the beginning. My morning shift had the winds building and sea very choppy. It was manageable and comfortable still. We were able to sail which was good.

Then it got worse. A super mega squall happened when 4 large squalls merged. We had a water spout from sea to sky and thought we needed to get the heck out of there.

We then spent almost 12 hours, gaining bugger all ground, going up and down and back and forward to try and get away from the ever-changing winds and systems. It was rough and it sucked big time.

Contact was kept with Lukim Yu who were a few hours behind us now, as we tried to give them some advance warning of what was coming. They too, got slammed by it all.

It was almost 10pm before the chop and swell became an organized sea again. There were still big rollers but no more white caps.

We wish like mad we had stopped at the Ninigo islands that we had passed at first light. Pretty happy for today to be almost over. Both of us are uber tired.

There are huge ships out here, 300 m ones, crossing our paths regularly during the night. I am glad for AIS which tells us their information, speed over ground and direction etc. so we can make sure that we will not crash into them, it gives you time to work out courses and change sailing angles accordingly.

DAY 5: Ships in the night passed by this morning, many and close again.

The night watch was super slow. Motoring on 1 engine. No sail. Got annoyed at going 4 knots after the sun came up so put the other engine on to get up to 6.

Went to put main sail up when Chae woke and halyard had got loose in the weather yesterday and caught around the tip of the Genoa at the top of the mast...ugh. 30 mins of acrobatics to untangle. Luckily the sea was relatively calm.

Ticking along motor sailing in the afternoon. Dodging weather systems that appear out of nowhere...

We bounced our way over into Indonesian waters at 2305, with breeze filling the air, coming from the right direction for a change. The clouds were shadowing the half moon that hung in the sky, weakly illuminating the darker squall clouds I was desperately hoping would pass behind us.

DAY 6. More of the same.

DAY 7: When will it end? We drive/sail back and forth in currents, wind and waves, hoping for a path and never finding one. The ocean is horrifically rough and we have a washing machine like effect going on from wave directions coming from everywhere.

We chose to go the inside of some islands up the coast to try and get some relief from the adverse wind, as was meant to be slightly better there, well now we are stuck with very strong currents slowing us down along with all the other crap in this situation.

It has been another day of tacking back and forward up and down and going nowhere really, Catamarans are not designed for this weather and sea state, in fact no boat would be enjoying this.

We did manage to catch 4 fish, one after the other when we managed to get an angle to sail, hitting 8 knots was obviously what the Walu decided was a good bite speed, as each time the boat would climb over 7 to 7.5 we would get a strike.

Full sail up, so we turned into the wind on the first one to pull it in, and then subsequent fish we just hauled on the line to get them in rather than mess with the boat. It was madness, within 30 mins we had 4 fish.

We stopped the boat to a knot for dinner in some resemblance of calm, managed to have her spin while we were just about to get started again and one of the lines got caught around the prop cone.

With a rope tied to him, Chae had to get in the water and try and sort it out. Line was cut, lovely lure lost and we just had to get on our way into the mess that was the weather again.

It was just getting worse again. Winds were building significantly again with waves to match. On the back of stuff all sleep, this was beyond me.

We covered 32 NM in the right direction over an entire day, to put this in perspective we can easily do 160+ miles per day in good sailing conditions, or motoring if we can use both engines. This was demoralizing to say the least when we worked it out.

DAY 8: Winds continue all night and into the morning. My husband stayed up most of the night, I just couldn't handle it. I did one watch at midnight as it settled slightly but then the wind got up toward the end of my time and I had to go and get him to help me.

The wind got to 40 knots and we were smashing up and down into giant waves.

The daylight provided no relief.

Huge currents while trying to get across the top of West Papua made us make little way again, and it was into horrific chop and big waves.

We finally managed to get off the river mouth dirty mixed up water area into sea again and started actual sailing.

The waves were getting too big again and with the wind strengthening we headed back to where we came from, dad providing intel on the river mouths where we could potentially go and hide.

We chose one, the Maremembo River. Apparently it is like the Amazon of West Papua and teams with amazing creatures. Sounds cool, any other day....

Huge almost standing waves tore us in. I sat in the cockpit and watched as they rode above the solar panels, threatening to swamp the back of the boat, but she rode them like a boss with our captain safely bringing us in through the chaos.

Once in the river we pulled to a jetty, a giant random jetty, and were surrounded by locals who spoke no English.

We tried to ask if they had solar (diesel) as by this stage we were running very, very low on it.

'Yes' was a confused translation, Chae went to go and see.

He came back, said we need to leave, there was not a good vibe in this place.

While he was gone I had a guy jump on the boat and just start to walk around looking around outside. A bit scary and weird.

We tried to anchor at the river mouth, away from the village. A 5-knot current meant we had a nightmare of a time and we realized we needed to leave properly, not just to the mouth of the river.

Back out through those waves was a prospect I didn't not think kindly of.

Luckily, the waves had dropped a bit and Chae took us out, again calm and measured (on the outside at least) while I was all but having to go and change my underwear.

We turned and headed for the other river mouth around the corner. By this time our buddy boat had already gone in, they were anchored in the still water.

We had another surfing experience to contend with before we got there.

The charts, which have so far been pretty reliable, must have been off centered and we again surged in on these rollers, that when you looked back were breaking after we went over them. It was manic. We were literally surfing in our boat, on giant rolling waves that would break behind us.

We slowly made our way over to the calmer water while driving on land apparently according to the charts, we picked our way into the bay.

We had locals waving and cheering at us as we went past, they probably never see yachts in here and then all of a sudden there are 2....

Seeing Lukim Yu and being able to anchor and be still for the first time in 8 days was a feeling I just cannot describe. Although it's only a night to get out of the wild that is happening outside this calm spot, it's going to be good to have a sleep and regroup.

Dinner and MANY drinks were had and we all fell exhausted into our beds.

DAY 9: We woke in the calm bay, wondering what was going to be thrown at us next when we leave today.

Yesterday was the most eventful day we have ever had. And when I say eventful it is a loose and positive sounding word for the actual experience we went through. I cannot describe accurately the horror that we had to endure.

The pressure is now on to get it Biak before they close for Christmas on Friday, 3 days. Oh dear...

Diesel situation is heavy on the mind, if it is anything like yesterday we may be in trouble with the lack of fuel. Who knew over 600L would not be enough...

Stopping for sleep and re grouping was the right decision, but now we just need to get on track again. I tell you, it's not going to be easy to up anchor and head back out that river mouth.

OK, so highlight reel for the day....

- obviously waking up in the flat calm bay is no 1!
- getting out of the river mouth, riding over huge rollers (at least not surf this time) was pretty terrifying.
- hitting the open after the river mouth and having a good angle and fresh breeze to get us over the dirty river current water.
- getting to the ocean/river mix and raising we are going to get dicked again.
- constant 27 knots for several hours with waves that one would expect with that wind speed.
- winds slowly dropping during the day.
- sailing all day tacking back and forth and making hardly any miles in the right direction....
- winds calming even more, bringing sea state to a comfortable size
- having our buddy boat next to us for moral support over the day made it more bearable
- cooking dinner in the swell and waves while on a bit of a heel (yes catamarans do heel.... ugh, don't know how you monohull sailors do it....)

- a stunning moonlight night to sail backwards and forwards in
- only 97 miles to go (in a straight line) by the time we tacked again at midnight.
- tunes up at the helm while sailing through the night

DAY 10: Sailing sailing, will it ever end. We make progress on each tack and inch our way slowly to the destination.

At some point during my sleep the wind dropped enough for us to turn in the right direction and motor sail on a very high wind angle to gain some ground. This makes all the difference. We actually make headway.

We have a decision to make on if we go over or under the Schouten Islands (which look incredible by the way, Google satellite view them...) We had always planned under, but with the wind shifts, both boats decide the top way is more favorable.

Continue on the same tack and the weather locks into high gear again with big gusts and the seas build again.

It is interesting though, this type of conditions would have had me hiding out, but after what we have been through it seems a mere breeze. 25 knots, bring it on.... maybe there is a sailor in me somewhere after all.

Lukim Yu has one jerry can of diesel left and since we are on below zero, and we're not quite sure how low our fuel gauges go, as they seem to work a long way under zero, they give it to us so we can all make it together.

Eternal gratitude is given to them and a promise that I will do all their laundry once we arrive as they have no washing machine on board.

A high seas diesel transfer happens, Chae heads to their boat in the dinghy, bringing back the

Turning back into the wind we fly off again, siphoning diesel as we go and avoiding waves as they break over the front of the boat. Never have we had so much water over her as on this passage. One particularly keen one makes it all the way over the cabin roof and into the hatches that open to the cockpit...right where I am standing! Thanks ocean!

Dinner is cooked in the bouncy seas, by the time we are ready to eat, the island we are going around are giving us some shelter from the waves, so we can fly along with the calming area and continuing good winds.

Into the night again. Night 10.... of what we thought would be a straightforward calm 6 or 7 day passage!! Ha ha ha....

Winds die down the channel between the islands, but we don't care, we have enough diesel now to make it motor sailing.

We change shifts and Chae brings her the final stretch. The moon is full, lighting a glittering path for us, on the finally calm seas.

We pull into Biak Harbour at 4 am and anchor in the darkness, so very, very glad to have made it after all the trials along the way.

The anchorage is super rolly, but we don't care. We flop into beds, our tired and aching bodies molding into the mattresses, enveloping ourselves on the marshmallow like comfort that is a boat off the open seas.

Customs still needs to be cleared, along with Health and Quarantine, Immigration and a visit to the Harbour Master. We will do this as soon as we can, being so close to Christmas this will be their last working day to get formalities cleared.

Funnily enough the predictions for the next 6 or 7 days is NO wind and glass calm doldrums conditions again...what are the chances.

2.1.7.3 Eastbound, North Coast of New Guinea

Soggy Paws – Jan-March 2019: We left Davao (Mindanao) Philippines on January 1, and made our way south toward Sorong, West Papua, Indonesia in about a week. Nice northerly winds helped us along nicely—we sailed most of this leg. We met up with our friends who had been cruising Raja Ampat, just outside of Sorong. On Jan 13, we set out from the east end of Waigeo, dayhopping. The winds were light NW along the coast of West Papua, and to make the miles to the next anchorage, we motorsailed most of this trip. There were a couple of swelly open roadstead anchorages, but we didn't really want to night sail along this coast because of logs and fishing boats. (2 of the boats in the group of 4 opted to keep sailing overnight vs anchoring in swelly open anchorages.)

We saw almost no fishing boats, but quite a few logs (during the daytime). The last leg into Biak we did an overnighter with light NW winds, sailing most of the way.

We checked in and out of Biak, and did our last provisioning and fueling before the remote N coast of PNG. It would be a month before we saw a town again (in Kavieng, PNG).

After spending a couple of days in the islands east of Biak getting ready, we did a 4 day / 3 night passage to the Ninigo Islands off the coast of PNG. We spent a nice week in the Ninigos (too short), and on Feb 5, started working our way further east, stopping in the Hermit Islands and New Hanover, briefly. By timing our hops with the wind, we could mostly sail, though having an engine was essential at times to make any progress when the wind went light.

We are a lightweight catamaran with twin 27 HP Yanmar diesels. When trying to conserve fuel we usually go to one engine at "fuel saving" RPMs. We used 110L on the leg from Biak to Kavieng.

We did a few stops in PNG and cleared out of Rabaul on Mar 14. From there to Gizo in the Solomon Islands, the winds were very light and we did quite a bit of motoring. We fueled up at Duty Free prices in Noro (near Gizo).

After fooling around in Vona Vona lagoon and Gizo, Noro, and Munda, on April 17, we headed south from Munda, through Rendova, Tetepare, Marovo Lagoon, the Russells, and in to Honiara.

Almost like a switch was thrown, the wind started filling in from the SE almost exactly at May 15, and the further south you go from Honiara to Vanuatu, the stronger the SE winds and the more regularly they blow. But there are times when the wind eases. We turned around in Honiara and headed back north, but our friends island hopped down to Vanuatu without much drama.

Facebook (Catamaran) – 2018 – Sorong to Kavieng: We cleared from Sorong and carried extra fuel on deck. We don't usually do that. But even with no main and having to motor much of the way after Ninigo we made it to Kavieng without using the spare. Tanks hold 360-380 L but I imagine we would use more than you being heavier. And the tanks weren't empty by Kavieng. We bought 200 L in Kavieng.

2.1.8 To Cocos Keeling

Atlas – May 2024: Atlas checked in to Indonesia at Sabang/Pulau Weh, and made some southing as far as the NW end of Pulau Enggano before setting off for Cocos Keeling.

They were close-hauled for the first half of the trip. As a 50' cat they averaged 8.4 knots and made the 520 miles in 2 days and 13 hours.

Average winds speed was 21 knots, in some squally weather.

Tahina Expeditions – May 2014: We passed through the Sunda Strait on April 30. We sailed out to Krakatoa, just to see it. But weather wasn't favorable at that time to make the jump to Cocos Keeling, so we sailed down to the coast of West Java (Carita) and topped up on diesel fuel. Finally on May 5, we saw the weather we wanted and set out from our anchorage near Ujung Kulon.

Had a great start leaving from the western end of Sunda Strait where we anchored near the Ujung Kulon National Park of Indonesia. Using a tide prediction program called Total Tide, we knew there would be favorable currents if we left near dawn. We had 1.6-1.8 knots of current at the start. Just as we got to the currents, the winds kicked up to 12-14 knots, so we raise sails. Karen had gone back to sleep, but I was giggling with delight when our speed over ground reached 10-11 knots for a short while when the winds and currents combined! It was a great way to start a passage.

During the course of the day, our winds were good at during the early morning, but later in the day they clocked to the east and lessened. Our speed dropped to 4-5 knots for a good part of the afternoon. Thankfully, in the evening they sped up and clocked southeast. We were making 7+ knots average until about 3 AM. Then the winds died off and clocked east again. We motor sailed a bit to keep the sails from flopping during the pre-dawn hours. Estimated first day distance: 150 out of 592 nautical miles.

The first two days we had lighter winds than we hoped at times. It made it a bit challenging because we had to tweak the sails due to variable conditions in order to keep our speeds up. But, there were times when the winds would pick up and our speeds shot up to a more normal 8 knots. We made 150 nautical miles (nm) the first day, and 163 nm the second day.

We have been keeping in touch with our buddies on s/v Gryphon 2 who left the day before us for Cocos. We have been using our SSB (single side-band) radio to call at noon each day and give each other position and status reports. Their boat is a mono-hull, so we are a little faster.

The winds picked up on the second night and we were making much better speeds – 8-9 knots for much of it. In the morning, at about 9 AM, I spotted sails ahead. We knew it must be Gryphon 2. Unfortunately, they have a problem with their short range – VHF radio – and so when I tried to hail then we got no answer. Although we were going faster, it still took us 3 hours to catch up with them as they were 4-5 miles away when we first spotted them.

At noon, we made radio contact, but no position report was necessary. Instead, we coordinated taking pictures of each others' boat over 250 miles away from any land in the Indian Ocean. If our speed continues to go so well, we will make it a half day earlier than we had expected to Cocos. In a few hours it will be end of day 3 and we expect to have made close to 200 nm in a 24 hour period (current estimate 192). This is considered very fine progress indeed and we are very proud to be sailing Tahina as usual!

Last day: We had to pay close attention to our sailing today to ensure we maintained more than 8 knots of speed the rest of the day, so we could arrive before dark at Cocos Island. Since we had been maintaining 8 knots for the previous 24+ hours, we knew it was feasible. But, there were some challenges to wind direction and speed, combined with rain squalls, that kept us on our toes.

We did achieve our goal and arrived at the top of the lagoon entrance at about 5:30 PM. But, there were rain squalls approaching the islands as we arrived. We were worried one of them was headed straight for the anchorage, so we quickly dropped our sails and motored faster than I had intended into the lagoon.

Just as we reached the lagoon entrance I saw two largish dark bodies moving in the water. I suddenly realized it was dolphins! A pod of 7 dolphin danced on our bows, one of them leapt 12 feet in the air!, and they even escorted us all the way into the anchorage. Very cool! Cocos Island has the best welcoming committee anywhere.

Luckily for us, the rain missed us – except for a few sprinkles – and so we didn't get too wet while setting our anchor. We had called in to Australia customs on the way in, and they directed us to anchor at Direction Island (the designated anchorage for cruisers), and call them again after we anchored. We did, and they told us they would come by to clear us in the morning. Since our friends on Gryphon 2 are expected then, they told us to expect our clearance after they arrive.

As soon as we got our anchor set, I noticed three small sharks. Suddenly there were 5 or 6 black-tipped shark around the back of our boat. These sharks obviously know that a boat anchored here might drop some food in the water. Not good that they have become so dependent on boats, but it is exciting to see so much sea life so quickly here.

We are very happy to be here, and pleased that we made it here in less than 3.5 days – a total of 592 miles.

2.2 *Between Islands in Indonesia*

2.2.1 *Tawau (E Borneo) to NW Sulawesi*

Ocelot – August 2014 & 2016: We sailed south from Nunaken for a few days with the rest of the boats that ended the Passage to the East rally over the top of Borneo by joining Raymond's Return to Down Under rally through Indo. RtDU normally hops along the top of Sulawesi, which is what we always did.

We would continue across the top of Sulawesi with fairly strong southerly winds that were mostly blocked by the mountains along that arm of Sulawesi. But we had to wait until those strong southerlies abated somewhat before jumping off from Bitung.

2.2.2 East along the N Coast of Sulawesi

Ocelot – September 2014, 2016, & 2018: Our trip across the top of Sulawesi in 2014 was really just to get to Manado and Morotai. Our trips in 2016 and 2018 had several rally stops, with tours and local guides, and was much more fun. Also, those trips took longer, which gave the strong southerly winds that plagued us in September 2014 a chance to die down. It's strongly recommended that boats not attempt overnight sails near Sulawesi, as there are too many Fish Attracting Devices (FADs). These are often big steel drums that might be 10' (3m) long and 6' (2m) in diameter. They're generally unlit and, although their positions are supposed to be registered, we've been unable to obtain a list of their locations. They're unlikely to hurt freighters much, but cruising boats can be hurt badly, especially if a multihull catches one between the hulls. In our opinion, they're a HUGE hazard to navigation. FADs can be found in extremely deep water, so just being deep doesn't mean you're safe. Our track files have noted all the FADs that we know about, but we're sure there are many more around, and we've noticed they're particularly abundant around Sulawesi.

[Ocelot's Website with Waypoints & Descriptions](#)

2.2.3 Tawau (E Borneo) to Bali

Ocelot – September 2016: About 30-50% of the Sail Malaysia Rally to the East fleet went south from Toli Toli in the NW corner of Sulawesi. This took them between Borneo & Sulawesi, so they could meet the Sail Indo rallies in Bali. They typically had a difficult trip south, as the winds were coming from the south, but it couldn't have been too bad, as several returned in later years to do it again.

2.2.4 Raja Ampat to Lombok

Deinemeid – March 2024: Due to circumstances we had to change our plan to spend the whole NW season in Raja Ampat and chose to sail to Lombok against the prevailing winds and currents. Since we think we found a decent route to do this and couldn't find much information on this trip ourselves, we decided to share our experience.

The general idea was to stay up North as long as possible to avoid motoring against wind and currents along the southern islands. To get as much sailing as possible we waited for weather windows with NW winds for most of the trips, which seemed to keep coming for a few days after about every week of westerlies in January and February 2024.



Figure 2-1 Deinemeid's Route And Showing Prevailing Winds Jan/Feb

We sailed from Waisai to an anchorage between Nokor and Naffi (S of Pulau Fam) with NW wind. From there we sailed to Kofiau with NNW wind. All these trips we could do during the day.

Then on to NW point of Buru (NNW wind). We had good wind and great sailing when not in the island lee. In lee of the islands (up to tens of miles) we had no wind and confused seas. We had 3 knots of E current against us S of Obi with an upcoming tide and unpleasant seas. Maybe it is better closer to shore? The wind slowly turned from NW to N when we got further away from under Obi. We saw many FADs North of Buru.

The NW bay in Buru was a very nice place, we spend about a week there waiting for a good weather window. In that time we played English teacher at the local school, met some really cool locals and enjoyed the beauty of the island.

From Buru to Pelabuhan Belanda we had a (counter) current with us for most of the trip. Amazing sailing in the first part. 50 NM before Sulawesi the wind dropped and we had many thunderstorms. We anchored on the east side of the small island in 10m sand, some waves when squalls passed, but nothing too bad.

From Pelabuhan Belanda we motored to Tampo, anchoring east of the no anchoring zone, on the slope of the reef in sand with coral (16m) just far enough from the reef. Holding was good, we got some firm squalls here. Local boat came out to help us provision and take us ashore. We got solar, gasoline, gas, a gas regulator, vegetables, tahu and tempeh here. Friendly and affordable little city.

From Tampo we entered Selat Tioro, we motor sailed to Pulau Kajuangin for some rest, swimming, and a fire on the beach. Anchored in 12 m on sand. Fishermen were friendly, but

mostly kept to themselves. A few people live on the island, mostly fisherman. There are ruins from the war. Beautiful island. There are many places where you can anchor in Selat Tioro.

Then we went to Kasiputih, we could sail for about half of the trip. We did some affordable shopping here, but everything (land and water) was very dirty. Dead animals laying in the streets, bird heads floating in the water, people living in garbage and everywhere an intense rotting smell. It was hard to find a good spot to go ashore by dinghy and we saw some of the poorest people we've met in the whole of Indonesia here.

From Kasiputih we sailed to Pulau Kambing, good anchorage for an easy starting point to cross to S Sulawesi. Because of engine trouble we ended up at Pulau Pasudu, friendly island, many boat lovers around, anchored between 2 FADs.

Crossing to S Sulawesi there was a lot of stuff in the water, mainly fishing gear and FADs, even in the direct line from Selat Tioro to Selat Selayar. We sat on the front deck at night with a torch, since we didn't have much moon and there were so many unlit huts. There was some decent N wind at night, which seemed to be there often. We could sail about half of the trip, the rest we motor sailed. We anchored at Tino, we hoped to anchor behind the jetty, but it was all full with seaweed farms. Good holding in mud (16m).

Next day we continued to Kassi, big beautiful bay, but completely filled with seaweed farms. We found a little spot between the plastic bottles, good holding, but not very protected with larger swell. Also far from the shore (20 min dinghy ride). We did manage to take a taxi from here to Makassar to get visa extensions done and met some very friendly locals. Many people here are poor and they are happy with practically anything you can give them, but we didn't have any people coming out to the boat asking for stuff. There is a nice park in the North, east from the big jetty.

Then we finally sailed to Lombok, we had nice NW wind the first 2 days and not much current against us. We headed for Pulau Sepanjang and started only pointing for Medana Bay once we could head almost South. This route enabled us to avoid most Easterly currents and stay well clear of the many reefs and islands to the east. The last day there was very little wind and we motored the last 60 miles to Lombok. The whole trip from Kassi to Medana we were pleasantly surprised that we barely saw any FADs or other stuff in the water, even though we had an almost full moon.

2.2.5 Makassar (SW Sulawesi) to Bali

Zoa – September 2014: We had a pretty good run over from Makassar only about 54 Hours for 320 miles, which includes stopping anchoring and cleaning the bottom about 5 miles after we left Makassar. It was pretty much a beam reach the whole way it started at about 25 knots, but slowed to 15 to 20 during the first night, so pretty fast but not very comfortable sailing. The swell was on the beam and it was also a pretty confused sea, with lots of current going with us for a change, over 2 knots at times.

2.2.6 Sangihe to Morotai or vice versa

Brick House – September 2014:

1. Nice helping current north of Sangihe and going southeast down its east coast making for a comfortable ride, but obviously a little longer than going around the south. FADs along east coast fairly far out.

2. Nice helping current the whole way east. Probably 1 knot of current flowing west to east.

Had a lively passage east in 20-25 SW the whole time, so it was perfect, although a little wet and uncomfortable. Very fast passage always at 6.5 knots or more. Waves maybe as much as 2 meters. Not the kind of passage you enjoy in your cockpit, but very satisfactory down below with a good book.

Another boat came a day after us who had turned back to fix something in the calm of an island west of Morotai and said they had 8 hours of 35 knots! The GRIBS were completely accurate- they did say Saturday night was the one night to avoid, and indeed it was. We got here just in time to avoid that.

We will head back out this morning to go the rest of the way...about 20 miles or so.

Carina – October 2014 – Morotai to Sangihe: We made intermediate stops at Dodola, Supu, and Doi, and then waited for the right weather to cross to Sangihe.

One truth about this part of Indonesia is that at this time of year navigating by small sailboat is a challenge. Monsoon winds tend to be light and unreliable and currents are strong, ever-changing and difficult to predict. The gods must have finally taken pity on us and a short weather window of south winds emerged and we sailed off slowly west through the capricious currents of the Molucca Sea towards Sangihe Island where we would check out of Indonesia. We still had three weeks on our visa, but thought it prudent to spend these weeks enjoying Sangihe.

This passage, though incredibly slow, was nearly perfect with settled weather and steady soft breezes. Carina, even when sometimes moving on backwards-moving water at over-the-ground speeds of less than 2 knots, was a joy to sail and we were content. We rounded the south end of **Sangihe** Island at dusk after two and a half days and finally found a favorable current, but only a whisper of wind that barely allowed steerageway and we spent the night drift-sailing north towards **Tahuna**, 20 miles north. As the sky began to lighten at 0430, Carina began to turn in circles in the dying wind and our distance from Tahuna began to increase due to the current, so Leslie, on watch, started the engine and we motored towards the bay. We arrived in on a bright sunny morning at 0530 on Sunday October 18.

2.2.7 Lembeh / Bitung (NE Sulawesi) to Halmahera

Ariel IV – April 2017 - Bitung to Tobelo : After two nice weeks in Bitung, Sulawesi we set sail for Halmahera. It took two to three hours on leaving Bitung until we reached clear open water going slowly through dirt, plastic, bags, ropes, fishing nets, had to dive down and cut a big plastic bag of the propeller once. Then we finally could set sail and we had two good days sailing in light winds and came around the top of Halmahera at sunrise.

We saw quite a few FAD's coming down the east coast of Halmahera towards the town Tobelo, especially around the Morrow Reefs, good look out is important.

We came into the very nice and well protected anchorage between the islands of Kokara. The passage to come in, between Tagalaya and Kokara is deep, no hazards and the passage into

the lagoon is 100 meter wide. We had 7-8 meters depth over the entrance bar. Inside it is deep in the middle 44 meter, but we were two boats with no problem anchoring in 20 meter.

Lorelei – December 2014: We waited at Lembah for a few days for a new dive computer for Lisa to arrive. We were watching the weather and hoping for a decent weather window that would allow us to sail for a change.

Being 1 degree north of the equator and in the doldrums, the winds are light and fickle.

On the 13th Dec we departed for the 165nm run East to the large island of Halmahera.

We had only 3 days of wind forecast and it was anywhere from the N to E so we just had to go and hope for more N and less E!

We left a 6am and motored for the first 3 hours until the wind kicked in and it was all sails up and fortunately N winds. So we cranked everything on tight and went NE as close to the wind as possible which also increased the apparent wind through the sails.

On the way we passed many floating pontoons with a small shack on them. The men come out and spend a few days fishing from and around them as most are anchored in very deep water (over 1000m) and they are like an oversized FAD.

Each night on anchor at Lembah the wind dropped out. We had hoped it wouldn't on the crossing but knew that it probably would.

At 3pm it died and on went the motor but luckily after 45 minutes the wind kicked back in.

It's the first time in years that we have sailed towards the East so it was unusual to have a sunset behind us.

We sailed all through the night with crystal clear skies, a million stars and light winds on a flat sea. With current assistance we travelled along nicely.

We actually had no planned anchorage or stopping point but were hoping to round the top of the island if the N winds held. By daybreak it had swung just south of NE and we had to run south of E and we were heading for the centre of the island.

Fortunately Lisa had done some research and took some Google earth overlays of the area before we left Lembah. Thank goodness she did as the electronic charts have very little detail on the area. She found us a series of islands just off the Halmahera coastline and we arrived there at 10am after having to motor for the final 3 hours. We had managed to sail over 2/3rd's of the way so we were very happy.

The coastline of the Loloda Seletan islands was amazing with some large cliffs, tall stone pillars and lots of sea caves. As we rounded the last reef corner to enter the bay, there were 2 long right hand surf breaks mechanically peeling off the 2 corners of the reefs. What an unexpected score!

Just in from the break was a large modern fish processing plant. We were hoping they didn't discard the fish waste into the waters around the surf and the place would be packed with big Tiger Sharks....

Within 10 minutes of being anchored we had some nice guys come out to greet us and give us 6 mangoes which we exchanged for a 50c bottle of Filipino Rum. Smiles all round....

2.2.8 From Lembah/Bitung to Ambon

Soggy Paws - April 2017: We knew we were leaving on a light wind window, and only had wind forecast for the first day. Fortunately, that wind turned out to come in earlier, last a little longer, and was a little stronger than forecast. After motoring for only a couple of hours, we had a cracking good sail all day, ending up throwing a reef in midafternoon. We shook the reef out sometime before midnight, and by 6am were ghosting along at 3 knots, so we started the engine.

Before making this passage, make sure you study the currents along the route. There is a ripping northbound current between Halmahera and Sulawesi, becoming stronger in the “neck” between Kepulan Sula and Pulau Obi. So we stayed west of the rhumbline effectively using the long east-west island of Kepulan Sula to block the northbound current. This worked really well.

But at some point, you still have to cross the current stream to get east to Ambon.

We chose to do this during the lighter wind (on our nose). I can’t imagine what the seas would be like with this 2-3 knot northbound current opposing a 15 knot north wind. It was bad enough in high-current areas with almost no wind!!

We had planned to stop at some place on the way, but each anchorage we picked out, we would have arrived at in the middle of the night, so we kept going.

On the evening of the 3rd night, we went through the pass between the two easternmost small islands west of Ceram (sorry, no names for them on my chart). This turned out to be a fairly busy pass, with ships both coming and going in the night through that pass. Fortunately it is pretty wide and deep and everyone we saw had AIS on. No unlit fishing boats in the pass, though we did see a couple of dim lights very close in shore.

With light southerly winds, the last day into Ambon was arduous and took a lot longer than expected. The SW corner of Ambon Island has a wind tunnel effect, with winds up to 20 knots and seemed always right on the nose. Plus current against us. We tacked and motor sailed and tacked some more, into the wind and current, and made very slow progress. And of course once we finally got around the windy corner into the harbor where we should have been able to sail, the wind died.

2.2.9 From Ambon to Banda

Soggy Paws – April 2017: We left from Amahusu, Ambon Bay on a light wind weather window, and had... light wind. Our log shows engines on most of the time, with the main up and sometimes the jib. Dodging showers which had wind in them to 25 kts. Tacking against the ½ to 1kt current was pretty useless. We ended up making landfall in the early morning at Run Island, and then cruising east in the near zero winds up Run, across the N end of AI and into the N entrance of Banda. Pretty painless 28 hr trip, but we used 100 liters of diesel in the process.

Friends left Amahusu in the evening and made it a 2 night crossing, and were able to sail more.

Note that there is a large power line across the harbor at the south end of the harbor. To get inside the big bay, you have to come in the north way, though there is anchoring south of the power lines.

Ocelot – 2015: We went to the big bay on the south coast just east of Ambon city and jumped off for Banda from there, which made it an easy overnight. We went in the TOP of Banda, & picked up one of the 4 moorings that were there.

2.2.10 Between Triton Bay / Kaimana and the Kai Islands/Tual

Soggy Paws – May/June 2017: We made 2 trips from the Triton Bay area to Tual to renew visas in May and June 2017. Generally, the wind is SE, and the trip can be anywhere from a close reach to a beam reach, depending on the winds. It's about 100 miles. After doing the first Triton Bay to Tual as an overnighter, we made the next two legs as long day trips.

From Tual we sailed a few hours across to the top end of Kai Besar. We then left at about 0430 from there and sailed to Triton Bay. We thought we could make an anchorage at the southeast end of Aiduma Island before dark, but the wind shifted and lightened up and suddenly we were struggling to make heading and speed. Even though we fired up the engines and fell off for the north end, we didn't make it before dark. We didn't have a good night arrival waypoint on the NW end of Aiduma, so we opted to go all the way in to the relatively open anchorage off Triton Bay Divers. It was quite hairy as it was a very dark night and the currents were running strong (new moon).

Going back to Tual a few weeks later, we had the bright idea of stopping at Turtle Island (the turtle protected island west of the southern tip of Adi Island). But when we arrived there, the winds were more easterly and stronger than we expected, and we couldn't find an anchorage that was out of the swell and deep enough or shallow enough. So we headed for Adi, and tried two other spots along the west coast of Adi, neither had a good enough hook to get us out of the SE/S swell. So we ended up, late in the day, in Blumpot Bay, which is a good all-weather anchorage in SE wind season, and an easy in and out. We left there at 5am for the 95 mile trip to Tual. The winds (as always here, it seems) were higher than forecast so we had a screaming wet salty close reach to Tual. Though the forecast was for a max of 17 kts, we had 20-30 kts for several hours. But we made good time, reaching Tual and getting our anchor down just before full dark. The wind and seas died off as we got closer to Tual, and we had to motor for the last 2 hrs to make it in before dark.

We don't like night arrivals, but going all night in a patch of water where there seem to always be squalls and higher-than-normal winds, plus the unlit fishing boats and occasional FADs, seemed to be the worse choice.

2.2.11 From Kalimantan Across to Northern Sulawesi

Gaia – November 2013: After Derawan we decided to go slowly to Raja Ampat and sailed via Sulawesi and Halmahera. The people there are amazing. Not many yachties go that way and they really welcome you. You will be treated as a moviestar. They all want to have their picture with you. The only problem is language. No one speaks other than Bahasa Indonesia

Beginning of November we reached Raja Ampat. This area is absolutely amazing. Beautiful places, good diving, good swimming, a real holiday feeling. We stayed for over a month in Raja Ampat.

For all the anchorages we have stayed, we felt safe and very welcome in Indonesia.

Anchorage:

31/9/2013 Onerweg nar Sulawesi
 1/10/2013 voor ingang baai 001.21.859 120.55.560
 3/10/2013 Laulalang 001.19.226 120.55.572
 8/10/2013 Papaya 000.59.593 122.38.323
 9/10/2013 Holuwa 000.57.825 122.53.493
 10/10/2013 Sulawesi, Wakat 000.54.525 123.21.254
 12-17/10/2013 Sulwesi, Saul 000.50.755 123.56.931
 18/10/2013 Sulawesi, Batutindung 001.17.798 124.31.063
 19-22/10/2013 Sulawesi, Menado 001.29.302 124.49.447
 23/10/2013 Sulawesi, baai Gudang 001.36.196 124.51.974
 28/10/2013 Sulawesi, Pusan 001.40.924 125.09.371
 31/10/2013 Halmahera, teluk Loloda 001.42.374 127.33.581
 4/11/2013 Morotai, P Tuma 02 13.082 128 13.082
 5/11/2013 Morotai, Daruba 02 03.248 128 17.319
 6-7/11/2013 Raja Ampat, Wayag 00 09.710 130 02.001

Sea Topaz – September 2012 (OCC Newsletter): After a quiet day at Derawan, we headed east in winds of 10–20 knots, making good progress throughout the day and night. We saw no fishing platforms or fishing boats at all.

Our first stop was at Teluk Belonligum on the north coast of Sulawesi, where we spent one night deep in the lagoon. We tried to anchor off the village, as mentioned in other cruising notes, but found there was very little swinging room between the reefs. From there an overnight sail took us to Manado.

2.2.12 Komodo to Gili Air

Alba - Sep 2015: We lifted the anchor from our anchorage in NW Komodo before seven o'clock and motored north-west in a flat calm sea heading for the small island of Gili Air on the west side of Lombok. The wind soon picked up to 5-10 knots, but we carried on motor-sailing for an hour until the wind increased to 10-15 knots because there are very strong currents in the area.

The wind died as we passed to the north of Pulau Banta, but once clear of the island, we had a good sail for the rest of the day. We caught a small tuna in the afternoon. After dark, we stayed 5-6 miles off shore and followed the curve of the land, having to gybe the sails a few times as the wind changed along the coast.

The wind died completely just after midnight then slowly came back from the west - directly on the nose. By half past one, it had backed and increased enough to sail again - it's hard work sailing along a coast. For most of the night we had a favourable one knot current.

Day 2: In the morning, we had good wind and were doing over 7 knots over the ground. With 80 miles to go and 12 hours to sunset, it was touch and go whether we'd be able to get to the island of Gili Air before dark. The north coast of Lombok doesn't have any good anchorages and our research hadn't found any on the west coast either, so it was either get to Gili Air or heave-to for the night.

Unfortunately, the wind started to die later in the morning and by lunchtime we were resigned to spending the night hove-to.

Just after lunch, “Red Herring” appeared on our AIS and I chatted to them on the VHF. They spent a couple of days at Palau Moyo and are now heading directly to Bali. I explained that we faced a night hove-to and Karen came back a little later saying that she had found an entry in “Catamini’s” blog from a couple of years ago and they had anchored at a place called Amoramor on the west coast of Lombok.

I checked it out on the chart and it looked okay for a night stop. It was 30 miles away, so we could just make it before dark if we averaged six knots. We turned the engine on and hoped that we wouldn't meet a strong counter-current.

We arrived at the anchorage by half past five. Amoramor is a small fishing village with a black sand beach - more a roadstead than an anchorage. There wasn't any depth information on our charts and the sea bed is black sand making it impossible to judge water colours especially with the overcast sky that we had. We carefully motored in a rectangle, plotting out the depths between 6 and 10 metres, then anchored in the middle at 08°14.076S 116°17.705E.

It seems to be good holding, but there isn't much protection from the swell and we're bobbing about a bit. However, it's better than being at sea and we just had time to get a cold beer and watch the fishermen coming out to lay their nets before the sun went down.

It wasn't too bad a night, a bit rolly and we had waves slapping the stern as the current moved us around, but we slept well. There was absolutely no wind in the morning, so we motored all the way to Gili Air.

2.2.13 Bali to Singapore

Yindee Plus – Nov 2014 - Bali to Singapore in the transition season

We've just done a passage from Bali to near Singapore and thought the weather we experienced might provide useful information for others. I couldn't find anything on it when we were planning the passage.

We were delayed in Bali, making repairs to the boat, and were getting worried about the change in monsoons. We wanted to catch up with the Sail2Indonesia rally and we had plans for spending time in Malaysia too. Traditionally the Darwin – Singapore rally boats all arrive at the end of October and although the new Sail2Indonesia Rally would not arrive until the end of November, most of the distance would be covered by early November. So there isn't much blog information available about the conditions to expect at this time of year. Also, we weren't sure whether the NW monsoon would just start with a bang or would begin fitfully.

We watched the forecasts carefully and up until the beginning of November, Passage Weather was forecasting 10 – 15 knots SE in the Java Sea. The boats ahead of us on the rally had had mixed fortunes with the wind. Those who planned their passages around it, found they were able to sail most of the way to Belitung in late October but others motor-sailed for much of it. We expected to sail some of every day and were prepared for squalls and rain. We planned just one stop, at Balwean island, on our route between Bali and Kintar Island in the Lingga Group. This would get us north as quickly as possible.

We left Bali with bright sunshine on 6th November and had either absolutely no wind or 5 knots from astern (cancelling out the cooling, apparent breeze). We motored for 50 hours solid.

After Bawean island we had complete cloud cover until we reached the Karimata Strait and we could see lightening flashing in the distance. We had occasional squalls but they didn't pack much wind and not a huge amount of rain either. We came across an enormous number of fishing boats with super bright lights in the SE entrance to the straits. Fortunately they didn't move about much so it was possible to pick a dark area between sections of them and get through.

We only managed to sail 29 miles on this part of the passage (in 2.5 days) and some of that at 2.5 knots. To say the sea was glassy would have been an understatement! Passage Weather was forecasting zero wind for the South China Sea, so we expected more of the same for the next stage. Instead of continuing to Lingga, we detoured to Belitung to pick up more fuel.

We managed to increase our sailing hours by another 3 miles (in 4 hours) on this leg and were then heading north. A light headwind of only 5 knots managed to kick up a slight chop in the shallow sea and this, combined with an adverse current of 1 knot, slowed our speed considerably. We motored for this entire section.

We had one spectacular squall at the southern end of Lingga island: lightening strikes about 600 m from the boat and the most torrential rain ever. The wind only picked up to about 20 knots though. Apart from that, we just had rain showers.

In summary: If you need to get north in November, do it as early as you can and expect to motor a lot of miles. We did 962 miles under engine. It would be a very bad idea to try it without a reliable motor. We're not fussy with wind; we'll take anything we can and will sail at less than 2 knots to save fuel. When we say there was no wind, there really was NONE.

On a positive note, the Java Sea was pancake flat, so the motoring was easy and the squalls we experienced were not severe. Luckily the NW monsoon kept away.

2.2.14 Bali to Komodo through Lombok Straits

Kelarin – April 2012: Our plan was to get up the Lombok Straits by crossing beneath Nusa Penida, hopefully catching a swift current up to the northwest of Lombok. The currents here are nuts. The tides do not match the tide tables but we kind of had it figured that you add 3 hours to the table and that would more accurately reflect the state of the tide.

It was a bust. Once we were past the bottom of Nusa Penida the current was still raging southwards but hitting a flooding tide causing stand up waves. It was like being caught in a surf and not a comfortable feeling at all. After a few hours of that, we were going against a current that dropped our speed down to almost 0 at some times. It took 20 hours to do the 60 miles up to the NW corner of Lombok. Over the top finally, but now no wind and we really needed to sail as we had used quite a lot of fuel in the straits. By the time we reached Komodo, after 72 hours, we had only sailed about 12.

2.2.15 Singapore to Sunda Strait

Yindee Plus – August 2015: We were aiming for a September crossing of the Indian Ocean. September and May are supposed to be the 'quieter' months for weather and swell but we had too much school and boat work to be ready in time for the May window. Trouble is...by August, the trades are blowing fairly strongly; great for passage making....but only if the wind's behind you! We needed to get to Sunda although didn't want to get ourselves and the boat bashed up

by the 500 mile beat to windward. We decided to allow a whole month to do it. The trades do vary in intensity and we thought we could move south during the lighter periods.

We left Pengileh Cape (at the eastern end of the Johor Strait) at 09:40 hrs on 30th July, having just cleared out of Malaysia (easy and friendly, as expected) and by 12:10 hrs had crossed the TSS in the Singapore Strait. We had SE/SSE wind of up to 10 knots, so a motor-sail.

Here are the places we anchored (note, anchorage positions are described in detail in the respective section):

Anchorage 1 – Behind the headland of Tanjung Sembulang 00°52'.176N 104°14'.906E

The next day we motor-sailed 48 miles to Pulau Setemu. Winds were light (SE 8) with heavy rain and squalls in the afternoon. We had a very lumpy half hour of wind against current in the south of the Selat Riau but otherwise the seas were fairly flat.

Anchorage 2 – Pulau Setemu 00°13'.548N 104°29'.167E

On 2nd August we motor-sailed the 26 miles to Kentar Island, via the inside route on the west side of Sebangka. There was no wind protection from the SE 12 knots but we had pretty flat water.

Anchorage 3 – Kentar Island 00°03'.250N 104°45'.559E

Our crossing-of-the-equator-day dawned with black skies, but only to the north. We set off south towards Lingga and then the clouds followed us. Heavy rain and strong wind from the south caused us to hold our position while it went through; we didn't want to make our offerings to Poseidon while it was like that!

The rain stopped, we presented the God of the Seas with the last of our Mount Gay Rum, our very special crisps and a couple of poems the boys had written specially...and carried on our way. We assume Poseidon didn't think much of that because a little later the wind and rain picked up again (to about 20 knots S) and continued for the next 27 miles.

We were heading for the anchorage at the southern-most tip of Lingga but, from the wind direction, we weren't sure it would be tenable. We stopped to dry out at: 00°15'.4S 104°56'.0E, just off the beach, north of the headland. Wind protection was excellent but the swell and current made us roll around horribly. We continued on later in the afternoon, once the weather conditions improved and the wind was from the SE again, but hobby-horsed through a section of wind versus current close to the headland. Not a great day. But this was the last rain / squall / thunderstorm weather we were to see.

Anchorage 4 – Pulau Lingga SE - 00°18'.487S 104°58'.784E

Because of our late arrival and the poor light we couldn't risk tucking in close to shore as we couldn't see the reef. Our anchorage position was: 00°18'.487S 104°58'.784E in 3.3m sand/mud. Wind protection was very good but we rolled badly and couldn't wait to get away the next day. Telkomsel weak but usable for email / weather.

Passage Weather was showing a continuation of the light trades for the next few days, so we decided to make the first of our open sea passages to windward: 92M to the NE tip of Bangka. The forecast was accurate; we had winds from the SSE to ESE of up to 12 knots only and motor-sailed the entire way. The waves were only about 0.5m high, although the short intervals

between them gave enough chop to make the boat pitch up and down for the whole trip. We had spray on the foredeck but we stayed dry in the cockpit.

Anchorage 5 – NE Bangka - 01°30'.555S 105°52'.567E in 5m sand

This is listed as anchorage 86 in the 101 Anchorages of Indonesia guide, although it is mis-named as Pulau Lingga! Position was: 01°30'.555S 105°52'.567E in 5m sand. Good wind protection and reasonable swell protection too. Telkomsel signal OK from the various cellphone masts.

We left the next day, on 5th August, to make the last of the windward open-sea passages, to Belitung. The forecast was for up to 15 knots SE, so we decided to allow 2 nights to make the 154 M trip as we don't go well to windward and wanted to be able to sail some of it to make it more comfortable. A good decision as it turned out. We started out motor-sailing and had no more than 15 knots (SSE to ESE) but the shallow choppy sea made the motion of the boat unpleasant. As soon as we steered off the wind it was much better and a combination of motor/sail and sail alone completed the 42 hour trip (we slowed down to make an arrival after 09:30 to have good enough light to see the reefs).

Anchorage 6 – NW Belitung - 02°33'.568S 107°39'.076E in 6m sand

This anchorage, in the NW of Belitung, behind the headland of Tanjung Kalayang, is well described by SV Baraka on Noonsite. Our position was: 02°33'.568S 107°39'.076E in 6m sand. We made our approach at midday, with good overhead light and could easily see the reefs in the bay. A beautiful anchorage, and well protected in the SE trades, although a fairly long dinghy ride from the headland, where the cafes / transport is located. The house next to the pier, near the anchorage, is now derelict. Telkomsel signal was so good that we could stream youtube experiments for a chemistry module we were doing in school.

We cleared in and out of Indonesia here (details in Belitung section)

We stayed 12 days. Clearance in was done on day 4 of our stay and clearance out on day 7, due to weekends / public holidays. Just required patience and paperwork, as expected.

When we were planning the route through Indonesia, we had hoped to visit Jakarta too but Batavia Marina was completely full for 10 days in the middle of August due to the Indonesian Boat Show.

Anchorage 7 – SW Belitung - 03°08'.525S 107°36'.77E, in 3m sand/mud

On 18th August, at first light, we moved to the SW of Belitung, via the small inner channel. We had clear skies later and with eyeball, plus our broadband radar, were able to see that the islands and reefs were all as charted on Navionics Gold. Depths too were very accurate. We had 17 knots of SE wind, on the nose for most of the 56M, but the water was flat and we managed to sail some of it.

Anchorage position in Bermepun: 03°08'.525S 107°36'.77E, in 3m sand/mud. It was wind-swept and we were a long way from shore but no swell and very little chop. Telkomsel OK.

From Belitung, the rhumb line to Sunda Strait takes you through a mass of oilfields. We weren't too worried about the lack of lights on some of them, as radar will pick them up, but the chart warning of 'submerged' ones alarmed us. So, we followed the edge of the shipping lane which runs from the Selat Baur at Belitung, in the slightly deeper water, down the east side of the

Thousand Islands (Pulau Pulau Seribu). Most of the fishing activity seemed to be in the relatively shallower area between the shipping and the oil rigs.

We decided to stop at the 1000 Islands for a night so that we could time our arrival in Sunda more accurately. We'd had a wonderful 170M trip, leaving Belitung early morning and arriving at lunchtime the next day with perfect overhead light for the reef entry. We sailed the whole way, making over 7 knots at times in SE / ESE / E winds of up to 12 knots: pure bliss after so many months of burning diesel.

Anchorage 8 – 1000 Islands - 05°37'.150S 106°33'.392E in 22m sand

This is number 76 in the 101 Anchorages book. Approach needs to be made via the main channel which runs east / west, south of the Genteng Besar island group. There are uncharted reefs and islands in the area so good light is important. There is now a long pier off the west side of P. Kayuangan (see No 76 'mud map') and the east jetty on Genteng Besar is derelict, so it can be confusing initially. When you get closer in, it's easy to see that there's a lagoon behind the reef but it's not obvious at all from a distance. There is no guard house and the buildings on shore at the eastern end of Genteng Besar are falling down, so we didn't think it likely we'd be moved on.

There is room in the lagoon for 3 or 4 boats to put out 65m chain. It was a beautiful spot, surrounded by turquoise reef and protected from swell. Many of the islands were bristling with cellphone masts but very poor Telkomsel signal from this anchorage.

Sunda Strait

We sailed, with the cruising chute, in 7 knots of NE / ENE wind and completely flat water towards the Sunda approach on 22nd August. We were aiming for an 8pm start to the Strait itself (when the SE monsoon current and the daily tides were heading the same way ie south). None of our pilot guides had information about the direction of flow of the daily tides, and we couldn't find out on the internet, but fortunately we'd been given the Total Tides programme and it was spot-on.

We had zero wind, glassy water and lots of shipping and ferry traffic at the narrowest point of the Strait. All the ferries and virtually all the ships had AIS and were well lit. Tugs were lit but tows were not. Our route took us down the Java side. Just south of Pulau Sangiang, the boat started pitching into short 'waves'. There was no wind, so we assumed it was ocean swell getting bounced around and against the southerly current. No spray on the deck and not too uncomfortable but it lasted two or three hours, until we were well south of Carita beach. We were transiting at neaps and had a maximum current of 3 knots in the narrowest section.

We had hoped to catch a glimpse of Krakatoa, or even anchor there, but the forecast was for 25 knots SE, and the gribbs showed it blowing strongly over the low-lying SW Javan peninsula. We didn't fancy the 45M beat afterwards to our planned anchorage at Pulau Peucang, so gave it a miss. Winds were as forecast or more, so we were happy to be fairly close to Java and in flat water.

Anchorage 9 – Pulau Peucang - 06° 45'.055S 105°15'.895E in 13m sand.

Arrived at 08:30 on 23rd August. This is Anchorage 78 in the 101 Anchorages book. Fantastic spot. We initially anchored off the ranger station, as suggested in the guide, but when the wind picked up significantly we moved off the lee shore to a position opposite: 06° 45'.055S

105°15'.895E in 13m sand. Trades blowing strongly over the low-lying coast but good holding and flat water. We weren't approached for fees. Unfortunately, with our dinghy out of use, we couldn't go ashore to walk across the island. No internet connectivity with the cellphone mast here but OK for text / calls.

Conclusions: We achieved our objective of reaching Sunda in lighter winds, didn't break any equipment on the boat (the dinghy is another story entirely) and we enjoyed spending time in new anchorages but the 24 days spent getting there did seem to drag on somewhat. We cleared into Indonesia partly because we prefer to be legal but also to be able to access fuel / water / provisions easily and to enable us to stop and repair the boat should it become necessary. This was all achieved but at quite a financial cost (visas, CAIT, clearance etc), considering the length of time we were actually cleared into the country. We only saw two other yachts; both anchored in Belitung. As we had internet access, we used Passage Weather and Windty for weather info. Windty gave much more detailed information for the Sunda Strait but both were accurate. We were able to pick up Singapore and Jakarta Navtex broadcasts but the weather forecasts were too broad to be of any real help.

Minnie B – June/July 2015 - South from Singapore: The Johor and Singapore Straits were as usual very interesting with a wide range of vessels on the move or at anchor. This being our second outing it was not so daunting and we chose to cross the TSS at Buffalo Rock (01 09.32'N:103 48.39'E) which meant that we missed a lot of traffic around the main port area of Singapore.

We then cut through various channels, relying on the accuracy of C-Map (good), for **Selat Bulan**. Our destination anchorage was at Pulau Boyan, just 36nm, where we found good shelter, but tucked into the bank closer to Pulau Tanjungkubu (01 01.162'N:103 54.876'E) to avoid the villagers' nets. It was very sheltered and got us away from the busy shipyards that line the Batam side of the channel, albeit there was strong tidal current but with anchor well dug in we celebrated the start of our next adventure.

From there we had a 38nm trip to **Pulau Abang Besar**, and joy of joys we even managed to sail for nearly three hours when we had a SSW wind – we were wishing for this to speed us on our way as our course overall was mostly SE. We declined the suggested anchorages in the Cruising Guide and went “mouillage sauvage”, finding a very sheltered spot – a bit closer to the reef than we had intended when we awoke the following morning, but safe enough (00 33.624'N:104 13.811'E).

Wednesday 17th June we had our destination of choice as **Pulau Kentar** and maybe the SSW wind would be kind – no such luck as it did not last and backed to lightish from the SE, so after a mere hour of sailing it was motor-sail/motor again. The anchorage was again very pretty and sheltered (00 03.231'N:104 45.619'E).

Next day was a short run to **Pulau Lingga** of 37nm and we crossed the Equator for the seventh time in MINNIE B at 1115 and so there was the toast, prayers and thanks to Neptune and, of course, his share of the champagne – what a guy, as we sailed for five of the seven hours it took and had a fine spot to anchor on the north side of Tanjung Jang (00 16.674'S:104 54.080'E).

Then we had some options. At first we thought of heading for Pulau Pekacang where we had a splendid beach BBQ last October with Sail Indonesia friends, but the island and its neighbour,

Cebiu, are aligned SE-NW so don't offer shelter in SE winds. Then we considered doing a two-nights/three-days run direct to Belitung as it would be a beat all the way, but finally we settled on heading for a bay on the **NE corner of Bangka**. The rhumb line was 92nm but we ended up sailing 132nm and it took us 25 hours. Fortunately there were few fishing boats about and fewer cargo ships. At the anchorage (01 30.593'S:105 52.442'E), some friendly local people called by to say hello – it was good to be back in Indonesia.

We rested that day and had a good night's sleep before leaving for **Tanjung Kelayang** in the NW of Belitung. The rhumb line was 125nm and with a light wind we luffed up a bit and motor-sailed for 10 hours, having departed at first light – 0530. This gave us a course of around 10-15 degrees off the rhumb line. However, in late afternoon the wind backed and we were 40+ degrees off the rhumb line and beating again. We were closer to the shipping lanes and all was well with cargo ships altering course to avoid us – quite a change. We motor-sailed the last 20nm to arrive at the anchorage (02 33.363'S:107 40.361'E) at 0830 on Monday 22nd June, having travelled 155nm. We worked our way through the reef and anchored in 3.0 metres – OVNI time.

So back again, but this time instead of lots of Rally boats, we have the anchorage to ourselves – well, and the local boats taking tourists into the nearby bay and to the granite rock formations that guard the west side of the anchorage.

A phone call to our agent, Johnny, had him meeting us ashore at 1100 so that we could give him our passports and papers to start the inward clearance process. Next day we went with Evan in his car to Quarantine and Customs, and met Johnny who carried on with the clearance. He had everything completed that afternoon and Customs were too busy to come to MINNIE B. So, that was all good then ...

We left **Tanjung Kelayang** at 0630 on Saturday 27th June, and headed for the shelter of a bay on the south-west of Belitung for the night. The chart showed an area that should be OK with protection from the SE winds. We were able to sail some and motor-sail some as we dodged various islands and reefs. We carefully crept into the bay at **Bermepun** and anchored in 3.7 metres to be in 3 metres at low water. The holding was good in mud (03 08.540'S:107 36.827'E). The trip was 56nm and the idea had been to reduce the passage to Pulau Pulau Seribu (The Thousand Islands) to around 160nm so that we would have a daylight arrival.

We were up again at dawn on 28th June and left the anchorage at 0605, motoring through reefs that protect the SW of Belitung, and with current against us we cleared the final hazard by 0830 and were sailing in 13kts E wind making 5.5-6.0 kts. Dolphins welcomed us and we thought it was a good omen. We sailed on through the day on a close reach, making our rhumb line, but in the early evening we saw a brown sea snake and thought this was not a good omen, and sure enough by 2130 the wind was down to 5kts and it was burn diesel time. The wind was not kind and did not rise above 5kts for the rest of the passage.

Our arrival in **Pulau Pulau Seribu** was a bit of a let-down as it suffers from the Javanese/Jakarta haze – must be so much air pollution. So visibility was about 6-7 nm, which did detract from the atmosphere. Notwithstanding this, we went in search of an anchorage.

Cruising guides tell you that there are many sandy beaches where you can anchor. The 101 Indonesian Anchorages Guide gives one anchorage and the South East Asia Pilot (Fourth Edition) gives just one anchorage also.

We did not like the look of either and tried to find somewhere better. We identified a shallow area between P Putrigundel and P Tongkeng. C-Map showed 6 metres CD, but when we got there it was more like 4 metres CD and the bottom was rocks and coral heads – no thank you. So, off to the 101 Anchorages spot – all fine until rounding the NE of P Genteng, where the chart showed >20 metres depth and our echosounder showed less than 3 metres. Let's get out of here. So, next to the SE Asia Pilot anchorage which it describes as a 6 metres deep shoal. We are bang on the waypoint, we circle around, we go to the position shown on C-Map, we circle around – no shoal and in any case it's a mile and a half from the shore. Oh dear. So we head for the nearby village on **P Kelepadua**. Great we find a spot in 12 metres then as the chain rattles down we see just how close to the reef we are. No thanks, so up anchor and move to the middle of the channel and anchor in 23 metres in mud.

Although we did not go right to the 101 Anchorages spot, from looking at the chart and our experience of fooling around the islands we do not believe that it is tenable as it is most likely too close to the reef. So, it seems that if you want to enjoy the Thousand Islands, just put up with anchoring in 20-25 metres and ignore the haze.

We had a trip ashore to the village – the people were friendly enough but this was not a well-off place.

Then to **Batavia Sunda Kelapa Marina at Jakarta** – the main things to note are that (1) before and at the 90 degree turn inside the marina wall the depths are shallow but it is soft mud and you are not likely to get stuck – low water would not be a good idea though; and (2) the marks for the start of the channel into the marina are at 06 06.920'S:106 48.956E – NOT at the waypoint provided by the Marina Manager as this takes you into the old Sunda Kelapa Harbour. The marina staff are some of the most welcoming, helpful and considerate, so we highly recommend it. If clearing out here try Hans Otto on +62 816 747 919 or hansdieterotto@hotmail.com – he will keep you right at a very sensible cost, and his advice proved sound for our arrival in Cocos Keeling. We left the boat here for a couple of days while we visited Jogjakarta – excellent security, non-potable water, and diesel available.

On Thursday 9th July, we crawled out of Batavia Marina at first light, 0550 with keel up and rudder in the safe knock-up position. Well, our lowest spot was 1.8 metres of water and we were clear. The wind was nowhere to be seen so we motored towards Teluk Banten to seek shelter for the night. The Cruising guide suggest stopping at Pulau Kali on the west side but this is a port area with electricity generating plants and other industrial activity. We stopped on the west side of **Pulau Pamuyan Besar** (05 56.507'S:106 12.864'E) in 14 metres and well sheltered from NE to S ... so there was a late afternoon sea breeze from NW. It died away and our night was fine.

For the trip to Krakatoa the tides were bizarre – C-Map and Admiralty Tide Tables were the same - and we should have had tide against us but rather it turned out that at times we had 2kts with us, so we covered the 51nm in 8 hours. The "101 Indonesian Anchorages" guide made it all sound a bit difficult, but we had downloaded a free chapter on Java from a new Indonesian cruising guide and this was much more positive and helpful. We decided to anchor at Pulau Panjang, otherwise known as Rakata Kecil or Krakatoa East and this was excellent as we had shelter from all except NW and the wind was mostly SSE. The holding was very good in 12 metres at 06 05.705'S:105 26.943'E.

It was awesome, with Anak Krakatau (Child of Krakatoa) steaming and smoking, and most of its sides covered in ash and lava from eruptions as recent as 2008 and 2009. Across the way was Rakata Besar, all that is left of the rim of Krakatoa, which exploded in 1883. Very highly recommended.

2.2.16 Kumai River Borneo to Belitung

Soggy Paws – October 2022: We had a terrible crossing from Kumai, southern Borneo, to Belitung, a large island in the middle of the straits leading to Singapore. The forecast was light winds in our face, but we had lots of fuel and weren't concerned—we'd just motorsail—like we'd been doing all year. But instead we had very squally weather with sustained periods of wind over 20 knots in our face and 1-2 knots of current against us.

What we thought was going to be a long boring motorsail was a long harrowing bash into winds and currents. We had to have the motor on the whole way to make any headway, and cheered when our speed toward our destination got up over 2 knot! We couldn't make our planned anchorage on the 2nd day, so ended up making our way in through a reef to an anchorage on the other end of the island in the dark. And 2 more long days bashing in crappy weather around the big island of Belitung to get to the rally anchorage on the NE corner. This was probably up there in our list of top 10 crappiest passages.

Also, the first night in awful weather there were at least 100 big fishing boats out on the reefs off the SW corner of Borneo. Not a fun night.

I am fairly sure the "piracy" warning below is more likely either a fishing boat mad because they had crossed through a net, or were about to cross through a net. In 2022, with about 10 boats with us on passage from Kumai to Belitung, we never heard any reports like this.

Sail SE Asia FB Group – June 2019 – Route to Belitung from Kumai:

We overnighted from Kumai to Belitung with little traffic—then Belitung to Lingga which was busy with fishing and Commercial traffic. After that we chose to day sail - Kentar, Sembulang, Batam.

Sanpoi – September 2017 – Piracy Warning: We had only heard about this happening when your anchored, not moving, so it took us by surprise.

We were on day 2 of our 3 day 2 night crossing from the Kumai River to Belitung. Everything was going so well...except we were going directly down wind. We tried numerous angles on wind with no luck. Head sail would flap or our boom would bang etc...So Richard put the main to starboard and headsail poled out to port. It was working well we averaged 5 - 5.5 knots. Not our fastest but it was so pleasant.

At about 2.30 in the afternoon, I was making lunch and having a little rest on the couch but decided to get up and see how Richard was. As I got upstairs I saw a decent sized fishing boat just a mile or so from our starboard bow heading towards us....not again we thought....previously that day we had had 2 fishing boats...big ones....come right up to us to say hi and have a look at our boat...they would come so close and then at last minute turn their boat to go behind us or would turn up to go up and around the front of us. Those times the sails were set up "normally" so we were able to move around easily. Also we would only see one or two guys on board. They would wave and carry on.

This generally happens when you anchor...the locals come to see the yacht ..say hi...ask for things then harmlessly go on their way....well this happened twice that day....

So when I came up into the cockpit we thought not again. This time however we were unable to maneuver the boat easily if we had to. We were both starting to get nervous as they came closer and closer. We both also thought how weird it was that there were about 10 or more guys on the bow watching us. We didn't voice our concern to each other as it just seemed odd. In our guts we knew something wasn't right.

They were coming so close we started to yell at them to move out of the way....a fair few profanities were added. Our hearts were thumping as we thought...we are going to hit....and just as they crossed in front of our bow (coming from our starboard crossing to our port) the men ran to the back of their boat and began dropping a huge rope net! Not a fishing line net...a big thick rope one!

Well it was all systems go on Sanpoi. Richard released the main and jumped into the cockpit and turned her hard to starboard. That way we avoided the net and fishing boat and would be heading away and parallel to the lines and nets. The whole boat shook as the boom went crashing to port, we were sure there was damage and thanked our lucky stars nothing broke!

As we veered away we began yelling louder and louder, more swear words for being so stupid. However the men were yelling back and then the fishing boat turned and began to chase us. That's when we realised they weren't just being dumb--they did it on purpose. We trimmed the sails and got the wind on the beam and got the motor started. With the best angle on the wind we got up to 8 knots. (Hull speed is 7.5) not bad for a heavy old steel yacht! They were chasing us.

So I got on the radio and put an urgent call out to a nearby cargo ship. We were scared is an understatement. When I got a response from the cargo ship they stopped chasing us. We assume the big heavy net was too big to pull up on the move or it got caught in their prop or heard we got a response. Either way they stopped. Luckily for us! However we kept going and headed for the cargo ship who I was now communicating with.

Lesson learnt big time! Do not let fishing boats come within a few miles! We don't know anyone who has travelled through Indonesia and had an "attack", been robbed or had anything bad happen!. Nor have we ever had someone try to steal anything from us, even when anchored! It was unbelievable! We couldn't believe it had happened and still can't!

So stay safe out there especially if your travelling to and from the Kumai river!

We were at 03 25.1120 S / 109 44.9000 E when this happened.

2.2.17 West Coast of Sumatra

Soggy Paws – Southbound from Sabang to Sunda Strait in March/April 2024: We left Sabang on March 10, and arrived in the Sunda Strait (between Sumatra and Java) on April 23. We pretty much motored the entire way, except for an hour here and there.

In general the wind was light and mostly in our face. Thankfully the seas were mostly calm.

We could have spent twice as long, cruising this area, than rushing through. We were on a rally schedule, but more importantly, knew the SE trades would start picking up in May, and wanted to get into the Sunda Strait before then.

In the 1000 mile trip between Sabang and the Sunda Strait, we only did overnight passages three times—between Calang on the NW coast, to Simeilue Island, and between Sanding and Pulau Enggano, and between Pulau Enggano and our first stop in the Sunda Strait.

In March, the weather conditions were beautiful, light winds and sunny skies. In April we started getting squalls and big thunderstorms, almost every day. At least once we had a very close call with a lightning strike.

There are no big cities, so be sure to provision up very well before you reach this area. Sumatra is a very Muslim area, so finding things like beer and pork was difficult.

The largest city on the islands is Guningsitoli on Pulau Nias. Here you can get some of those goodies you have been looking for, plus diesel, gas, and LPG. There is also an Immigration office, if you need to extend a visa.

Similarly Banyak Town in the Banyak Islands, Teluk Dalam in South Nias are places where some provisions and fuel can be obtained. The Mentawi group is frequented by surfers, and so had quite a touristic flavor. Fuel and provisions are available in Tuapajat. Scant provisions available in Sikakap and Enggano.

Telkomsel coverage was better than expected until we got to Enggano, where it dropped off to nothing.

More details in the W Sumatra section.

Sail SE Asia FB Group – Aug 2019: We opted for the long route to Malaysia via the West coast of Sumatra- clearing out of Sabang. We renewed visas in Bengkulu. The Bengkulu anchorage 3.46.74S 102.15.32E was good with a little swell at times. We went from Lombok to Sabang from mid April to end of Sept. We did visa extensions at Bengkulu (excellent) and Nias (poor).

My tip would be to get 2 extensions in Bengkulu even if you have to spend a few days there as Nias office is really out of the way (wrong coast) and will take 3-4 days anyway! The whole of the Mentawai, Telos, Nias islands are stunning with mostly clean beaches, crystal clear water and green Jungle backdrops and is one of the highlights of our 3 yr time in Indo. Pulau Asu (E of Nias and Pulau Lasia (N of Nias) had the most amazing clear water I have ever seen in Asia !Not much wind ,take your time and enjoy.

We also stopped one night at Krakatoa - with Rakata Kecil (very close) being the only "safe " anchorage we found.

FB Discussion – September 2018: I am interested in views on sailing the west coast of Sumatra.

- Our blog <http://geminiladyblog.wordpress.com> covers our quick trip through there in March April this year. We left from Langkawi, checked in at Sabang & checked out Nongsa Pt 60 days later. I recommend more time, but we had other commitments.
- We sailed from Langkawi to Sabang early Feb this year, West coast of Sumatra to Calang, across to Simileue and then down the offshore islands to Enggano - arriving in Bali in late March to do our visa extension - lots of wind with the Sumatra storms and also days with no wind - but great surf and awesome people wherever we anchored - definitely worth it!

- Just did it March/April so transition period, nth to Sth. Beautiful but not much wind from any direction. If doing in SW season suggest Sth to nth. Great people/beaches/water. Coral patchy, stunning surf! Highly suggest trip up to Lake Toba from Sibolga, take 3 days. Stay out at outer islands as much as possible.
- Nothing wrong with outer islands, but Sibolga is a rip off place, with touts wanting lots of money to look after your boat?? (It's like a blackmail..if you don't pay..and go away to look at lake..who knows what your boat will be like on return) and extortion prices to take you to the lake...some yachties have made it very hard, by paying and accepting these prices!! Shame on them.

Best to bypass as outer islands have fantastic views and good anchorage with no one to hassle you.

2.2.18 Jakarta to Belitung

Soggy Paws – June 2024: We stopped in the 1000 Islands to scrub the bottom. We had previously been to Genting Besar, but opted to do our bottom scrubbing in a little sand area north of Pulau Macan. So this is where we left from to sail to Belitung.

The first 4 hours were light winds, so we motorsailed. Then the wind came up enough to sail. It was a pleasant sail except when going through areas with trawling fishing boats (green lights) and squid platforms (bright white lights). Some of the trawlers had AIS, one did not, which confused everyone. 3 boats (us, a tug, and another trawler) ended up doing avoidance maneuvers because we had assumed everyone out there had AIS.

By morning we could see land ahead. We sailed (until the wind died at the SW corner of Belitung) and then motorsailed up the western channel using satellite photos and a track from another boat. We managed to make it all the way to the NW corner of Belitung before dark. Friends stopped and anchored at the N end of Nado Island.

The winds in this area in June are Se-SW and fairly light, except when the odd Thunderstorm appears.

2.2.19 Between Anambas and Belitung

Soggy Paws – June 2024: After motoring all the way down the west coast of Sumatra, we were hoping to finally get some sailing wind. Alas, only partially.

We made the trip from Belitung in 5 hops. The first, from Belitung to Pulau Penjantan, 170nm nearly straight north, was an overnight sail. We had decent wind and sailed the whole way. The only problem on this leg was many well-lit fishing platforms, and a few trawlers and tugs, in the middle of the night. All was well except for the one platform that did NOT have AIS, causing confusion (and direction changes) for several boats.

The wind was forecast to be down for a couple of days, so we opted to day hop between small islands. From Penjantan, we went 30 nm NNW to Pulau Penau in the Badas Islands. Then NE to anchor on the N side of Pulau Benua in the Tambelan Islands. The wind was still forecast to be light, but we had a crew member who already had flights booked from Jemaja in the Anambas Islands, so we had to go. Another overnigher of 163 nm in very light winds behind us.

We pretty much motored the whole way. A week later, heavy winds from the SW would have made the last leg a great sail, if we'd had time to wait.

2.2.20 Belitung to Kumai, Borneo

Matilda – July 2019 – Not!: After checking in and re-stocking in Belitung, we left with the hope of making a passage to Borneo to visit the orangutan's up the Kumai River. To get ourselves into a good position we sailed down the western coast of Belitung and headed south to the island of Selu. During the evening we had discussions over grib files and we all decided the intended passage wasn't going to work in our favour, so we had a change of plans to make a passage to Karimunjawa. As it was the trip east to Karimunjawa was going to be a very long and a hard 3 days sailing.

Next morning we departed at sunrise bound for Karimunjawa. It didn't work out either. The swell was revolting, rolling Matilda so badly we couldn't go down stairs and the current was very strong pushing us backwards, plus the wind was blowing steady at 17-25 knots without fail from the SE, (our direction of travel) and we could not make way east at all. After 2 hours of some of the worst sailing we have ever experienced we all decided to change direction and head straight for Java.

Finally after 2 nights out, we made landfall on Java's northern coast line at Telug Sentigi (06 13.24S, 108 09.03E). We covered 251nm's over a 54 hour period.

There were a few things we noticed: the northeasterly blow came in around 4pm each day and the depths around the points have been reduced by the delta outflows by at least 5 meters. Due care was needed as we navigated each point.

Once amongst the oil platform areas, both boats had trouble working out exactly where the exclusion zones stopped and started according to various navigational aids, including our paper charts. However, the bonus of being in this area was trawling is prohibited. So for 2 days, we only saw 1 fishing boat, making our night passage easier as we only had to stay out of the way of commercial vessels.

2.2.21 East Along the North Coast of Java

Matilda – July 2019: From our first anchorage at Telug Sentigi (06 13.24S, 108 09.03E), we day hopped along the coast, mostly motor sailing. The afternoon blow came in each day as if on cue so we anchored around 1500 or so each afternoon. The white water made it easy to spot the extending deltas as waves broke on the mud banks forcing us to motor well out to sea before turning. As we moved further east, the current reduced its hold allowing us to make easy days of 40nm's or so with off shore breezes filling our sails.

Here are our anchorages in July and August, along the N coast of Java. (Note, all of these are available in Terry Sargent's Indonesia Anchorages gpx file, downloadable from here:

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

July 17-19: 251nm's to Java: Tg. Sentigi. Anchored at 06 13.24S, 108 09.03E in 12.1mtrs.

July 20: 61.6nm's to Java: Tg. Sanggarung. Anchored at 06 46.97S, 108 45.68E in 6.9mtrs.

July 21: 15.4nm's to Java: Brebes Lighthouse. Anchored at 06 48.29S, 108 56.44E in 4.3mtr.

July 23: 34.8nm's to Java: Tg. Pemalang. Anchored at 06 47.60S, 109 29.62E in 4.9mtrs.

July 24: 40.6nm's to Java: Tg. Korowelang. Anchored at 06 51.66S, 110 08.80E in 4.9mtrs.

July 25: 35.9nm's to Java: Jepara Marina Bungalows. Anchored at 06 36.70S, 110 38.67E in 3.7mtrs.

We spent 5 days at Jepara Marina, restocking and repairing our mainsail. We also made a little time to do some sightseeing.

July 30: 50.1nm's to Java: Pecangakan (open roadstead). Anchored at 06 34.74S, 111 13.21E in 7.1mtrs.

July 31: 44.6nm's to Java: Perang. Anchored at 06 46.38S, 111 55.52E in 5.5mtrs.

On the very last day of July, we pushed hard against the current to what is called an open roadstead anchorage (no protection) at Perang. The daylight was fading fast so we dropped our anchors in a bay but miles off the coast, only to be treated to an amazing sunset. But sadly our main ripped again.....Onwards to the island of Madura.

August 1: 35.9nm's to Java, Tg. Pakis. Anchored at 06 52.27S, 112 29.69E in 5mtrs.

Others had told us to avoid the Surabaya Strait, so at first we gave it a wide berth, choosing instead to travel east along Java and Madura's north coastlines bound for the island of Raas. From there we planned to drop down to the southern archipelago, Bali being the first stop then on to Lombok, Komodo, Flores etc until our jump off point for Australia.

The current had been flowing strong in a westerly direction since getting to the Java north coast. However we made allowances and motor sailed when needed to gain our travel east. We were nearly at the jump off point at the east end of Madura but the current and wind soon forced our hands and we turned back. The body of water flowing around the eastern tip of Madura proved too strong for us, mixed with a decent 2 – 3 mtr swell from the east and 20-26 knot SE'ly winds (on our nose) we could not motor more than 1- 2 knots. The risk to our vessel was too great, so in the name of safety we turned back and decided to go under the infamous Suramadu Bridge.

August 2 to 4: 199nm's to Java/Madura Selat Surabaya. Anchored at 06 56.47S, 112 43.19E in 8.3mtrs.

During our travels since 2016 when we left Australia and even before then, we have learned a lesson: when asking others for advice and their opinions you need to ask the right questions. For us that meant asking: has anyone actually done the passage and when did they do the passage? Things change quickly in Asia especially in Indonesia, so recent information is imperative to making a well informed decision.

We had let others who only spoke from speculation sway our original passage making plans to bypass the bridge out of fear. It is said that the strait is insanely busy, very shallow and full of hazards. Even knowing that the current was strong on the eastern end of Madura when heading south this still didn't motivate us to review or change our plans. So once the current made that decision for us and we turned back, we then stuck to our own 'rules', this time asking the right questions. It turned out that recent passages had been made by a few boats, one in particular with a taller mast than ours and a deeper draft. They confirmed that the passage was not only pleasant but safe, appropriately buoyed, with good depths and well protected from the SE winds for the better part of the strait.

2.2.22 Passage through Selat Surabaya

Matilda – August 2019: Once we had completed our overnight passage from the eastern end of Madura back to the body of water between Madura and Java: Selat Surabaya, we anchored at 06 56.47S, 112 43.19E in 8.3mtrs of water, east of the channel behind the #8 red beacon and behind the small island of P. Karang Jamuang which is used as a base for the pilot boats. For the remainder of the day we went over our passage one more time. Feeling confident and well rested we took off the next day at 0630.

The current plays a major factor in this journey. The current for the strait floods south and ebbs north. We use Total Tide, which as it turned out was very accurate and at one stage we had a 3 knot current with us – sensational. *Ed Note 2024: I've been told that [Windy's currents](#) are fairly accurate.*

The strait is very well charted with all its buoys and markers as per Navionics. Yes the shipping traffic volume is a little crazy, but not unlike crossing the Singapore Strait, most of the ships were at anchor. Those that were on the move all had their AIS on allowing us to keep Matilda safe to one side of the channel as they passed each time. Some of the locals who no doubt don't see a lot yachts in their part of the world here, were extremely friendly, waving like mad as we passed them by. Amongst all the shipping traffic the locals are fishing so be careful to watch out for their nets, again give them a wave as you pass they are very happy people.

The bridge itself was approximately 20 nm's from our chosen anchorage point. The clearance as at HAT is 35mtrs according to Wikipedia. With our 18mtr overall height of our mast, we had loads of clearance. The strait is a never-ending passing parade of vessels of all kinds: ships, ferries, tug and tows, high speed craft, fuel barges, training vessels and the Indonesian Navy has a substantial base on Java, just before you head under the bridge. Both the Madura and Java sides of the strait are one never-ending commercial venture, Java more so. It is mind blowing what is going on here, it's not the backwards place many seem to think it is.

Once under the bridge, life is very different. After passing the first red beacon, pick the 'middle channel' and angle to 135 degrees to remain in the deeper water as marked. It does shallow up some, but we never had any less than 3 meters under our 2 meter keel at a full tide of 2.5mtrs. On the day we went through we did experience some wind over tide as the SE'ly was not buffeted anymore and we were exposed. It was approximately 35nm's from our anchorage to the end of the shallow section. Although the chop eased as we moved further east out to the Madura Strait and the body of water widened. Once we reached the end of the 'shallow' section we had a sensational sail to our anchorage for the night.

What is amazing is once you go under the bridge (heading south), the locals have built the most incredible 'fence's' made of bamboo sticks so they can catch fish in the nets. The first fence you come across heading south runs both to Madura and to Java. The gap (as per the charted deeper water) was around 07 12.90S, 112 50.10E: this is where the opening is to pass through. Again this may sound daunting but the channel is well marked, as per Navionics. Our second fence was at: 07 15.13E, 112 51.98E, but this fence ran only back to Java and was easily seen. We felt confident passing the fences as commercial shipping use this lane. However, unless you have a track to follow we would not advise to do this path at night.

Our total passage was 52.8nm's and took us 11 ½ hours total. We dropped anchor along Java's coastline at Tg. Warangan: 07 38.21S, 113 00.70E behind the breakwater wall for the power

station. This position is amongst an exceptional amount of squid houses and we would not advise anyone to enter at dusk or at night, clear vision is essential.

The bonus to those who choose this route and stop by this anchorage will be the whale sharks who feed here. We finished our day off having a very cold beer in the cockpit watching approximately 8 of these incredible creatures swim around Matilda, with their mouths wide open catching their dinner!

2.2.23 Surabaya Eastward to Bali, Lombok, Komodo, Labuan Bajo

Matilda – August 2019:

August 5: 52.8nm's to Java, Tg. Warangan. Anchored at 07 38.21S, 113 00.70E in 4.3mtrs.

August 6: 56.6nm's to Java, Tg. Paras. Anchored at 07 40.18S, 113 57.26E in 5.8mtrs.

August 7: 35.9nm's to Java, Tg. Sumberbatak. Anchored at 07 46.93S, 114 25.50E in 7.5mtrs.

August 8: 42.6nm's to Bali, Lovina. Anchored at 08 09.65S, 115 01.24E in 6.4mtrs.

August 12: 47nm's to Bali, Amed. Anchored at 08 20.02S, 115 39.13E in 7.3mtrs.

August 13: 33.3 to Lombok, Marina del Ray. Anchored at 08 45.70S, 115 55.77E in 18.6mtrs

August 17: 32.1nm's to Lombok, Medana Bay Marina. Anchored at 08 21.64S, 116 07.71E in 22.1mtrs.

August 19: 37.48nm's to Lombok, Gili Lawang. Anchored at 08 17.95S, 116 39.99E in 8mtrs.

August 20: 46.3 nm's to Sumbawa, Badas Harbour. Anchored at 08 27.93S, 117 22.16E in 14mtrs.

August 22: 34.3 nm's to Sumbawa, Kananga. Anchored at 08 08.51S, 117 45.97E in 14mtrs (drifted back to 35/40 mtrs)

August 23: 43.8nm's to Sumbawa, Kilo. Anchored at 08 19.85S, 118 23.12E in 6.9mtrs.

August 24: 38.8nm's to Sumbawa, Wera Bay. Anchored at 08 17.56S, 118 55.85E in 8.7mtrs.

August 25: 33.2nm's to Komodo Island, Loh Serau. Anchored at 08 27.05S, 119 26.98E in 5.7mtrs.

August 28: 35.8nm's to Flores, Labuan Bajo. Anchored at 08 30.33S, 119 52.49E.

2.2.24 Between Biak and Sorong

Soggy Paws – October 2019 – Biak to Sorong: After a couple of days in Biak, we did an overnight to Manokwari, again motorsailing most of the way. There was a huge line of logs and debris running up the coast of Biak, from the town, northwest, about a half mile out, for about 10 miles.

We hit a log at 8pm on the NE side of Numfoor Island. It was about 30 ft long and 10 inches in diameter, fortunately with no bark and no branches. We hit it squarely and it bounced under our keels (without hurting the saildrives, as they are above the keels) and got lodged crossways in front of the rudders. We tried unsticking it by pulling and pushing on the end of the log with the boathook, trying to push it sideways out from the boat. It ultimately took one of us getting in the water and pushing the log down, while the other pulled sideways with the boathook. Fortunately

the weather was very calm, and the only damage the encounter caused was a few chips of paint off the starboard rudder.

After enjoying a couple of days in [Manokwari](#), we did 4 day-hops along the top of the bird's head to Sorong. The first 2 days we had variable winds—offshore in the mornings, windless in the middle of the day, and onshore in the afternoon. The last 2 days we had wind on the nose. The last day into Sorong, we motored straight into 15-20 knots of SW wind (not forecast).

The anchorages we used are detailed in the section [Between Sorong and Cenderawasih Bay](#).

Soggy Paws – January 2019 - E Waigeo to Biak: We left the Momfasa area on the east end of Waigeo Island for Biak, and made the trip in light NW winds. We did 3 day-hops of approx 50 nm east, motorsailing (mostly motoring). The last day we did an overnight from just NW of Manokwari into Biak. We saw quite a few logs and debris fields—this trip is best done during daylight hours with a good watch. We had decent Telkomsel cell signal/internet along the coast about mid-way, but none on the first 2 days. Also good internet near Manokwari.

With NW winds, we found little bays to hide in on the east side of small promontories. These got us out of the wind, but not always out of the swell. At least one anchorage was alarmingly swelly. Details on the anchorages are in the section [Between Sorong and Cenderawasih Bay](#).

2.2.25 Kupang to Alor

The rally in many years has started in Kupang with a first stop at Kalabahi, Alor. Many boats do the Kupang to Kalabahi in an overnight, at about 120-130 nm.

Several boats have made interim stops along the Timor and Alor coast to do this all in day hops.

Ocelot 2015 & 2017: When going from Kupang towards East Nusa Tenggara, it helps to get as far north on Timor as possible before jumping across the Sawa Sea. The headland of Tanjung Gumuk, and the bay just east of it, is 47nm from Kupang, which makes a long but doable day sail. Keep at least .35nm off Tanjung Gumuk point itself, as shallows extend out quite a long way (click on the photo at left). Once you round the point, there are no obstacles when entering the bay. The SE coast of the bay seems to be mud and it shoals gradually, so proceed east and anchor in your preferred depth. There's a jetty on the SW side of the bay, and a sprinkling of houses along the whole waterfront, but no villages per se. From here, SW Lomblen is 70nm, and southern Adonara is just less than 80nm. Since the winds are often good in the Sawa Sea, both destinations are reachable with an early start.

2.2.26 Kupang to Komodo

Perry – May 2018: Based on the wind predictions, we left Kupang in the late afternoon so we would get to Komodo during daylight hours after a couple of overnights.

We were not sorry to leave Kupang, because the anchorage continued to be uncomfortable the whole time we were there. A side swell originating from who-knows-where kept the boat rocking non-stop. Also, there is no good place to leave a dinghy. The beach near where we anchored goes completely awash at high tide and the next beach over is frequented by touts who demand a high price to "watch" your dingy. There were even some reports of dinghies being damaged if the "watching" fees weren't paid. Luckily, a gentleman named Lambert lives on the beach and

for a small fee will watch your dinghy, including taking it out to a mooring and swimming back in (which he manages pretty well considering he only has one functional leg).

With Kupang in the rear view mirror, we started on a nice downwind run with 7+ knots wing-on-wing (main triple-reefed again because the winds were strong once again). The strong winds lasted until the following day and we expected we would need to slow down in the evening to have a first light arrival.

Around dusk on the second day the winds started to moderate. Forget about slowing down, it was looking like we might be in for a late morning arrival. Finally, after losing even more steam, the wind went completely AWOL in the evening and died. From 25 knots to nothing in the span of about 4 hours. Because the waves were still up and banging the sails around, we turned on an engine and motored until the wind decided to reappear a few hours later and picked up to a brisk pace that got us to Komodo in the early morning after all. We picked up a mooring (made challenging by the howling wind) and the wind has been blowing like stink ever since.

<https://www.svperry.com/2018/05/thats-why-they-call-it-sailing.html>

3 Eastern Indonesia

This guide is loosely organized first in major areas of Indonesia (East, Central, West), and then loosely by province. This section covers Eastern Indonesia

3.1 Eastern Indonesia Overview



Figure 3-1 - Overview of Eastern Indonesia

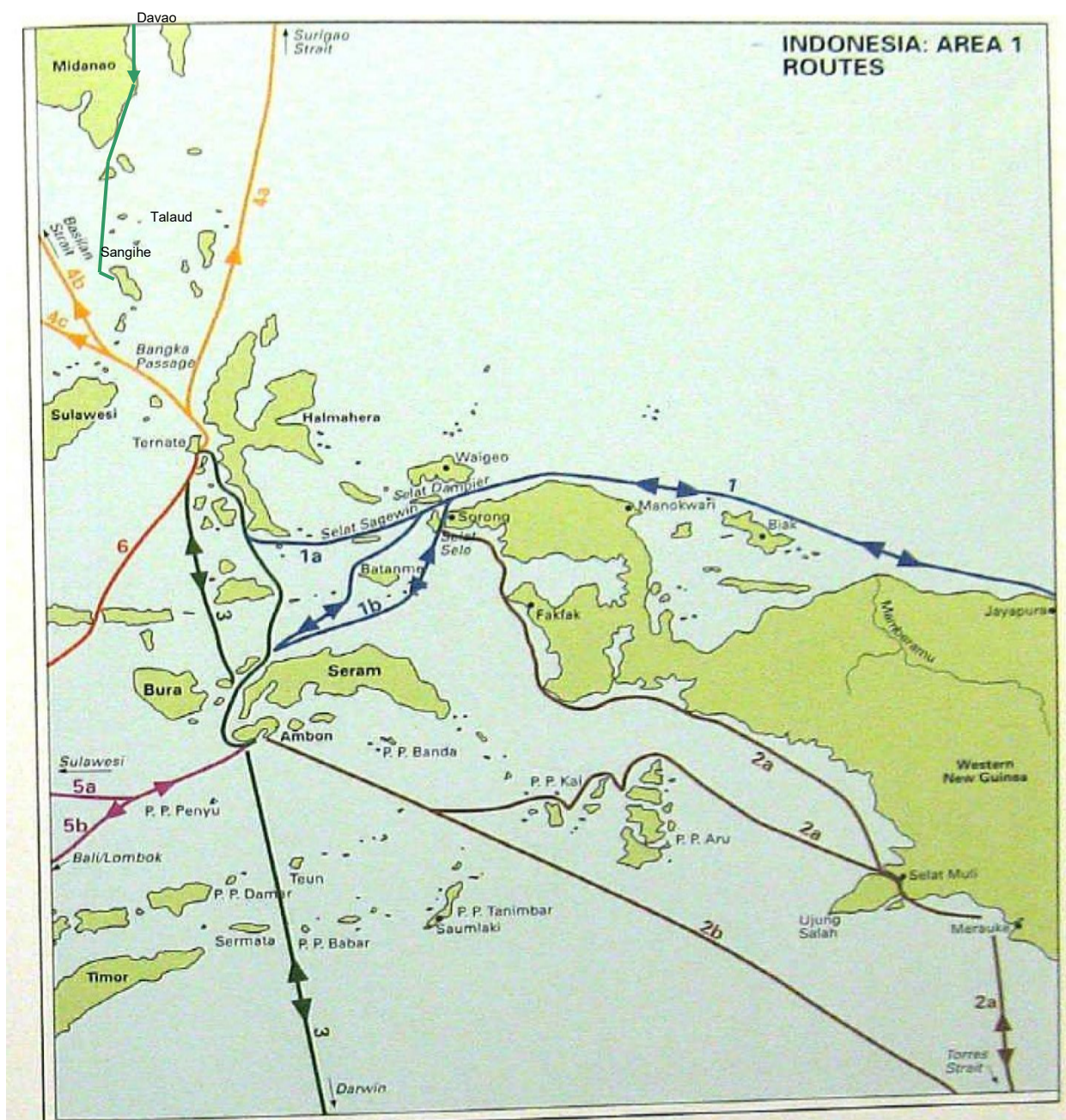


Figure 3-2 - Routes Through Eastern Indonesia from SE Asia Pilot

3.2 Between Southern Philippines and Northern Sulawesi Islands

See green line on the chartlet above.

Lorelei – September 2014: Monday morning we left Port Patuco (Sarangani Islands, Philippines) at 6am to scores of people waving frantically from their houses along the water's edge.

With only a little wind we motor-sailed for 50nm down to 2 small islands joined by a shoaling reef. It was very open but just fine in the calm conditions. The water was so blue and we could see the anchor and chain clearly on the bottom in 22m of water.

Catamini – July 2013:

- Balut Isl to East Kawio - morning 15kt wind SW; calm anchorage N04.40'018/E125.26'393 in 7m sand/coral
- Kawio to NW Sangihe - morning 22kt wind SW; calm anchorage N03.43'336/E125.24'573 in 8m black sand (*ed note, In 2014, Sangihe officials were not happy about someone anchoring in this spot without checking in*)
- NW Sangihe to Tahuna Harbour – morning no wind; N03,36'467/E125.29'564 in 22m mud

3.3 North Sulawesi Province



Wikipedia – 2016: There are 5 Nature Tourist Parks and Animal Sanctuaries in North Sulawesi and all are under government jurisdiction:

1. Batuputih (Whitestone) Nature Tourist Park is 64 kilometers from Manado and covers 615 hectares. It has a white sandy beach and tourists can also see the [Celebes crested macaque](#) (*monyet hitam*), [Spectral tarsier](#) (*tangkasi*), [knobbed hornbill](#) (*burung rangkong*) and [kingfisher](#) (*burung rajaudang*).
2. Batu Angus Nature Tourist Park is 65 kilometers from Manado or 3 hours drive, but just 45 minutes from Whitestone Nature Tourist Park with 635 hectares area. From the peak of Batu Angus Mount we can see Bitung city.
3. Karakelang Island Animal Sanctuary in Talaud Islands is 15 hours sailing from Manado by speedboat or ferry and covers 24,669 hectares. The endemic birds are the [red-and-blue lory](#) (*sampiri*), [Talaud kingfisher](#) (*rajaudang talaud*), [Talaud bush-hen](#) (*kareo talaud*) and [Talaud rail](#) (*mandar talaud*).
4. Manembo-nembo Animal Sanctuary is 100 kilometers from Manado or 90 minute drive with 5,426 hectares. The location is habitat for [knobbed hornbill](#), [kingfisher](#), [white cockatoo](#), [Celebes crested macaque](#), [Sulawesi dwarf cuscus](#) and [Javan rusa](#).
5. Nantu Animal Sanctuary covers 31,125 hectares and can be reach in a 4-hour drive plus 3 hours by boat. There is a salt lick in a dried pond by [Buru babirusa](#) and [anoa](#). The others can be seen at other areas are [Celebes warty pig](#), [spectral tarsier](#), [Heck's macaque](#), [Sulawesi palm civet](#), [knobbed hornbill](#) and other birds.

3.3.1 Talaud Island (Karakatang)

Soggy Paws – November 2019: After a boisterous ride up from Morotai, we came in in the strong westerly wind and rain and anchored first just west of our January anchorage. It seemed like it would be protected but after staying an hour or two there, we decided to move somewhere with shelter from the 20 knot WSW winds.

It looked like there was a perfect place (from the sat chart) about 2 nm SW of where we were. But when we checked it out, we found crashing big swell coming in from the opening to the NE and it was totally untenable. We checked out the coast to the north of where we thought we'd anchor and found 2 spots that were possible:

03-59.75 N / 126-38.59 in about 45-50 ft

04-00.21 N / 126-38.66 in about 35-40 ft

The second one had a fishing boat anchored in it, and we didn't feel there was enough swinging room, plus the village there looked poor and unkempt.

So we went back to the first one, anchoring carefully on the shelf trying to place our anchor just in from the drop-off, so we could put out enough scope but not hit the shore if we got an onshore wind. One small house on shore, not sure if it was occupied.

There is tons of current everywhere in the bay, and our anchorage was no exception. By some miracle the huge swells rolling in did not affect us in this spot. And of course we were well protected from the westerly winds, and with at least 2 cell towers in sight.

Soggy Paws – January 2019: After a boisterous ride down from Samal, we arrived at mid day in the rain. Java and Sloepmouche's anchorages looked too exposed to the swell and very northy winds, so we carried on around the southern tip of the island, and anchored at 04-00.0N / 126-41.71 E, in about 40 feet. The bottom looked flat on the fishfinder and the anchor came up with sticky mud and sand. It was a little swelly at times in this spot, from swell coming in from the east, but better than the windswept spot near the town wharf. We spent about 24 hrs here. There is a whiff of internet (get your device as high as possible). Probably much better internet at the town anchorage.

We could see swirls just to the east of us indicating a submerged reef. Be careful if going further east that close in.

Java 2017: Our favorite stop in Talaud is at Melonguane town, N 03°59.8 / E126°40.61, anchor in 25ft sand outside of moored pangas off end of wharf past Police boat. The Pasar is 2 blocks E on main street, 1 block N.

Or you can anchor at Lirung across the bay, but it was too deep for us at 20mts.

Sloepmouche – August 2012: Our first sailing leg was from the marina in Davao, Philippines to Talaud. We motorsailed with the wind hard on the nose, wind that varied a lot in strength as it often does in the North Pacific. We dodged the fishing boats in the Mindanao bay and made good time to Talaud (200nm away).

In Talaud, anchor just outside the nav markers of harbor area in 30ft in coral rubble, very poor holding on a lee shore in the southerly winds (03-59°91N / 126-40°40E).

The officials had come especially to clear us all into Indonesia for the rally, as Talaud is not a normal port of entry. We all had our CAIT and a 2-month visa from the Indonesian embassy in Davao City so we cleared in without problems. We were welcomed warmly with dances, dinner on the beach on the first day and a lunch on a nearby pretty little island the next day. We were all sorry to sail away so soon but the festivities in Morotai were to begin soon.

3.3.2 Sanghie (Sangihe) – Port of Entry for Rally Only

Internet is available in the harbor via wifi (paid) and Telkomsel data (in harbor and various spots along the coast). Sometimes there is a free wifi signal, maybe only with the rally and only close in.

Soggy Paws – July 2017 – Anchorages on the East Side of Sangihe: Because we knew how bad Tahuna harbor is in SW winds, we chose this time to stop on the east side of Sangihe. With S-SW-W winds, the east side is very calm, and there are several places that look like decent anchorages.

We had Telkomsel 2G internet starting about 5 miles S of Sangihe and pretty much the whole way up the east coast. It was best in the bay

Soggy Paws – April 2017: We arrived late in the day and only intended to spend the night and leave early the next morning. So we drove right in near the new dinghy/fishing dock (on the N side of the harbor), and picked up the first new-looking mooring we saw. We knew there were some anchoring depths in this part of the harbor, but between the moorings and the new dock, we couldn't find anything that was less than 85 ft, and that was on a down-slope. The mooring was identical to the moorings they had put in for the Rally last year. It looked brand new. Since the wind was calm and we were only staying for one night, we didn't worry too much about what was on the bottom.

But the wind came up to 20kts in the night and we drug the mooring off the narrow shelf. Fortunately we had the anchor alarm set! It was quite a trip to get unhooked from the mooring—we ended up having to drag it back up on the shelf, as we couldn't get the mooring up far enough to get our expensive clip off the mooring until there was some slack in the line. Lesson learned: don't attach anything to a mooring that you wouldn't want to leave if you needed to escape.

The guys fishing in their small boats near us (that we only saw AFTER dragging the mooring all over) must have had fun watching our antics!

By the time we got detached from the mooring it was 4:30am and we just got underway an hour early...

Soggy Paws – May 2016 (with Rally): The May 2016 Sail Samal 2 Raja Ampat Rally ended up being only 6 boats. But still we had problems finding suitable moorings for all 6 boats. Several of the moorings were either occupied with fishing boats or large steel FAD buoys, or too close to a raft of fishing boats. The last boat ended up on a mooring close to the small ferry boat location in the NE end of the bay (near the bridge). It was OK for the first day, but the second day, one of the ferry boats tied a stern line to the mooring. And with the swirly winds and currents, the cruising boat on that mooring kept getting fouled in the stern line. The ferry captain refused to drop the line or move. The cruising boat ended up moving to another mooring.

The new **dinghy dock** is fabulous. It is located on the north side of the bay, about halfway in. Just inshore from the dock is a small market selling fish and fruits & veggies. Within a block or two inland you can find an ATM, a small “mall” with many cell phone stores, a few hardware stores, and a decent grocery store. There is a dumpster (which was overflowing) just inshore of the dinghy dock.

The Telkomsel sims we bought worked just fine in my ATT Samsung S3, and in our Huawei wifi hotspot.

As in past Rallies, we were shuttled around most places, so we didn’t have to use the local transport, but that is plentiful and inexpensive. The Marina Restaurant is still operating, about 100m east of the dinghy dock, on the waterfront road.

Lorelei – November 2014 – Getting Around

The microlet buses in town are a hoot to catch. They are 3000rp (0.25c) from one end of Tahuna to the other. Most of the buses have thumping stereo systems and most have around 24 speakers inside including up to 6 x 15” sub-woofers in the back section. They have massive batteries on the floor in the front area to cope with the enormous sound systems.

Lorelei – November 2014 – Diving in Sangihe

The day after we arrived, we spoke to David who worked at the tourism office and tried to organise some exploratory diving in other parts of the island.

The following day we loaded up a rental car and travelled over to his family’s village on the eastern side of the island. We met his uncle (the chief) and got permission to do some diving.

We then linked up with another uncle named Set and his son Jack who are local fisherman and chartered their boat for the day.

He brought it around to the local wharf and we loaded it up and headed out with perfect weather conditions.

According to the Chief, no-one had ever scuba dived along the coastline that is within his village jurisdiction so we were the first and he was very interested to find out what we saw.

The first dive was along a coral wall surrounding a very small island. The viz looked good and the dive was interesting with scattered coral and lots of big barrel sponges but not jam packed with coral and fish action.

For lunch we stopped at a nice little beach on the small island.

For the second dive we returned back into the bay and dived on a small coral reef protruding out from a headland.

The spring tide was flooding in and the viz looked OK but we were a little dubious as the coral outside was only ok and inside should technically be worse.

When we jumped in we were amazed to find great viz and a fantastic coral garden in the shallows. The deeper we got the better it was and on the floor at 32m the coral was simply amazing with stunning soft and hard corals as far as the eye could see. It was pristine and colourful – and we were the first ever to see it!

Coming back up the wall we had the setting sun in front of us creating some great photo ops in the shallows.

We were allowed to name the dive site so we called it Tumsu Gardens after the name of Set's boat. Tumsu in the Indonesian language roughly translates to "God bless every effort"

The next morning we were up very early to dive a pinnacle in a southern bay 3nm away. The high tide was at 7:30am and we dived from 7am to 8:30am but were surprised to still find a moderate current.

The wall was only OK but the shallows were great.

You must see the stunning dive photos of these dives on their blog.

Lorelei – October 2014 – Not With Rally: Finally!!!! We had Sangihe in sight.

From 10nm out the island looked massive with its high active volcano hidden up in the clouds.

As if to welcome us, 2nm out we hear a huge series of booms that sounded like long & loud thunder. To our amazement we discover it is the volcano as 30 seconds later we could see dozens of steam vents on the side of the mountain become active. They only lasted a few minutes and were gone again. WOW!!! The volcano's last major eruption was in 1963 and over 1800 people perished.

As we transited down the coast we sailed past some amazing coastline.

Underwater was the same and many times the sounder went from 60m down to 300m+ and back to 60m in the space of only a few hundred meters.

The capital of Sangihe is Tahuna. It has a very deep harbour and is too deep for anchoring so mooring buoys have been installed for visiting vessels. We picked up a mooring after surveying a few.

The next morning we were woken at 4am by the Mosque (which is only 150m from Lorelei) calling all followers to prayer.

We went in to clear with the officials and Paul got grilled over coming in with a yacht rally visa and being nearly a month later and well after the rally participants had already left.

We expected the worst but 20 minutes later the same guy is laughing and joking with us and gave us a full 60 days on the visa. So happy as technically he could have backdated the 60 days to the rally start, leaving us with only about 30 days left on that visa.

As we waited for the paperwork to be processed we watch in horror at the live TV coverage of the Volcano eruption in Northern Sumatra.

And to think we were only talking over breakfast about how excited we were about maybe visiting the local active volcano here and were planning to be in the erupted volcano's location in about 9 months time.

We walked into town and were just blown away at how friendly the people are. Everyone was waving from bikes, cars, house doorways and shopfronts.

We had been studying the Indonesian language for a few weeks (the Ipad apps are really helpful) so it was great to put it into practice.

Our first meal had to be one of our favourites – Indonesian Satay Chicken (Sate Ayam). We pigged out on it with rice, stuffed tofu squares and bottled drinks all for less than A\$2.50 each.

Guess we will be eating-out a lot here – we cannot make it for that price.

We stopped at the local markets and had a look at what was available.

For our first scuba dive in Indo and Sangihe, we dived a Japanese WW2 shipwreck which was located in the harbour.

By fluke rather than good management, the wreck was right next to Lorelei's mooring. We simply jumped off the aft swim platform and descend onto the wreck.

We took our cameras complete with new arms, floats, strobes for Paul and port, lens and modelling light for Lisa. However we have no photos of the wreck!!!

We had heard that the wreck and the black sand around it is teeming with macro life so we set both cameras up for macro. Of the 300 photos between us, we culled it to 45 before editing them and picking a final 14 for the blog. The next day we did another dive on the same wreck.

What we found on the wreck in these two dives, that we could photograph well enough to put in the blog:

- Tassled Scorpionfish
- Broad Club Cuttlefish
- Brownblotch Jawfish spitting out sand from his burrow
- Many Toothed Garden Eel (A new variation of Garden Eel for us)
- Pygmy Lionfish (A new variation for us and only found in SE Asia)
- Squat Shrimp – less than 5mm long
- Tassled Scorpionfish
- Yellow Barred Jawfish (Only found in Indo, Borneo and The Philippines. A first for us...)
- Tassled Scorpionfish
- Ringed Pipefish
- Lionfish
- Nudibranch – Colourful Hypselodoris
- Mantis Shrimp
- Peacock Mantis Shrimp
- Yellow Spotted Anemone Shrimp
- Holthuis Anemone Shrimp
- Spotted Porcelain Crab
- Nudibrach – Swollen Phyllidia -
- Yellow Spotted Anemone Shrimp
- Spotted Porcelain Crab

- Anker's Whip Coral Shrimp (only 4mm long)
- Unusual Radiant Sea Urchin

We organised an around island tour by car. We linked up with Nirwan who works at the local tourism office and he arranged for his friend Armin to drive his small taxi bus for the day.

We were picked up at 8am and got home after 6pm. Firstly we climbed high into the mountains. The roads were steep with many tight corners and hair pin bends. Sounding the horn at each corner was a must.

We went to a small mountain village and saw the old king's house and visited a workshop where the men were making traditional bamboo furniture.

In the mountains Nutmeg is grown in large quantities and is handpicked. They dry the nutmeg in the sun and it needs about 4 days so the best place to do it – on the flat hot tarred road of course...!!

The road back down to the eastern coastline was also steep and tight but the view through the trees was amazing.

We stopped at one black-sand beach side village for a walk around.

The white sand beaches on the eastern coastline were stunning with small islands offshore, amazing coral reefs and even a few potential surf breaks.

After lunch we went back into the hills to visit a waterfall. The 20 minute hike up the watercourse was stunning.

On the way back down we had to re-cross a log over a deep pool with steep vertical rock sides. Paul had his tripod out with a camera attached (and 2 more cameras and a flash unit in his backpack.

When he got 4 steps across – disaster – the log broke and Paul was thrown into the water. Instinctively he thrust the tripod into the air and the camera and lens surprisingly stayed dry. The backpack was not so lucky. He quickly gave Lisa the camera and backpack and we emptied the contents to find the backpack soaked. The camera cases inside were a little wet on the outside but the cameras and flash unit were all dry. Whew!!! Talk about lucky....

The issue though was finding a new way to get down. Fortunately Nirwan had already crossed and managed to find a new log (although a lot smaller) and held it in place while we scurried across.

In the afternoon we went to the base of the volcano and had a look at the area of the lost city.

The lost city was the capital of Palau Sangihe that completely disappeared when the tectonic plates moved violently during the last major eruption, causing the entire town to sink into the sea. Many lives were lost. The village now rests under the ocean at depths down to as deep as 100m. We had heard about it before as a dive site and Nirwan confirmed this.

During the last eruption the lava cut huge tracks into the land as it made its way to the sea. They now have become natural watercourses but are deep and filled with black soil and heavy ash. Road bridges have been constructed to get across them.

There are no roads up to the volcano but you can hike it. It is however a minimum 2 day hike from the closest car drop-off point.

For our last stop we went up to a lookout. It was so high up and we could only just see Lorelei. It was late afternoon and the sun was low in the sky lighting up all the west coast. Just amazing!

All in all it was a perfect day. Nirwan is a great guide and Armin a careful and considerate driver.

And the cost for the day all inclusive - \$350 000 rupeh or about \$30 aus...

2 days later Nirwan wasn't able to find us a boat to take us up to The Lost City. Instead we loaded up our RIB with our dive gear and headed north along the western coast of the island to a location we thought may be The Lost City.

It was a small bay 6nm north of Tahuna and we scuba dived the northern end and wall of the bay for the morning but no luck in finding the ruins. It was still an interesting dive though.

For our picnic lunch we found a great fresh water stream that was pouring out into the sea on a black sand beach.

For the second dive we did the southern area and wall. The wall was amazing and obviously was created from where the tectonic plates had moved.

The topography was made up of perfect terraces all the way to 40m depth.

After the dive we went back to the fresh water stream and washed all our scuba gear, the cameras and us.

On the way home the setting sun was illuminating the coastline.

What little wind there was had died and the seas glassed off for a perfect run home. The sun was just setting over the point of the bay as we made it back to Lorelei.

Oh well, we didn't find the lost city but it was a fantastic day and beaut weather.

Soggy Paws – September 2014 – With Rally:

Harbors – We were only there with the Rally, and during SW Monsoon season. I'm not sure why, but we still used the SW facing **Tahuna Harbor**, rather than what looked like a much better anchorage on the east side of the island. During the SW Monsoon (at least for the two weeks we were there), every few days they wind and waves pick up and the Tahuna harbor gets pretty rolly. There is quite a bit of tide-associated current in the harbor, and when the wind/waves are up and the tide is right, there can be quite a swell in the harbor. It's not too bad during the day, when the wind is usually facing you into the swell, but at night when the wind dies and becomes offshore, you can sometimes get sideways to the swell and it's awful. I would think this harbor would be wonderful during the 8-9 months of the year when it's NOT SW Monsoon season.

There is a **really nice bay with a beach** directly across from Tahuna on the east side of the island. We visited this by car. It was lovely on a day when the Tahuna harbor wasn't.

However, we couldn't tell, from charts, Google Earth, or visually, whether there is a break in the reef to get in to that bay. And it's far from civilization (except on weekends when it is a popular beach for the locals).

On the **NW corner** of the island is a spot that our friends on Catamini stopped several times for a rest up on arrival from the Philippines. Just don't mention stopping here to the officials when you arrive in Tahuna.

03 43.336 N / 125 24.573 E

This is reported as 8m, black sand bottom, and can be rolly if the swell is up.

Tahuna Harbor Moorings - We used the rally-supplied moorings that had just been installed. They looked adequate for normal conditions. The one we saw with our own eyes (#19) had 3 50-gallon drums filled with concrete, tied together (well, it appeared) with one up-line that went all the way up, and with a swivel on top (however, I would suspect that these nice swivels will disappear). Someone else told us that the one they checked out only had 2 drums. However, be leery of #19 because it is up against a wreck and the line could be chafed on the wreck. Most moorings are in 70-100 feet. Moorings with orange buoys were installed in Aug-Sep 2014. Moorings with yellow buoys were from 2012 or 2013.

We were moored along the north side of the bay, with the dinghy dock set up for us (specially for the rally) in about the middle of that seawall. (Just mentioning this because if you anchor down by the main harbor and use their dock, other places might be more convenient to you than what we used).

Immigration/Customs - Checking in and out is done at the commercial port in the SE corner of the bay. Take your dinghy around the long pier (E end) and there's a ladder that comes down. Ask around, but it would be good to have a few phrases ready. Not many people speak English (not near as many as in the Philippines).

Internet - Cell internet worked spotty. We had TelKomSel sims (given to us free as part of the rally). My Samsug S3 worked fine most of the time, but I couldn't get the hotspot feature to work (locked out by my phone provider), so I had another sim in a USB stick I brought with me. This one worked well once and never worked again. It also didn't work with an Indonesian "hotspot" device someone else had given me.

It seemed that different people had different successes with USB sticks bought there. The cheapest sticks maybe only worked with Win XP and/or Win 7. Seemed like the Vodafone sticks purchased in town worked most consistently—be sure to ask when buying whether it works with your version of Windows.

But there was a great wifi signal in the harbor. Free (special hotspot set up for us) when we were there in the rally, but would be worth paying for access if you are there otherwise, if you can track it down. (note, lots of Telkomsel advice in the upfront section on [Communications](#) now)

Laundry - The rally people took our laundry somewhere. When it came back it had a flyer attached to it that said Fresh Laundry facebook.com/FLaundry Call 0432-22182 or SMS 0853-1790-9017. Minimum 2Kg 8,000Rp/Kg but larger items (eg sheets and towels) you pay by item, so be sure to ask ahead of time. (they had a printed sheet).

ATM - One street inland from the waterfront road (on the north side of the harbor), about a block east of the road that comes out at the lighthouse, was an ATM. We got a max of 1,125,000 Rp out—that's about \$100 USD. Our debit card was a Mastercard-based card. I don't think we tried with a Visa.

Groceries - In the same vicinity (across the street) there is a medium sized grocery store, and down the street to the west, same side as the ATM, is another larger grocery store. Again, this is the road that runs east-west one block inland from the N side of the bay.

There are two fresh markets we found in that area. One is at the corner of the waterfront road near the lighthouse, and the other bigger one is east along the one-block-in road about a block or two from the grocery stores. This is a huge multi-building town market.

Things to Do – The rally took us on several expeditions—one on a boat to the southern end of the island (you could probably go there yourself in your own boat). Another expedition was to a nearby waterfall, and the beach across the island from Tahuna harbor.

Thank You - Terima Kasih

Nasi Goreng - Fried Rice

Cap Cae (pron Chop Chai) - Chop Suey

Brigadoon – June 2014 – Not with a Rally: Checked in with Immigration, and coast guard. Told Customs not necessary, so accepted that. Got Port clearance from Coast guard. All straight forward. No boat inspections. For fuel, need a permit can call Mrs Ice (Itchie) 0852 561 14172, from Tourist Board, and she will organise. Was only 5500 IDR per liter when we got it. But you to need to organise transport, ask her for any suggestions.

Supermarket- well stocked. Telekom outlet. Internet, phone, fresh produce basic. Not great locations for landing dinghy if tide too low then hard to get up to wall or jetty, and if swell then wall not so great. We used jetty by harbour master for loading fuel, and wall for doing the shopping.

Our Odyssey – Jun 2014: We anchored in 20m at head of bay opposite 'Blue Mosque'

Dinghy Landing - we went around behind the concrete dock into a creek where the Police boats were tied up. We used a piece of brown sand beach just near the police boats.

Walk up to the road near the small bridge and catch any small blue van that passes. 3000RP per person for a trip anywhere within the town. Turn LEFT to go into town; turn right, go over the bridge and then turn hard right again, through the Archway to get Immigration, Port Master etc, etc.

Laundry - a good laundry just up the road on the way into town, it is in easy walking distance from dinghy landing.

ATM - we had some difficulty as we have Visa debit cards, however we found a MANDARI ATM at the large supermarket in the centre of town.

SIM cards are available at MMS just up the road from the supermarket.

Diesel – You have to obtain a letter from the Tourist Office

Tourist Office - we contacted Mrs. ICE (pronounce Itchie) who was extremely helpful. Her number is 0852 5611 4172

Catamini – July 2013:

We anchored in two places in Sangihe:

NW Sangihe - morning 22kt wind SW; calm anchorage 03-43.336 N / 125-24.573 E in 8m black sand

Tahuna Harbour – morning no wind; 03-36.467 N / 125-29.564 in 22m mud

Five officials from the Tourist Department welcomed us. Mr Tommy TIWA, Kabid Pemasaran Pariwisata Sangihe, and his English speaking colleague Mrs Ice (pronounce Itche), drove us to Immigration and took care of all the clearance. Only the Customs Officer came on board. We asked them to build a floating dinghy pontoon for the rally Sail Derawan.

There are some Internet cafés in the centre but it's easier to buy a "Wifi Internet Voucher", which you can use on your boat. Only Rp100,000 for 250Mb, valid 30 days. We will extend our visit here as there is so much to see and people so nice.

3.3.3 *Islands Between Sangihe and Bitung/Lembah Strait*

<http://www.starfish.ch/dive/Siau.html>

3.3.3.1 *Karakitang / Kahakitang*

Karakitang is the first little island south of Sangihe

Brigadoon – June 2014: 03° 10.864'N 125°31.477'E - horse shoe shaped bay, could not find anchorage, so took up mooring buoy, tested it in a 25 knot squall. Village here, but did not visit.

Catamini – Found an anchorage out on the east coast at 03 11.34 N / 125 31.87 E. Reported 11m sand & coral.

3.3.3.2 *Mahengetang*

Lorelei – November 2014: From Sangihe we transited 30nm south to a small island called Mahengetang which has an active underwater volcano close-by.

The issue was trying to find a suitable anchorage nearby so we could dive the volcano.



15m /50ft depth.

We motored Lorelei and Downtime right up the the side of the volcano and could see it quite clearly in the crystal clear viz. The smell of sulphur also confirmed we were in the right spot.

We knew of possible anchorages at other islands more than 6nm away but decided to try and find something on the small and round Mahengetang Island which was only ½ mile from the volcano.

Fortunately around the other side we found a small sloping coral rubble wall and managed to anchor both boats in

After lunch we went ashore to meet the local people and ask permission to dive the volcano. They spoke no English but we got the message across in our broken Indonesian. We also had a look around the village and a large boat the local men were building.

With a 4pm high tide, we dived the volcano late arvo.

At 3:30pm the current on top was still flying across the crater top.

It was a mission to swim over the crater and down the wall but once we were below 12m it was fine. The coral and fish life were immense and the water crystal clear. The topography was also just awesome.

During the dive we could hear the occasional small rumble or boom but at the end as we were under the Rib and doing our safety stop, we heard and felt a huge boom. The noise and pressure wave went right through us.

We were a little concerned for the cameras and what impact it would have on the electronics and housings but they appear to be fine.

On the low tide the next morning we dived it again but this time the current was going in the opposite direction which allowed us to dive the other side.

It was awesome with loads of coral, sharks and fish life both big and small.

After the dive we snorkelled all around the crater looking for sulphur gas vents (which were reported to be seen during a 2011 exploratory dive expedition) but we did not see any.

It was also interesting to note that we found 2 pinnacles on the craters edge that break the surface. In 2011 they were reported to be at a depth of 5m/17ft underwater.

3.3.3.3 *Pulau Siau & Karangetang Active Volcano*

Soggy Paws – April 2017: While sailing these waters down from the Philippines in the NE winds makes for better sailing, all the anchorages previously listed in the summer and fall months are good for SW winds, not NE winds! Unfortunately, we arrived a near sunset and didn't have time to see if the anchorages near the volcano would be tenable in NE winds. The only place we could see on the chart that would be protected would be west of the two islands at the SE corner of Siau.

We could see several fishing boats "anchored" in the bight between the two islands on Google Earth. Much to our dismay when we arrived with the sun setting to find all these boats were on moorings over 100 ft deep!

There is a big pier between the two islands not shown on our GE chart. We eased up to that and asked where we could anchor. With hand gestures they offered us the pier, but it was a big concrete pier with reversing current and a big tidal range—not for a yacht (at least not for ours!).

Then they gestured right off the pier, and that's where we dropped. It was the usual Indonesia problem of very deep or too shallow and anything in between is likely coral. We ended up anchoring in about 65 ft at 02 40.5505 N / 125 27.0933 E. We kept the scope short to keep us from swinging into the dock or the inshore reef. Wasn't a comfortable night as I was up several times checking on our position. The wind which was nearly calm when we anchored came up out of the east about 20 knots during the night. And the current switched, swinging us toward shore, over the shallower water. Our outer hull showed 25 ft—no telling what the inner hull

showed. Changing the rudders pulled us back out a little bit further and we were OK. It was high tide and with our 3' draft we could have floated right over the reef, so I needn't have worried (but I still did!). We left at sunrise to go all the way to Bitung.

Seemed like a typical friendly fishing town, would have been fun to explore a little, as I bet they don't get very many sailboats in there.

Mystic Rhythms – Oct 2015: We stopped at several islands on the way from Sangihe to Lembeh, but none were that amazing for diving and many were bouncy anchorages. The best stop was Siau island with an active volcano! Yes at night you could have a beer watching lava flows and hear the occasional whoosh as the volcano vented.

The diving did improve the farther south we went and the number of FADs rose dramatically. A FAD is the technical name is Fish Attraction Device. The reality is some sort of floating crap anchored by a tiny rope out in the middle of nowhere in very deep water. Some are long metal tubes about the diameter of a 55 gallon oil drum and 20 or so feet long, others are just rafts, some are small huts, and the most elaborate ones we saw were like 2 story houses! Few are lighted up, most are almost impossible to spot, and they can all do major damage to your boat. If that is not enough, throw in trash, big trees, small limbs, etc and navigation here is always done in day hops, if possible, with someone of the deck at all times.

Lorelei – Nov 2014: With no wind, we motored down to Palau Siau which was a 30nm run. On the way we passed many smaller but mountainous islands.

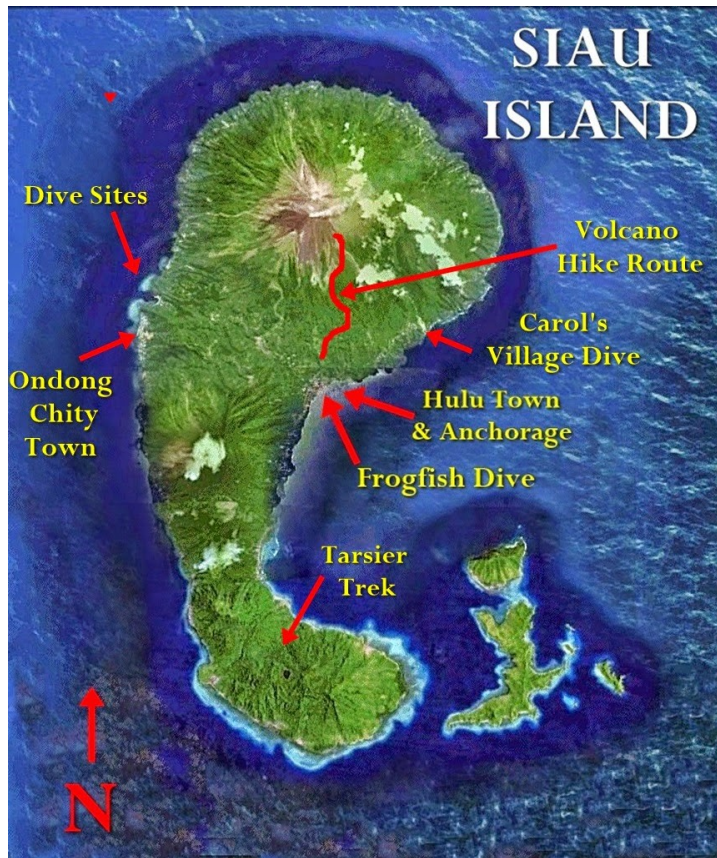
From 15nm out we could start seeing the huge shape of Siau and the Karangetang Volcano. When we got closer (around 7:30am) we saw plumes of smoke bellowing out of the crater.

By 8:30am it was getting hot and the clouds had started to form around the 1800m high peak.

As we transited down the eastern side we searched in the bays for a suitable anchorage but they were all too deep and mostly over 50m/175ft deep within 30m of the rocky shoreline.

We were amazed to find a second mountain and caldera to the south behind Karangetang. It too had so amazing cloud formations around its peak. Looking up the hill side we could see huge lava flows from recent eruptions.

It is a very active volcano and from 1980 to 1988 it was in a state of continual eruption. In 1992 there was a major eruption and one of the worst in the recorded history of the volcano. Since then it has erupted over a dozen times with a large one in 2009 when 6 people died, another in 2013 and even a mild one in August 2014 – only 3 months prior.



We finally found a shallow 20m/65ft section just off the main town called Ulu.

The view from Lorelei looking up to the volcano was just awesome.

A short time later Downtime had also arrived and 1 hour after that a Police launch pulled up and the officials came onboard both boats.

They were super friendly and the police chief just loved Lisa.

With the paperwork all in order they helped with some information for dive locations and a possible guide up to the crater's edge if we wanted to tackle the 12+ hour hike.

They get very few tourists and only 1 or 2 visiting yachts a year so we were certainly celebrities.

Over on Downtime, Pete also got close for many photos with the officials but interestingly, they were

a bit wary of Deb with her frizzy red hair, pale skin and freckles. The 4 of us had a bit of a giggle about it later on.

With the sunrise illuminating the entire face above Lorelei we were able to see it with much better detail, particularly all the lava flows and burnt tracts of land from recent eruptions. Wow!!

Exploring Siau: We linked up with Dominik (who was with the boarding party the day before) and he took us for a walk around town and was very helpful with a lot of information and gave some assistance with the language as very few people spoke English.

On the way we dropped into a local primary school which turned into an hour of great fun. We visited classes and talked to the kids about our travels. They were very interested and Paul organised to return early next week with a slideshow of photos from our diving and in particular the underwater volcano.

In Siau the public transport buses are very different from the blue microlet buses on Sangihe with the side doors. These were more like Filipino Jeepnee's with the open rear area and bench seating. But like Sangihe they have thumping stereo systems. Indonesians are soccer/football mad and most of the buses have a theme based around their favourite European club.

Whilst the buses were really fancy, the gas stations were not. Buying gasoline/fuel in Indonesia is an unusual set-up. Indonesians can line up for many hours at the main gas station to fill cars or jerry cans at a government assisted subsidised price of around 0.60c. If you don't want the wait you can simply pull up to one of the scores of people selling fuel in 1 litre coke

bottles for around \$1.00 each. It's certainly an unusual system and unfortunately foreigners cannot buy bulk fuel at the gas station. Buying 6 or 8 one litre bottles is certainly not logical when refuelling a large vessel and therein lies the yachties refuelling dilemma.

Lorelei – Nov 2014 - Diving Siau: When we spoke to Dom about diving he recommended a local named Harry and that evening they came out to our boat to discuss diving options.

Harry is one of the nicest people you could wish to meet. He is an ex Lembeh dive guide and fantastic at spotting unusual things, particularly the macro stuff. He is also a past national water ski champion and his daughters are current national wakeboard champions. We arranged to do some diving with Harry over the next few days.

For the first dive we did a muck dive in the Harbour with Harry and his younger protégé Carol.

We were blown away at how good the macro life was with the highlights being a family of Giant Frogfish and Ornate Ghost Pipefish.

For a day expedition we loaded all our dive gear into a bus and went to the other side to the island to a Town called Ondong Chity.

On the way over to the other side we stopped to have a look at some of the mud slides and devastation caused by past volcano eruptions.

Harry had arranged an awesome boat to charter and we went out for a great days diving.

First dive was the well known Eddy Point which has amazing coral and a wreck in 32-45m on sand just out from the point. The wreck is covered in coral both inside and out.

On the way back up from the wreck we swam towards the point which had fantastic coral. We drifted along the wall that was interspaced with black sand giving Lisa great macro photo options too.

For the second dive we did an amazing wall dive with stunning coral and lots of fish in the shallows at the end.

We finished the dive right near a volcanic hot spring and went up for a swim.

It was scalding (boiling) hot in the shallows and we had to be careful not to get burnt.

In the late arvo we had a look around the islands Government district which is very well laid out. The offices are all centred around a statue of the main local produce crop – Nutmeg. We had many people come out to say hello and invite us to see their office.

Lorelei – November 2014 - Climbing the Karengetang Volcano: After discussing the climb with Dom, Lisa and Pete decided not to do the climb but Paul and Deb were keen.

It was not as simple as just heading on up. The day before (while we were out diving), Dom went to the Volcanologist office to ask permission to go up and to register the route, persons, etc... He was given clearance to 1000m only on the eastern face but had to phone the next morning if we reached that level and wanted to continue to 1300m. Even though the peak is at 1800m, due to its recent activity, people are not permitted higher than 1300m.

It would be near impossible to climb 1800 vertical meters on that terrain in a single day anyway.

By 4am we were on motorbikes and winding our way up into the hills and at 4:30am we had started walking up through the rainforest by torchlight. With us was Kiki, Dom's good friend and fellow mountain guide.

By the time the sun had risen we were already well up a lava flow and past 500m. By 9:30am the sun was beaming straight onto the east face and we were completely soaked with sweat and doing it tough as we walked up over the unstable rocks of the lava flow. It was very tough and slow going. The view however was just awesome!

At 850m we started to get clouds roll in. It was just amazing watch them roll up the lava flow towards us and totally engulf us. With it came the colder temperatures which helped to cool us a little. We reached 1000m by 10:30 but it was mostly cloudy with rain patches and only the occasional clear patch to see the peak.

We tried to push a bit further but the cloud was very thick limiting visibility and time was against us.

Descending was a mission!!! We all had burning thigh muscles and with many loose rocks, we all had a few falls. At 2/3rd's the way down Deb was very fatigued and down to ¼ speed on the rocks, having to stop every few minutes for a rest.

At that rate we risked not getting off the mountain before dark so Dom made the decision to use an alternate route and exit the lava flow and continue down through the rain forest. Even though it was a lot faster, it was very slippery and we all fell at least once.

We got back to Ulu at around dusk and just in time to meet Pete and Lisa before the 6 of us headed to the local Chinese Restaurant for dinner.

Paul had taken 5 litres of water with him and consumed the lot. His top end Kathmandu hiking shoes left in perfect order and returned trashed. His legs were not much better.

All in all though it was an incredible experience but very challenging and certainly Paul's toughest ever one day hike.

For the next 4 days his body slowly recovered but his leg muscles were very fatigued and he found it difficult to walk for 3 days afterwards.

Presentation to the Regent: On our last full day at Siau we arranged to go back to the school and give a small presentation about the local diving and what we saw.

They had removed a wall to link 2 classrooms so the whole school could cram in. There was also a projector and mic set up ready to go and both the students and teachers were really excited.

For an hour we talked about our travels, the local diving and Paul's volcano hike the day before.

There were also some other adults watching too and soon the word was spreading like wildfire across the island about our presentation and photos.

1 hour later we are at the local markets when Dom arrives to tell us a car has been sent to pick us up and we have a noon appointment with The Regent, Mr Toni Supit. (The title "The Regent" would be similar to Mayor or President, etc..)

Lisa explained we were only in casual clothes and the presentation was designed for 10 year old children, not someone of Toni's position but it didn't seem to matter. So we were ushered to

the Government Building and went through all the normal signing in and security checks before the audience with The Regent.

It turns out Toni studied in Australia and had an interest in boating. We showed him the underwater photos and explained how incredible and somewhat unique the diving was and he was just amazed.

The area is trying to promote a 2015 festival with lots of activities including an underwater photography competition and our photos certainly helped Toni and his team understand the value of their diving locations.

Before leaving we were presented with a fantastic new book on diving in Indonesia by Eddy who is the head of the Coast Guard.

The Tarsiers: The last thing Lisa really wanted to do on Siau was try to see a Siau Tarsier which is a small marsupial which has evolved into a separate species due to its isolation on Siau island.

Dom had arranged this for 4pm that evening. When many people at the government found out they said they may meet us there as it would be fun. You sit quietly in a designated area and slowly they build confidence and come up to you. Wow sounds great we thought. We had images in our head of the scene but they were far from reality...

At 4pm we are in a bus heading up a tough winding road that made us car sick.

From there we hiked (with Paul barely able to walk....) along a slippery track with failing light and lots of bugs until we stopped mid track.

The guide starts to look, sees one and proceeds to bush bash into the dense undergrowth to follow it. After a while we are encouraged to follow but it is wet, slippery and steep.

Eventually we saw one in the branches above but only with our strong dive lights and photography just wasn't possible.

Dom is hoping one day to make a decent path and clearing with seating for a better experience.

So our best photo of the cute little critters came from Mr. Google.

We sailed out of Siau at 6am the next morning with Downtime after an amazing 1 week there. It was a fantastic week if not a little full-on with activities. The diving is just amazing and the volcano is an incredible spectacle, even from sea level.

We highly recommend the place and they have already started the new waterfront plaza and hotel complex and the airport is due for 2019 completion.

We envisage that this place will soon become one of scuba diving's new hot spots when the word gets out. With it being only a 5 hours high speed boat ride from Manado, we can see in future divers spending time at world famous Lembeh/Manado dive resorts and then having a few days or a week in Siau.

Dominik is an excellent go-to person in the area for tourism and speaks very good English and a little French. Harry has an excellent little dive business with stacks of tanks, complete scuba sets for hire, great boats available from both sides of the island and his guiding is first rate. Highly recommended!!

The only 2 downsides (and both are from a yachties point of view) is the limited anchoring locations as most areas are too deep and the lack of decent places to leave your tender when going ashore in the town area. These are the same 2 negatives we also had in Sangihe and Mahengetang and there is certainly a trend appearing in this whole area of such steep and mountainous terrain which continues below the water surface.

Brigadoon – July 2014: Anchored at 02° 40.039'N 125° 24.934'E - just by very large statue of Jesus, and nice beach. Coast guard will pay you a visit to look at your paper work. They asked for cigarettes, but as we had none could not oblige. Dominic, spoke good English and insisted we rang him if we needed to know anything. He will also tell you good locations for snorkelling. Ph. 0853 4077 3333. Internet and phone coverage. Protected spot for strong winds coming down harbour. Very friendly welcome at nearby village. Airport under construction nearby.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use these waypoints with caution/skepticism.

Catamini 2011: Anchored at 02 40.236 N / 125 25.262 E. Reported 6m, white sand, beautiful.

3.3.3.4 Pulau Ruang, Volcano and Lava Flow Diving



We sailed from Ulu across the old caldera and through a pass with a screaming outgoing tide and incoming waves which we slammed into at 9 knots creating a lot of spray.

The 25nm from there was uneventful but we did battle current the whole way with boat speed sometimes down to under 4 knots.

Lisa had studied the google earth charts and took a hunch that there might be anchorable depth in a small bay on the east side of the

island just near the "New Lava Flow". She was spot on and 15 minutes after safely anchoring up we had a terrific rain storm that washed off all the salt spray and filled our tanks. Perfect timing!!!

The following day we did a morning drift dive on the northern part of the new lava flow. It was an incredible dive. After we surfaced we all agreed it was the best coral fields we have ever seen.

It was that good that in the arvo the tide had turned so we did a reverse drift on the southern part. This time the current was screaming along at 3 knots and it was a fast ride with us having to use reef hooks to stop to look or take photos.

With the sun dropping behind the volcano it was like doing a dusk/night dive.

The next morning we loaded up for a run around the bottom of the island to the Old Lava Flow which was also reported to be a great dive.

We checked many spots along the face of the flow but found that underwater was just the same as above – bare rocks interspaced with black sand and no coral. We just could not believe the difference in the 2 locations. So we aborted and went back for dive 3 on the new one and did the southern end as a drift back to the north.

There was a lot of quality coral on the black sand which made for great photos.

At the 20 minute mark, the 3 of us were at 24m/80ft depth when we hear this heavy thumping sound that sounded like a large ship approaching. Within seconds it was super heavy thumping and just too much to bear. We were holding our hands over our ears to try and stop the pressure that was killing our ear drums.

We looked up to find the whole reef wall shaking violently! We were experiencing an earthquake – and a BIG one! It was so bad we could not even focus on the reef and seconds later the wall began to break up. The 3 large sponges Paul was photographing toppled and landed on him and Pete was over near a rockier part and had huge rocks (some nearly as big as cars) rolling down towards him.

We quickly swam out off the wall away from the carnage. Paul managed to snap a few quick shots before the sand completely silted everything up and we were in an underwater sand storm.

When the main quake passed, we ascended with Lisa and Pete staying together at 10m and Paul making a rush for the surface.

A quick scan showed the volcano above had not erupted and both RIB's appeared to be still afloat and anchored. Fortunately it was a glassy flat day and he drifted for a few minutes scanning the horizon making sure there was no tsunami which was our worst fear.

The rocks on the lava flow near the water's edge had sand running off the side of them which was a good indication that they had all moved violently too.

We were still a long way from the second RIB so all we could do was go to 10m/33ft depth, stick close and drift to the waiting RIB. On the way we had 4 more small tremors but nothing like the initial quake.

Back at the yachts we were all pretty shaken up. We had arvo plans but decided to cancel and stay with the yacht and got ready to sail, just in case anything else happened.

We actually witnessed some small landslides on the water's edge where the sand became unstable and collapsed.

A few hours later a boat load of locals came past and whilst they didn't speak English we gave them some shaking signs and they all gave signs back that certainly indicated they had experienced it too.

It really rattled us. At Mahengetang when we felt the volcano booming and rumbling underwater we thought it was pretty freaky but at no time did we feel unsafe. This was completely different and we never want to experience anything like that again.

With no phone reception and no internet we could not check to see if it was widespread or not.

After a bit of a restless night we were up at 6am and decided to move on with a 35nm final push to reach the northern islands of Sulawesi.

As we motored down in another glass-out we downloaded our emails. There was an inbox full of tsunami warnings and questions from other yachts about our safety with the earthquake.

As it turns out, the epicenter was reasonably close to us and 6klm underground. It was a whopping 7.3 magnitude and affected a large area.

There was a Tsunami warning for all of Indo, most of SE Asia and the NW Pacific. Pete even had friends on the other side of the world emailing him regarding the quake so it must have made world news.

A small Tsunami did hit Indonesia's northern islands including Sangihe but we did not feel it and suspect the very deep water around the Ruang Volcano and our deep and open anchorage offered us deep water protection.

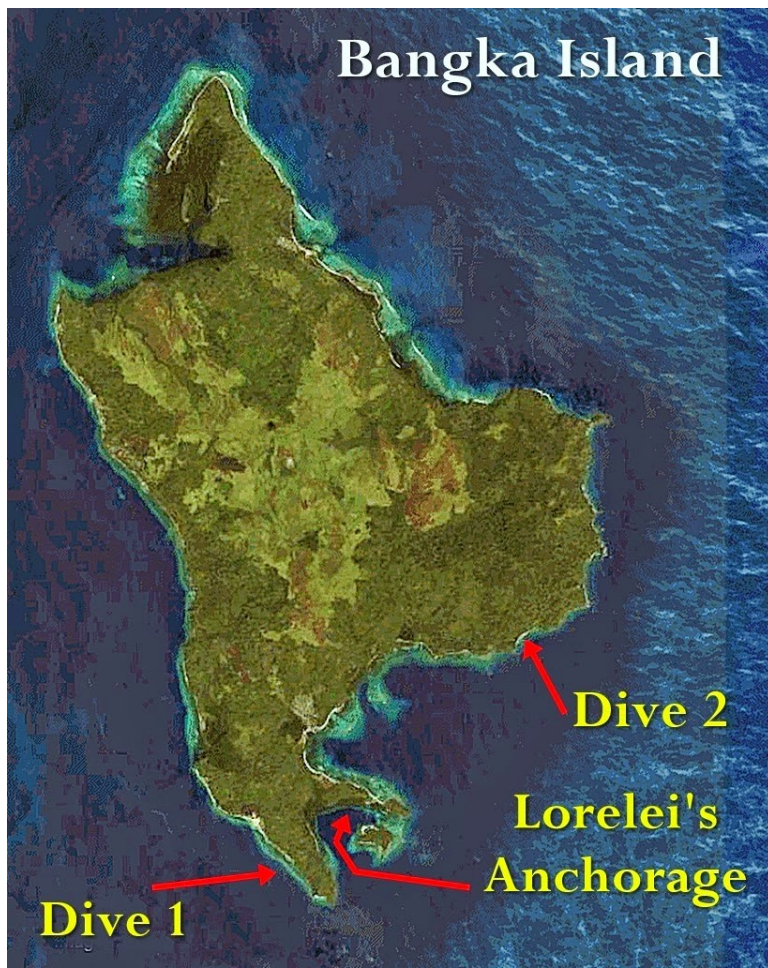
Interestingly enough there was another yachtie couple, Jan and Laura off Anaconda who were also diving at the time of the earthquake. They were in Lembeh a little further from the epicentre than us but also have a wild story to tell.

It appears the quake had taken its toll on Lisa's ears which were very sore from the heavy pounding. It kept us from diving for a few days.

3.3.3.5 Biaro

Brigadoon – July 2014 - Port Biaro: 02° 07.816'N 125° 22.578'E - anchored on the edge of reef. Wind 25 knots, but sea relatively settled. Village to east, did not visit.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.



3.3.4 East Side of N Tip of Sulawesi

3.3.4.1 Pulau Bangka

Lorelei – November 2014: As we motored down the side of Bangka Island we stopped to look at the first anchorage option that was the closet to the main dive sites but it was exposed and roly so we headed south to the bottom of the island and found a fabulous inlet with a small basic dive resort. The bay was well protected but very deep and we just managed to find a shallow enough patch to anchor.

Pulau Sahaong Lagoon: good protection almost 360. Resort NOT yachtie friendly and may try to

make you move. - 23m sand and coral. Nice diving in the area.

Anchorage: 01 44.8439 N / 125 09.1746 E

Ten minutes later a boat from the resort comes out and says we must move as a huge cruise ship is arriving in a few hours and will be picking up the mooring also in the bay.

It looked a long way from us but we assumed it must be a very big ship and moved to the other end of the bay even though it was right on the anchoring depth limit, more exposed and very close to the reef edge.

The next day in the arvo the wind got up and pushed us dangerously close to the reef (only a few meters away...) so we had no option but to move again.

So we went to another part of the bay but the resort staff were running up and down the beach screaming at us saying we are now in the entrance path for the big ship. We were nowhere near the deep water channel but we moved anyway and went up into the bay but this time a long way from the mooring.

Out comes the resort staff telling us we are still too close to the mooring for the super cruise ship that will be arriving in less than 1 hour.

We were miles away but still moved again having no choice but the new location put us too close for comfort to the reef edge just to make the resort happy.

The next morning we wake up to find the ship on the mooring. It was about a 65ft old timber fishing boat converted to a dive live aboard. We were really pissed. The thing was not much bigger than Lorelei, smaller than Downtime and they had us giving enough room for the Titanic to do 360's. We are conservative and still could have anchored 6 boats between us and the boat.

At least the diving was good and for the first dive we did a fast drift down an outer wall.

It was completely different than anything we have dived in Indo and just like diving the Ribbon Reefs back home.

The terrain looked identical to Challenger Bay (a popular spot Paul used to guide at whilst on SOF) and we started to look in areas we knew the unusual things would be.

Sure enough 5 minutes into the dive we found a Black/Red Leafy Scorpionfish and a few minutes later an Orang-utan Crab – a first for us.

With the super dive liveaboard now in, there were alot of dive boats running from it and the 2 nearby resorts. Great we thought – well just follow them as they must know where all the top spots are. So we head out around the corner to find most of the boats dropping divers around a series of exposed rocks out from a point.

We had a look but found the surface was choppy, the water green, the viz crap, the rocks bare of coral and colour and more plastic & junk in the water than the garbage tip.

We checked 4 different spots around the area and all were the same. We couldn't believe they were putting paying guests into such crap conditions. So we headed 2nm north to an area we thought looked much better – and it was. We saw adult and juvenile Ribbon Eels and more Orang-utan Crabs amongst other unusual things.

Even though we wanted to do more diving in the area we decided to move further south to Lembah Straights. A combination of the Super Liveaboard giving us a marginal anchorage, too many divers in the area, onshore winds on the dive sites making it choppy, and an upcoming crew change, decided the matter for us.

3.3.4.2 Petimati Bay

Petimati Bay is on the very NE tip of Sulawesi. It faces north, so would not be a good choice in NE Monsoon season, but would be a nice place in the SW Monsoon.

Soggy Paws – 2016: There are a couple of dive spots from Wannadive.net in this bay.

Water Rat – August 2009 – Petiman Bay: Great Anchorage 1 40.83 N 125 07.23 E

After a couple of great days at the Sedona Resort (south of Manado) it was time to get back sailing. The weather wasn't favourable for the dash south so we headed back to the anchorage just around the corner from Bitung. The nearest village is called Petiman, so we call it Petiman bay. Sounds fair to me.

The little bay is fantastic, the water is clear, sand white and fringed with palm trees and light jungle. It even has a pirate cave! No treasure though. We checked! It's a bit freaky navigating into the bay as the electronic charts put you about a km inland!!! Not good for confidence, but the water is clear and you can see the reefs easily.

Sea of Topaz – September 2012 (OCC Newsletter): Good holding sand, 15 metres. Big bay with a Resort onshore, nice beach and snorkelling. Off shore wind. 01 40.902 N / 125 09.374 E

3.3.4.3 NE Sulawesi Headland

Brigadoon – July 2014: 1°36.074'N 125°08.959'E - where they make fish aggregating devices. We were anchored, but another fishing boat came in, and took up mooring buoy quite close by. Good protection from SE winds.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.3.5 West Side of N Tip of Sulawesi

3.3.5.1 Bunaken (Park, West Coast)

Bunaken park is a set of islands NNW of Manado.

Soggy Paws – April 2017: We checked in to Indonesia at Bitung, and because we're on a schedule to get down to Triton Bay (way SE end of Indonesia) before the SE trades set in, we opted to dive Bunaken as an overland trip from Lembah/Bitung, rather than taking the boat around. Bastianos Lembah organized everything for us (and it was correspondingly expensive). While we were diving, I didn't see much in the way of available, yacht-quality mooring buoys (I think the buoys mentioned by Brigadoon were put in for a rally). The walls at Bunaken come up from 80-90 ft to 2 feet, so anchoring would be difficult (and I'm not sure it's permitted in the park). I think if we planned to go try to dive on a budget, we'd anchor in Wori.

Brigadoon – July 2014: lots of mooring buoys, but everything too close to the coral for us. We drifted with Brigadoon of various patches, and took turns snorkeling. Amazing coral walls, and

water very clear. Very impressive. Another yacht 'Blue Star' found a great mooring buoy in the main bay, round to left of resorts, but don't have waypoint.

3.3.5.2 Kima Bajo / Gudang (West Coast)

Sirius – 2015: Wori aprox 01-36.51N / 124-51.71E Anchor inside the lagoon. Fits 3 boats easily. Muck snorkel outside. Good dive resort and very nice restaurant. Very friendly little village outside the resort doors. Easy to get to Bunaken from here.

Sea of Topaz – September 2012 (OCC Newsletter): Anchored 01 36.1880 N / 124 52.0370 E Soft mud, reasonable holding 20 meters Large bay, we went in as far as we dared and anchored between the two resort jetties. We had a good meal at "Cocodame Resort". Mosque very loud.

Gaia – Oct 2013: 001-36.196 N 124-51.974 E

3.3.6 Manado (West Coast)

Justus – Sep 2024: Anyone going to Manado and need fuel, food or just to get around Ronald was a great help and a really nice person. He speaks good English. Also can refer you to trustworthy locals who can fix things. +62 811-4334-581

Brigadoon – July 2014: 01°29.244'N 124°49.885E - we took up mooring buoy, exposed to swell, not so comfy. Could leave dinghy behind seawall protection with other small craft. Internet & phone. Offered fuel but didn't need. Could do boat trip from here to Bunaken. Multimart 3 mins walk away to right, very well stocked supermarket. Big city, friendly people on the streets, helpful with directions.

Sea Topaz – September 2012: Manado does not have an easy anchorage as the prevailing wind makes it a lee shore, but we anchored in front of a small harbour. The shore was reached via a dinghy tow from one the commercial boats, and once there we met Lucky, who appeared to be the self-appointed yacht services man. He arranged checking-in, diesel, water, laundry and rubbish disposal, as well as a tour of the Minahasa district. Manado is a big town and there are good supermarkets and restaurants near the harbour. We left a few days later well provisioned

3.3.7 Bitung and Lembeh Strait (East Coast) (Port of Entry)

Esper – May 2022: If you're coming to Sulawesi, and planning on spending any time in Bitung, here is some useful information (we just left this morning, after a month there):

1. Ronald is softly-spoken and cheerful. Living in Manado, his local knowledge is excellent. He is open to other cruisers who need his services, and will run you around back and forth between the towns of Manado and Bitung for Rp500,000 a day (tolls and parking extra). He has both a small sedan and a larger 4x4. Contact Ronald on WhatsApp: +62 811-4334-581 (Tell him Liz and Jamie recommended you get in touch with him.)
2. Two Fish Divers was where we dived and anchored. (Wouldn't recommend anchoring right outside any dive resort unless you use the facilities, it's not polite). Staffed by local people, they are friendly, unassuming and cheerful (seems to be a Sulawesi trait)!

3. Imigrasi is super-friendly and helpful. Adi gave us tips on where to buy boaty bits and other stuff. It's a good place to extend as well as check in.

Meikyo – May 2022 – Things to do: We got stuck in Bitung while waiting for boat parts to be shipped in, and found a cute little restaurant/bar on the water, open-air. Café & Resto Alam Terbuka (search on Google Maps for it). We've been anchored in front of Kungkungan Resort the last few weeks. The resort is closed and for sale. We asked the caretaker for permission to tie up to the restaurant stairs. The dock is falling apart, too dangerous to use.

Soggy Paws – January 2022 – Post Covid Check-in to Bitung: Coming from the Eastern Philippines (Davao), Bitung is the closest port for check-in. According to Raymond Lesmana (Indo Tourism/Agent guru), Bitung is not open. We had assurances from Wick in Sorong that we could check in there, but that check-in would require Ayu's services that cost, and a 7 day quarantine in Wick's Tampa Garam marina, which is not free.

So we searched for a way to check in to Bitung. We first thought Hamid, the taxi driver we met in 2017, would be a good option, but after a friend used him (and felt ripped off), we kept searching. I Googled Bitung Tourism to no avail. Finally someone who had been to Bitung with a Rally and still had some contacts, dug up a contact for us... Jeffli Tahulendang at Bitung Tourism. Boy, did he turn out to be a gem!

Having checked in to Bitung in 2017, we knew the town pretty well, and felt if we could just get past the "PCR Test and Quarantine" requirement, we could manage the rest ourselves.

We were also interested in diving, and Dave contacted a number of dive resorts—most were still (again) closed due to lack of guests due to COVID restrictions. The one that responded the most favorably (price-wise) was Solitude Dive Resort on the mainland side, north of town. Not only did we get a good price for a package of 10 dives, but the assistant manager said "sure you can use our dock for officials". (They turned out to be very yacht friendly). So we anchored there, and Jeff from Tourism brought the Quarantine officials out to inspect our boat. Unfortunately, these officials did not have PCR test capability. So Jeff arranged to take us to a clinic the next day where they had a RT-PCR tests with 24 hour turnaround (the swabs get sent to Manado).

Once we had our negative COVID test in hand, Jeff arranged to bring both Immigration and Customs to our boat. And within about 2 days, we were completely cleared, and to our surprise, no Quarantine required. (This is an official decree by the mayor of Bitung, just for yachts). Our total costs for checking in was 450K IDR for Quarantine transport, 1M IDR for 2 PCR Tests, and 200K IDR for Immigration transport. Approximately \$115 USD Total.

We did have to make several trips into town to finalize our check-in. Customs wants you to come into their office to pick up the finalized Vessel Declaration. Make sure you bring your boat stamp!!

Cell/Internet: We had read about the Indonesian block on new cell phones that started sometime in 2020. We were fortunate to be able to acquire an Indonesian MIFI device with an active sim card from another cruiser. But people coming in for the first time have a real problem. So we had comms on arrival. Even if you can get a sim card from another cruiser who has just left Indonesia, it won't work in your phone. Indo puts a block on the IMEI number of any phone/internet device not acquired in Indonesia. There are write-ups (google Indo Register IMEI) about how to register your cell phone online on a Customs website, and then

theoretically, if it cost under \$500, there is no duty owing. However, when I did that, our Customs guy said “that’s only for people arriving by airplane”. He told us to go to the Telkomsel office (Gripari) and ask them to register us for free for 90 days. Pain in the ass, but it works, and you can renew this every 90 days, for free. I don’t know if a regular cell phone sales place can do this.

Clearing out of Bitung for Sorong: Quarantine did not want to give us back our “Green Book” until we were ready to leave for our next port. Likewise, Immigration wanted to stamp our crew list for our next port (Sorong). Customs didn’t need any clearance out. Once we had Q and Immigration clearance, we went to the Port Captain to get Port clearance. They looked at our Green Book and took one of the two copies of the Immigration clearance, and then gave us a Port Clearance. There was a small fee (<\$10) for the paperwork. In theory, the official word is that yachts do not need to clear in and out at each port, but officials in each port make their own rules.

Things to do in Bitung:

1. **Diving:** If you are a diver, Lembah Strait is a Top 10 dive location in Indonesia, and probably a top 5 destination for macro diving (small weird critters) in the world. All the dive resorts go to the same dive sites, so you can save some money by shopping around. We really enjoyed the welcoming atmosphere of Solitude Dive Resort, but the anchorage can be a little rolly at times in NE season. They have a great staff, restaurant, pool, and place to leave your dinghy. They helped arrange transportation into town, and to Lake Tondano and Tangkoko.
2. **Lake Tondano.** This is a huge volcanic lake in between Bitung and Manado. Several things to see on a trip to the lake, including a weird market where they sell almost every animal (including boa constrictors, dogs, bats, etc). There are some Japanese (WWII) Caves to see on the way up. And the lake itself is beautiful. Lunch at one of the many restaurants along the lake shore.
3. **Tangkoko Reserve:** This is a forest preserve where you can see the Tarsiers (small squirrel-like monkeys), Coos-coos, and a number of different bird species. It’s about a 1 hour trip by car from Bitung. Or a little more if you are taking public transportation. We booked in at the Tangkoko Lodge for one night, and spent 5 hours with a great guide tromping around in the forest looking for rare animals. Our total cost including transport to and from Bitung, lodging, food, and guide was about 1.5M Rp for two people. You could probably trim a little off that expense if you stayed in more of a backpacker place than the Tangkoko Lodge, and if you used local transportation both ways. Our guide, highly recommended, was “Encu” and we contacted him by SMS at +62 823-9542-2998. He’s also on Facebook under the name Mensur Dalambide. Cell coverage in the Tangkoko area is spotty, so contact him well ahead to make sure he gets the message.

Shopping: With no foreigners in Indonesia the Citimart is a shell of it’s former self. But it still sells beer. We didn’t see any wine or liquor there. There are two fresh markets near Bitung, but the best one was Winenet. There is also a huge market in Girion, just south of Bitung.

Sail SE Asia FB Group – December 2018 – Helpful Contact in Bitung: Wanted to share our experience checking in to Bitung, Sulawesi, Indonesia a few weeks ago.

We were lucky to get a ride with Tommy, who ended up not just to be our chauffeur, but also the fixingman and a good friend!

Tommy took us to all the Kantors - immigration, customs, quarantine and harbour master. It took some time, but all very friendly and nice people.

Tommy speaks good English and was a great help when my Indonesian failed. He helped us with simcards, changing euros to rupiah, finding solar/diesel. He took us to a great restaurant for lunch and good shopping at supermarket and the local market.

We are so grateful for all his help and great company. It really made our stay in Bitung nice and smooth.

Tommy also helped us out, trying to find Epoxy over in Sulawesi.

So he is definitely the man to call if you are going to Bitung, we highly recommend Tommy +62 8 229 341 63 27

Verite – October 2017 – Haulout in Bitung, Sulawesi: Details for slip in Bitung

Pt. Unggul Sejati Abadi - Dock Yard, Ship Design and Ship Building

Address: Papusungan Bitung

Telephone- +62 (0)43834387

Email - marketing.unggulsejatiabadi@gmail.com

Contact Person for slip - Mr Jhan

085213239723

You can call Mr Jhan Mr Blonde (dyed blonde hair)

The crew to lift the boat were very particular and careful. There were divers in the water, supervisor on shore, translator, four people on our boat with ropes and radios etc. Greg was in the water also checking placement of supports (sand bags). They used the wide trolley for us (8meters) adjustable length. They also have a 7m trolley. Trolley runs on rails. This facility maybe not suitable for Monohulls.

There are good workers available. Welding, fiberglass etc etc. Good contact base. Company has insurance for the lift. Yard has reliable nighttime security. We have had the keel refitted with epoxy resin and fiberglass. Very happy with the result and the service. Timing was as quoted.

Final Cost for lift TBA.

This is still a work in progress so will keep updating as we go.

Back in the water either tomorrow or Saturday.

Will also give you details of the contact here for tourism, Erfina, who has been very helpful. She helped us find a good diesel mechanic to fix our Volvo engine. Thought it was a blown head gasket (coolant in the oil, oil in the coolant) but turned out to be a leaking oil cooler. Took the engine apart, cleaned it, flushed it, put it all back together and all seems good.

Soggy Paws – July 2017 – Bitung Check-Out: We used the taxi driver that we met when we checked in in April to get fuel. It was basically the same price as hiring a bemo (Rp100K) for a

trip out to the Pertamina place and back to the Artembaga fishing pier. Hamid speaks pretty good English and can be hired for whatever transportation you need. +62 812-4484-202.

No surprises in the checkout, except the need to justify why we were not leaving Indonesia from Biak as we had originally planned. We wrote a short explanation so the Customs guy could put in our file.

We did our checkout with the boat anchored off Bastianos, but because Customs visits the boat to verify you are leaving with the same stuff you came in with (ie you haven't sold off your equipment "duty free" in Indonesia), it would be much easier for everyone to move your boat down closer to the port for the day.

Also, after the final visit, they will ask you to come back to their office to get (and sign/stamp) the final piece of paper. Details of our checkout are in the [Customs](#) section.

Changing Spots – April 2017: Bitung Check-In

We finally got checked in at Bitung yesterday, and this morning anchored off the point near Bastianos Dive resort. After a day or two of more things to fix, off to Raja Ampat.

The check in was a lengthy process, but generally pleasant. We hired (an agent?) who was a great help. The fisheries anchorage was very interesting (for one night, but we spent 2), and quite convenient. Beware your dinghy after school gets out! But no real damage done.

We had 7 customs people on the boat, and they all had a nice time. We could give them cold water, with ice, but no alcohol. Regarding the list of equipment on board, my suggestion is to keep it simple, but make sure that anything interesting and fun is listed. They were fascinated at the drone.

They wanted to see the "MMSI" and make sure it could transmit, they wanted to see one of the Diesel engines. They didn't care that I had 2 outboards. They also asked about medicines and wanted to see medicines and alcohol. But it was a fun visit, with lots of pix taken.

Soggy Paws – March 2017 - Bitung Checkin & Diving Lembeh

Before you leave the Philippines, make sure you have a boat stamp. Customs especially reminded Dave 4 times yesterday when they were onboard to bring the stamp with him when he came to the office to collect the final signed, stamped piece of paper that signifies our Customs clearance (and substitutes for the CAIT). He couldn't find it in his backpack and thought he'd forgotten it, and he is sure that they would have made him go back to the boat to get it before they would have issued the paper. On the other hand, not having a proper rubber boat stamp last year, we used the one we had previously made for the old Soggy Paws, with the wrong hailing port and wrong registration number, and no one seemed to notice.

If you do not have a boat stamp, we had a nice self-inking one made in Davao, Philippines at Stamp Haus, a few doors toward the water from the Davao Famous Restaurant, I can't remember what it cost, but not much.

Here is what we did... not sure it was all exactly what we should have done, but this is it. There is another boat clearing in today that came directly from Palau who does not have a Social Visa (no Indo representative in Palau to procure one from). And I don't think they even input their stuff in the Yachters site in advance. We will pass on their experiences later.

We had our AIS on, and I am pretty sure we were listening on Channel 16 (which is very quiet here), when we arrived around 5:30pm. We did not call in though, and no one called us. (The big ships seem to go around Lembah Island and approach Bitung from the south, and we came in from the north, through the strait). Other yachts called Bitung Traffic Control on 16 when they approached the southern entrance.

We came in the north entrance to Lembah Strait and went direct to the Serena Besar anchorage (the little island in the middle of the strait at the north end of Bitung). There is a LOT of trash in Lembah strait, including massive plastic accumulations and lots of logs / tree branches, etc. There are also scattered FADs. At dusk there are tons of fishing boats headed out. Best to try to time arrival during daylight.

There is space on the south side of Serena Besar in about 50-65 ft for at least 2-3 boats. It is a decent anchorage except quite a bit of current, and the fishing boats coming and going at all hours. It is swimmable at the right time of the tide. At the wrong time, the tidal debris is hanging about and would discourage going in the water. The water is clear enough to see the reefs in good light.

Dinghy: We went ashore the first day at the Water Police station that is on the mainland coast just a short dinghy ride almost due west of the Serena Besar anchorage (usually a big boat labeled Polisi there). We went around the end of the big boat and into the inner harbor, in the left hand corner there is a ramp, and you could either wheel your dinghy up the ramp, or put a stern anchor out and tie to shore. The police guys keep an eye on your dinghy. The tidal range here can be as much as 6 ft, so you need to consider tidal issues. We went in at nearly low tide, so coming back at high tide, one of us had to wade out to where the dinghies were. Bring a stern anchor!!

This is a short dinghy ride but a long taxi ride into town.

Transportation: We were told you take a motorcycle (ojek) from there into town and once in town, the blue mini-vans (called “micros” here, bemos elsewhere) are shared route taxis and go all over. A route taxi costs between 3000-5000 rupiah in town, and maybe as much as 10000 on a longer haul. We were told different amounts by different people on the same route, so it's same as in the Philippines, once you know what it should cost, you try to have exact change and just hand it to the driver and walk away. That way you avoid the tourist markup.

In our case, however, we were fortunate on our first day to be offered a ride in to Immigration by one of the policemen. They were all very nice. It is quite a long way, so we gave the driver (unasked—for) 40,000 rupiah (about \$3) for taking the 4 of us quite a long way into town. Later, we took a bonafide taxi (an English speaking guy hanging around the taxi area outside the port gate) and he asked us for 100,000 rupiah, but accepted 50,000, for the trip back which included picking us up at the grocery store and a short stop at a public market for veggies. (note about 13,300 Rupiah per dollar)

Dinghy 2: Later, on our other 2 trips in to finish the formalities, we opted to dinghy into the Fishing Pier (Perlabuhan Perikanan Aertembaga on Google Maps) (I will give a couple of lat/longs at the bottom). Here, we put our dinghy in a protected niche in the NW corner of the harbor, squeezed in between the small fishing boats, again with a stern line out and the bow line on a big bollard. We asked a couple of the fishermen working on nets nearby if this was OK. They said they'd keep an eye on it. (We ended up paying one guy when we came back, a

“tip”—had planned on 4,000 but ended up giving him 10,000, less than \$1, because we didn’t have change). This location is a longer, and usually wet, dinghy ride, but much easier with land transportation.

Transportation: From the fishing harbor, we walked out through the gate, and hung out in the shade at the intersection until a blue mini bus went by in the right direction (west). The guy took us to the end point for his route, which is at the corner of Jalan Sam Ratulangi and Jalan Sam Ratulangi/Jalan Desa Simalong. (this intersection is marked by the Summer Hotel on Maps.me, but Summer is located in a different place on Google Maps). I will call this intersection, the “main intersection”, and use it as a reference point for the rest of the locations. A lady on the bus told us it was 4,000 per person. Later going back the other way, someone else told us to only pay 3,000.

Once at the main intersection, it is about a 5 minute walk west along that Sam Ratulangi street to Immigration. You could perhaps get your bemo to go the whole way, we saw some going past us as we walked, but our guy stopped at the main intersection and insisted we get out. Immigration is on the left hand (south) side of the road. You know you are going in the right direction if you soon pass a roundabout with an Eiffel Tower-like monument. In this stretch of street we saw several ATM's and cell phone stores. A Google Map search for Immigration came up with the correct place. Maps.me unfortunately has streets here but not much on information. So I recommend you pre-download the Google Map for the area and locate Immigration (or make your first stop a stop at a cell phone store, so you have a working Google Maps). I also recommend that you get the Google Translate app, and pre-download the Indonesian dictionary for offline use, before you leave internet for Indonesia. It is incredibly helpful, because no signs are in English. If you are online you can even point the camera at a sign or document, from within the app, and it will (usually) translate for you.

Immigration: (Kantor Imigrasi) We went inside, the lady at the Customer Service desk spoke good English, and told us to sit in the waiting area. About a minute later, we were called up to the desk, they took our passports and we showed them our visas. We waited about 5-10 minutes in a semi-air conditioned waiting room, and they gave us our passports back with a stamp in them, on the visa page, with that day’s date. I can’t remember if they asked for a crew list. No charge. We have 60 days (not 2 months) from that date. They told us clearly to begin the visa renewal process one week ahead of the end of the 60 days.

Customs: (Kantor Pabean) Walk back to the main intersection and turn right, heading south toward the water. At the end of that street is a gate area with a sleepy guard. Just inside that gate, to the left, is the Customs building. (remind me to say something about pre-arrival notices). Inside, we asked at the desk, and they directed us into an air-conditioned “waiting area”. This area includes a computer terminal to make adjustments to your Yachters Yacht Declaration.

The first problem we had was that the printed copy of our declaration had our only crew member (me) repeated 4 times). Apparently there was a bug in the system that when you edit some things, each time, it adds a duplicate of the crew member (I am told this is now fixed). At this point in time, the ONLY way to resolve this, I was told, was to delete the entire “yacht” from the system, and start with a new “yacht”, and go through the whole process again. There is no delete capability for the crew lines after a certain point in time. Fortunately the captain’s info is not deleted, but all the yacht info is (sorry Evan!). What a PITA!! Also, the photos of the yacht

and the registration that I had uploaded were on my laptop, which I didn't bring. So we agreed that I would go back to the boat and re-enter the information from my laptop, print a new copy there, and give them the printed copy when they came out to inspect the boat. This would only work for you if you had internet aboard, and had a printer.

Ariel IV (a) forgot to bring their printed copy and (b) and somehow there was NO crew on their crew list, though it had been there when they applied for their Visa! And they had entered the "Port of Origin" as their original location in Europe, not "Davao", which had to be corrected. They got those corrected using the computer at the Customs office (don't forget to bring your username and password, or maybe wise to bring your own laptop), and were able to print a copy for Ariel IV. We signed and stamped the respective printed copies of the Declaration form, waited a bit (for someone to look them over and make sure they were correct). And then we set up a time for the Customs inspection onboard. As we were in the office in the morning, they wanted to come that afternoon. Another boat that went in in the afternoon, had them come the next morning. They did show up more or less on time.

No charge at all for Customs, or Immigration.

Quarantine: The Quarantine office is in another building down the road toward the water from Customs. You have to go outside the Customs compound, turn left and down the road and turn left into the Quarantine compound. This is where you take the MARITIME DECLARATION OF HEALTH form you downloaded from the last page of your Yachters entry, which we had filled out, signed, and stamped.

There was a very nice lady in the first office who spoke English. She organized the whole procedure. Since we did not already have a "green book" (Ship's Health Book), which we apparently require in Indonesia, we had to get one of those. (Though Noonsite.com's updated regulations says this is no longer required). A few minutes waiting, and the lady brought us to a wall that had all the charges for Quarantine on it, indicating we had to pay 35,000 for one thing (our Certificate of Pratique) and \$15,000 for the Green Book. (A total of about \$4.50 per boat). After paying that, we waited a few more minutes and were presented with a Certificate of Pratique stapled inside our new Green Book. No boat visit required (we didn't ask, they didn't mention it).

The very last word the nice lady said to me was "You know that you have to return and get cleared out of Bitung before you leave for your next port." (we didn't know). It's unknown whether you can get by without going to Quarantine at all. Had we not asked the question, nobody would have told us to do it. But you may run into problems down the way somewhere if you do not have the Certificate of Pratique and a Green Book. I know that in Sorong, clearing out of Indonesia last year, Quarantine was a mandatory stop in the clearing-out process, and they did want to see our "Green Book". Customs would not give us our clearance document without Quarantine clearance paperwork.

We didn't ask Quarantine if they would come to the boat...and they never mentioned it. So we got our paperwork without having to hassle with a visit from a Quarantine officer.

Port Captain: Nobody at Customs or Immigration or Quarantine mentioned the Port Captain. We should have gone there on check-in, but didn't. On leaving Bitung, we did "check out" of the port, and basically did a check-in, check-out at the Port Captain at the same time. (Since we hadn't checked out with the Port Captain in Davao, we made a copy of our Customs "Port

Clearance” and gave that to the Port Captain in Bitung, which was accepted without question). Port Captain is on the main road that runs parallel to the waterfront, about a block back towards the Fishing Pier from Customs, next to a big mosque.

Customs Inspection: At the end of your visit to Customs ashore, you will negotiate with them for a time to have them visit your boat. This is absolutely mandatory in Indonesia both arriving and departing the country. We managed to put them off for a couple of hours so we could shop a little and get lunch. They came out in their own small launch with 4 or 5 young people (they were all still in, or just barely out of, Customs school). A couple of them spoke very good English, and the rest spoke a little. They circled the boat and took a couple of exterior pictures and then came aboard. They have a detailed checklist for the inspection, and they faithfully went down the list item by item asking if we have this, and if so, taking a picture of it. There were at least two guys with cameras (not sure how they split up who took pictures of what). When asked about liquor, I showed them my 2 cases of beer and 4-5 open liquor bottles, which they faithfully photographed. When asked about drugs, I showed them our medicine cabinets and the prescription meds for blood pressure etc, and our prescription antibiotics (these were already listed in the “do you have drugs aboard” question. They photographed both cabinets. They wanted engine serial numbers, and they wanted to SEE them (we didn’t actually know where they were, so that took a little time). I had listed a gas generator on our list of equipment, they wanted to see that. Dive compressor (wanted to see and photograph). Dive tanks (we had 4 in the cockpit and 2 stowed, they took pics of the 4 in the cockpit). I had listed 2 personal computers and one nav computer. They took pictures of the Nav station. Finally, the AIS, he wanted to see the AIS Transmit screen... to prove that our AIS was actually transmitting. I said “you can see us on MarineTraffic.com, right?” but he still wanted to see the transmit screen on the AIS, and he took a picture of it. Our Vesper has an AIS Status screen that shows it’s transmitting. I guess they have gotten wise to the scam of having an AIS receiver only and using a cell phone app to post your position on AIS.

All in all, they were very pleasant, and professional, and thorough. I offered them some cold water and was declined. The whole visit took about 30 minutes per boat. After the visit, we then had to return to Customs the next morning to receive our clearance paperwork, and “make sure you bring your stamp”. Part of the Customs clearance paper is a half-page list of things the Captain is agreeing to, and the Captain has to sign and stamp that he agrees to this list.

Cell/Internet: We bought simPati Telkomsel sims with 12GB emblazoned on them for 85000 Rupiah (note, the 12GB is split into several different applications so it's not quite 12GB usable, but it only costs \$6.30). Make sure you download the MyTelkomsel app, it's the best way to manage "loads" on the device and buy packages, because all the text messages and the sim card built-in menus are in Indonesian. Best to bring your device with you, so you get the right sized sim card and get it all activated. You will need to specify when buying whether you want a phone sim (phone/text only) or phone sim with data. The simPati is a phone sim with data. We got that one for both phones and for our wifi device. (Note, if you have a PH wifi device and want to use it here, I suggest you try to get it opened up in downtown Davao vs waiting til you get here to try to use it--to check whether you need it opened up, just put a different carrier's sim card in it). All my notes on simPati sims and recharging are in the [Cell Phone](#) section in Section 1.

Cash / ATMs: There seem to be ATM's all over the place. Max withdrawal at the ATMs has been 1,250,000 Rupiah (about \$100) but you can do multiple w/d. ATM's seemed to be everywhere. I found Mandiri worked best for me, but Ariel IV also used a different one (BRI, I think) that didn't work for me. There is a Mandiri ATM at the big hospital building across the street from Immigration and back toward the main intersection a block or so. Mandiri sign out on the street.

Groceries: The largest supermarket that we have found is called Citi Mart (Citirumah Makanart Swalayan). It is on the road that the Customs gate is on (Jalan Yos Sudarso), about a 5 minute walk west of the Customs gate, on the north side of the street. They sell beer and some liquor there. Being well stocked, we didn't even ask the prices of the liquor. The Bintang beer was 373,200 Rupiah (\$28) for a case of 24 330ml bottles. We also saw Heiniken there, probably a little more. Bintang is pretty good beer. We were able to get it in cans in Sorong for about \$2 per can, but I didn't notice cans there. They had a reasonable array of food, including potatoes and big onions. Some green veggies (the usual stuff), but I didn't buy any because we were planning to stop at a market. Some sliced American cheese. I saw chicken products for sale (didn't really look closely at the meat because my freezer is full). Boxed milk. Half of the building was a department store, and upstairs, a fried chicken restaurant with a menu in English. There are several other smaller stores we saw in the taxi rides further out of town.

We went by taxi to the small veggie market (on our way back to the boat the first day). Probably can get there by blue bus, but can't tell you how. I have a pushpin for it in Maps.me but no real location I can point to on Google Maps, the road layout doesn't look identical.. Somewhere in the general vicinity of Pondok Café Three Putra (search for it on Google Maps) (due NW of the Fishing Pier, inland, several blocks up and several blocks west).

There is a much bigger market in the town of Girian to the west of Bitung along the coast road. The blue Bemo's do go to Girian.

Fuel: We "hired" a bemo near the fishing pier to take us to the Pertamina gas station that sells un-subsidized fuel—3 guys with about 10 fuel jugs. This is apparently the only station in town that will sell you (foreigners) fuel. It west of the main area of Bitung on the coast road, about halfway to Girian. While 1 guy was filling fuel jugs at the pump, the other two took the bemo to the fresh market nearby in Girian. We paid the bemo driver 100,000 for the whole deal.

Though there are guys that will bring you fuel in their boat, the one cruiser who used a guy in Bitung ended up with TERRIBLE fuel (frothy emulsified stuff). Fortunately he looked at it before putting it in his tanks, and refused it. But the guy still wanted payment! Big argument ensued. So best thing in Indonesia is to do the jug thing into town, or very carefully negotiate ahead of time with the "boat delivery" dealers, and make them understand that you will refuse anything that is less than perfect fuel. Like everywhere, most people are very honest, but there are a few scammers, and as a newcomer, it's impossible to tell in advance.

There is a fish market nearby the fishing pier—the big blue building. But at 10am there was no one there selling fish. The next day at 6:30 am there were tons of people buying and selling fish!

Boat Parts: Right near the "main intersection" is a wonderful store with an amazing array of boat stuff, including Icom and Garmin products (a few), stainless steel screws, etc etc. This would be the first stop if you were looking for something. The name of the store Ud Karya

Mentari and it's on Google Maps in approximately the right place. They will take a credit card with a surcharge. There are lots of smaller hardware stores on the street going away from the Fishing Pier. We also saw a big Yamaha sign somewhere when in the taxi.

Pre-Arrival Notification: Before we went ashore the first day, I was re-reading what I could find on my computer about completing the formalities in Indonesia. The newest Indonesia Guidebook says something about having your agent do the required pre-arrival notification. So I emailed Ruth, asking her how a yacht that didn't have an agent would do the pre-arrival notification, and whether it was required. Her response was something along the lines of "your Yachters entry is your pre-arrival notification" but she had also texted Customs in Bitung that we had arrived. I again asked her if there was an email address to email to, and I never got a straight answer to that question. So I would make sure your Yachters arrival date is as accurate as possible. (I guessed right and we actually arrived on the day we said we would). But, if it were me, I would also try emailing or texting a pre-arrival notification. Here are some email addresses: pkcdt.btg@gmail.com and kppbca4_bitung@yahoo.co.id Cell # +62 0877 5165 6225

Bastianos Anchorages: While anchored at the Serena Besar anchorage, we went over by dinghy to Bastianos Dive Resort on Lembah Island and saw that the anchorage area there would be much cleaner and quieter, plus less current. We talked to the manager (A Swiss guy named Tomas) and he was welcoming to us. So we moved over there. We had several waypoints from others, but ended up at 01-26.89N / 125-14.374 This was fairly deep (60-75 ft), but a much nicer anchorage (if you go further in the bay toward the east, it gets shallower).

We had several dinners ashore at the resort—it has a combination Euro and local cuisine presented buffet style for Rp150,000. Their bar has a nice overlook to watch the sun go down and beer and mixed drinks at typical resort prices. We also negotiated a group rate for 6 cruisers to go out diving in Lembah Strait, and they were happy to come pick us up on the boat. They have a fairly attractive package dive rate if you make 5 dives with them.

We ultimately left our boat for 3 days in front of Bastianos to go dive Bunaken (the other side of the N Sulawesi peninsula). The anchor waypoint right in front of Bastianos that Thomas wanted us to use (so his guards could keep an eye on the boat) is 01-26.79N / 125-14.25E. This was deep, about 75 ft, but Thomas didn't want us in any closer/shallower because his "house reef" is just inshore of that.

Other Anchorages: If you have a small dinghy, or just want to be closer to town, you can anchor off the fishing pier. One boat we talked to spent a week anchored there with no problems while the captain went on a visa run. I also noticed that Screensaver went right down next to the main commercial pier and anchored for the day for clearance out.

Serena Besar anchorage: 01-27.545 / 125-13.862 E

Water Police Dock (approx.): 01 27.58 N / 125 13.30 E

Fishing Pier (approx.) 01 26.84 N / 125 12.57 E

Dinghy Tie Up (northerly sector winds): 01 26.80 N / 125 12.53 E

"Main Intersection" 01 26.66 N / 125 11.43 E

Small Fresh Market Near Fishing Pier: 01 27.00 N / 125 12.00 E

Citimart Supermarket: 01 26.58 N / 125 11.15 E

Sightseeing in the Bitung Area: We met a taxi driver in downtown Bitung that spoke good English. He offered to take us on a “tour” for Rp1M for the day. There are a number of taxi drivers hanging about in downtown and around the waterfront areas offering their services. One boat hired a driver with no English skills for 500,000 pesos for the day. We ended up going with Hamid, our English-speaking driver. We had scoured the Lonely Planet and Trip Advisor information and had a few specific places we wanted to see (lakes, mountains, and waterfalls). Hamid picked us up at the dock at 7am and drove us around all day in a nice car big enough for 4-6 people. We split the tour fee between two boats, and bought Hamid lunch. We thought it was a good tour for a good value. Hamid can be reached at 0812-4484-202. He has several businesses, but with a day or two notice could be hired to do pretty much anything you need (provisioning, driving someone to the airport, etc).

Soggy Paws – 2017 – Diving Bitung/Lembeh Strait: A great resource for divers in N Sulawesi is this website:

<http://www.starfish.ch/dive/info/Manado-info.html>

Keep following the linked pages as there is a ton of information about the islands from Sangihe to Bitung, including Manado.

If you have your own equipment you can dive Lembeh Strait on your own. There are two or three bays on the north/west side of the strait that have good sand plateaus to anchor in, and from there, the dive sites are easily within dinghy distance. (Check this one: 01 29.46N / 125 14.25 E). Watch where the dive boats go. In spring 2017, there was an Eco-Divers boat anchored off the south side of Serena Besar that would fill tanks, so getting fills when anchored there is easy.

We ultimately opted to dive with Bastianos Dive Resort. They had great guides and we got a package of dives, so the dives only cost about \$35 USD per dive (with our equipment). We got so much more out of a guided dive than trying to do it on our own out of our dinghy. So many times our guide pointed out something that looked like harbor trash only to find it's a rare/weird fish/invertebrate. We photographed a ton of new-to-us creatures in the 3 days of diving we did with Bastianos. If you're new to “muck diving” I'd definitely do at least one dive day with a dive operation. That said, diving in Lembeh isn't for everyone. If you're looking for blue water or coral, go to Bunaken instead, on the other side of the peninsula. But I'd definitely recommend a day or two of diving in Lembeh for any diver. The creatures are amazing.

As a 10th Wedding Anniversary present to ourselves, we had Bastianos arrange a visit for us to dive at Bastianos Bunaken. We got the transfer to and from Bastianos Lembeh to Bastianos Bunaken, 3 nights in a superior a/c room on the water, all meals, and 7 dives for two of us for around \$1,500 USD. It was a great short getaway for us. Bunaken is the exact opposite of Lembeh...big coral walls, lots of (small) fish (some big), turtles, etc. We enjoyed diving both places equally, for different reasons.

Mystic Rhythms – October 2015 – Diving in the Strait: Entering the top of Lembeh expect many rafts/FADs and if the south winds are pumping expect a wind tunnel effect. We had 35 knot headwinds for the last 5 miles and were happy as heck to get inside the straight and find a safe spot to anchor.

It was certainly worth the effort. The muck diving in Lembah Straight just blew us away. Every dive was strange critters living out on the black sand bottom. Many of these are ugly and seem straight out of science fiction. Some are way cool like the flamboyant cuttlefish that lights up when scared or the mimic octopus that changes shapes. We found tons of new nudibranchs and so far Indonesia seems to be the capitol for this diversity. Heck in one dive we found 6 seahorses. Tons of pipefish including the ornate and robust ghost pipefish. Basically this is the mecca for an experienced macro diver and we stayed a month. After leaving here we were back into corals reefs and boy it is hard to find anything with all that coral.

Sirius - 2015: Anchor outside of Bastianos Dive Resort and Restaurant. Jetty and dive shop on the seashore; the resort and restaurant are up the hill through internal stairs. Excellent dive leaders, great meals at night.

Anchorage at N1 26.83 E125.14.30 26m – could go in closer, we were the outer boat of 3. There is a wreck inside the lagoon, avoid.

Lorelei – December 2014: Lorelei did a whole blog post with many pictures and information about diving in Lembah Straits.

<http://yachtloirelei.blogspot.com/2014/11/episode-31-northern-indonesia-sangihe.html>

Water Rat - August 2009 (with a Rally): 01 26.871 N 125 12.606 E

We anchored in 8m of water with good holding amongst the rest of the depleted fleet. The anchorage varied from 25 m to 3m with significant holes. The area was just out front of a slipway suitable for good sized ships and an active fishing jetty. This meant that the best depths and most protected areas were needed for manoeuvring space by the commercial fleet. A good anchorage never the less.

Bitung itself is an industrial shipping port tucked in behind a protective island. A volcano forms a back drop to the ring of mountains. The town has a very different feel to the other places we have been and it is amazingly clean! No rubbish, bins everywhere and everything neat. It shows that it is possible! The city has won the tidy town award for the last few years. This is a really nice place.

In short, we saw monkeys, lots of boats, jungle, photographed heaps of locals, had the BEST seafood dinner ever, drank too much Bintang and met some great people.

We snorkelled at Bitung on an interesting wall 500m south of the anchorage. It's just opposite a couple of small islands in the main channel. A treed cliff face overhangs the water and you tie the dingy off to the overhanging branches. Soft corals ok and a few brightly coloured fish. Even saw a lion fish in about 4 m of water.

3.4 North Maluku Province



The islands of North Maluku are mostly of volcanic origin, with the volcanoes of Dukono on Halmahera, Gamalama on Ternate still active and the whole of Tidore consisting of a large stratovolcano. The rainforests of Halmahera, Morotai, the Obi Islands, the Bacan islands and other islands of North Maluku have been described by the World Wildlife Fund as the

"Halmahera rain forests" ecoregion and are home to a number of plant and animal species unique to the islands, containing a mixture of species of Asian and Australasian origin.

3.4.1 Anchorages between Sulawesi and Halmahera

3.4.1.1 Mayu

Brigadoon – August 2014 – Pulau Mayu: Anchored at 1°20.567'N 126° 23.829'E - visited by friendly villagers. Other yachts went to Pulau Tifore, just south of here, and had a very good experience.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.4.1.2 Tifore

Island Time 2 – July 2017 - Entering and anchoring at Tifore

WP1 outside entrance 0 58.189'N 126 09.417'E. Then 236 degree track to

WP2 0 58.138'N 126 09.341'E.

Then 230 degrees track between floats. Shallowest we experienced was 4 meters under keel. Last single float keep just to port. There is a small float well to starboard with fishing platform.

WP3 inside reef 0 58.079'N 126 09.270'E.

Then straight, 245 degrees, deep clear water to **anchor** at 0 57.956'N 126 09.009'E in 19 meters good bottom.

Honey – Pulau Tifore: 00 57.956 N / 126 09.009 E – Beautiful snorkeling, beautiful water, beautiful island.

3.4.2 Anchorages Between Sangihe and Morotai

3.4.2.1 Pulau Doi

No cell or internet coverage here.

Carina – October 2014: Another firm promise of diminished swell encouraged us enough to venture further west to **Doi Island** where the bay was significantly smaller but still exposed. Doi's northern shore was magnificent; steep and rocky with offshore sea stacks standing firm against the smashing of tons of wave-driven water.

If you photo-shopped out the smattering of palm trees you might think you were on Vancouver Island. And, though we would find reasonable holding amongst a fleet of large wooden fishing boats rafted together and cabled to shore, the dangerous swell again kept us aboard watching the surf. Our first evening after dark, the raft broke up and we were briefly surrounded by boats, whose large diesel engines rumbled off and on like erupting volcanoes, as they maneuvered around us in the tight space.

Our neighbors proved to be good sailors and the armada eventually went to sea, leaving a small boat attached to their various bits of ground tackle that nearly spanned the bay. They didn't go far this night but performed a complicated dance, choreographed to entrap all inbound fish, and

were back after dawn to resume their raft and process their catch. A few of our fisher-neighbors paddled by and stopped to chat but our poor grasp of bahasa Indonesian made it difficult to carry on a meaningful conversation. With the help of our handy Indonesian phrase book, we did, however, manage to trade a thick hard cover (read heavy) biography of Ellen MacArthur for a couple of nice fresh fish.

Again, our stay was pleasant but subdued as we fiddled with the engine and watched the weather.

Brick House – September 2014: We stopped at a nice anchorage at **02 16.664N/127 46.952 Palau Doi**. We came in where there were 2 groups of fishing boats (big) all tied together, so we could see where NOT to anchor. They tie forward and stern- don't go over their lines.

If you anchor at our waypoint, you won't be in their way when they return. We don't know what the bottom is, it's about 35 feet deep. Charts are off a little bit--use google earth images. Waves breaking on reef to shore, so no shore access is immediately visible.

There is a small looking village ashore - a local came out and helped us avoid lines from fishing boats, but didn't talk much to us after we had our anchor down. Didn't seem to even understand that there was a different language than his own. Very flat, but still good wind if you have a wind generator. Good protection west through to south, but would be very bad in east or NE, or N. At night silent and no wind.

3.4.2.2 Supu

No cell or internet coverage here.

Carina – October 2014 – Headed NW from Morotai: From Dodola, we jumped across the Selat Morotai to land at **Supu**, a rural outpost at the northern frontier of Halmahera. Our run began with calm winds and seas but we were soon battling a strong north-setting current, headwinds and enormous intimidating southbound swell generated by the remnants of a super (SUPER!) typhoon east of Japan. We had not expected the swell to reach so far south, and therefore expected a typical SW monsoon season swell and protection at Supu.

Supu's bay is wide and open but the northeast swell rolling in broke heavily on both shores and produced surf-able waves on the offshore reef and along the beaches. We had the sensation of rolling downhill as we worked our way in to find anchor-able depths safely away from the breaks. Looking ahead in binoculars, we could see fishing boats still in the bay, so this gave us some confidence we would find a place to put the pick. As it turns out, the boats in the bay were working diligently to pull a sister ship off the beach where it had been driven by the large waves. (They eventually succeeded.) We found a sand bottom and safe depths and settled in to wait for things to calm down. Each day, the NWS discussion for Micronesia (north of us) promised the swell would recede but it continued to roll in. A smattering of giggling children came to visit in canoes to practice English, enjoy our "gula-gula" (candy) and to take and pose for photos, so our time sitting watching the surf was not uninteresting.

Brick House – September 2014: There is another nice anchorage at **Supu, 02 11.0856 N/02 11.0856 N**, 10 miles or so to the east of Palau Doi. Just go to the left of the fishing boats as you look towards shore and you won't hit anything. There is a reef between the fishing boats and the ocean. 30 feet of water. Flat and silent. More flies here, and more people to come and speak no

English to you. But pleasant enough. We traded a pair of sunglasses for 2 brown coconuts. Then he wanted a shirt, but never came back with anything for us that we asked for.

3.4.2.3 Rau Island

Soggy Paws – January 2019: We arranged to meet our surfer friends on s/v Java at Morotai. By the time we got there, the surfers were congregating at Rau Island. The preferred anchorage is on the N side of the SE tip of the island. There's a great surf break there. However, when we arrived, the N winds were strong enough that everyone (3 boats) had moved to the S side of the SE tip of the island.

We anchored at 02-17.413N / 128-10.394 in about 40 ft of water. We didn't spend much time looking around for the best spot—just tried to anchor near our friends who were using kayaks as their dinghy. There was great 4G Telkomsel there. One of the other boats said they had just put in the tower on the SW corner of Morotai.

The anchorage was nice and protected in strong N winds and a big swell. But there was a rock crushing operation west of where we anchored that banged on even on Sunday.

Our Odyssey – Jun 2014: We did an overnight from Sanghie, good run, good SSE winds 10-15knts. Excellent anchorage at **RAU Island** 02 18.862 N / 128 11.110 E

3.4.3 Morotai

The Battle of Morotai during WWII was an important turning point in the war. There is a small museum in Morotai that might be open when you visit, and there is a huge monument to General Douglas MacArthur on a small island near Daruba town.

Cell internet coverage from Telkomsel in the Daruba town anchorage. Top up possible in town. 1-2 ATMs available, some of the time.

Ocelot – June 2022 – Getting Fuel in Morotai: In the public square are flatbed trucks that you can hire to take your fuel jugs to the station. I think there's a "real" Pertamina station that's not always open, & a guy who sloshes out "Indo-liters" (~15% smaller than normal liters, but no way to convince him of that) of Solar out of 200 liter barrels of indeterminate parentage.

There's a young woman, Anna, who speaks reasonable English & is usually happy to help. Phone & WhatsApp: +62.822.9689.8595 (number from 2017, but confirmed still good in 2022)

Personally, I'd only go to Pertamina, & get the highest grade of diesel you can, Dex-lite or even Pertamina Dex if it's available, as Solar has TONS of sulfur in it.

Last time we were there, the ATMs weren't working, which made it very hard to pay for large purchases. Best to check beforehand if you need them.

Soggy Paws – November 2019: We had checked out of Sorong and were transiting to the Philippines. This hop was Wayag to Morotai, overnight. As we approached Morotai from the east, the wind really picked up (not forecast) out of the west. We sailed into the lee of the east side of Morotai, put our sails down, and motored slowly over the barrier reef at 01-58.65 N / 128-15.22 E I didn't record the exact minimum depth, but it was 25-30 ft there, so no drama.

Then we made our way to the west side of Morotai inside the reef. The light wasn't good but my Garmin chart was fairly accurate and we had pretty good satellite charts. With a squall coming,

we finally anchored with protection from SW to NW at 02-07.177 N / 128-13.712 E in about 20 ft sand. There was one shack on shore that looked unoccupied. We stayed a day here (using the pretty good internet) and never saw anyone except a couple of fishermen.

We exited Morotai by motoring up the channel to the north—just wanted to sightsee that area. Big mistake. About 2.5 miles north of our anchorage we began to encounter pearl buoys, and they got thicker and thicker. We did manage to work our way through them by staying in very close to the barrier island shore (inside). None of this showed up on our satellite chart.

There's a 4G Telkomsel town in the town just opposite Rau Island.

Soggy Paws – May 2016: We had only 3 boats / 5 people at this rally stop, so our hosts didn't do a big deal for us. There was one dinner, and we "rented" someone's car (tourism department's person's brother) with driver for a drive along the coast, one day in one direction and one day in another direction. It's a pretty island, but with no real rental cars, difficult to see on your own.

We also saw the amazing collection of World War 2 relics that a fellow named Muhlis Eso has dug out of the jungle and assembled at his small house. It is pretty much his efforts, mostly single-handed, that has populated the relics in the small World War 2 Museum in Daruba. But he has much much more in his house than is on display at the Museum. If you are a World War 2 buff, and would like to try to meet Muhlis while you are at Morotai, his contact info is: sumariyo2000@gmail.com cell: 0813 4075 0982 Twitter: @esomuhlis

The dinghy dock mentioned by Sloepmouch is still in good shape, though kids were playing in our dinghy one day when we came back.

Unfortunately, we made contact with Arfi the first day we were there, and he was helpful, but he was no longer assigned to the job of hand-holding visiting yachts. The new head of tourism (who didn't speak English as well, and wasn't quite as helpful) wanted to do it all himself. Once we realized that we were putting Arfi in a spot by asking him for help, we resigned ourselves to the "help" provided by our new minder (who's name I've forgotten).

We spent one morning at the college doing a Q & A session with the kids and teachers—mostly so they could get an inkling of the outside world, and practice their English. We then offered to take anyone who wanted to go on our boats for a trip out to the islands (Dodola and Zum Zum), and surprisingly on the day of the excursion (which was unfortunately a weekday), we only had 2-3 girls from the tourism department, who pretty much kept to themselves and talked in Indonesian...not much of a cultural exchange.

We were aghast at the state of affairs on Zum Zum—the "tourist facility" was abandoned, the weeds growing everywhere. We did find the big statue of MacArthur, however, which is why Dave wanted to visit. It's apparent that Morotai's attempts at tourism are failing.

At least one boat had a card that worked in the primary ATM in town. I speculate that going to the ATM when the cell data lines are not bogged down, may be the solution to getting money out. You should try to have a sufficient amount of cash in hand when you arrive in Morotai. (Later I discovered that my Visa debit cards from 2 different banks do not work in the BRI ATM's anywhere—but a Mastercard worked).

One boat managed to borrow a propane tank for long enough to use a gravity rig to fill his own tank (he already had all the fittings needed). It took a personal guarantee by one of the tourism department representatives to get him the tank (that the tank would be returned).

Since we had just topped up in Sangihe, no one needed any fuel, so we did not test that possibility (though we ended up nearly running out of dinghy gas, among the group of boats, in Wayag, so make sure you bring plenty—there are no stores or anything at Wayag).

Sloepmouch – September 2014 – With the Rally: Morotai (Daruba town):

This is a short update of our January 2013 Letter to the Bulletin. This time the floating dinghy dock was at the end of the bay instead of at the main harbor facility.

What a great welcome once again. There was no planned festival at this time, but the tourism office, working with local authorities, organized a few special events for us, the visiting cruisers.

Some folks had problems getting money at the local banks, which didn't exchange cash, or had ATMs that didn't like certain credit cards. So get what you can in Sangihe or later in Tobelo.

The guides from tourism were so helpful. The main coordinator, Arfi (who remembered us from Sail Morotai 2012), was so conscientious to help us to get things done, like laundry, getting drinking water, fuel and gasoline delivery (again, not an easy job, as fuel is rationed). He offered a bus tour and a modestly priced boat tour to Mac Arthur's island and neighboring small islands. We also had the option of going on a modestly-priced boat tour to waterfalls and do some scuba-diving.

Arfi, always so polite, so eager to please, and so quietly efficient, did a great job of catering to our requests, keeping us informed and putting up with complainers. We had an official welcome with traditional dance and a nice buffet lunch, a couple of dinners and some fun dancing with the local officials while waiting for the Regent to arrive and give us a brief speech and some spiced coffee and dessert. The last evening, a bunch of us yachties invited all the tourism staff to a thank-you dinner, and they were moved to tears when saying farewell.

Carina – September 2014 – With the Rally: We got a warm welcome at Morotai, on an island that is predominantly Muslim. A young smart tourism office manager, Arfi, assembled a crew of bright smiling helpful twenty-somethings - Isra, Derwin, Choco, Anna, Tal & Nofa - who were highly organized and who enveloped the whole fleet in their warmth and wriggled themselves right into our hearts. These people were wonderful to us and we all bonded so much so there were lots of tears at a going away dinner a group of us threw for them on our last evening.

A morning welcoming ceremony after a bus tour to WWII sites, included the ceremonial washing of the feet of our representatives, a subtle traditional dance and then a number of other upbeat songs done on local instruments.

At Morotai, we joined in a number of excursions such as trips to out islands - including Zum Zum, because "Zum Zum MacArthur Island" was General Douglas MacArthur's base during WWII. We also went to Dodola and Rau, visiting schools to be interviewed in English by both teachers and students, waterfall hikes, etc. We smelled Batu Kopi - so called Coffee Rock - a scenic arch on an isolated beach that does indeed smell like roasting coffee. On one waterfall hike, it was interesting to watch Isra, in full cover head to toe (though in the end she took off her socks) enter the water in a pool at the base of a waterfall after a wet walk through the woods. None of the Morotai tourist "kids" wore bathing suits and most didn't know how to swim except

perhaps for saucy Nofa who bravely jumped off one of the waterfalls after being teased unmercifully by her peers.

Zum Zum Island is named for General ("Zum Zum") Douglas MacArthur and though the island is tiny and uninhabited, it sports two statues of the man. Morotai lagoon was where the Pacific fleet headquarters was located during the latter part of WWII. On Zum Zum, there is little now, just the statues and the remnants of two finely-constructed wooden guest cottages left to slowly disintegrate in the heat and humidity, all in the presence of voracious sand fleas.

Later, we went back and anchored there. The anchoring is pleasant just off the dock and there are abundant reefs around that welcome exploration with mask and snorkel. Philip encountered three whitetip sharks one afternoon whose interest in him belied this species' non aggressive reputation. He beat a hasty retreat.

We passed many pleasant days resting, relaxing and visiting after months of rush-rush-rushing about.

As in most places we visited in Indonesia, purified **water** is easy to come by IF you have the proper bottles (what we would call carboys, in blue plastic) or plenty of your own jugs. The concept of leaving a bottle deposit is foreign here so, unless you can trade in an empty bottle for a full one, water is only sold to those the vendor trusts to bring back the bottle. Thus we needed the kind and patient Isra, from the tourist office, to assist us.

The water arrived in two separate trips by two scooters equipped with ungainly-looking carriers for two large 5 gallon jugs. One young man had a third jug wedged between his knees as he drove down the street and along the rutted path leading to the dinghy dock. Then it was a matter of getting it all out to the boat and hauled aboard.

Dodola Island is the site of a once-and-maybe-still-yet-to-be small resort of cottages similar to those on Zum Zum. A sign in Indonesian suggested that hundreds of millions of rupiahs were pledged to its development but we found only sparse equipment and supplies and only a few workers who seemed barely able to keep the property from salt water inundation, let alone to make improvements. Picking our way in through shallows with the declining sun shining in our eyes, we eventually found a nice spot off a small uninhabited island connected at low tide to Dodola. From this spot, we had a fantastic view of the sun setting through volcanic ash to the west over Halmahera which preceded an even-more spectacular sight of the full moon rising and being eclipsed by the earth.

Our Odyssey – Jun 2014: We anchored in Daruba Harbor off blue dinghy dock (legacy of Sail Morotai 2012) this is a great place to leave dinghy. We also used dinghy landing in front of small park which has a large fountain and a Tall Spire. This is close to the main town.

OFFICIALS Port Clearance is in a large white building at the Wharf .

DIESEL - We obtained this from drums in a shed near the wharf, not sure of the legalities of this bit could not find where/who to get letter from.

There is not many English speaking people here.

ENGLISH speaking guide. We came across a young high school student who spent the day helping us out. His English is OK. His name is JUL phone number 081342501719

Museum is worth a look if you are interested in military history.

Sloepmouche – September 2012: For the leg from Taluad to Morotai, we sailed most of the 150nm, (no wind for the last 20nm).

Good holding in 30-40ft, sand (02-03'23N / 128-17'25E).

What a great welcome once again ... all cruisers felt like visiting dignitaries! We had guides from tourism helping us to get laundry done, fuel (we even received 100 liters free) and gasoline delivery, free tourism pamphlets & T-shirts, ... We were invited several nights for dinner by the different authorities (Regent, Governor, Local Council). We had a bus tour around town & WWII artifacts; we had a boat trip to 2 small islets nearby.

Sept. 15 was the anniversary of the Battle of Morotai during WWII, an important turning point in the war. They had built a new WWII Museum commemorating the event and honoring General MacArthur. Sail Morotai banners were flying all around the small town, fountains were flowing, and the govt had even built an equivalent of an Olympic Village! The President of Indonesia came on that day, and the yachts participated in a "Sail by" along with all the visiting Warships, and some colorful local boats. (Too bad the organizers didn't think about the fact that warships, even at minimum speeds of 8 kts, quickly out distance yachts motoring at 4-5 kts!) Everywhere, we were treated like celebrities, and the Indonesians all wanted to have their photos taken with us to show their friends!

After everyone left, friends Roger & Lucie on s/v Catimini stayed with us another week to star in some small videos we made to promote local tourism in Morotai. The highlight was the trip to 2 of 7 waterfalls (called the 7 steps), which included the cars having to drive over very precarious log bridges to get there.

3.4.4 North Coast of Halmahera

3.4.4.1 Tobelo

Amarula – September 2019: We had made our way from Sorong to the north end of Halmahera before we realized there is no official yacht checkout port between here and Davao, Philippines. The closest ones were to return to Sorong (not!) or slog our way upwind (west, against the SW winds) to Bitung.

As we were in a fairly big city (Tobelo, Halmahera), we decided to plead ignorance, fatigue, bad weather, running out of visa time, etc, and see if we could check out for Davao from Tobelo. By some miracle we were able to do so.

We caused a bit of head scratching, but it all worked out in the end. There is no Customs in Tobelo, but for checkout that's OK as we're not a cargo vessel (*Ed note: They are very lucky, Customs checkout in Indonesia for yachts is a serious business, requiring a boat visit and a ton of paperwork.*)

Unfortunately I did not get the Immigration guy's contact details, his name was Wawan. He spoke good English. The quarantine officer was lovely. No English there, but we used Google Translate to communicate. The Q officer's name is Desi and her WhatsApp is +62 821-5364-8534.

The toughest nut to crack was the Immigration guy's boss. He said "We don't do clearing in and out here" but somehow they worked it out for us. Our worst case scenario if we could arrange

checkout would be to extend our visa, which would have given us time to get to Bitung for checkout in an official yacht port.

Ariel IV – April 2017: We came around the top of Halmahera at sunrise. We saw quite a few FAD's coming down the east coast of Halmahera towards the town Tobelo, especially around the Morrow Reefs, good look out is important.

We came into the very nice and well protected anchorage between the islands of Kokara. The passage to come in, between Tagalaya and Kokara is deep, no hazards and the passage into the lagoon is 100 meter wide. We had 7-8 meters depth over the entrance bar. Inside it is deep in the middle 44 meter, but we were two boats with no problem anchoring in 20 meter.

Alternatively you can anchor just outside town. The water is clean. Not a lot of trash like in Bitung.

SASPlanet was spot on but C-map and Navionics were not even close!

The Indonesian Pilot Book have marked anchorage "A" where there is a 2.5 meter coral head so look out!

There are many local boats going back and forth between Tagalaya and the town. It is about 2,5 nm in to town. You can stop a local taxiboat but they are often full, and you never know when and where they go back? We got stuck ashore once and finally had to pay a local boy 50,000Rp to take us back to the boat. Taxiboat should cost 10 000Rp per person.

We felt safe leaving the boat at anchor, we did not have anyone coming out and asking for anything. The fishermen shouted and waved every day coming in after fishing. One day we stopped them and bought two yellowfin tuna for 70 000 Rp.

We took the dingy in to town and left it with a military boat just to the left when you come in behind the two piers in the harbor. Or you can probably leave the dingy in the corner by the stairs, the people in the little outdoor store in the corner will surly look after the dingy.

We always took the "bentors", the "tricycles" into town, but it is not more than 20 to 30 min walk in the heat. We first went all the way out to the government building, to the tourist office and spoke to "Yus". He takes tourists diving, he recommended an underwater volcano, hiking up to a real volcano, waterfalls. He spoke good English and the office has a little exhibition and you can also get a map of the region.

Then take a new bento downtown again, always 5 000 Rp per person. "Galaxy" is the biggest supermarket, it has no frozen things, eg no meat and not even chicken. Some canned food ok, but the best we found was the Dutch canned butter, very good! It is in the big and very good market just two blocks away from Galaxy that you do the main provisioning, "the Pesaar Modern". Even if they had chicken we did not like what we saw, we bought fish and also lots of Tofu, soya meat. A good thing is that there are many food stalls and we had tasty chicken soup and rise and could provision and leave our gods at the table overlooking the market. Then we hired a "Microlett" -mini-bus taking us all the way out to the pier.

One afternoon we and "Making Time" took the dingy out to the small island Pawhole just north of Kokara Island and had a nice afternoon and sunset with a big fire and grilled tuna fish. No problem getting back in the dark, we had the moon and also our track on the iPad.

They say the town is 50/50 Christian and Muslims but hard to say when just walking the streets, but we visited the little very nice village on Tagalaya on a Sunday. Everybody is Christian and all go to church. The village is one long 200 meter street with one row of houses on each side. Very nice houses, painted in many colours and beautiful gardens. Lots of children as always and we got invited for tea. Lots of the young people wanted to take selfies. Nobody spoke any English! But we had a fantastic day.

Snorkeling is ok at the reef passage into the anchorage and that is also where they fish at night. Some of the reef has been heavily dynamited but that is now forbidden since two years and we did not hear anything so we hope the corals will now start growing again.

If you want a good lunch and meet an interesting man, Lutz from Germany and his wife Uno runs a resort out in Kupa village, "The Kupa Kupa Beach Cottage". Take a Microlett 20 000 RP per person. Lutz has also a nice little botanic garden and he is a beagle collector. But the food was good and the beach nice.

So after a hard days work it is time to take your cold Philippine beer and sit on deck and just relax and see the sun going down behind one of the volcanos. The big volcano behind the town is always active and the smoke goes high up in the sky while the rest of the sky is turning red.

Sail Samal 2 Raja Ampat Booklet – 2015: You can anchor off Kumu Island, just opposite of Tobelo Harbor on a shallow coral shelf (room for 2-3 boats)(01-43.720'N-128deg01.163'E). You can use the frequent and inexpensive water-taxi to go to town (only ~25 cents US/pers) ... that way, you don't have to leave your dinghy in the dirty harbor.

Tobelo is one step up from Morotai as far as local businesses & fresh food market. Prices are lower than in Morotai probably due to more abundance of locally grown produce here.

You can go diving with the govt dive center located on nearby Kakara Island (they can pick you on your boat). You should meet Yus, the tour liaison from the Tourism Office again and do some scuba/snorkeling and touring with him: dive on seamounts and on the underwater volcano with warm water vents ... You will enjoy the numerous soft corals and reef life here. Despite dynamiting in the past, the reefs are healthy when you know where to go! (Another good reason to go with the locals.)

You can take a land tour to see three fresh water lakes, one waterfall hike (beautiful, with a rock arch), hot springs (perfect soaking temperature after hiking), and WWII artifacts in Kao (not that exciting). Have meals in inexpensive local restaurants. Visit some small hotels/resorts like the Kupa Kupa Beach Cottage well run by Ona and Lutz (German), inexpensive and located on a nice beach. Only negative point is the possible volcanic ash on your deck depending the wind conditions and the volcanic activity nearby.

Carina – September 2014 – With Rally: From Morotai we moved on 26 miles to the island of Halmahera as we were invited as special guests of the bupati of Halmahera Utara to the opening of a festival of semi-precious stones (Festival Batu Alum Mulia). There we dropped anchor in a well protected anchorage at the small island of Kumo a short local water taxi ride from town from Tobelo's busy port where we could walk or take a bentor (motorcycle taxi) anywhere in town.

Being an area of active volcanoes, semi-precious stones are mined in Halmahera and finished for the jewelry market. The festival was much like a small trade show, with regional or island-

specific booths. Participants were competing for a whole list of prizes and showed their wares at their best. Stones of every imaginable color were being cut and polished, though the predominant style was of big bold rings set in massive settings of silver. The festival was NOT for tourists, we were just lucky enough to be amongst the only foreigners in town, so our presence demanded we receive an invitation. So, we put on our best batik, showed up for the buffet dinner and then we were given seats in front, right behind the dignitaries and their wives.

The bupati was an interesting person; clearly a politician and clearly popular. He offered every one of us a firm handshake and a sincere welcome smile. A short stocky man, he was dressed in a bright blue satin tunic with matching pants and with a wide belt and stylish head wrap of a bright red tapestry. He sat in an overstuffed chair, tapping his big (batu alum mulia) ring to the opening act, a mezzo-soprano rock star, and smiling approvingly at all who bowed when going to and back from the stage. When his turn came to speak, he spoke animatedly without notes, told jokes and then thrilled the crowd by belting out a song as he strutted across the stage.

Tobelo sits under a volcano that is continuously active, which means that you cannot escape being blanketed in ash if the wind blows in the wrong direction or stops blowing at all. Evenings were calm, so Carina got (and remains) covered. We were only in Tobelo a week but thanks to a man named Yus at the Tourism Bureau we not only attended the opening of the festival but snorkeled an amazing wall at Pawole Island, hiked into a magnificent waterfall and wallowed in a hot spring. Tobelo's traditional market was reputed to be one of the finest in the province and - being public market enthusiasts - we were not disappointed in the expansive area of stalls selling everything from perfume to multi-colored chicks to clothing to fresh local veggies and fish. Few vendors knew any English at all, so our market excursions involved much pantomime and lots of laughing (mostly at our expense)! So, despite the pesky ash, Tobelo was a good side trip.

Tobelo marked our turn-around point; we have decided to skip Raja Ampat and slow down our pace a bit. Instead, we are beginning our slow trek back to the Philippines by moving back to the Morotai lagoon at Zum Zum Island, dealing with a backlog of maintenance items neglected during our festivaling, including a mysterious coolant leak.

Our Odyssey – Jun 2014: We anchored at head of a very small bay. 01 43.640N 128 01.230E Harbor is very busy so we used local water taxi which depart from blue roofed dock. The town has everything you would need.

LAUNDRY can be done by a local lady at the head of the dinghy dock.

ATM we found that our Visa card also works at BNI branches.

Sloepmouche – September 2012: Tobelo is one step up from Morotai as far as local businesses & fresh food market. Prices were lower than in Morotai probably due to more abundance of locally grown produce here. We were able here to get a local propane tank and do the transfer ourselves (not easy to do ... we had to modify a local tank regulator to connect to the valve-less Indonesian tank. ... more details on this procedure in various cruisers forums).

We visited the Kantor Bupati where the fancy tourism office is located. As in previous towns, we were warmly received. We went diving with the govt dive center located on nearby Kakara Island (they picked us up on our boat). Did 5 dives from the island, on seamounts and on the underwater volcano with warm water vents ... We really enjoyed the numerous soft corals and

reef life here so far. Despite dynamiting, the reefs are healthy when you know where to go! (Another good reason to go with the locals.)

An Australian guy, Jono, was in the process of trying to start a dive center here and went diving with us as a guide.

We took land tours to see three fresh water lakes, one waterfall hike (beautiful, with a rock arch), hot springs (perfect soaking temperature after hiking), and WWII artifacts in Kao (not that exciting).

We had numerous meals in inexpensive local restaurants. We visited some small hotels/resorts and were impressed by the Kupa Kupa Beach Cottage well run by Ona and Lutz (German), inexpensive and located on a nice beach.

Internet: We had bought a dongle with local SIM card so we could do Internet and it worked slowly and intermittently here. (as in many places later on this side of Indonesia). Don't bother to buy the expensive dongle w/ capacity for 7.2 speed (unless you're going to use it in other places with much better Internet capabilities).

3.4.4.2 Kumu Island

Sloepmouche – September 2012: We decided to explore some of the East coast of Halmahera on our way to Raja Ampat.

We anchored off Kumu Island, just opposite of Tobelo Harbor on a shallow coral shelf (room for 2 boats) 01-43.720 N / 128-01.163 E

We elected to use the frequent and inexpensive water-taxi to go to town (only ~25 cents US/pers) ... that way, we did not have to leave our dinghy in the dirty harbor.

3.4.4.3 Bobolo Bay

Sloepmouche – October 2012: Our first convenient anchorage to avoid too many overnights on the trip to Raja Ampat. We anchored in this small bay in 45ft, corals (01-32.125 N / 128-30.958 E) as advised by our friends Walt & Jane on s/v Callisto. Natives paddled to us to offer us coconuts. Anchorage was rocky with weak shifting winds every so often. No easy way to go ashore but we were in a hurry anyway. Note: don't try to anchor on the side of the bay near the village (too deep), and avoid the shallow area between the 2 sides of the bay. You'll end up on the side fairly close to a tall cliff.

3.4.4.4 Lelai Pt (lee of Petak Pt)

Sloepmouche – October 2012: Another convenient stop enroute. We anchored in 30ft, sand, quite far from shore.(01-24.170 N / 128-44.657E). Due to big 6m swell, we could not go ashore.

3.4.5 West Coast of Halmahera

3.4.5.1 Loloda (01-42N / 127-34E)

Lorelei – December 2014: Lorelei blogged about some great surf on the point at Loloda.

With the big Christmas spring tides approaching we were not able to surf in the mornings as the tides were just too low and too dangerous with the super shallow coral.

So we changed to afternoon surfs instead on the rising tide. The waterfall didn't have loads of water because of the lack of rain, but there was enough to bring the RIB right up to the edge of the rocks and get a good dousing of cold fresh water.

Brigadoon – August 2014 – Loloda: 1°42.518'N 127°33.674'E - fish factory in bay. Lots of visitors. Went with one family back to their village Buoh, for pisang goreng (fried bananas) and to get some water. To date we have not had the rain we expected for filling our tanks.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Sloepmouche – December 2012: Our third leg up the coast of Halmahera brought us to lovely **Loloda bay**. We anchored at 01-40.69N / 127-34.03E (38ft, good sand). This bay is well protected from seas coming from any direction. It also comprises some interesting looking islets, one even boasting a waterfall. We dinghied over to the 2 waterfalls and swam under them. Near the NE entrance of the bay is a new fish processing plant (they gave us a tour) and on the South side of the bay, there is a village where people welcomed us warmly too. It was a perfect place to wait for the bad wx fronts to pass before heading NW towards Mindanao

3.4.5.2 Jailolo (01-04N / 127-28E)

Sloepmouche – 2012: We made ourselves a mooring in the tiny harbor at 01-03.534N / 127-28.181E in 10ft off a dead coral head at the edge of a small 40ft patch between the dock and us. The harbor is well protected and we were glad to have made a mooring as the wind switched 360deg in each rain squall.

I would recommend that you do visit Jailolo, but do it with the fast, inexpensive ferries and book a lodging. Contact Jailolo Culture and tourism office. Ask the tourism folks in Ternate. Our impression of the area is that of cleanliness and lots of flowers and plants around the houses that are more spaced than in other cities we visited earlier. It was more rural, a LOT cleaner and healthier than the city. Houses were brightly painted; the people seemed to take more pride. Don't know if there is a correlation, but Jailolo is a large majority Christian, with the Dutch influence. It was a pleasant relief from Ternate City.

We visited 2 traditional villages and a large plantation of nutmeg, cinnamon, clove, durian, and other local spice specialties. We went to a hot spring and mangrove river trip and drove to "Regret" mountain where we had a perfect view all around the bay. There are great views of towering volcanoes everywhere you look.

Kelearin – August 2012: Anchorage at Jailolo (01 03.38 3N; 127 28 36.3E) There's not much for getting stocked up here in Jailolo. Best to do that in Ternate. There is a ferry that goes back to Ternate several times a day.

One bank with an ATM a bit of a walk up the hill or ask a taxi to take you up there.

3.4.5.3 Tofiri

Brigadoon – August 2014 – Teluk Tofiri: 0°59N 127° 30E - tried Jailoda, but suitable area very small with plenty of other vessels competing for the same space. Could pick up internet from jetty as we were searching for anchorage.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.4.5.4 Ternate

Brigadoon – August 2014: 0°47.160'N / 127° 23.451'E - Government pier, could leave dinghy here. Supermarket & produce market 5 mins walk to right, just past mosque in photo. Ojek (motorbikes) 5,000. IDR flat fee. Aziz (tour guide) ph. 0813 3443 5241 organized fuel for us. We rang told him how much, checked price (IDR9000), took containers to Government pier and he returned them to there.

We found poor holding for anchor, and very congested. Took many attempts to set and then finally dug in a squall (exposed to winds). So moved to Tidore, across harbor.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Sloepmouche – Oct 2012: We anchored at 00-47.10N / 127-23.50E in 30ft on hard coral and coral heads. There is only room for 2 boats to anchor because even though the shelf is shallow, the holding is quite poor, and you have to lay a lot of anchor line...and there are strong tidal currents with unpredictable directions of flow. Everywhere else around is above 20meters (70ft). We were right in front of the special tourism dock that is guarded 24/24 so no theft should be expected! The governor keeps his official yacht there! After our outboard had been stolen in Sorong, this was a relief! Alas at low tide it was difficult to get on the dock, as the former ladder was gone ... Make sure you use a stern anchor to keep your dinghy away from the local boats and the dock. The tourism office has local guides to assist you while here.

We were invited for dinner at the private English school run by Rusdi a very bright and enthusiastic Indonesian who has US and UK accreditations. The school has over 300 students and offer courses from kindergarten to adults, 7 days a week to suit everyone's schedule. The 4 of us cruisers were the guests of honor and speakers to 50 students who attended. It was all fun and we were happy to help them practice as well as to have the opportunity to spread some goodwill and inspirational messages. Mr Rusdi also arranged a tour with students and their parent's cars, to take us around the island to see the sights. Many students came with us to practice their English and it was a win-win for all. We were also invited at Mr Bla-Bla's (nickname!) English school for English public performance by students.

Shopping: Ternate offers 2 malls with more upscale products than found in the other cities visited and has a big fresh market. Lots of inexpensive local food. The supermarket in the Mall is large and modern, but did not offer the range of specialty choices in "western" food that Sorong did. (We heard that Manado (NW Sulawesi Is) was the best, followed by Sorong, then Ternate) We were able to get diesel and gasoline here easily with the help of the fellows on the dock. Contact Aziz (North Maluku Province Culture and Tourism office) or Samin (Saa-MEEN) (at RRI Radio station) for help if they do not find you first!

December was a month filled with events where we were invited: to 4 different weddings! (one at the Sultan's palace for one of his sons), to the Kora Kora boat festival as well as a big cultural event for the visit of Indonesia's vice-president. Quite amazing to have people in the street smile at us and calling us "Mister" no matter what gender we are! Lots of people seem eager to learn English and like westerners and western consumerism. (In some ways, it is sad to see the

negative influence, like the one-time-serving-throw-away wrappers and water bottles. All these things just get thrown in the streets and end up in the sea ... Still the local culture is strong so it is quite a different world for us. We stayed here one month and were quite busy interacting with locals the whole time! If you have animals onboard, be very careful here that they don't fall overboard as the current can be swift in the anchorage.

Kelearin – August 2012: Anchorage at Ternate fishing port: (00 46.04.7N; 127 22 47.4E). Great little market right off the dock. We tied up to the Navy boat and gave the guys cigarettes a couple of times. There is a solar pump right on the dock and we negotiated to get it in our jerry jugs for 6,000 rph a litre. Again, solar is subsidized so it is not legal for us to get it without an agent, however, it is done, and the Navy guys looked the other way.

Shopping: Catch bemos into town just next to the market. There is a large supermarket in town near the grand mosque. Around the corner there is a laundry across from the mosque.

On our second visit to Ternate, we anchored near the grand mosque which has a poorly constructed minaret that is collapsing into the sea. Anchorage at Ternate mosque (0 47.1N; 127 23.5E).

We went on tours around the island, including a very nice stop at a park dedicated to the volcanic eruption of Mt. Gamelama in 1997 which sent a lava flow down the mountain and destroyed a town.

We had a very nice hosted buffet lunch at the Florida restaurant with this view of Tidore and Maitara islands. Later we were driven 17 miles across the bay in a posh jet boat and spent a nice sunset on the terrace of the governor's palace complete with the gov himself. We also went to Sulamahada beach for a very pretty snorkel in the cove.

3.4.5.5 Tidore

Island Time 2 – July 2017: The northern bay at Cobo (pronounced Chobo) doesn't offer much choice of anchorage. However, we did find a spot in 16m at 00 44 9217 N 127 24 5820 E. Small area but good holding away from reef inside the floats in the corner where the beach meets the rocks.

Excellent market at Soasio but no public transport from Cobo. We made a quick, very scenic trip on the back of an ojeck. We made the trip to Soasio a second time in a small blue bus that left Chobo at about 8.30am. Chobo is about a 15min walk east along the ringroad.

Soasio had a great clean fresh market and we really enjoy the scenic drive/ride there and back. Easy to get transport back so you could organise fuel from here if you really want to avoid Ternate...though Ternate would be an experience in itself.

We were able to get 4G Telkomsel by hoisting our device to the first spreader.

Brigadoon – August 2014: 0°45.101'N / 127° 24.332'E fresh water from well by village on east side of bay. Reef with large grouper, despite nearby houses. Mosques much quieter over here than Ternate. Phone & internet work.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use these waypoints with caution/skepticism.

3.4.5.6 Goraichi / Gura Ici Islands (SW Coast Halmahera)

Brigadoon – September 2014:

Pulau Laigoma - Goraichi islands - 0°08.777'N / 127° 12.942'E - good snorkeling. Welcomed by Mr Turtle. Fisherman came to have his water bottle filled up. Whale crossed equator with us.

Pulau Tolimao - Goraichi islands - 0°00.593'S / 127° 10.766'E - stopped for snorkelling. Pulau

Kasiruta - Goraichi islands - 0°16.385'S / 127° 17.077'E - good snorkeling- sharks, rays, big fish.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use these waypoints with caution/skepticism. They probably indicate an anchorable area, but you'll have to search for it!

Sloepmouche – October 2012: We could not find a good anchorage around Leley Island, so we anchored at 00-07.80N / 127-12.86E in 30ft of sand off **Gunange Island**. We did not go ashore but this was a convenient overnight stop on our way to Ternate Island. Nice scenery and a big enough area for more than 2 boats to anchor. We ended up coming back in Leley Island by speedboat (2-3h) from Ternate. Diving is supposed to be good around here; even a dive spot with mantas ... but everything has to be arranged in Ternate first.

Kelearin – August 2012 (with Rally): Anchorage at Guru Ici (00 01.3S; 127 14.8E)

3.4.5.7 Pulau Kayoa / Laloelin

Soggy Paws – July 2017: We motorsailed up the east coast of Kayoa in nearly calm conditions. It was a falling tide and we had a little current against us. FADs started at the bottom end of Kayoa, at about 00-02 S, and run in a string up the coast, in the middle part of the island. Though we'd intended to go to anchor at the north end, we opted to stop at Island Time's spot, a few miles south of the north end, on the east coast, as it was getting late and it seemed very protected. There is a little mound of gravel? that humps up to about 45 ft. We dropped in the middle of the hump, set the anchor well, and had a quiet night. Forecast was for S-SW winds but they ended up more SW-W, and we were well protected. We dropped our anchor at 00-06.92 N / 127-26.59 E.

Some parrots ashore and a large flock of some very twittery birds in the trees to the SW. They sorted sounded like fruit bats / flying foxes, but we never saw one fly, so might have been another type of bird.

Island Time – July 2017: Kayoa/Kajoa is a long island and next north of Bacan. Found a small area of shallow in a large deep bay at 00 06 9005 N / 127 26 6029 E 15m good holding. Leaving here, the SSE wind backs more into the S, thanks to the shape of Halmahera which gave us a great sail up the channel to Tidore.

3.4.5.8 Pulau Bacon / Batjan

Soggy Paws – July 2017 - Telkomsel: We had weak 2G internet most of the way up the west coast of Halmahera, starting from Pulau Bacon (on the east side of Bacan). Have to get your device outside the boat and as high as possible, and be patient! It came and went all day as we motored north for the next 2 days to Ternate.

Island Time – July 2017 – NE Bacan: Here we went through Selat Gilalang between Bacan and Gilalang Islands. Interesting passage, no dangers. Anchored off a long black sand beach at 00-19.5172 S 127-30.7540 E Good holding in 22m, hard sand bottom. This anchorage is open to the west and we did get a strong westerly squall but holding was good so safely rode it out.

The swell is now invading from the west between the islands confusing the current.

FADS start at 00 02 S

Island Time – July 2017 – Kusu Island (just off Bacan E coast): Entered Selat Patientie on neap tides slightly flooding north. This area is subject to very strong currents so beware of strong spring tides.

Anchored inside the lagoon at Kusu Island at 00 27 4042 S 127 42 5129 E in 17m on clean bottom BUT were immediately asked to leave by the owner of a new resort being constructed on the other side of the island.

This group of islands that run north across the selat to Halmahera are all part of a marine reserve where anchoring is strictly prohibited . There are no moorings. Good coral but horrendous currents. The area is still open for fishing by the local population.

Soggy Paws – July 2017 – SE Bacan near Teluk Balipota: Anchor position 00-41.554 S / 127-45.544 E We were disappointed again to find Brigadoon's waypoint (which is listed in their writeup to 4 decimal places, and which I double-checked to make sure I'd entered it correctly 3 times) to be in over 400 ft of water. Coming in after a dawn start for a 50 mile day, late in the afternoon, with poor light, a squall approaching, and a good-for-nothing GoogleEarth chart, we had to find our own anchor spot! We skulked along the coast, finding it fairly steep-to. But we did find a couple of spots where small streams came out, that were better than the rest. We first dropped in 70 ft, only to find we were too close to the reef along shore when we stretched the chain out. So we moved out and dropped in 80 ft, with 166 ft of scope and a 100 lb anchor, and we THINK we'll be OK for the night. Please god, no 25 kt winds out of the north! This is a protected spot from all directions except north. Off a black beach lowland with a couple of scattered fishing boats. No town.

Island Time – July 2017 – SE Bacan: We tucked inside behind the reef at 00°41.8410 S 127°49.5825 E 25m clean bottom . Sadly, a rubbish collection spot.

Brigadoon – September 2014: Pulau Bacan - Teluk Balipota 0°40.948'S / 127°45.839'E - anchored in 54ft, currents. Did not snorkel. (*Ed note: This waypoint is in 400 ft of water!*)

Ed note: Anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.4.5.9 Labuha (West Side of Pulau Bacan)

Kelearin – August 2012 (With Rally): Anchorage at Labuha (0 37.795S; 127 25.892E). We managed to get propane here which is kind of a rigamarole as it is regulated. We had to get a large tank, decant it to our smaller ones and do it surreptitiously as that is illegal. Bank on the main street just behind the ferry docks.

Located on W. Halmahera, Labuha's harbor was pretty open to the SE swell. We opted to anchor about 2 miles away near a resort island along with 2 of the other boats, while everyone

else anchored in front of town and then abandoned their boats PDQ due to the rolling and headed to the hotel being used as rally HQ.

The town officially greeted us the next morning with, you guessed it, more kids, traditional dances and dignitaries. We were told there was to be a parade but learned that we were the parade when they loaded us up in becaks (small pedicabs) and pedaled us around town and neighborhoods.

Irish Melody – October 2011: Anchorage 0 38.121'S:127 28.711'E. As we left Pulau Kasiruta behind us to the north, boat traffic increased and little settlements began appearing. The distinctive calls emanating from the mosques drifted out to us as we motored by. The imposing form of Gunung Sibela, the mountain near Labuha, appeared, along with the rain showers/thunderstorms that seemed to be an inevitable part of our arrival into any new anchorage. The binoculars were put to good use identifying the various markers noted in the NGIA sailing directions, although I looked in vain for the two distinctive trees allegedly growing 1 m south of the Customs Pier. We puttered south anyway, to where 3-4 small Indonesian vessels were anchored. Weaving through them, we stopped the boat and dropped the pick, obtaining good holding first up and seconds before the rain came down! Time for a late lunch and a cup of tea.

Cruising notes: Arrived around 2.00 pm - used the information provided in the latest National Geospatial Intelligence Agency Sailing Directions (Pub. 164) and MaxSea charts with satellite overlay - spotted the reef marked by the tree at the NE of the bay despite warnings that reefs in these passages do not show clearly by discolouration. Motored inside an anchored fishing platform, followed the curve of the bay at the 15 meter mark around south of what looked to be the Customs wharf. Final anchorage in 6-8 meters (water so murky couldn't see the bottom) beside long rock wall, about 300 meters south of the radio towers and 30 metres north of a small bridge over a little creek. Could not identify the other two 'distinctive' trees mentioned in the Sailing Directions. Maybe they have been cut down. We were up early again this morning to make sure we would arrive at Pulau Obi before dark. We got away quickly, motoring (again!) up the bay, with a reasonable tidal assist of 1.5 k helping us along. Once out of the bay what we thought was the ripple of wind turned out to be the E-W current mentioned in the sailing notes, and for the first time since leaving Davao our boat speed was faster than our speed over ground.

3.4.5.10 Waringin / Daga Islands

Island Time 2 – July 2017: Anchored between these 2 small islands at 00 47 5158 S 128 09 5013 E 10m , medium holding but well protected . Mangroves, sand flats and flying foxes.

3.4.5.11 Damar (0-58S / 128-21E)

Soggy Paws – July 2017: Arriving from Boo very late in the day, we went for Brigadoon's spot on the east side of Damar, but never found 40 ft. We ended up anchoring at 00 58.3697 S / 128 21.6395 E, in about 48 ft. It looked like mixed sand and coral (light was bad), but the fishfinder didn't indicate any big bommies. We were fine here overnight in light winds, and didn't have any anchor snags in the morning. The pearl farm mentioned by Brigadoon is a massive area to the north, but the buoys are easily visible. They extend well east of a direct line from our anchor spot and the east end of the small island to the north.

Island Time – July 2017: We anchored on the western side of Damar inside the lagoon behind the reef at 00 59 9592 S 128 19 8108 E 24m, clean bottom

Brigadoon – Sep 2015: 0°58.156'S 128° 21.598'E - anchored in 40ft behind pearl farm.

Ed note: Anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.4.5.12 Joronga (01-06S / 128-23E)

Island Time – July 2017: Sailing west from Boo Besar we experienced strong current coming down out of the Halmahera Sea.

Caution!! - On approach to the 2 large island groups off the SE tip of Halmahera there is a rocky islet at 01-10.5109 S 128-30.0458 E. It is not marked on Open CPN or visible on our standard Google Earth images, but found it on a BING image.

Because of the strong current and light winds we came into this area in the dark so anchored in a large area of offshore shallow of 25m at 01 09 5208 S 128 30 4194 E. 1.1nm NNE of the rocky islet. Clean bottom and excellent holding in the strong current from the north. Calm weather option only.

Next day we anchored just in the mouth of the atoll at 01 09 0493 S 128 26 7348 E in 7m sand bottom. No dangers coming in from the SE. Exposed to the SE but we had very light winds. Possible anchorages further in.

Anchorage From track and waypoint files, unknown date: Anchored in lee of small entrance island inside lagoon in 6m sand. Great anchorage. Indonesian fishing boats anchor here, very friendly. 01-08.728 S / 128-26.5890 E

3.4.6 Islands South of Halmahera

3.4.6.1 Pulau Obi

Irish Melody – Oct 2011 – Laiwui: Anchorage: 01 19.973'S:127 38.226'E. Arrived Laiwui 5.30pm after losing the easterly wind once in the lee of Pulau Bisa - motored up the bay taking heed of the Sailing Notes and keeping closer to Pulau Bisa to avoid the reefs on the north shore of Pulau Obi. Turned into Laiwui at the compass bearing of 170, anchoring east of the pier as suggested, in 14.5m. Good holding in mud, peaceful night.

3.4.6.2 Gumumu Island

Solita – September 2010: Anchorage: 01°51.57'S / 127°33.9'E Easy entry but watch fringing reef. Good holding 10 M over coral. Protection good from SE to SW, open NW to NE. No cell signal

3.4.6.3 Kepulauan Sula

These islands are off the east coast of Sulawesi, but belong to the North Maluku Province.

3.5 Maluku Province

Maluku Province is south of Raja Ampat. See highlighted green areas to right. Map courtesy Wikipedia.

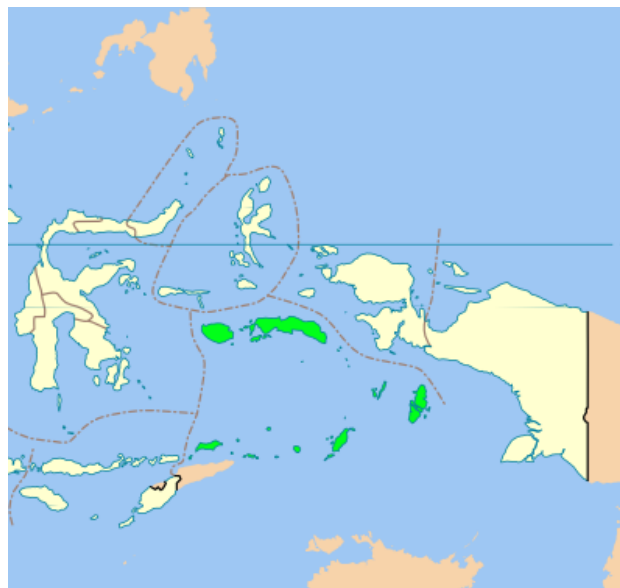


Figure 3-3 Maluku Province

3.5.1 Ceram (Seram) N Coast

3.5.1.1 Boana Island (02-59S / 127-51E)

Solita – September 2010: Anchorage

02°59.5'S / 127°51.9'E Easy in, good holding, 15-20 M over sand/coral. Protection good from NE to S, open to west. No cell signal.

We left the gloomy atmosphere of the Ambon group to continue north and the weather cleared as we entered more open water.

We stopped at Boana Island, a very beautiful island with a picturesque coastline – tall mountains, small rocky outcrops, deep inlets, white sandy beaches, great coral. There were a few huts on the north coast where we anchored in 17M, but no village. There was a small village inside the large inlet to the east.

3.5.1.2 Tandura (02-52S / 128-09E)

Brigadoon – October 2014: 02°52.6'S 128° 09.4'E - found shallow spot in wide bay, was good anchorage for the night (in S conditions)

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.5.1.3 Pulau Air (02-45S / 129-01E)

Brigadoon – October 2014: 02°45.36'S 129° 01.18'E Inside a coral lagoon. Very pretty. Entrance easy to see in good light.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.5.1.4 Sawai (02-55S / 129-07E)

Brigadoon – October 2014: Anchored at 02°55S 129° 07'E - very scenic, but couldn't find sheltered anchorage. This one out in the middle.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.5.1.5 Wawai 02-48S / 129-31E

Pacific Express - Sept 2012 - Wawai, Seram Islands

02 47.616S / 129 31.019E We went past the town of Wahai and came through the red and green markers leading in to where we were going to anchor. There was reef both sides of the markers and we motored in with the motor in neutral to where we thought the waypoint was which was supposed to be in mud. We were very close to the mangroves when a fishing boat came in behind us and started yelling at us to get out of there and then the depth sounder hit 7.8m and Pacific Express's bow was over reef and we had a big bommy just beside the cockpit! We reversed out of there very carefully and went around the jetty and anchored up the back in the mud very close to where the waypoint we had been heading to was. We just had to go around the jetty first!! That's probably as close as we have come (except for once when the crew was driving!) to putting Pacific Express on a reef! Excuses and lessons learnt - both exceedingly tired, almost home so took the eye off the road; we always have crew up the front when coming in but because we thought we were coming into mud we hadn't bothered!

We anchored at 9.30 in 9m and went back to 4m backing towards the mudbank - at least its only mud! Anyway we are in the calmest place off a little village which is surrounded by mud at low tide. We can also see all the reef where we tried to take Pacific Express into!

The fishing Boat Inkamina anchored beside us to clean their nets and asked if we wanted any tuna. The place is absolutely beautiful. The only blight is the big generator running on the big boat at the jetty.

We walked to town about 10.30 - quite hot and a couple of kms but we decided we needed the exercise. We walked through the town being greeted by the 'hullo mister' and 'hullo missus'. The petrol station was just at the end of the road at the port but it was closed and had been for quite some time. We went to the market which was just some sari stores and a few veggies for sale on the street. The town is almost enclosed by reef. We bought some bananas and then ran into an Australian who knew where to get beer - of course! There were three Aussies working doing thermal seismic work in a plane and helicopter to find minerals - apparently a joint venture between the Australian and Indonesian Governments. Had lunch then caught ojek's back. An ojek is on the back of a motor bike. The tide was way out and if we didn't have wheels on the dinghy, we wouldn't have got it back in the water. We did not locate any diesel.

Around 4 we were sitting on the deck and there were some kids on the wharf whooping and waving so we waved back and next thing they had jumped in the water and were swimming out. We suspect they had underestimated how far it was to the boat! We told them to go to the back of the boat so the five of them stood there so excited. The skipper got the map out and showed them what we have done/are doing. Gave them some orange juice and biccies and they were full of boyish exuberance and just such a delight. They were high school boys and shook our hands and had their photos taken on the bow of the boat - so polite. The skipper took two of them back ashore in Bob - the other three were yelling that they were going to Australia. The skipper then took the other three in - it made their day and it made our day too.

The next day we did the long hot walk to town again and got some eggs and more beer (it is a long way home!). The beer shop always seemed to be closed but the locals yelled through the windows and they then opened! Very funny.

We walked right to the end of town and we could not find anyone to sell us any diesel. We ordered lunch and the skipper waited outside and the makan place was right by the police station and a policeman came over and told the skipper he had to fill in some forms so off he

went. The police only wanted to know what we were doing and were amazed and they had a good old laugh and chat - no forms.

We were sitting on the deck around 5 when we saw four heads swimming to the boat. We had already put the dinghy on board so had no way of taking them back. This lot were aged 14, 16, 18 and 19. They asked for cigarettes - tidak!! The skipper did a good job talking to them. It was starting to get dark and the skipper explained they would have to swim back and they asked if he would like them to go now and he said yes so off they went and swam back - it was still exciting for them to just stand on the back of the boat and even though sometimes we don't feel like it, to an extent we are a window to the world for them. And they are so polite.

We had a little rain the previous nights, not enough to give us anything really so the skipper took the rain catcher down so of course it bucketed down! We caught enough in the buckets to do a wash at any rate.

3.5.1.6 Malakabo (02-59S / 130-08E)

Pacific Express – Sep 2012: 02 59.207S / 130 07.965E We left Wahai around 6.30 and all the guys on the big boat waved us off - bless em. Motored into a 10 knot breeze and current against us but it was a pleasant day. The scenery changed from mountains to rolling hills. Around lunch time the wind came up on the nose and it got quite rough. We got the main down and headed to the beach we were going to anchor off. We just got the anchor down and the rain hit and it poured. The other thing that happened at the same time was the height adjustment bolt holding the tiller up sheared off and the tiller collapsed! We anchored in 6m off the beach thinking we were going to have a rolly night.

A pod of dolphins came in swimming not far from the boat but were very shy. Talk about an isolated spot - no lights, no cooking fires - absolutely no one here!

3.5.1.7 Bula Bay

Pacific Express – Sep 2012 - 03 06.308S / 130 32.692E

A surprisingly comfortable night. Just a gentle rock at times or else calm. Got up at 5.30am just as it started to sprinkle. Up anchored at 6am and motored along on calm seas in the rain. Cleared and saw a huge tuna swimming along with its fin out of the water about 6ft long - at least thats what we think it must have been - it was not a shark. We sailed for an hour or so and then the wind went on the nose and the chop picked up a bit. When the tide changed the current went against us so we decided on a short day and anchored at 11.30 behind a sandspit off a beach quarter of a mile east of a big jetty. We could see the town of Bula right across the bay. It was a little rolly during the afternoon but once again it settled through the night.

Miles: 29 TTT: 1,772

3.5.1.8 Waru Bay

Pacific Express – Sep 2012 – Waru Bay: 03 24.044S / 130 40.616E We left Bula Bay at 6am to try to get around the Cape before the wind and the tide picked up. The swell really picks up around the Capes. The sea was flat but there was a large rolling swell. We had a pleasant journey around. The seas were flat with a slight swell. Anchored in 14m off a village at 10.07am. A very pretty place.

Had a restful day. It was sunny and very protected. Late in the afternoon two boatloads of men came in to the village - we thought they may have been working on the outlying island. There was activity on the beach and a truck drove along the beach. We had a feeling they may have been dropping off firewood for the cooking fires which sprang up in the evening. We could hear the mosque but we could also hear what sounded like a disco - quite a contrast! A lovely calm night.

We left at 5.45am in calm conditions for Tual. Our original plan had been to island hop to Tual but the weather across the region is blowing up in four days time so we have decided to do an overnighter to an island 20 miles short of Tual. The islands on the way are reefy and deep and we would have to feel around to find somewhere to anchor and you need good light for that. The seas started out calm with a nice breeze. Full sails up with motor assist. Lovely day till we got to Gorong Island around 3.30pm and then the wind went on the nose and we had current against us with a choppy sea - not uncomfortable though - 2200 revs for 4.7 knots!

Passing Gorong Island with a few small villages and we can see four mosques - one with a huge gold dome. It looked a very pretty island but we kept going. We motored through the night with a lovely full moon and a slight chop on the sea and it was a very comfortably night and we both managed to sleep.

3.5.1.9 Seram Laut

Brigadoon – November 2014: 03°52.5'S 130° 57.3'E - expanse of reef around entrance to village. We just stayed for a day, and moved on.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.5.2 Ceram (Seram) S Coast, including Ambon

3.5.2.1 Ambon & Surrounding Islands (03-38S / 128-14E)

Cruising Guide to Indonesia Notice to Mariners - Bridge Construction – Ambon harbour outer anchorages (A) and (B) are unaffected and remain as written. The inner harbour area of Halong Bay, Ambon now has a bridge spanning its entrance. The Merah Putih Bridge has a reported height clearance of 34.1 meters. Inner Ambon harbour anchorages (C) and (D) are only accessible for yachts able to pass under this height restriction. Err on the side of caution when approaching.

Jamala – September 2024 - Anya Island: 03-16.180'S 127-56.069'E

We needed to provision and the wind decided that Ambon was a good place!

We anchored here so we could make our way through the pass to Ambon in daylight. Anchored 16 m sand.

Jamala – August 2024 – Manipa Island, NE Corner: 03°15.467 S 127°33.870 E we anchored in this bay for a few days. It was lovely and calm.

Ariel – August 2024 - Ambon Pulau Ela: We called Nusa Ela resort as we approached and they invited us to use their mooring at 3°39.06S / 127°54.66'E

Very friendly, good food, byo beer, great snorkelling just there.

Ariel – August 2024 – Ambon: Good anchor spot at 3°43.479' S x 128°08.576' E in about 13m about 200m south of the hotel. Used the jetty for fuel loading.

Jamala – July 2024 – Ambon: 03°42.070S / 128°10.034E

We contacted Jefry +62 813 43383349 by WhatsApp, he owns the fish farm where you can tie up alongside. He doesn't speak much English but can translate and will help with your lines.

It's expected that you will take dinner at his restaurant, it's very inexpensive. He will take you ashore and back for 50k (return) pp. No need to use your dinghy. We also left some old oil with Jefry and we were able to leave our rubbish with him too.

There are also ATMs in town.

Some contacts that may be helpful:

Agnes +62 812 48547559, she can speak reasonably English and helped us with a new quarantine certificate (we had to pay 100k for a new one). She also took us shopping, and we paid her to do this as well. We later discovered that other people had paid her far less than we had, so I messaged her and asked her to charge everyone a set fee for her services. We really didn't need her to go shopping with us we could have got a taxi and gone to the supermarket and the local market ourselves. It was convenient as she had hired a car and a driver, and we had to pay him separately 450k, and we paid her 300k.

We also had a day tour with Jeisen WhatsApp +6285280029500

He speaks good English and gave us a great tour around Ambon. Again, we paid him, and we paid 500k separately for a driver. We were out from 10 am to 7 pm.

Soggy Paws – October 2019 – Updated Contact Info for “Johny Ambon”:

WA: +62 81344195429 On Facebook: Johny Ambon Dahoklory johnypirate@gmail.com

Field Trip – August 2018 – Baguala Bay: Instead of anchoring in the bustling, dirty, busy bay of Ambon, we decided to drop the hook in the shallow, calm, quiet waters of Baguala Bay, just around the corner. It was easy to hop on a bus and get to the city's amenities and shopping, but the traffic and noise was left behind once we were back at Field Trip. Friends had told us to make sure to meet Kaj and Barb, the UK/Australian couple running the Dive Into Ambon dive shop in the Maluku Resort, so that was first on our agenda.

Kaj and Barb were lovely and very helpful, as were Phoebe and Azza on their staff. They each gave tidbits of insider information about fuel, bus names, shopping, etc., and we made sure to support them by doing a few dives through their operation. Diving in Ambon is world-renowned. It is specifically known for its “muck” dives. As the name suggests, muck dives involve looking for critters in the muck, or silt, that settles on the sea bottom here. It is especially helpful to go with experienced guides who can spot even the most camouflaged of creatures.

Diving was only a small part of our Ambon experience, though. Most of our time was spent hanging out with new friends we met here. Thus far in Indonesia, not being able to speak the language has really limited our interactions and our connections. Coming from the intense relationships we built with villagers in PNG, the Solomon Islands, and Vanuatu, it feels very disconnected. We find ourselves once again back to our visitor/ tourist status, held at arms length and viewed from afar as aliens in a foreign land. In all honesty, this has its upsides, for

sure. It's kind of nice to have less expectations and less pressure to interact with such intensity. However, we were missing that people time.

God knew just what we needed, and while Mark and Michael were waiting in the Immigration office, an American family of six came in for their annual paperwork updates. They were young missionaries from Oregon who had been living in Indonesia for the past 7 years.

Mark and I really enjoyed getting to know Matt and Chelsea. They had so much information to share with us and such interesting life stories. Both of them were missionary kids (Matt in PNG and Chelsea in the Philippines), so we were very curious to hear their take on growing up in remote, foreign places.

Back at the boat, we got a chance to hang out with some other Americans, divers who were staying at the Maluku Resort and diving with Dive into Ambon. Two of them, Carlos and Allison, were from Key West, Florida, and provided yet another lesson for us - fish identification. Turns out, they have worked with Reef.org for a number of years, logging fish counts and leading webinars to teach others about how to identify certain species of fish. That night, they wowed us with a computer presentation differentiating various types of pufferfish. We even learned how some tribal people used the toxins from pufferfish to turn wrongdoers into zombies! And did you know that some dolphins have been observed getting high on small doses of a puffer fish they play with? Puff, puff, give suddenly takes on a new meaning!

Our stay in Ambon truly was delightful. The city itself didn't offer much in the way of culture, sightseeing, or history (except that it was the VOC, Dutch East Indies Trading, headquarters during the spice trade days), but it did have an air-conditioned mall where we wandered on many hot afternoons! No, it was the people that made Ambon a place that will linger on in our hearts and minds.

Complexity – July 2017 - Amahusu Moorings: While we were on one of the moorings in the Amahusu area, we broke loose from the mooring in the middle of the night. It appeared that the mooring loop at the connection to the weight on the bottom, chafed through.

We spoke to Bertie who is involved with the local sailing community, when we took the float and line to him ashore. He said that the committee planned to pull and service all of the moorings, including replacing lines, before the Darwin to Ambon race fleet arrives in August. They will also be adding more moorings to accommodate 24 boats.

The second mooring that we picked up in front of the hotel seemed to have too long a line. It offered enough swing to bring our boat much too close to the concrete walls extending from the hotel. It also allowed our boat to swing rather too close to one of the local longboats which was on a nearby mooring. When we picked up the pennant it was rotten and went to bits. We then grabbed the mooring line itself.

After breakfast we moved to yet a third mooring east of the public pier and just out from the red and white telecommunications tower at approximately **3 43.335 S 128 8.754 E**. It may not be exactly there depending on the current and wind at the time. The third mooring seemed to be in newer condition with just the right amount of swing in all tides. The pennant was in sound condition. Bernie said that all of the moorings are of the same age and materials but thought that maybe the one that parted sending us adrift had been missed in the last retrofit.

We noticed that some of the moorings are on lines that are too short during high tide. They submerge partially or completely. Other mariners should be aware of their presence, maybe below water level if seeing a spot that looks like enough space to anchor and swing. You would not want to get your anchor hung on the mooring weight on the bottom or your rode fouled with the mooring line.

We noted the issues with line length on the moorings, some too long and some too short to Bertie. He will supervise retrofitting of the moorings by checking the depth of each spot and making the line the proper length. The ones in the mooring field now were all cut to the same length which resulted in some being too long and some too short for their depth.

Bertie and the rest of the sailing community at Amahusu Beach are very friendly and committed to enhancing amenities for visiting yachts. It will be good for the cruisers to work with them as they learn the ropes. They have learned a lot and will learn more as more yachts stop and use their facilities.

Diesel: We got our diesel through Bertie. But Yan, the English-speaking shopkeeper, in the store across the street from the hotel can also organize delivery of diesel fuel to your boat. He told us he does so for the yachts in the Darwin Ambon race. Yan's phone number is 081343222100. We did not think to ask the cost per litre of fuel.

Telkomsel Phone Voice and Data Recharge can be purchased at the same little store.

Laundry: We had our laundry done at the Amahusu Hotel. Unfortunately, some of it was not fully dry but we did not have time to take it back for more time in the drier. It was very rainy most of our time in Ambon so we had towels etc hanging in the salon to finish drying. If anyone has their laundry done there, they should emphasise that it must be fully dry when they pick it up.

Clearing Out of Indonesia in Ambon: We had Bertie's help in clearing out. We had him hire a bemo for the day (Rp 500,000) and with the dedicated bemo and Bertie's help, we just barely got all 4 steps (Customs, Immigration, Quarantine, Harbormaster/Port Captain) done in one day. Our saga is detailed in Section 1 in the [Customs & Immigration](#) section.

Soggy Paws – April 2017: We had heard reports that at least one cruiser who tried to anchor in the inner harbor was chased out by police, so we weren't sure whether it was possible to anchor in there. Arriving late in the day after 3 nights from Bitung, we didn't feel like going all the way up to the inner harbor, only to find we couldn't anchor there (it's another 7 miles ENE from here). So we stopped at the **Amahusa** area, on the southern jaw of the Ambon harbor, where we saw another cruising boat anchored. It turned out that that boat was stored on a mooring, and there were other moorings along the coast in the area.

As we prepared to try to drop anchor between moorings in about 45 ft, a dinghy came up to us and offered us a free mooring. This turned out to be Bertie, Nico, and Delly, from the Amahusa Sailing Community. They are Amahusa area residents, and they are actively working to restore the area as a sailing destination. Later we met "Johnny Ambon" a local boat captain staying on an Australian boat on the moorings. All were friendly and helpful and gave us their phone numbers in case we needed any help.

After questioning them about what was on the bottom, and looking at the mooring lines, we ended up picking up one of their moorings. Our position in the middle of the mooring field strung along the coast is 03-43.42S / 128-08.67E. This is right off the hotel, there is a

restaurant in the hotel, and they serve cold beer. There is a dock here, but Johny told us if we wanted to take the dinghy ashore to just pull it up on the beach to the east of the hotel. The fishermen and their families will keep an eye on it.

This area has a “beach town” atmosphere. We can see bemos going by in both directions, so getting in to town shouldn’t be a problem. The Amahusa people gave us their phone numbers and said “whatever you need, we can help you get it/do it”.

The forecast for today is for very light SW winds, and we have about 10 knots in the harbor. Any more and it would be pretty choppy here on the mooring when the tide is outgoing.

There is a reversing current here, and the usual Indonesia trash passes us by twice a day.

We were surprised to see a local dive outfit bring divers here—must be some good muck diving in and around the moorings east of the hotel. We later arranged a day of diving outside the harbor, with Blue Rose Divers. Their shop is on the water almost due north of Amahusu. With 6 divers going, they picked us up at our boats in Amahusu. Ambon is known for its muck diving in the harbor, but our friends insisted on going outside the harbor. It was OK but not fantastic.

When we asked, Bertie and Nico answered my question about anchoring in the inner harbor with raised eyebrows, making me think that it was off-limits. But Johny said that definitely we could get under the bridge and definitely we could anchor there still.

In strong westerlies (a passing low going by south of Ambon, or maybe in SW Monsoon season (not sure that comes this far south)), you’d definitely want to be in the inner harbor rather than out at Amahusa.

We got this contact info from Nico: 0812-8199-5977, Berti: 0812-4747-6808 Johny Ambon: 0822-8396-5505 johnypirate@gmail.com

Provisioning: From Amahusu, take a bemo towards town (to the east) and you have 3 primary choices... the Amahusu area bemos end their route at Terminal Mardika. This is a large area of typical Indonesian open air markets. Walk around a bit and you can find all the fresh stuff you need. For supermarkets, there are two Hypermarts further to the east, one in Maluku City Mall near the base of the bridge, and one out at the east end of the eastern lagoon in the Passo area. To get to either one, make your way in the Terminal Mardika area toward the water and toward the east, and you will see a line of bemos heading east. Asking for Hypermart got us to the Passo Hypermart, which was the better stocked one. But more other stuff in the other mall, including a hardware store in the basement.

Getting back from either mall, you have to cross the street to pick up a bemo towards Terminal Mardika, and it’s hairy doing so at the Maluku City Mall. In either case, a Tantui (#22) bemo seemed to be the one to take.

Most bemos around town are 3000 – 5000. The #18 bemos out to Amahusu cost 5000 while the #17’s cost 3000.

Fuel: When we asked the Amahusu fellows about getting diesel, they offered to deliver it for 14,000 per liter. Having just got diesel ourselves in Bitung for about half that, we balked and whined a little. We ended up getting our own transportation, and taking our jugs to the Pertamina station that sells unsubsidized diesel, down near Passo (~20 min car ride each way). The price on the pump was 8,400/L, but the station manager charged an extra 10,000 per jug

“jug fee”, bumping the price to more like 9,000/L, and transportation costs bumped it to near 10,000/L. The problem with having it delivered is not knowing exactly where it came from and what the quality is. And once it has been paid for and delivered to you, it’s hard to refuse it. We always preferred to make a little extra effort to get fuel from the Pertamina station.

To do: There are a few things to see in Ambon. We took a bemo to several “sights” listed in the Lonely Planet... a small museum near Amahusu, and a WWII memorial/cemetery downtown. The trash floating in the harbor and the noise from bemos and motorcycles ashore kind of put us off Ambon, so we got out of there as soon as we could finish our business.

Cash: My debit cards only seem to work at Mandiri ATM’s. We found a Mandiri at the bank of ATMs outside Passo Mall.

Brigadoon – October 2014: 03°38.2’S 128° 14.4’E - anchored 39ft Inner harbour by fish platforms and Marine Police. Area called Latori. New Hypermarket super-market 5 mins West. Mini van 2,000.IDR - good selection. Imported tins expensive. Many rumah makans on the road to supermarket, and some good ones just beyond supermarket before intersection. Mini van East to main market area in town.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Fuel available 8,000. a litre. (organised through Marine police staff) Propane available. Hardware shops in centre of town.

We liked Ambon, everyone friendly, easy to get about. And they make great mango shakes in the city.

We did visa renewals here. After your 2 month visa they then become monthly, up to a total stay of 6 months. After that first 2 month one, then they will do photographs and fingerprints, so can take a bit longer. Need photocopies of main passport page, plus visa page and entry stamp page.

Harbour Master - this is the only time we checked in and out of a harbor mainly because we were going to Sorong next, and wanted our paper work in good order.

Quarantine: 50,000 IDR - Harbour Master requires this, as well as Crew List stamped by Immigration.

Airport has lots of internal flights for guests wanting to fly in.

Prop got fouled both entering and exiting Ambon outer harbour.

Brigadoon – Oct 2014 - Amahusa Yacht rally mooring buoys - to E of main Ambon harbour.

Very exposed and a rolly night. Can buy LPG tanks in Amahusa (but not get them filled) 16,000IDR for the gas and 36,000 for the bottle. Close also for a visit to the Siwa Lima Museum.

Solita – September 2010: We had visited Ambon in 2008 and didn’t want to go back. The harbor is very dirty, the holding poor and there were no reasons to visit again. So we went from Nusa Laut to Hila.

Hila, Ambon Is. 03°34.8’S / 128°4.5’E Easy in. Good anchorage 20 M over mud. Protection good from S, open NW to NE. Small town, Int & Ph cover.

Water Rat – August 2009 (with rally): Ambon is a protected waterfront city with a narrow bay giving good shelter from the SE trade winds. When the Northerlies kick in later in the year for a few days, the fishing fleet has to leave with waves cresting the break water.

The “city” basically tumbles off the steep heavily treed mountain range and spills out over the water. The higher up you go the better the housing. The high points have massive government buildings and wealthy houses. The waterfront properties face the road, which is the only reasonably level surface around and consist of ramshackle tin and timber sheds propped precariously over the water. Narrow pathways zig zag up the steep hills between houses perched on rocky outcrops.

The port area has a large dock running parallel to the shore line and is ideal for tying off stern first. It requires the anchor to be dropped 50 m off the dock in 20+ metres of water and the boat reversed in until lines can be thrown to the dock. We had plenty of uniforms on the dock to catch and tie us off. Sometimes you have to fight the locals off because they insist on being helpful; fortunately they seem to know what they are doing because it is a major fishing port.

Of the 140 boats in the fleet 138 docked this way, a very impressive sight. The officials had moved the entire fishing feet (big boats) and the police patrol boats to give us priority. Two yachts moored parallel to the dock taking up the space of 5! One had a blown motor so had limited choice, the other got there first so stiff. It was amazing watching them argue with the harbourmaster.

The tidal fall was a bit less than 2 metres and made getting off the boats via dingy tricky at low tide. A limited number of ladders combined with a dock designed for ships kept things entertaining. No one fell in as far as I know. The water was clear but the muck in it was scary.

Anne and I explored mostly on foot, the local taxi services consisted of green minivans, few doors, no tyre tread, huge rattles, 10 seats and a lot of incomprehensible activity. They are fun, a bit like the Indiana Jones ride at Disneyland without the occupational health and safety issues. You know minor things like brakes, seatbelts, door catches, glass etc... For locals a 8 minute ride into the city is about 2000 R each, for us it was to be 4000 R (hey we are bigger than the locals) but when we got there it jumped to 8000 R (\$1 Aus), after much haggling (which lasted longer than the actual trip!!!) it was 6000 R but then refused to give us the change making it about 10 000 R. It felt like the Monty Python sketch about haggling the price UP rather than down! All this and we had 2 Indonesian guides (Higgi from Sumlaki and a local). We walked back to the boat and got there 40 min before the others who caught a taxi back such is the traffic grid lock in downtown Ambon!

On foot was marginally safer (no real footpaths-well not entirely true, there were footpaths in some places but they are in a seemingly perpetual state of construction and not usable.) One way streets were fun too, one-way has a very different meaning in indo, apparently if you're on a bike, a motorcycle or a truck, it is optional to comply. The fact that 98% of the other traffic is going the opposite direction doesn't matter; this is where footpaths are very handy for traffic.

The good thing about being on foot is that you get to say hello to huge numbers of smiling locals and you never know where you will end up. We were invited into a beautifully build house with intricately painted ceilings and stained glass windows. We visited mosques, got invited into sensational timber lined churches and discovered the red light district cat houses. All within walking distance of each other.

3.5.2.2 *Nusa Laut (SE End of Ceram)*

Brigadoon – Oct 2014: 00°38.4'S 128° 45.9'E Current a bit much for swimming from boat. Visited village, warm reception. Tour of Fort.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Solita – September 2010: 03°38.7'S / 128°46.8'E Easy Very good, 12-14 M over mud. Excellent protection from all directions but NE to NW. Village shops, Internet & Phone coverage, hot springs

We didn't go ashore here this trip, but did in 2008. The island is predominantly Christian. A small road runs around the island just above water level and there are several other villages on the island. You need to climb a huge set of steps to reach the village above the anchorage, where there is a very prominent Catholic church, a school, some small shops and many houses.

There are also some hot water springs, one for men and another for women, which are reached by more steps going down from the centre of the village to water level to the north-west of the anchorage. The island gets several regular ferry visits each week, mainly from Ambon. The ferries use the main concrete wharf and the small roll-on ramp to the right of the wharf.

3.5.3 *Pulau Buru (02-24S / 126-39E)*

3.5.3.1 *Namlea (E Coast)*

This is a planned stop for the 2022 Sail2Indonesia Rally.

3.5.3.2 *Namrole (S Coast)*

Black Duck – Nov 2021: 03° 51.139' S / 126° 43.992' E 3.5m sand This anchorage is only good in northerly weather or calms as the swell easily enters the bay which is wide open to the south. We anchored south of the wharf between two Indonesian boats.

Matilda – Aug 2016: Our anchor was dropped in 17 meters at: 03.51.17S & 126.43.93E. We arrived in the morning but arrival could be done at night with care. Once you round the green beacon (the red at our time was not working), do not go hard to the S/SE of the anchorage as it is all coral.

If you are a mono hull reader and you are considering skipping an anchorage and moving to the next one - this is the one to skip. The rolling in the anchorage was horrendous, even hard core world cruisers left early. However, the people and activities were fantastic and would be a shame to miss all the same. This said, we have spoken to other cruisers and they said they didn't roll in the anchorage, so it's definitely worth dropping in and assessing the situation on the day.

3.5.3.3 *Leksula (S Coast)*

Black Duck – Nov 2021: 03°47.350' S / 126°31.067' E 18m mud. It is a fairly easy entrance. Enter the bay between the small island south of the township (port) and the reef (stb) at 3°47.304'S 126°30.709'E a green marker marks the edge of the reef to your stb. Once past the

reef, head east to the anchorage off small beach south of Mangrove forest. This anchorage is not protected in weather coming from the south or south-west.

3.5.4 Banda Islands (04-31S / 129-50E)

Starry Horizons - July 2018 (with Rally): We tied up to the wharf med-moor style at 04°31.419 S 129°53.840 E. Mind your lines carefully; one night we were having sundowners and a squall passed through, entirely shifting everyone's boats and we had to break up the party to adjust in the rain.

Banda is a very scenic place. The volcano is a gorgeous backdrop. We went diving here with Eddie at the nearby dive shop (two dives, Banda Blonda and Lava Flow) as well as did the Spice Islands tour with Bakri. Dinner at Cilu Bintang Estate was a highlight meal in all of Indonesia: Javanese buffet in a beautiful hotel. We also dined at Maulana Hotel right next to the dock, standard Indo fare. Delfika Cafe in town was also Indo, and very good.

Soggy Paws – April 2017: We loved Banda! When we came into the harbor at Banda Neira, there were no moorings to be found. Of the 4 reported moorings, there may have been 1 or 2, but they were occupied by local fishing boats. As we were milling around trying to decide what to do, we saw a guy on the shore waving us in to his place, to med-moor next to another catamaran already there. This turned out to be Reza (pronounced ray-za), the owner of The Nutmeg Tree Hotel and Dive Shop.

The Nutmeg Tree is located at 04-31.38S / 129-53.86E, it is between the bigger hotel (with a cannon on the sea wall) and a bigger dive ship. It is a small place (4 rooms total, I think) with a small but good dive operation. Most of the time it was just the two of us diving.

Reza has a huge ship's mooring out front of his place, and 2-3 boats can tie bow lines to the mooring and back into his quay, with stern lines to the quay. Reza has steps down into the water and you can leave your dinghy tied to his tree with a stern line out. One of Reza's guys took our diesel jugs and got diesel for us (Rp11,000 per liter plus a tip for the guy). Reza has a fresh water outdoor shower at the dive shop and I'm sure you could use it discretely. You could probably also jug water from the hotel (with permission). We also dropped our trash there. Dinners are available from Reza's cook, and everything we ate there was good. Typical Indonesian fare, including vegetarian meals. We weren't charged anything for our week-long stay there, but we did 10 dives with them. I think Reza is contemplating a modest fee for hosting yachts that don't dive with him. I believe there is wifi on the premises and I'm sure he wouldn't mind letting you use it.

All of Banda Neira is within easy walking distance of The Nutmeg Tree. There is a small area of town with a fresh market, and a fish market on the waterfront. We had just stocked up in Ambon, so weren't looking for anything other than fresh stuff, so don't know about other provisions.

Eating Out: We ate out several nights, including twice at the nice-looking Spice Island Café on the main street. The place just next to the Spice Island Café (Rumah Makan Nusantara) was also recommended by Reza, but we didn't eat there. The owners at Spice Island are an Indonesian guy with an American wife, so English is spoken! They have cold Bintangs in big bottles. We also ate at the Cilu Bintang Resort when they were having a buffet night (it's across from the big fort). Abba told us we could bring our own wine to dinner (he knows yachties!). That was also good food (somewhat westernized for the nearly-all-western clientele that was

there that night). Abba, the manager there, also speaks excellent English and was very helpful—he offered to do a cash advance for us if we couldn't get cash from the ATM (with a 3% markup to cover the credit card fees). We also ate at the big hotel just south of The Nutmeg Tree. It was OK, they serve beer. There are many other Rumah Makans around the village, but the lower end ones probably don't serve beer.

We did have a little trouble at the one working **ATM** in Banda... it is a fairly new BRI ATM in a nice air conditioned room. But it didn't at all like my Visa-backed debit cards from either bank I have. We ultimately got cash advances on our Mastercard credit card. One Visa card was rejected immediately. One went all the way through the transaction and then failed with a communications error (twice), but the Mastercard worked immediately. While we were at the ATM, Abba, the manager at Cilu Bintang Resort offered again that he could do a cash advance from a credit card, if we needed it. We eventually paid for our diving with The Nutmeg Tree, with a credit card through Abba.

Diving: Because Reza was so gracious, we felt obligated to dive with him rather than Blue Motion next door. It was a good decision. The Blue Motion dive shop next door was a bigger operation and therefore had bigger groups of divers. We pretty much went to the same dive spots they did, and the price per dive was pretty much the same. But we never had more than 4-6 divers in our boat (with usually 2 guides), and about half the dives, we two were the only divers. We made dives on the walls at Hatta, the wall at AI, the Lighthouse (next to the green marker on the way in the north entrance), the Lava Flow (off the lava flow on the north end of the volcano island), and a couple of average dives off the east end of the airport. The wall dives would be difficult to do on your own, but the other dives would be possible from a dinghy. Here are the ones you could probably do yourself:

Lighthouse: 04 30.19 S / 129 53.32 E. We went NW along the island from here. High point was coral area with 2 large spotted eels fighting with each other. Many green and spotted morays.

Lava Flow: 04 30.35 S / 129 52.79 E. Careful of coral if you are anchoring!! The area is solid solid new coral of a fragile variety. Drift east along the coral.

Airport N & S: 04 30.95 S / 129 54.64 E There is a light at approximately this position, we went south from this light. The current is almost non-existent here, so it would be possible to anchor the dinghy and get back to it (double check the current, of course). Just NW of the light is a sand patch with garden eel. We also saw 2 different ribbon eels in the area S of the light, plus some green and spotted morays. A few nudi's, fish, etc. We dove again in this area, starting right off the N end of the runway and working our way N. Not as much to see as starting from the light. Fairly shallow dive.

Muck Dive: 04 30.74 S / 129 53.36 E Typical muck dive... grotty bottom with interesting creatures. We saw 2 sea snakes, some nudi's crabs, shrimp, etc.

I strongly recommend doing a couple of wall dives, with a dive shop. It was some pretty spectacular diving.

Sightseeing: Reza arranged for a "guide" to walk us around town. He was a poor guide—didn't know much and hardly any English. But we only paid him 50,000. Reza would have been a much better guide if he had been free—he truly has an interest in the history of Banda and knows quite a lot. Otherwise I'd ask Abba for a guide (at the Cilu Bintang, a higher end hotel). We could easily have guided ourselves around town—we scored a tourist map from a previous

year's Rally that had the interesting places marked. There are signs in front of each place, but it's all in Indonesian, so take your smartphone and Google Translate.

The museum was a little disappointing. The lights don't work in a couple of the rooms, so we had to use our cell phones to light up the captions on the things. There was a small fee for the museum. If the museum is closed, the lady across the street in the little souvenir shop has the key.

We didn't do the "spice tour" (that's probably a rally thing, but could also be arranged I'm sure with Cilu Bintang)

Volcano Hike: The actual start of the hike was at: 04 31.63 S / 129 53.49 E. There is a house there, and next to it a concrete "hiker's rest hut". We put a stern anchor out from the dinghy and tied to land. Dave had to wade out to the dinghy because the tide had come back up so much by the time we got back down. There is a sign on shore and it was confusing which way to go, but the correct way was left (west).

It took us 2.5 hrs to get up and 2.5 hrs to get down. The biggest problem was that much of the hike was on loose rock—my shoulders were almost as sore as my legs were the next day, from hauling myself up by trees. Wear serious hiking shoes (not crocs or flipflops!). We lucked out and went on an overcast day. It would be a brutal hike in the sun. Many people opt to do it very early in the morning for a sunrise view from the top.

Ocelot – 2015: We went to the big bay just east of Ambon city and jumped off for Banda from there, which made it an easy overnight. We went in the TOP of Banda, & picked up one of the 4 moorings that were there. The alternative is to Med moor to one off the hotels on the east side of the bay (the bay's VERY deep). One of those hotels had a high powered WiFi, which you should be able to pick up from your boat. If those options don't appeal, then you have to enter from the west & find an anchorage in the southern bay, because the power lines prevent you from going from the north bay to the south bay. It's shallower in the south, but also lots of coral, & it puts you farther from town (& the town is cute).

The moorings in Banda were very robust (2 years ago) but they're in 50m, so I doubt they're inspected. But there were 2 big fishing boats on 1 of the moorings, & nobody moved even when we had 40 knot squalls come through the anchorage.

The only real problem was that we like to have some line between us & the float, so when we pull back the float goes underwater & acts like a soft snubber, eliminating any snatch on the fittings. But doing this drowned the float(!). We couldn't find out who owned it, & we didn't want to just let it sink, so we gathered more floaty flotsam & built a better float. Hopefully, nobody else has drowned them...

Sirius I – July 2016: *(Sirius visited Banda before the 2016 Sail Indonesia rally, with 3 other boats, and graciously wrote up this intro to Banda for the rally boats coming a week or two later)*
To rally participants intending to visit Banda - here are a few (we hope) helpful hints to make your arrival and stay more enjoyable. Banda is a small but charming town full of history and colonial architecture. Once, not so long ago, these islands were so rich in spices that the Dutch traded Manhattan Island for them. Here, it was also said, the cure for the great plague could be found and the wealthy of Europe would pay anything to get it.

The locals are delighted that the rally is coming but the 36 yachts will stretch their resources so please be sympathetic to their efforts to accommodate you all.

Our understanding is the only paperwork required will be your crew list. This will allow them to approach central government for funding to help with future rallies.

Approach the entry to the harbour at Banda Naira (Pulau Naira) from the north at 04 30'.095S - 129 53'.394E

Anchoring and tying stern to the harbour wall is possible at 04 31'.411S - 129 53'.844E. We estimate that approximately 15 yachts should be able to anchor here between the small wooden jetty (at southern end of the wall) and the large yellow mooring buoy - that is if you are willing to raft up. Make sure you have 2 long (15 meters plus) mooring lines ready on stern cleats and fenders down both sides of your vessel. Put your anchor down in 25 meters and back straight up to the harbour wall until you are about 5 to 6 meters from the wall - low tide is shallow along the wall and the concrete steps are the main docking point for dinghies.

WARNING - When anchoring to the wall do NOT extend past the wooden jetty at the southern end as this will hinder cargo boats and ferries from entering to the main wharf - you risk having your boat damaged.

If you are not willing to raft up or there is no more space left there are alternative anchorages:

- firstly directly opposite the harbour wall under the volcano at 04 31'.203S - 129 53'.474E in about 20m. (Behind where 2 white trawlers are anchored at present)
- a shallow area to the north of the harbour wall at 04 31'.253S - 129 53'.944E in about 18m. Take care of the sharp drop off into 60m.
- also at the southern gap between the 2 islands at 04 31'.541S - 129 53'.575E in about 12m.

Things to do:

- The spice trail (a must). By local boat to the nearby island (Pulau Banda Besar), a walk through the town and then up into one of the oldest spice plantations. Cinnamon tea on the way back. A great way to spend half a day.
- A guided walk up the volcano crater (optional - needs some effort).
- Snorkeling and diving at the lava flow (interesting)
- Walks up to the old Dutch fort (impressive)
- Local Boat trip to nearby islands of Pulau Ai, Pulau Rhun and Pisang (a great day out in good weather). Beautiful white sandy beaches and an interesting town with very enthusiastic locals.
- Cooking lessons in Indonesian cuisine (excellent flavours)
- Visit Abba at his Cilu Bintang Estate. A local character with good English . Their hotel does great meals and his wife does a well renowned cooking class. He is one of the main people who will organise trips, massages etc. (0813-3034-3377).
- Massage. For a great massage go see the little old lady with the steel fingers - see or call Abba to organise.

- Lounging in the waterfront cafe/bar (great for either coffee and pancake breakfasts or evening beers and meals).
- Eating. There are only a few small restaurants in town but they all do a great variety of meals and drinks.
- A visit to local schools to help the kids practice their English (give something back).

RUBBISH is a huge problem in Indonesia. There is no or very little awareness about it. Except in Banda, thanks to the efforts of one man. Magga has for the last 10 years been trying (quite successfully) to rally his communities to do something about it. Bins on the streets, recycling, rubbish collection and volunteer clean ups are all thanks to his efforts. He is a local preschool teacher and lives hand to mouth and subsidizes this initiative from his own pocket - plus donations. The visit of the rally fleet is an opportunity for him and his community to raise a little money to further their goal of tidying and recycling. There will be recycling bins placed on shore for the use of the rally - please make a donation for this. Magga will also organize spice trail tours, laundry and your fuel requirements - a part of this will go to help support this initiative. You can also sponsor a rubbish bin and have your boat name put on it. Magga can be reached on 0823-9951-0706. He's in his 30's, very slight build, wavy hair.

Visit this site to see the effort and progress he and his community are making.

<http://www.tangaroablue.org/tangaroa-media/media-release/418-banda-waste-program-parnek-environment-matters.html>

There is a mechanic on the island that is good with Diesel engines - he can be reached through Magga.

There is no ATM or bank - bring all cash with you.

There is good internet available here.

Alba – August 2015 (with a Rally): We entered after an overnight passage from Tual via the channel past Pisang Island into the Bandas Island group.

One of the islands is an impressive cone-shaped volcano called Gunung Api, which rises steeply to a height of 666m and last erupted in 1988. Just across a ½ mile stretch of water lies the island of Pulau Neira and the main town Banda Neira. There were already ten or so boats from the Sail2Indonesia rally in the harbour and they helped us to dock stern-to a sea wall outside the Hotel Maulana (04°31.41S 129°53.85E).

Once secured, we relaxed for the afternoon, catching up on some sleep. In the evening, we met “Red Herring” for a beer or two along with a load of other cruisers including Mike and Rosie from “Shakti” who we last met in the Marquesas. We had a buffet dinner at the hotel - our first Indonesian meal and very nice, but tourist prices at 10,000 rupiah each (\$10US). “Red Herring” talked us into climbing the volcano with them tomorrow.

The Hike: We picked up Graham and Karen from “Red Herring” at eight o'clock and dinghied across the harbour to the island called Gunung Api (“Mountain of Fire”). There's a prominent blue house on the shore and the trail starts a white building that is a kind of shelter (around 04°31.52S 129°53.54E). We pulled our dinghy up onto the small rocky beach and chained it to this building.

We walked up past the building and followed an obvious footpath heading straight up the hill. After going through a lovely bamboo grove, the path became steeper and at times we were scrambling. The ground is very loose in places, so we were glad that we were wearing our strong hiking shoes. The trail goes straight up the mountain (no nice switch-backs here), so it was a gruelling 90 minutes to get to the top.

The view of the Banda Island group is fantastic. At the summit is a very dodgy-looking, overhanging cornice on the edge of the steep-sided crater. The ground is compacted pumice and ash, with large cracks and holes in the soil, so we kept well away from the edge. Instead, we followed the crater rim anti-clockwise for a hundred metres to a point below the summit, where we had a fabulous view down into the crater and could clearly see the lava flow from the 1988 eruption, all the way down to the sea.

The walk back down was a mission, hanging onto tree branches while sliding down on the loose path. Part way down, we stopped and watched a huge ferry maneuvering onto the town dock. Its stern was only 50 metres from our raft of yachts and the prop wash was bouncing our boats around. One boat called "Tulu" who was closest to the ferry and was pushed onto the harbour wall, putting a dink in their transom and banging their rudder off the rocky seabed. They escaped with minor damage.

Town: Back on the boat, we had lunch and a quick nap, then walked into town. We've run out of cash and had to borrow R700,000 rupiah from Karen on "Red Herring", so our first stop was the bank. Unfortunately, we couldn't get any money out of the ATM using either our Mastercard or Visa cards. The damn bank closed at three o'clock, ten minutes before we got there.

We wandered off down into the narrow streets near to the shore where there are lots of small shops selling all sorts of things. There's no supermarket here, so you have to hunt out the things you want. The locals here are used to yachties, so some of them speak a little English and everyone knows how to say "Hello".

We're trying to speak Indonesian ("Bahasa Indonesia") and the locals love our feeble attempts. There's no relationship to any of the European languages that we have used, so it's a matter of just remembering the words - "Terima Kasih" is "Thank you" and "Tidak" is "No". Fortunately, there are no tenses, plurals or genders, so once we've mastered the pronunciation and start remembering the words, it should become easier. They speak the same language in Malaysia, so there's a great incentive to learn.

The biggest challenge at the moment is the money. Not only do we have to cope with the strange numbers (Satu, Dua, Tiga, Empat...), but we also have to cope with the fact that the locals miss out the thousands. So the tomatoes that we bought cost "Dua Puluh" which is 20, but the note we hand over says 20,000, which is \$2US...

Back at the boat, I tried to check how much Internet data we had left on our iPad. The iPad is "clever" because it has a special mechanism that automatically works out how much data is left on a SIM Card. Unfortunately, the Indonesia telecom company (Telkomsel) who we're using haven't implemented this "clever" protocol. To find out how much data we have left, we have to ring special number (*888#), but the iPad doesn't have a phone, so I can't ring it. The iPad SIM card doesn't fit in our phone, so we have a catch 22.

I eventually found an app provided by Telkomsel, which runs on the iPad and lets you find out how much data is left and even allows us to top-up on-line. Brilliant! I downloaded it and went

to log in, but the app wants a token code and to get the token code, you have to ring a special number (*232#) and we already know the iPad doesn't have a phone - Aaarrrrgghhhh!

We went for beers and a meal of fried rice and noodles with "Red Herring" at the dive centre. While I was there I arranged a scuba dive in a few days' time on the 6th.

The dive centre is struggling because petrol is in very short in the Bandas because the boat that normally goes to Ambon to get fuel has a damaged engine. The dive centre has a small dive compressor (like mine), but can't fill tanks because they have no petrol.

I've arranged for a boat to take six of us diving, but we've got to bring our own tanks & gear and they just provide the boat and a dive master. We'll come back to the anchorage at lunch time, fill our tanks and then go out for a second dive in the afternoon. It will only cost \$15US per dive, so that's cool.

I called our bank and credit card companies on Skype to check if there was a problem with our cards, but they both said that there they weren't blocking the cards and they are fine for use in Indonesia. We walked into town to the bank and tried the ATM machine again, but no joy. We went inside the bank and they told us that we can only get money over the counter if we have an account there.

The bank won't even exchange US dollars, so we were sent over the road to a Chinese shop. A really nice guy there exchanged \$200US at a good exchanged rate giving us R2.6 million rupiah. It's obvious that he does this a lot because he even had a machine to count bank notes.

We had a wander around the narrow streets, stopping to chat with some of the locals. We met one guy who runs a business exporting nutmeg and other spices to Holland.

After lunch, we went on a spice plantation tour organised by a nice lady called Ayu at the hotel which we're moored off. There were only two of us, so instead of us having a private charter boat, our guide Cinta, took us to the dock and we clambered on board one of the many wooden boats that chug between the islands. It cost us \$0.50US for the two mile trip to the village of Lothoir on Banda Besar, where we learned some of the turbulent history of the region.

<much more on their website/blog about the nutmeg industry, etc>

<http://www.thehowarths.net/alba-chronicles/2015-nz-to-thailand>

The public water buses stop running from Lothoir in the afternoon, so we walked to another village and picked up a water bus at their very long pier. There were only a few people on the boat, so we had a great time chatting to the locals, getting them to teach us "Bahasa Indonesia" (Indonesian).

Back at the boat, before we settled down for the night, I went for a snorkel along the sea wall. I've been told that there are Mandarinfish living in the coral rubble at about 5 metres depth in front of the dive centre. These two inch long, beautiful, red and green fish only come out at dusk, but despite spending 30 minutes looking, I couldn't find any. The sea bed is littered with rubbish and the water is filthy, so I won't be trying again.

We went to sort out our phone and iPad. We were lucky because there was a young man at the phone shop, who spoke good English. When I say phone shop, it was actually a six foot by six foot booth opening out onto the street. Anyway, he tried to get our phone working, but

eventually worked out that the SIM card wasn't registered properly - we should take it back to where we bought it - Tual, 120 miles back upwind - yeah right!

A new SIM card costs R20,000 (\$2US), so I said that we'd buy a new one, but they didn't have any left. We moved onto the iPad and explained that we wanted to add 3GB to our data SIM card. He asked another guy who said that they couldn't do that - mass confusion. It turned out that these small operators are only allowed a certain amount of call time/data and they had used all of theirs up for the time being.

They directed to another shop past the fort. Unfortunately, they didn't speak any English, but after ten minutes, they'd also worked out that the phone SIM was useless, so I bought another one plus \$10 worth of call time. Once we'd sorted that out we tackled the iPad. After removing the SIM card and inserting it onto various phones, they managed to add 3GB of data to the card and even managed to get the token code, so we now have the telecom app working.

We went for a look around the nicely restored Dutch fort perched above the town. The guide book says: It's a five-pointed star fort in classic Vauban style, built at great expense in 1611. The massive cannon-deflecting bastions, over-engineered for the relatively easy task of keeping out lightly armed island intruders, were clearly designed to withstand English naval bombardment. So in 1796, it caused quite a scandal in Holland when the English managed to seize it without firing a shot.

We went for a meal at a very nice hotel/restaurant called "Cila Bintang Estate", which is across the road from the fort entrance. There were already some cruisers in there, so we joined them. We had a nice lunch of Fried Rice and Fried Noodles for 4,000 rupiah each. Not bad for such a flash place.

The dive boat came to pick us up at nine o'clock and then collected Brian & Sandy from "Persephone" and Stan & Val from "Buffalo Nickel". They took us over to Pulau Pisang (Banana Island) and we entered the water at the north end of a low cliff (around 04°29.64S 129°56.05E).

We descended to 25 metres and followed a nice wall, heading south. Unfortunately, the visibility was poor, with lots of plankton in the water, but we spotted a Nudibranch called a Crested Nembrotha. These are a kind of sea slug, only a couple of inches long, which have their gills exposed on their backs.

After the dive, the boat dropped us off at our yachts, where we had time to fill our tanks and have lunch, before being taken to the edge of the lava flow on Gunung Api (04°30.35S 129°52.82E). The volcano last erupted in 1988, so the coral at this dive spot is very young, but it is impressively varied and colourful. Despite being a shallow dive at less than 15 metres, the visibility was worse than the first dive, but I got a nice snapshot of a Spine-cheek Anenomefish.

Brigadoon – November 2014 - Pulau Run: Exchanged with Dutch for Manhattan Island! Did not find suitable location for anchoring, so carried onto

Brigadoon – November 2014 - Pulau Ai: 04°30.9'S 129° 46.1'E - good snorkelling from boat. Nice village for stretching your legs.

Brigadoon – November 2014 - Banda Neira: 04°31.4'S 129° 54.8'E - anchor & stern line to wall in front of old rambling hotel. We chose spot by steps. We also used a mooring buoy on starboard side when entering harbour first time we visited. We spent a month total in the Banda islands.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Provisions: Very basic food supplies, hardware, produce markets generally ok, but they do run out of stock, go early.

Cash: There is a bank with ATM.

Internet can be painfully slow on boat, faster at the warnet but she was not always open.

Post Office generally open to 1pm.

Laundry: There is a laundry lady opposite the hospital, 10 min walk, go through lower fort as short cut.

Water: We filled our tanks from the water taps at the front of the hotel.

Fuel: Someone will approach you re buying fuel, either do that, or try the station itself 2 minutes walk to the left on leaving the hotel grounds. Directly they were offering 8000. IDR/L , but ask early in your stay as they do run out, and can tell you when it will be available again.

History: Good book to read on local history “Nathaniel’s Nutmeg” by Giles Morten.

Restaurants: Lots of places to eat. Cart lady makes very good mie & nasi goreng. Smoked tuna on sticks good.

To Do: Abba of Mutiara GuestHhouse, ph. 0813 3034 3377 can organise anything for you. Plus his wife Dila is an excellent cook. Buffet style meals for 80,000 using local produce, spices, very tasty.

I did a tour of Banda Besar and the old plantations through Abba.

We climbed Gunung Api by ourselves. Get someone to point the starting place out to you and you can leave dinghy there. The path starts to the right hand side of these houses. Need sensible walking shoes, water and go early as gets hot.

Snorkeled around both Lava flows at entrance to harbour and around Karaka island, amazing number of fish around light house.

Large passenger boats come in twice a week. And they have a small airport. If you stay for a while someone will ask if you want to go and talk to their students. We did and it was a good experience. The Museum and Fort Belgica are worth looking at too. And generally stroll around passing the old VOC warehouses and offices.

We witnessed a Kora Kora canoe welcome, which was very good. And the nutmeg dance, but not the famous Cakalele dance. Just ask someone what is on, and they will happily tell you what might be happening. Look for the exotic Ikan Banda (mandarin fish) of the wall you are tied to in front of the hotel late afternoon.

Solita – September 2010: The Banda Islands look spectacular as you approach. They are a collective group of 6 small islands in the middle of the Banda Sea, and the 3 main islands form a naturally enclosed safe harbour that can accommodate a large number of boats.

Most people anchor in front of the main town, Bandaneira, opposite the volcano Gunung Api, but there are also excellent anchorage options off Lonthor Island.

Prime anchorage can be found right in front of the Maulana and Laguna Hotels, by dropping your anchor in 30 metres and tying a stern rope to the shore. We entered the western channel between Lonthor and Api Guning Islands by 1700 the next day and anchored off Lonthor Island in 12 M.

Lonthor Anchorage: 4°32.3'S / 129°53.1'E Good from all directions but N-NE

The next day we moved over to Bandaneira Island, anchoring stern to in front of the Laguna Hotel. The history of these Spice Islands is well documented – they have had a long, convoluted and bloody past that is well worth reading about. The atmosphere of these islands is quite unique – a visit to the town of Bandaneira, with its old Dutch and Portuguese forts, perkeniers' houses, nutmeg and clove trees, old bronze canons lying in the streets and tropical gardens evokes a strong sense of its past. The museum is a treasure trove of artifacts from the spice trading days.

Bandaneira-Laguna Hotel Anchorage: 4°30.6'S / 129°53.5'E 12m Excellent protection from all directions. Internet and phone coverage.

Now the locals are mostly peaceful Moslems, keen to have more tourists visit. We had a wonderful few days here, catching up with old friends we had met here in 2008, and walking about the main island. We climbed to the first stage of the volcano, enjoyed a banquet meal at the Mutiera Guest House, did some snorkeling, visited the northern side of the island by bike, reprovisioned our stores and refuelled the boat. On our last night, we had a BBQ at the Laguna Hotel with local friends.

We left Bandaneira at 0500 for the long trip to Nusa Laut. We enjoyed brilliant calm seas with just a cooling NE sea breeze of 3-5 kts. We finally reached Nusa Laut by 1800 and anchored to the right of the main wharf, in 12-14 M. We were visited by Sammy, the local "meet & greet" guy – we also met him here in 2008.

3.5.5 Kai Islands / Tual / Debut (05-37S / 132-44E)

Sail SE Asia – Dec 2024: Someone reported a small dinghy motor stolen while in Tual.

"We were anchored on the south side of Tual, a fair way out past the floats/weed farm boys that fill the bay. Yes, we made the mistake of leaving the dinghy in the water (we came back late, and I was sick from bad satay, if you get my drift).

The thief cut the painter, took the dinghy away then cut the outboard lock, removed the outboard and tank, then set the dinghy adrift.

A fisherman returned the dinghy in the morning saying he found it floating.

We haven't got it back yet."

3.5.5.1 Tual (Clearance Port, Immigration Renewal)

Soggy Paws – Dec 2024: Someone has posted on Sail SE Asia this information. Have heard no feedback about Inggrid, so be cautious. It is possible to check yourself in in Tual, but as long as the "agent" is not charging too much, it's much easier and quicker to have some help. The CIQP (Customs Immigration Quarantine Port Captain) officials are not all right there on the waterfront. Kim (see Kismet info below) has been recommended several times.

Hello everyone! My name is Inggrid I'm a sailing agent for clearance in/out documents and also tour guide in Tual Indonesia. Honesty, on time and respectful is the most important things in my job. For more information: Whatsapp : +6285243012500

Kismet – June 2023: Our Tual check in went very smoothly, all officials were extremely courteous and professional, and the overall international check in and check out/permit process took about 36 clock hours - much less than we expected based on other info we had read. That was largely in part due to a local tourist board person who does a "local agent" service, her name is **Fatma** and she can be reached on Whatsapp @ +62 811-4781-383. She had us working with one of her staff, Kim, +62 852-4441-3346 who knew all the officials and ins and outs. Kim is also an excellent "fixer" and will help you take care of anything you need outside of formalities as well. We hired him for a day for provisioning and repair parts, around \$80 including a car. Could not be happier.

On another note, we started the check-in process with Raymond, and that did not go very well. His fees for the long stay visa were competitive, but he charges \$100 for vessel declaration, which is outrageous, and he didn't do it until after we had departed Australia after much follow up on my part. He also did not provide **any** local support and provided no insight into actual arrival fees or process. I would avoid him, use whomever in Bali for a long stay visa, and do the VDS yourself.

Similarly, the Compendium talks about Jorge (Jhords) and Tucan - and after some concerning interactions and dynamics, with both of them, I started asking around about them with locals - I won't provide the gossip here but needless to say we choose to not use them for anything.

Soggy Paws – May 2022: Tual has changed very little in the 5 years since we last visited. Tukan is still around and did meet us on the dock one day. He is NOT recommended as a local helper. We haven't seen "Pasumain Jhon", but did re-connect with our friend Jhords, who has been EXTREMELY helpful when we arrived with a broken engine.

Jhords contact information is: +62 813-5433-9856 (WA) FB: Duroa Jhords

He speaks very good English and has grown up in Tual, so he knows everyone.

(2024: Recent comments about Jhords have not been very good, so beware. This is usually due to the price for services getting ridiculously high).

Engine Mechanic: Jhords was helpful in arranging a diesel mechanic (John +62 852-5437-3599). John works at the local fish factory and so must fit you in around his work schedule, but he seems pretty good, and can speak some English.

Banking: I found that my Visa ATM card now works at both Mandiri and BNI ATM's, but NOT BRI ATM's. Max I could get out of the BNI booth at the Gota Supermarket was Rp 2M and I could make 2 withdrawals in one day. The Mandiri is just next to the Gota Supermarket, and it will dispense Rp2.5M. Though the Gota cashiers have credit card thingys at their checkout point, I was told they don't do International Visa transactions. Had to use cash. Cashier didn't speak any English.

Fuel: Jhords also arranged fuel for us via a Pertamina employee. We are not sure if this was done under the table or not. Jhords said that as of early this year, you cannot fill fuel jugs at a Pertamina station in Indonesia. We arranged for 450 liters of DexLite at 13000 Rp per liter plus a small delivery fee. It was pumped from a Pertamina truck into jugs in our dinghy at the bridge

in Tual. Daud Lowaer (is the Pertamina guy that Jhords arranged it with) +62 852-5437-3599 Speaks some English.

Jhords also arranged for a boat-sitter for a friend's boat with major engine problems, who's owners flew back to Australia while waiting for parts.

Visa Extensions: We did extend our visas here. The process was painless. We had had our Bali agent send the extension paperwork to Jhords ahead of time by J&T Express (took a week or so to get there, so plan ahead). Jhords acted as our "local guarantor" (I don't know if that is required here because we already had it set up). And the extension took about 3 days to complete. This office said they cannot process extensions more than 14 days ahead of the due date. The post office for paying the extension fee is very near the Gota grocery store.

Provisioning: Gota Supermarket in Langgur is still the best supermarket in town, with a few imported items. Could not buy beer there, but Jhords took us to a small market where we could buy a case at about USD \$40 for the case of 24. The fresh market is along the waterfront (see previous post for details).

Sirius – August 2019: After reading all the posts regarding Tukan when we arrived at Tual to clear into Indonesia we were somewhat wary when he approached us soon after dropping our anchor.

There were three other yachts here so we thought we'd check in with them first. Two had used John and one had used Tukan and none had a negative experience of either. We decided to use Tukan because he could provide fuel/diesel from a petrol station whereas Johns fuel came from somewhere in the port. Price was the same but we thought the fuel from the petrol station would possibly be cleaner.

Tukan may or may not have contacts with the harbour master and customs but for whatever reason our clearing in was the fastest we had ever experienced in the eight times we've cleared into Indonesia - all done in three hours. However we were subjected to the most thorough inspection by customs we had ever experienced anywhere with particular emphasis on the master cabin and medical supplies.

And as for Tukan - perhaps he's seen the error of his ways or that it was that I read him the riot act before engaging him and making it very clear there was a lot of negative comment on the internet about him. Whatever it was he behaved well, did what we expected, charged only what we agreed - so no complaints from us.

L'il Explorers – July 2019: We were with Amarulla in Tual. Just wanted to add a few notes. Tukan lied to us about being John (Pasumain Jhon) initially and only an hour or so later did we realize we weren't working with the recommended John.

He was able to arrange an air conditioner repairman, but rather than give us the contact info, he escorted them and charged us hourly for the time he spent "babysitting them" with no added benefit.

He quoted us 600,000 for the car for the day, later coming down to 400,000. We ended up paying John 300,000 for a car for the day plus 100,000 for fuel.

Then Tukan came to our boat in Ngurbloat and tried to charge us 100,000 anchoring fee. He claimed the chief wanted it. We insisted he take us to meet the chief and he faked a phone call

to the chief saying he couldn't meet with us. Upon further questioning later, he indicated the chief was the man driving the boat (this man appears to be a water taxi that we've seen driving many locals around). The whole thing was sketchy and we simply said no.

Tukan is capable of helping, but I'd be very wary as he seems to be manipulative and lies.

We also found John quite helpful, capable, and friendly. He is who we will use when in Tual.

Amarulla – July 2019: We would like to add a good word for Pasumain Jhon (look for him on Facebook) +62-82248713457 (also his WhatsApp #) who has reasonable English and is keen to learn more.

We found Jhon very helpful when he assisted us and 2 other boats with check in here. He helped smooth any issues with our dogs with the Quarantine officer who boarded and shook his finger at the dogs as if saying they were not allowed. After producing all their paperwork (all up to date) he was satisfied and moved on to medications.

Jhon also arranged for a car for the island tour for a very reasonable rate and his electrician friend John +62-85254373599 repaired our wind instrument, wind generator & organised 2 new solar panels (AUD\$130 each) & installed them for us.

On another note, I wouldn't normally bad mouth people, but our first meeting with **Tukan** (also previously mentioned in the compendium) was when he rudely interrupted us in a shop as we were talking with the owner and told us not to buy from there and he could show us where to buy oil cheaper. He introduced himself and told us he had a car and to call him if we needed anything. We were polite and friendly, said thank you and left. He told other friends that his name was John and they only found out later that he was Tukan.

Then on Sunday when we arrived back at Ngurbloat beach after a few days away with L'il Explorers, he came out to our boat and got onboard uninvited. He appeared to be drunk, he was slurring his words and his body language was aggressive, asking us why we were there and talking about immigration, then making a call as if he was trying to report us. Very creepy.

Catchcry I – October 2017: We ended up following Soggy Paws' advice and calling George (Jhords). He is just great and we recommend him highly. His English is very good we thought. We were able to get diesel at pump price, very easily with no stuffing around. We had to pay 350,000 for half day for a car (not his), and John paid him generously for his time and did not negotiate, so I don't know how much he would have asked for.

One of the other boats we know, used Tukan, but he stuffed them around a bit, and they said he didn't seem to know what he was doing, and wouldn't get him again. There is a man on the customs boat which seems to be permanently tied to the customs dock, called John, who seems to try to get everyone's business, as he has a captive audience.

To avoid problems with John, we made sure we had George organised before we went ashore.

Someone else used John and were happy, as he took him to the "good" petrol station (over the bridge) and charged him 10,000 per litre, and time for the car. He tried to tell George and also Tukan about they could only get 100 litres at a time, and yet another cruiser had to get his (60 litres) at night using John. All hassles you don't need, and we had none of this nonsense with George.

Two of the girls we have met were in last years' Sail2Indonesia, so had been to Tual. I also asked for their recommendation. They both used Budhi Toffi, who also works as a tour guide. I believe that he works with Raymond Lesmana when the rally comes here in July (about 60 boats this year). He quoted me 13,000 per litre for diesel, even though we were purchasing 400 litres, and extra for the car. I ended up cancelling with him, it was just a rip off. He may get away with charging that much with the rally, as it is their first stop, but we have been all through Indonesia and Malaysia, where the going price for Solar, being bought and delivered to you with a generous markup for the provider, has been 10,000 per litre (or A\$1 which makes it easy for us).

Also, George helped us in Tual when I was sick for a number of days, and ended up having to go to the "clinic" at the hospital. Basically a big room, take a number and wait. By then I had worked out what was wrong, and told the nice young lady doctor, via Google Translate, and George saying it for me. I had an ultrasound, 4 lots of medication, consultation all for \$10. I was improving within hours, and we were able to go ahead and clear out and leave instead of renewing.

George also took us to the market, and supermarket to help with translating. A couple of people in the street did chat to us, as they had some English, but I would say that is rare. We used him 3 times, for fuel, tour & market and hospital and clearing, and we were very happy to pay for his services. Such a lovely young man.

Soggy Paws (& Ocelot) – June 2017: We renewed our visas twice in Tual, and had a very reasonable experience, with about 3 day turnaround time, for the standard Rp 355,000 per passport.

Transportation and Guides: Like elsewhere in Indonesia, the main transportation for the average person is via Bemo (minibus) or Ojek (back of a motorcycle). A little Indonesian is essential in getting around, though, as not many speak more than a few words of English ("Hello Mister!")

We used two English speaking guys to help us arrange diesel and find things. The first was a guy named Tukan, who has a nice car and who spoke passable English. He ended up being a bit of a "fixer" though, inserting himself into transactions we were trying to conduct (like getting a sail repaired) and trying to take a cut of the fee. This caused us some problems, as he irritated the tradesmen we were working with. But generally he's available for Rp 100,000 per hour for whatever you want to do. We were able to buy subsidized diesel from the Pertamina station in our jugs, with his help. Cell# +62 812 9923 9147

The second guy we found through the Tourism department in Tual, after we complained a bit about Tukan and asked for their help in finding another sail repair guy (actually an upholsterer). His name is George (Jhords), and his real job is in conservation, but he was between projects with nothing to do, and speaks reasonable English and is a good guy. We used him to arrange for a taxi, arrange for a scooter tour with several scooters (with him as our guide), find a machine shop, and get diesel. With just him and his scooter, he asks around Rp 50,000 per hour. He arranged an air conditioned taxi for a diesel/grocery run for Rp 100,000/hr. Scooters were Rp 100,000 for the day, we paid gasoline. George (or Jorge?) +62 813 5433 9856

Anchoring: We anchored at 05°37.74'S / 132°44.13'E in about 45 ft good holding. From there we used the dock that the Coast Guard boat is attached to as our dinghy dock (at the north end

of the big ship pier). This anchorage is close to everything (clearance officials, Immigration, etc) and it is well protected in the strong SE winds we get this time of year.

Money: There is an ATM right at the big ship pier, and another one up and around the corner. These are both BRI which none of my cards would work. But Ocelot was able to get money from them. I found the Mandiri ATM's to be the only ones that worked for me 100% of the time. There is a Mandiri ATM next to the Gota Supermarket in Langgur. There is one machine there that will dispense Rp 100,000 bills, so it has a limit of 2,500,000 vs the normal 1,250,000.

Shopping: The best supermarket we know of is the Gota Supermarket in Langgur. Go into Tual town right off the shipping pier, and catch a bemo labeled Langgur (shortest trip is if you walk up to Immigration and catch one from there, headed directly to Langgur then). The Gota Supermarket takes credit cards with a 2% fee. For fresh stuff, there is an extensive market if you wind your way to the left of the big ship pier.

Immigration: The Immigration office is about 2 blocks off the water up behind Tual. There is an alley / staircase off the road that parallels the water (come out the gate of the ship dock, take 1st left, and left again on the street, look for the BRI Bank/ATM there, the alley/staircase is then a right turn just beyond that).

Frank Hubbard – April 2017: If you need a good agent in Tual check out Budhi Tourism, Mr Budhi. +62 813-4331-2704. He helped us last year. He also helped Lea's friend from Yacht Supply Darwin get his extension.

Sanpoi – February 2017: We desperately needed to contact the Immigration office in Tual, but none of the phone numbers posted on Noonsite or other cruiser websites seemed to work. Here is updated contact info for the Tual Immigration office:

Ph: 0811-478-1223

FB: <http://www.facebook.com/imigrasi.tual>

Email: umumkanimtual@gmail.com

We are finding extensions super easy. We don't have sponsors so that might be why. We just walk in, fill in paperwork, give passports, pay the 350000 rupiah and pick it up 3-4 days later. This is our third time extending and never had an issue. Only thing we found is to not go to immigration before 2pm if picking up extension. Seems they have lunch between 12pm and 2pm.

Yawana – November 2015 (from Noonsite): I anchored on the west side of the port in 20m opposite the main town. I tied my dinghy to the Customs boat and went ashore after exchanging friendly smiles with the men lounging about.

I cleared into Indonesia at Tual. The process took a full day. Officials were polite but spoke little English, and at times they seemed unsure of what paperwork was required. Customs insisted searching my boat and I was expected to provide transport there and back. Immigration also stated they would visit the boat but never arrived. I was not asked for any bribe, but the harbourmaster hinted quite clearly. There was however a small fee for Quarantine.

Alba – August 2015: (Arriving from 7 day trip direct from Port Moresby, PNG). We spotted land at ten o'clock in the morning, when we were 10 miles from the south end of the Kai Islands. We still had over 50 miles to sail between two islands and then into the large Tual harbour. This

meant that we would be anchoring in the dark, but Tual is a large commercial port, so we hoped that the charts and buoys would be accurate. We decided to go for it.

The morning remained pleasant with SE 20 winds, but the winds and seas increased as we approached the southern headland of the islands. Once past the headland, we were in a 5 mile wide channel between two islands and the winds became very gusty - one minute we had 10 knots, the next 25 knots. It was very frustrating because we were under time-pressure to get there before dark, so we motored for a couple of hours. The wind returned briefly, but after an hour of sailing, we had to put the engine on again - then off, then on, then off, then on ...

We motored in to the main harbour just after dark, so we were anxious to find a home for the night. Unfortunately, as we rounded a major buoy, we discovered that the Navionics charts are out by ½ mile (the chart is 0.4 miles from the GPS position on a heading of 225 degrees). This makes it a little difficult to navigate in the dark, especially as there are plenty of shallow reefs and seaweed farms around to add to the challenge.

Fortunately, our friends on “Red Herring” had given us the GPS coordinates of where they anchored, so we headed for there and dropped the hook at **05°36.67S 132°44.43E** in 15m of water, just outside a sea-weed farm. It seems to be good holding.

After breakfast the next day, we went closer to town, dropping the anchor at **05°38.04S 132°44.20E** in 15 metres of water. It's at the edge of yet another seaweed farm, which is a mass of small plastic bottles, which appear to be holding up lines where the sea weed grows - I need to investigate this some more.

After I'd lifted the dinghy off the front deck, we went across the harbour and tied up to the Coastguard dock (05 37.97 S 132 44.55 E). Everyone was very friendly with big smiles and there was no problem with us being there.

We walked out of the port into a sensory-overload of colour, smells and noise. I don't think that they get a lot of white people (“Orang Bule”) here, so we were the centre of attention – it was very unsettling with people shouting things at us as we walked past, probably being friendly and trying to say hello, but not understanding a single word of Indonesian, I don't know.

We were approached by a guy called Tukan, who had a nice car and offered to take us around. We thanked him, but said that we wanted to walk. One block away from the port, we found an ATM opposite a small mosque, but couldn't get any cash out with either our Visa or Mastercard. A guy pointed us up the road to a bank, but we could get anything out of their ATM either.

No problem, I had \$100US with me, so we'd go into the bank to exchange it. No chance. One of the guards spoke a little English and seemed to tell us that no bank in Tual would exchange any currency. Yikes ... what do we do if we can't get any money?

We decided to walk up to Immigration, where we'd heard that one of the ladies spoke really good English, but got a bit lost. While we were dithering about looking confused, Tukan pulled up alongside us (he must have been following us) and offered his help again. This time, with no cash and very anxious, we agreed to let him drive us around. Tukan speaks some English, but 50% of the time he didn't understand us and 50% of the time we didn't understand him, so there was a lot of smiling and nodding of heads.

Tukan took us to Immigration, who said that we need to first go to Quarantine. Okay. Back in Tukan's car, we explained that first we needed to get some cash and our cards didn't work in an

ATM. Is there somewhere that we exchange some dollars? Tukan said knew a Chinese guy who changed money.

We drove across a bridge to the nearby town of Langur. Tukan stopped on the side of the road and started to lead us down a scruffy alley towards industrial warehouses. Errr... Should we be doing this? We followed because we had no other way of getting cash.

Tukan stopped at a warehouse door and walked into the gloom, speaking to some guys as he passed by. We were surrounded and waited. A young Chinese guy appeared and, with lots of smiles, exchanged \$70US for 875,000 Rupiah. They were all so friendly, even posing for a picture.

Having obtained some cash and escaped a perceived robbery, we felt a little more relaxed. Tukan took us to the Quarantine office, who were very nice and spoke a little English. They didn't charge us anything. We said that we wanted to leave Tual for Banda tomorrow morning and they gave us two certificates - one for the clearance into Tual and another for clearance to Banda. It's a bit weird getting quarantine to another port, but I just thanked them and moved on.

We headed back to Immigration, who were lovely - very polite, no fees and lots of smiles - even playing us some Adele on their computer. Again we asked for clearance to go to Banda tomorrow morning, which was no problem. They said that we had to go to customs next and spoke to Tukan in Indonesian.

Tukan took us to an office right next to the Coastguard, where they spoke less English, but were friendly and gave us a very official looking document clearing us to Bintan, which is the last island before we leave Indonesia in three months' time. I asked if that was everything finished and they said yes, so we left.

Back at his car, Tukan asked for 200 for his petrol. I was very confused, looking through my wallet at notes with denominations of 10,000 and 20,000. Eventually, I realised that he was asking for 200,000 rupiah (\$20USD) and let him pick four 50,000 rupiah notes out of my wallet. It was probably a very good deal for him, but a bargain for us after two hours of driving around and his assistance.

Before we let Tukan go, we asked him to take us to get some SIM cards for our phone and iPad. Nobody in the shop spoke English and Tukan wasn't very technical, so it took twenty minutes to get two SIM cards for \$13US. Later on, we discovered that the iPad connected to the Internet okay, but we had no call time on the phone. Why on earth they didn't sell me some airtime minutes, I don't know.

After three hours, totally exhausted - mentally, emotionally and physically, we parted company with Tukan and escaped back to Alba for lunch. Our anchorage opposite the town was noisy with the sound of motor bikes and the (seemingly) constant calls to prayer, so we headed back up the harbour to a more peaceful spot. We anchored a little south of last night's anchorage and a little more out of the shipping channel at 05:36.82S 132:44.45E.

We had lunch and chilled out. Glenys had a nap, but I couldn't settle - something was nagging at the back of my mind. None of the officials had asked how much alcohol or tobacco we had on board - in fact, we'd not been asked any of the usual customs questions and no one had asked for our customs clearance from the last port.

At three o'clock, I cracked up, jumped in the dinghy and went the mile or so back into town to check whether we'd completed the clearance. It turned out that the office that Tukan thought was customs was the Port Captain and yes, we needed to see customs as well - I obviously asked the wrong questions this morning.

As I walked out of the Port Captain's office, my mate Tukan was lurking about and said that he'd take me up to customs for no money because he was happy with me. OK - I've obviously paid him too much.

The customs were great. It took over 30 minutes to sort out my paperwork, but I spent the time chatting to four officers (and Tukan) about snorkelling, England, smoking, alcohol and other blokey, blokey stuff. Two officers wanted to come out to do an inspection of the boat, so Tukan dropped us off at my dinghy. Tukan wanted to come with us, but I stopped him because I knew that we wouldn't be able to plane with four people - I feel really bad about it now. No doubt he would have enjoyed visiting a yacht - I'll make sure that we invite more people on board as we continue through Indonesia.

The customs guys were wonderful and their inspection was very relaxed. They took photos of random lockers and our medical kit, as well as asking questions about alcohol, tobacco and drugs. Interestingly, they said that if we had beer that was over 5% then they would put it under customs seal until we leave the country, but in moderation, wine at 12% and rum at 40% is OK. Before they left, they wanted to take "selfie" photographs of themselves and us on our foredeck.

I dropped the customs guys back at the Coastguard dock, where Tukan (bless him) was waiting to take them back to their office. I said goodbye to Tukan, once again regretting that I didn't bring him out to our boat.

Back at the boat, I put the dinghy on deck and then collapsed with a cold beer as the sun went down, waving to the friendly locals coming to have a look at us and listening to the mosques starting their mournful chants calling the faithful to prayer.

We found out as we left Tual for Banda the next day that the Sail2Indonesia Rally had been anchored on the other side of the island in a town called Debut. There are over 50 boats on the rally and we've been hearing them on the VHF radio, while we were in Tual. Their next stop is Banda, so we'll be bumping into them when we arrive. We know a few of the boats in the rally, so it will be good to see old friends.

Villa G – April 2015: The harbor in Tual is very protected and busy enough to be interesting, but not too busy. The current Navionics charts are very good. There are lights and markers for the channel. Lots of shallows near the channel, so keep a lookout for the navigational markers.

We **anchored** at S 005 038.027 & E 132 044.219 in about 15 meters, close to the harbor terminal, coast guard/harbor master and quarantine (building near the coast guard powerboat boat at the NE corner of the passenger terminal wharf. Here you can tie the dinghy, see GPS coordinates below)) and the adjacent traditional market with fresh fruit, veggies and high quality halal vacuum packed frozen chickens. There are lots of small shops around the terminal area. You can take a bemo/taksi across the bridge and ask for the supermarket. It is not great, but it has plenty of the basics.

Best **dinghy landing** is at the very small jetty where the coast guard boat is tied up. Just smile at the guys there and ask if it is okay to leave your dinghy there. Some of them will chat with you

in English. This little jetty is to the left of the passenger/freight terminal. The Harbour Master and Quarantine offices are adjacent to this little dock. Nice people in the Harbour Master office who will issue you new clearance when you are ready to leave. Andy, the quarantine guy, is very nice, speaks English and has an official list of fees. He is the only one that charges in Tual and the fees are 35,000 arriving and 20,000 IDR leaving.

Dinghy dock in harbor terminal complex: S 05 38.032, E 132 44.55

On the topic of getting **port clearances**, I would suggest that you have one at all times. We were stopped by Navy once and by a Harbour Master once. Each time they were satisfied when we showed them our visas, CAIT and clearance. The clearance costs nothing and only takes an hour to do. I suggest that you request a clearance to somewhere far away. We chose Sorong and then before leaving Sorong we reported there only once to get a new one back to Tual. Nobody seems to care that there are months between issuance of a clearance and reporting-in.

Immigration and Customs is in large modern buildings located high over the terminal area, about 15 minutes on foot. Immigration will stamp you in while you wait. If you need a visa renewal, they can do this, but usually require 24 hours and may require payment of fingerprinting and taking a photo.

Customs is in an adjacent building and may require you to post a boat bond. They did for us, but there was no charge, just a lot of paperwork done in the same day. When we left Indonesia after six months we exited via Tual and again there was a lot of paperwork and they insisted upon an inspection of the vessel. The inspection was no big deal, but we all had a wet dinghy ride out to the boat where they were very polite and ask to look around and to see our "drugs". We showed them our prescription meds and all was fine. Immigration and customs are professional though a bit on the slow side. No bribes or delays just nice people in no hurry. As an aside, when we arrived in Darwin and had the Customs/Immigration meet us to check in at Cullen Bay Marina, they brought a dog to search the boat for drugs. The dog had no problem finding our prescription meds.

Diesel (solar) is available from a number of dealers on stilt houses to the right of the terminal areas. Look for the 55 gallon metal drums and small fishing boats tied up.

Some useful Tual area GPS coordinates which may be used with Google Maps or Google Earth Kap charts and even the Navionics iPad app:

Quarantine Blue Building: S 05 38.01, E 132 44.553 (Harbormaster and dinghy dock within 50 meters)

Gate out of harbor terminal complex: S 05 38.032, E 132 44.57

From here turn Left to go to Immigration/Customs: S 05 38.113, E 132 44.58

Continue uphill and turn another Left here: S 05 38.11, E 132 44.69

Immigration office: S 05 38.038, E 132 44.70

Fuel Docks: S 05 38.194, E 132 44.48

Pacific Express – October 2012 - Tual Channel: 05 38.248S / 132 44.360E

Best sleep in ages after our crossing from Waru. So calm wouldn't have known you were on a boat. Headed to the small beach thinking to snorkel but it was rocks not coral so we had a very

welcome swim off the beach. We then went to the next beach over which was lovely and walked to the end. Saw a fisherman diving for clams. Lots of clam shells on the beach. It was starting to blow up.

A big blow is due tomorrow for at least five days. We were going to head up to the channel to Tual tomorrow but a bit worried the blow may come in early and don't want to get caught in 20m. So we put the dinghy on board and followed the red and green markers up the channel and anchored in 12m opposite the town just before the bridge, beside a seaweed (we think) farm at 2.15pm. Very happy to be here and looking forward to exploring the town. There is a big cemetery just over the way on the hill. It seemed to be a ship grave yard on the way in - lots of rusting and sunken ships. A beautiful red orb sunset and a huge full moon rising!

Day 2

Well the wind came in a day early. We are anchored beside a mass of small water bottles and floats which is either a pearl or a seaweed farm. Eddie came by in his long boat to see if we needed solar (diesel) so we gave him our jerries and he got our diesel. The skipper was not that thrilled with the quality of it though. Bit cloudy.

Day 3

The wind drops off at night but comes back with a vengeance through the day. We are watching the weather via grib files and also listening to the HF reports and we think we may be able to move in five days or so.

Walked down the port road to the town. Most people said hullo though some people were a bit reticent. We walked down the street till we got to a police post where the skipper asked directions and the crew walked further up a side street. There were some school boys there and some other men walking towards me and I felt uneasy so went back. We caught a minibus to where we thought the fuel filters were and they weren't. It was very hot so we walked back to the supermarket and picked up a few things then walked all the way back over the bridge looking for a restaurant. There really wasn't anything around. We found a little makan place and had a nasi goreng freshly cooked. Most of the places had their food already prepared and all deep fried. We walked to the market and everyone said hello how are you - it got rather wearing. All the same the town doesn't exactly have a friendly vibe. We went back to the boat. Eddie drives past in his boat most afternoons to check on us! Each afternoon there has been a game of soccer on with quite a crowd cheering. It is on a small soccer field specially set up near the port (bare dirt/gravel not lawn). All the fishermen who go past wave and are friendly.

Day 4 - Tual The skipper took an ojek to Lenggur across the bridge looking for fuel filters while I went to the market to do some shopping having every single stall owner say hullo and I didn't feel like bargaining so walked up the street and up the hill to find an interesting looking building we had seen from the boat but after I copped an F you from some youths I retreated back to the main street and just wandered around. Happened upon a shop which sold beer much cheaper than the last town.

I had walked back to the dinghy and met about six young school children, one of whom was Marga who were lovely. We got the beer and I chatted with the children while the skipper went on a further foray for fuel filters. One of the children asked for money but Marga said no. I think when people leave here they may give their small change to the kids but that then only encourages the kids to ask for money. We went back to the boat, both of us just not quite liking

the place. There are heaps of mosques around and at 4am they all started singing at once - all different tunes and from different directions and many of them! They don't seem to do the Malaysian call to prayer - this is actually quite nice but not when it goes for an hour and they sermonise then sing all over the loud speakers. 4am to 5am!

Day 5 - Tual Went to Immigration to check out which took about ten minutes and the chap was lovely. We went next door to Customs but it wasn't open yet so walked down the street and saw another cemetery among the houses. When Customs opened there was no one from Customs actually there - they had gone to Ambon (we think) so we walked down to the Harbour Master but he wanted two copies of the Immigration stamped crew list so he sat me down to watch TV while the skipper walked back up the hill to Immigration. The skipper meanwhile had an entourage of school girls follow him back down the hill! It took about 45 mins with the Harbour Master and that was it - didn't have to worry about Customs.

Went to the market and bought our fruit and veg then back to the dinghy. But the tide had gone out so had to walk the dink along the bank and then put it in between the fishing boats. Good thing it has wheels! We were assisted by 3 or 4 small boys so we gave them a couple of bubble blowers. In the afternoon we had a very loud knocking on our boat and when we went up there was another yacht anchored next to us and its skipper had come calling. He came aboard and was after information on Indonesia. He was Swiss and his wife Belgique and they had come from New Caledonia via the Louisiades. He didn't have a visa or a CAIT and he also had a dog on board so not sure how he will get on with Immigration. Anyway we had a good chat and we gave him some info on anchorages etc so he was delighted.

3.5.5.2 Kai Besar

Helpful website (2018): <http://www.keicares.com/8-best-kei-besar-waterfalls/>

Helpful website (2018): <http://thespicerouteend.com/kei-islands-kecil-besar-tanimbar/>

L'il Explorers – July 2019 – Elat (town on west coast): (Elat approx location: 05-38.8S / 132-59.6 E) Nice walk around town today. We were helped up the rocks out of the dinghy by a security man, bought some fresh baked goods, resupplied on eggs, carrots, coconuts, etc, founds universal remote that works with our TV, got directions to a cave and waterfall, took many selfies, and met some lovely new people. Strangely this entire island does not carry cooking propane, so we will save that errand for later.

L'il Explorers – July 2019 – Larat: Anchored at the south end of Kai Besar island, Indonesia. Beautiful beach all to ourselves, protected anchorage, soft white sand, and coral for snorkeling. Kids are hunting mudskippers and shells.

Soggy Paws – May/June 2017: We made 2 round trips between Triton Bay and Tual for visa renewals during SE windy season. We tend to want to sail in lighter winds, so the first trip we just looked at the wind speeds. It was a mistake not to pay attention to the rain part also, because with the rain squalls come higher than forecast wind. Anyway, on the trips BACK from Tual to Triton Bay, we made a stop at the NW corner of Kai Besar. Using GoogleEarth/SASPlanet, we chose a couple of likely anchorages. Here are the two we ended up anchoring at.

First: 05 18.34 S / 133 06.44 E in a 35 ft sand patch with surrounding coral, Christian village ashore.

Better: 05 19.8856 S / 133 05.9225 E in a large 35 ft sand area, big enough for 2 boats, beach, and no village.

3.5.5.3 Debut (Rally Stop 2018 and 2019)

Jamala – July 2024 - Debut: Lovely anchorage, we cleared in here but only because we were with the rally; otherwise, you need to go to Tual.

All the officials came to the boat, asked questions and took photos of the engine plate, the heads, sink, we showed them the alcohol stores and medicines. They just advised us not to give any alcohol to the local people. It took us 4 days to get our paperwork back, it came back the third day and was incorrect.

The agent the rally uses is Raymond Lesmana, and although he wasn't at Debut, he was very responsive to any text messages we sent.

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Starry Horizons - July 2018: Arrived with the rally. The anchorage here is big enough to fit the whole rally, but normal charts are notoriously bad (even Navionics, which is perfect in Australia). Two boats hit reefs coming in. Water is not clear at all.

There are a variety of small shops in Debut, but it's easy to find a taxi to Langgur, where there are bigger grocery stores (Gota Supermarket), fresh markets, ATMs, and a Telkomsel office. Being with the rally helps.

Our anchorage: 05°44.713 S 132°40.679 E

3.5.6 Tayando Islands (05-32 S / 132-17 E)

Starry Horizons - July 2018 – Walir Island: Anchorage: 05°35.270 S 132°17.029 E in 60 ft.

This cluster of islands is a few hours' sail west from Debut. We anchored in 60 feet, and suspect it's coral. There is a lagoon in the reef just in front of our anchoring spot. We could see the village on Pualu Tajondu about five miles away, but there was very little just in front of us. The beach is a lovely walk, with, for some reason, many dead puffed-up pufferfish. We did often see villagers with dugout canoes or small sailing boats.

We snorkeled here too.

Anchorage: 05°35.270 S 132°17.029 E

3.5.7 Aru Islands (06-17S / 134-22E)

[Wikipedia](#) – January 2018: The Aru Islands Regency (also Aroe Islands, Indonesian: Kepulauan Aru) are a group of about ninety-five low-lying islands in the Maluku province of eastern Indonesia. They also form a regency of Maluku province.

The islands are the easternmost in Maluku province, and are located in the Arafura Sea southwest of New Guinea and north of Australia. The largest island is Tanahbesar (also called Wokam); Dobo, the chief port of the islands, is on Wamar, just off Tanahbesar.

Other main islands are Kola, Kobroor, Maikoor, and Trangan. The main islands rise to low hills, and are separated by meandering channels. Geologically, the group is part of the Australian continent, along with New Guinea, Tanimbar, Tasmania and Timor on the Indo-Australian Plate.

Aru is covered by a mix of tropical moist broadleaf forests, savanna, and mangroves. The Islands lie on the Australia-New Guinea continental shelf, and were connected to Australia and New Guinea by land when sea levels were lower during the ice ages. The flora and fauna of Aru are part of the Australasia ecozone, and closely related to that of New Guinea. Aru is part, together with much of western New Guinea, of the Vogelkop-Aru lowland rain forests terrestrial ecoregion.

Pearl farming provides a major source of income for the islands. The Aru pearl industry has been criticized in national media for allegedly maintaining exploitive debt structures that bind the local men who dive for pearls to outside boat owners and traders in an unequal relationship.[2]

Other export products include sago, coconuts, tobacco, mother of pearl, trepang (an edible sea cucumber, which is dried and cured), tortoiseshell, and bird-of-paradise plumes.

In November 2011, the Government of Indonesia awarded two oil-and-gas production-sharing contracts (PSC) about two hundred kilometres west of the Aru Islands to BP. The two adjacent offshore exploration PSCs, West Aru I and II, cover an area of about 16,400 square kilometres with water depths ranging from 200 metres and 2,500 metres. BP plans to acquire seismic data over the two blocks.

3.5.7.1 Pulau Enu

Pulau Enu is a small island in the Arafura Sea at the southeastern corner of the Aru group. It is a known turtle breeding area. Cruising boats on their way from Indonesia to Australia sometimes use this as a jumping off point.

Catchcry I (Power Cat) – Oct 2017: We ended up crossing in the last week of October, leaving Tual on 25th October, and doing 3 day hops to Pulau Enu, SE of Aru Islands.

We anchored at Pulau Enu on the west side 7°04.4S 134°28.85E. We only spent one night here, in mild weather.

3.5.8 Tanimbar Islands / Timur Laut / Saumlaki (Saumlakki) (08S / 131E)

The Tanimbar Islands, also called Timur Laut, are a group of about 65 islands in the Maluku province of Indonesia, including Fordata, Larat, Maru, Molu, Nuswotar, Selaru, Selu, Seira, Wotap, Wuliaru and Yamdena. The Indonesian phrase timur laut means 'northeast'. Saumlaki is a port on the southeast coast of the big island of Yamdena. It is an official clearance port for Indonesia. However, according to Tual Immigration, you cannot extend your visa there (May 2022).

3.5.8.1 Saumlaki

Nov 2023 – Jefferson Morgan – Easy Agent-Free Clearance in Saumlaki: I just arrived in Indonesia in Saumlaki and thought i would share the experience.

First called quarantine on VHF, and then went to see them, one of them came to my boat to check the medicines I have on board. Then we went back and they gave me a paper to say it is completed.

Then I walked to immigration, I did the visa online, filled up the paperwork and left with 3 signed copies of my crewlist (1 for me, 1 for customs, 1 for harbor master).

Then I went to Customs which is just near Immigration, and the Customs office came to visit the boat and took pics of my AIS and engine. We went back to the office, filled out some paperwork and that was it.

Before leaving Saumlaki to another Indonesian island, it seems that i need to visit Harbour Master and Quarantine again.

Everything was free (but I paid 1,5m rupiah for the 60 day visa online)

No agent and no helper, I did everything on foot it was very nice to walk around.

Then went to Telkomsel phone shop to get sim card. It cost 100,000 rupiah for 50gb+60min valid 60 days.

Sail SE Asia FB Group – Oct 2022: A big shout out also to Bobby (FB: Chuek Betaubun Bobby) for helping arrange everything from fuel to our harbour clearance. He's the man to contact if you need any help here and can be contacted on WhatsApp or local phone on 0812 4092 0220.

The local people have been so welcoming and friendly we hardly want to leave - except that there are another 18,000 islands to explore in the archipelago!! We rented motorbikes and toured villages and local sights with Higgy who is another fantastic local resource for dealing with officials and any other logistics - contact him on WhatsApp or local phone on 0829 9647 685.

The regional government here is very keen to promote Saumlaki as an entry point for sailors to Indonesia and is doing a lot to ensure officials make us feel welcome. Based on our experience here we couldn't think of a better stepping off point an Indonesian cruising adventure.

Sail SE Asia FB Group – Mar 2022: In response to a request for contacts in Saumlaki, someone recommended Higin (see on FB), Tour guide. Call me anytime to serve you. WhatsApp: +62 - 82199647685. Tlp. +62 – 82399478392

Another person recommended Bobby from Tourism: +62 812 4092 0220

Raymond Lesmana – Dec 2020 – Saumlaki Contact: Anyone exiting or entering from Saumlaki please contact my uncle George

George Kdise (facebook name)

For telephoning I use this number : 082 1983 2000 2

For Whatsapp & FB Messenger I use this number : 082 1981 85 413

Sail SE Asia FB Group – May 2018 – Saumlaki Check In: On the fourth day Quarantine didn't have our paperwork complete. 45mins of shuffling paper, stapling, undoing the staples, redoing the staples, weighing the "guide" and taking his blood pressure, our green book was produced with a bill of 200,000 rupiah.

Immigration was efficient. Ojek (motorcycle taxi) to his office near the high school (Harbour master might be able to help you arrange ojek)

Customs. This position is shared between here and Tual. His office is about a 10min ojek ride from town. Ask the Immigration officer to phone to make sure he is home and arrange an ojek. We had to wait two days for him and it appeared to be his first day on the job and wouldn't accept our yacht-id paperwork as he didn't know what it was. He wanted us to fill out the official form and told us to google yachters id.

Harbour Master efficient also.

Only quarantine was a problem and required payment.

No one took any notice of the memorandum of new procedures provided in bahasa.

Saumlaki is a lovely place and worth a visit. Hopefully the system will improve here.

Cold beer can be enjoyed at the beautiful Hotel Harapan Indah waterfront bar and the market is excellent.

John Rogers (FB) - April 2018 – Checking out of Saumlaki: There has been recent debate here about customs representation at Saumlaki. I checked out last week and can confirm that customs are now represented there full time. We wanted a fast check out so used Ester at the hotel Harapan Indah who arranged Customs and Immigration to meet me at the hotel at 5pm. They came to the boat to prepare documentation then at 1000 next day Ester drove us around to all offices to complete check out.

The only problem we had was with Quarantine where the Q. Officer insisted he needed clearance papers for each port we had stopped at in Indonesia. After a heated debate (with Ester translating for us) I phoned our sponsor Ruth of Isle Marine in Bali and Hilda her assistant in the office persuaded Quarantine that things had changed. Hopefully he won't create the same problem again. Ester was very helpful and arranged a very fast turnaround for us including filling our diesel cans and delivering them back to our dinghy on her very convenient dinghy dock.

Perry - January 2018 – Checking Out of Saumlaki: Here's our update on checking out at Saumlaki. Well, we are checked out. It did take all day--things just move slowly, and they're not used to yachts.

Our experience was similar to what has been previously posted. Our first stop was **Quarantine**, located just outside the main gate of the harbor complex. We also had a bit of trouble getting him to answer the door, but after a couple of calls from the Port Captain's office and us standing outside the door for a bit, he opened up and then all was good.

While attending to the quarantine documents we asked the officer (Mr. Jong) if he could call Customs to meet us. He happily obliged and about 20 minutes later the Customs officer arrived at the Quarantine office and collected a stack of our papers (lots of crew lists needed, copies of passports, copies of boat registration).

Both Quarantine and Customs had a number of documents to generate, so we were asked to return at 4:00 pm to pick up the completed docs (we asked nicely if they could make it 3 and they did).

After this we headed out to find **Immigration**. The coordinates provided by another cruiser (07°58'43"S 131°17'59"E) were pretty spot on, perhaps one house off. There is a small banner advertising passports on the house to announce that it is the right place. We also used the email address that Kate posted (umumkanimtual@gmail.com) to notify Immigration that we would be coming.

The Immigration officer was there when we arrived and had seen the email. He had to fight with his computer, but eventually it was sorted and we got the required stamps in the passports.

We checked on the dinghy, ate at the Hotel Harapan Indah, and soon it was 3:00 pm. We picked up our completed paperwork at Quarantine (for Q and Customs). Once we had those in hand it was across the street to the Harbor Master to get our final set of documents. Again we needed crew lists and passport copies. The Harbor Master only needed about 15 minutes to complete his paperwork and once done, we were finished and cleared out.

No requests from anyone for alcohol or bribes. Customs did want to come out to the boat but when we told him how far out we were anchored and how wet he would get, he just asked whether we had any alcohol, cigarettes or guns on the boat ('no'). No costs other than a small Quarantine fee of 20,000 IRP.

Another boat here had Esther at the Hotel Harapan Indah arrange for everyone to come to the hotel (they also let you leave your dinghy) to process all the paperwork. She said she provides this assistance at no charge. In hindsight this service for us would certainly have been worth buying a meal or drinks at the hotel (she can also arrange fuel and water at a reasonable cost). Although it may not have been any faster, it would certainly be a lot easier.

Popeye – June 2017 – Clearing out of Saumlaki: Anchored at: 07°58'31"S 131°17'10"E

Excellent holding in around 15m in a big open bay, exposed to the wind and some swell. Due to reefs and a big tidal range, you cannot get very close to shore and a bouncy, wet dinghy ride is required. The infrastructure is not well set up for the tidal range and it helps to have some rock climbing experience to clamber up the wharf at low tide. We used sail ties to extend the length of the dinghy painter. No issues with security, which was fortunate as there was nothing to which to lock the dinghy!

We took a bemo to the Pertamina for diesel. We were unable to get non-subsidized solar but they happily sold us subsidized diesel. A nice bonus for the fuel budget! (Service station is at 07°57'16"S 131°18'52"E). Fuel was very clean.

The market had a huge range of vegetables and beautiful fresh fish but very limited fruit. Papaya, bananas and some citrus was about it. At the warungs, you could buy a whole, freshly baked fish (why bother cooking it yourself) and the full range of tasty meals. Bakso (chicken balls with noodles in a broth) has become a big favourite with dinner costing a princely \$3 for the two of us! Beer was readily available (as were fireworks if you need to top up your flares!).

Checking out was very slow. The process is Quarantine, Immigration then the Harbour Master. The Harbour Master is easy to find. Quarantine is just outside the harbour gate and across the road. Immigration – good luck with this one! The Harbour Master's staff were very helpful. Alinda came with us to show us where Quarantine was. When we could not get any response, she took a bemo with us to the Saumlaki Immigration Post. (Tel: +62 811 478 9802 Email: umumkanimtual@gmail.com Location: 07°58'43"S 131°17'59"E) It is a 24 hour service but not

manned 24 hours. She rang the Immigration number and when there was no response, she called a friend who called the Immigration Officer who arrived about half an hour later. Very friendly, not a lot of English but with Alinda's help, we got it all sorted and the all important chop, chop in our passports.

Quarantine proved a little more interesting. Alinda managed to wake up the officer who finally appeared in his singlet. He then popped on his uniform and all was very official. Apparently, we didn't have the right paperwork, somewhat surprising since we had used an agent in Nongsa. He wanted to come aboard the boat, an exercise that would have taken a considerable amount of time so for the first time in three months, we resorted to Johnny Walker. Our paperwork was suddenly in perfect order and we went on our way. The Harbour Master was very professional and we were cleared out of Indonesia!

Yindee Plus – Fall 2014 - Saumlaki: Anchored at 07°58'.578S 131°17'.196E in 20m; good holding in mud; plenty of room; couldn't get close enough to shore for wind protection so choppy most of the time and very roly with southerly swell. Very wet dinghy ride to shore (even with waterproofs on). Dirty water, so not good location for watermakers.

Dinghy dock at hotel was excellent (safe, flat water, easy shore access) but couldn't be used around LW. Dinghy tie-up at ferry wharf steps subject to swell and not easy but could be used at all states of tide. Dinghy anchor useful to keep dinghy off rocks.

Shops selling: basic grocery provisions; clothes; hardware; cellphones; For sim cards for internet / phone go to Telkomsel, about 0.5mile north of hotel. This is the best chance to get your internet and phone connections sorted out before Maumere. Cellphone internet is very cheap but often extremely slow.

Market: tomatoes, cucumbers, pak choi, shallots, garlic, ginger, eggplant, green beans, pumpkin, bananas, coconut, some herbs, sweet potatoes, green papaya, cabbages, limes, lots of fish, chicken. We didn't see any large onions until Flores so if you don't want to peel shallots every time you cook, bring plenty with you.

Photocopy shop: make lots of copies of your CAIT, passports, port clearance and boat papers to hand to harbour masters.

Street stalls selling pastries and bread (mainly white and small loaves / rolls)

Cafes and street stalls selling local food: very cheap and tasty (meal for \$1.50 US). Hotel food good but comparatively v expensive.

3.5.8.2 Northwestern Anchorages

Soggy Paws – July 2022 – Adodo S: We had planned to go to Tutnametal and avoid Adodo, but the conditions were pretty bad and we just wanted to stop well before dark and get settled. We anchored a mile SW of the pier at Adodo in a nice sand fan. 06-42.69'S / 131-32.67'E in 30' sand. No cell. Only spent the night there and got going early the next morning, before the harbormaster found us.

Ocelot July 2017 – Tutunametal: 06°47.77'S 131°31.08'E, 13' sand. This was our first port in the Tanimbar group (coming from Kai Group). We were originally going to anchor further north, off Adodo, but the harbormaster there was corrupt (when we passed by in 2015), and Tutunametal is only 7nm further SW. The anchorage is on a nice sand-fan in clear water, with

room for 2-3 boats, and there's another nice sand-fan 0.5nm further south. Approach from the NW and anchor as convenient.

The village kids were super excited about these spaceships which had landed in their front yard, paddling out in anything that would float. The village is Christian, with a nice church at the top of town, and very friendly, with everyone turning out en-masse to greet us. There is good snorkeling right from the anchorage.

Soggy Paws – July 2022 – Maru Island: We had planned to go to Ocelot's Namwaan anchorage, but found us hard on the wind in 20-25 kts. We decided to stop at Maru Island. We checked out two spots, on either side of a small point. The first was 06-52.12'S / 131-28.49'E, in about 20-25 ft. It was ok, but there was some wave action. The second was 06-52.90'S / 131-28.08'E also in about 20-25 ft. The north one had chop coming from the N and the S one had chop coming from the S. We stayed in the S anchorage. It was OK. The next day, instead of bashing to Namwaan, we cracked off a bit and went all the way to Wuliaru.

Ocelot – May 2015 - Namwaan Island: 07°07.09'S 131°25.83'E, 31' sand

Namwaan is a convenient anchorage, well protected from the SE trades, but it doesn't have much else to recommend it. It's a sand-fan in a 180m wide gap in the reef along a white sand beach, with a few highly visible rock outcroppings. Approach from due west, watching for the edges of the reef on both sides, and anchor as convenient. The bottom shoals gradually. There is no village ashore. The water is clear, but the reef wasn't very interesting for snorkeling.

Ocelot – July 2017 - Laibobar Island: 07°12.75'S 131°22.94'E, 20' sand

There are several potential anchorages here. Approach from the WSW and hug the reef to the south, to avoid the seaweed farms. When the gap in the surrounding coral turns SE, follow it down and anchor in the middle of the channel, to maximize swinging room.

The bottom rises gradually and the water is very clear for spotting bommies and reefs. This is a big bay, with a scattering of fishing families along the coast. Lailobar mountain rises to the south, making this very dramatic. A few fishermen came by to offer fish or squid.

There has been theft here, a boarding with snorkeling gear taken, so best to lock up all gear at night and not let folks see where it's stored. The fishermen families are friendly and happy to offer fresh coconuts to drink ("Kelapa muda") and to take you by long boat to the town of Lailobar, about a half hour's journey by sea over the north side of the island.

The snorkeling is good near the anchorage on the clearly visible reefs. There is another potential anchorage in the south-facing bay behind town, but we didn't explore it.

Ocelot – July 2017 - Wotap Island: 7°19.34'S 131°14.92'E, 30' sand

Wotap island has several bays with potential anchorages. This one is on the NW side, so very protected from the prevailing SE winds. The bay is huge, and good fun to explore by dinghy. The best anchorage is in the NE corner. Approach from the WNW, keeping an eye on the reefs on both sides. Proceed to the NE corner (there are often fishing boats anchored there) and anchor as convenient. The bottom shoals gradually and there's room for many boats.

There's an island in the middle of the bay, and a coral spit joins it to the mainland, but there's a minimum of 14' (at low tide) over the spit, so boats can easily cross over it. Snorkeling is good on the reef on the north side of the central island.

Soggy Paws – July 2022 – Wuliaru Island: We anchored in Ocelot's spot and it was a nice enough spot that we stayed an extra day. The small beach was occupied by a family collecting coconuts (unsure if this was a permanent settlement or not—it didn't look permanent). This spot was just out of cell data range on our little mifi device. We just cruised slowly by as we headed west in the morning, and got weather and email.

Just to the west of this anchorage is a town that now has slow 4G Telkomsel. We looked at going into the sandy bay next to **Pulau Mesa** (07° 25.26' S / 131° 02.43' E) We went into the entrance, and found 20', and could have gotten in, but it looked like it was full of seaweed floats, and there were people around. (But we would have had internet). So rather than go in, we headed east to Ocelot's anchorage.

Ocelot – July 2017 - Wuliaru Island: 7°24.78'S 131°06.40'E, 26' sand

Wuliaru is really just an anchorage of convenience, as it makes a convenient place to jump off for islands to the SW. It's just a sand-fan in the surrounding coral reef, on an otherwise open coast (there's another such sand-fan ~300m to the NE). It's protected from the SE trades, but that's about all that can be said for it. There's no village ashore. Since it's only 10nm from Wotap, and 70nm from Daweloor, it might be better to look for an anchorage on the north side of Selu Island, but there are lots of reefs there.

3.5.8.3 Southwestern Islands

Yindee Plus – Fall 2014 - Selaru (island south of Yamdena): Anchorage on west side of this island 08°07'.70S 130°58'.61E. Anchored in 13m, sand/mud. Not able to get close enough to shore for wind protection but no swell coming into bay. Fishing nets around entrance and reefs on each side. No access to shore. Locals visited some boats and boarded one boat while owners were out in dinghy; thought to be curiosity.

3.5.9 Babar Island (07-52S / 129-35E)

Popeye – July 2017: Anchored at 07°51'56"S 129°35'23"E in 10m.

After a long, bouncy 210nm bash from Wetar, we were very happy to pull into the beautiful wide, gently shelving bay at Tapa. We anchored in about 10m, opposite the white church, some wind and swell snuck in but nothing significant. The head of the bay is coral-free but pebbly and rubbish-prone. We headed straight to the church to land the dinghy. There is a pebble beach and a narrow laneway to get to the main street. Internet is very hit and miss and the electricity is only on at night.

Aristotle and the local minister, Andy, became our guides (both spoke excellent English). They came out to introduce themselves not long after we anchored, arranged tours, cultural experiences and organized for half the village to visit Popeye! They introduced us to the Harbour Master, Chief of Police, Chief of Army etc... as a courtesy only; checking in is no longer required under the new system. We did not need it but Aristotle can arrange fuel and water if required.

It was very full-on (and be careful when sampling the local tippie – home-distilled coconut gin!) but one of the army guys explained in perfect English. They see very few foreign visitors and due to currency and the requirement to prove you have adequate money prior to getting a visa to (say) Australia, it is highly improbable he will ever travel outside Indonesia. Spending time

with the few foreigners that come through, gives an opportunity to practice English with native speakers and to learn first-hand about other parts of the world. This explanation helped us manage our frustration with the constant attention.

Yindee Plus – Fall 2014: Anchored north of wharf 07°52'.012 S 129°35'.475E

Sand 7.5m gently shelving, no coral reef at head of bay. Lots of room.

Excellent wind protection. Slight swell worked its way in occasionally. Tie dinghy to post on scruffy beach with local boats and put dinghy anchor out.

Ask for Mr Joseph or Aristotle. Joseph is a school teacher and speaks good English. Aristotle is his assistant. They will help you to visit all the necessary people. Allow plenty of time to see the Harbour Master, Chief of Police, Chief of Army, Head Chief, Local chiefs etc. Have photocopies of passports and port clearance papers to give them if they ask. Very interesting rural experience if you have the energy for it. They don't get many foreign visitors here. Joseph and Aristotle will arrange any tours you would like on the back of their motorbikes (no cars here).

The town has a cafe, which is unusual in these remote islands. Cheap and friendly.

There are several small shops selling basic groceries, clothes and some hardware. A market sells some vegetables.

3.5.10 Leti Island (08-19S / 127-39E)

Yindee Plus – Fall 2014: Anchored west of wharf to try to drop anchor in a patch of sand: 08°09'.981S 127°39'.40E, coral and sand bottom. We got a hold but didn't feel it was a good anchorage for any sort of bad weather.

Other boats had anchored east of wharf but several had had to dive to free their anchors. We found erratic depths there and a coral rubble bottom.

Took dinghy to small beach at base of wharf on east side. The lady harbour master speaks good English. She wanted copies of our passports and port clearance. Walked to main village, Sewaru. Small shops with very basic groceries and one had some tasty pastries. Very friendly locals ashore.

Lifelines – August 2005 – Serawu Village: 08-09.3'S / 127-40.8'E "Football field sized" patch of clear sand surrounded by coral. Anchor in 7.5 m. Room for 2- 3 boats. Can be a bit rolly in the afternoons.

Serawu village and its characters a charming place. Harbour master Bapak Decky. Navy Officers (Alpha Lima) Bapak Bambang and Bapak Ardi. Visit the middle school – Principal Bapak Sam, English teacher, Bapak Daniel. Only one phone (satellite) in the village at the wartel. Meagre fresh food supplies at the market. Local people (as opposed to officials who are from Java and elsewhere) are very poor and isolated and would probably welcome jars, used oil, empty cans, in addition to cigs, maybe basic foodstuffs like rice, milk powder. But no-one asked for stuff. The school could use childrens' books, any sort of school supplies, old equipment such as slide projector/screen, computers and peripherals, cassette deck etc, video.

3.5.11 Kisar Island (08-04S / 127-10E)

Lifelines – August 2005: 08°05.31 S / 127°08.80 E 5.5m over coral. Try for a small patch of sand. Very clear water – can steer your way around coral heads if needed when leaving. Anchorage good in light conditions. Lots of officials.

3.5.12 Romang (07-33S / 127-22E) (#7 & #8)

Matilda – October 2019: Anchored at 07 35.07S, 127 21.98E in 21mtrs. The harbour of Romang is very well protected except from a westerly direction. We were very glad to arrive around midday so we could see the reef well.

The anchorage proved to be a hard task master due to deep depths and a rapidly rising reef, but once secure it was a magnificent place to stay put for 4 days. The locals welcomed us and I am certain they found us as intriguing as we found them. Their town was spick and span, and had some lovely gardens which were very well tended to.

101 Anchorages - #07: 07-36.652'S / 127-24.788'E Pulau Romang is a seldom-visited tropical paradise. Great stopover for boats enroute back to Darwin or on passage to western Indonesia. Teluk Angsa to the north is a tempting anchorage but is not considered safe in either tradewind. Advise use of Romang 1 in NW season and Romang 2 in SE Season.

The approach to Romang 1 is not complicated from N or S. Enter Teluk RumahKuda and keep clear of fringe reef of offshore islet. Anchor in the lee of islet in a depth of 10-12m on hard packed sand with good holding. the islet will provide protection in SE trades. If a swell is present, anchor as close to the islet as you feel comfortable. A colony of garden eels make this area its home.

101 Anchorages #08: 07-35.084'S / 127-21.934'E Easy approach from N and E. Head toward the shoreline slowly as the seabed shelves up sharply, and anchor in the depth you are comfortable with (generally over 15m). It is best to anchor more to the N of the bay, nearer the village, as the holding is better. Seabed appears to be coral rubble with fair holding. Lay more chain than you think as currents can be strong during certain times of the tide cycle. This is a great SE Trade anchorage. It is well protected.

3.5.13 Wetar (07-40S / 125-30E)

Popeye – July 2017 – Teluk Teba: Anchored at 07°37.83' S / 126°25.40' E 10m, Calm

This was another lovely anchorage. Again, we had katabatic wind over the hills. The village is much further to the east, a few sparkling lights against the black hills. We had one fisherman come into the bay but otherwise, we had the bay and the star-studded skies all to ourselves.

Despite Wetar being a malarial hotspot and slathering ourselves in bug spray and sleeping under a net, we did not see, hear or get bitten by a single mosquito.

Popeye – July 2017 –Tanjung Diruru: Anchored at 07°51.20' S / 125°49.53' E, 10m

What a magical anchorage! White sand beaches, palm trees and best of all, a 'flat' bay. For a change, we didn't feel like we were bivouacked, clinging to the edge of a cliff with our fingers crossed. We dropped anchor in 10m and, other than tide, we saw little deviation from this.

The water was calm but we had 25kn katabatic bullets coming over the hills.

Onshore was a tiny village. Water buffalo and goats combed the beach and the sounds of children laughing floated across the water. The stars were brilliant with two solitary lights in the village (and our anchor light) being the only light pollution. And quiet. No karaoke, no mosque, no fishing boats buzzing past.

Java – May 2017 – Tanjung Diruru: 07°51.15' S / 125°49.63' E Great anchorage with black sand bottom from 15-50 ft. Could put 50 boats in here. Good place to make it thru the pass between Wetar and Alor without fighting the current.

Yindee Plus – August 2014 – Teluk Teba: Anchored 07°37'.830S 126° 25'. 437E in 7m, gravel and stones about 80m from steeply shelving shore. Some katabatic wind from hills kept us streaming away from shore. Slight swell worked it's way in. Beautiful. No habitations. Keep clear of river mouth as lots of shoaling around it.

Yindee Plus – Fall 2014 – West Coast: Anchored 07°51'.215S 125°49'.547E in lovely horseshoe shaped bay. Anchored in 12m, sand. Onshore breeze most of day but offshore at night. Small village ashore. Saltwater crocodile reported by an earlier boat but not seen by us.

Lifelines – August 2005 – North Coast: Whole north coast very steep to. (4,000m...40m...fringing reef). We anchored at Teluk Teba in 28m over coral, hanging out over 36m. 07-38.6'S / 126-22.7'E

Because we were searching for protection from NE, we arrived too late to see the reef clearly enough to anchor on it. Another boat had anchored on the reef but tucked in closer and found the anchorage OK. Another anchorage at 7.36.1'S, 126.27.7'E (near timber cutting camp off Tg Poro) looked OK in S-SE. Small river mouth at 7.37.4'S, 126.23.9'E (other end of bay where CMAP shows 7m) has small bay which might be good in SE.

3.5.14 Lomblen Island (08-30S / 123-14E)

Yindee Plus – Fall 2014 – Pasar Suba: 08°30'.471S 123°13'.629E in 6.5m sand. Some coral heads. Beautiful scenery. No village visible. Swell rolling onto the beach but we didn't roll much.

3.6 West Papua Province

Anui – August 2011 – Traveling East Across

Papua: A brief internet interlude in the town of Manokwari, at the top of the Cenderawasih Bay in Papua, before we are out of range again. Hmm, what to say about Papua? Well, it is not the kind of cruising ground that makes you want to buy a boat and head off into the blue. Coming here as a land-based tourist would probably be quite different, with the few people that come here mainly taking dive tours with everything organised for them.

Coming here on our own boat brings some administrative challenges and we haven't felt comfortable to leave the boat unattended so that limits how much we are able to see. Papua certainly has a wealth of beautiful islands and the interior sounds fantastic and untouched by the Western world, but if it doesn't come with a good anchorage, we can't see it! We are still heading East and are optimistic that PNG should be far more fun than Moluku and Papua have thus far been.



Papua, as you will know, has seen its fair share of unrest and part of the outfall of this has been a lack of tourism - makes sense. Coming here on boats, we are the only tourists to be seen and whilst people are generally friendly, it really is unknown territory. Due to the problems that arise when we anchor near villages, we try to find places to stay that are isolated but inevitably word spreads and someone comes to find us and ask us to see the 'kepala desa' or village head. This is no problem if we want to stay a while, but if we arrive at 4pm to eat and sleep and then leave again it is hard - we're going to be asked for money and it's going to take all our free time.

In one location a few nights ago everyone but me - on all three boats I think - was in bed when a light shone into the boat and I went out to find six men - one with a rifle - on the back steps. They spoke no English; I could have used our Indonesian phrase book if it hadn't been stolen in the backpack with the alternator (in Sorong) Scott got up and we tried to figure out what they wanted. The one wearing a hat saying 'Polisi' was apparently the local bobby and they wanted us to go to the police station at the village some miles away. Right then, in the middle of the night.

We managed to convey that we had kids sleeping, showed them our paperwork and were told to come at 8 in the morning - we weren't going anywhere in the dark in a canoe with six men and a gun, even if one of them did have a nice hat. At 5.30am we had our anchors up and were heading as far away as possible.

As I write, we are in Manokwari and I am standing anchor watch. After our Sorong experience we're just extra careful in towns - am sure that the locals are friendly and not bent on crime. When we went briefly to the town today the local people were very interested in us and there was a lot of smiling, with clear evidence of the local Papuans' liking for betel nut.

3.6.1 *Raja Ampat General Info*

A great online resource for Raja Ampat information is <http://www.stayrajaampat.com>

Raja Ampat, or the Four Kings, is an archipelago comprising over 1,500 small islands, cays, and shoals surrounding the four main islands of Misool, Salawati, Batanta, and Waigeo, and the smaller island of Kofiau.

Raja Ampat Regency is a new regency which separated from Sorong Regency in 2004. It encompasses more than 40,000 km² of land and sea, which also contains Cenderawasih Bay, the largest marine national park in Indonesia.

August 2024 - Waigeo Meridian Marina: Nice marina, there is fuel on the dock (a service fee applies). It is conveniently right next to the Sorong ferry terminal. Good facilities- shower, bar, restaurant. Not cheap, \$70 USD per night including rubbish, but no water or power. The water is not potable so we didn't bother. Raja Ampat tags are now \$100 per person.

Sirius – May 2016: We had guests flying in to Sorong. We bought Raja Ampat tags for them from the Tourist Office in Raja Ampat (they were not available at the airport as someone else had told us). The Tourist Office is near the Meridien Hotel, so you can tell your taxi you want to go to the Meridien Hotel. Everyone knows where that is.

Brigadoon – Nov-Dec 2014: Raja Ampat tags are meant to be purchased, supposedly easily in Waisai. US\$50. per person, last for a year. But we never did discover just where, and we were only asked for them in Misool as we were heading north from Banda and explained that we did not have yet. Would make more sense for the resorts to actually sell them.

One of the other vessels we anchored with had hired their own Dive master - Arif Munandar ph 0813 8147 1527 aris_munandar68@yahoo.co.id - 300,000.idr daily fee. Great guy, good assistance in general on the boat, and knows the area very well.

Raja Ampat is a high risk **malaria** area, although we weren't too bothered by mozzies. But it pays to bring medication for treatment of.

Have been asked on a few occasions by the local fishermen for fuel for their outboards, but nothing else.

A very useful book to pick up is the Bird's Head Seascape dive book on Raja Ampat, Triton bay and Cenderawasih Bay--gives you way points, and other pieces of useful information. This was how we found a lot of the sites we snorkelled. We did loads of snorkeling and enjoyed it all. Generally going back to the same spot at different times of day. Everywhere something different on offer.

Delos – Sep-Nov 2013: Delos has onboard 75M of chain and 25M of rode on our main anchor. We carry 4x50M 3/4" warp and probably another 200M in various lines we can use in a pinch. We could have used another 25M of anchor chain on the main.

Most of the anchoring in Raja Ampat is deep. Even if you do have plenty of anchor chain and rode most of the anchorages are just too small to put out sufficient scope, so you're better off tying off to the rock faces. We found most places went from >50M to 2M in less than a boat length so the cliffs are really steep. We have four 50M lengths of line onboard that we used most of the time and found this to be sufficient. There were a few times when we needed to tie spare lines together to make them even longer however.

Quite often the reef ledges can be 20M in width before the limestone exits the water, so if you are 15M from the reef and need 10M to scramble up the cliff to tie off you've already used 45M and haven't tied off to the boat yet. The longer the better!

In a lot of places we also saw existing rope loops hanging from the cliffs. Where you see one you will often find 2 or 3 more as they're used by local fishing boats in bad weather.

If the line is in good shape it could save you some trouble and potential scrapes from scrambling over the razor sharp limestone.

From <http://stayrajaampat.com> – Cultural Environment in Raja Ampat

In the islands where the majority of homestays featured on this website are to be found, the culture is predominantly Papuan and Christian. The people are among the friendliest and most welcoming you're likely to meet, usually having a carefree attitude and a ready smile. You'll have the best time if you adopt a similar approach!

Language: English is not widely spoken, but you should always be able to find someone with enough to communicate. Bahasa Indonesia is of course widely understood, but most people use their "mother tongue" (one of the many Papuan languages) in day to day conversation. We noticed an apparent preference for English over Bahasa Indonesia among the people who had both – but maybe that was only because our Bahasa Indonesia isn't very good...

Dress: This is important. We've been asked by local people to make sure visitors understand the issue: Be aware of how your hosts and local village people dress and adopt a similar attire if you want to be sure not to give offence. Just because nobody seems to mind seeing a lot of your skin doesn't mean it's so. Local people more than likely won't say a word, but it's definitely offensive to them to see you wandering around their village in swimming gear. Don't do it. A minimum of t-shirt and shorts that cover your knees should be worn whenever you're in public. It's a different matter when you're in the water of course. Nude and female topless bathing though, should definitely be kept utterly private – something that's almost impossible to be sure of in the islands!

Sundays: Boat trips, tours and other activities dependent on service from your hosts are not available on Sundays. We've also been asked to do our best to make you aware that Sundays are a day of rest and religious observance for the Christian folk of Raja Ampat.

Please resist the temptation to pressure your hosts into taking you anywhere on Sundays – there's plenty of swimming, snorkelling and exploring to be had around your accommodation. Meals will be served as usual, but apart from that and departures to Waisai for the ferry, your hosts will be spending the day with their family and community. If you'd like to be truly considerate, avoid scheduling arrivals and departures for Sundays so as to allow your hosts to participate in their traditional community and family life.

Places of worship: Never enter a church or mosque without seeking permission first and always ensure you are appropriately dressed before doing so. It's best to only visit places of worship in the company of a local villager after consulting them as to whether your dress is suitable. (You need to be better dressed than on average – especially if a service is taking place.)

Food: The staple carbohydrate in Raja Ampat has traditionally been sago, which is prepared in a variety of ways from the pith of the sago palm. The potato-like root of the cassava plant and rice are also widely eaten.

Fish provides the bulk of the protein in the Raja Ampat diet with chicken, tempe and tofu also featuring. A variety of jungle greens and vegetables and the judicious use of spices (predominantly chilli) rounds out the cuisine. Desserts aren't neglected – there's a surprisingly large number of ways to create sweet delights from sago! Surprisingly, with the exception of banana, there doesn't seem to be much tropical fruit available in the islands.

Traditional Raja Ampat cooking provides a wide array of tastes and dishes, but unfortunately there's a perception among many homestay providers that western tastes don't extend to appreciation of traditional fare. Consequently, most homestays stick to the basics and present a few trusted westernised versions of the real thing. If you're not staying at a busy homestay with lots of guests to serve, you can always ask that your hosts prepare more traditional food for you.

Service & Facilities: Raja Ampat is an adventure. It doesn't provide the level of facilities and service found in more developed holiday destinations. The relaxed local lifestyle and lack of experience of the expectations of time-poor foreigners means there might be times when you'll find yourself frustrated. It might be due to an occasional lack of punctuality. Perhaps by the no-show of a promised guide or boat pickup. Quite possibly by an over-optimistic expectation of your willingness to part with cash.

Dispute resolution: If you encounter a problem, stay cool and keep smiling while you make your point. A domineering or aggressive approach that you might resort to to resolve an issue at home won't work here. Shouting or berating somebody will almost certainly guarantee a negative outcome. And not only for you: your attitude will determine local people's expectations of those who come after you.

3.6.2 Ayu Islands (00-30N / 131-08E)

Ayu is an atoll north and east of Wayag, a bit detached from the rest of Raja Ampat.

Brick House – September 2014: Google Earth image good for navigation. Lots of false passes, so waypoints or image is necessary to get in. Easy in good light. Wide pass. Much kinder than what google earth makes it look like. No noticeable current. 30 feet least seen, but mostly 80-100 feet the whole way in.

00 30.0507 N / 131 08.0796 E	In front of smallest village. 21 feet sand and coral. Near to village without being too close for swimmers.

00 30.6029 N / 131 07.1243 E	A 1/2 mile or so around the corner from village, closer to reef for snorkeling. 30-60 feet in sand, amongst patches of coral. Nice breeze. Good protection - a little bouncy at high tide with west wind 15 knots. Near to lots of snorkeling. no apparent current. Gifts of coconuts, lobster, and fish upon arrival. No English, but nice people. Will explore reefs tomorrow.

Not really an atoll, just 4-5 islands with lots of reef all around. Reportedly luris (parrots) on middle island, no birds of paradise. It seems like a laid back place that if you were passing by after checkout or coming in from the north, you wouldn't be asked for papers, but I can't tell you that for certain since I don't know Indonesia very well yet...this is our first stop after the rally. Nice place to relax from all the socializing, and lots of reef to explore.

3.6.3 Sayang (00-18N / 129-53E)

Soggy Paws – May 2016: We did an overnighter from Morotai to Wayag, but due to light winds and adverse currents, we weren't quite going to make Wayag before dark. So we stopped at Sayang, about 10 miles north of Wayag.

We arrived late in the day without much time or good light to explore. But we dropped anchor at 00 18.29 N / 129 51.52 E in 6m sand, with good protection from the east. The wind was very light and we had no troubles here.

The next morning on our way out, we checked out an anchorage closer in. 00 17.64 N / 129 52.26 E. Nice sand spot 5-6 meters. Min depth on way in 3.5m over coral. Could tuck up further in if needed. Small house on beach.

3.6.4 Wayag Archipelago (00-10N / 130-01E)

Wayag is an uninhabited remote place. There is no cell signal and no stores of any kind. The nearest internet is reported to be at the resort on Pulau Pef, 45 miles south of Wayag (though in an emergency, the ranger station at Wayag may have some comms capability).

Jamala – August 2024: 00 09.773N / 130 01.930E We spent nearly two weeks in Wayag Anchored in 10 meters. It was very windy for the first three days. Other boats anchored around the corner and tied lines ashore. There are many places to snorkel, and there are walks available. We also took a dinghy ride to the Ranger Station. The rangers visited our boat, and we invited them over for coffee. They were very friendly and just wanted to see our park passes, but they were excited when we said they could see around the boat and have their photos taken. Park passes were organized by contacting Ayu (WhatsApp) at +62 823 99383203, and you can pay using Wise or bank transfer.

Soggy Paws – May 2016: We stayed about 2 weeks in Wayag, and in that time we only saw 3 other overnight boats that we didn't bring with us. The boats we did see stayed only a day or two and then left.

Both moorings mentioned by Sloepmouche are still in place. Plus there's a 3rd mooring we saw (similar-looking...a black 50-gallon drum) off the ranger station on the south side of Wayag. We did not take a close look at any of the moorings, but one of our friends with a 50 ft catamaran hung on the #1 mooring for a few days. They are divers, so I assume he checked the mooring out.

This time of year the wind is nearly zero all the time. In a squall we get only about 10 knots.

The Ranger Station is located near the Bommie Bowl dive spot. (00-09.2N / 130-03.6E) We went for a snorkel on Bommie Bowl (fantastic) and stopped in at the collection of houses to say hi. It seemed like just "workers" there. No one spoke more than a few words of English. But we managed to convey that we were "out for a walk" (Jalan jalan).

The Ranger boat comes through the archipelago at least once a day. On the first day we were there, they stopped at our boats and asked us to sign their logbook, but did not ask for any money. Another cruising boat who was here a week ahead of us, said they were asked to pay the 1,000,000 IDR fee by men in an outboard boat, who at least one had a ranger T-shirt on. Our friends politely declined and said they would buy the tag when they get to Waisai. Not much English on their part and very little Bahasa on our part. Other people warned us to not pay unless you are given a tag, as someone paid and then later had to pay again to actually get a tag.

Since this is “off season”, we’ve only seen one live-aboard boat. Occasionally an outboard boat comes by with tourists/divers on a day trip.

Snorkeling inside the lagoon is a bit murky, but better on an incoming tide. There is a lot to see, but the water is not clear. One notable spot is inside the big lagoon at 00-10.115N / 130-01.866E. Friends on Carina named this “Sea Horse Bommie”, but the critters on top are 3-4” long pipefish, not actually seahorses. But they are fun to watch. There is also a gorgeous sea anemone on this bommie and on surrounding coral structures.

If the winds are right, the best snorkeling is on the outside, on the south side of the archipelago. There are a couple of passes that can be used to go out the south side for snorkeling/diving. One is at 0-09.12N / 130-02.28E, but that is impassable at low tide. Another is at 00-09.52N / 130-01.48E (not sure about low tide at this one).

We anchored off the beach near where Sidewinder anchored. In almost no wind we were occasionally bothered a little bit by no-see-ums at dusk. But these are much less bitey than those we encountered in the Marquesas. We had sprinkles of rain every other day, and had a few small mozzies, but not bad. We never did try to have sundowners on the beach, however.

Brigadoon – November 2014: 00°10.172’N / 130° 02.203’E- anchored 20ft, stern line, no underwater life around boat. This is reached via main channel, then going to the inner bays thru a hole in the wall.

00°09.69’N / 130° 01.98’E - anchored in sand 30ft up main channel, better location for reaching outer areas for snorkeling.

Mooring buoy 00°10.187’N / 130° 01.072’E

Mooring buoy 00°09.800’N / 130° 01.473’E

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

We used the buoys when we climbed Mt Pindito, and for snorkelling in those areas. But only for day use, as we found them rolly.

Mt Pindito a must - views very impressive. For us Wayag was more about what’s above water than below. Did lots of exploring trips in dinghy, and moved Brigadoon around also. Saw some very large clams.

Sloepmouche – October 2014: This is a magical place that should not be missed if visiting the Raja Ampat region. Two years ago we could only stay here for one day, as we were heading for the Raja Ampat Festival, but we vowed to return here later. And this time we stayed for a week!

We convinced *Anaconda* they just had to experience this place, and we had some great fun together exploring, diving and sharing meals.

There are several areas you can anchor in good sand within the maze of islets of West Wayag islands. The two big moorings were still there if you don't have good light to find yourself a favorite anchorage.

We did find the path to a stunning overlook: Go to the northernmost big boat mooring. From there, with your back to the open ocean and facing into the lagoon, look to your right hand side to the ridge of karst rock formations (south of you). Now look for a long white sand beach that uncovers at low tide and almost disappears at high tide. You will need to be careful of shallow reefs if the tide is especially low. Once at the beach (the tourist boats often plant sticks near the beach to tie the dinghy to), walk into the forest and you will find the path that starts up the side of the mountain. The path is easily seen as you ascend up the rocks. The only tricky part (where we almost gave up) is near the top. The beaten path leads to a very dangerous looking crevasse that looks too hazardous to climb. Just back track a ways and you will find the path takes a sharp left as you descend (right, as you face upward) that takes you around the hazardous area. It is worth the climb; the views are breathtaking, as you can see both sides and both moorings and the incredible colors and formations of Wayag.

We also dinghied everywhere in the lagoon and snorkeled in several places near both entrances. We dinghied to the west entrance (too shallow for any boat) and snorkel drifted inside. We had some nice dives on the isolated rock islets NW of the main entrance. Check the dive guides for info and pay attention to strong surge and currents. There are pristine sand beaches covered at high tide with a few exceptions, where we had a great beach. Wayag is a real pleasure for the eyes: such beautiful colors, all blues, greens and white! We could easily come back some day and spend weeks here peacefully.

Sidewinder – Oct 2014: The WP's for Wayag are as follows:

- 1) Outside approach 00 10.0496 S 130 00.6378
- 2) 00 10.1627 130 00.7717
- 3) 00 10.2419 130 01.0030
- 4) 00 10.2445 130 01.2000
- 5) 00 10.1619 130 01.3521 Bommie on your Rt. and reef on your left (keep your eyes open but there is lots of room.
- 6) 00 10.1441 130 01.4440 Bommie on right
- 7) 00 09.9178 130 01.8537

At this point you have an option of two anchorages. The following WP's are for the more protected one but it requires going over a shoal that is deeper than it looks but keep an eye on it.

- 8) 00 09.8886 130 01.8317
- 9) 00 09.8217 130 01.8058 (across the shallow area)
- 10) anchor around 00 09.7971 130 01.8096

Or from point # 7) you can continue to:

00 09.7014 130 02.0342 and we dropped there. It was a bit more windy but that kept us cool and the wind generator kicked ass.

There about a million other anchorages if you wanted to look around more but we got settled in and never moved. Jackster was right in front of us and Brickhouse just to the north with plenty of room for swinging.

Gaia – November 2013: Anchorage: 00 09.710N 130 02.001E

Sloepmouche – October 2012: A magic place that should not be missed if visiting the Raja Ampat region. If you enjoyed the scenery of the karst islands of Vavau in Tonga ... this is even more dramatic. Great photo & video opportunities. Incredible scenery. This is the area that appears on all brochures of Raja Ampat. Some live-aboard dive boats installed 2 sturdy moorings here that one can tie to when available (please, vacate when any passenger boat needs them).

00-10.187 N / 130-01.072 E Mooring 1

00-09.800 N / 130-01.473 E Mooring 2

Good snorkeling and scuba diving reported on the outside. Nice secluded beaches at low tide. We spent only one afternoon here as we were enroute to the Raja Ampat festival ... but we vowed to return here later ... this time for a week or two!

3.6.5 Kawe Island (00-00N / 130-07E)

Jamala – Aug 2024 - Khatulistiwa Kawe: 00°00.851'S 130°07.176'E

We stopped here on our way towards the west. We anchored and took the dinghy around to the equator monument. We also took our GPS, which shows the monument is not on the equator. Anchored 24 in metres.

Brigadoon – Dec 2014: NE Kawe 0°00.277'S 130° 07.686'E - small anchorage area. Mantas come in for evening feeding, right beside boat. Coral at first glance unattractive, but on exploring further lots of interesting things. Resident turtles also. Most mosquitos we have encountered to date.

Equator islands, looked very nice. Birds Head Seascope book talks of Liveaboards' mooring, but we found none, and no anchorage.

NE Kawe Is 0°00.870'S 130° 07.217'E - abandoned tin mine, **fresh water available**. Local family in residence. Anchored 30ft.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Sloepmouche – Oct 2014: We anchored right on the equator at **00°00.24'N, 130°06.69'E** in one of the bays on the east side.

On a little island nearby we visited the monument erected in May this year by the hydrographic and tourism offices to mark the equator. The passengers of many charter dive boats in the area must visit this place.

From here it was a dinghy ride to dive One Tree Rock (a dive spot). For safety, we took our dinghy and *Anaconda* took theirs. If we had encountered strong currents, we would have taken turns diving; one team making surface watch or following the bubbles of the others for a drift dive. We had a great dive with lots of fish there. The diving around the several isolated rocky islets is probably good because of the current bringing nutrients. A few bays below, we visited an old abandoned copper mine settlement. Some cruisers a few weeks earlier did find some fresh water to fill their tanks, but we only found dry pipes, so perhaps it comes with rain and not from a spring?

Gaia – November 2013 – Anchorage: 00 02.267S 130 07.786E

3.6.6 Gag Island (00-24S / 129-55E)

Jamala – Sep 2024 – NW Corner: 00°24.356'S 129°52.711' E

We anchored here for the night. It is a nice, quiet anchorage. Anchored 9 m in sand.

3.6.7 NW Waigeo & Alyui Bay (00-12S / 130-13E)

Changing Spots – May 2017 – Dentrecasteau: We anchored at 00°10.684'S, 130°12.523'E in the channel between Dentrecasteaux and its little island. A large bommie-free, 25 ft deep sand plateau with deep coral on one side and a deep channel with fast current on the other side. It has a gentle back eddy in the middle, and the bay is protected on 3 sides, but totally exposed the the NW. Dramatic rock cliffs, caves, dolphins, turtles, rays (small, looked just like a spotted eagle ray without the spots, not like a cownose ray), parrots and sometimes phone service. Although the Google earth picture is dark, you can see this sand patch clearly.

A few boats could easily fit here, but the weird currents from the back eddy might be a challenge.

Through the channel, there is a village about a mile south, on Selvele island. I suspect the channel could be a challenge against the current, but it is deep and wide, except for a shallow spot off the sandy beach at the narrows. A few small boats come past here to fish.

It is a great snorkel all the way from the sandy point at the narrows to the caves just beyond the point. One is very easy to swim inside, and because of the bright white sand on the bottom, is not dark. The corals are good variety, in some places look like a patchwork of carpeting in different colors, shapes, sizes, and textures. Some of the reef fish are as large as I have ever seen.

Brigadoon – Dec 2014 – Teluk Saripa: NW Waigeo 0°07.487'S 130° 22.096'E - anchored 11ft sand. Snorkelled in centre of bay, lots of little fish.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Brigadoon – Dec 2014 - Teluk Alyui: 0°12.218'S 130° 12.568'E - Conservation mooring, by White dive arrow location.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Permission to do anything in bay must be done via VHF87 to the Cendara Pearl Farm (use some bahasa), as these folks actually lease the whole bay from the villagers. Unfortunately for us, the village has just instigated claiming another fee per boat also, must be paid before you are allowed to do anything in bay (even to visit Pearl Farm) Currently 1,000,000 IDR!

Pearl Farm employees suggest you ring them first to see what the current story is, and if need to pay then you need to go to the village as you enter the bay on the southern side, Selepele.

The bay is very pretty, but we opted to leave early the next morning. There are 3 mooring buoys, the other 2 belong to the Pearl farm.

There is a small pass in the islands immediately north of pearl farm. Very pretty, indeed. Saw dolphins and turtles, and more mantas at the entrance of the bay.

Pulau Me also pretty, but we did not stop.

3.6.8 Batang Pele and Minyaifun Islands (00-19S / 130-12E)

Soggy Paws – June 2016: We came into the area from the north, taking a shortcut between Pulau Kodor (small island west of Batang Pele) and Batang Pele. This passage was deep and easy to navigate in good sun and light south winds. There are several nice beachy anchorages possible in this area, in 15 meters or so.

There is also a deep cove on the west end of Batang Pele, with what looks like a defunct small resort (a couple of bungalows, etc). on a beach.

Way back up in the end of cove, it's lined with mangroves. We never did pinpoint the location of the croc attack reported below, but this area looked "crocky" to us (though we are far from croc experts).

We anchored approximately where Sloepmouche anchored (below), about a mile west of town. One of our group went into town and found bananas and eggs and nothing much more. Mid-afternoon the town was pretty much asleep. A couple of boys came by in a leaky canoe and we gave them a few pieces of candy. They were polite and watchful, and didn't approach the boat until we waved them over. We exchanged names with them, but not much else was possible with the language difference.

There is a small blue-topped mosque in the town, and we heard faint calls to prayer broadcast around sunset. There were a few lights on after dark, but later in the night the small town was completely dark.

The current rips through the anchorage in both directions and we found ourselves stern to a 10-15kt southerly wind in the middle of the night.

We anchored about 1:30pm, and the current was almost slack, but a northerly current was starting to pick up. It ran gangbusters to the north until after dark. Our friends said the current turned southerly around midnight, and we woke up at 03:30am backwards to the wind. At 6:30am the current was slack, and by 07:30, starting to run north again.

Saonek Tide point (in Dampier Straits) for these times, from WXTide:

1455 Low Low
2158 High
0317 Higher Low
0903 High

It appears the current turns (to run south) about 1 hr after high tide (using the Saonek tide point from WXTide).

We did not pick up any phone signal at all in this anchorage.

News Report – April 2016: The body of Sergey Lykhvar was discovered on Tuesday in Raja Ampat islands of West Papua, four days after he was reported missing.

Local search and rescue head Prasetyo Budiarto said Lykhvar was reported missing to the authorities last week, one day after he left to snorkel around the remote Minyaifun island.

Budiarto told AFP that rescuers spotted a large saltwater crocodile trailing behind Lykhvar's body when he was discovered.

"We believe he was killed by a crocodile judging from the missing body parts and the extent of his injuries," he said.

The 37-year-old normally snorkelled with his friends and a guide but decided go alone the morning before he was reported missing, Budiarto said. He added that the location where Lykhvar's body was retrieved was quite remote, and dangerous because of the strong currents and sharp rocks.

Brigadoon – December 2014: 0°19.095'S / 130° 12.882'E - also used this location 0°19.511'S / 130° 12.158'E, lots of currents. But when tides turn the snorkeling off the boat was very good. Great array of corals. Fish jumping in bay constantly. Sting rays doing somersaults by the boat. Peaceful.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Phone reception, no internet.

Sloepmouche – Oct 2014: We anchored in a channel between a small islet and Minyaifun at 00°19.51'S, 130°12.16'E in good sand in 55'.

We visited the small village (they have a small dock you can tie the dinghy to). We had fun interacting with the villagers and buying some fruits (bananas and sugarcane) and vegetables (kang kung) despite our minimum Indonesian and their minimum English. We shared this anchorage with SSCA Commodores Jon and Sue (and their daughter Amanda) on s/v *Ocelot*.

Gaia – November 2013 – Batang Pele: 00 19.082S 130 13.295E

3.6.9 Western Gam And Surrounding Islands (00-30S / 130-35E)

Gaia – Nov/Dec 2013 – Anchorages:

20/11/2013 Raja Ampat, Gam (E) 00 30.752S 130 20.422E

10/12/2013 Raja Ampat, Gam 00 24.788S 130 34.637E

3.6.9.1 Pulau Pef (00-27S / 130-27E)

Changing Spots – May 2017: We stopped in at Pulau Pef but it was VERY expensive. We tried to find a spot to anchor near Pulau Pef so we could snorkel there. No luck, even assuming 3:1 scope. Finally when it got so overcast that we couldn't see bommies, we gave up and headed to Yangelo.

Totem – January 2013: Pulau Pef turns out to be a lot less friendly than the impression we were given by their pretty photos in the Raja Ampat tourist office. For the privilege of one night anchoring off their island (not using a mooring they have installed, not going ashore, not using resort facilities) they want 25 euros per person. On our boat, that's more than the cost of an annual pass to Raja Ampat - for one night! It might happen in some parts of the world (Caribbean?), but here, it's very unusual. The vibe from the Swiss fellow on shore is pretty clear: we're not wanted there. It's too late to change anchorages, so we decide just to leave in the morning and make the most of it. [Blog link](#).

Kelearin – August 2012 – Pulau Pef: Palau Pef is formed from small limestone islets. There is a new eco-resort here, built and managed by Maja, a Swedish woman. Bungalows on the beach, cooled by sea breezes, sinks made from a solid stone, everything as natural as you can possibly get it.. We arrived for the two week maintenance closure as our luck would have it, but Maja was very welcoming.

When we arrived we were directed to go anchor behind the resort in a cove that is not shown on the charts. We entered the cove between two rock monoliths and anchored in 80 feet with perfectly still water and quiet except for the chatter of jungle birds.

Jo, of Island Time, and I snorkeled the reef in front of the resort and we both had to say it was the best snorkel ever. The reef system in Raja Ampat is almost pristine and the variety of hard and soft corals and fish is just awesome.

The weather soured on us but even on the worst day we dinghied around the coves, under mangrove arches into small lagoons and snorkeled again on a protected reef. Could not have been better and we could have stayed there a week at least. But duty, as it were, called us and we had to get to Sorong on Papua, Indonesia, for checkout before our visa expired.

Cruiser notes: Anchorage at Palau Pef (00 26 542S; 130 26.639E) 80 feet. This place is magic, deep in a cove with jungle sounds around you. There is a dock where you can land your dinghy, then walk on the boardwalk through the swamp to the Raja4divers resort.. Maja

was closed for maintenance but welcomed us anyway, even offering us employee meals. Jim and Matt helped her solve a radio issue she had so she gave them beers and cokes. Internet available even. Nice walks around the area and QUAD A snorkeling, the best ever. Dives available at around \$60 per dive. The rooms are beautiful. Cost to stay at this resort would be about \$450 a night all inclusive (3 dives per day).

3.6.9.2 Pulau Yangello (00-31S / 130-27E)

Changing Spots – late May 2017: We anchored in the west branch of the Yangelo anchorage area. Our anchor was thoroughly set in 80+ ft, with 250+ ft of chain and lots more onto the bridle. Finally got to try the new stern line system and tied to a mangrove tree. Even managed to get it very snug and felt good that it worked so well, until...

The squall hit from the beam. Curious why the stern line was slack, the flashlight showed the mangroves right on our transom. If I extended the boathook I could have touched the trees. Obviously the anchor had dragged from the strong force on the beam. The stern line was preventing the boat from swinging safely with the wind, away from shore. We nervously watched for over a half hour, ready to start an engine, until things settled down a bit. Once the stern line was removed, Spots swung nicely away from shore.

Next morning we took the dinghy, along with a depth sounder, a laser range finder, dive mask, and GPS. We found a spot that might allow safe anchoring.

Then we noticed the 2 live aboard dive boat moorings were empty, and didn't list owners, or "private" so we nabbed one. At 00 30 48.75S. 130 27 44.16E

As we hoisted the anchor, it was found to have encapsulated itself in a big piece of towel.

We would have left that bay anyway because of all the bugs, all night.

We snorkeled 3 spots today, with Hookah plans tomorrow. This is a nice spot on the mooring, and unless kicked off, might spend a couple more days.

Although nice, the listed dive spots we checked out so far, pale in comparison to 2 unlisted sites we found on the way here.

Next time you travel in our wake, you may hear some parrots whistling a new bird song- the Woody Woodpecker song, or the opening to Star Wars. We heard one do the opening nine notes perfectly today - better than I whistled it!

Soggy Paws – June 2016: Yangelo (also called Yangefo in some places) was our next stop after Minyafuni. We were originally going to skip it, because of anchoring depth issues, but our friends Jules and Mike from Sirius said it was a "must do", and we would find plenty of room for 3 boats.

When we got here, we found 80-90 ft depths (as expected) and plenty of room to put 3 boats, in the light air conditions we have this time of year. Evia Blue anchored a little bit outside the normal cove, and tied stern-to a mangrove tree. John on Sapphire is in the middle, and after looking all over, we ended way far in on the west end. We found a 75 ft "hump" very close to the ringing coral reef and mangroves, dropped our 100-lb anchor, and backed like hell to make sure it was set. Dave put out 3:1 scope, but Sapphire and Evia Blue said they were on more like 1.5-2:1 scope. With max winds of about 10 knots, this seems to be sufficient.

The north entry channel into Yangelo is a world-class dive and snorkel spot called Citrus Ridge. So as soon as we got the boats settled on their anchors, we jumped in the dinghies and went out to explore Citrus Ridge. More superlatives... fish of all shapes and sizes, hard coral, soft coral, sea fans, etc etc, and a ripping current. So we put in up-current, where the current is still mild and manageable, and with dinghy painter in hand, drifted in around the corner. Where the current is strongest, it's difficult to enjoy snorkeling, because you are flying past all the sea life. But we found a giant eddy towards the mouth of the cut, that let you enjoy snorkeling, and even move back up-current to do the fast part again. We snorkeled both sides of the cut before we got tired and headed for Happy Hour.

The next day, we went out to dive the same area. This time, we put a dinghy at each end, so we wouldn't be having to manage a dinghy on a line while diving in the current. It was another great dive with lots to see. My "reef hook" from Palau came in handy. A reef hook allows you to hook in to a spot of dead coral and hold on in current, without doing as much damage to the reef as you would if trying to hold on with hands. And my reef hook has a snap shackle on the end, so I can snap it in to my BC, and be able to "fly" in the current, hands-free. It's a pretty awesome way to relax and enjoy the scenery in a high-current dive.

The part that no one told us about Yangelo is the bird life in the trees--especially at sunrise and sunset. We have enjoyed sitting out on deck with the binoculars trying to spot the birds making noises (and sometimes beautiful song) in the trees. We saw a hornbill yesterday evening, and there are several species of parrots flying around. We're not birders so can't identify most of the birds, but we enjoy watching and listening to them.

We hear one sound in the trees that sounds awfully much like howler monkeys, but really don't think there are monkeys here. It must be a bird, but we have no idea what would make that hoarse growling sound...

When we tried to leave Yangelo, we found that our anchor (chain) was stuck. After 15 minutes of trying to free it by tugging in different directions, we put a diver down and found one tiny coral ledge that our chain had gotten snagged on. Might make a good argument for tying stern to something (so you don't swing around).

Our anchor spot was 00°30.72'S 130°27.23'E

Brick House – 2014: We spent nearly a week here- lots of critters. See Bird's Head Guide of where to snorkel. Saw Dugong on west side of Yangello Island! Lots of animals here!

Brigadoon – December 2014: 0°30.737'S 130° 27.290E - anchored in 82ft, and stern line to Mangroves. Great snorkelling. Not in immediate bay, but out in passage.

Around island to western side, probably best, saw Dugong here. Nice beach, with couple of fisherman huts here. We had a 4ft dog toothed tuna jump on board! Dinner sorted. Details in Bird's Head seascape book.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Shango – 2013: Anchorage 00.30.73 S 130.27.23 E Nice snorkeling in area. Very, very protected and not too deep. A little tight, used stern hook. Sand. Nice snorkeling in area. Very, very protected

Totem – 2013: 00 30.7250 S / 130 27.3070 E Very snug spot 90' anchor and 2 shore lines.

3.6.10 South Coast of Gam & Surrounding Islands

Brigadoon – December 2014: 0°30.376'S 130° 33.626'E - anchored 32ft. Phone reception.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.6.10.1 Besar Bay (00-31S / 130-34 E)

Changing Spots – August 2017: Anchorage Position: 00-31.03 S: 130-34.15 E

Besar Bay is another beautiful, safe, easy anchorage area in Raja Ampat. This is right across from Mansour island. This one spot was recommended by friends on Jumpa Lagi.

Once in a while you find a spot that is just beautiful, sheltered, easy, and very secure. This is one of them. We anchored in 40 feet of sand, but could have anchored closer to the head of the bay in shallower water. There is no coral in the middle of the sandy bay. The surrounding rocks are not tall enough to block the breeze. Because we were 00 31 03 S: 130 34 15 E of the current and actually swinging with the wind, our “wind tunnel” managed to capture the cooling breeze all night.

The head of the bay is a sandy beach, and has 2 homestays. Friends here previously had arranged to eat there, but nobody was home when we swam over. The west side of the bay is decent snorkeling (not the east side.). Snorkeling around one of the islands we saw several pipefish (like a seahorse that went straight), and a mantis shrimp (look it up, see why you are unlikely to find these creatures an aquarium) the size of a lobster.

On approach to the bay, on the east side, there may have been a couple of shallow places to anchor in 20-30 feet, but it would be exposed, and possibly rough in the rainy/windy season. Approaching the point where you turn to enter this little bay, either have a good bow watch, or go around this shallow spot with lots of coral. But the shallowest we saw was 9 feet.

Manta Sandy, whose reefs are renowned for Manta rays, is about a mile out of the bay.

A dinghy ride along several inlets and rock islands along the SE shore of Besar Bay showed many places to anchor, based on the color of the water or snorkeling. You could get lost in there. There are enough similarities to the north part of Kabui Bay (AKA, Alice in Wonderland), that I would call this The Rabbit Hole. I leave it to somebody else to report on cruising here, since we are soon leaving Indonesia.

The only drawback to this otherwise perfect anchorage is that there is no cell phone signal.

Ocelot – January 2017: We have made several visits to this bay over the years. The first year we stopped here, we stayed for Christmas, hence we call it Christmas Bay. Our preferred anchoring spot is 00 30.46 S / 130 33.64 E in about 12m sand.

If you don't have a water maker, there is available in 2 homestays ashore on the beach. The bay is a great spot for kayaking. Cell & data service is light but often available from the small tower on Mansuar.

3.6.10.2 Tarzan Diving

Sail SE Asia – Feb 2023: Anyone sailing in Raja Ampat and looking for a good dive company which is yacht friendly try Tarzan Diving, they are close to Friwin Is, Heiki and Paul are fantastic to dive with. Tarzan Diving is located on the south coast of Gam, almost due north of the eastern tip of Cape Kris (so, right in the area with the best diving).

Facebook: <https://www.facebook.com/Tarzan-Diving-106517368144539/>

Website: <http://tarzan-diving.com>

Whatsapp: +6281248216692

Email: tarzan.diving01@gmail.com

3.6.10.3 Yenwaupnor (00-32S / 130-36E)

Alk – September 2016 (Noonsite): For spotting Red Bird of Paradise ask Nico in Yenwaupnor on Pulau Gam. The display tree is about an hour walk from the kampong.

Anchor around 0° 31.87'S 130° 36.08' E in 20m in sand off Maria's Homestay.

3.6.10.4 Pulau Arborek (00-34S / 130-31E)

Gaia – December 2013 – Anchorage: 00 33.947S 130 31.268E

3.6.10.5 Manta Sandy (00-36S / 130-33E)

Changing Spots – May 2017: Anchored at Manta Sandy (00 35.136S / 130 32.341E), and it was a rough evening with no protection here, but the calm morning, with very little current, was magnificent. At times the current is very strong, making snorkeling a challenge. A long narrow, beautiful reef, with a small hard sand place to anchor. Turtles and a dugong (while snorkeling), but no mantas.

A fellow came by in his launch and asked if we had seen any mantas or caught any fish. No, twice. He said that the place to see mantas is at the nearby red shack on stilts. No wonder we hadn't seen any dive boats out by the reef, but several went to the shack. Apparently, no sightings in a long time.

He was from a homestay at Friwin. He was not aware of any place to load a SIM card until Wasai. When he asked for a beer, or a drink, I told him to come back when we got to Friwin.

And weird. My data plan expired over a week ago, but I was just notified that I have email. The phone signal is on and off, with an E when on.

??: 00 35.136S / 130 32.341E Don't anchor further east than this - it is too shallow. Land is at least 2 miles away in every direction. Mostly sand slope, but a few bits of coral here and there: Anchor in about 40 feet, hanging in 40-70 depending on where you hang with the current/wind. Watch where and when the dive boats come - they know the best time- but sometimes they don't hang around long enough, so right before or right after is OK too. Its about ½ mile from this anchorage by dinghy.

Brigadoon – December 2014: We took a day visit to see Mantas, saw only 2, lots of divers there same time. Details in Bird's Head Seascape book.

Gaia – December 2013 – Anchorage: 00 35.649S 130 32.623E

3.6.10.6 Pulau Mansuar (00-35S / 130-37E)

Totem – March 2013: Heading past Mansuar island, looking for a place to drop the anchor, we see an open mooring in front of a dive resort. There's a liveaboard boat on the other mooring, so we putter up and ask if we can take it and are happy to receive their enthusiastic response. It's 130 feet deep here, and the current runs at 3-5 knots, so we'd be a tad anxious on the hook.

We go ashore to get details on the mooring. It's \$20/night, which sounds great to us. They take our booking for dinner. There's even wifi! We make plans to come back later in the afternoon, after some snorkeling time. This is the polar opposite experience to the cold shoulder at resort on Pulau Pef the day before.

The staff is friendly and attentive- we feel like welcomed guests. The dive master remembers seeing us off a dive site the prior week and asks what we saw. We get tips from another on islands to visit in Nusa Tenggara- places he thinks will be especially interesting for us. The children are over the moon with a "nice" restaurant dinner, and the chef basks in their adoration, bringing extra treats to the table. We play Mexican Train Dominoes on the lanai, and wait for the sunset.

We cruise out in the dinghy to a manta ray hangout, but are skunked on sightings. There were many the day before, just not our luck! But we meet a sweet couple who have paddled across the channel to collect shellfish in the reef. They give us mangoes, and cut them for us to eat when they realize we don't have a knife in the dinghy (not touching that gorgeous mango with a fishy dive knife. oh no).

In front of the resort, we discover the most amazing collection of fish hanging out right under the jetty. There are at least four lionfish, but instead of hiding in nooks and crannies, they are floating around in full display. It is both alarming and spectacular. Masses of glassfish part for the lightning fast passes of predatory trevally. Pairs of moorish idols and a school of batfish just kind of glam around looking fabulous. We should have stayed here!

We end up spending two nights in front of the resort. It's just too nice and relaxing to leave after only one, especially when faced with the far less appealing anchorage in Sorong- where the water attractions will be dirty diapers floating by instead of jumping needlefish. It means we'll only have one day to get everything we need in Sorong before Dan arrives, but we are feeling up to the task.

The second afternoon, a squall kicks up. It peaks around 45 knots. Not awful, but we think about how anxious we would be if we had anchored. I am trapped ashore with the kids: there's a steep chop built up between the jetty and the boat, and the rain is epic. It's fine, though. The chef (new best friend to the kids) makes them hot cocoa while we watch a movie on the iPad and wait for the weather to settle, which it eventually does. [Blog Link](#)

Delos Anchoring Log: Mooring! Really deep here > 50M. Ripping current at 2-3 knots sometimes. No protection from the North.

Great access to the Raja Ampat Dive Lodge where they serve amazing food and have internet you can use!

See SV Delos Raja Ampat Dive Log #15, 16

“Diving Bird’s Head Seascape, pages 86-92”.

We had been out a few weeks and were feeling social so rocked into the Raja Ampat Dive Lodge. They have two moorings here that are used by the live aboards. If one is open just talk to reception and make sure they aren’t expecting another live aboard that day. The charge is typically \$15.00 US per night which is a bit pricey but there really are no other options for this area for anchoring, especially due to the massive current that flows through the strait.

There is good food but it’s fairly expensive at \$20-25 per plate. It was a buffet though so we went for it and gorged ourselves after having cooked our own food for so many weeks. The internet is painfully slow but can be used in their nice bar/reception area over Wi-Fi. The entire resort is beautiful and very relaxed. You can even hike on their trails over to the other side of the island if you want to stretch your legs.

The diving and snorkeling off the end of their pier was surprisingly good and they regularly take tourists diving there in the evenings. The staff were very cool and we felt welcome. Best of all it’s a great place to run around the corner and do the amazing Cape Kri dive for a day trip.

Directly north is where all the Red Bird Of Paradise tours are run from so with Delos on a mooring we dingied across in the early morning light for this experience. Amazing! Just take the dinghy to the long pier at the village marked Red Bird Of Paradise. It’s best to go the day before to arrange a guide. Once you have that set up he’ll meet you at dawn at the pier and take you into the jungle. It’s quite a show and well worth the fee they charge. We had a slight misunderstanding thinking the fee was for our group, when in fact it was per person so be sure to sort this out ahead of time!

Sloepmouche – October 2012: Off the Raja Ampat Dive Lodge. We tied to one of the 2 **moorings** in front of the resort at 00 34.59 S / 130 36.85 E. Difficult otherwise to find any place to anchor in less than 100ft! This is space-available mooring, and the caveat is that it’s pretty often that at least one mooring will be needed every 2 days. If you are one boat, not 2 like we were, it should be no problem. Deka, the manager was very nice and made us feel welcome.

The resort is beautifully blended into the surroundings and is was the most upscale of those we visited in RA. We indulged ourselves with meals at the resort as well as to scuba diving with their dive operation. The divemasters were not as personable or competent as those of the other 2 resorts we dove with earlier, but they were ok. Unlike Arif of RA Dive Resort, most Indonesian dive guides from the majority of dive resorts and live-aboards are not certified as Divemasters or Instructors...that being said, some veterans are much more skilled and conscientious than any rookie Instructor.

3.6.10.7 Pulau Kri (00-34S / 130-40E)

Gaia – November 2013 - Anchorage: 00 33.930S 130 40.048E

Dreamkeeper – April 2009: If you’re a scuba diver, then we would recommend paying a visit to Kri Eco-resort and doing some diving with them. The owner, Max Ammer, has been in this area for over 20 years and runs Papua Diving and the two resorts at Kri Island. He welcomes yachts to come visit and do some diving with them. Also, if you want info on great dive spots you can access on your own, as well as info on where you can hire guides to visit the “birds of paradise” and other adventures, he is your man. Max is a wealth of knowledge and is also doing

a lot of work in these islands with local communities and conservation groups to keep this part of Indonesia healthy.

It's best to contact Max and Kri Eco-Resort ahead of time to make sure they aren't too busy and to be respectful.

This address worked for us: max@papua-diving.com.

If you visit Kri, then you will anchor in the strong current-swept channel in front of the jetty of Kri Eco-Resort. Go about 400 meters past the jetty on the northern side of Kri Island and drop your hook in 35-45 meters; very deep, but good holding.

The currents here sometimes run 3+ knots, so put out everything you have. We attached our chain and rode together and put out 280' of chain with an additional 100' of rode. We also used an "anchor buddy." We didn't have a problem with dragging, but the strong currents were pretty intense.

The snorkeling in the channel and around Kri corner is excellent! You can expect to see anything here. If diving, don't miss Kri Corner, Chicken Reef, Sardine Reef and the giant manta hangout. The dive site called The Channel is supposed to be excellent too, but we didn't make it there.

3.6.10.8 Pulau Friwin / Friwen (00-28S / 130-41E)

Ariel – August 2024: Anchored just NE of the jetty. Friendly village, cold beer available at Aldejus Homestay at the west end of the island. Tarzan diving picked us up from the boat.

Sail SE Asia FB Group – April 2022: If you make it to Friwen in Raja Ampat you have to look up Otto to get him to take you to see the Dugongs. He is building a platform over a reef where the dugongs hang out. I've been in SE Asia for a long time, and this was the best viewing of the Dugongs that I have seen. Contact Number is +62 813 2047 5855—you may have to call or SMS, he may not have Whatsapp.

Soggy Paws – February 2022: We arranged for several low-cost touristic ventures with Matthew who's in the local village across from Friwen. He speaks pretty good English and has a cousin with a boat (no cover). +62 821 9899 3920 A friend did several birding adventures arranged by Matthew.

The Biodiversity Dive Resort was barely open (due to no tourists due to Covid), but did manage to take us diving for a few days. Their quoted price for dinner ashore was 30 Euros—no thanks!

Ocelot – December 2018: We were able to negotiate with Simon for a Bird of Paradise hike (described in detail below) for 200,000 IDR for our group of 4 people. More people might be more money.

Soggy Paws – July 2016: The Friwen anchorage ended up being our favorite place in the area, for these reasons:

- Internet access (fairly reliable but slow 2G signal on our wifi hotspot)
- Cute village nearby, but not aggressive
- Good diving nearby
- Close enough to Waisai to make a day trip for groceries

- Good holding (though deep) and good protection in most weather conditions
- Friendly dive resort nearby
- Easy in and out, could even anchor at night

We probably spent about 20 nights anchored off the north coast of Friwen in June and July. Our general anchorage spot was in 22 meters at 00-28.174 S / 131-41.564 E. We never dove the spot, but one day we had glassy conditions and we could see the bottom clearly. Nice flat sand, good holding.

We found the Biodiversity Eco Resort, a 5 minute dinghy ride across to the SE end of Gam. We negotiated some excellent offseason rates for diving, and made 22 dives with them. They have an excellent dive operation, and a nice small resort (max 14 guests). We went in for dinner several times by prior arrangement (\$15 USD pp per dinner), and found the food always good.

<http://rajaampatbiodiversity.com>

info@rajaampatbiodiversity.com

They may not be as welcoming during high season, as they are a small operation, but it is worth making contact to see if they could accommodate you for a few dives. They go to all the same dive sites everyone else does, and there are no other locations that we know of that have a protected anchorage from southerly winds.

Another nearby alternative that is being mentioned in 2023 is [Tarzan Diving](#).

If you want to dive on your own, a number of good dive spots are within dinghy distance, including Batu Lima and Friwin Bonda (in the book) and Fernando's Spot, off the NE end of Friwin. With a big dinghy you could also easily do Mike's Point (in the book).

We did several dives out in the Straits from a cruising boat (a friend's catamaran). We would either have a non-diver drive the boat while we were down, or do "two up, two down". It's impossible to do the Cape Kri, Sardines, and Blue Magic dives without a surface boat, because of the ripping currents.

Bird of Paradise Tours: Simon is still doing the Bird of Paradise tours. He, Martin, and Martin's wife Nellie are related somehow. They all live in the small village that is due north of the Friwen anchorage.

When we were there with 4 catamarans in May, Martin's wife Nellie (who speaks good English) came out with Simon (who does not) and told us the price was 300K IDR per person. We couldn't budge her down from that price, even with a group of 5 people. Though we did get her to throw in breakfast at her homestay afterward. We went anyway, and it was well worth it. Nellie's and Martin's number is 0821 9982 4610

However, another time we anchored there later, Simon, not recognizing us, approached us by himself and offered the same tour (without breakfast) for 200K IDR. Simon's direct contact numbers are: 0812 4794 1013 or 0823 9848 3683. But his English is almost non-existent. Text message would probably be the best way to contact him.

Make sure you synchronize your clocks with Simon's—he showed up a half an hour early on one morning—his clock was off that much.

We asked Nellie when we were eating breakfast whether she could make dinner for us by pre-arrangement some night (yes) and also would consider doing laundry. We never followed up on either of those, however.

Brigadoon – December 2014: 00°28.247'S 130° 41.45'E - 65ft. Handy base, boats just swing with the currents. Great snorkelling off boat on NE tip of island. Resident turtle here. Also dinghy over to other Island.

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

Internet & phone coverage here.

Red Birds of Paradise can be visited from village opposite. We went with Simon ph. 0852 4301 2894, 100,000. per person. Martin who speaks better English in the village charges 300,000., and he uses Simon as his guide. Great trip, they like to go at 5am, sensible walking shoes. Pretty location.

Gaia – Nov 2013: Anchored at Pulau Friewin 00 28.229S 130 41.482E

3.6.11 South Waigeo Island & Waisai Town (00-25S / 130-45E)

[East Indonesia Info](#) – **April 2016:** There are 2 boats connecting Waisai with Sorong on most days of the week (maybe only one on weekends), taking ca 2 hours. I recommend taking the slower boat where you can sit on a shaded deck watching the scenery, rather than the express where passengers sit inside an often heavily-bouncing hydrofoil. Note that the wharf of Waisai is ca 3 kms west of the town over a hill, so don't try to walk - ojek can take you to town for 20.000 Rp. Local village boats usually pull up around the market in Waisai proper, and this is the place to start asking about charters and perhaps rides to villages around Waigeo and beyond.

Waigeo is the only island in Raja Ampat with a road-system, though it is still very much in its infancy, too. Eastwards it reaches 2 villages on Mayalibit Bay, whereas to the west it passes Waiwo and the future airport before heading into the hills, where it becomes too badly broken to drive on. Public transport is extremely limited, so be prepared to hire a car, minibus, or one of Waisai's hundreds of ojek to take you around.

3.6.11.1 Waisai Marina

I have left in some of the early reports of the “marina”, just for fun, so you can see the pace of change in Waisai and Raja Ampat. The marina evolved from a protected anchoring area in 2014 to a free place to use a floating dock temporarily in 2015, to a full-blown marina (as of 2017). Apparently the government sold the facility to Meridian Adventures in 2017, to be the base for their 6 large luxury charter catamarans.

Ariel – Aug 2024 - Wageo Meridian Resort Marina: Nice marina, fuel on the dock (a service fee applies), right next to the Sorong ferry terminal. Good facilities- shower, bar, restaurant. Not cheap, \$70 USD including rubbish, no water or power. The water is not potable so we didn't bother.

Changing Spots – July 2017 - The Marina at Waisai: This is part of Meridian Adventures, a seriously luxurious, upscale company with facilities around the world. They will officially open

here August 2017, but as of July 28, the rates are unknown. Googling for Meridian Adventures Marina Waisai, I got [this](#) link.

Besides their “high class” clientele, they also want to serve cruisers. Let's see how it works. The staff have been great and helpful.

Services to be provided:

- Shore power, 60 cycle, both 110, and 220 volts
- Fuel dock for diesel
- Water, trash disposal, laundry
- Provisioning, including meats.
- Visa renewal on site, but I don't know how many days a month this will be available.
- Security. They even check your dock lines.
- ATM
- Wifi, although the cellular data connection is usually very good here.
- Access to resort, bar, restaurant, pool
- Diving. Their dive boats are beautiful, state of the art.
- Assistance with boat problems.
- Bottom cleaning, the boat's, that is.

They have big plans, including taking over the commercial dock for cruisers and mega yachts. Placement of moorings, and construction of another new dock, more appropriately sized for cruisers.

A breakwater is needed, but I don't know where that is on the list.

The reef outside the marina has a well marked channel around it (white floats). It would be nice if there were marked so you could see which ones to go between, or not. At low tide, the reef protects the marina from swell.

The downside - for now.

- The docks are very small. My boat is about 40 feet, and about a third is sticking out. The docks can bounce - perhaps a foot. That said, the docks, cleats and pilings are very strong. Do not rely on fenders, but tie multiple lines between the docks. Make them snug, keeping the boat away from the docks. No problem if you want to put out an anchor too. *(Note: When Soggy Paws was there in 2016, we put an anchor out S and backed in to the slip.)*
- The bay is very exposed to the south wind, as is the bay at the town of Waisai. It gets rough during the SE monsoon period (June-Sep), and boats and docks bounce fiercely.
- It is a long walk to town, and transportation is limited.

There is a conveniently covered walkway to the ferry, where you can go to Sorong, or pick up packages.

I don't know what it will be like when they officially open and make all the services available, but we have been made to feel like family.

Diesel: I finally got my diesel at the marina, without having to do it with jugs and a taxi. The first guy I talked to worked for the marina, but by the time I got back to take delivery, he was very busy working for the company. I talked to the guys manning the fuel shed next door. They said it was 10,000 per liter, (half of what I was quoted originally a week or so before by someone else - I guess he would have pocketed the difference) but they couldn't deliver the fuel drum to the boat. I had to bring jerry cans (all in pantomime). They do it for the marina all the time.

I waited a couple of hours (for their hangovers to get better?) and returned, with a handful of cash for the 200 liter drum of diesel, and 100,000 for delivery, gesturing the motion.

Before I even got settled back on the boat, they were rolling the drum down the ramp, with a couple of young kids bringing a hand pump and hose.

It looked like good fuel, and I got every last drop out and into my tanks via my fuel polishing system.

I will need to check the new gas station up the river in Waisai proper some day when I need more gas or diesel.

Ariel IV – May 2017 – Waisai Marina Project: We want to inform you and the other boats about the big marina project in Waisai. It is planned to be an impressive new super-modern marina with hotel and yacht club and restaurant. It will open in June but for now it is free. It is located where the ferries come in and the reef is now well marked with white markers, easy today, depth 18 feet over the entrance. Andrew the manager is very helpful.

Later they will have full service marina. And the great thing is also it is easy to leave the boat in the marina and take the ferry into Sorong and go shopping at Saga. To do the visa you might consider a night stay at a hotel instead of taking your boat over to Sorong. And we really liked Waisai village, so nice and clean and it is now getting popular for backpackers. There is now a good dive shop in town, speaks good English. You can buy your Raja Ampat tag in the Ferry station.

The marina will be on the Home Page of Meridian Adventures, they have superyachts all over the world.

The prices is not yet set for the marina but we suspect it will be a bit higher than elsewhere in this part of the world, but just hope they understand that cruisers are cruisers and not superyachts. They have also bought the whole harbor and will take in superyachts later to the ferry docks. Good luck and hope you get more info when you get there.

In the marina will be six Mega-catamarans, 20 X 10 meters Lagoon catamarans, all new with four crew on each boat. That is part of the Meridian Adventure concept to bring out rich people seeing Raja Ampat in the most comfortable way. Nearly all the crew are from South Africa.

Carina – November 2015: There is a visitors dock now in the bay west of the main town - the bay where the ferry is. Slips are for small inter-island runabouts, patrol boats, etc. but the bigger cats (Mind the Gap, Odyssey 9) in the rally end tied, as we have. There are no "marina" facilities other than the dock and no security but we have had no issues. Cut in the reef is at: 00 26.1080 S / 130 48.3650 E

You can walk to Waisai town from the marina in about 30 minutes. Or, hire a car and driver 100,000 rp/hr or a motorbike and driver (20,000 rp anywhere). We usually walked in and hired a car to bring us back with our groceries. Don't expect much except from the traditional market, which is nicely stocked.

The tourist folks hired the driver Erwin for us to get fuel, water, etc. He worked really hard for three hours for us and knew all the right places to go, including ATMs.

Sidewinder – October 2014 – Waisai Duck Pond: We are still in Waisai anchored in the "Duck Pond" which is about the only protected place to anchor around here and it's only 20 + ft. deep instead of 70 !!!! The **anchorage waypoint is 00 26.005 S / 130 48.390 E** It's a small little area and a dinghy ride inside first would be advised during midday so the vis. is good as there are a few reefs to avoid.

3.6.11.2 Waisai Town on Waigeo island (00-26S / 130-48E)

Changing Spots – July 2017: This town is being developed to be the hub for Raja Ampat, trying to bypass Sorong.

There is an attempt to make it look and feel welcoming. Clearly it is a work in progress. The river entrance needs to be dredged, and a breakwater needs to be built to protect the bay.

The produce and fish market are just inside the river on the port side. Although small, the market is well provided. I am not one for fish markets, and usually try to avoid them. But meat, except chicken, (which is plentiful, frozen) is scarce. While a few people in the produce market spoke English, nobody in the fish market did.

Just up the river on the starboard is a new gas station. While there was no fuel dock, but the launches passed their jerry cans up to be filled.

There are 3 ATM's that I have used.

There are many small shops and "supermarkets" where much of your shopping can be done.

Finding Repair Parts: There's not much for parts in Waisai. But parts can be ordered from Sorong and picked up at the ferry the next day. (See Sorong section for contacts and much more Sorong info). Or you can take the ferry to Sorong. It is an easy trip, and if you don't have time to catch the 2PM return ferry, there are plenty of decent inexpensive hotels to choose from. Use a travel app on your smart phone to choose one and book it. Public transit in Sorong is called taxi, and they are old yellow vans, costing 5000Rp per person for the route. There are also motorcycles for transport, everywhere. The same vans (more beat up?) at the ferry charge 100,000 Rp, but will take you to direct to your destination.

You should be able to bargain down to 70,000 Rp, for the van, not per person. Make very sure what you are paying for, as some of these drivers are crooks (first hand experience).

Buying Adult Beverages in Waisai: Forget it! There is one place in Waisai to buy warm beer by the case. It is expensive, and the "shop" doesn't have a sign. I don't know if any of the restaurants serve alcohol. Sorong is much better for that.

Transportation in and Around Waisai. Wawon (+62 822 59112072) is expensive but a good deal. 200,000 Rp gets his driving around town to find the things you need. His English isn't quite there (yet), but he goes into the shop to help find things, and even carry them for you. If

you want to have lunch or wander the town, tell him he can go and you will call him when you are ready to leave. A nice, newish, clean SUV with good A/C. With a nice guy driving it.

Internet. Although hit and miss here, when it works, it is faster than many places in the US. SIM card are readily and available. A new SIM card includes some data, phone and SMS. The shop can load money onto your card. Unless you read and speak Indonesian, download the MyTelkomsel app. Rather than quickly running through the money you load onto you card, use the app to find a plan (they change frequently), and buy it. Usually it expires in 30 days, but I found a special that expired in 60 days. The data plans include different amounts and types of data, that make no sense to me. One time when the app said it still has several GB of data left, it suddenly stopped - out of data. I tried several times to load money onto my SIM card using the app, and a debit card. No luck. The last time it took my money but didn't put it on my SIM card. I got an email saying there was a problem and to reply to this email to fix it. Of course it was sent from a do not reply email address. A friend later recommended Recharge.com, which will recharge Indonesian (and many other countries') sim cards from a credit card.

It may be better to buy a new card than load an old one. If you leave money on your card it will disappear. Perhaps paying for all the junk emails from the phone company?

But it is inexpensive. My newest SIM card includes over 8 Gb of data (and maybe video data), 100 minute for phone and 100 SMS, for 100,000Rp (about \$7.50 US).

Soggy Paws – July 2016 – Anchoring off Waisai Town: We had provisioned well in the Philippines, and got more fuel and a few provisions in Sorong when we did our visa renewal, so it was several months before we tried to do any provisioning in Sorong. This time, rather than going into the marina, we picked a calm day and anchored right off the outlet of the river on the east end of Waisai town. We just went in slowly watching the Depth Sounder until we got to a depth we liked. I think we anchored in only about 10 ft. There's kind of a river delta, so it does get very shallow, be careful.

We launched our dinghy and followed the local boats over the bar (hug the left side going in, but just watch others). It got very shallow for about 10 ft and then it was OK. We squirmed the dinghy in with the local canoes and tied to a tree, and climbed up the muddy bank. This was right out the back of the fish market. The veggie market is one small muddy street to the west, and the "grocery store" about a block west on the road.

I don't know how well the grocery store is stocked during the winter months, but in July, the only meat in the whole place was 2 slightly freezer-burned whole frozen chickens. I bought them both! There were a few basics—cooking oil, sugar, rice, and 2 aisles of junk food—chips and crackers. The owner of the grocery store speaks pretty good English and is a nice guy. If you talk to him, it might be worth mentioning what you were looking for but didn't find—maybe as cruising yachts become more frequent in Waisai, they will do a better job of stocking.

Since we were not fishing (the no-take zone, remember?), we bought a grouper at the fish market. You buy it whole and then they will clean it for you, but you pay for the whole fish.

If the weather stays settled, or during northerly wind season, you can stay anchored off here. But for us, we just made it a day trip for a few hours to get what we need, then we went back to our favorite anchorage at Freiwin.

Soggy Paws – June 2016: We went out to a restaurant one night with a group. It was recommended by the ladies in the tourism office. The restaurant is called Rama. We took a group of about 20 in, and they managed a credible dinner (no alcohol, though). It is off-season and we were the only ones there. Call ahead at 0813-4438-9994. There are lots of “roadside” places to eat, plus a kind of a food court near the veggie market in downtown Waisai.

Small Cat Fun – April 2016: I know you're aware of the 'free' marina at Waisai. It's great. There are generally about 3 free berths at any given time from what we've seen. It seems very secure we've had no problems in three visits here.

Water: This is a great place to get **bottled water**. If you go out of the marina and turn right on the road it will take you eventually to the market area. Along that road about 2km on the LHS there are two water places that will deliver bottles to the marina. We got 750L for 300,000 rupia delivered.

Fuel: We did try to get **fuel** here and you can get it, the problem is the quality. We made arrangements with one supplier only to find out after they delivered that their fuel was basically black. This was from a guy named 'Jusman'. They took the fuel back after I complained but I only got 2/3 of my money back. There is another supplier at the top of the ramp on the LHS and I got a jar of his fuel and it was much better than the stuff I got but still not the greatest. When we went to Sorong by ferry I got another sample from the filling station there and it was perfect. So I would recommend getting fuel in Sorong even though it is a hassle to haul it out by dinghy.

Ferry to Sorong: There are daily **ferries** to Sorong. We took one overnight and left the boat in the marina. There is a 'fast' variety 125,000 pp each way or the 'slow' variety 50,000 pp each way. Both are fine. We took the fast one over and I took the slow one back because I had purchased a 15 KG propane and they wouldn't let me on the fast one (which is passenger only) with it. They let us on with our bikes on the fast one, but only reluctantly. The point being, the 'slow' ferry is only about 1 hour longer at the most and they allow pretty much all cargo. I didn't ask, but I'm almost positive you could bring fuel jugs if you wanted to. It was all quite convenient. Caution though: When you get off in Sorong the 'bus' operators will offer to take you places in the city for 60-100,000 rupia. Don't do it. Just walk and then get a bus further along when they offer a lift, you'll pay 5000 like everyone else in the city does! We found almost everything we needed in Sorong.

I also have the contact for **Yanmar parts** his name is Agus I will send along his contact details he is located in Jakarta and prices are better than Davao or Singapore.

Fishing: Not sure if there are any fishermen on the rally but in most areas of Raja you can't fish. You can fish offshore (from what the tourist place told me) but not near islands, reefs, resorts etc. There is a map you can get when you buy your RA pass but it is all in Indonesian not easy to interpret and pretty much useless. There is a group of Islands offshore called Penumu and Fam that are outside the park area and you can fish there, and it is very good fishing.

[East Indonesia Info](#) – April 2016 - Waterfalls: About an hour east of Waisai by ojek, you will find 2 waterfalls in a small patch of protected forest. The further one is visible from the roadside, but the more interesting, multi-tiered one a few kms before takes some local knowledge to find. The pools here can offer a refreshing change from swimming in the sea! They are likely to be

more impressive after heavy rains - during a long period of dry, sunny weather, they will be reduced to a trickle, as on this photo.

Carina – November 2015: We were very surprised how well we were received as a rally boat despite the fact we arrived eight days late. We didn't get any free fuel or free dinners or free rides but otherwise got the whole "rally" package of gifts - hats, shirts, etc. - and the GORGEOUS Raja Ampat coffee table book. Sherly and Husna (silent H) are the key contacts in Tourism. We mentioned you were planning a spring rally and they are of course interested to be kept in the loop as to when boats might arrive.

Tourism also told us that the moorings in front of Waiwo were actually installed by the government. We hadn't heard that. We may tie up to one tomorrow. We'll just see how they look and how we feel.

Aladin is a nice motorbike driver; a teacher from Java who's moved here to apply for a teaching job. Nice man, speaks good English. Jajang or JJ is a teacher at the high school. He is an entertaining man who will love you if English speakers will come to his class and spend some time helping his students. He will come and pick you up, feed you and be ever so thankful. We enjoyed our interactions with him and his students.

Sherly 0813 2958 6555

email: thesparklingsherly@yahoo.co.id

Husna 085254550411

email: husna_w@rocketmail.com

Tourism office 0812 4786 8574

Aladin 0821 6217 2732

Erwin 0813 4483 8387

JJ 0812 4885 1231

Brigadoon – December 2014: When calm can anchor off river entrance. We overnighted here, but easy to do things in a day and leave again.

Great fresh produce market, (mornings best) but 4 kms out of town, either dinghy around to first bay east of anchorage or take return Ojek (30-40,000. rtn, depends on your bargaining skills, but way more expensive than anywhere else in Indo.)

Argo supermarket under hotel, all the basics, and frozen chickens. And another small store in the road parallel, had yeast.

Many rumah makans. Printers. Internet cards.

Fast ferry from next bay to Sorong, 2pm 100,000.IDR.

Fuel available but wanting 15,000. a litre.

During the strong south winds, two boats found a small space in the ferry terminal harbor, but there is not much room and you get ferry wakes. Two years ago, we anchored in 30' over black sand/mud from the river estuary at 00°25.800'S, 130°49.410'E right in front of the town. One note, if you are approaching from the west, you will see a pile of rocks in the bay. Stay offshore until you see these rocks well on your port side when you turn in toward the big cement pier with monument. There is a very shallow reef to their west side.

The five to six boats that braved the strong winds and made the effort to be there for the rally activities were welcomed by the Raja Ampat Tourism folks and treated to festivities and activities and some nice gifts, including a dinner and cultural dance show at Aiwa Resort, an all-day snorkel trip to some of the fabulous reefs and a beautiful coffee table book featuring the most stunning photos of Raja Ampat, the richest area of biodiversity on the planet.

Gaia – November 2013 – Anchorage: 00 11.622S 130 15.691E

Also: 00 26.326S 130 46.360E and 00 25.985S 130 49.460E

Sloepmouche – October 2012: It took us some effort to find this new (less than 6 yrs old) Capital town as it did not show on our old CM93 ... and to make things trickier, the town is located about 30 nm East of the Waisai Pt and bay we do see on our chart!

We anchored in 30ft of black sand/mud from river estuary at **00-25.800S / 130-49.410E**. One note, if you are approaching from the west; you will see a pile of rocks in the bay, stay offshore until you see these rocks well on your port side when you turn in toward the big cement “pier” w/ monument. There is very shallow reef to their west side

The annual **4-day Raja Ampat** festival was a very good introduction to the region. The event is mostly like a fair for the locals. (We saw maybe 5-6 accidental tourists). We were treated with plenty of cultural performances, both traditional & contemporary ... got to sample local foods, including the famous BBQed larvae kabobs. The fair had booths from all the different resorts/dive centers so we had a chance to meet lots of people and plan where we would visit next ... We enjoyed the marching parades, the boat parade, the dancing and the nightly contemporary music concerts. On the closing night we were even treated with fireworks.

3.6.11.3 Waiwo Bay (W of the Waisai Marina)

Soggy Paws – June 2016: We checked these moorings out when we came into Waisai. Of the 6 original moorings, only 2 or 3 remained. We could see at least one dragged up in a shallow area inshore. I would not trust these moorings unless you verify with the resort that they have been maintained/renewed since they were put in in 2014.

The rally in June 2016 went into the “marina”. We were bussed to this resort by the tourism department for the final rally dinner (which was very nice).

[East Indonesia Info](#) – April 2016: Waiwo - To those mostly Indonesian visitors who can't afford to travel further, the beach at Waiwo, a 50.000 Rp ojek-ride west of Waisai, is the easiest excursion from the town. There is OK snorkeling off the long jetty here, as well as lots of fish used to being fed. There's also a good resort for overnight stays, also offering diving. Those with more time can also use Waiwo as a starting point to explore a bit of the interior, or to visit nicer and quieter beaches further west.

Sloepmouche – October 2014: The Sail Raja Ampat 2014 organizers, with the help of the local government, installed nine beefy moorings widely-spaced in an out-of-the way area along the south coast just before getting to Wasai. Position: 00°26.46'S, 130°46.71'E in front of Waiwo Dive Resort. We dove to check this mooring and we were impressed at how strong it was built , not like most flaky moorings we see in other places! Under the gigantic orange soft-sided,

reflectively taped mooring buoy, there is 15' of beefy chain with oversized shackles clamped to three-quarter inch steel cable then another piece of chain shackled to a giant eye embedded in a concrete block of approximately four tons. It turns out that the owner, Becki, of the Waiwo Resort was the one to get the moorings made. The resort welcomes cruisers. You can book some diving or meals and climb up the hill to see birds and a nice vista. You may even see a cuscus, a possum-type animal in the trees of the resort. When we stayed on the mooring four days and did some diving with them they even offered a ride to the Wasai public market and refilled our drinking water bottles. We also got wash water from the spigot at the resort. From what we heard, theirs was the most reasonable rate for diving in the area (approximately \$50 USD). All the dive centers basically go to the same areas to dive. Meals were basic Indonesian, but tasty and nicely presented. We finally got Internet aboard, which we hadn't had since Tobelo.

Sloepmouche – October 2012: For **scuba divers**, we recommend the Raja Ampat Dive Resort, www.rajaampatdiveresort.com located just a few miles west of Wasai (00deg26'398S-130deg44'429E) We did 7 scuba dives with them to GREAT dive sites with an abundance of soft corals, myriads of fish (big schools of small and big fish) and even a close encounter dive with manta rays. Arif, the Indonesian manager/dive guide, is very friendly, competent and professional with attention to details, especially safety. We also went with them in Kabui bay to explore caverns, wall paintings and other natural curiosities. We took the speedy dive boat through "The Pass" a river-like waterway between Gam Island and Waigeo that forms a short cut from Pef Island to Kabui Bay. We went with them for a short walk at sunrise/sunset to see the famous red birds of paradise and also had a very nice dinner at the resort. They have fast dive boats and do not hesitate to take you long ways out!

We **anchored** at 00-27.52 S / 130-45.52E on a 15-40ft shoal and they picked us up on our boats ... but they promised to install some moorings just in front of the resort for future visitors. The diving was the most spectacular and colorful with the most exotic sea creatures we have seen in many years of coming across the Pacific. Because of its geography, it is one of the richest areas of marine biodiversity in the world. The dive with the mantas was the best manta dive we've ever done...and it was the worst time of the year, according to operators!

3.6.11.4 Saonek Island (Across from Waisai Marina)

Changing Spots – June 2017: Right across from the marina is Saonek Island where you can conveniently anchor in 55-75 feet, either on the north side or NW corner (in southerly season), depending on conditions. Quiet, nice snorkeling, and also good internet. Locals visit on weekends, and there is often considerable boat traffic.

East Indonesia Info – April 2016: The small island of Saonek, just south of Waiwo is home to what used to be the main town of the South Waigeo region before Waisai was established. Nowadays it is very quiet, but retains something of a colonial atmosphere with its old houses. There's also good snorkeling off its wharf.

Saonek Munde - West of Saonek itself, close to Waisai's harbour, is the smaller, uninhabited island of Saonek Munde. It has a nice little beach and a paved hiking trail leading to a monument on the island's forest-covered "peak".

3.6.11.5 Mayalibit Bay

Soggy Paws – August 2016: We kept talking about going up and exploring this bay, but never got around to it. We got fairly detailed Google Earth/SASPlanet charts, and it does look like a great place to explore. Someone told us that the big liveaboard dive boats occasionally go up into this bay. If they can do it, you can do it.

East Indonesia Info – April 2016: This incredibly long, narrow bay with its towering cliffs reminds one more of Norwegian fjords than of most other bays in Raja Ampat! Though it is the bay most easily reached from Waisai, to which it is connected by road, it is rarely visited by cruises which prefer to go westwards. Of course exploring the bay, with its islets, cliff burial sites and several villages will require a boat charter, as usual.

3.6.11.6 Kabui Bay on Waigeo Island (00-23S / 130-42E)

Brigadoon – December 2014: Plenty of anchorage choices here. 42ft Very calm. Small homestay on southern corner, fresh water supply, need to pay for same.(10,000. IDR seemed to keep them happy)

Our dingy with its 2hp motor was not up to the pass, even though we attempted it when we thought it was calm.. So buddied up with some other yachties, and took one dinghy in, and someone drifted with that as we snorkelled.

The coral was Dr Suess stuff, interesting colours, not the same we have been use to looking at and because of the current very murky. Lots of local boats go thru with tourists, or just making their way home.

We motored Brigadoon through Kabui Passage and went across the bay to anchor at Hidden Passage 0°25.263'S 130° 29.9'E - anchored off entrance, and took dinghy into waterways. Nice sight seeing trip. (*Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.*)

We also took a daytrip to Pulau Mois Ko, day visit great schools of fish

Sloepmouche – October 2014: This interesting bay of beautiful karst islands is located between Waigeo Island and Gam Island.

Coming from the west, we decided this year to enter the bay through the west pass (The Passage or Kabui Pass). It is important to time your passage carefully since the current can run more than 5kn either way.

Best is to anchor at 00°26.2625'S, 130°33.1663'E on a 10-30' seamount (watch out for another seamount just 100 yards to the west as that one dries at low tide! From there you are close to the entrance of the channel and you can explore it by dinghy and get an idea of current strength and tide direction. It is about 1.5nm from this outside anchorage to the inside anchorage just off the Kabui Bay Yacht Club (Warikaf Homestay).

We anchored at 00°25.42'S, 130°34.19'E in 45' over sand and coral rubble. We went in about one hour before high tide so we had a mild current with us through the passage. This pass is

one of the popular dive spots in Raja Ampat and you most probably will see some local dive boats doing drift dives here with their customers. Follow them and you will find the bat cave and another cave that you can snorkel or dive into and come up inside and see light and trees and vegetation through the roof.

When you go visit Daoud Mayor, the manager of the homestay, you will need to smile, use gestures and imagination to communicate with him or ask one of the dive guides passing by to translate for you. Daoud lets you use and take all the spring water you need, and he can also spearfish and prepare a meal at the restaurant. Passing cruisers help him with technical stuff and small gifts of useful items like gasoline for his outboard and household items.

We now dubbed his place the Kabui Bay Yacht Club and decorated it with old flags and banners, and installed an LED light in his restaurant hut, and filled the battery to his solar panel with water (he didn't know he was supposed to do that), and we hope the battery will recuperate enough to run the light.

Sloepmouche – October 2012: A nice calm bay to snorkel or explore by dinghy. We anchored on a small shallow area in 30ft at 00-23.68S / 130-42'03E. It's a peaceful natural area where one feels isolated from it all. Plenty of karst islands to explore by dinghy to hear & see endemic birds, snorkel around the islets, see bats in caves, ... We even dinghied through the narrow and scenic channel that separates Gam from Waigeo ... possible by sailboat but we are glad we did not do as we saw the shallow waters on the west side and the swift currents passing thru this 1-nm long channel.

3.6.11.7 Imbikwan (00-22S / 131-12E)

Screensaver – April 2017: 00-21.73 S / 131-11.75 E 26nm NE of Waisai Marina, Anchor in 9m, mud, 2G. This was just a place to stop to give us a sailing line to head east, then south east over the coming few days down to Manokwari.

2XS – July 2016: Anchored at 00-21.401 S / 131-11.812 E in 9.8m.

3.6.12 East and North Coasts of Waigeo

3.6.12.1 Momfasa Bay (SE Tip Waigeo)

Soggy Paws – January 2019: We had a rendezvous set up with several boats planning to trek east together to PNG. The chosen rendezvous spot was Momfasa. We arrived first and found a very pretty bay, with a much deeper indent in the coast than is indicated on any chart we have. We found a beautiful sand beach, a small coral reef, and about 20 ft sand. Plenty of room for a couple of boats. The large slow swell was broken by the reef, but the bay itself was a little sloshy. So we carried on another mile further west into the next indentation. It was not as pretty, but a little more protected, and lots of bird life.

Anchorage Position: 00°18.00'S / 131°19.06'E in about 25 ft sand and mud

We noticed a local boat with outboard motor round the small headland to the west and disappear. It looks like there's a river there on GoogleEarth, but we did not investigate.

There is no cell signal in this bay.

Carina - December 2015: Carina anchored at 00-17.97 S / 131-19.77E for an overnight anchorage before jumping off to Palau.

3.6.12.2 East Coast Waigeo

Soggy Paws – August 2016: We had planned to anchor where Carina had anchored in Momfasa Bay, but the SW winds were strong (~20 kts) when we left Sorong. So we looked around on Google Earth for an alternate.

At first we chose a couple of spots in the bay just north of Momfasa. (00-15.82 S / 131-18.93 E and 00-15.22 S / 131-18.65 E) However, the winds stayed strong as we approached, and were almost due south. We were afraid we wouldn't find enough protection there. So we decided to go around to the NW a little further. On passing the anchorage areas we had selected, they were probably good enough for an overnight as long as the winds weren't very far east of south. But we didn't have daylight enough to explore those anchorages and still get around to one we were sure would provide protection from the now 20-25kt southerly winds.

So we proceeded another 12 miles north to another bay that had definite protection from the S and even SE. This bay isn't named on our chart, but is just north of Teluk Warai. The wind was screaming and it was late in the day, so we were a bit anxious about finding anchorable depths, as the mountain dropped off rapidly into the sea. Our Google Earth picture was very poor and the CM93 chart was quite far off, and featureless. So we dropped our sails and motored slowly in. With the binocs we could see at least one stream emptying into the bay—that was a good sign. Amazingly, quite far out, the depthsounder showed 20 meters. We eventually anchored close in on the SE side of the bay, in 9m, good holding. We could see a few habitations along the shore, and some construction equipment nearby, but no village. The construction equipment looked like they were building a road, but no clue as to what it really was.

Anchorage Position: 00-08.52S / 131-14.389E 9m sand

The next morning, our crew went ashore to see if we could fill our water jugs from the construction site's water supply. They directed us to the stream nearby, which was running fast and clear, with a tiny waterfall and a nice pool. The water looked good enough that we filled all the jugs, put them in our tanks, and went back for a second trip. Our water worries were over. (Note: it's rainy season, and we haven't had trouble keeping the tanks full, as it seemed to rain every other day. However, as soon as we got 2 crew aboard, using more water than usual, we had a "dry" period of almost a week, and we were starting to get worried about water. We have a Seagull Filter on our drinking water, so we weren't too worried about drinking questionable water).

3.6.12.3 North Coast Waigeo

Soggy Paws – January 2019: We were trying to get from Wayag to the east end of Waigeo as fast as possible, so we didn't explore the north coast as much as we would have liked. We made a 70 mile motorsail in light wind from Wayag to Bombadier Island, coming into the area behind the reef, in the channel west of Bone Island, and around to the anchorage at Bombadier. The Garmin chart was pretty accurate as to depths (and of course, the GoogleEarth charts were most accurate).

We anchored just at sunset at 00-03.78S / 131-05.71E in about 50 ft sand/mud. There is a huge encircling reef around Bone and Bombardier and we had calm water in spite of the large NE swell.

We did have phone coverage and hints of “G” internet on and off while motoring along this coast.

Soggy Paws – August 2016: The Indonesia Guide has 3 anchorages on the north coast—at Bombardier Island, at Bone Island, and at Kaberi Bay. We had intended to explore a little on this coast, but decided to take advantage of the wind and sail up to Ayu Islands.

3.6.13 *Between Mansuar and Batanta*

3.6.13.1 *Agusta Island (Augusta)*

Soggy Paws – July 2016: Several friends had told us about Agusta Resort, on a small island south of the west end of Mansuar. It is run by Italians, Marco and Mara. Marco is an avid diver and has a good dive operation that covers the whole area between Mansuar and Batanta (include Cape Kri). We thought it would be a good way to see more/different dive spots. Plus we heard that Marco regularly dove the P47 airplane wreck off Pulau Jerief.

We had also been told that Marco only had one mooring, and it was kind of exposed, so we needed to visit in settled weather. We had tried once to visit in early July on our way north from Sorong back to Gam and Kabui Bay, but the weather was squally out of the south, so we bypassed it.

But we were only 13 miles away on the north coast of Batanta exploring, when a nice day presented itself, so we impulsively switched plans and headed for Agusta.

The resort was essentially closed—no guests, and Mara and the manager Melissa were off island. Since they weren’t expecting anyone, Dave had to put the dinghy in to go find Marco and see if we were welcome. Marco had his boatman move his biggest dive boat off a mooring so we could pick it up.

We stayed for 2 days, having dinner ashore both nights, and diving with Marco. Marco was fantastically welcoming and the Italian cooking was a welcome change from our own. We did dives on reefs in protected coves on the south side of Mansuar—both were very very nice. And of course we dove the P47 wreck and the reef nearby.

His mooring on the south side is a bit exposed to the current and especially bad if there are strong SW or SE winds. It wouldn’t be too bad with northerly sector winds.

Marco has just renewed the mooring (after we broke it in a squall), and plans to put in a second yacht-friendly mooring, plus 1-2 moorings on the north side of the island for southerly winds.

Recommend you email a couple of days in advance to make sure the mooring is available. Telkomsel signal is weak but usable east, west, south, or north of the island, but NOT sitting close in on the mooring, so a couple of days advance notice would give them time to react to your email.

If you have guests coming in who are divers or just want to hang out on the beach, he has a beautiful resort with a tiered price structure (some lower end cabins for a more reasonable price, plus the upscale ones).

<http://agustaresort.com>

info@agustaresort.com

+62 812 430 0911

3.6.14 Batanta Island

3.6.15 East End of Batanta

Soggy Paws – July 2016 – Batanta East End: We escaped Sorong too late in the day to make it around to the anchorage mentioned by Sloepmouche, so we stopped in the large bay on the east end of Batanta. We came in just at sunset on a cloudy day—couldn't see the reefs at all until we were right on top of them. But the Google earth picture we had was very detailed, so we worked our way in slowly. We dropped anchor near Brick House's waypoint at 00 49.57 S / 130 52.94 E. I think we're in coral in about 11m. As the sun is coming up, I can see that there are some sand spots that we could have dropped in. This is a great spot as we are protected from nearly every direction. It's calm and lots of birds in the hills.

Sloepmouche – 2014 – Batanta East End: 00 48.7620 S / 130 53.6208 E We anchored in 30ft of sand and coral rubbles. Watch out for pearl farm buoys in deeper water but it is easy to pass between groups and anchor in the shallower water off the beach. Calm anchorage making a perfect break between Wasai and Sorong if you have the wind against you.

3.6.15.1 Biries Island (00-46S / 130-45E)

Biries Island is about mid-way along the N Coast of Batanta and is home to up-scale Papua Paradise Eco Resort. Their guest houses line the NW coast of Biries Island, and their maintenance operation is on the NE coast of Biries Island.

Soggy Paws – July 2016: We found a beautiful 1-2 boat anchorage on the east side of Biries Island at 00 46.74 S / 130 44.86 E, with a nice sloping beach and a great snorkel spot on the point to the east. The slope is steep at the anchor spot—we dropped in 15-18m sand and backed toward the beach to make sure the anchor was well set. Most of the time we drifted around almost right on top of the anchor. We had fairly strong ENE winds one day, and we were fine. And it's totally protected from anything out of the south. We stayed here 5-6 nights and never felt any swell reaching the inner part of the bay where we were (mentioned by Sloepmouche).

Our friends on Rigel anchored around the corner from us off a tiny little island called Pulau Yum, with a beach. At approximately 00 47.353 S / 130 45.364 E. They stern tied to the shore. We tried to find a spot nearby, but didn't find one that suited us. It's all very steep-to.

We went in by dinghy and though the workers were friendly, the manager, Sim Yee, was not particularly welcoming. It's off season and even though there were only a few guests, and a handful of dive guides were sitting around doing nothing (and inviting us to dive), the manager said that they did not allow outside divers. Apparently they had a bad experience with a yachtie showing up late once and delaying their high-end clients. (The clean wake philosophy extends in a lot of directions!)

We asked about coming in for a meal and were told it was possible with prior arrangement. The office stands by on Channel 11 VHF, and you can call to make arrangements in the morning. Lunch 25 Euros, Dinner 30 Euros. It looked sumptuous.

The manager asked us to, next time, bring our dinghy around to the front side of the resort where they can see us approach from the office. The workers on the back side (on the side where we are anchored) don't speak much English, and their garbled radio message about who we were and what we wanted had alarmed her.

An email ahead of time to the resort might smooth the way a little bit info@PapuaParadise.com, if you are serious about trying to dive with them. If you have pampered guests who want to visit you, but don't want to stay onboard, this would be a good place to situate them, because there is a nice anchorage nearby.

Gaia – December 2013 – Anchorage: 00 47.380S 130 45.329E

Sloepmouche – October 2012 – Batanta N Coast: We anchored close to the Papua Paradise Eco Resort to do some diving with them. One boat could possibly anchor in the bay on the backside of the resort very close to the end of their jetty on the shallow area. Perhaps the resort will have installed some moorings by the time you visit??

We elected to **anchor** on top of a large shallower flat coral plateau in 10-30ft at 00 46.22 S / 130 45.11E. This area is totally exposed to all sides, but in Nov, the wx was mild, and rolling was acceptable for a tri. There is a tidal current that switches 180 every 6 hrs.

Chris & Lea, the managers, were very friendly and we gave them one of our old SSCA bulletins as they plan to become cruisers themselves someday. We also tried to go to the nearby Batanta **Waterfalls** but could only see the first one because of earlier torrential rains that made the outpour of water too dangerous to walk another 40 min to see the second fall. The boat trip thru the mangrove channel was nice, though.

Papua Paradise is a Hungarian owned resort with many over-water bungalows, a nice buffet restaurant for guests (but Chris and Lea might be convinced to let yachties buy dinner depending on space and food availability). We had a nice meal with a great pasta dish, as their cook just returned from an Italian cuisine workshop...great change from Indonesian.

They accept walk-in divers on space available basis, as houseguest satisfaction is necessarily their first priority. The seasonal visibility was down, and roaring currents are the norm in Raja Ampat, but the best dive we did with them was a totally calm dive under a pier in less than 25 feet, where we spent over an hour poking around and discovering amazing bizarre sea creatures with wondrous shapes and forms and behaviors. Raja Ampat is famous for this kind of "muck" diving, where you just poke around in boring looking surroundings and discover these wonders of nature.

3.6.16 Penemu Island (0-34S / 130-17E)

Soggy Paws – June 2016: We went to Penemu from Yangelo to dive. We anchored one boat at 00 34.6390 S / 130 17.0520 E, and loaded both crews onto Soggy Paws for a trip up to the dive site at the very northern tip of Penemu. We motored very close inshore on the east side, looking for possible anchor spots. In calm weather there might be one or two possible, but generally it is very steep-to and any shallow water is littered with coral heads. We had a very

nice drift dive (timed for almost slack current)—one person stayed aboard Soggy Paws to be the dive boat, while the others dove or snorkeled. We made another dive at the little islands east of Penemu proper, again looking out for anchoring spots that were shallower than 100' deep, and without coral.

The two dive spots are:

Anita's Garden: 00 32.66 S / 130 14.99 E

Melissa's Garden: 00 35.3990 S / 130 18.8369 E

Note that the actual entry points vary according to the current, which runs very swiftly in both places, unless you time your dive around periods of low current.

We poked a dinghy into the enclosed anchorage area on the east coast of Penemu, but were told that it would cost us "big boat" fees to come in with our big boat. It looked do-able (very narrow entrance with a big coral pinnacle in the middle), but we didn't want to pay the fees.

By the time we got finished diving, we didn't like the looks of the open roadstead type anchorage where we left the other boat, so we made a snap decision to run for Yangelo. A big black cloud was forming up, so we instead sailed back to Yangelo's secure anchorage.

The Sea Sanctuary Mooring was no longer there.

Later, we visited the Penemu lookout tourist spot twice—once on a Rally-sponsored boat trip and once with a dive outfit from the Wayag area. It is beautiful and everyone should make an effort to climb to the top of the stairs and take a picture.

Brigadoon – December 2014: We picked up a Sea Sanctuary mooring buoy. Dinghy into bay, to do walk. Now has a landing jetty and steps all the way to top, great views.

Had unfriendly local man jump on board and ask us to pay him some money for the mooring, but we didn't give him anything.

On our way to Penemu, we stopped at Melissa's Garden and tied off to rocks just like local boats. Snorkelled many times, each time something different. Loads of big fish, largest star fish, black tip shark. And the coral is right to the water surface on side of islets, so can see the fish very clearly. Details in Bird's Head seascape book.

Gaia – December 2013 – Anchorage: 00 35.501S 130 17.193E

Sloepmouche – October 2012: We were lucky to be able to pick up the big **mooring** located at **00 34.307 S / 130 17.098 E** in 130ft of water. It belongs to the Seas Conservation NGO that is trying to protect the Fam islands group from dynamite fishing. Their big live-aboard was leaving for Sorong for a few days.

We dinghied into the small inner lagoon on the East side (you could eventually find your way in with your sailboat but it might not be easy to find a suitable anchoring depth) and walked up the trail, about 200 yards left of the local dwelling in the bay. If the old man is there, he speaks good English and can direct you to the trailhead. Great photo/video ops from up there.

The lagoon is like a mini Wayag, with lots of smaller karst islets to dinghy around. It's like winding your way thru a maze, discovering new views around each corner.

We also did a **scuba dive** from our dinghy. We dove “Galaxy” one of the dive sites described in the CI book “Diving Indonesia’s Birds Head Seascape”. If you plan to dive on your own, we really recommend that book that describes and gives GPS points for lots of great dive sites in the area (alas, no easy anchorages or waypoints). Warning: Unless you are very experienced in diving tricky and challenging currents, we recommend diving with the dive centers that have surface security personnel that can pick you up at the end.

3.6.17 Fam Island (00-39S / 130-17E)

Brigadoon – December 2014: 00°38.94’S 130° 16.96’E - 30ft, wee way off beach but did not want to go any closer in order to not damage the coral everywhere. And snorkelling seemed better closer to boat than shore.

Sloepmouche – October 2012: We anchored at **00 38’96S / 130 16’96E** in 30-40ft. We went by dinghy into the small bay, where we found a pier and a big road leading to the 3 villages. The people from the first village gave us a tour around their tidy village.

When we came back, both s/v Catimini and us were visited by a small canoe with 6 or 7 guys aboard saying they were the Port Captain and Coast Guard appointees for Fam and Penemu. They tried to use their uniforms to extract some clearance fee from us but when we told them that so far, we had not been asked to pay anything for any of our port clearance papers, they did not know what reason to make up to charge a fee. They asked for cigarettes, alcohol and anything at all. We gave them a few trinkets just to keep them in a good mood and to not create a negative atmosphere ... small gifts are better than theft later or arguments. Having got meager pickings, they might not bother other cruisers later!? They do seem to get some kind of fees from the live-aboard dive boats. We told them it’s normal for the commercial boats to pay since they are making money from Indonesia’s beautiful resources, but we are just passing visitors.

3.6.18 Pulau Augusta (00-39S / 130-35E)

2XS – December 2015: There’s a resort on this island called Augusta Island Resort, run by Marco and Maura Reinaldi. info@augustaresort.com There is one mooring here for guest boats—well constructed and maintained, in 60 ft of water, lots of current. Marco knows all the diving spots in the area, including the 3 downed US airplanes supposedly nearby. They charged about \$60 for a half day of diving.

(We have a waypoint for “3 planes one waypoint” off Pulau Jerief which might also be called Pulau Wai... American P47-D Razorback plane. WW2 00 42.2260 S / 130 42.5070 E)

3.6.19 Pulau Boo (01-09S / 129-19 E)

Boo is on the way from the southern tip of Halmahera to Raja Ampat.

Soggy Paws – July 2017: On our way from Mlsool to Halmahera, we stopped overnight at Boo. We had several waypoints from other boats, but most were fairly exposed, and our weather was unsettled—we weren’t sure where the wind was going to come from. We used some excellent Google Earth charts to go into one of the channels between the islands. With a little sun at 4pm, it was pretty easy to see everything (with the help of GE charts). We went all the way through the channel from S to N, making a track for an early morning exit the next day.

We never saw less than about 40 ft the whole way through the archipelago. We **anchored** at 01-10.75 S / 129-22.56 E in about 45 ft, off to the side of the channel. There is coral on the sides of the channel, but a fairly smooth bottom out in the middle. Current runs N and S, as the tide changes.

There are two tiny settlements and houses scattered on both sides of the channel, and people fishing in various spots. The vegetation ashore looks pretty beat up, almost like they had a hurricane (or maybe a tornado?) go through. We had seen a waterspout about 10 miles east of us on the way up to Boo.

Island Time – July 2017: On the N side of Boo Kecil we anchored at 01 09 9841 S 129 27 3403 E in 24m clean bottom, good holding.

Also anchored over at Palau Burung Besar at 01 10 8491 S 129 24 6389 E in 24m clean bottom, good holding.

Quite a reefy area around Burung Besar.

Sailing west from Boo Besar we experienced strong current coming down out of the Halmahera Sea .

On approach to the 2 large island groups off the SE tip of Halmahera there is a rocky islet at 01 10 5109 S 128 30 0458 E not marked on Open CPN or our standard google earth images but found it on a BING image.

Because of the strong current and light winds we came into this area in the dark so anchored in a large area of offshore shallow of 25m at 01 09 5208 S 128 30 4194 E. 1.1nm NNE of the rocky islet. Clean bottom and excellent holding in the strong current from the north. Calm weather option only

Brigadoon – Sept 2014: 01°09.117'N 129° 19.372'E - anchored in 28ft

Ed note: other anchor waypoints given by Brigadoon have been proven to be well off the intended spot (at least 1/3 mile), so use their waypoints with caution/skepticism.

3.6.20 Kofiau Island (01-09S / 129-51E)

Sloepmouche – October 2012: We anchored at 01 09'312S / 129 50'893E in 50-60ft between the small island village and the beach on the main island. We were immediately greeted by lots of canoes with kids ... we were the entertainment for the month ☺ Unfortunately for us, from sundown to sun up, we heard the religious, pre-Christmas celebration (on 26th of Nov) via the very loud loudspeakers! It seemed the Moslems and the Christians wanted to see who had the loudest sound system!

From here, we rejoined Halmahera Island. We passed the southernmost point and rounded up on the west side. We did this on a night passage, being sure to give a wide allowance for inaccuracies on the charts. Luckily we had a full moon.

3.6.21 Misool Area (02S / 130E) (Batanme)

See Delos' Anchorage and Dive Logs (separate PDF for now)

Soggy Paws – July 2017 – Charting: Google Earth imagery in the Misool area isn't great. Download many useful gpx tracks and waypoints from Ocelot (hackingfamily.com) and Valhalla (yachtvalhalla.net).

Internet: The resort has internet, but they charge for it, and it's expensive. There is a cell tower located (according to Ocelot) 02 03.49 S / 130 24.78 E, and we got weak 2G signal in Balbulol from it, but not in Kalig (which is closer). Also picked up a signal when passing SW of that point.

Provisions: There is a town, probably near the cell tower, that our contact at Misool Eco Resort said we could get basic fruits and vegetables.

3.6.21.1 Misool Eco Resort (02-24S / 130-56E)

From the Lodge – July 2017 – First email, in response to our inquiry: Unfortunately Misool Eco Resort is already closed for the off-season and won't be able to offer any diving opportunities at this time. Hopefully you have a compressor on-board so that you will be able to do some exploring on your own though! We do still have our construction teams on the island and they will be maintaining channel VHF 6; however, most of the staff on island aren't able to speak English only our HR and Logistics manager, I believe.

We also don't maintain or have any moorings for yachts to use within our No Take Zone, Marine Protected Area. We have small moorings that our dive boats use each day but these are only for very small dive vessels and during the south monsoon they are exposed to the prevailing winds.

We can suggest a couple of places that are commonly used to anchor close to Misool Eco Resort in the Kalig and Yillet island areas.

I have attached a couple of screenshots of the GPS position's on google earth map's.

There are also two moorings put in by the government in the general area. I don't know the official specifications for the mooring but I know that liveaboards as big as 60m (800ton) moor there, so I guess it is strong enough.

Yillet mooring: 2 11' 08" S / 130 35' 42" E

Wayil mooring: 2 11' 59" S / 130 25' 43" E

(Soggy Paws confirmed the Yillet mooring was in place in July, 2017, offering reasonable protection from the SE to SW).

These are taken from the approximate location from Google Earth so may be a few hundred meters off, but close enough to find them.

When inside the Misool 1220 square kilometer No Take Zone please keep in mind that there is no fishing of any kind allowed. Anchoring is allowed but needs to be at least 200 meters from any reef and in at least 60 meters depth.

Kalig Bay will be your best bet for staying in a protected area. At the moment we have both of our platforms tied up inside the bay and you could tie up next to them. Our supply boat will also be using this bay for protection when it makes its journey out to the island and so there might need to be some juggling done when it arrives and have Kerena Budi 02 pull up next to the platforms and then have Soggy Paws off of it.

When entering Kalig Bay, make sure to enter from the East and not directly from the North because there is a shallow reef across the North opening.

Second Email, after we left - I really appreciate your offer for adding information to your cruiser's guide, it does seem that a lot of the information is word of mouth and sometimes the yachties that come through have been passed the wrong information. I believe what is most important for people to note is the No Take Zone and its restrictions. There is no anchoring within 200 meters of any island or reef and anchors must be placed at least 60 meters or deeper. The entire area is a No Take Zone, including no fishing and no collecting from land as well.

We're happy to receive yachts to visit the island, look at the map, and discuss best places for anchorage when they come to the area; however, we don't have any moorings that we can offer at this time. All moorings in front of the resort are for our smaller dive boats and all are necessary for smooth operations. (I am hopeful that this is something that will change soon, but with all of the projects going on at the moment it's too tricky to set a date that this will be completed.)

As far as information for yacht crews being able to go diving and snorkeling on resort boats, this is also a little bit tricky since we cannot say for sure if we can accommodate extra guests. It will all depend on the time of year and how many guests we have staying at the resort at that time. Again, yachties would be welcome to stop by or radio and enquire about the possibility.

We operate on VHF channel 01 for the resort, the rangers in the area, and our speed boats; we communicate with the liveboards in the area on channel 16. Yachts that are visiting and diving inside the No Take Zone should call into the resort via the VHF radio at 5pm each evening to find out the resort's dive plan for the following day. Our dive guides prepare our dive schedule and then co-ordinate with all liveboards in the area their schedule to ensure that there is only one boat at each dive site at any one time. This is also part of the rules of the No Take Zone in order to ensure that each guest visiting the area will have the benefit of diving with only a few other people and be able to fully appreciate the site without any over-crowding. It also reduces the impact and stress on the ecosystem.

We're always happy to lend a hand when possible and I'm so glad to hear that our staff were helpful to you, while we were in maintenance mode. Being where we are, we certainly understand how challenging the circumstances can be at the best of times. I wish you all of the best and happy sailing!

Soggy Paws – July 2017: We emailed the resort asking about diving with them. The “first email” above was the response. After we left, we emailed again thanking them and telling them of our adventure at Kalig (mooring broke in storm), and got the second email back. The logistics guy who was in charge while the resort was shut down for 3 months was very cordial and showed us around the resort. The resort operates from around mid-September to mid-June, then is completely shut down for maintenance.

Totem – March 2013: The Misool Eco Resort (S 02° 24.498S E 130° 55.635.) is nestled in another string of islands below our nook in the karst maze. We've heard about this beautiful place from other cruisers who stopped by in the last few years, and were excited to spend a few days here and see it for ourselves.

We hoped to arrive at slow time when there would be a mooring available (they have several used for their supply boats and dive tenders). Some email attempted to coordinate but it really came down to luck that our arrival timing coincided with a week of fewer guests, so we could visit and enjoy some of the facilities without feeling like a burden.

The resort has been instrumental in establishing conservation practices in the area and funding much of the work. It's impressive to learn about their commitment to the healthy reef- if only more places could be like this! If the underwater grandeur of the area weren't enough, the resort itself is aesthetically stunning and staffed by a sweet crew. We joined their guests for a "Manta Masterclass" presentation by the dive master, and learned so much about these spectacular creatures.

We only had three days to enjoy this magical place before timelines required us to press on for Ambon for a crewmember's flight home. It was really tough to depart, and we left very seriously thinking we might make a U-turn from Ambon and sail the 2-3 days back to Misool.

Our prior anchorages in Raja Ampat were conservation areas, but not no-take zones. Here there is no fishing at all, and the difference is immediately apparent. The fish weren't skittish of us, more often they were even curious. The average fish size was significantly larger than anything we have seen in a very, very long time. And oh, the turtles. So many turtles I lost count! Finally we had the routine appearance of sharks as well. They may make many people uncomfortable, but they are the essential hallmark of a healthy reef environment. Even if that one blacktip was a serious PITA and chased us out one day. [Blog Link](#)

Dreamkeeper – April 2009: After a return to Sorong to check out and provision and re-fuel, we headed to the southern group through Selat Sagewin (heads up on the super strong currents through here—we encountered over 5 knots) based around the huge island of Pulau Misool, also called Pulau Batanme.

Once again there are so many places to explore, but we had a lot of rainy weather and mostly stayed at Pulau Wagmab (another gem with amazing soft corals, huge schools of bumphead parrotfish with hornbills and cockatoos flying around us and wild orchids growing in the rock faces) and then over to Batbitem Island where the new Misool Eco-Resort is up and running.

Like Max and Kri Eco-Resort, it's best to email ahead of time and check in with Misool to see if they are open to visiting yachts. They are more of a "package dive tour" place, and anchoring here is not possible because of the coral. They have a mooring you may be able to use, but, like I said, email beforehand (www.misoolecoresort.com, info@misoolecoresort.com).

Andrew and Marit, the managers who run Misool Eco Resort, are wonderful people, and we made good friends with them by the time we left. They are doing an amazing job working with the local people to create a large MPA (marine protected area) around this area. The resort is not only aesthetically beautiful, but is truly "eco" too:

90% built with driftwood they hauled over from the remote beaches of Pulau Seram and milled on site. This was no easy task, and countless hours of work and sweat went into this.

If they can't accommodate you for diving, I'm sure they could offer some good suggestions for your own personal adventures or personal diving ideas if you are equipped with a compressor on your yacht.

We fell in love with this area and had a difficult time leaving. Just on the Misool Eco-Resort house reef alone we saw gray reef sharks, green and hawksbill turtles, big schools of bumphead parrotfish, nudibranchs galore, three species of pygmy seahorses, orangutan crabs, scorpion fish, huge schools of trevally and an incredible diversity of sponges and soft corals. The night diving here is also excellent!

3.6.21.2 Balbulol Bay (02-01S / 130-41E)

Soggy Paws – July 2017: We were in the southwest of the two possible bays to tie up with lines ashore. We spent quite some time trying to figure out if we could anchor and back into the wall, but ended up with 2 bow lines and 2 stern lines. The shortest expanse is 400 ft across, so we ended up with 4 essentially 200 ft lines, 2 bow and 2 stern, tied SSE / NNW. There was a tie up to the SE, so we'd be into the prevailing wind, but we'd need longer lines to tie to that.

It MIGHT be possible to drop an anchor in the NW corner, in about 70 ft, and back into that tie-up spot on the SE point. The slope on the bottom in the NW corner seemed a little less steep in that corner. But we didn't do that.

We also checked out the other bay that cruisers have tied up to (just northeast of the bay we were in).

We snorkeled the bay to the west of us, and did a dive inside our anchorage area, on the south wall of the bowl. It was OK. Lots of profile (caves, drop-offs, etc), some interesting coral, a few interesting nudi's, not great visibility, not a lot of fish.

Note: if you can get your device high enough, we found weak but (barely) usable **2G signal** in this bay. We spent one sunny morning when we should have been diving, on the computers collecting email and checking weather.

Brigadoon – Nov 2014: 02°01.433'S 130° 40.579'E – 135 ft! Tied with stern line and 2 bow lines.

Rocks sharp! We used round floats on our lines so visitors could spot. Snorkeling great from boat, also out in gap to open sea on south side just past beach. 10 fishermen were in temporary residence when we were there. Saw a large eagle ray here.

3.6.21.3 Ef Na / Panan (02-02S / 130-39E)

Soggy Paws – July 2017: This is a pair of islands just SW of Balbulol that several cruisers had anchored off. We explored around a little as we went through, and found some protection from various directions, if you could predict what those directions would be! Here are the waypoints we have:

Totem's spot: 02 02.33 S / 130 38.77 E – between the 2 islands in 60 ft, some sand and coral.

Brickhouse: 02 02.35 S / 130 38.68 E – on the east side of the west island. 55 ft deep.

Soggy Paws: 02 02.22 S / 130 39.01 E – on the n coast of the e island. 60-65 ft deep, looked like an OK bottom on the fishfinder. Protected from S, but open to N.

There are nice beaches around. The west island has a shack or two on the n side.

3.6.21.4 Pulau Yellit (02-11S / 130-33E)

Soggy Paws – July 2017: We circled the mooring buoy and confirmed it is roughly in the position given by Brigadoon, in deep water with plenty of swinging room. But after our experience the night before in Kalig, where we got northerly winds for an hour or two, because of a passing thunderstorm, it felt exposed. It did look fairly strong. The mooring is off a pretty beach, and friends told us they made a dive on the wall off the beach, and it was a nice wall. We saw signs of rangers (one boat on the beach and another moored just off the beach).

We went on to Balbulol.

Brigadoon – Nov 2014: Mooring buoy 02°11.261'S 130° 35.888'E. This is a base for guards protecting the area, they have a camp onshore. Is a no take zone for fishing.

Excellent snorkeling just off island on NE. (small island in image) Many turtles and large fish.

3.6.21.5 Pulau Kalig (02-13S / 130-33E)

Soggy Paws – July 2017: The resort is shut down in July, and they told us by email that their “rafts” (floating docks) would be on the mooring, but we could tie up to the rafts. We stayed there for 2 nights feeling very protected. On the 3rd afternoon, when we came back from a dive, we found the resort’s logistics boat on the other side of the raft from us. The rafts were tied to the mooring on one end and to the east wall on the other end. We were on the N side of the raft and the Budi was on the south side. The bowl that the mooring is in is very protected from about NE-E-S-SW-W-NW, but open in 2 slots on the north side. When a good SE wind is blowing, the wind wraps around and it appears that the wind is coming from the NNE. Weird feeling!

At about 2am on our 3rd night, we heard some rumbles in the distance, and saw lightning flashes to the north. We started getting chop in the bowl. About 2:30, the wind picked up from the N to about 20 kts. Shortly thereafter we started swinging and moving, both boats and the rafts. We ended up on the south side of the bowl, on the shelf. Fortunately it was very high tide right then. Both boats used engines to keep off the coral until the wind died again. I don’t think it ever got over about 20 knots and was 10-15 from the north for about an hour.

We only draw 3 ft, so we suffered a nick in one rudder and a nick on the keel. Fortunately not hard enough grounding to bend our somewhat tender rudder post. All in all, we were very lucky.

We left the Kalig bowl at first light. The resort’s logistics manager said they would have to repair the mooring that day, as the rafts needed something to hang on to. He offered to have us stay on one of the stronger moorings in front of the resort, but when we got there, the SE breeze vs opposing current in the cut made it seem like not a good idea. So we went off to Balbulol for a couple of nights.

When we came back, we couldn’t raise the resort on the VHF, in spite of trying for several hours, to ask about the status of the mooring. When we finally got to Kalig, the rafts were now moored with lines to the NE wall and the S wall. Unfortunately, the line to the S wall was only cheap (but new) 3/8” polypropylene. Plenty strong to hold the raft in most conditions, but probably not strong enough if we got a N or NW wind in the night. But the winds were calm and the forecast was for SE winds less than 10 kts. So we took some old rope laying on the raft and made a second make-shift line to the S wall, and hoped that was good enough.

Sure enough, in the middle of the night, the wind was up out of the N (it was really SE about 15-20, but wrapping around and coming in the north entrance). We and the raft were dangerously close to the E shelf. If either of the 2 stern lines parted, we'd probably be back on the shelf again. We didn't want to cause problems for us or the resort. So we left. Fortunately there was good moonlight, and it was easy to navigate out of there. The wind wasn't super-strong, but "fresh". It turned out to be a good decision (once we got out of there safely) as we had a great sail all the way to the west end of Misool and up to the Blue Water Mangroves anchorage.

Brigadoon – November 2014: 02°13.1'S 130° 32.8'E -tied off to new raft they have in bay, (this has replaced mooring buoy) as was dead calm. But not so easy to get off the mooring in the morning with a fresh breeze. First snorkeling experience of large shark!

3.6.21.6 Western Misool (#32) (01-54S / 129-44E)

Soggy Paws – July 2017: We made such good time from Kalig in unexpected fresh SE winds, that we didn't anchor here, but we did motor in and confirm the anchoring area is as several people told us, very protected, and fairly easy in/out. The only surprise was that the center area of the big bay doesn't contain land, but is shallow reef (looked like land on GE).

On the N side of the east side of the lagoon, near Brigadoon's spot, there is a shack on shore, with a sign on it. We saw 2 longboats tied up here and about 5 guys hanging out on the porch. Could not read the sign. There were also signs posted on either side of the entrance, couldn't read those either, but they looked official (an emblem was visible on the corner of one of them).

Brigadoon – September 2014 – SW Misool: 01°53.657'S 129° 44.309'E - reefs on both sides on entering. 101 anchorage description wrong - no market, no water taxi's, but guessing they are right about the crocodiles. Dinghy trip into mangroves to discover too many mosquitos. Good protected anchorage, although wind still whistles through.

3.6.21.7 Pulau Nampale / Blue Water Mangroves (01-46S / 129-37E)

Brigadoon – Sep 2014: Anchored at 01°46.473'S 129° 37.931'E

3.6.22 Sorong Channel Area (S of Sorong, E of Salawati)

Brigadoon – Nov 2014: 01°13.072'S 131° 03.062'E southern channel to Sorong - most amazing currents, and whirl pools all going different directions around the boat at first. But settled and calm night.

3.6.23 SORONG – Port of Entry – Provisioning – Visa Renewal - THEFT

BIG WARNING: This port is notorious for theft. Cruisers have had dinghies stolen and there have been thefts onboard. Be on high alert while in or near Sorong.

New January 2019: There was a rash of dinghy/motor thefts in December 2018/Jan 2019.

3.6.23.1 Anchorages / Marinas

Kismet – June 2023: Marina: I'll summarize as follows: Arrive at high tide, and once you arrive, you'll learn you want to leave as soon as possible. At \$22USD a night, you almost get what you pay for. Wick is the Aussie who "runs" it: Whatsapp +62 811-485-371 and his helper

is Ayu +62 811-485-371 she is on point for ships agent type stuff. There is also an onsite guy, Haka, Whatsapp +62 821-9825-9913 and can help arrange drivers/errands as well.

This is a med-moor type arrangement. Make sure you call ahead on arrival so someone is there ashore to help take your lines.

Soggy Paws – November 2019 (Confirmed March 2022) – Tampa Garam Marina & Helena Marina: Wick Alliston of Helena Marina has opened a new facility (still a little rough around the edges) closer to Sorong than Helena Marina (which is still open and used as a storage dock and haulout).

The entry waypoint is 00-50.444 S / 131-14.309 E

This is a totally enclosed basin with Med Moor type dockage. There is a bit of swell that comes in, so you must keep your boat well off the jetty (which is rough concrete). You need a dinghy to get on and off the boat. The basin can accommodate approximately 15 boats with a mix of monohulls and big cats. Minimum draft to get in is about 10 ft (consult with Wick for details). Wick's cell number is +62 811-485-371 and his Marina assistant Ayu is on WhatsApp at +62 823-9938-3203 or email wick.eon@gmail.com or ayusaraswatikoreludji@gmail.com They are also on Facebook as Helena Marina.

This facility is a failed resort, and Wick has leased the rights to use the basin. One room is available to use for a bathroom. Water is available on the dock in a few places. No power hookups available.

There is a nice restaurant and huge fresh water swimming pool next to the basin.

It is possible to anchor outside in about 20 ft sand/mud, but with limited facilities and a long way to town, I don't see why you would.

Getting in to town is a bit of a job, as bemos (the local shared mini-vans) don't usually come this far out of town. Your three options are (a) to call Wick to get a nice a/c car taxi sent out, at the cost of 100,000 Rp (about \$7 USD) per hour. (b) Call a local taxi driver (same cost) The taxi that Wick called for us was Iki (+62 813-8101-6272 cell/WhatsApp) or (c) Walk out the road and hail an "ojek"—a motorcycle—to take you into where the bemo's start running. Options (a) and (b) offer nice vehicles, with aircon, the driver knows where yachties want to go, and usually speaks some English. We did a diesel, cash, and grocery run, and it took 2 hours or \$15 USD. Stopped at ATM, Saga grocery store, went out to the gas station that still had a supply of Dex Lite diesel (better than Solar). When we did our checkout, we knew the waiting time would be substantial, so we used the ojek/bemo route, and the whole day (lots of hops between offices for 2 of us) only cost about 60,000 Rp. The bemo price, in town, is 5,000 per person.

Wick now has a haulout trailer at Helena Marina, but as of now, can only haul one boat at a time—he is unable to shift boats off the cradle to the hardstand due to rainy weather and soft ground.

Ocelot – January 2019 – Anchorage and Dinghy Dock off town: We typically anchor near 0°52.86'S 131°15.15'E. If you go into the bay there & start heading back out to the SW (typically into the wind) then there's a bump or berm on the bottom. Depth starts at 23m but comes up to about 10m & then falls back down to ~17m. We typically anchor just on the far (SW) side of the berm, so the anchor would get pulled uphill if it dragged. It's not coral - it's nice & smooth.

The dinghy dock is actually at 0°52.75'S 131°15.30'E. To get there from the anchorage, you go around the police boats at the end of the pier & into the little bay. One of the docks comes out in an L, providing you a place to tie the dinghy such that the SW winds blow it off the dock. It's known as "Bintang Marina" around town, which you'll want to know to get back there.

At the dock is a rather large (but often empty) brown restaurant on the right, a large covered eating area with tables on the left (with a small Pertamina station just past it), & in the middle but set back a fairly modern convenience store, sort of a 7-11 type thing. To leave the area, walk past the convenience store & out to the road on the left, then turn right (away from the water) & out the gates (150m), turn right & about 150m there's a real road, with real traffic. You can pick up a taxi or Bemo there, or if they turn left & walk another 150m they'll get to the main Saga road, where you can certainly catch transport to anywhere. We usually pay about Rp100K to taxi our way to the airport from the Bintang dock.

Tramontana – September 2018 – Helena Marina: After three months in Helena Marina Tramontana motored down the creek shining like new and ready to begin cruising again. The transom is repaired, repainted, and rigid. We have a new battery bank- 700amp hours of AGMs delivered from Bali after a slow boat ride from China. The lights are bright and we're well supplied with power. The starter motor on the genset has been repaired and it's taken 4 different capacitors and 4 relays, but the fridge is now doing its job and keeping the bintang icy cold. Thanks to Imam, the local marine electrician. The tool cupboard has converted to a linen cupboard, and the pantry is now where the linen used to be. No more scrabbling under seats looking for provisions. The two heads (toilets) have new motors and are working with gusto. The forward bathroom has been repainted in glossy white. The HF radio antenna has a new housing and the duckie has a new cover. It's been a mission.

We couldn't have completed it without the help of Wick Alliston and his staff at Helena Marina. Captain Dahlan and his crew Iman, Sale, Appi and the others have been amazing. Helpful, reliable, honest and hard working and never without a smile on their faces. Going beyond the contract and also teaching me Indonesian cooking and Bahasa. We are honored to feel like part of the Marina family.

It's been a challenge sourcing all the parts we've needed, information to get the job done or to find local workers who could. Wick has gone out of his way to help us. He's even organized parts to be delivered to his daughter while she was holidaying in Australia. Ayu is consistently kind and efficient in the office and there are more staff that I haven't mentioned who all did their part.

We've been able to use our duckie, push bikes and local transport to get into town for supplies and the marina staff were happy to run the occasional errand (like a cold beer after a hard days work).

We're ready to explore the beautiful Raja Ampat and beyond. Snorkeling, fishing, sailing, sharing food, laughs and sunset drinks. Let the fun begin. But we'll be back.....

Helena Marina is expanding to include a slipway and a hard stand area. We'll definitely return next year to haul out and antifoul and to take advantage of the facilities.

Noonsite – March 2019 – Soof Island: Position: 00-53.452 S / 131-12.382 E

There is a new public mooring (part of the Soof Island Reef Protection Project), 3.2 kms (two miles) from Sorong City. There is a no fishing and no anchoring zone marked by white buoys. Very tranquil place.

The Soof project included installing a mooring which, day boats and overnight yachts (<15m) may use instead of anchoring, first come first served. Cost: Rp100.000/night or +50,000 if you are leaving the boat unattended and want someone to guard it overnight (Sep. 2017). Mooring located just off the beach on the NE end of Soof Island, installed April 2017. Depth 12m, easy diving to inspect ground tackle.

Managed by a local family (Adiryan, Maria and children). There is a reasonable toilet/washroom with good quality well water. No rubbish, no provision (2 mile trip into town). Dinghies must be pulled up the beach.

Good protection from most directions except SE, however, there is very little fetch. Everyone is encouraged to snorkel or dive on the adjacent reefs.

For more information download the Soof Island Reef Protection Project Summary.

Complexity – July 2017 – Anchoring off Doom Island: If conditions permit, anchor off the north side of Palau Doom at 00 52.961 S 131 14.224 E which is near John Raunsai's home ashore. You will see a green Nav aid on a wall along the shore. This seems to be the Christian side of the island. We could see a church on the hillside as we approached. The churches and mosques play loud music over an amplifier off and on all day so you get a mostly secular and Christian "sound track" on this side of the island. It got very rolly one night on the north side since it is more exposed. A professional skipper, Federico, on another sailboat, La Cardinala, strongly prefers this location because he said that John and his family keep an eye on the boats anchored there so they are less vulnerable to theft which is reported to be a problem in Sorong.

When our first anchorage got too rough, we moved around to the other side of the island and anchored at 00 25.405 S 130 34.211 E. We could see two mosques from the boat and enjoyed a Muslim sound track there. You can expect the loud music to begin before dawn.

La Cardinala moved too and we were joined by Island Time, an Aussie boat, when they arrived later that day. We looked after each other's boats and helped one another, sharing rides etc.

We and La Cardinala hung flashing colored fish net lights forward and aft in addition to our usual anchor lights. The lights can be purchased in hardware or fishing stores. The fast long boats zoom around even in the dark. Anchor lights are hard to see up on the top of the mast and look a lot like a bright star or lights ashore. The local longboats are usually unlit. Island Time hangs a white anchor light lower, where it is easier to see than those mounted on the mast. I thought that it disappeared into the white lights on shore. The flashing colored lights are irregular from a legal perspective but they sure do make you visible. I highly recommend using them.

Segue – June 2016 – Anchoring off Doom Island (from Noonsite): A note about Sorong Harbour. This has had some very bad press among the sailing community around here. Frankly, we were quite nervous. At least my partner was...

We had been given a tip that there was a lovely chap named "John" who lives on the waterfront on "Doom Island". Yes, that really is the name! Anyway, we anchored in front of John's House at 00 52.9200 S / 131 14.2080 E on sand in about 20 meters. The boat will do 180s when the

tide changes and we had NO problems at all with either fouled anchors or dragging. I HIGHLY recommend John. His number is +62 821-8388-8844. His kids and family will take care of your dinghy for you while you explore ashore.

Ocelot – May 2017 – Helena Marina: As Zephyr said, Helena Marina is remote, but it is safe and a good place to leave your boat, either to do some inland travel, or go off to renew visas. We left Ocelot there for several weeks while we flew to Penang to get a new 6-month visa, and while we went to see the Beliem Valley in West Papua.

Zephyr – November 2016 – Helena Marina: We left our Bahia 46 at the Helena Marina for 10 days in November 2016. The marina is fully secured and well protected. This is a very quiet place in the countryside. There is no internet connection, mobile coverage is ok, and the access to Sorong is not easy from the marina.

But, Wick and his team look after us and the boat so well. They organise everything for you. They even organise a skipper to come on board to help you find the marina from Sorong. Wick knows also the right people and the marine business here, so he can facilitate and help you.

Everything went smoothly and we were very happy to leave the boat here. If we need to leave the boat in this area again we will not hesitate to leave it in Helena marina.

Noonsite – May 2016 – Helena Marina in Sorong: My name is Warwick (Wick) Alliston and I have lived in Sorong, Papua Barat for 25 years. We operate the small live-a-board vessel Helena and several marine related businesses. We have a private jetty and haul out area on the Wamon river which we can make available to yachts with draft less than 3 m.. I would be happy to be contacted by phone (+62 811485371) OR EMAIL: wick.eon@gmail.com at any time if we can be of assistance to passing yachts.

I am also the Australian Citizens Warden for Papua and Papua Barat.

Also as part of our community assistance, I operate the Emergency Response Fund Sorong (ERFS) .. which is a volunteer rescue and assistance service for yachts and live-a-board dive vessels.

I am happy to be contacted at any time.

Soggy Paws comment August 2016: We met Wick in Sorong and he's a very good guy. He helped us with some information and some things, especially diving equipment-related (one of his businesses is testing and repairing dive tanks and compressors).

*He took us out to see his small marina one day. It does have along-side dock space for 2-3 cruising yachts. It's up a river a few miles (but 30 minutes drive) from downtown Sorong. There is power available, and he does have 3 guys who provide 24x7 security. He has plans to dredge and expand the area to a bonafide marina, but it's not there yet. If you leave your boat there, especially during monsoon season, you will wish you had at least a dehumidifier, if not an air conditioner. And it is very remote—a long way on a dirt road to the main road where you *might* be able to find passing public transportation on an infrequent basis. Until he really has a marina with a regular shuttle bus into town, this should be considered a storage location, not a real marina.*

Anchor in Sorong Harbor, contact Wick, and he will arrange for a guide up the river.

2XS – Fall 2015: We anchored near Doom Island at 00-52.974 S / 131-14.192 E This is a small island near Sorong but cleaner nicer. Just inshore from this waypoint, there's a nav light on the corner of a cove. Go into the small cove, and John's house is the furthest north in the cove. John has a place where you can leave your dinghy and will watch your dinghy and keep an eye on your big boat while you are away from the boat for 20000 Rp per day. From Doom you can take a 5 minute ~50 cent ferry into Sorong.

Sloepmouche – November 2014: This is a very busy port with a fair size city.

We **anchored** in 40-50' at **00°52.88'S, 131°15.11'E** in front of the Hasamina Harbor where the dive charters (Indonesian-type boats) use the rickety wooden dock to transfer passengers and cargo. You can leave your **dinghy** behind the police and other boats at the dock. It's no problem during the day and convenient to load up stuff. We really locked everything at night and had the dinghy raised way up in the davits to avoid outboard theft, which was rampant during our visit here two years ago.

We bought some **gasoline** (benzine) via John (cell phone: 0822 3844 4120). He delivered the gasoline a few hours later. Friends did get diesel (solar) from him without problems.

We also **anchored** in much cleaner water and a peaceful place south of Doom island, a small island right off Sorong town at **00°53.497'S, 131°13.818'E** in 30' over good sand. In strong southerlies, you could anchor on the north side of the island.

Gaia – December 2013 – Anchorages: 00 53.067S 131 15.315E

3.6.23.2 Check-in / Check-out

Kismet – June 2023: Immigration: We did two crew Visa on Arrival (VOA) extensions here, fairly straightforward, but it takes basically all day. Immigration officials were very nice and helpful. They requested a marina invoice, crew list (just a fresh ships one with their names I signed and stamped), plus both inbound and outbound flight details - three working days to process and return new stamps.

VOA extensions can be requested two weeks in advance of expiry and renewal starts day of expiry of original, and cannot be renewed more than once. Please do keep in mind here, this is for Sorong, on a Tuesday - we have already observed a lot of variability in process in Indonesia.

Harbor Master: Technically we needed clearance to move along, which we got a stamp from them but they wouldn't process a crew change and there was a lot of confusion about what that actually meant and why or why not immigration needed to do something for fly in/fly out crew. I left feeling like if we get stopped by navy or police there's gonna be some explaining to do with old vs. new crew.

Soggy Paws – November 2019 – Clearing Out in Sorong: Here is the procedure in Sorong for clearing OUT. References for distances assume you are in the anchorage close to the navy boat (the port location that the locals call Usahamena).

It is possible to check out from the new Tamba Garam "marina".

Once checked out, you have 24 hours to leave. It is difficult to complete your checkout in one day, start early and hustle all day. With any luck, you will not need to spend more than an hour at each stop. To minimize waiting time, it is useful to have 4 copies of your crew list, boat

documentation, and passports, plus maybe an extra copy of your Vessel Declaration (the one you got from Customs after your arrival check-in was completed).

1. **Customs (Bea Cukai (choo-kai))** On your way to Immigration, stop off at Customs to let them know you are checking out later in the day. They will need to schedule a trip to your boat, where ever it is—having them informed ahead of time will reduce the time required to complete the process. Confirm with them the order of stops you need to do. We got a contact cell number for the guy who would be making the boat visit, and kept him up to date as we proceeded through the steps.

Location: Up a side road, up the hill, close walking distance of the Navy ship dinghy dock. (Usahamena). The bemo's usually know where it is.

2. **Immigration (Kantor Imigrasi).** Take passports (we took all crew with us), and a crew list (the stamped copy you got on entry). They may have also wanted to see the Vessel Declaration.

Location: An "A" bemo (taxi) ride into town, to the east on the interior road (Jalan Ahmad Yani), and left turn at the mosque onto Jalan Mesjid Raya.

With any luck, you will find someone there who will handle your checkout immediately. We were told (at 10:30 am) that all the officers were in a meeting, and then had to go to prayers (on Friday), and for us to come back at 2pm!

3. **Quarantine Health (Port Health Office) (Kantor Kesehatan Pelabuhan)** They will want a copy of your boat documentation, a crew list, and if you have one, a "Green Book" from your check-in. We understand that there is no longer a fee for Quarantine so they shouldn't be asking for a receipt, or asking for any money.

Location: Take a Taxi A to Swissbel Hotel, it is near there, down a side dirt road. In Indonesian you are looking for: Kantor Kesehatan Pelabuhan.

4. **Customs.** Take your previous clearances and other documents back to Customs. They will want to come to your boat to take pictures (to prove the boat and gear leaving is the same as the boat and gear that arrived). Once they come to your boat and take pictures and fill out their checklist, they have to go back to the office to finish the paperwork, and you have to either go with them or come back later and pick it up. You need this paperwork to finish your clearance at the Harbor Master.

Since we were clearing out this time from Tampa Garam (far out of town), we asked Customs if we could ride with them out to the boat and back in to finish the paperwork. No charge at Customs.

5. **Harbor Master/Port Authority (Otoritas Pelabuhan):** They will want a copy of your boat documentation, crew list with Immigration clearance on it, port clearance from Quarantine, and port clearance from your previous (arrival?) port in Indonesia, plus they will want to see the outbound Customs Vessel Declaration you should have just received from Customs.

The fee for Harbormaster clearance was a total of 30,000 IDR (about \$2 USD). When we checked out in 2016, we had to take the invoice to a bank and pay at the bank, and then bring the receipt back (2 more taxi rides and another hour). This time, we paid the

money in cash to a guy at the HM office, and he deposited it via a banking app, and gave us a receipt.

Location: ¼ mile west of the blue-roofed port building, turn left, the white office building will be on the right. You are looking for Harbor Master Office. It's not at the ferry terminal, but further west down the main road. Take a taxi.

Note that clearance steps may be different in other locations, or even in this location, another time!! It literally took us from 9am to 5:30 pm to complete all the steps (with some hiccups).

L'il Explorers – April 2019 – Checking in: With check-in here in Sorong, there is no agent needed. You can anchor south of Doom island, take your dinghy to the dinghy pier just south of the police and rescue boats. Catch one of those yellow Bemo vans for Rp 5,000 (\$0.30 US). Tell the driver to take you to Swissbel Hotel. (Nobody knows where quarantine is). To the left of the Swissbel Hotel is a road, walk down it to the nice Quarantine building. They will look at your paperwork and give you a bill for Rp 40,000 (\$2.70) to pay at the bank on the main road also just to the left of the Swissbel Hotel. Bring the receipt back to Quarantine and they will give you the paper Customs needs.

Then you are off to Customs. (Don't go to Immigration as they will send you to Customs first). Customs is the big blue roofed building just a little up the hill from where you tied up your dinghy. If you don't have the Yachters paperwork filled but they will help you fill it out on your tablet or computer. Or you can use their computer. (Helps to bring your computer so you can upload boat and captain pictures, and scanned copy of boat registration).

Once the paperwork is done, you will need to take two Customs agents to your boat to photograph your engines and AIS.

Then you go back to Customs and they will give you the paperwork that Immigration needs.

So now you must go to Immigration (imigrasi) for another Rp 5,000 in another Bemo. They do some paperwork and also come out to the boat. They asked for Rp 400,000 for a convenience fee once at the boat (Corruption). I told them the max I would pay was Rp 20,000, which they agreed to. But I never gave them any money, and they did not ask again.

Complexity – June 2017 – Clearing in from Palau: We might have been able to finish the clearance process in one day but for two factors. I think some of the offices might open at 8 am. It would be worth asking John and starting earlier if you want to get it all done in one day. John had proposed us being picked up at the boat at 9 am. Another factor was that Immigration decided to come out to the boat for an inspection. They usually don't go to the boats. We think it may have been a lark since they did not inspect anything aboard. They were young, professional and very polite. They just did some paperwork while aboard and took selfies with us. They did not even go below.

We had finished with Health/Quarantine and Immigration by 3 PM. At 3 PM we finished on the boat with Immigration. At that time we stayed on the boat because Customs closes at 4 PM and we knew we could not finish by that time. We called it a day.

Ed note: It was Ramadan when Complexity cleared in. It is not unusual for offices to open late during Ramadan. The Muslims must wake up before dawn to eat something before the sun rises, so often they go back to sleep after eating, and don't show up until 10am..

Segue (via Noonsite) – June 2016 – Clearing In in Sorong: I'm HAPPY to report that the new clear in process has filtered out into the hinterlands of Indonesia.

We entered Indonesia in the Port of Sorong (we came down from Koror, Palau).

We DID do the online check-in via the new website (at <https://yachters.beacukai.go.id/>) before we left Palau, but we did take our time getting to Sorong with stops into Helen's Reef and we did dawdle around Raja Ampat before we made it into Sorong. By the time we got there, the online paperwork had, apparently, expired. This was NO problem. Customs set me up at a workstation in their office and I re filled out the web based forms.

It IS worth noting that the site for doing the TIP (<http://yacht.beacukai.go.id/>) now asks you to click on the "Yachters" page, and it brings you back to the first website (<https://yachters.beacukai.go.id/>). There is NO longer a SEPARATE set of forms for the TIP and only the one website needs to be accessed. VERY cool!

This was the FIRST country we checked into, where officials wanted to see our international vaccination cards.

A Summary of the Check-in steps in Sorong

1. **Quarantine** First, go to Quarantine to request Free Pratique. The office is located behind the Swissbell Hotel. This office doesn't quite understand yachts. After paying around 90,000 rupiahs we were given a SPECTACULAR collection of health documents -- for the boat, for us, as well as Free Pratique. I DON'T THINK you need all this stuff, but it is an impressive selection of docs none the less! Make SURE you bring your vaccination records!
2. **Customs** After Quarantine, go to Customs. Bring the paperwork from Quarantine. You'll also need the usual -- previous port clearance, passports, ships papers, crew list, etc. You do NOT need to bring multiple copies as this office has gone TOTALLY paperless and they will scan everything they need! VERY VERY COOL!
3. **Immigration** Next is Immigration. We showed up there at around 2:00m pm on a Friday. It was absolutely DESERTED! We did a few "halloos" and a couple of immigration officers emerged and took care of stamping us into Indonesia inside of a few short minutes.

IMPORTANT NOTE about Visa on Arrival: This is NOT NOT NOT possible in Sorong. Due to the fact that we came to Indonesia from Palau, which has NO Indonesian Embassy, we entered on a Visa Exemption. This is ONLY valid for 30 days. It CANNOT be converted into any other form of VISA. So, we're heading tomorrow for Dilli in East Timor to exit Indonesia and obtain a proper VISA before re-entering!

4. **Bio-Security?** The only office we haven't visited is BioSecurity. The Customs officer in Sorong called them for us and they didn't seem to have any interest at all in seeing us (even though we have a declared dog onboard.....) Curious....
5. **Harbour Master?** We have yet to visit any harbour masters as there is no longer any cruising booklet to get stamped. No one seems to really be concerned about this anymore. If we run into problems because of this, we'll be sure to let you know.

Small Cat Fun – March 2016 – Clearing In in Sorong under New Regs: Regarding the clearing in process in Sorong, you need to do Customs - Immigration - Quarantine - Port

Authority in that order. The new process is only for Customs, and you need to fill in the online form beforehand located on noonsite that explains the new formalities for

Indonesia: <http://www.noonsite.com/Countries/Indonesia/indonesia-new-ciqp-procedures-now-in-place-for-visiting-yachts>

Don't bother with the online form for the Harbourmaster in step 2 - it doesn't work and it is not in place yet in Sorong. Do fill out the form in step 3 at: <http://yacht.beacukai.go.id/> - select English and it will have a form for you to fill in the fields. When you select 'View to Print', it sends a copy to the Customs office which they bring up on their PC when you visit them (you don't need a printed copy).

OK I am getting to the AIS question - haha Part of the paperwork that needs to be filled out is the Cruising Declaration Form - see attached. You need to specify your AIS (MMSI) number, and they did check that we had one listed. They did come out to the boat, but only to take pictures of the engines and the back with the name on it (even though they were already submitted) - they did not even go inside. They did not ask to see the AIS screen. However, Sorong Vessel Traffic Services did already see us on AIS and contacted us on entry to the harbour. They just wanted to know our intentions and wished us welcome to Sorong. They are obviously monitoring AIS...

Each office wanted a copy of all the paperwork even though they did not know what it was they were copying. Quarantine did not ask us ONE question about anything, nor come to the boat! It was all pretty easy to do, just time consuming, especially for us since we didn't do it in order like we were supposed to.

Sloepmouche – November 2014: We checked out of Sorong, (one of the few ports with Customs to check you out) to sail to Palau, so I had to see different government agencies to do that. I first went to the **harbor captain** (a three-quarter mile walk to the left when you leave the gate of Hasamina Harbor, on the main road). We gave him our last internal port clearance (Tobelo in our case). No fee, no difficulties.

Then I went to see **Customs** (up the hill, just opposite of where you come out of Hasamina Harbor). Also friendly. I gave them all the required paperwork (printed from the documents emailed to us by the rally organizer, Dr. Aji Sularso). They said that they would need to come aboard to inspect the vessel and that after that we would have to leave at once. I told them that we were only leaving the next day after checking with Immigration. They said it was fine; they would prepare the paperwork and would await my return the next day. Jackie did provisioning at the Saga supermarket again, as well as the local market (you can take inexpensive public transport).

On our departure day, we went to the **Immigration** office, a yellow bus ride away (Bus B) and had our passport stamped out. Only a short waiting time, no fees. After a last bit of provisioning for fruits and veggies at the local market (pasar), another yellow bus ride away (4,000 rupiah/IDR per person), I went to see Customs again. Everybody was very nice and after waiting about 45 minutes for the official to arrive, we went all together on the boat for inspection. I took both agents by dinghy and they took some photos of the outside of the vessel and came aboard for the paperwork. They stayed in the cockpit. Easy and friendly, no fee. It is nice to see that government agents' corruption is being eradicated little by little.

Kelearin – August 2012 – Checking Out in Sorong: We were dreading the checkout. I imagined we would be hung up for days, arguing with officials about the export documents and dealing with corruption. Nothing could have been further from the truth.

The customs officials actually picked us up, took us to their office, had the documents ready, even working overtime to make a couple of corrections, and then took us to port authority for clearance. Everyone was above board and completely professional and helpful. We were out in under 2 days.

3.6.23.3 Visa Renewals

Changing Spots – June 2017 – Renewing Visa in Sorong: It is now possible to renew a visa in 2 days in Sorong without paying the onerous “expedite” fee mentioned by Soggy Paws.

No longer do you need to face the reported thefts from anchoring in Sorong for a week.

Leave your boat in Waisai and take the fast ferry from Waisai (9 AM, but usually leaves later) to Sorong. If you want the convenience of a taxi right from the ferry dock in Sorong, negotiate very clearly up front, as there are scammers: but get to immigration.

We needed a copy of the front page of the passport, a copy of the sponsor letter, and a copy of the crew list for each person. At the office you fill out 2 copies of almost the same form. Then fingerprints and photos. Come back next day to pick up your completed visa renewal.

There are plenty of decent inexpensive hotels in Sorong. We checked one of the online travel sites, and minutes later booked at Royal Mamberamo hotel. (Or just take the ferry down and back both days.). We didn't know how rapid the immigration process was, and came on a Friday, so need to come back on Monday. We could have taken the ferry back same day.

This is a much nicer experience than the anticipated 3 weeks of cruising followed by one week of sitting in Sorong waiting for the visa renewal process to complete, as in prior years.

Soggy Paws – August 2016 – Renewing Visas in Sorong: As of mid-2016, the Sorong Immigration office still has its little scheme going to try to charge “expedite fees” from visitors for a one-day visa renewal. Their official position is that you can renew your visa for the official fee of 350,000 Rp, but the process takes 7 days. If you want it any quicker, you will pay. The normal expedite fee is 1M Rp, and with that you can get one day renewal.

We contacted a local “agent” who had helped another cruiser. I don't know where our friend dug up this lady, but she got him out of a jam (expired visas, etc). I don't think Eflin is a legally registered agent, but she knows the ropes and did help us get a slightly expedited renewal for a slightly reduced fee. Because we had 4 boats, and the following week was the week-long holiday associated with the end of Ramadan, we chose to pay Eflin to expedite our visas. We wanted to know if there was a “group discount” for the lot of us. She waited until a specific person arrived at work (at 10am after Ramadan prayers), and negotiated a reduced fee for our group for a guaranteed 5-day renewal (so we'd get our renewals on Friday before the Ramadan holiday). I think we paid 850,000 Rp per person, which included the normal renewal fee, and Eflin's cut. We never saw or talked to the “big cheese” who made these decisions, so we can't report exactly who it was. We had talked to people at one of the dive resorts in Gam and they told us they are faced with the same problem. So it's not limited to cruisers.

Also, the 7 day process includes a visit back at the Immigration office in the middle of the 7 day period, to get your picture taken. (We think this only happens on the first renewal, when they take your picture and fingerprints, but are not sure). So in theory, you can't drop your passports off, go out cruising for a week, and then come back. Our friend who DIDN'T pay the expedite fee, submitted his paperwork on Friday, was told to come in on Weds, and that he would receive his visa on Friday. When he got there on Weds, apparently his paperwork wasn't ready yet, so they didn't take his picture until Friday when he came back to pick up his visa. So you could probably skip the mid-week visit and show up on the 7th day and get your picture taken and pick up your passport.

2XS – Fall 2015 – Immigration Help: We recommend a lady who acted as our agent to sort out my immigration issues. Her name is Eflin and phone number is 0812-4889-396. For \$50 AUD she handled all our paperwork and got our extension in one day

Sloepmouche – November 2014: Other rally participants had differing experiences when renewing their visas for another 30 days. **Be sure to have a new sponsorship letter for the renewal.** The stories we heard included not-very-nice Immigration people who charged one million IDR per person (about \$100 USD), but got the visa the same day; one million IDR for two people; people having to wait four days to a week for the process to be done (computer down with Jakarta office), but the fees were less; and what should be the norm—application papers given one day, extension given the next and the cost should be about 350,000 IDR per person. This is Indonesia. Take it all with equanimity, but don't get taken!

3.6.23.4 Fuel & Propane

Sail SE Asia FB Group – Dec 2022: It's fairly easy to fill your jerry cans at the Pertamina 100m west of the Bintang Marina/Marina Star Restaurant. Both dex-lite and pertamax.

It does get busy with all the local fishos filling up too so speak to the Pertamina man and get your place in the queue. Sometimes they run out so just pop in and ask or contact John.

If you need help with a greater volume and a long boat we can highly recommend a local named John. John has some new, quality jerry cans, a boat, and some manpower to help you fuel.

We paid Pertamina directly and paid John for his services. John waited for the fuel and brought it out to us and did the manual work using our jiggler. It didn't appear to be "indo-litres" and we were very happy with the outcome. We took on 2000 litres. Current pump price 18,650 IDR.

John - Sorong Fuel Assistance Whatsapp +62 821838 88884.

He can possibly help with other jobs too.

For larger quantities talk to the man at the Pertamina, he can arrange delivery to the boat.

Photo: you can bring your dinghy up to the outside the Pertamina if there is space!

Soggy Paws – Nov 2019: We purchased Pertamina DexLite (mid-grade diesel fuel) from a Pertamina station with our jugs, for 10,400 Rp per liter. We had Wick arrange for a "taxi" to pick us up at Tampa Garam and take us to the one Pertamina station known to actually have diesel fuel in the pumps, dropping one person off at the Saga grocery store on the way and picking them back up on the way back. We paid 100,000 Rp per hour for the taxi and driver, who spoke some English. The whole trip took 2 hours. Iki (+62 813-8101-6272 cell/WhatsApp) some English.

Rehua – Sep 2017 (via Noonsite): A heads up on buying fuel from locals on Doom Island, insist up front that they purchase fuel from the Pertamina Dock just across the water in Sorong, recent deliveries to yachts have come from ships in the harbour, the fuel from these vessels can only be described as crude oil at best, a sample jar I saw yesterday was black sludge. The current subsidised price at the Pertamina (08/09/17) is 5100rps a litre, expect a 60% mark up for delivery.

Gas bottles are obtainable but you will need a DIY decanting mechanism to transfer if you have US style valves.

Complexity – June 2017: The same longboat and crew that took us back and forth to shore brought diesel fuel to us. We had told John that we needed 250 litres of diesel. Emphasize that it must be clean fuel. John knows that and tells the delivery guys, but it doesn't hurt to be direct.

They did not call or let us know they were coming. They just showed up, so it would be smart to have all your stuff ready to siphon into your tanks ahead of time. We visually inspected the fuel from each jerry jug in a bucket before putting it in our tanks. It was all, we hope, OK. Another boat reported having to reject one jerry jug of fuel delivered to his boat. He refuelled with 1000 litres a few days before we did.

Andre, the longboat crewman, helped us handle the heavy jugs and manage them during the siphoning process. Jim held the siphon and Andre lifted the jug high enough to get the last bit of fuel out of the bottom. John will tell you by phone how much you owe them for the fuel and delivery. We gave Andre and the driver each Rp 100,000 extra for their help with the fuel and they were very pleased. The fuel cost ? We paid Rp 8000 per litre.

Soggy Paws - August 2016: We got diesel and gasoline for 9000 Rp per liter in jugs from the Pertamina truck in the shed next to the navy boat where we put our dinghy. It was good clean fuel. Others needing large quantities arranged with John, or Wick, or Victor to bring the diesel to the boat. At one point John charged another cruiser an extra 50,000 Rp "delivery fee" for each trip, and when he filled our gas jug, we didn't get all the fuel we had paid for. So... buyer beware.

I believe that the government-set price for fuel has been edging up, so take fuel prices for prior years with a grain of salt.

Segue – June 2016 – From Noonsite: John at Doom Island, where we were anchored, was able to organize 400 liters of **diesel** (DELIVERED to our boat) at 7,000 rupiah per liter. He has a very nice clean minivan and is happy to help with running around in Sorong. We had daily visits from tons of GREAT kids.

Note from Soggy Paws, July 2016...several boats who were there with us tried to use John and didn't have nearly as satisfactory an experience. I think he may have been out of his regular quota of fuel or something, and having to do it a different way. He socked us with a 50,000 IDR extra charge for each cruising boat for every trip he made in his "fuel barge". He did not tell us about this charge up front. It just felt like he was scamming us. We got one jug of gasoline that was only about 20 liters instead of the 25 liters we had paid for. We ended up getting our diesel fuel from the Navy facility near the anchorage (in jugs).

Unlike some of the reports we heard about Sorong, we had a GREAT time, love the funky chaos of the place and very much appreciated some fairly decent shopping for "Western" foods at the two good grocery stores and LOVED the "wet" market. Truly a fun fun place!

2XS – Fall 2015: I was anchored off John's house at Doom Island. I had diesel (solar) delivered to the boat by Flory / Ewan. He came out in a boat with a bunch of 20L jugs of nice clean diesel fuel. He has an electric motor with a hose, and pumps the diesel into your tank. It cost 7500 per liter in 2015. 0812-9846-3351 Flory does not speak English, but tell him the number of liters / boat name / Doom Island (pronounced Dom). On my second visit in June 2016, Flory was not to be found, but I used John instead.

3.6.23.5 Cruiser's Services, Money, Parts & Provisioning

Sail SE Asia – 2024: There is a Yamaha dealer in Sorong. It is a short walk from International Mandiri which is a very useful shop in Sorong and has Ian working there who speaks great English and understands cruising well. The Yamaha shop I'm talking about is not the main Yamaha dealer but another smaller one very close to Ian's shop. You basically walk out the front of the shop turn left and then turn left again before the river and it's down closer to the waterfront. I bought Yamaha original parts there and I'm sure they could source an engine.

Kismet – June 2023: Groceries/Hardware/Repairs - Really good selection, great plumbing /hardware stores relatively speaking. The local "cruiser" driver/fixer, Iki, Whatsapp +62 813-8101-6272 knows how to get whatever you need and charges 100K IDR per hour which is an absolute bargain.

Diesel Mechanic: No one to recommend. Avoid Rudy at all costs. He botched a simple job for us, would not make it right, and became outright belligerent. He also does not have proper tools, and did a number of things incorrectly on more significant repairs on another boat here.

L'il Explorers – April 2019: If you want to get money in Sorong, the best ATM we found was at the Saga store about a 5 minute walk from the dinghy pier. The second to last ATM on the left works best and will give you Rp2,500,000 per withdrawal with no fee. You can get a SIM inside Saga at the first phone store on your left with 12GB data for Rp 150,000.

Complexity – June 2017: John Raunsai: We had sent an email to John using an email address we got from another cruiser, but John never responded. We only met John once face-to-face when he visited the boat a few days after we arrived.

The phone number he gave us to reach him was 0821 8388 8884.

We unfortunately arrived on a Friday late. We had to wait through the weekend and Monday which was a regency holiday as all the official offices were reported to be closed. I did not verify that fact but should have done so. John's son and a friend paddled out to us before we even had our anchor down. It took John several days to come out to the boat.

You might have a note ready to send with John's son when you arrive if John does not come straight away. John works and is often not around but is very responsive to phone calls. In Indonesia, the person initiating the call pays. When our phone was not working for some reason and we called him, it did not go through but apparently left our number on his phone and he usually called us back. John was extremely helpful.

Water taxi from Doom to Sorong: John arranged a long boat for us on the two days we were clearing in. Andre was the crew, I don't know the name of the skipper who drove the boat. Neither spoke English, but we managed. The long boats serve as water buses for the general public, but for a bit more they will work just for you picking you up at the boat and taking you straight to the "ferry terminal". You can take your dingy there, but it is not really a safe place to leave it. It is very busy with the long boats coming and going. There is barely room for them, let alone a small fragile dingy. It costs Rp 50,000 one way, Rp 100,000 two way, for them to carry just you. They nudge their way into the mass of longboats to get to shore upon arrival. Do wear pants as you need to duck walk to your seat on the longboat. Island Time and La Cardinala took crew to the ferry terminal by dinghy, and left them to do errands ashore. They radioed for pickup when back at the ferry terminal.

Taxis: John lined up a car and driver to run us around to the various offices for clearance. The driver's name was Ahmed. He was very nice, a careful driver and spoke a little bit of English. I think we paid him Rp 100,000 per hour. Amed knows where all of the clearance offices are located, and he waits while you are inside. I recommend calling John when leaving an office to be sure the longboat is ready at the ferry terminal, if you are taking officials back to do an onboard inspection.

Laundry: John offered for his wife to do our laundry and said she had machines for the job. We took him up on the offer. We did not get the laundry back the same day. Another cruiser used a laundry service ashore and reported good results. We were happy to give John's family our business since he was so helpful.

Raja Ampat Tourism Office: Each person must have a permit to cruise Raja Ampat. You can buy them at the tourism office across from the road to the airport in Sorong. Be sure to take your passports along. We went to the office three times and were unsuccessful each time (it was Ramadan). The first time was on Monday which was a regency holiday and found the office closed. We went back on Wednesday. The office was open, but no one present could issue the permits or take our money. We were invited to enjoy the air conditioning and limited number of brochures on the racks inside. They told us to come back the following morning after 9 am and the appropriate person would be there to issue our permits. We did return the next day in spite of Jim's assertion that it would be a waste of time. It turns out it was a waste of time, the guy in the office told us that the person who could issue the permits was out sick. It was very frustrating and even more frustrating that another cruiser's crew stopped by the tourism office a half hour after we were there and were issued their permits with no difficulties! I wonder if the right person was just late to work. We are told we can also buy the permits in Waisai at the Tourism building near the Ferry terminal, and out in Raja Ampat from the rangers. If we see them, we will. We do think it is good to support the environmental protection of special places and have tried to do our bit by buying the required permits.

Soggy Paws – August 2016 – Cruiser Services

A few more things not mentioned by others... **Groceries:** The Saga grocery store is the closest to the place where we anchored (off the Navy boat at Hushamena). However, there are two more fairly large grocery stores reachable by 5000 Rp Bemos. We would take a bemo to "Robinsons", which has a small but fairly well organized store, and then walk back toward the boats less than a block, and there's another grocery store (I forget the name) on the same side as Robinsons. It is possible from there to walk to Saga, but it's a long walk.

There are two open-air markets, one on each end of town. One is at the end of the A or B bemo run near the airport. The other is near the other end of the A or B bemo run. (I keep getting mixed up which letter goes farther in which direction, but one letter goes farther toward the airport, and the other goes farther in the other direction, around the corner and north up the coast). Both do the major run through town.

Our first visit to Saga was just before the end of Ramadan and I was not impressed. Things were pretty sparse on the shelves. But we came back a month later and everything had been restocked and was pretty fresh. There was a lot better variety of imported goods the second visit.

Laundry: We found a laundry within walking distance, about a 10 minute walk further on from Saga, on the opposite side of the road. We had trouble making bemo's understand where we wanted to go. We would say "past Saga" but they only heard "Saga" and would drop us there. Later, we realized it is just before the Telkomsel office, on the opposite side of the road from Saga. Price was reasonable, and they did a nice job of wash/dry/fold but they really loaded up on the floral smelly stuff.

Cell Phone Recharge: There is a cell phone desk right next to Saga, and another one in the grocery store near Robinson's. I tried to get money on my cell phone at both, and neither would deal with me. I think they are limited to only 5,000 Rp (that's what I thought I understood when they told me they couldn't do it). I had the best success at the Telkomsel office (a long walk or short taxi ride past Saga on the opposite side of the road). I have downloaded the Telkomsel app (which is in English) and what worked for me was to show them the package I wanted to buy on my cell phone, and then hand them money.

Another cruiser told me they got a recharge at a cell phone store between Hushamena and Saga, on the same side of the road.

Restaurants: There are a couple of "Ruma Makans" near the laundry. We ate twice at Kitong Papua, a nicer restaurant between the laundry and Saga, on the opposite side of the road from Saga. One of the waitresses there speaks good English, and they have an air conditioned section. Other cruisers have eaten at the Swissbel Hotel, but we never went there.

Dive Equipment Maintenance: Wick at Eon Engineering has a service for Tank Hydro and he can also repair and provide supplies for Dive Compressors. (+62 811485371) OR EMAIL: wick.eon@gmail.com One cruiser (Lorelei) in 2015 had tank valves "refurbished" by Wick's people and didn't check them until they got out to Misool. All 4 valves (which were working when given to Wick) leaked air profusely and were unusable. On the other hand, we had very good luck with what Wick did for us.

<http://emeraldoceannusantara.com/>

Carina – Fall 2015 – Cruiser Services

Intraco Dharma Ekatama (Victor Saputra)

For parts, mechanical repairs, supplies (filters, outboard engines, safety equipment) & provisions (fuel, water)

Hope to offer marina berths and haulout facilities in the future. (Note, this is a different outfit than Wick's place mentioned above).

English, Bahasa Indonesia and other languages spoken.

contact: Victor or Niko Saputra +62 (0) 812 483 3831 or cowok16@hotmail.com

Contacts from other cruisers:

Downey +62 (0) 853 4469 2129 - helped Mind the Gap, Highway Star and others. At Ushamina Dock, will guard dinghy, supply water, fuel, etc.

Jems +62 (0) 852 1133 5820 - helped La Gitana with supplies, fuel, etc. at fishing pier (Jalan Baru)

Yoan +62 (0) 821 9839 5094 - recommended by Mind the Gap

Brigadoon – Nov 2014: Produce markets opens at 6am. Saga supermarket (was open by 8.30am) 5 min walk from our anchorage. Very good array of foods, even had bacon. Stall on outside has phone/ internet cards. And photocopier just next door. Robinsons supermarket not so well stocked, and didn't open till later in morning. Use Yellow angkot (minivan) for public transport. Flat fee 4000ird. Produce market at end of angkot ride (market at the end of the ride in either direction).

Everyone has a different experience with the officials. Ours was relatively straight forward. Harbour master does not open till 11am. Quarantine: 20,000. We parked dinghy at slip way, near Govt department called Husamina and checked with guys working there ok to leave. Prop got fouled as leaving anchorage.

One contact for fuel etc is Victor Saputra ph. 0812 4833 831.

A lot of theft from boats, lock up.

Emma Peel – 2013: There is one grocery store called Forza that would change US Dollars for Rupees. But as everywhere in Indonesia, your bills must be PERFECT before they will accept them.

Sloepmouche – November 2012 - Theft: We anchored in 50-60ft at 00 52.88S / 131 15.11E in front the Hasamina harbor. Because one of our davit winches was broken, we had been lazy for weeks; we left the dinghy in the water, even at night. I should have heeded the little voice in my ear that showed me the image of the dinghy stolen... we would have avoided finding the 2 dinghy painters cut the next morning!

By luck, our friend Roger (now nicknamed "oeil de lynx") spotted our dinghy with his binoculars. Sure enough the dinghy was loosely attached within a raft of 3 big night-fishing trimarans ... but no trace of our 15HP Mariner! The lock had been cut and the dinghy plug opened. By luck RIBs float even flooded so we recovered our Carib dinghy, which would have been far more difficult and expensive to replace than an outboard. A few weeks prior, I had been considering selling our 5-yr old Mariner to replace it with a brand new Yamaha. Thanks to the Sorong thieves, I ended up getting a new engine right there, right then!

When I talked the next day to some other cruisers there, we found out that our outboard was already the 4th outboard stolen in the past weeks ... so beware if you anchor here! We wasted our time to declare the theft to the marine police but you never know. As when anchored in any official port, we did check in and out with the harbormaster. No cost associated with the procedure of getting a new inter-island clearance.

Sloepmouche – November 2014 – Provisioning: In town, we were happy to re-provision at SAGA, the mini-mall supermarket. You can find plenty of fresh produce, frozen foods, bread, ...In fact you will find a lot more “White Folk” (westerner) food (real cheese!, ham, French butter...) because all the live-aboard dive charter boats (about 40 of ‘em) provision for their American, Australian, and European guests in Sorong. Yellow public buses take you there or anywhere close in town for 4000 Rp /pax.

Another interesting area to yachties is the place where we bought our outboard: Semeru Teknindo Lestari, Eksan Hamadan speaks English. Take the “A” bus and get off near a store with a big sign: MultiMart. It’s across from the big gas station/convenience/liquor store (Yes, Liquor!)

Another good source if you need any special **marine parts** is PT Intraco Dharma Ekatama, located at Jalan Rajawali No.66, Sorong. These guys, raised in Singapore, are very helpful and efficient. While they might be a little more expensive, they can provide many services like ordering parts from Java, money changing, fuel provisioning...) Niko Saputra ; mobile number: 0852 5477 6088 or Victor Saputra; Mobile number: 0812 4833 831

Dreamkeeper – 2009: If you need **diesel**, we found a fuel boat at approximately 00°50.3’S, 131°13.5’E. There is an old, black, rusty boat here that you can anchor next to if you come in the bay during the night or off hours too. The fuel boat is close by next to the shore. Go alongside to tie up for diesel and work out the price with the guys. We paid about 6,000 rupiah/liter, cash only, in April/May 2009. It was clean and easy, and the guys were really nice. This is a good place to anchor outside of town if you are coming/going from Sorong.

If you plan on diving, you should get a Raja Ampat dive tag. When we were there, it was \$50 USD per person. All divers are required to have the tag to dive in Raja Ampat.

Locating the sales person in Sorong was tricky for us. It would be easier to ask Kri or Misool if you can buy one through them if you plan on visiting the resorts.

3.6.23.6 Restaurants and Things to Do

Sail SE Asia FB Group – January 2023: When you visit Sorong West Papua make sure you go to Terrazza pizza restaurant they are the best in town!

3.6.24 Between Sorong / Misool and Triton Bay, N to S

Soggy Paws – June 2017: We left the Blumpot Bay anchorage and started a series of day hops to get to Misool quickly. stopped at the following spots in our transit between Triton Bay and SE Misool:

3.6.24.1 Berau Gulf – Babo and Kokas

Soggy Paws – March 2022: We wanted to go into Babo (way up into the Berau Gulf) because it used to be a WW2 Japanese airfield. So we left in the morning from the Seget anchorage in the Selat Sele, and went overnight into the Berau Gulf.

The Berau Gulf has nothing to offer—it is a natural gas drilling location—there are several drilling rigs and an anchoring area for natural gas ships that you cannot transit through. We were called on Channel 16 and routed around the area (which does show up on current Navionics charts).

We anchored at 02-32.335S / 133-27.202E in 27 ft at high tide.

There is a 15 ft tide in Babo, so the currents are strong. It's a muddy place. Getting on and off the dock was a problem—we tied to a non-operating pilot boat alongside the big pier, but when we came back it was low tide and the roof of the pilot boat was 6 ft below the dock level. A local jumped down and retrieved our dinghy for us.

It might be better to try the smaller village dock a little south—at least they have ladders there, but the pier looked rickety and we weren't sure about dinghy security.

Most of the Japanese planes at the Babo airfield have been salvaged, and there's not much but a heap of plane parts.

4G Telkomsel was available.

Kokas: Next we stopped at the town of Kokas on the southern side of the gulf near the western end. We made it all the way from Babo to the islands NW of Kokas in one day, dropping anchor at sunset in a very cute little cove at 02-39.0827 S / 132-34.352 E. Neither current CMAP or Navionics or slightly older Garmin charts were accurate here, and satellite charts are also difficult. Anchored in 40-45 ft, no cell.

The next day we went in to Kokas town and anchored right off the pier at 02-41.900 S / 132-26.408 in about 20-25 ft. Harbormaster visited in a boat, asking for papers. Was concerned we hadn't checked in. We told her "yachts don't have to" and after a day checking with higher-ups, she smiled and gave us all our paperwork back.

The harbormaster lent us an English-speaking guide to help us find a guide who could show us some West Papuan Rock Art. He took us to the town mayor who summoned up some guides. We ended up with 2 guides—one who knew the rock art locations and history, and one who could speak English. In trying to arrange for a boat for the trip, they wanted 1.5M Rp for an open boat with no cover for a half day, in addition to the guides, so we opted to take our own boat, both for comfort and to minimize the expense. This was more comfortable, but of course slower. We didn't realize the distances involved (about 13 nm to the furthest location).

We ended up negotiating the fee for the two guides to be 1M for the slightly-more-than-half day, and then we tipped them another 100Rp each because it took longer. It was kind of fun, but not sure it was worth 1.2M Rp. The round trip for the day was about 27 nm.

There was Telkomsel signal in Kokas, but no data. They told us this was temporary. Free (slow) wifi on the big pier.

For background on West Papuan Rock Art, download the PDF file from our website Files page.

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

3.6.24.2 Was Island

Soggy Paws – April 2022: We had moderate southerly winds in the forecast and motored SW from FakFak into the unknown. We had marked a number of possible stopping places, and planned to play it by ear. As we were passing Was Island, the wind suddenly increased on our nose, and the island looked inviting. Plus it was the last place that had any westerly protection.

We anchored at 02-45.174 S / 131-59.186 E in about 45 ft. A few local outboard boats came by in either direction. All waved. No Telkomsel here.

3.6.24.3 Pulau Pisang

Soggy Paws – June 2017: Pisang is “banana”, and Pulau Pisang is a banana-shaped island about 40 miles NW of our anchorage (10 miles w of FakFak). We got there early, in case we couldn’t find a place to anchor. But with light SE winds, we found a great spot.

We anchored at 02-37.35 S / 131-39.26 E in 45-50 ft sand. Nice beach, and a couple of small fishing boats and a fishing camp ashore. This would not be a good spot in North winds.

We left our anchorage at Pisang around midnight, for a long hop to Misool. We wanted to make sure we arrived in Misool with plenty of daylight to find some anchorage or mooring.

3.6.24.4 FakFak

Soggy Paws – April 2022: We desperately needed a few hours of internet to take care of business, so we wanted to anchor near enough to FakFak to get Telkomsel signal, but not have to deal with a Harbormaster.

We were called on VHF as we made our way toward FakFak by “FakFak Radio”. Their signal was light and hard to read, and they couldn’t read us either. A nearby ferry relayed for us. We told them we were not stopping in the harbor, but just anchoring for the night and going on to Kaimana, and they didn’t bother us anymore.

Fortunately the wind was very light as there’s no real anchorage that is not exposed to the S and W that is under 100 ft deep. We decided to anchor with a little southerly protection in the entrance to a shallow bay east of FakFak at 02-56.961 S / 132-20.560 E in about 10 ft of sand (East of Tubiseran Island). This had decent internet and was OK for a quiet night.

Catchcry I – October 2017: We were particularly keen to try to find a place at FakFak to use internet (modern cruiser dilemma). We had good KAP files and tried a number of dips in the reefs along the eastern side of Pandjang Island. They were all too deep, 40 metres right up to the reef. We had 3G for quite a while, and within a few miles of the city, 4G. The chart shows a small river or inlet right at the city itself, but we had no interest in going in there - too many boats, rubbish, noise, and the police/harbour master.

There is a bay and inlet to the east of Tubiserang Island, the small island about a mile and a half SE of the city. We did try to go into the inlet but it was too shallow even for us, and so we anchored to wait for the tide to start coming in. Eventually we went in the dinghy and did some soundings, and decided it was too shallow.

Between Tubiserang Island and the headland to the east it shallows gradually, and is sandy, so an ideal anchorage, but in E through N to W winds, alas the southerly or SW swell was coming straight in, and there had been very little wind. Maybe in the NW monsoon times. It was now 2pm and we had to find an anchorage for the night, and because of our speed, we were able to make it to Weri Bay, approximately 25 miles SE of FakFak.

Again using Google Earth and eyeball, we went through the small channel between Pulau Semai and the mainland. The reef was clear, and I was standing on the cabin top looking, but the Google Earth photos are just great. Navionics had us well inland. We went down to Weri Bay where there is a small village, no internet. We thought in a stronger SE wind, the wind would come over the hill and down the valley, of course some swell may come in, but it was fine the night we were there. 3deg 13.07 and 132deg 38.0.

Later we met someone who had anchored at FakFak. They were "guided" in by a boat to behind P. Tubiserang towards the land, and were able to get out of the swell a bit. But his guide then wanted money of course. When we were there, John did talk to a man in a small boat fishing (it was a Sunday), and the first thing he said to him was had he registered with the police, so that put us off a bit.

Soggy Paws – June 2017: FakFak is a major city on the west coast of West Papua. I understand it has 4G internet. But we didn't go there. I couldn't find any info from any cruiser who has ever been there, about anchoring. We had good GoogleEarth charts and I identified several places that it would be possible to anchor. But when it came right down to it, we were in a hurry, and didn't really have a day or two to spend fooling around FakFak. We eaked out our veggies, and our fuel, and kept going. The freezer was still full from Tual, and we didn't really need to stop.

We did, however, get 2G internet a number of miles offshore from FakFak (starting at Teluk Tubokmian, 10 miles SE of FakFak). And, where we anchored overnight, about 10 miles west of FakFak, we still had some internet. You have to get your device up high, set it to 2G, and don't expect very fast internet. I am sure that the closer you get to FakFak, the better internet you will receive.

So, bypassing FakFak, we were looking for the west-most anchorage, to make the next day's trip to Pulau Pisang, as short as possible. We first looked at anchorages along the N coast of Ekka island. Again, the "too deep or too shallow" problem. We had some great GoogleEarth pictures (thanks, Ocelot) of the bays north of Ekka, and finally worked our way in to a nice protected anchorage. We dropped our **anchor** in 70 ft at 02-57.15 S / 132-06.44 E. The bottom looked flat here and we had good holding. Conditions were very mild (< 10 kts SE). Just be careful going in, there are several reef spots. But we managed to get in in late afternoon between rain squalls, just by going slowly and keeping a good lookout. Thank god for Google Earth charts!!

3.6.24.5 Karas, Tannah, Tuburuasa, Faur (03-26 S / 132-40 E)

Soggy Paws – April 2022: We approached these islands in the middle of a rain squall, and had a major wind shift, but the forecast was for light SW wind. So we went to the east side of Faur Island where we could see on sat charts there were several possibilities, all with their own little mosques! Going just a little further, we anchored in a very nice spot at 03-27.135 S / 132-45.32 E in 20 ft of sand next to a small waterfall. A few boats from the fishing village around the corner motored by, but no one bothered us. Birds in the trees. No Telkomsel in this spot, but we had gotten a whiff somewhere north of us as we were moving. Maybe in the 2 towns on the islands facing each other.

Soggy Paws – June 2017: Not sure I've got the names of these 3 islands right, but... we were going to anchor at Tannah, on the east side of the big western island, but by the time we got there late in the day, the wind was blowing pretty strong out of a more easterly direction, and it seemed it might be exposed. So we looked along the west coasts of Faur and Tuburuasa, the two smaller islands to the east of Tannah (I think Tannah may be the name of a town, not the name of the island).

There were several nice spots along the west coast of the two smaller islands. Fearing the wind would veer back south, we went to the northwestern end of the northern island and anchored at

03-24.46 S / 132-44.17 E in 10-20 ft of nice sand. Right under our boat was a large colony of garden eels! (never seen them in such shallow water) We swam into the beach, but didn't do much else. The beaches nearby were popular swimming spots for locals on the weekend.

3.6.24.6 Waterfall Anchorage (Teluk Sanggala)

Catchcry I – October 2017: As we approached the waterfall at Teluk Sanggala, 2 of our friends were anchored there, right at the waterfall waypoint, and reported a calm night. They were much heavier cats, but there was a ground swell, and we wanted to be first to the Soggy Paws recommended anchorage between the small islands, in case they changed their minds.

We found that anchorage tight, but was great for the 3 nights we were there. I imagine sometimes the swell would come through the gap, but it was good when we were there. We loved it and had a few interesting visitors. Several large canoes of "boys", one had been hunting and had 2 dead and one alive small deer and 15 dogs. One day the live aboard dive boat "True North" 36 pax came for the day, anchoring in the bay.

We went from there to Tual 103 miles, leaving 4am, following our track out.

Soggy Paws – June 2017: There is a huge waterfall falling into the water, on the coast about 30 miles north of Adi Island. In settled weather you can anchor right at the waterfall, but we anchored a couple miles away in a more protected spot. 03 55.27 S / 132 48.90 E. This is another "too deep or too shallow spot". We spent quite a bit of time looking for an alternative anchorage and found this to be the best alternative. Our friends dinghied further in (west) and said there was a beautiful sand anchorage. But it was getting late, the light wasn't good and we needed to get the anchor down, so we chose the anchorage in 65 ft. There is some current in this spot. And fishing boats do hang out in the protected areas, but they never bothered us.

The next day, we needed to make water, and wanted to go see the waterfall up close, so we took the big boat around, over to the waterfall, and then down deep into the southern part of the bay. At the waterfall itself, we anchored at 03-53.45 S / 132-49.30, in 25 ft, nice sand. But it is exposed. We anchored for a few hours and dinghied around to the waterfalls and found a cave along the wall south of the waterfall. The cave is at 3-54.20 S / 132-49.733 E. It's a cool snorkel. Take your underwater camera.

We had a waypoint from someone that was supposedly a Japanese anti-aircraft gun installation, and at least one gun was still intact. The waypoint was wrong, but we eventually found it.

We anchored at 03-57.32 S / 132-50.65 E in about 45 ft sand/mud.

The remaining gun debris is at approximately 03-57.284 S / 132-50.707 E. We searched in vain in the area, up and down the shoreline and back into the vegetation to find more than the gun carriage. But apparently someone has carried off the barrel of the gun since the note we got was created. Interesting place for an anti-aircraft gun!

On the way between the waterfall and the Japanese gun, Dave took the dinghy into the little bay on the east side of the bay. He said we could get in there and anchor if we wanted. At the south end of the barrier reef, it was about 10 ft deep, and there was a sand spot to anchor nearby. Go in with good light, calm weather, caution, or a dinghy.

3.6.25 Triton Bay (03-50S / 134-06E)

Foxy Kitty Adventures – May 2024 - Namatote: Two "shakedowns" for village/area payment in ten minutes!! After a long chat with the first boat (6 men), we paid them some money. Since they didn't have any receipt book or stamp (unlike other places) we got them to write and sign a receipt. A 2nd boat (2 men) came and said we had to pay a fee and we said no we'd just paid. Showed them the photos and they said ok. Then they wanted cigarettes which we don't have and they left. This is in Triton Bay's Raf Bay in the Namatote Channel, Indonesia.

Responses to this post:

- We were at North Namatote as well & they tried to demand 3million! We had a good 3-4 boats come to us and our buddy boat demanding money. He (chief) then tried to go to 1 million, then down to 300,000. Our friends paid 500,000 & we paid 300,000. We don't have money to give at every anchorage we arrive in. Happy to buy things/trade things. We found it very stressful & scary & left within 1 day.
- I agree it is difficult, and there are four different families in the Triton Bay, Namatote and Iris Straits areas, so if you move you are likely to be asked to pay again. Did you contact Lisa English at Triton Bay Divers, as she is the one who knows what is what there.
- We often just ask if there is anything we can buy from them. For example, we ask if they have any coconuts for sale or if they can give a tour. Often that changes a lot. I feel that often the need of money is big and not everyone can think of a good way to earn money from boats, so we'll help them a little bit to create nicer offers than just having to pay for anchoring. This has worked really well for us many times. Also going into the village and connecting with the people there can help a lot. If you find out there are actual fees to be paid, your friends from the village can then help you figure out what is the price and how to pay it. It makes it even easier to make friends if you have some things to give away. We found that if it was even just food (we had blocks of tempeh) it made people really happy that we brought something for them and they were really helpful and respectful to us. Often they even told us not to give anything to the people asking for money.
- IN RAF BAY YOU WILL BE ASKED FOR AN ANCHORING FEE... it has been this way for years.

Soggy Paws – April 2022: Triton Bay Divers has survived Covid and was open when we were there in April. Though they do still normally close from June-November.

According to Jimmy, it is no longer recommended to pay the permit fee in Kaimana, as that money was going into Kaimana pockets and not into the local community in Triton Bay. Triton Bay Divers now collects the fee from their guests, independent yachts like us, and the liveaboard dive boats.

We stopped in Kaimana this time only long enough to hit the fresh veggie market (on the west side of town near the bridge), and never talked to any officials.

Soggy Paws – June 2017: We spent so much time in this area that I did quite a bit of fiddling with OpenCPN and offsets. The offsets we found are in the list in the [CMAP Offsets section](#). Just remember that there are multiple editions of the CM93 charts floating around. We mostly used the 2005 version, because it has the most detail in Indonesia.

Villa G – April 2015: East of Tual about 100 miles is the Triton Bay area. This area is well described in the BirdsHead Seascope book which also lists many of the dive sites. It is best to check-in with the Harbour Master in Kaimana 35 miles north of Triton Bay before going to Triton Bay. Visitors are supposed to pay 500,000 IDR for a permit. This is the same concept as in Raja Ampat. The main difference is that there are very few visitors and thus they are not efficient as in Sorong. Jimmy and Lisa or Triton Bay Divers can get them for you if ask ahead of time. Alternatively, you can go to the tourist office and get them.

Charting: Navionics charts are out by a mile or two; however, just for the immediate Kaimana harbor area the C-map charts in the Jeppesen iPad app are spot on. For Triton Bay, Aiduma Island and Namatote Island, C-map and Navionics are both off, but in opposite directions. Like most of eastern Indonesia, the official government charts are pretty accurate, but less detailed. I suggest you download our Google Earth kap charts and install in either Fugawi or OpenCPN on your PC before you go. Go here for the necessary info.

The Harbor master in Kaimana said we were the first sailing yacht to come there. Note: likely to be a lot of dolphins coming to the bagan too. It was great to see them attack the small fish being poured into the sea. When you go to the bagans at dawn, be prepared to hop into the water after tying up to the bagans and saying hello and asking if they have the big fish. If they say yes, ask if you can snorkel (same word in Indonesian, snorkel) and then jump in. Note there may be a notable current.

We returned to the Kaimana/Triton area in late January and stayed another month. This time the winds were more from the west or NW, so the anchorages needed were a bit different.

We returned to the area in February and March 2015 with SV Brickhouse, SV Ocelot and SV Per Ardua. The whale sharks were at home and we had some really good snorkels with them.

After a day or two with the bagans, head southeast down the strait toward Triton Bay. It gets deep about a third of the way down. About two thirds of the way toward Triton, just south of the entrance to Teluk Raf, are walls on the mainland side with historically significant rock art. If you have time, it is worth anchoring and checking these out with a dinghy.

There are not a lot of good anchoring places in Triton Bay, but the two we mention are excellent and provide good protection.

One other last note about this area. The local people are quite nice, but have their own rules. They do not hesitate to come up to your boat and step aboard to say hello and maybe ask for some medicine or sell you some fish. If you don't want them on your boat, just say "tidak bagus" (not good) and smile.

We had a guy walking around on our deck at 10:30pm one night after we were asleep. He was delivering freight from Kaimana to the resort, but needed to know where it was or if he had gone past it. Once I told him it was only 5 minutes further, he hopped off and motored on. All the area is owned by family clans so they simply feel at home. Not much Bahasa Indonesian spoken either.

Brickhouse – SSCA Bulletin – March 2015: Triton Bay, located in Kaimana Regency, in the Indonesian province of West Papua, is a logical place to go after one visits Raja Ampat. It is approximately a two-day sail southward to a town called Kaimana (the main city). Triton Bay itself is another 20 miles south of it. There are very few accommodations outside of Kaimana

itself and no stores. If you didn't bring another sailboat friend with you, it's extremely likely you will be by yourself for a month before you have to go to the nearest Immigration office, which is in Tual—an overnight sail to the southwest, to renew your visa. The area seems to be calm, even when 50 miles outside of it the wind is blowing hard. But the winds from November until March are generally from the west quadrant, and southeast the rest of the year. We were there in January and February. You can get vegetables in Kaimana and basic provisions, but do your main shopping in Tual, Sorong or Ambon before you arrive.

Here are some anchorages that we explored, but there is much territory here left to be discovered that has probably never seen a sailboat anchor, except perhaps early explorers. I would expect the bay to the south of Triton Bay to be another undiscovered paradise. There is much more to be learned about the area. Our one month there just scratched the surface.

There is a park tag that is required. It is currently \$40 per person with no charge for children (since they look to Raja Ampat as their example to follow). The one dive resort and an occasional patrol boat occasionally inspects for these. The pass is valid for one year. Make sure to get a copy of *Diving Indonesia's Bird's Head Seascape*. It gives waypoints for snorkeling and diving and is invaluable to have. Also visit Triton Bay Divers website at www.tritonbaydivers.com for more information on dive spots.

3.6.25.1 Diving in Triton Bay

Make sure you get the Diving in Bird's Head Seascape Book, which covers Triton Bay.

Also, the Hacking Family website (s/v Ocelot) lists details on a whole bunch of dives they did with Triton Bay Divers. http://hackingfamily.com/Underwater/Diving/diving_indonesia.htm

Ocelot – April 2017: Just did another fabulous dive here ("Little Komodo") with TBD. This place kind of spoils one. The viz was actually pretty bad (10m?) but the array of soft corals, hard corals, & fish life (scorpion-fish, giant sweet-lips, 2 huge bumphead, pygmy seahorse & a giant moray eel on this dive) is lovely.

3.6.25.2 River Explorations in Triton Bay

Soggy Paws – June 2017: Here are the rivers we explored while in the Triton Bay area:

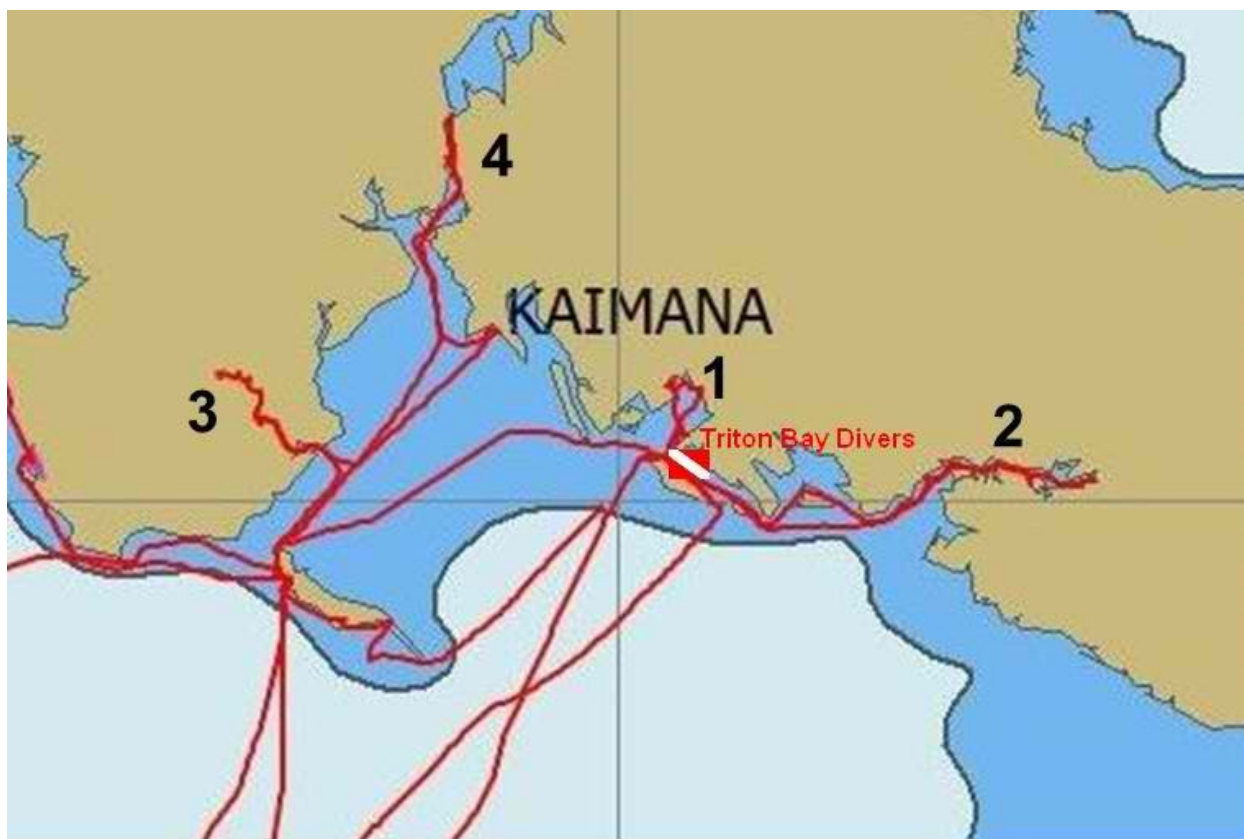
1 May 13 - Tombona River, Triton Bay

2 June 5-7 - Lakahia River Basin (near Triton Bay)

3 June 22-24 - Karufa River, Kaimana Area

4 June 25-28 - Kamrau Bay River System, Kaimana Area.

- BE VERY CAREFUL IN THIS RIVER—the tidal current is very strong, the water is not clear and there are some very shallow reefs that are not charted, nor easy to see. Even if you have someone's track, it is easy to get swept sideways by the current and off the track and onto a reef. At least one boat got seriously damaged on one of the hidden reefs. Best to explore during slack tide or periods of small tidal range.



We went up 4 rivers in the West Papua region of Indonesia.

(Important note on place names in this part of the world... the lands here have changed hands several times over the past 500 years, and various cartographers have made charts of the area, many times not bothering to get the correct local name for the river/point/island, etc). And even if they did get the "correct" local name, the locals have their local dialect, and then there's the common "Bahasa Indonesia" language that is the official language of Indonesia. Many names are misspelled, or the same-sounding name is spelled 3 different way. So names on charts, for the same location, vary wildly from chart (ie CMap, vs Navionics, vs paper Indonesian, vs GoogleEarth). The names I am using are from our CMAP chart

#1 - Tombona River

The first river we explored is listed on our CMap chart as the Tombona River. The river mouth is located at 03 45.76 S / 134 07.52 E, near the tiny town of Lobo. It is approximately 22 miles ESE of Kaimana, as the crow flies.

The Tombona River exploration was an easy one for us. We were with our friends from s/v Ocelot, who had been up the river by dinghy 2 years previously. So we knew where to anchor the big boats to be near the mouth, and approximately how far up the river we could get by dinghy. We **anchored** at 03 45.733 S / 134 06.944 E during the day, to be near the river mouth, but then moved to 03 46.157 S / 134 06.028 E before nightfall, to get a little more protection from the southerly winds. First anchorage was in only about 10 feet, and you must approach by coming in toward the town of Lobo along the western side of the bay, and then heading east

toward the waypoint. There is a huge shallow delta straight off the river. Our nighttime anchorage was fairly deep (60 ft) but more sheltered than the shallower water off Lobo.

Our CMap chart shows only the mouth of the river, with no depths. And, like most of West Papua, the chart location is offset nearly 1 mile to the west (or east?) of where it actually is. Fortunately, between Ocelot and ourselves, we had good high-resolution GoogleEarth charts of the river (thanks to GE2KAP). I loaded a set of GE charts on my smartphone running OpenCPN, and we grabbed our hand-held depth sounder, and off we went in the dinghies.

The tide was pretty high at the time, so we had no troubles going in over "the bar". And in fact, we could have brought the big boats quite far up the river. The lowest depth we saw going over the bar at high tide was about 10 ft. On the way in, we saw a small settlement about a mile inside the river, with a new road being constructed, presumably going to the town of Lobo, nearby. There were a few huts placed on high spots along the river, and a few people watching the crazy "Bulay" (white people) going up the river in their funny boats. About 3 miles in, we finally reached the rapids that we had been told about. The water was high enough that we couldn't see any rocks, but we noticed some ripples on the water, and the current was running very fast against us. Sounding with the hand-held sounder revealed that we were in only 4 ft of water. We didn't attempt going higher up the river--the water was running so fast that we'd need to plane with the dinghy, and we didn't want to be going that fast with unknown depths. So we turned our engines off and floated down with the current.

We saw some kids hanging out on an over-water hut--but no one swimming--this is crocodile territory. At another spot in the river there were several trees with a few fruit bats hanging in the trees. Once we got down toward the mouth of the river, the current slowed down, so we fired up the outboards and sped back down the rest of the river and back to the boats.

#2 - Lakahia River

Once we explored this river, Dave was hot to see some other rivers. He queried Lisa from Triton Bay Divers about the big river to the east of Triton Bay. This is actually a system of rivers. We will call the whole river adventure the Lakahia River Basin, named for the Lakahia Bay which leads into the river system.

Lisa told Dave that one of her boat drivers had grown up in that area, and she would ask him if he would guide us up the river. Well, Andreas said he would. However, Andreas's English was about as bad as our Indonesian, so we took Lisa along as interpreter for a several day trip up the river. We were fortunate that it was off-off season at Triton Bay Divers, and Lisa felt she could get away for a few days.

We could have spent a week or two gunkholing up in the Lakahia River System, but since Lisa and Andreas could only get away for 3 days, we did the whole trip in 3 days. Day 1 we made our way from Triton Bay Divers to the mouth of the river, where Andreas's family still lives.

Day 2 was up the river to the very end, and then back a little to anchor in a tributary off the main river. Day 3 was back out the river and back to Triton Bay Divers.

With Andreas assuring us that the river was deep enough, and providing guidance in a few places, we made it 35 miles up the river, to the very end. Between our Google Earth charts and the 2005 version of CM93 charts, we probably could have done it without Andreas.

We got all the way to the town at the very end of the river. The last half mile or so, the depths shallowed slowly to quite shallow off the pier at the end of the river. The entire town came down to the pier to goggle at us. One guy, a teacher whom Andreas recognized, spoke English. They wanted us to come ashore, but we wanted to anchor out in the wilds looking for crocodiles and white dolphins. You could anchor off the village in about 6-8 ft probably soft mud. Or maybe tie to the pier, if so inclined. 03 57.73 S / 134 57.9 E

Andreas spent the whole night up looking for crocodiles when we anchored overnight in a tributary. Unfortunately we never saw a crocodile. But Andreas regaled us with a tale of a 27-ft crocodile that men from his village saw when he was growing up. (The official world record is 24 ft, but in order for it to be an official record, you have to measure the beast from tip to tail. Try doing that from a dugout canoe with a 27 foot crocodile!). We did see the White Dolphins that Andreas had told us about.

We backtracked a little and went up a side river to anchor (Majo River is what I called the waypoint). 03 57.93 S / 134 50.01 E We did a bunch of dinghy explorations in this area. Maybe saw one croc, and definitely saw a few river dolphins and a lot of birds.

The next day we made it all the way back to Triton Bay Divers from this waypoint, in fairly strong winds.

#3 - Karufa River

We started our exploration of the Karufa River from Blumpot Bay. For some reason, other than a small village outside the mouth of the river, we saw no signs of habitation at all up this river. We spent 2 nights on the river, and went as far up the river as we could get.

We anchored the first night at 03 50.97 S / 133 16.91 E up a small tributary. Least depth we saw on the way in was about 16 ft at high tide. Definitely a visual approach.

We still had 8 ft of depth when we turned around, but the river was getting so narrow we feared we would have trouble turning around. 03 44.752 S / 133 11.715 E

The second night, we backtracked a little from the end of the river and anchored at 03 44.65 S / 133 12.62 E in about 15-20 feet. A big log drifted down the river and got hung up on our anchor chain... but we got it loose. Lots of debris, even though we tried to anchor off the center line of the river.

As we approached the mouth of the river on the 3rd day, we had a squall come up, so we anchored for an hour or so in about 20 ft near shore for lunch and to let the squall go by. 03 54.47 S / 133 21.46 E. This would probably be a pretty good anchorage in almost anything.

There wasn't much to see up this river except lots and lots of fruit bats. There was a half mile stretch of river in which both sides of the river was lined with trees that were black with bats. We could hear the bats before we saw them--screeching and chittering in the trees, and then flying off in a big cloud when we got close.

#4 - Kamrau Bay River System

Again we're not sure of the proper local name for the river, and again it is complicated in that several rivers merge into one bay. Unlike the Karufa River, this bay had a number of villages indicated on the various charts we had, and visible on GoogleEarth. We also could see a road running from Kaimana along the east side of the river.

We spent 3 nights poking around in the lower half of the river. Finding a good anchorage was complicated by the great depths of the river, but also because of a fairly strong current. The first night we anchored, we did some exploring ashore along the road to Kaimana. We could see signs of a massive road construction project.

The next day we moved further up the river. It was difficult finding a good place to anchor because of fairly brisk winds and surprisingly brisk current.

On the 3rd day, we started going further up the river, but we only got halfway up. We had planned to go further up the river than we did, but the increasing current as the river narrowed, plus the increasing signs of habitation, caused us to turn around before we reached the very end. As we slowly motored into the 3-4 knot current, we could see into the upper part of the river, and were shocked to see lots of fishermen and boat traffic.

Not an upriver wilderness adventure at all! So we turned around and shot back down the river with the current, and spent a second night at our second anchorage.

On the 4th day we went all the way out the river, we for once had a good wind behind us, and made great time heading west. We made it all the way out to Blumpot Bay again, just before sunset. This positioned us in a good place to leave early the next morning for the long leg to our next destination—the waterfall you can anchor next to!

Important Note: We had friends get very stuck on a submerged reef in this river in heavy current, and almost lost their boat (ended up with a big hole in the boat, fortunately was a cat and was able to get repairs rather than sinking). Be very careful when exploring—poor visibility, poor charts, and strong currents make a bad combination.

3.6.25.3 Kaimana (Town, Supplies, ATM)

Ocelot – April 2017: Kaimana itself isn't really worth visiting unless you need supplies (& even those are pretty thin). Better to just come straight to Triton Bay.

Anchorage 3°39.53'S 133°45.49'E, 25' mud

Kaimana is the regency capital for Triton Bay and surrounds. Note that the CM93 Charts are offset by almost 1nm to the NW, so some form of satellite derived charts are helpful. There is a green buoy marking the northern edge of an extensive reef south of town. Landing a dinghy involves a beach landing, either between the piers (which gets rocky at low tide) or to the south of the main pier, in front of the big green mosque, which is where we preferred.

Ashore you can get a bemo to the north (towards the airport) to the fresh market and a couple small grocery stores.

There are a few local restaurants in town.

The customs and Harbor Master are located near the main mosque on the waterfront. At the police station you should ask for a Surat Jalan or travel permit, which costs about a dollar, and gives you permission to travel throughout the regency and south to Triton Bay and Kayu Merah Bay.

The **tourism office** is amongst the government buildings out near the fresh market. Here you can buy a Conservation Medallion, much like that required in Raja Ampat. Good for 1 year, the

Medallion will be tied to your name, and contributes to the marine conservation of the area. These medallions are also sold by Triton Bay Divers resort.

Villa G – April 2015: Kaimana Harbor is not very sheltered, but it works okay as the winds die in the evening.

Dinghies should land on the wall or the adjacent beach to the south of the freight and passenger ship jetties. The beach is a natural point that extends out into the sea and provides good protection for swells and wind.

The Harbour Master's office is in a two story blue building labeled PERHUB. We checked in and were told to return the next morning (Saturday) for clearances out to Sorong, all was in order when we returned. No monies requested. We stayed in the area over one month before going to Sorong.

Near the Harbor master's office inland one block is a street right from a movie set. Nothing has changed in 50 years. Many shops with staples. The hardware store has freezers with frozen items like whole halal chickens (very good quality too). Take a bicycle rickshaw for a quick tour.

There is a BRI bank with **ATM** machines that take Master Charge cards and a Mandiri Bank that takes Visa cards.

The bemo's; called taksi in Kaimana patrol the street. About 4000 IDR/person for a ride to the large, modern veggie/fruit market a 15 minute ride away.

For assistance in Kaimana, call Rizal an English teacher who hails from Sulawesi. He speaks fluently and can be most helpful. Offer him 50,000 IDR for a couple of days help. He can organize fuel, laundry, repairs, showing you where to find the internet cafe etc.

Rizal organized a large (1200 liter) purchase of **diesel** for us and it was brought to Villa G and poured through filters into our tanks under our supervision, but local guys do the heavy lifting. There was a small charge for the delivery, but we felt it was money well spent.

3.6.25.4 Adi Island

Soggy Paws – May/June 2017 – Blumpot Bay: Ocelot's anchorages were all for northerly winds. We found them to be exposed to southerly winds. We found an excellent, protected, easy-in/out anchorage in Blumpot Bay. We first anchored at 04-09.69 S / 133-20.64 E, in the middle in a beautiful beach backed by a coconut plantation. The bottom was smooth and the depths come up very gradually, so you can pick your depth. Our spot was in 25 ft sand. We returned to this anchorage several times when arriving and leaving from Triton Bay (2 visa runs to Tual). It would be easy to enter or leave at night.

Once when we arrived, the southerly wind was quite fresh, so we anchored in the SE corner of the bay at 04-10.32 S / 133-20.57 E. But I would not recommend this anchorage for coming in at night—coral quite close by.

There are two encampments at either end of the beach (why we anchored in the middle most of the time), and some traffic back and forth between them. There is also a bagan (fishing platform) parked in the SE part of the bay, but might be out further when not SEly season—I think we saw a mooring ball out by Blumpot Point in 100 ft of water.

Soggy Paws – May/June 2017 – Other Anchorages West Coast Adi: We tried to stop at Turtle Island overnight on a transit from Aiduma to Tual. As was common in the area, the forecast winds were for light SE, but they were blowing about 15-20 by the early afternoon when we started to round the S tip of Adi and even higher right at Turtle Island due to “cape effect” from the southern tip of Adi. We could not find a protected spot in reasonable depths that we felt comfortable spending the night at, so we headed for the west coast of Adi, looking for another anchorage that was protected. Unfortunately, with the winds blowing strong SE, we had to go all the way to Blumpot Bay to find any protection. There are several spots with anchorable depths, if the winds were not blowing so strongly. Might be a little swelly, though.

On the NW tip of Adi, we checked out an anchorage in the bay just N of Blumpot. It would have been anchorable, but once we found the calm beauty of Blumpot, we never anchored in the other spot.

Ocelot – April 2017: 2 years ago we had pretty good winds so were able to sail from Banda to **Adi Island**, at the entrance to the big Kaimana Bay, in a single overnight (200nm). But the current can rip enough for sizable overfalls in the gap between Adi Island & the mainland, & the charts don't have the little islands in that gap positioned correctly at all, so it's not recommended to do that gap at night if you can help it. The overfalls don't happen often, but when they do, it can get ugly.

If the winds are light or from the north, there are several anchorages along that southern coast of Papua, opposite Adi. None of them are more than a place to put the hook (& your head) down for a bit, & most can be approached at night, especially if you have GEKAPs or Ovital. If the winds are from the south, then you sort of have to come through the gap, but keep to the Adi Island side, to avoid the shallows & small islands.

If you're like us & like to anchor when possible (as opposed to sailing all night) then there's a good anchorage 7nm down the NE coast of Adi that we've used a couple of times at 4°09.0S 133°25.0E in 20' of sand. You have to go around some shallows to get there, but it's pretty protected. There should also be a good protected anchorage just around the tip of Tanjung Kainara on the northern tip of Adi, snuggled into the shallows, but we've never tried it.

3.6.25.5 Aiduma (Triton Bay Divers)

Soggy Paws – April 2022: TBD is still alive and in very nice shape. One of the best kept small island resorts we have seen in 2 years of skulking around small island dive destinations. And of course, the diving is fabulous.

If you do not plan to dive with TBD, they prefer you not anchor in front of their resort, but there is a very nice protected anchorage about 2 miles north on the other side of the strait.

If you do anchor in front of the resort, make sure you drop in deeper water so as not to destroy their house reef.

We spent a week diving with them, and had dinner at the resort several times—great food. They did not have many guests (the end of Covid), so they were happy to accommodate us. I emailed them several weeks ahead of our arrival and asked about diving and eating ashore, so they were ready for us when we arrived.

No Telkomsel in this area, but TBD still has their (expensive) satellite dish. If you do business with them, and ask nicely, they may let you use their wifi for essential business. (It is slow like 2G, so not very useful).

Ocelot – April 2017: We're now anchored off the Triton Bay Divers resort. They have a satellite dish, & I gave them a WiFi router when we were here 2 years ago, which I can *just* see from the anchorage. But their satellite link is really bogus (they're not getting near the quality that they're paying for) so even Winlink is a struggle. But it's better than gmail over Imap...

TBD is delightful. Very friendly & their house reef is lovely to snorkel (although we're seeing less viz than 2 years ago). They even have flasher-wrasse & Mandarin Fish on it! It's exposed to the SE, but protected from other directions. And they have their own spring, so fresh water isn't a problem. We run it through the watermaker before drinking it, but others drink it straight with no problems.

And if they're not too busy, they let us go diving with them. They know where all the good stuff is, & we're getting old enough that we can't find the pygmy sea-horses, or the tiny nudibranchs by ourselves anymore... (Don't ever get old - just find an age you like & stick with it! :)

Villa G – January/February 2015: We were now very comfortable right in front of Triton Bay Divers resort. Anchored at and later nearby S 03 56.30 & E 134 08.27. Plenty of room for our friends to join us too.

Villa G – October 2014: We spent 3 weeks anchored in the Selat Iris next to Aiduma Island, not far from its confluence with Triton Bay;

Anchorage: S 003 55.99 & E 134 007.09.

There are three nice beaches in the bay off the big channel.

The small peninsula off of Aiduma has a new dive resort being built October 2014 called **Triton Bay Divers**. Liza and Jimmy hope to be open by New Years. It is on the east side of the little peninsula, so you will not see them without a ride around to the other side. There is great snorkeling by the two big rocks near their resort.

Diving in this area is superb! Saw manta rays, masses of soft and hard corals; hundreds of species of fishes. The snorkeling is good too; especially the south side of the Dive Site called Little Komodo. Be cautious about the currents! If you want to go diving with Jimmy and Lisa, email to info@tritonbaydivers.com and see www.tritonbaydivers.com. They are really nice and have few customers yet. We never saw another European while in the Triton Bay area. Conservation International have an office in Kaimana and staff visit Triton Bay regularly. There is an unlisted dive site that is absolutely one of the most beautiful ones I have seen and it is also a manta cleaning station. I won't give away the location, but contact Jimmy and Lisa and go dive there with them.

Brickhouse – SSCA Bulletin – March 2015:

Triton Bay Divers Resort (four bungalow resort opened March 2015)

Anchorage: 03°56.2857S, 134°07.2200E

This anchorage is on Aiduma North in 49-82'/15-25m depending on how close to the beach and reef you want to be. There's room for two to three boats, possibly more. You'll find a sand bottom with good holding and great protection. You can anchor on other side to the north in SE season. There's a heavy water supply from a water pipe and a small, but powerful, waterfall on the western shore that is perfect for showering after snorkeling, laundry, and filling water tanks! We tested the water and it IS contaminated, so be sure to chlorinate if you will be using it for drinking. There's great snorkeling around the rocks and wall to the east of the anchorage and north to the big island on the NE side.

Aiduma South Anchorage, 04°00.3500S, 134°10.7400E

This anchorage is very well protected in all but east winds. Depths are 40-50'/12-15m over sand. There's space for one boat with lots of swinging room or two boats if positioned well. There is also room to anchor outside in the southern hole, but it is not as protected in W/NW/N winds. The entrance is at 04°00.2773S, 134°10.8854 E. Dinghy to Christmas Rock and Gobey Alley for great snorkeling.

3.6.25.6 Namatote Strait

Soggy Paws – April 2022: The Raf anchorage mentioned by Villa G and Brickhouse is a beautiful little hole tucked in, with nice sand bottom 35-40 ft deep. We saw 3 instances of Rock Art in this bay. On the SW corner of the W of the 2 little islands, there is a bit. And due west of the anchorage spot on the wall, there is some more. And on a little point just 50 yards or so south of that, some mossy bits sure looked like Jimi Hendrix and Linda Ronstadt (really).

As we were pulling anchor, an unfriendly guy (would not acknowledge our greeting in either English or Bahasa) came by making the money sign with his hand and only said "anchor fall down" in Indonesian. We ignored him and motored off. He followed for about 100m and then gave up.

The Pinisi's may be paying for anchoring everywhere... (I know they do down in Triton Bay).

We didn't bother trying to do whale sharks, but there are many bagans in the north end of the Strait.

We did spend some time dinghying south looking at Rock Art along the wall (to your left as you go south). Look for red marks in the white undercut area about 10-15 ft off the water. The marks can be found on almost every point/wall for the next 1.3 nm south.

To understand more about the rock art, download a pdf file on West Papaun Rock Art from our website here:

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

Villa G – April 2015: An alternative anchorage near here is in **Teluk Raf** right off of Nametote Strait It is a great anchorage and most comfortable S 03 44.73 & E 133 55.01.

Brickhouse – SSCA Bulletin – March 2015:

Raf Anchorage, Namatote Strait 03°44.7804S, 133°55.0191 E

There's room here for two boats with depths of 60-90'/18-27m, but you can also go right into a big bay with space for six more boats. You can go about one-third of the way in that direction

before it gets too shallow. It's a sand bottom. Snorkeling is not good. There are two fresh water sources waiting for you to find them! This is a good area to watch weather and prepare to go to the more exposed anchorage to see whale sharks (see our Letter in the June *Bulletin* on swimming with whale sharks).

3.6.25.7 Iris Strait

Villa G – April 2015: Two other absolutely beautiful and very comfortable **anchorages** were enjoyed: 1) across Iris Strait from the resort in a long bay that gets shallow enough for several boats S 03 53.94 & E 134 10.01 and 2) on the NW side of Triton Bay in a Wayag-like area S 03 41.15 & E 134 01.17. Both of these are easy to enter if you use our Google Earth kap files. These two are good of either SE or NW monsoon season.

Brickhouse – SSCA Bulletin – March 2015: Iris Strait East

Anchorage: 03°53.9S, 134°10.0 E (approximate position)

There's room for at least four boats here. You can go in all the way to the first rock. It quickly shallows after that. This is a great anchorage with depths of 33-66'/10-20m, well protected in all winds and with a sand bottom. There are lots of birds here. It is very quiet and quite peaceful. The river here doesn't go in very far (maybe ¼ to ½ mile?), but there is a variety of bird life.

3.6.25.8 Walker's Reef

Brickhouse – SSCA Bulletin – March 2015: Anchorage 03°50.3581S, 134°05.9605E

This is a settled weather anchorage in NW winds. It can get choppy when the wind comes from the SSW. Depths are about 16.5'/5m, but it's deeper farther out. The snorkeling at Walkers Bay is about the same as the other places, and it's actually a bit deep for snorkeling. We did see some pelagic fish. The other islands around here were OK, but not as fantastic as you would expect.

3.6.25.9 Lobo Bay

Villa G – April 2015: Lobo Village Triton Bay: We took a beautiful 5 hour cruise up Triton Bay to the town of Lobo. This town previously had been a Dutch outpost and has a memorial to soldiers at the fort. You will not recognize this town as an Indonesian one. It is populated by people that could easily be mistaken for the local black folks in the low country of South Carolina, picket fences, gardens, houses and churches put together.

Anchoring in the bay/harbor for Lobo is excellent, good bottom and very protected by 500 meter tall mountains on 3 sides. It is a stunning setting.

They say dugongs can be seen in the river estuary that feeds into Triton Bay near Lobo. They apparently feed on the sea grasses that thrive in the incoming fresh water.

No shopping in Lobo. They grow everything they need for themselves.

We **anchored** at S 003 045.83 & E 134 006.38. We met the head man on the jetty and he was welcoming. The village is full of nicely dressed kids and women with smiles. Rather more shy here, so very little "hey mister".

There are other sites to anchor in the Triton Bay/Selat Iris area. One recommendation is to look further SE in Selat Iris toward the SE end of Aiduma Island, in the area of Christmas Rock (great snorkeling here and this is where we saw our first wobbegong shark). Turtles abound around all the rocks. Just keep a sharp eye for them.

Brickhouse – SSCA Bulletin – March 2015: Anchorage 03°45.83S, 134°06.38E

We didn't find the village here that interesting, but when we inquired about buying **vegetables**, they gifted most of them to us. We paid 2,000 and 5,000 IDR (Indonesian Rupiah) anyway (20-50 cents USD).

There's plenty of room to anchor for at least four boats in about 40'/12m over sand.

We took our dinghy upriver (using Google Earth as a guide). We saw some birds, although not an abundance. We saw no dugongs, although there may have been one—or maybe it was a turtle. The misty and lush green forest was pleasant. The village people were not too friendly—most didn't smile or wave when we smiled and waved to them. Maybe they wanted our heads. Maybe they never saw white faces before and thought they had seen a ghost or two.

3.6.25.10

Mauwara

Brickhouse – SSCA Bulletin – March 2015:

Mauwara North Anchorage, 03°49.0500S, 134°01.0500E

This is a completely protected bay that fits at least four boats. There are many anchoring spots to choose from with depths ranging from 13-72'/4-22m. We anchored in 9-10 meters over mostly sand. The snorkeling was OK, but better elsewhere. There were dolphins in the outer bay. It's a beautiful spot, though.

Northwest side of Mauwara amongst lots of small rock islands, 03°48.958S, 134°00.015E

Brick House dropped anchor on a 35'/10.6m rock outcropping, hanging in 50'/15m'. The anchor seemed likely to get hung up, but didn't. There were lots of 70'/21m anchoring options all around us, as well as spots in the bay to the NE on your approach in. Bottom is likely sand. Good protection everywhere. Surprisingly, there were no biting bugs last night, although we did see some flying fruit bugs.

The area at the beginning of the pass has the right depths for anchoring, but it would be right in the way of the pass for the lone boat that may come through. This is a scenic location and it's close to lots of snorkeling, but the snorkeling is only mediocre at best. We found one species of nudibranch, but not an interesting one—black and white. It may be better farther out on the ocean side of the pass. After checking the depths and currents by dinghy we took the big boat through the passage (with a great Google Earth image). It cuts off seven miles of motoring and we had no trouble. We had at least 15'/4.6m under the keel the entire way—no surprises or excess adrenaline. But we'd recommend going through with the dinghy first so you know which way to go.

3.6.25.11 Turtle Island (Vogel Island / Tumbu Tumbu)

Soggy Paws – May/June 2017 – We tried to stop here overnight on a transit from Aiduma to Tual. As was common in the area, the forecast winds were for light SE, and they were blowing

about 15-20 by the early afternoon when we got to the island. We could not find a protected spot in reasonable depths that we felt comfortable spending the night at, so we headed for west coast of Adi, looking for another anchorage that was protected. Unfortunately, with the winds blowing strong SE, we had to go all the way to Blumpot Bay to find any protection.

Ocelot – Mar 2016: Turtle Island, 4°19.37'S 133°20.33'E, 70' sand

As the name implies, Turtle Island is a sanctuary where turtles come up to lay their eggs in pits they dig in the sand at night. We anchored in the little bay on the north side, but others have anchored on the east side of the island. It's pretty deep in either place.

There is a small ranger station on the island but they were gone most of the time we were there, perhaps because it was full moon and the turtles tend not to come out during the full moon. Walking around the island takes less than an hour. The island is covered in turtle tracks, but we didn't see any turtles coming out to lay their eggs, despite circum-perambulating the island each night. We did, however, find some baby hatchlings that were making their way to the water. Cute!

Brickhouse – SSCA Bulletin – March 2015:

Turtle Island, 4°19.37'S 133°20.33'E, 70' sand

On the way to/from Triton Bay there is an island called Turtle Island (although that's just the name the tourist board is trying to call it). It is more commonly called Vogel Island or a variation of this.

We anchored at 04°19.5956S, 133°30.7419E. It was a rolly night, but it was worthwhile. Supposedly turtles nest here every night and are protected from poachers. We went ashore to talk to the rangers and they told us to come back just after high tide that night. We were rewarded with watching a female lay her eggs, bury them and then waddle back to the ocean. Another cruiser was rewarded a month later seeing baby turtles hatch and run for the water. During the day there is good snorkeling with lots of turtles and moray eels to the north of the island.

3.6.25.12

Whale Shark Information

A bagan is a bait-fishing platform commonly found in Indonesia and neighboring Asian countries. This fishing method targets small pelagic species that are sold fresh, sundried for secondary edible products or used as live bait for pole-and-line fisheries.

Brickhouse – SSCA Bulletin – March 2015:

Anchorage for whale shark bagans, 03°43.3260S, 133°53.3340E

This anchorage has depths of 15-50'/4.6-15m and offers nice holding in sand with coral patches. There were lots of native passers-by, some not nice, some very nice. All very curious. Don't do business with the sailing outrigger with the green and white tarp sail (or now possibly a blue tarp sail). He will want 10 times the going rate for veggies—or just a free handout. And whatever you do give him, he will be displeased that is isn't enough. Patrick had to get forward with him to get him off our boat and not to return. We think he possibly had a mental problem because we experienced no such behavior with anyone else in this area.

Approximate position for bagan with whale sharks on 2-17-2015, 03°42.0000S, 133°52.5000E

This is the most northerly bagan with a clear view out to the ocean. Think like a whale shark—would you pass up five or six bagans to go to one of the more inner ones? Probably not. It was about a two-mile dinghy ride from our anchorage to this bagan. We went out at 5:30 a.m. and there was one teenage male there when we arrived and he stayed until about 8 a.m. when we left. We were lucky that a liveaboard dive boat was there with 18 guests. The captain paid the bagan 1,000,000 IDR (\$80 USD) to keep chumming the water and that kept the whale shark nearby. (The conservation society here really does not want cruisers or others to use cash with the fisherman. They don't want it to become like Cenderawasih Bay where it costs hundreds of dollars now to see the whale sharks and the economy there is becoming all out of whack and the animals are starting to get abused). Nearby means he was bumping into us and it was at times hard to get far enough away to get the whole shark in the picture frame of our camera. We got some great in-the-mouth shots! So, it was well worth buying fish from the bagan so they could throw it back into the water for the photo op of a lifetime. We used cigarettes, household items and food as our payment.

The captain who paid the money said the bagan started out asking for 3 million IDR and then settled on 1 million in the end. The down side was that there were 18 snorkelers in the water so we had to watch for their fins too, not just the shark! But they eventually left and we had the shark to ourselves. What a show! There were dolphins too, but they stayed in the distance, just outside of our visibility. Apparently, at 100' down, there were tiger sharks picking up the scraps of fish. They were too deep for us to see them. It could not have been any better or more beautiful or more exciting!

Our gifts, between the two of our boats, *Villa G* and *Brick House*, were a carton of cigarettes (10 packs), some snack foods, three DVDs, a bar of new soap, and 50,000 Rupiahs.

We actually ended up seeing whale sharks several more mornings, always at different bagans. Our advice is to go the day before and tell the fishermen that you will be there the next morning. Then go back the next morning and if you don't see a whale shark at one bagan after 5 or 10 minutes, move to another one. Just keep visiting from one bagan to another until you get lucky. Every single time we went to the bagans in the open water coming in to Namatote Strait we saw whale sharks, as long as we kept going from bagan to bagan. When we looked for them in the more convenient area inside of Namatote Strait, we never saw them. You **MUST** go to the north of the strait. Also, we were told the best time to see them is at new moon (dark), but then we had a report of someone else seeing them near a full moon, so it may not be as important to go at the time of the new moon as we had been told. But then those people who saw the whale sharks near the time of the full moon may have just gotten lucky.

Get good Google Earth images before you visit. Then explore and enjoy. But have respect. Don't overpay the fisherman in your excitement of wanting to be sure to see the whale sharks. Don't spoil it for those who come after you. It is considered good luck to the fisherman to have the "big fish" around the bagans, and they enjoy seeing everyone laughing and having a good time during their otherwise boring day.

Pay them what the fish are worth because they won't be selling them because they are throwing them in the water for you, but don't pay them like you are a tourist on vacation with hundreds of dollars to spend on this special treat!

They sell a big bucket of fish for something less than \$5 as baitfish for other fisherman. Trade accordingly.

Villa G – April 2015: Stop to see the whale sharks on the way to Triton Bay (Teluk Triton). As you sail south from Kaimana, around the point to the left is a large bay called Teluk Bitsyara which extends to the north and also is the entrance to a channel called Selat Nametote which runs east between Nametote Island and Papua mainland. It is this area where about 10 fishing bagans are found. These small ships have extended outriggers and shine lights into the sea and drop nets at night. The nets come up just as dawn breaks (5am). It is a good idea to anchor in the afternoon and then go around to the bagans closest to the sea (not down the strait) and ask about the whale sharks. They believe the whale sharks bring good luck and love to see them too. Ask "ada ikan besar" (have big fish?) or "ada hui paus" (have shark whale?). The key is to get some to say yes and to be welcoming when you come back before dawn. They will feed the big guys small fish for you if you ask (say "ikan Kecil" and make some sign like pointing down or pouring something). If they feed the whale sharks and/or dolphins, it is probably a good thing to give the 100,000 IDR before you leave.

We **anchored** in 15 meters at S 003 042.66 & E 133 052.80 with good holding in sand and protection from the S wind. There are shoals around this area, so have a lookout. Villagers will come by to sell coconuts either for money or treats like biscuits or candy and, of course, cigarettes for the men. They get very few visitors, mainly live-a-boards.

3.6.25.13 Visa Runs to Tual

Soggy Paws – May/June 2017: We did 2 round-trips to Tual from Aiduma in late May and again in mid-June. The winds blow SEly, sometimes very strongly, and it looks like it should be an easy reach. But we found that this area is poorly forecast (at least by the GFS GRIB files). The first time we did it as an overnight, leaving from the S tip of Aiduma about noon in absolute calm, with a forecast of 8-10 kts. We motored half the way and sailed some, got some squally weather with winds to 25 kts. The winds were very shifty, and 20-30 degrees different than the forecast. There are strong currents in the area, so the seas can be quite steep and choppy, even without much wind. This whole passage was a struggle, and so unlike most of our Indonesian wind-less passages.

About midnight in a calm period (fortunately), we had the engine on and all of a sudden a dim white light appeared just off our stbd bow. Another mile later, another one, and yet another one another mile later. Never saw the "mother" boat, and as soon as we passed, the lights went out again. Can only presume unlit fishing boats with a flashlight. If they hadn't heard our motor...?

Coming back, we decided we wanted to try to make it as a (mostly) day trip. We looked for a little more wind in the forecast, and hopped over to the N end of Kai Besar, and scheduled a 3am departure, with a planned arrival at the SE end of Aiduma before dark. This was mostly successful, but we didn't make it before dark, as the wind died and went more on our nose, and we encountered some adverse current. We ended up going in and anchoring off Triton Bay Divers after dark. The currents in the strait were running strong, and it was a moonless night. Not fun.

The next trip, again trying to make it a daytime experience, we moved to the NW corner of Aiduma, and left from there in the morning, for “Turtle Island”. Unfortunately, the wind out there ended up much more east and much higher than we expected, and we couldn’t find an anchor spot we felt comfortable. We had to detour 10 miles north to Blumpot Bay before we found a place to anchor. We left from Blumpot at 0500, and with MUCH higher winds than forecast, just made it in to Tual before full dark that day. The forecast had been for 10-15 kt winds and we had 25-30 kts for several hours out in the middle. It was a fast but very wet passage. Fortunately, winds were only a little ahead of the beam.

Going back to Triton Bay, we again left from Kai Besar, but this time decided to aim for Blumpot Bay, Adi Island. This took the pressure off, as we knew we could get in to Blumpot safely, no matter what time we arrived.

As always, we had winds that varied in direction nearly 30 degrees, and up to 35 kts in squalls. There seems to be a permanent squall line about midway that gives a big wind shift.

Ocelot – April 2017: Getting to Tual from TB is a pretty easy overnight. In the NW season we leave from the N end of the bay, & in SE season we leave from the south, to give us a better angle. And once the winds turn, you won’t be in much of a hurry.

3.6.26 Between Sorong and Cenderawasih Bay along N Coast New Guinea

These anchorages are listed west to east...

3.6.26.1 Dore (00-46S / 131-32E)

Unknown Boat - 2014: 00-46.024 S / 131-31.937 E Great anchorage in 12m mud. Could shelter here in any conditions. Locals very friendly. We were not checked in—but met the local police and no problems when we said we were sheltering and resting here.

3.6.26.2 Mega (00-40S / 131-54E)

Soggy Paws – Feb 2022: We anchored for a night right at the river entrance. It was rolly and not well protected—might have been better out by the reef. The river flow pushes you sideways to the wind. Telkomsel 4G was working well enough that we could do Youtube videos.

Soggy Paws – Late October 2019: Pulau Amsterdam didn’t look like a good stop in the southerly winds we had, so we pushed on down the coast to Mega. Mega has a couple of offshore reefs that look possible to tuck behind. By the time we were approaching in the late afternoon, a big squall had risen up almost right over Mega. It was getting late and we couldn’t afford to hang off and wait for the squall to dissipate, so we went in slowly and blindly, motoring into 25 knots of wind, using our satellite charts and with limited visibility in the rain. We anchored in 35 ft, at 00-40.032 S / 131-53.683 E. The bottom looked like sand, from our fishfinder.

There is a cell tower in the town, and we had phone signal and SMS, but no data.

We left at dawn and did not venture into the town.

3.6.26.3 Sansapor (00-30S / 132-05 E)

Soggy Paws – February 2022: Anchorage: 00-30.447S / 132-04.851E. We spent about 5 days here in NE season, anchored just north of the town pier in 20 ft. It was nice and calm. There is a big ship ferry that comes in once or twice a week, so do not anchor off the face of the pier. Getting ashore with the dinghy was a big tricky due to tidal range. The big pier is impossible to get on or off at low tide, but there are various beaches in the bay that could be used.

3.6.26.4 Pulau Amsterdam / Mios Su (00-21S / 132-11E)

Soggy Paws – January 2019: We had NW winds and a NE swell, so ended up anchoring along the SE side of the island. With 4 boats in our little fleet, we had to scrunch up along the coast. It was a little swelly and we worried about south winds swinging us ashore. But it was OK. Best anchor spot was Alk's at 00-21.11 S / 132-10.47 E, but that was occupied by one of our buddy boats. We dropped our anchor at 00-21.12 S / 132-10.42 E. (I didn't record internet here—but passing the island in October on our way into Sorong from the east, we had not a whiff of a signal)

Screensaver – April 2017: 58nm East of Imbikwan, anchored in 22m, Sand/rock at 00-21.04 S / 132-10.03 E. Had 2G some 3G. We probably sailed 50% of the leg. Quite a nice spot we had intended to stay another day but in the morning after diving to clean and check the prop, the wind got up and was nearly west, a tail wind. I had picked out a few stops down the coast between here and Manokwari, but these were a little dubious as to whether they would work.

Alk – September 2016: Pulau Amsterdam is a good anchorage at 0°21.11'S 132° 10.47'E 8m over sand, close to sunken WWII landing craft. Nice dive site.

Friendly Kampung Werur on the mainland opposite.

3.6.26.5 Yamur (00-21S / 132-24E)

2XS – July 2016: We anchored between 2 rocky reefs at 00-21.21 S / 132-24.09 E.

3.6.26.6 Warmandi (00-22S / 132-39E)

Soggy Paws – Late Oct 2019: With swell from the NE and winds from the NW, it was difficult to find a spot that felt sheltered on the top of the bird's head. Fortunately the swell was not bad and the wind was light and went to nil and then offshore at night.

We anchored at 00-21.851 S / 132-38.895 E in 28 ft at high tide. Some swell but not terrible. Just don't go any further in.

No cell signal at all. There were a couple of houses ashore and plenty kids waving on the beach, but the waves were too big for anyone to come out.

3.6.26.7 Sukorum (00-33S / 133-07E)

2XS – July 2016: Anchored overnight at 00 32.70 S / 133 07.28 E

3.6.26.8 Teluk Boropen (00-44S / 133-34E) (Internet)

Soggy Paws – Oct 2019: With very light W-SW winds (expected to die and go offshore overnight) and a hefty NE swell, we elected to anchor on the west side of Teluk Boropen. Imagine our surprise when we pulled in and found a new heavy duty concrete pier and a bunch of construction, as well as a functioning cell tower with 4G data capabilities. None of the construction shows on the satellite photos we have.

We anchored in 30 ft of sand at 00-43.866 S / 133-33.922 E. Had a quiet night.

The cell signal from here is usable 5-6 miles in either direction of the point.

3.6.26.9 Teluk Wibain (00-44S / 133-44E)

Soggy Paws – January 2019 – East Side: Anchored at 00-43.52 S / 133-45.68 E in 30ft. Not much wind. Fairly large NE swell. We thought we'd get protection from the swell by tucking in behind the reef, but it doesn't stick out far enough, and we don't want to go in any shallower. This is the rolliest anchorage we've ever anchored in (except maybe Cocos Island, Costa Rica, 10 years ago). In retrospect we'd probably have been better off on the west side of the point, or 1 nm east of here. But we got in so late there really wasn't time to poke around.

It drizzled all night here.

Screensaver – Early December 2018 – West Side: 00 43.75 S / 133 44.01 E This will be exposed in NW, and can't go in further to get protection.

Unknown Boat – 2014 – West Side: 00 44.02 S / 133 44.00 E Pleasant anchorage in about 10m sand. But maybe not so good in northerly season.

3.6.26.10

Mios Arui (00-45S / 134-00E)

2XS - July 2016: Anchored at 00 44.9010 S / 133 59.5360 E in 7.2m depth. This is just outside of Manokwari and has Telkomsel coverage.

3.6.27 West Cenderawasih Bay & Manokwari (00-51S / 134-04E)

Cenderawasih Bay is on the eastern side of the "bird's head" that juts west and forms West Papua. It encompasses Cenderawasih Bay National Park. The gateway to this area is the city of Manokwari, located on the NE tip of the bird's head.

Highlights of this area are:

- a collection of Japanese shipwrecks, near Manokwari,
- swimming with whale sharks, and
- the diversity of marine life in the bay. (Get the Diving Indonesia's Bird's Head Seascape book for details).
- A trip up into the Arfak Mountains

According to a list of Immigration offices taken off the internet in 2014, there is an Immigration office in Manokwari that may be able to extend a visa.

Soggy Paws – October 2019 - Manokwari: Heading east toward Sorong from Biak, we made a several day stop in Manokwari, with 2 goals: to see the Arfak Mountains and to dive a couple of the shipwrecks.

On arrival, we had planned to anchor off the west side of the outer bay, but a police boat came out to meet us and my husband asked “where should we anchor” and they led us into the inner harbor. Thankfully, we had just cleared in in Biak and they did not feel they needed to come aboard and check our papers.

Here are the anchor spots we used:

#1 Manokwari Inner: 00 51.67 S / 134 04.17 E In 25 ft mud. Too close to swimming kids.

#2 Manokwari Inner: 00 51.74 S / 134 04.12 E In 35 ft mud. Closer to boat watchers.

#3 Mansinam Island: 00 53.37 S / 134 05.52 E In 50 ft sand. Nice tourist island

All of the anchorages had good 4G Telkomsel signal. The inner anchorage is not very nice, but it is very protected for leaving the boat. The first anchorage we were too close to where kids were swimming off the beach, and in 2 hours there had to shoo several of the kids off the boat. As we were planning to leave the boats for a 2 night trip up into the mountains, we wanted to be further away from the kids.

With the help of our mountain guide (Zeth Wonggor, more on him later), we contracted with a guy on shore to have someone sleep on each of our boats at night, and watch for mischievous kids during the day. So the 2nd anchorage was closer to where those people lived (and further from the swimming kids).

The inner lagoon is convenient to town but disgusting with floating garbage, and all the houses-over-water who are no doubt making poo-poo into the water.

There is a Hadi Supermarket almost directly N of our #1 anchorage on the main road. We took our dinghy to one of the houses-over-water and asked politely if we could leave it there to go to the Hadi. We were embarrassingly welcomed, and of course, selfied, by everyone in this poor but friendly community. The owner of our dinghy dock house escorted us (without being asked) all the way to Hadi, waited for us to shop, and escorted us back to his house and our dinghy. There is a bank of 5-6 ATMs at the Hadi in the parking lot, and the Hadi probably takes credit cards.

After we came back from our inland trip, we made a quick trip in to the fresh market (Pasar Sanggeng) and then moved out to the clear water and sand beach of Mansinam. This was a nice anchorage. Avoid anchoring on top of the wreck that's there.

Inland Trip to Arafak Mountains: One of our group is an avid birder and we just wanted to see the mountains, so we arranged a 2 night trip in to see what was there. We contacted 2 people for trip quotes—Charles Roring and Zeth Wonggor. Charles is a trip arranger gave us a price of \$4m Rp per person, all inclusive. We thought he was a bit pushy.

Zeth on the other hand, is the genuine article, brought up hunting birds in the mountains for food and converted to world-renowned birding guide promoting ecology and eco-tourism among the West Papuan people. He owns a homestay in a small village in the mountains, with bird “hides” near his homestay, plus a remote mountain camp for the more adventurous types. He knows intimately the habits and calls of the birds in the mountains.

Once we sorted out all the bits and pieces of Zeth's offering, the price came out to about half of Charles' quote (about 2M Rp per person for a group of 4). Zeth is world famous and the most popular times for the Birds of Paradise watching (June/July/August) get booked up a year in advance. We were lucky (or unlucky) that mating season was over and Zeth and his homestay were free on short notice. We did glimpse one or two BoP's but there were no females around to entice the males to do their dance.

Our trip was supposed to include a trip to Anggy Lakes, but the day before we went, a murder occurred on or near the road to Anggy, and the road was closed.

Here is the cost breakdown for 4 p:

- Provisioning – Hadi Supermarket (we bought/brought all food and snacks)
- A/C 4WD truck: 1.5M Rp each way (3 hr drive on mostly very rough roads)
- 200K Rp per person for night at the homestay (300 Rp if you want private bathrooms)
- 150 Rp per night for the group for a cook
- Zeth bird guide services 800K Rp per day (in half day increments)
- 100K Rp per night per boat for someone to sleep on the boats and keep watch

The biggest expense was the transportation, but public transportation options are slim to get all the way up to Zeth's village (google around to find some trip reports of other backpackers).

Check out details: <https://papua-travel.com/> Zeth doesn't have a website (no internet access up at his house in the mountains), but he does have a cell phone. You can call or text him at: +62 852-5405-3754

Diving: The only dive operation listed in Manokwari is Molo Dive Center. We contacted them via Whatsapp at +62 812-4839-828, but not sure why, we never connected. He referred us to Abu Din, a local guy who runs a "dive club". We arranged with Abu Din to take us diving on Sunday. He arranged a local fisherman for a dive boat (no cover), and borrowed some tanks, and brought along a friend. We did a 1-day trip 3-tank dives, with pickup to and from our boats at Mansinam for 900K Rp per person. They took us to the Cross Wreck, another wreck not far away, and Pantai Putih. Very low budget, but Abu Din and his friend were nice guys and probably didn't make a lot out of the trip (but got free dives). Abu Din: +62 813-4402-2986

You could probably do the dives we did by yourselves if you have the equipment. Here are the waypoints:

Wreck 1 (Cross Wreck): 00 53.425 S / 134 05.430 E In about 60 ft, visible from the surface if the water is clear (it was VERY clear when we were there—probably the clearest water we'd swam in all year).

Wreck 2: 00 53.921 S / 134 05.396 E We dropped the boat's anchor right on the top of the wreck. The wreck is on its side, so you can see inside without having to penetrate much. Some nice coral on and near the wreck.

There's not much to the Cross Wreck, so it only takes about 15-20 minutes to see it all. We then drifted towards the shore and explored some of the reef. It's a beautiful dive except for the trash.

Pantai Putih: 00 52.323 S / 134 06.359 E We had one snorkeler, so the dive boat went into shallow water approximately here and let us all off. Right under the boat there was a HUGE octopus just sitting in the sand. We followed a guide approximately perpendicular to the beach out to an area in about 30-35 ft where someone had dumped (?) a couple of motorcycles and some other stuff. (could have also been a staged set for an underwater wedding or something). Cute and photogenic. Then we turned right approx 90 degrees and swam over to a reef area and explored around. Then we followed the reef back to the beach.

Screensaver – April 2017 - Manokwari: Manokwari is 148nm SE from Amsterdam, anchor in 18m, 4G. When we left Amsterdam conditions were pretty much ideal for heading east, with the wind behind us. We had a choice of going into an open coast possibly swelly anchorage at night for 2 stops traveling by day only, or do one overnighiter. We decided to do the overnighiter.

Mistake! We had thunder, lighting, heavy winds and rain from around 11:00pm through till around 2:30 3:00pm. So it was far from a pleasant trip.

As day broke there were many logs, some at least as long as Screensaver with a girth bigger than mine including my beer padding. Luckily these were not around during the night, or at least as far as I know. We saw about 3 or 4 vessels, mostly tugs towing those big long barges, none of which had AIS, and only the tug was correctly lit.

About midday, we anchored just east of **Pantai Putih** at 00 52.273 S / 134 06.546 E, and lay down to take a nap. In the afternoon, Screensaver was on her hobby horse bobbing up & down, the wind had turned to the South so the swell was coming at about 1.5m, and this anchorage was not such a good idea.

A local outrigger boat approached calling for me. It was a boat load of customs officials who wanted to come aboard. This was apparently the same guys who were yelling on the beach an hour earlier. Offering to come and see them later, or them come back after I move, did not work for them even though conditions in the anchorage were bad.

After multiple attempts to get on board and bashing into Screensaver once, I made it very plain, now was not the time, one person only one more attempt only that's it. Well one guy did manage to get on board just, as I saved him from going for a swim. They asked if I had been to Immigration, and I said no, I have no need to go and won't be going. They weren't keen on that, but I wasn't in the mood for more unnecessary crap. So we completed his Customs paper work and he made is leap of faith back to the outrigger that had been motoring around in circles.

Just after he left, we dug into a wave and broke the snubber, so we hustled to move to a better anchorage.

We moved to Barat / **Mansinam** 1.52Nm SW of previous anchorage, sand & rock, 4G. I anchored at approximately **00 53.36 S / 134 05.50 E**

The spot we were now in was much better, but still a little exposed to the seas and squalls that have been coming now for 10 days or more.

Customs must have told Immigration that I was here and wasn't coming to see them, so they came to me instead. I explained this is not an official port (Which it is not) and hence had no need to come. They agreed but said given we are here can we come aboard. So a quick look at our passports and they were happy to chat about other things before departing.

The next day, we moved a little ways back (1nm North anchor in 18m, mud and god knows what, 4G.), and went ashore. Supplies were needed, and it was well protected anchorage with good amount of room handy to the things we wanted.

I was after some quality beef and found a market a little out of town going west just before the bridge. She had no tenderloin now and I needed to come back before 8:00am tomorrow if that's what I wanted. I did go back, I got my tenderloin and it was some of the best steak I have had in years.

Alk – September 2016 (From Noonsite) - Manokwari: Good anchorage in 0° 51.8'S, 134° 04.21' E 15m in mud.

Good fresh market on the east side of the bay, Hadi supermarket in town.

Getting permit for whale shark watching can be wild goose chase.

Yoris from Arfak Paradigalla Tours, will gladly assist visiting yachts

Tel: +62 81248092764 email: yoris_tours@yahoo.com

Diving: Shinwa Maru in 30m and Cross ship wrecks in 20m within 5M from anchorage.

Once out of range from Manokwari no internet/telephone further S in Cenderawasi Bay

Whale sharks: Around bagans (fish platforms) at approx. 03° 11.6568'S, 134° 57.3339' E in Cenderawasi Bay, the bagan guys here want ridiculous prices for snorkelling with the whale sharks (possibly based on dive live aboard prices) and hard bargaining is a must.

Anui – August 2011 - Manokwari: We spent 24 hours in Manokwari, and had another sleepless night on anchor watch due to feeling uneasy about the attention the boats were drawing. The Lonely Planet described Manokwari as 'mellow' and described a few restaurants that suggested the presence of tourists and the possibility of a trip to shore. In the event, the town was the usual dusty mess of small shops and motorbikes and the locals stared at us like we had a few too many heads. The prolific use of betel nut may have had something to do with this...The Harbormaster was only willing to let us stay overnight as Manokwari had not been listed on our cruising permit, and only allowed us to stay at all because the gear box on our port engine had finally given up the ghost earlier that afternoon.



3.7 Papua Province

3.7.1 East Cenderawasih Bay & the Islands

3.7.1.1 Pulau Numfoor

Screensaver – April 2017 - Pulau Numfoor: Numfoor is 47nm SE of Manokwari, Anchor Sand/Rock 20m, No internet. This anchorage was not my worst choice, but a long way from my better ones. Holding wasn't great until you got locked in and then the chain would get wrapped around rocks, and took us some time to get the anchor up in the morning plus we rolled most of the night.

3.7.1.2 Mios Num

Anui – August 2011 – Heading East from Manokwari: We crossed the top of the Cenderawasih Bay from Manokwari to the island of Mios Num where we were glad to find an anchorage just off a palm-fringed beach. There were reefs to snorkel and even a perfect 4-5' right hand reef break, which Scott had a ball on and named 'Scott's Break', after we all agreed that it was unlikely that it had ever been surfed before.

The locals came past in their canoes on their way between villages but nobody bothered us – we stayed a few days. Our friend on Unicorn went to have a look at the next bay and reported back that it was the perfect spot to beach the boat. An inspection by dinghy confirmed this and so last week we were able to go up at dawn on the high tide. Scott, Seth and I worked to replace the dog clutch in the gear box, install the new propeller and clean the hulls and by the time the tide came back in we were tired but all the work was done.

A few local guys came by with their machetes to have a look and nod sagely at Scott working under the boat. We gave them a spark plug and a litre of engine oil and they were off into the bush. Later that night they came back to the boat to bring some cooked fish and 'bread' to trade. They watched whilst we tried the food. I hope I am not required to eat Papuan bread again. It was a mixture of dubious raw fish and a breadly mixture made from palms. You can imagine.

We were also offered their local moonshine made from nipah palms, but this we refused, having been warned that it smelt like paint stripper.

3.7.2 Biak (Port of Entry)

From a local website: Papua's most accessible island is Biak, which was a major World War II base. That role blessed it with a good airport that makes it a straightforward gateway to Papua. Other than the war relics, Biak offers some cliff burial sites, unique woodcarvings, and plenty of beaches and smaller off-shore islands for diving and snorkeling.

Ariel - August 2024 – Entry at Biak: We arrived from PNG and anchored off the Nirmala resort.

We had Raymond Lesmana fill in our form for us, with the idea that contact with Ray might be useful later in the trip. Not sure if this will be the case or not.

Ray did put us in touch with the wonderful Biak-based Haniel +62 821-9804-4448. Haniel arranged quarantine to come aboard and give us pratique as soon as we arrived on Saturday. On Monday Haniel drove us to Immigration (30 day voa), customs, quarantine (to collect green book) and harbourmaster. We started at 10am and after a nice lunch, all was finished by 4pm, including the customs visit to the boat. Haniel's charge was \$100 USD and the VOA was USD \$35/person, no other charges.

All the officials, especially immigration, were very friendly and helpful, and there is no reason not to do it yourself, but I don't think we could have done it so easily and quickly without Haniel. He speaks excellent English and is happy to be contacted directly.

Ahmed and Yuliya at the Nirmala Resort were very welcoming and helpful, arranging cars (self drive and taxi), and a dive on the house reef featuring a ww2 US plane. Team Nirmala helped us load our jerry cans (with Dexlite diesel from the gas station) onto the dinghy, which was very welcome.

Cellphones: Telkomsel seems to have best coverage. Oddly, their physical sim cards work only in phones bought/made in Indonesia. One of us downloaded an esim from bytesim.com which works fine. As my phone does not support esim I bought a local phone and sim quite cheaply, plus additional data online through the Tekomsel website.

Seybourne - November 2023: We hadn't heard much about Biak. We just stopped to check in and get some fuel. We ended up anchored for weeks at the **Nirmala Beach Dive Resort and Yacht Club** while waiting for the right conditions to continue westward. It's a reasonable anchorage, and we could leave our dinghy safely at the floating pontoon equipped with bright lights and security cameras. This is by far the easiest place to land a dinghy in Biak. Although in southerly weather, it can get a little rolly, and somewhat challenging to tie up your dinghy.

We were utterly overwhelmed by the hospitality from Yulia, Ahmed, and their staff at the resort. Ahmed's WhatsApp number is +1 757 289 4936.

In conjunction with the local government, they put on an incredible party for the 4 yachts anchored there. This involved a huge cast of musicians, dancers, and firewalkers. And a big feast. All for free. Ahmed is a passionate diver and can show divers of any experience level a wonderful time. They can organise mini-bus transportation, tours, scooter hire, garbage disposal, and laundry all at great prices. It was really nice to chill out there and watch the sun go down while eating a tasty meal that cost less than \$2 USD.

Biak is a hidden gem full of friendly people and natural beauty. We had so much fun exploring caves and swimming holes by scooter. And checking out the amazing and cheap restaurants and shops. This was a real treat after spending a year in the Solomons. It's a great spot for kids too. The staff put on movie nights and archery classes. And Yulia brought out her beautiful Sulphur-Crested Cockatoo to entertain them. There is even a little air-conditioned mall in Biak with a KFC and a games arcade. Our kids loved this. And they have chocolate!!

The yacht club is hoping to have professionally installed moorings soon.

One little word of warning. You may be told an elaborate story by a local tout that no one (not even locals) is allowed to fill containers with diesel at the station. This is rubbish. I had no trouble filling 300 litres of containers with petrol and diesel, and no need to pay this guy his extra fee.

Soggy Paws – January 2019: We checked out of the Philippines and headed straight to Biak. We checked in and out in Biak in the space of 4 days. We spent the first day off the town anchorage, with 3 other boats. We were last in and furthest NW, not a great anchorage. Wind was blowing about 10-15 onto the beach. Had to anchor too close to the shipping pier in 50 ft to make sure we didn't swing onto the shelf in the wind against current situation, and there was coral on the bottom.

Town Anchorage: 01 11.23 S / 136 04.82 E

With the wind out of the W and chop, there was nowhere good to put the dinghy. The others said the blue and white boat mentioned by Screensaver was no good, so we beached our dinghy at Julius's place—the first house on the NW side of the small beach NW of the fish market pier. Now, there's a yellow flag flying there, but who knows how long that will last. You have to negotiate your dinghy around the long lines tying the boats to shore to get into the

beach. Julius was friendly and helpful (+62 852 4496 0506) and speaks pretty good English. On a light wind day or one with more north in the wind, this would have been OK.

Just at sunset we concluded our business and hauled anchor for the “northern anchorage”. Here we found about 35-40 ft and a bit corally. We didn’t have the visibility to pick and choose where to anchor. This would be good if you had winds from a northerly quadrant. We were right on the edge of reef, don’t go any further north than this.

Northern Anchorage: 01 09.93 S / 136 02.83 E

By morning, the winds had picked up to 20-25 out of the W, due to a low passing north of us. It was getting really nasty where we were, as we had a large reef opening to the west. So we moved a quarter mile away to a spot tucked up behind the reef. This was a lot better. With the poor light and winds, we thought we were anchoring in sand, but ended up anchoring in an area with scattered “brush” coral on the bottom. Nothing that snagged the anchor, but we felt bad about damaging any coral. This was MUCH better in SW-W winds than anything else. We stayed here for the rest of our stay, even when the wind died and went back to NW.

West Wind Anchorage: 01 10.59 S / 136 02.89 E

This anchorage is right off the “BMJ Pier” (Pelabuhan Laut BMJ), and the Nirmala Beach Resort, both of which have places to leave your dinghy if the wind isn’t blowing like stink out of the west.

We met the manager of Nirmala Beach Resort, Harris (+62 811-495-195) and his assistant, Sylvester. Both speak good English and seemed willing to help us with what we needed help with (mostly transportation).

There are normally no taxis out this far, but there is an Ojek (motorcycle taxi) stand on the road halfway between the BMJ Pier and the resort. Harris said he could arrange a taxi if we needed one. There is also a ferry that comes into the pier a couple of times a week. That would be a good time to try to get the number of a taxi driver who would come pick you up.

Getting Around: In town, there are shared route taxi’s all over the place (yellow vans). Taxi’s with a red sign on top are “private taxi’s”. In Sorong they call these Bemo’s but here they just call them taxi’s. Taxi’s are easy to find in town, but are scarcer further out. The other alternative are motorcycle taxi’s (called Ojek’s). These are cheap and are found everywhere.

We ended up using a guy named Saenal (sy-en-al) (+62 852-5445-5251), whom our friends arranged to go birding with. He’s not really a bird guide, but a taxi driver who knows where the birding and tourism sites are. We used him for a fuel run for 300,000 Rp—he picked us and our jugs up at the pier, took us to the Pertamina station, took someone else to the Laundry to pick up laundry, and made a quick stop at the market for veggies, and brought us back to the pier. His car is a small mini van and can accommodate about 4-5 people comfortably, with room in the back for “stuff”. He speaks reasonable English, and is a very nice man. The birders hired him for an all day birding trip for 1M Rp.

We also used Julius as a water taxi. Still worried about leaving our dinghy unattended at the pier, plus the logistics of getting a ride in, we hired Julius to come by boat and pick us off the boats, bring us to his house (right near markets and Immigration and Customs) and take us back in the afternoon, for 150,000 Rp. This was effective when we had 4-5 people coming and going.

Fuel: The Pertamina station, that has the good quality (and taxed) Dexolite diesel, is about a 10 minute walk from Julius's, and Julius or one of his family helped arrange a taxi back from the station to Julius's with the full jugs. BTW that station would not fill jugs on Sunday for some reason, but another Pertamina station would. See above for another fuel run using Saenal, the taxi driver.

Another cruiser told us they needed 500 liters and someone helped them arrange to have diesel brought to their boat in 50-gallon Pertamina barrels. This was good fuel, reportedly (but often times this is a risky business because you never know the source of the fuel—we prefer to pump the diesel into our jugs at the Pertamina station, to make sure we are getting good fuel).

Trash we took into Julius's and he took care of it for us.

Groceries: The Pasar Ikan (fish market) near Julius's and the town anchorage sells fresh fish, and some fruits and vegetables. This is just steps away. Walk inland up the main road about a mile and you will find the Hadi Supermarket. It is big for an Indonesian town, is air conditioned and clean. Stock is limited, but you will find all the basics, including imported fruits and veggies (but not local), and frozen chicken. Sometimes there is cheese. There are several other fresh markets in town, but we didn't go to them.

Formalities: Immigration is right on the corner up from the Fish Market. They had several people who spoke good english, and we got a free 30day "visa on arrival" without any problems. Note that this "Visa on Arrival" IS NOT EXTENDABLE. If you want to stay more than 30 days in Indonesia, get a Social Visal in advance.

Customs is about a half mile to the left as you come out of the fish market, past the Pertamina station, across the street and down another half a block, under a really big tree. It's in a big square building with lots of windows, and a ramp leading up to the parking lot. There is no sign outside at all. We dealt with a young man named Noel who speaks good English and was very helpful. They insisted on visiting the boat on clearing in (Friday) and again on clearing out (Monday), and taking pictures of everything as is normal. We had done the Yachters paperwork online before we arrived, so had no troubles with paperwork. Noel's cell is +62 852 0762 4039 and the Customs' email address is bcbiak@customs.go.id.

Quarantine has an office at the port, but it's usually unoccupied. Their main office is on Jalan Raya Bosnik, on the north side of the airport, about halfway down the airport. Look for Kantor Kesehatan Pelabuhan on Google Maps, they have it located properly. There is another Quarantine office just down the street from Customs, outside the main port, but that is Plant Quarantine, not Health Quarantine. They were friendly, but not who we needed to see. If you are taking a taxi, don't ask for the airport, as the airport entrance is on the south road. Ask for Jalan Raya Bosnik.

The Quarantine guy we dealt with was named Yan and his assistant was Ratna. Ratna's cell number is +62 822-4808-9656. Both spoke English. They required a boat visit as part of our clear in / clear out paperwork. They were happy we had a Green Book and took their job very seriously.

Port Captain. There is a Port Captain's office at the port. However, when one of us went in and asked for Port Clearance paperwork, the girl there had no idea what they were talking about, even after they showed her a Port Clearance paper from another Indonesian Port. So you don't need to bother with Port Captain on clearing in or out.

On clearing in, we went to Immigration, Customs, then Quarantine. On clearing out, we went to Quarantine, Immigration, and Customs. Both Customs and Q wanted to come out to the boat to do their inspection, take the paperwork back to the office to finish it, and have us come in and pick it up the next day. They knew where the BMJ Pier was and agreed to have us pick them up off that pier.

Restaurants: We had lunch one day at 99 Restoran on Jalan Bonjol. It was air conditioned, had a decent bathroom, and the food was good. Extensive menu in English and Indonesian.

Money: We had fistfuls of Rupiah from our last trip to Indonesia, so didn't use any ATM's. But there's a Mandiri bank right as you walk out of the fish market, and several other banks around.

Internet: Good 4G Telkomsel all along the coast of Biak town (all anchorages, plus out 10 miles to the NW, west and south).

Getting Visitors In and Out: There are several ferries—Pelni has a weekly ferry schedule between here and Jayapura. We heard several airplanes landing every morning.

Diving: We arranged with Julius to go diving on the Catalina airplane, which is in deep water up off the BMJ Pier, near the northern anchorage. Julius provided tanks and we all had our own gear. He told us he has BCD's and regulators but we didn't see them. The cost for 5 of us to do two dives was 500,000 Rp per person. If you're a diver, the Catalina is a nice dive. The second dive was not far away at "Ammunition Point", also along the outer reef drop off. There were a few bits of ammunition and several sharks and big fish circling the point.

Screensaver – December 2018: Typically you anchor off town, off the Fish Market, to do your clearance in and out. The officials are not far from there. We were directed by a policeman to tie our dinghy up to a blue and white boat just inside the jetty.

Screensaver – May 2017: We anchored in 10m, mud/sand, with a whiff of 4G internet. The anchorage in Biak is behind the reef and we had nothing under 10m up behind the reef. The entrance at the SE end has markers (no lights), and there are two other unmarked entrances. We went right up the NW end but it's a long way from town.

The next day we took Screensaver down adjacent the main town center to make it easier for supplies, fuel, and to access the authorities. We did the rounds and got checked out, with no great issue. This is supposed to be the last exit point for yachts heading down the coast to checkout under the new "Yachters Website". I'm not sure what will happen when we get to Jayapura as this is still in Indonesia and we will be illegal. Watusi later suggested we probably should have just cleared the boats out, and then completed immigration clearance and Jayapura.

Watusi got some fuel and we managed to siphon some LPG from the local Oxygen outlet whom supplies LPG into one of our bottles.... yea Oxygen for name supplying LPG...himmmm

The officials were pretty cool here, they wanted to come and have a look at the boat and take their pictures of the motor, and bunch of other things. They want to see the AIS unit physically, and in my case it's hidden away as part of my security system so it takes some explaining. I never went to Quarantine as it is some miles away and typically you don't on exit.

The next day we moved 21nm SE to Woendi, where we anchored in 8m Sand, with 3G internet. This a group of small Islands forming a lagoon surrounded by coral reefs, so it is nice and flat

water wise, and the beaches are easily accessible. There is an entrance at the SE end that locals suggest was made by the Americans bombing it. However the charts suggest it was local bombing range, so who knows, but it was a nice quiet spot and sandy beach. We crept our way in but I never saw less than 14m until we anchored.

We managed a bit of snorkeling, but the water was not all that clear though, and we gave Screensaver a bit of scrub around the water line.

Another couple of mono yachts turned up but they clearly are not good cruisers, they could not find the way in, they did not answer numerous calls on VHF we made to offer help, so they ended up anchoring outside.

3.7.3 Between Biak and Jayapura

3.7.3.1 Padaido Islands (Nusi, Dawi)

Soggy Paws – January 2019: After clearing out at Biak, we headed out to the islands about 20 miles SE from Biak port. We entered the archipelago using these waypoints:

Turn 1: 01-19.812S / 136-24.483E

Turn 2: 01-19.467S / 136-24.462E

Anchorage off Uriv Island: 01-18.481S / 136-22.659E in 15-20 ft good sand

Hard to tell how protected this spot is as the wind is nil and the seas have subsided to less than 1m offshore. Pretty beach on the island, but fishing families ashore. They seem friendly, but as they don't speak English and we don't speak Bahasa, there wasn't much to say.

We ended up beaching our cat on Uriv's eastern side overnight to do some work on our saildrives. The next day the village elders (we think) came by and asked for money. We gave them 100K Rp.

Anui – August 2011 – Heading East from Manokwari: From Mios Num we went across the North of Pulau Sonorawa (also known as Yapen) and then up to the Padaido Islands South of Biak. They were heavenly and very hard to leave. We divided a week between the islands of Nusi and Dawi.

In Dawi, we anchored in a lagoon surrounded by reef, next to the beautiful island. The small fishing village on the point of the island was deserted when we arrived but over the days its residents returned from the larger islands to the North and began their routine of fishing from their hand-dug canoes and sleeping the afternoons in their hammocks under the trees. The island is mainly inhabited by women and children; we didn't discover where the men were, but assumed them to be working elsewhere. As they got used to us, the women would come by for a chat but generally waved from the shore.

We made sure to use the beach at the other end of the island, so as to not to invade their peace. Over the last couple of days, we were visited by a couple of the older women with their grandchildren, to trade shells with us in exchange for kids' clothes and some food and to ask for paracetamol for their headaches and back ache. (Must remember to buy more in Jayapura). One little boy, Martin, who had been out with his grandmother, came back to the boat for the afternoon after watching the boys snorkelling and sat quietly on the back steps until we invited him on board. Seth replaced the rope on his very leaky canoe and he spent a few hours drawing

with Seth and Finn and eating his way through whatever was put in front of him – anything that had sugar in it, anyway! He was a lovely little guy and when the sun had gone down he smiled and waved and was gone, stopping several times across the bay to bail his leaky canoe.

3.7.3.2 *Insamfursi*

Screensaver – May 2017 – Insamfursi (Dauwi): 01 16.4231 S / 136 40.1789 E Anchor 17m sand, 3G just. This is another nice spot well protected from sea action.

It can get a bit of current so if you dive off the boat for a swim as we did probably best you chose your timing more wisely than us. I earnt my beer just swimming back to the boat as a thunderstorm loomed on the horizon.

Again, had timing been different I would have spent more time here and the prior anchorage, but we are worrying about getting down the PNG coast with the SE winds and current setting in very soon.

3.7.3.3 *Mamberamo River*

Wandering Waterhorse (Catamaran) – December 2018: *They were heading westbound along the north coast of New Guinea and the winds were up higher than forecast (25-30 kts, against them). Had planned to pass it by, but in the dirty weather, decided to turn back and go into the river.* We finally managed to get off the river mouth dirty mixed up water area into sea again and started actual sailing.

The waves were getting too big again and with the wind strengthening we headed back to where we came from, my dad providing intel via email on the river mouths where we could potentially go and hide.

We chose one, the Maremembo River. Apparently it is like the Amazon of West Papua and teams with amazing creatures. Sounds cool, any other day....

Huge almost standing waves tore us in. I sat in the cockpit and watched as they rode above the solar panels, threatening to swamp the back of the boat, but she rode them like a boss with our captain safely bringing us in through the chaos.

Once in the river we pulled to a jetty, a giant random jetty, and were surrounded by locals who spoke no English.

We tried to ask if they had solar (diesel) as by this stage we were running very, very low on it.

‘Yes’ was a confused translation, Chae went to go and see.

He came back, said we need to leave, there was not a good vibe in this place.

While he was gone I had a guy jump on the boat and just start to walk around looking around outside. A bit scary and weird.

We tried to anchor at the river mouth, away from the village. A 5-knot current meant we had a nightmare of a time and we realized we needed to leave properly, not just to the mouth of the river.

Back out through those waves was a prospect I didn’t not think kindly of.

Luckily, the waves had dropped a bit and Chae took us out, again calm and measured (on the outside at least) while I was all but having to go and change my underwear.

We turned and headed for the other river mouth around the corner. By this time our buddy boat had already gone in, they were anchored in the still water.

We had another surfing experience to contend with before we got there.

The charts, which have so far been pretty reliable, must have been off centered and we again surged in on these rollers, that when you looked back were breaking after we went over them. It was manic. We were literally surfing in our boat, on giant rolling waves that would break behind us.

We slowly made our way over to the calmer water while driving on land apparently according to the charts, we picked our way into the bay.

We had locals waving and cheering at us as we went past, they probably never see yachts in here and then all of a sudden there are 2....

Seeing Lukim Yu and being able to anchor and be still for the first time in 8 days was a feeling I just cannot describe. Although it's only a night to get out of the wild that is happening outside this calm spot, it's going to be good to have a sleep and regroup.

Dinner and MANY drinks were had and we all fell exhausted into our beds.

DAY 9: We woke in the calm bay, wondering what was going to be thrown at us next when we leave today.

Yesterday was the most eventful day we have ever had. And when I say eventful it is a loose and positive sounding word for the actual experience we went through. I cannot describe accurately the horror that we had to endure.

The pressure is now on to get it Biak before they close for Christmas on Friday, 3 days. Oh dear...

Diesel situation is heavy on the mind, if it is anything like yesterday we may be in trouble with the lack of fuel. Who knew over 600L would not be enough...

Stopping for sleep and re grouping was the right decision, but now we just need to get on track again. I tell you, it's not going to be easy to up anchor and head back out that river mouth.

OK, so highlight reel for the day....

– obviously waking up in the flat calm bay is no 1!

– getting out of the river mouth, riding over huge rollers (at least not surf this time) was pretty terrifying.

Screensaver – May 2017 – Mamberamo River: The original intent was to stop up the Mamberambo River located about 76 nm due east of our last anchorage, and thus avoid an overnigher. I have done a few rivers before, some as long as 200nm, and been in and out of few in Oz over the years, so I was relatively comfortable with the idea.

We left in the early hours of the morning around 4:00am so we would arrive at the entrance late afternoon with time to get up the river. As we approached, the tide was going out but its nearly

low tide and for some reason the river was quite well charted.... well at least it looked that way on the chart even on Cmap and Navionics was better... well looked better anyway.

On entering, and attempting to proceed 5 miles up the river where we planned to anchor, we found the river current quite strong. Eventually it reached almost 3 knots

There was a recommended track on both charting systems that agreed with each other and I initial followed these, but my depth sounder started indicating very shallow water.

With engine rev's equal to 4 knts we crept forward at under 1knt waiting for Watusi. In the mean time I tried to check the chart offset using Google as I had done many times before, because now it was dark and if the offset is wrong, and with no reliable depth sounder, we could easily get in trouble. Radar showed me the land but it was no real help because I had no idea where the real channel was.

As I looked at the offset, it was out in two separate directions. Western headland was too far North and the eastern headland was too far South. This means the original paper chart is badly wrong, not the electronic offset, and what's more, the recommended track did not agree with Google.

Watusi attempted to anchor off to one side, but fearful of depth and high current this didn't work.

At short while later, we were going backwards out of the river at 2 knts, while still pointing up the river with equivalent revs for 6knts, the current is getting worse not better. It seemed like my only way to maintain steerage not do 11odd nots. We had woven such a convoluted track up here I could not follow it out, trying to find the bottom and position via river depth was not possible either.

In the end I turned around and used reverse to slow our exit and keep some form of steering. I was no prepared to race with it at 11 Knts as Watusi had done. By rights I should have been going backwards at over 4 knts and instead I was going forward at about 4-5, the current had got worse. I'm guessing it was running at least around 8knts when we abandoned the river.

We were very lucky. Why this river was like this I have no idea, it was not exactly a huge river, nor were there great floods going on, but it will be a very long time before I go up another river.

We continued through the night and stopped at Masi.

3.7.3.4 Insumoar

Screensaver – May 2017 – Insumoar: 01 56.5515 S / 139 00.4501 E Anchor in 20m, Sand/mud, some 3G. The locals all seemed nice enough. Eventually however one came and asked us for money for anchoring here. I have never paid to anchor, and won't. As I explained if he had a good mooring that is difference, and if you had told use when we first came, that too would be different.

3.7.3.5 Demta

Screensaver – May 2017 – Demta: 58nm SE of Insumoar, 02 21.39 S / 140 08.97 E Anchor in 9m, Mud Sand, 2G internet just. We are late in the season and the research I had done suggested by 2nd week May the transition season would be nearly over after which the current and wind will be against us. There was no wind, but the current is starting to appear against us now. At this point it is not too bad, but the writing is on the wall as they say. This was really just

a place to stop for the night and I doubt if there have ever been two yachts in here. Today for us it was flat but I guess based in the ship aground it can be a bit nasty.

3.7.4 Jayapura (Not Official Yacht Port of Entry)

Note: Though Jayapura does seem to have full Customs, Immigration, Quarantine, Port Captain (CIQP), for some reason it is not listed as a port of entry on the Yachters website.

VaiNui – January 2025: Entry in Indonesia on December 24th. All admin closed for Christmas, but immigration opened for us. Jayapura, even if Capital of the province is not an entry port yet for Sailing Yachts. However, Custom and Immigration made an exception for us, which was very kind.

Landing with dinghy was at the Rauma Laut restaurant. A small floating dock by the live fish reserve. Very beautiful people and very nice food and atmosphere.

Screensaver – May 2017: Jayapura 38nm SE, Anchor in 18m mud, 4G good internet. As we came down the coast yet again we were making like a stink boat and motoring with the odd puff of wind to tantalize us with false hope. The natural debris was getting worse with some seriously big logs around, some quite pointed that if hit the wrong way could do some serious damage.

As we approached Jayapura I counted some 22 cell looking towers, the place was full of communications. This is both good, insomuch as typically internet will be good, but also bad because it implies also a lot of security especially on a border town. When you see on your phone's cell network xxxxxx (5303) private, yes they have their own private cell network as well.

Jayapura used to be the capital going back some years, and it would appear the authorities here are once again going for independence and already running their own show differently in a number of places. Locals also refer to the area as Papua not Indonesia, which didn't help me any as Papua to me, meant PNG. There is a substantial difference in pricing between PNG and Jayapura in a number of items, like fuel for example is in the order of 2.5 times **more expensive in Vanimo** PNG just down the road.

Could we have checked out in Jayapura? I think so. Checking out in Biak and trying to stop in Jayapura was a mistake. If you know for sure that the particular port handles any international sea traffic you can be 99% assured you can be processed there no matter what anyone may say to the contrary. It seems to be that the official promoters of tourism have hidden agenda's to drive you to specific ports, and not to others. Anyone using the new Indo Yachters Website (replacement for the CAIT) will see a list of ports they can use for clearance, and Jayapura is notably missing from that list as are many others.

We understood that by checking out of Biak as advised (said to be the last exit port) some 300nm from the border would be problematic for us especially given we need to stop at Jayapura to obtain PNG Visa's, fuel supplies etc. So in an attempt to do the right thing, we had asked at Biak what we should do, and wrote to officials in Indonesian and the local offices asking how can we come to Jayapura after we have checked out at Biak. We also explained that going back and forth was not possible as we would be out of fuel. Most of the government email address listed, and phone numbers don't work, but I did get a delivery conformation from one email sent to Jakarta I have used before, but they chose to ignore it.

So we anchored in amongst a few small islands near the container wharf and Army base.

The next day we went ashore and spoke to the Army guys asking if we could leave our tenders there and was the yacht ok etc. They said yea no problem and were very helpful, but said you need permits to anchor here, It is a military area. We asked if we could move somewhere that is outside this area, the answer was no, it is the whole area.... So we then asked how do we get such a permit.... long story short what he meant was the CAIT.

We were directed to Customs, whom asked all the usual questions and why we were here. Explaining this was due to a breakdown plus the need for fuel and supplies, and the PNG visa was all accepted, although we did have to put that in writing.

We needed to get a PNG Visa and to do that required us to leave our passports with the consulate for processing over 3-5 days. Our mistake was in applying for the visa before we finished sorting out our status with Indonesian officials.

No matter how many times I explained the new Yachters process, and gave him all the usual paper work plus the official letter from Jakarta explaining this whole thing he would not have a bar of it, after all that letter was dated 2016--its out of date, the (CAIT) is the process now, and show me your passports again. Volunteering to bring our passports to his office was of no help, the contact number for the consulate where the passports were was of no interest, nor were copies of anything. Making absolutely no headway after two visits and 4 or so hours and being threatened to be arrested or evicted I had enough.

I grabbed my phone held my hands out and said either arrest me or get off my boat and I will come and see you this afternoon when I have my passport in hand. There will be no CAIT and I will not be leaving without my passport so do whatever you need to do and I will call the NZ Embassy and make an international incident of this. At that they left shortly after. The guy in white was the worst of the bunch, but not the only one with this attitude sadly.

I went ashore and he was with the army and asked why I was here, I explained to get the passports for you and some fuel. I was told I cannot get fuel here there is no non-subsidised outlet. I smiled walked off with my fuel containers and said thank you and I will see you at 5:00pm. We later took on some 400 odd litres which we transported through the Army base to our tenders.

Same went for the Alcohol which is illegal here and I ended up buying like I imagine one did in prohibition days. Mind you the hotel where the President was to stay would openly sell me a case of beer at \$160au, just more of the hypocrisies that exist here, and supporters and officials call it "Charm"

On returning at 5:00pm as promised with original passports the Head honcho/arrogant man met me at the door and directed me to one of his staff. His staff asked for all the usual paper work and said the lack of a CAIT is not an issue, I understand it is not needed, I need to explain this to my boss. (WTF) He said also my pronunciation of Bitung (Indonesia) had confused him with Philippines which Mr Head honcho not reading any of the stuff I gave him did not pick up.

The underling proceeded to explain that the CAIT was still a valid document and is required for those arriving unannounced and yachters is used for advanced notice cruising only and we should have contacted them before arriving. I wasn't going to tell him that one can't contact 99% of officialdom because none of the contacts ever work, instead I just said yep. The Harbour

master also confirmed there is no military restriction in the harbour, other than being in proximity of warships which is standard.

After the staff had processed everything, they would not provide a port clearance, and by now I was once again getting to the end of my patience with these guys and simply responded that's fine I don't need it. I will be gone as soon as is humanly possible, never to return.

We left the next morning.

Adina – September 2015 (from Noonsite) – Clearing In: SY Adina checked in to Indonesia at Jayapura on 1st September 2015.

Jayapura is a busy city with many restaurants, ATMs and shops; for us it was a useful stop after time spent travelling through remote islands in Papua New Guinea.

Remember the clocks go back one hour when arriving from PNG!

Anchoring

Having completed departure formalities in Vanimo, PNG, we left at sunset and arrived into the bay at Jayapura before midnight. We had used satellite images to select a location away from potential hazards for a nighttime arrival. We anchored at 02 37.012 S 140 46.382 E in 7m of mud. There was some swell, but it was tolerable.

We slept here before raising the anchor at first light to motor the 6.5nm to the main harbour. We dropped anchor at 02 32.405 S 140 42.512 E in 32m of mud and plastic bags. This location is tucked in to the north of the harbour, away from heavy shipping, and close to town.

On our second morning we were woken to be asked to move closer in, as a ferry and a Navy ship were coming in. We re-anchored as close to the shore as we felt comfortable. A friend's yacht who came in after we had left, anchored here as well and the navy actually moved their boat while they were in town! They then anchored at 02.32.548S 140.42.535E. in 28m of mud. This is further from town, but removes the risk of disturbing the navy boat should it be around.

The anchorage is not very pleasant, littered with plastic bags and general debris, but the holding seemed ok.

Getting ashore

We used the Police dock (02 32.2841 S E140 42.483 E) visible nearby for our dinghy using the phrase "Boleh kami tinggal disini?"; to ask permission to leave it there. We used the dock many times and there were often different Police personnel around. We were always friendly and checked with the new personnel and never had an issue and were always given a friendly wave.

The watch-out here is that the tide gets very low, down to less than 30cm of water at the side of the dinghy dock closest to the river mouth. Once we realised this, we left our dinghy on the outer side of the dock between the large Police boats.

If you arrive needing cash, walk up to the street from the Police dock and turn right. Less than fifty metres along is the closest ATM.

Getting around

Whilst many of the distances around the city look walkable, the heat makes it challenging. Fortunately there are many cheap mini-vans that operate as taxis: white for within the city,

3000Rp per person wherever you want to go; green for locations out of the centre, 4000Rp per person - you will need to take one of these to get to the Immigration office; blue ones are for the airport.

Formalities

The best way to complete all the formalities is to start with Harbour Master, then Customs, then Quarantine and finally Immigration. The one snag here is it is difficult to pronounce the word for Harbour Master, so you may want to go to Customs first and walk back 300m to the Harbour Master. It's a good idea to carry a boat card to show in case you get problems explaining what we needed to do; this seemed to work well given our non-existent Indonesian and most people's limited English. A boat stamp is essential and was well used and it sped things up to have copies of all our main documents to hand over to the officials.

1. Harbour Master = "Kantor Syahbandar Dan Otoritas Pelabuhan"

Location: Jl Koti #8.

The Harbour Master is located on the road running south out of the city along the waterfront – take a taxi – you may want to go to customs as it easier to pronounce and then walk back here – it's around 300m from the customs office. They took copies of our boat registration document, CAIT, clearance document from Vanimo, our crew list and passports. As the officer wanted to keep the original of the clearance document from Vanimo we asked him to provide us with a copy in case we needed it to show Customs, which it turned out we did. We received no paperwork back, but were asked to return before departing from the port in order to get our Port Clearance. Other yachts after us have reported being asked for bribes – refuse.

2. Customs = "Bea Cukai" (pronounced Choo-kai)

Location: On Jl Koti, further south (out of town) from the Harbour Master – about 300m.

There was a large pile of papers for us to complete. We provided copies of our boat registration document, CAIT, clearance document from Vanimo, our crew list and passports. They wanted details of all our boat equipment including navigation systems, computers, liferaft etc. but never checked the detail which was good as we didn't know the serial numbers off all our equipment. They also want details of alcohol/tobacco onboard.

We asked about the need for a temporary import permit (PIB) and were told that yes, we needed to have one and that they could not be issued in Jayapura but in Sarong or Biak. We asked the officer to stamp and sign the letter we had produced ourselves for our PIB in case we had any issue in the meantime. This letter, which you can do yourself, simply states that you will not engage in commercial activities or sell your boat.

Having completed the paperwork we were told we would need to return to the office before leaving the port to collect our completed arrival papers from him. The officers also wanted to inspect Adina in person, which we arranged for later that day. The inspection was quite thorough, rummaging around under the sinks, looking under the floor boards and in most cupboards, but there were no issues.

To note, when we got to Sarong we were told that the letter we had with Jayapura customs' stamp and signature was all we needed for the PIB, and there was nothing more the Sarong office would issue. We produced it when we checked out in Belitung and had no problems.

3. Quarantine = "Kesehatan Pelabuhan"

Location: On Jl Koti, 100 metres south from Customs, 02 32.798S 140 42.786E.

We were immediately shown into a car and driven out of the city up to another facility where the relevant officer was working. He completed the paperwork very quickly and efficiently, providing us with a receipt for the 40,000Rp fee for the Certificate of Practique. The paperwork required from us were the boat papers, CAIT, passports and crew list. Again we were asked to return before departing the port in order to obtain a Quarantine Port Clearance. Both of these documents were needed for our clearance out of Indonesia.

4. Immigration = "Kantor Imigrasi"

Location: Jl Fery, Cepos Lama Kelapa II, Entrop, 2.34.0399S 140.42.1039E.

This was the most challenging of all formalities, purely because the office had recently moved out of the city and few people seem to know about this! To get to the new office you need to take a green mini-van to Entrop which is an area on the outskirts of Jayapura. The journey takes about 15 minutes and costs 4000Rp per person. The office is down a side street and not obvious. We suggest writing the address on a piece of paper to show the driver. If he cannot find it, ask him to go to the Papua New Guinea Embassy which is nearby - the gentleman working there knew where to find the Immigration office. Another option that worked for friends after us is when you have finished at Quarantine, give the officers there the address and get them to get you a taxi and explain it to the driver.

Having already obtained our Social Visas in Vanimo (PNG), once at immigration we needed to fill in an arrival card and provide copies of our boat registration, CAIT, crew list and passports. Once our passports had been stamped, we were asked to go and get copies of the visa and entry stamp for Immigration to keep - there was no photocopy machine in the office. There are plenty of photocopy shops around, we just asked to be shown to the nearest one. Immigration will give you a blank departure card and a stamped crew list – hold on to this, you will need it to clear out.

5. Police = "Polisi"

Location: Polresta, Jl Yani 11 (in the centre of town), 02 32.573S 140 42.231E.

As we were planning a couple of stops in Papua we needed to get a "Surat Jalan", a tourist permit for the region. We went to the central Police Station ("Polresta"), asked at the reception for a "Surat Jalan" and were shown to the correct office. We needed to provide copies of our passports, visas and entry stamps, two passport photos per person, the boat papers and our CAIT. The officer asked for a "contribution to the administrative costs". We asked if there would be a receipt for the contribution, to which the answer was "no", so we politely declined. This caused no issue. We went to a photocopy shop and made five copies of the "Surat Jalan" in the expectation we would need them in other towns, as advised by the officer.

You will need one of these letters if visiting Raja Ampat.

As an aside, in the alleyway opposite the Polresta there were numerous stalls making rubber stamps to requirement.

Diesel = "Solar"

Technically you are now allowed to take your own jerry cans to a petrol station and get fuel, but this is a new law and slow to filter out to all the islands. When we were in Jayapura the law had yet to be introduced. Having got chatting to the Police officers at the dock, we asked about obtaining "solar" and were introduced to Selfi, one of the officer's wives. She was able to help us obtain diesel at a price of 11,000Rp per litre. We tried to negotiate, but there was no budging, so given we wanted to be in Jayapura as short a time as possible we went ahead. We felt if we had moved to an anchorage out of the main harbour we might have found it easier to find someone who would sell us diesel for a more reasonable price – you should be able to get it from fisherman for 10,000Rp per litre. Be warned this fuel is not the cleanest - so use filters. Overall we found Selfi helpful, but pushy. She is keen to work with yachts and can be contacted on +62 812 40882018.

Gas

After visiting various shops with Selfi we established that gas bottles cannot be refilled in Jayapura, only exchanged.

Provisioning

There is a hypermarket in the Jayapura Mall which is within walking distance of the Police dock. Go up to the street and turn left, follow to the main road, look to the right across the cross road and you will see Jayapura Mall. The hypermarket is in the basement. We found the stock to be adequate to restock on a few things we were missing, including decent beef and chicken (no pork or lamb available). In the Mall you will also find various clothes and electronics shops with items at good prices.

On departure (to Sorong)

We revisited Quarantine, Customs and the Harbour Master in that order to complete departure formalities, taking just over two hours in total. The resulting documents all cleared us to our next port in Indonesia, Sorong. They would not clear us to our final port in Indonesia, insisting we had to stop in Sorong.

Useful phrases

Salam = Hello

Terima kasih = Thank you

Selamat tinggal = Goodbye (when you are leaving)

Di mana...? = Where is....?

Di mana kantor Imigrasi? = Where is the immigration office?

Boleh kami tinggal disini = Can I leave the dinghy here?

Heading on

You do not need to go to Sorong, and may prefer to skip yet another dirty harbour and head straight to Waisai (00 25.831S, 130 49.422E). Provisioning is better in Sorong and fuel probably a little cheaper. But you can get fuel in Wasai and provision there. And Raja Ampat is where you want to be.

Yawana – November 2015 (from Noonsite): Initially I anchored just south of a couple of small islands in 20m but I found this spot very uncomfortable with plenty of rolling about, so I moved further west into the main port anchoring in 30m just in front of the main road running along the waterfront. Not much privacy, but options are limited here. I noticed the navionics chart on the iPad put me about 300m inland.

One must report to all the relevant officials as if clearing in, even if you have already done so at a previous port. Don't forget to bring the boat stamp.

The Harbourmaster should be the first stop. I tied up the dinghy to a disused customs boat in front of the Harbourmaster then climbed onto the wharf. The Harbourmaster was very thorough. He did not ask me for a bribe, but other yachts having arrived earlier told me he had made this demand from them and they refused. He then directed me to the offices of Quarantine, Customs & Immigration, the last of which is a very long way from the port. This all took about 2 days.

I was able to buy fuel from a couple of Papuans delivering in a banana boat. This is an illicit trade and they preferred to do business after dark. Other yachts also bought fuel from them and reported no problems.

It is possible to obtain a PNG visa at the PNG Consulate. The office is not far from the Jayapura Immigration office.

Totem – January 2013 (from Noonsite): Here is a bit of practical information I hope will be helpful for boats clearing into Indonesia at Jayapura, Papua. A more informal review of our experience of clearing in is on the Sailing with Totem blog at <http://sv-totem.blogspot.com/2013/01/welcome-to-indonesia-big-bureaucracy.html>.

Anchorage: Our initial anchorage near police docks was at 2°32.406 S, 140°42.558 E. This is deep (90') but convenient to the main part of town. We also anchored at 2°33.039, 140 43.2485 E- south of town- after our formalities were completed. This is on the south side of two islets with stilt villages; other boats have anchored on the north side of those islets, which is convenient to the customs and quarantine locations.

At the first anchorage, look for a dock at the N end of the bay with a smaller police boat or two tied up to it. This is a helpful place to come ashore. Ask the guys on the dock nicely (boleh kami tinggal disini?) and they'll let you leave the dink or do a dropoff. The lovely families in the laneway to the left of the police dock will also look after your dinghy for you, and you may be directed to tie up there instead.

We later moved to the more southern waypoint. Watch for reefs you must go around to tuck into this spot. The water was much cleaner here, so we could run our watermaker again- simply not possible in the very foul water at the first anchorage. This is closer to the Hamadi neighborhood, which has a thriving open market. Lots of curious and friendly Papuan families from the adjacent stilt village stopped by. Very little English spoken so it really helps to have a couple of phrases to use. OK, almost no English spoken, except "Hey Mister" (universally applied to men and women).

Clearing in: The police dock is the closest point to immigration for leaving your dinghy- see the Lonely Planet map (our 2007 edition showed the location accurately) or ask anyone "di mana kantor imigrasi?" We acquired social visas at the Indonesian Consulate in Vaimo prior to

arrival, with our ship's agent providing the sponsorship for the 60-day visa. After the initial grant, these are later renewed at monthly (not 60 day) increments.

Customs and quarantine are adjacent to each other, near the dock for the PelnI ferries. Ask for the Dok PelnI on a taksi (which is not actually what we know as a taxi, but the local term for what is called a bemo everywhere else in Indonesia, the ubiquitous minivan "bus") headed toward Hamadi from downtown- 2,000 Rp. Use the English word for customs, but Quarantine is easier to find by asking for the Indonesian "Kesehatan Pelabuhan". Quarantine is located about 100 meters south down the road from customs. Quarantine wanted Rp 50,000 and- to our surprise- vaccination records for everyone on board: we haven't been asked for that before and cobbled one together from existing records.

The Harbormaster was offended that we did not visit their offices first; it is located on the road towards town from the customs and quarantine offices.

You'll want a boat stamp. Officials were visibly dismayed when we didn't have a stamp, although only one insisted we delay paperwork until I brought out stamp from the boat. New stamps can be cheaply made at Gramedia, a bookshop on the waterfront. Anyone can direct you there. This is a great place to pick up a pocket sized English/Indonesian dictionary or regional maps.

Surat Jalan (travel letter): Coming west from PNG, make sure to get a surat jalan after you arrive in Jayapura. This letter is a police clearance used in Papua to keep track of expats and is a product of the ongoing Free Papua Movement. There was heightened concern during our visit and police were very serious about this paperwork being acquired. I don't believe you can get one in advance, only in Jayapura. The police facility where this is acquired is adjacent to the police dock anchorage- go left when coming ashore there. It seems boats coming from the east aren't always required to take this step, but we most certainly were. We think we look pretty innocent, but Totem received a great deal of military attention during our <1 week stay, probably because expats have been implicated in trafficking for the Free Papua Movement. Spare yourself the interrogation we had with the intelligence police and approach them within a day of your arrival. ☺

Boat inspection: We weren't inspected. Customs officials stopped by the boat, on their way to a shooting range (!), while Jamie and the kids were aboard and I was ashore at immigration with all our paperwork. The customs guys just wanted to make sure we planned to clear in; this was as close as any officials ever came to boarding Totem. However, we most definitely felt watched by officials for the duration of our stay. There is clearly significant concern with the current violence in the Free Papua Movement. It is occasionally uncomfortable, as we were approached several

Getting online: Galilea Computer, behind the post office, sells broadband modems that work across a variety of services. Get the modem there, but then go purchase a SIM card and high speed data plan from Telkomsel: a large Telkomsel office is just up the road from Galilea towards town. The data bundled with the modem runs out quickly and is effectively useless (sold as "unlimited" but so slow, it's not functional, making this two-step process necessary. Data plans are 30 days and readily recharged around the country.

Fuel: The local subsidized price for gas or diesel at the time of our visit was 4500 Rupiah/liter, or about US\$0.45. You cannot legally purchase this subsidized fuel, but someone will do it for

you for a markup. Just keep asking (you will probably be approached) and eventually you'll get hooked up. Depending on how much you need, a payoff to the police is involved as well. We had offers to help acquire from several people (including government officials!) but many of them weren't actually able to follow through despite apparent good intentions.

Groceries: Many local groceries have all the basic staples. There's an upscale grocery store near immigration with imported goods. Look for the big KFC restaurant signage; it's on the ground floor underneath the restaurant. It was nice to restock on things like olives, capers, muesli and peanut butter after a few months of yams and coconuts. The Hamadi public market is the best place for fresh produce, but a smaller market exists in town as well.

Anui – August 2011: I am sitting on the boat at night in the small harbour at Jayapura where the lights of the bay spread up the hill. It is not quiet, though I would imagine that many locals will be sleeping. It is the last week of Ramadam and the largely Muslim population cannot eat or drink between 5am and 6pm. They get up at 4 in the morning to eat before their day of fasting begins. In every town in Indonesia and Malaysia that we have anchored in over the past year, the sounds of the mosque or 'masjid' have been our companions. Each mosque is surrounded by its own village, and each town has any number of mosques. Each of them has a number of loud-speakers fixed to the roof and the imam's call to prayer rings out every four hours through the day and night. There have been many nights when we've woken at four to this call and though Scott grumbles about being woken, I think that the sound of the mosque's song will be something that I will miss. When I am lying awake in the early hours, the sound is exotic and reminds me of how far from home we are. I have no religion of my own but I like the idea of people rising to devotion because they have been called – the people of the village going together to worship.

The other songs that come across the water at night are those of another kind of song. In each country that we've visited, karaoke is a serious business. Amateur Indonesian Aretha Franklins and Frank Sinatras gather at restaurants to sing. We've eaten in a few restaurants here in Jayapura and each of them has a karaoke stage set up, so we've had some interesting entertainment whilst we eat our noodles.

The past few days have been spent wandering around Jayapura looking for all the things that need to be bought for Papua New Guinea – new fishing line; rice, sugar, fishing hooks and soap for trading; LPG gas and 500 litres of diesel. I've spent literally hours in the depot at the post office waiting whilst the clerk sorts through his meticulous lists to see if our mail has arrived (it hasn't). Finn has proclaimed the town 'not too bad' as there has been very little pinching and grabbing and Scott, Captain Number 7, has allegedly been wolf-whistled by a bus load of girls. His only witness was his eldest son, who is prone to exaggeration, but has had his fair share of female attention over the past days....

We are checking the weather and waiting for the right day to head North East towards the Ninigo Islands, a couple of days' sailing. As we probably won't be able to buy fuel very easily in PNG as we'll be avoiding main towns, we have to conserve diesel so will have to – shock horror – even do some up-wind sailing where possible. Will hope to find internet at Kavieng in a couple of weeks' time.

I have dragged what feels like hundred of kilos of food onto the boat – sacks of potatoes and rice, watermelons, cabbages and a whole basket of onions and garlic. These have been bought from the local markets, which take place mostly at night. Today I had my hair cut at a salon run

by a transvestite and staffed by an army of nice gay guys who made a fuss of me, gave me a great shoulder massage and were keen to practice their English – learnt entirely from listening to Radio Australia. They also pronounced that 'your husband is SO handsome!' I really need to get Scott out of Indonesia.

Jayapura's harbour is filthy and the sewer empties directly into it. Everyone throws their rubbish straight into the water and at low tide the bay is a mess of plastic bottles, every kind of discarded item and slimy stuff that we don't want to identify. The family that we have been befriended by live right on the water in the photo. Their house is spotless but they live with the filthy river splashing next to their walls and rubbish drifting against their makeshift walkway. They are part of the village community surrounding the mosque, with a maze of neat swept laneways overhung by baskets of flowers and drying washing. They are the kindest people, who have helped us in countless ways over the past week.

<http://www.anui.com.au/>

4 Central Indonesia – North Part

This guide is loosely organized first in major areas of Indonesia (East, Central, West), and then loosely by province. This section is about Central Indonesia. As you can see by the map, there is a large gap in the map between the southern part and the northern part. So I have divided this section into South and North as well.

4.1 Central Indonesia Overview



Figure 4-1 - Central Indonesia Overview

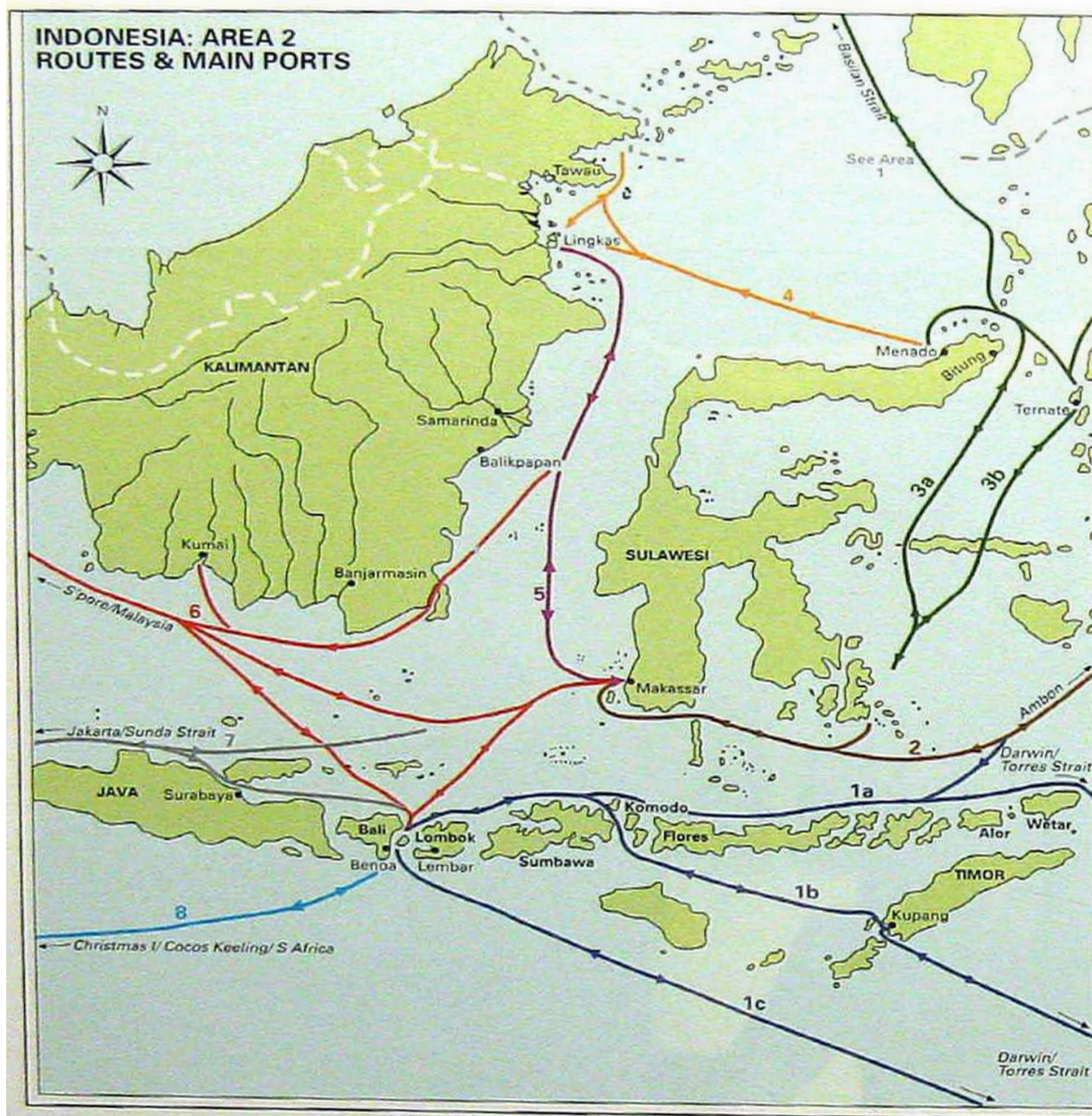


Figure 4-2 - Routes in Central Indonesia from SE Asia Pilot

4.2 North Sulawesi

North Sulawesi is on the end of the long arm reaching east at the north end of Sulawesi. It technically lies in East Indonesia, and is covered in the [North Sulawesi subsection](#) in the Eastern Indonesia section, Section 3.3 above.

4.3 Central Sulawesi – North and West Side



4.3.1 Toli Toli

Sail SE Asia – July 2024: We got diesel fuel (Dex Lite) in Toli Toli with the help of Hendra (Een Hendra on Facebook). Fill at the Pertamina station, so you know what you are getting.

Zoa – August 2014: 01°02.816'N / 120°48.280'E Again the position above may not be exactly where we anchored.

Toli Toli is a wonderful town, we arrived after a long boring motor in the pouring rain, and pretty well went straight ashore for dinner, there is a restaurant just to the left of a little jetty run by our friend Theo. He is a great bloke & serves up great food & cold beer.

Next day, Theo the restaurant owner took a few of us to his house and up the mountain to see his Clove and Nutmeg crop, it was great fun. They were picking local fruit off trees

and giving us a taste. Cloves are the main produce in Toli Toli, there are a lot of them around. We then went on a bus tour half way up the mountain, followed by a steep walk most of the way to the top.

Sail Malaysia Guide – 2018: Toli Toli is highly recommended, with a good if rapidly shoaling anchorage from 10-20 metres on mud around 01°02'.42N 120°48'.40E In 2018 the dinghy dock near the DJ Bar and Restaurant was under repair, and access ashore was via the multicoloured Rainbow Dock to the west. A swimming area for locals, the Rainbow Dock becomes difficult with any significant swell. A stern anchor is essential.

Excellent diving and snorkelling is available from nearby beaches.

4.3.2 Other Anchorages Near Tolitoli

Sail Malaysia Guide – 2018 – Pulau Kapetan : Pulau Kapetan is an island off the town of Toli Toli. Anchor around 01°02'.6N 120°40.0'E, 3 metres on sand between reefs. Good snorkelling. Quiet.

Pulau Tampalekang: A sheltered anchorage about 30 miles from Tolitoli in 8 metres on sand at 00°58'.78N 120°21'.47E Very good snorkelling, sometimes with a strong offshore current.

Ganjola/Kanak Kanak: A fully protected anchorage at 00°49.79N 120°21'.56E Anchor in 20M, although the bay is 25+ metres in the centre. There are shallower areas in the southwest corner off the mangroves and a small river. Nearby Cape Sangjangan can be reached on foot via the pier on the west side of the bay. The trail (that is sometimes hard to follow) leads past a red shrimp lake, two caves and a deep pool suitable for swimming. There is good snorkelling on the reef between the pier and the anchorage

4.3.3 Laulalang / Teluk Belonligum

Sea Topaz – September 2012 (OCC Newsletter): Our first stop was at Teluk Belonligum on the north coast of Sulawesi, where we spent one night deep in the lagoon. We tried to anchor

off the village, as mentioned in other cruising notes, but found there was very little swinging room between the reefs.

Pacific Express – August 2012: Anchorage position: 01°19.649N / 120°55.341E. We zigzagged through the reef around 10.45am using Mark 1 eyeball as the charts were out by about half to three quarters of a mile (C-map and Navionics) and came into anchor where the guys from last year had been, in the most gorgeous scenic little bay behind a sandspit between a Muslim village and Christian village. We are just off the Muslim village and the Christian village is across the small bay. A Muslim man swam out to visit us and a Christian man turned up in his boat.

We went ashore the next day and were met by a few people including Umbra who was really excited to know that we know Bernie off Single Malt who came through here last year. She invited us into her home, we took some photos of her baby daughter Apeecka, and they presented us with some mangoes. Its mango season! Maman then escorted us around the village.

The village has 500 people as does the Christian village across the way. It has an Elementary School and a High School and hospital. Some of the houses look poor but we don't really think its a poor village. Everyone greeted us as we went round and offered us mangoes! They all wanted their photos taken with us and one man in uniform chased us down - just to have his photo taken with us! The nurses came and the schoolmaster came as we walked around to have photos taken. Maman found us a store where we got a sim card for the phone.

During the afternoon the Christian kids came aboard quite out of control - the boys running up the boat and the girls standing at the back making a huge racket - it was all a bit much so the skipper got rid of them. I was working on the computer printing off the photos and looked up and there was one still onboard!!! We put five muffins on four plates and took them in for Seir (the young lady who wanted bread), Umbra, Maman and Udin. Seir and Umbra took theirs home while Maman and Udin shared theirs with all the people who had been waiting to greet us. One woman asked if they were halal. I hadn't even thought about cakes and muffins being halal!!! Thought that was just meat! Anyway they really appreciated it. We also gave Umbra a large photo of her baby. We had thought we were going to watch them play soccer with Maman but no one was moving and it was threatening rain so we went back to the boat. We had dinner and were relaxing when about 7.30 a canoe turned up in the dark. It was Seir (25 & married and wears a scarf) and Adrea and Idha (two sisters aged 21 and 26). So they came on board and we sat below chatting for quite some time and they were really fun. Ahdria and Eda had a little bit of English. When it was time for them to leave Seir realised her oar had been knocked overboard (probably by Bob) and was lost. So funny! So we lent them an oar to get home. Quite a day!!

Udin then took us to see the lobster farm but it was locked so we sat and talked to some students for a while. These people have seven fish farms - some fish, some lobster which they export to Korea. The surrounding hills are filled with cloves trees and there are cloves laid out drying all through the village - smells wonderful.

The villagers were all very friendly and very curious, and we did quite a bit of visiting around.

Sea of Topaz – September 2012 (OCC Newsletter) – Anchorage position: 01°19.095 N / 120°55.428 E. Good holding soft mud, 11 metres We tried to anchor off the village first, but that

did not give much swinging room in between reefs. We explored the lagoon; found 28-50 m, ended up right into the top end. Both Maxsea and Navionics were out by 0.5 m in NS and EW directions.

4.3.4 Lokadaka Bay

Pacific Express – August 2012: Anchorage position: 01°02.919N / 121°39.313E. We were coming into an anchorage given by MV Solita trying to beat the rain. The chart was out - we were coming over land by the chart and then it went from 50m to 8m so we went further to starboard. Kind of scary as we couldn't see the bay and it t looked like we were heading into land.

Came into the bay in very strong winds and there was a village and a jetty and we hit 5.6m and shallowing - crew panicking! And the depth sounder stops working!! But we eventually managed to anchor in 16m going back to 14m just off some cottages built over the water.

There were three little girls on their verandah singing and doing a welcome dance -s o sweet!! Two boys went past rowing a canoe then came back towing some huge sticks of bamboo. The fishermen waved but no one has visited. Still cloudy and slight swell but a beautiful spot.

4.4 Gorontalo Province



4.4.1 Gorontalo

Sea Topaz – September 2012 (OCC Newsletter): We wanted more diesel before reaching the Togean Islands, so decided to go into Gorontalo – which turned out to be a real challenge. Gorontalo is a harbour and river mouth on the south side of North Sulawesi, where depths go from 50m to 2m in some 50m. It was also covered in small local fishing boats, actively fishing!

We managed to anchor, go ashore and get some cash, but diesel was more difficult as we were refused at four local fuel stations and only got some when a local lorry driver offered to siphon 80 litres from his tank. Buying diesel in jerrycans can be a real problem in Indonesia!

The tide was turning as we got back to the boat, and being worried about going aground we beat a hasty retreat.

From Gorontalo it was gentle sailing across the Gulf of Tomini to the Togean Islands, the main destination of our trip.

4.4.2 Tanjung Datu

Frecinet – Anchorage position 00°54.7010 N / 123°34.8480 E. In 10 mts 200 mts from shore

4.5 Central Sulawesi – East Side

Sulawesi is east of the normal Australia to Indonesia Rally Points. North Sulawesi is covered in the Eastern Indonesia Section 3.3.



The rest of Sulawesi is covered here, in a clockwise fashion around the island.

4.5.1 Togean Islands

The Togean Islands are in the middle of the Gulf of Tomini in Central Sulawesi.

Sea of Topaz – September 2012 (OCC Newsletter): We had opted for Kanari Bay on Pulau Walea Bahi in the northeast Togeans as our first stop.

Anchorage: 00°14'.262S / 122°15'.857E

It was a lovely deep bay with fringing reefs, but the clear water made them easy to see. We saw some local houses, but only one at the head of the bay where we anchored. A few friendly fishermen were curious enough to come close and talk to us, and we gave our usual packages of food and clothes for the children which were always well received.

After two very peaceful days we moved on to **Wakai**, the main town in the Togean Islands, where we had arranged to meet our contact, Anwar. We took the deepwater route outside all the reefs to be on the safe side, and dropped anchor just south of the ferry pier. Wakai is a small town with no ATM or restaurants, but it does have the only mobile phone tower in the islands.

Anchorage: Wakai – 00°24'.683S / 115°14'.348E

There is quite a lot of boat and ferry traffic (to both Ampana and Gorontalo), but the anchorage is good.

The following day Anwar arrived with a whole array of dignitaries, and arranged diesel and water as well as some limited provisioning. He was to spend a few days on board with us and show us around some attractive places.

Anwar is the Tourist Officer for the Togean Islands and operates from Ampana, a town on the south coast of the gulf. He is in charge of organising the Sail Indonesia visit to the Togean Islands in 2014, so we hoped we would learn from him about the islands and he would learn from us about what cruising yachts need in the way of safe anchorages etc. We had an interesting morning, carefully motoring between islands and reefs under Anwar's pilotage, and ended up anchoring over white sand in a channel between Pulau Pangembang and the village of Katupat.

Anchorage: Pulau Pangembang – 00°19'.283S 121°56'.891E

In the few days we were there we visited many places by local boat, swam with stingless jellyfish in a saltwater lake, snorkelled on the huge and beautiful reef, explored a Bajo (sea gypsy) village and had a drink at Lestari Resort. (There are a number of small resorts in the area, frequented mainly by backpackers and scuba divers).

After four days Anwar left for Ampana and, after provisioning back in Wakai, we headed for Bomba at the west end of the group. On the way we spent a night anchored off the Bajo village of Siatu, and then anchored beyond Bomba, between Island Retreat Resort and Poyalisa Resort. The first is run by an American lady and the other by local people.

Anchorage: Siatu, Pulau Batudaka – 00°28'.942S / 121°41'.048E

Anchorage: Bomba – 00°32'.171S / 121°39'.373E

There were no guests at the Island Retreat Resort, but the twelve guests at Poyalisa made us very welcome and it was great fun joining them for the excellent and very reasonable evening meals. Poyalisa is a real gem! Duncan went diving with the Spanish dive-master from the Island Retreat Resort, and Ria went snorkelling on the reef around the nearby island of Pulau Taupan.

The coral was stunning, and the reefs seem to be recovering quickly after years of fishing with cyanide and dynamite. The rest of our time was spent exploring the bays by dinghy and snorkelling, but finally we had to leave and sailed south and east to our next destination, the Banggai Islands.

4.5.2 Banggai Islands (Kepulauan Banggai)

Andrew Maffett – April 2023: The Banggai Islands in Central East Sulawesi are rarely visited by private yachts, but are well worth exploring for their beauty and local culture.

We anchored at some beautiful little atolls (ie Pulau Kalo) and nearer to the large island of Pulau Bangkulu in sheltered bays with excellent snorkelling nearby. We also visited the Bajau Laut sea gypsy village of Kalaputi and were made very welcome by this really interesting community.

The headman of nearby Lola village, Poppasa and his wife Mammasa, speak some English and are very helpful and welcoming.

Suhardin is a local guide who speaks excellent English and can be contacted by WhatsApp on +62 812 4511 9548. He is based in Banggai town and Lola village

Sea of Topaz – September 2012 (OCC Newsletter): We had an uneventful passage to Banggai Town with a fair current. Although the town lies in a big bay, it was not easy to find a suitable place to anchor – either too deep, on a lee shore or too close to reefs.

We anchored at 01 35.9510 S / 123 29.6380 E Sand good holding dropped in 26 metres and sat back towards shore in 11 meters. We anchored away from the town, near fishing boats. Dirty busy town, very difficult to find a place to go ashore and tie dinghy up.

Next day we went ashore to meet up with our Banggai contact – again not easy, with lots of small boat activity and a significant tidal range, but with some help we found a place to land. We met up with Jemi and his friend Alex, a local schoolteacher who spoke good English, and while Jemi sorted out diesel we went with Alex to the ATM, topped up the phone, got water, and shopped at the local market.

The mode of transport here is by bento – three-wheel motorbike rickshaw with the passengers sitting in the front – great fun.

We delayed leaving Banggai as Alex wanted us to visit the high school where he taught English, hoping we could motivate his students. It was an interesting experience!

Later that day Jemi and Alex, plus six local dignitaries, visited us aboard Sea Topaz. It was the first time any of them had ever seen a sailing boat, so they had a good look around and took many photographs of both themselves and the boat.

Banggai was a rather dirty town and we were keen to get away, so we motored about 30 miles southwest to Pulau Sidoela, a small island off Pulau Bangkulu (or Bangkurung). It was wonderful to be on our own again.

Anchorage: Pulau Sidoela – 01°53'·630S / 123°01'·931E

We were anchored off a long white beach with crystal clear water, where we could see the bottom in 20m and enjoyed some good snorkelling.

The next day, before breakfast, we had some visitors who arrived by boat from Bangkulu – Suhardin, whom we had met in Banggai Town a few days before, with his brother and the headman of the village. He runs a losmen (guesthouse) in one of the villages on the island and had spotted our boat – the first yacht ever to visit these islands, he told us. They took photographs, had a good look around the boat, and invited us to the village.

Then we moved three miles to the next island, Pulau Bundu, where we anchored in a crescent-shaped bay with a nice beach and well marked reefs.

Anchorage: Pulau Bundu – 01°55'·376S / 123°08'·920E

The reefs provided good snorkelling, but only small fish. Later we found out why, as in the late afternoon we saw a large spout of water, followed by a bang – somebody was dynamiting the reef.

We wanted to make one more stop in the Banggai Islands, but were not sure where. We ended up anchoring off Pulau Togong Bojoko in about 7m of beautiful blue water, but about a mile from the shore.

Anchorage: Pulau Togong Bojoko – 02°07'·034S / 123°37'·826E

Most of the islands are fringed with mangroves, rather than the long white beaches and palm trees we were used to. This was disappointing, and we wished that we had visited Suhardin's village.

4.5.3 Kepulauan Sula

The Sula Islands are off the east coast of Central Sulawesi, east of the Banggai Islands, but they technically belong to North Maluku Province. See that section.

4.6 Central Sulawesi – West Side

4.6.1 Labuan/Pulau Taring

Sail Malaysia Guide – 2018: A well sheltered anchorage around 00°44'·62N 120°06'·72E with good holding on sand off a river mouth.

In 2018 a new mosque was under construction. An alternative anchorage nearby at 00°44'·53N / 120°05'·55E has good holding on sand in 5 metres, that rapidly shelves to 30 metres + There are scattered moorings nearby. Good snorkelling on Pulau Taring. There is a small village nearby.



4.6.2 Near Tanjong Biru

Sail Malaysia Guide – 2018: Nine metres on mud, well sheltered and exactly on the equator: 00°00'·00 / 119°39'·87E. There may be navigable inlets nearby.

4.6.3 Popodi

Sail Malaysia Guide – 2018: Another anchorage on the equator at 00° 00.94S 119° 39.82E Depths shoal rapid to 3-4 metres, with scattered coral outcrops. Satellite photos suggest it may be possible to venture further inshore, with good light.

4.6.4 Donggala

Ayn – Dec 2022: We arrived in Donggala with no real information about the West Coast of Sulawesi. A friend recommended Yusuf as an agent. Little did we know he was terrific at helping us resupply our stores, water, and fuel. Imported grocery, tours, etc.

Donggala also has very sturdy moorings available, free of charge. Can get roly if the wind blows in from the NW. The mountains create localised weather farther down the bay. Don't go there, we tried. Very rough every afternoon, the locals don't go there.

Sail Malaysia Guide – 2018: Several yachts arriving in September 2018 were delayed for three days by unnecessary paperwork. One yacht was instructed to tie to a mooring at 00°38'.72S 119°44'.48E, another to pick up a mooring near the nearby Prince John Dive Resort. Anchoring is discouraged as the reef is frequently dived on by resort guests.

In 2010 a yacht anchored off the resort and fouled its anchor on coral. A shallower area with 10-15 metres about 400 metres to the north is more suitable for anchoring.

Expensive meals are available at the resort, or cheaper local restaurants can be found in town.

A week after the 2018 rally fleet had left, the town was destroyed by an earthquake. This earthquake generated a tsunami that travelled southeast to the much bigger town of Palu and caused much loss of life.

4.7 West Sulawesi

4.7.1 Pasangkayu (01-09S)

Ayn – Dec 2022: 01°09.994' / S119°20.942' E The anchorage at Pasangkayu had good holding in mud. The shelter is better than it looks due to a shallow reef that extends quite a bit offshore. Unless it's storming from the NW this will provide good shelter.

Sail Malaysia Guide – 2018: A quiet anchorage, off a river mouth. Good holding, 10 metres on mud/sand, gently shelving, around 01°09'.38S 119°22'.29E A shore landing to the west of the main plaza. Restaurants and ice cream.



4.7.2 Batugeh (01-18S)

Sail Malaysia Guide – 2018: A recommended anchorage at 01°18'.77S 119°18'.71E No facilities on shore.

4.7.3 Doda City South (01-39S)

Ayn - Dec 2022: 01°39.18'S / 119°17.559'E in 9m mud.

This anchorage would qualify for hurricane hole status. The local villagers are really friendly but you need Bahasa to communicate. They said they would be happy to have yachties hunker down there anytime. American cigarettes (Marlboros) will get you the catch of the day.

4.7.4 Korosa (Not Anchorable) (01-49S)

Sail Malaysia Guide – 2018: What seemed a promising overnight anchorage off a substantial river around 01°49'.05S 119°20'.16E was found to be too deep to anchor.

4.7.5 Gambunah (01-57S)

Sail Malaysia Guide – 2018: Recommended. A quiet, sheltered anchorage, 4 metres on sand, around 01°57.35S 119°17'.91E There is a golden sandy beach. The nearby river might be navigable by yacht, at least for a short distance.

Dinghies can get at least a mile upriver.

4.7.6 Mamuju (02-40S)

Ayn - Dec 2022: 02°39.901'S / 118°53.753'E in 13m. We anchored in the best place in terms of shelter the first night. Even though it's not supposed to be used as a channel for the trading boats, one came in at 3AM and whined to the Port Authority. The Port Authority told them politely to use the correct channel and shut up. (In Bhasa).

In the interests of keeping locals happy we moved to the location shown. Along the waterfront road is the town nightlife. Several alcohol shops with good Bintang prices and some imported liquor somewhere between Langkawi and KL prices. There is a hypermarket with some limited imported foods. Good coffee shops are abundant. We haven't explored much outside of shopping yet but this stop may be worth several days.

Sail Malaysia Guide – 2018: Five metres on mud at 02°40'.20S 118°53'.21E It is very deep; until close to shore. A dugong was seen in the anchorage.

An alternative anchorage at 02°38'.05S 118°49'.93E was found to be a bit close to the ferry route.

Dinghies can be left on the plaza, with a stern anchor, or near the wet market 800 metres to the north east. The town hosts the start of the Sandeq race to Makassar in August each year. There is a hypermarket and a cinema.

4.7.7 Labuang (03-09S)

Sail Malaysia Guide – 2018: An anchorage off a beach and beautiful village around 03°09'.34S 118°48'.78E

The Sandeq race calls into this town.

4.7.8 Pambawang (03-29S)

Zoa – Sep 2014: 03°29.496'S / 118°53.599'E 11m

It is a nice little anchorage and we seemed to get a good bite in about 11 meters of water. A couple of people in small canoes came out to say hello, and invited us ashore.

One chap Akhung took us under his wing and showed us around, he asked if we wanted a coffee which we were quite keen about and took us to a fantastic Restaurant / Lodge. We decided to get some lunch as well and met the owner's daughter who was on holidays from Uni and spoke good English, she introduced us to her father Rasyid who offered to take us for a drive around after lunch, we didn't want to be a nuisance but they were very keen. So after a lovely traditional Indonesian fish dish we went for a drive around and into the nearby city, there were lots of beautiful fishing boats, they really take pride in their boats, they are all painted up and looked after. Don't sail past here without dropping in!

4.7.9 Cenrana (03-18S)

Ayn – Dec 2022: 03°18.745'S / 118°51.074'E in 10m It was a good anchorage.

4.8 South Sulawesi

4.8.1 Salipolo (03-46S)

Sail Malaysia Guide – 2018: Anchor in 8 metres between two bamboo fishing platforms around 03°46'.90S 119°27'.84E

4.8.2 Pare Pare (04-00S)

Ayn – Dec 2022: 03° 58.92'S / 119° 36.98' E Depth 6.3m
We sat out some bad weather in Pare Pare Sulawesi. We managed to find a good sheltered place. You can tie to the Dock if the weather is really awful. The locals are happy to get you water and diesel, and can provide transport to main part of town or Makassar.

Ria speaks reasonable English and can help set you up. 085 255 909 393.

The day after we arrived it was blowing 40+ offshore with 7m chop. The commercial boats were all calling in safe harbour stops on VHF. We were pretty happy with our anchorage. The bottom is mud over rock. If it really blows, tie up to the Dock.

Sail Malaysia Guide – 2018: Pare Pare is a major port. Noisy and with many mosquitos. Anchor in 10 metres off the quay around 04°00'.53S / 119°37'.20E There is a recommended night market.

4.8.3 Bankobankoang Island (04-47S)

The channel between Pare Pare and Makassar is reported accurately depicted on C Map charts. The channel zig-zags between reefs. The anchorage at Bankobankoang Island at 04°46'.86S 119°26'.15E is between two islets, 8 metres on mud.



4.8.4 Tanah Biru (#35) (05-32S)

101 Anchorage #35: 05° 31.8' S / 120° 21.4' E This is a slightly exposed anchorage and is not advised during wet season, as Northerly swells can get into the bay and push in towards the beach. However, it is tenable in SE season in all but the roughest weather. Watch for underwater obstacles. Tanah Biru has a sand bottom that slopes gently out to sea. This is what makes it perfect for building these large wooden vessels and then floating them off the beach.

As such, approach from any direction is straightforward. There is one shallow patch to the east of the anchorage, therefore best to head in from the SE. Make way toward the waypoint with caution and also watch out for buoyed deposits of teak under the water--stored on the seabed to keep it from drying out.

Sea of Topaz: There we had an interesting time ashore looking at all shapes and sizes of wooden boats in various stages of construction on the beach. It was amazing to watch the locals at work using a mixture of old and new technology on boats up to 35m.

4.8.5 Teluk Laikarig (05-37S)

Sea of Topaz: 05° 36.57' S / 119° 32.728' E Sand, very good holding in 8 From Tanah Biru we wanted an overnight stop on the way to Makassar and chose Teluk Laikang. This turned out to be a bay full of seaweed farms characterised by millions of small plastic bottles as floats, with a big new power station. We found a spot well away from the power station but uncomfortably close to the lines of seaweed.

Locals passed by though, and all seemed well. Then at 2330 we were woken by men shouting Malam (good evening). We got up to find five men climbing on board, three in police uniform and one with an automatic rifle. Although they did not speak much English they seemed friendly enough, and told us that we had anchored in a restricted area. We wondered, however, why it had taken them six hours to find a boat to bring them out to Sea Topaz.

One of them noticed an empty rum bottle in the cockpit from our sundowners and asked if we had any more, so we gave them a full bottle and they took the empty one too. After taking several photographs, mainly of themselves, they returned to the power station. We left the bay first thing in the morning.

4.8.6 Makassar

Makassar is a huge city, but strangely not a port of entry for yachts.

Serenty of Swanwick – June 2024: Anchoring just off the city of Makassar, close to the amazing new mosque, was noisy, with local boats continually coming and going from the offshore islands, and in the evening the tourist phinisis motoring round the bay.

There were very few European tourists here and we were pestered at first by the tuktuk and motorcycle rickshaw drivers but this became less of a problem after we used one for a tour of the city sights. We would have liked to tour inland but didn't like to leave Serenity at anchor and unattended. A day visit to the karst limestone area of Rammang-Rammang village was our only trip outside of the city.

Sail Malaysia Guide – 2018: Anchor off the hotel Gapura hotel, around 05°08'.21S 119°24'.15E The water is sometimes very polluted. Water taxis may be available.

In 2014 an adequate dinghy landing was found at 05°07'.99S 119°24'.24E

Samalona Island: A recommended anchorage can be found around 05°07'.72S 119°20'.50 About four miles west of the anchorage off Makassar.

Zoa – Sep 2014: 05°08.287'S / 119°24.126'E We have been in Makassar for about a week and have had a wonderful time. Our good friends Atria and Rasyid from Pambuang were in town at the same time as us and have shown us around, Rasyid is a culinary fan and knows all of the good restaurants in Makassar, we were treated to some great traditional food and had a lot of fun with them sightseeing.

We were also fortunate enough to be here for the start of the Sandeq sail boat race from Makassar to Mamuju, about 300 miles, they stop along the way but it would still be a really tough race, the boats are long and narrow with a huge sail area, and there is no protection from the elements, there were about 25 at the start, it was a spectacular sight.

Sea Topaz - September 2012 (OCC Newsletter): 05° 08.1290' S / 119° 23.6670' E Good holding, sand in 8 metres behind Pulau Lae-Lae Besarr. Arief, our contact arranged for checking in and visa extension as well as diesel, water, laundry rubbish and Sempo, who looked after our boat while we went by bus to Tana Toraja for four days. He was also our water taxi. Makassar is a big city and offers everything you might need.

Tana Toraja is a very interesting area in the highlands of Central Sulawesi, particularly known for its traditional houses and burial ceremonies. We had a very comfortable ten-hour bus ride to Rantepao and were dropped off at our guest house. Over the next two days, with a local guide and driver, we visited a number of interesting places and saw many of the traditional buildings with their boat-shaped roofs. We attended a relatively small funeral ceremony – only 10 bullocks to be slaughtered – and saw some of the different ways in which the people had buried their dead in the rocks over hundreds of years.

4.8.7 Taka Bonerate (Atoll off Southern Sulawesi) (Bone Rate) (Takabonerate)

Alba – September 2015: Together with "Red Herring", we arrived at the eastern pass into the atoll around eight o'clock and hove-to, waiting for the sun to get higher.

The pass through the reef was very straight-forward and the shallowest depth we saw was around 9 metres. Our waypoints were

06°28.58S / 121°17.80E

06°28.51S / 121°16.76E

"Ubatuba" was already anchored in 8 metres over sand at 06 28.71S 121 16.92E, but it looked too open to the waves coming through the pass. Instead, we headed south and **anchored** at 06°30.39S 121°16.89E in 6 metres of water over white sand amongst widely spread coral heads.

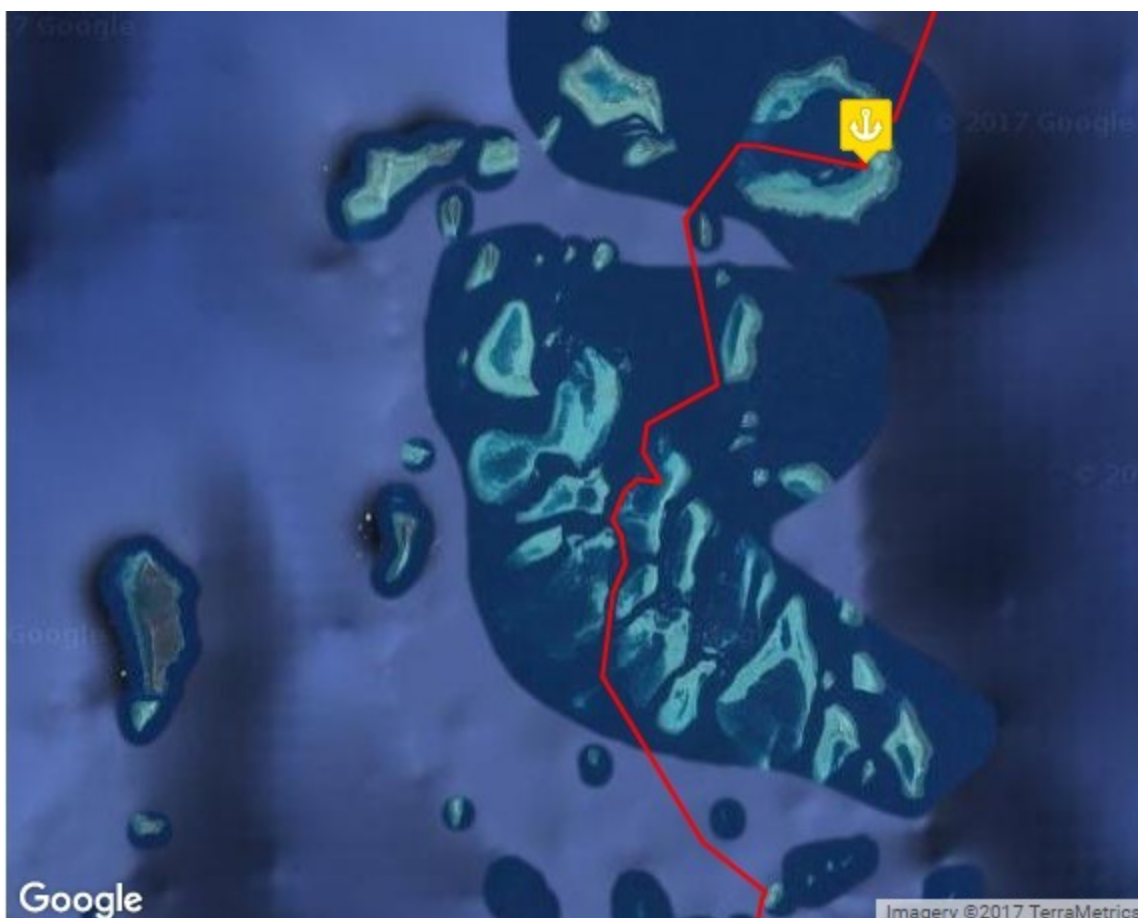


Figure 4-3 - Alba's First Anchorage at Takabonerate and their Track Through the Atoll

The water colours here are stunning - it's much, much better than being stuck in front of a town (and no mosque droning away.) We chilled out for the rest of the morning and got the dinghy in the water.

After lunch, we jumped in the dinghy and went to look at the huge sand bar to the east of the anchorage. We arrived at low tide and the sand was miles long. We could see some local fishermen walking around in the distance and started to walk towards them to see what they were doing, but after fifteen minutes, we were hot and still only half way, so we gave up. There's almost nothing on the sand apart from a few crabs scuttling away. Glenys was hoping to find a few shells but the area is as bleak as the Sahara Desert.

We retreated to the boat and went snorkelling on a patch of reef to the north of the anchorage. It was okay, but large areas of coral have been reduced to rubble, probably by dynamiting and there aren't many fish. It's a little disappointing because this is a National Marine Reserve and we were expecting pristine reef. It looks like the locals are still allowed to fish here because at sunset, we could see a dozen or so fishing boats in the five miles around us.

The next day we went for another snorkel, starting off in the shallower water to the east of the anchorage near the sand bar. It was okay and the water was fairly clear, but much of the coral is damaged either by storms or more likely destructive fishing practices and there weren't many fish.

I swam back to the boat and the quality of the reef improved nearer to the anchorage. It's mostly sand with good coral on the isolated outcrops, but the water clarity reduced. I found some False Clown Anemonefish, which amused me for a while.

Takabonerate is the third largest coral atoll in the world covering an area of 1,000 square miles, with around fifty distinct reef systems. We entered at the north-eastern corner and were keen to explore further. Unfortunately, we only had a few days to do so. On our 2nd full day in the atoll, we upped anchor at nine o'clock (as soon as the sun was high enough to give us decent light) and motored west through a pass in the seven mile diameter reef system encircling us.

There's a park ranger station at an island called Tinabo (06°34.12S 121°05.62E), but the anchorage is in 30 metres on the edge of a steep drop off and we've been told by "Per Ardua" that the park rangers will try to charge us a park fee of \$10US for the boat and \$15US per person PER DAY, so we're avoiding that island and exploring other areas.

The weather in this region of Indonesia is perfect. For the past month, we've had blue skies and consistent 15-20 knot winds from the south-east to east. Today was no different and to make it even better, we were sailing in flat calm water in the lee of the reefs surrounding us.

From another cruiser's blog, we'd made a note of a possible anchorage at 06°39.28S 121°12.03E and we had a lovely sail to get there. Unfortunately, when we arrived, there was only one small spot that was shallow enough to anchor in and that was littered with coral heads. We thought that it wasn't even good enough for a lunch stop, so we headed west for another anchorage.

An hour later, we anchored at 06°43.25S 121°08.76E in 6 metres of water over white sand amongst scattered coral heads. To get to the anchorage, we had to weave our way through coral heads that appeared to be several metres underwater, but in good light it was simple enough. This is another beautiful spot with a large sand bar at low tide. "Red Herring" followed us in and anchored behind us.

Glenys and I jumped into the dinghy and went off to explore a shallow reef that we'd spotted on the way in, but the reef was again mostly rubble. This should be pristine reef and it's very depressing to see it in this state - perhaps the marine park status will help it recover, but later, as night fell, we could see twenty fishing boats within view, so I don't hold up much hope.

Karen and Graham went for a walk on the sand bar at low tide and came back with some nice shells, so there's good shelling here. Unfortunately, by the time they stopped by, the tide was coming in fast, so Glenys missed out, but at least Karen gave her a lovely, big Cassis shell.

I'm very frustrated here, the anchorages and water colours are stunning, but the snorkelling close to the anchorages is very poor. There are plenty of very steep drop-offs going down to 40-60 metres, which I suspect would be good scuba diving, but there's nowhere to anchor close by. From the protected anchorages, we would have to travel a few miles in our dinghy to go diving and we don't want to do it alone - "Red Herring" don't dive and they don't have a big outboard on their dinghy, so we're very restricted here in the middle of nowhere. In retrospect, we should have travelled in company with other keen divers.

The next day, after a leisurely breakfast (waiting for the sun again), we left the anchorage and weaved our way through the maze of sand bars and reefs, heading south. Once again, I was very grateful for the KAP charts that I'd previously made from Google Earth because they were

spot on and showed every channel, whereas the commercial Navionics charts gave us very little detail. At one point, the Navionics charts showed a reef blocking our way whereas in reality we had a 100 metre wide, 20 metre deep channel.

Just before lunch, we caught and landed a nice 10lb tuna as we approached Tambuna Lompo Island (07°00.27S 121°12.9679E). Our plan was to stop overnight at this idyllic-looking, deserted island, but we couldn't find anywhere to anchor. Very shallow coral stretches 350 metres from the shore and then plunges down to 40 metres. We tried to anchor in 10 metres depth about 15 metres from the reef edge in a sandy valley, but the anchor just dragged - probably rubble. After fifteen minutes, we gave up and set off on 130 mile passage down to Labua Bajo. It was very frustrating because it looked like there would be good diving around the island.

There wasn't much wind (and what we had was behind us), so we motor-sailed all afternoon, until we rounded the western end of Pulua Kaloa when we finally had enough wind to sail.

Sirius - 2015: We anchored in front of the ranger headquarters at 06 34.137 S / 121 05.664 E

Equanimity – September 2013: Taka Bonerate rocks! Some of the best diving I've ever done. The diversity of coral and fish was amazing. The reef system sits right in the middle of the Flores Sea with only small sand cays for islands and a couple of small villages, so the water is crystal clear (no run-off) like in the middle of the ocean. The constant current provides much nutrients, so the coral and fish thrive without any manmade or natural pollution to disturb it. Hence, very dense coral growth of everything you could imagine. Spectacular wall dives!!! And the water is so clear, floating along in the current next to bottomless walls is like floating in space. Imagine being absolutely still, no swimming or paddling, just hanging in space using your buoyancy compensator to control your ascent/descent and letting the current sweep you along the vertical wall, around heaps of colourful coral and through big schools of fish. Spectacular is an understatement for sure!

It's a hard place to get to for most people, so very little tourists go there, which also means there is little damage to the reefs. But we did meet a lovely gentleman from Jakarta who was there to film some of the reef, so we got to go diving with him, and make a new friend, Mr Muis.

The weather started to change and we needed to get south and keep moving to get to Labuan Bajo for the next set of events (and more diving), so we sadly had to depart. But we are off to see some dragons! We are having such a great time, Sherry is now talking about spending another year here in SE Asia, as there just isn't enough time in a day to see and do it all. But that's another day, so we'll see :).

4.9 Southeast Sulawesi

4.9.1 Labuan Blanda, Buton (04-26S)

Sea of Topaz – September 2012 (OCC Newsletter):

Anchorage: Pulau Labuan Blanda – 04°26'·267S
122°56'·297E. We overnighted here on our way to Baubau.

4.9.2 Labuan Lebutan, Buton (04-56S)

Sea of Topaz – September 2012 (OCC Newsletter): This is a



small island with a large drying reef. We overnighted here on our way to Baubau.

Anchorage: Labuan Lebutan – 04°56'·072S 122°47'·686E

4.9.3 Pasar Wajo, Buton (05-31S)

Starry Horizons - August 2018 (with a Rally): The festival was the biggest one of the rally and well worth it. We also did a small cooking class with Rusdi, the local tourism contact.

One day we took a car over to Bau Bau for a big supermarket trip. Pasar Wajo has an excellent fresh market.

Our mooring: 05°31.395 S 122°50.905 E

Alba – Aug 2015 (with a Rally): We arrived in Pasar Wajo mid-afternoon, and anchored in the south west of the bay at 05°31.34S 122°50.89E in 17 metres of water. The holding is good, but the prevailing east winds have put the fringing reef fairly close behind us. There are lots of turtles surfacing around us, but the water is cloudy and there are haloclines here, which are layers of fresh water and sea water. I guess that there are underwater springs nearby.

There's a Buton Information Centre (B.I.C.) ashore, who started to call us as soon as they spotted the first sail. They don't have a boat, but directed us to the best anchorage. All of the five boats who arrived this afternoon gathered on "La Passarola" for a few beers - no one wanted to go ashore and be organised just yet.

The next morning we had a late start and went ashore at around ten o'clock. The B.I.C has set up a tent by the main dock and we were met on the beach by a gaggle of guides. Again they are all volunteers who speak good English. The head of B.I.C., Rusdi, told us that they have organised for us to attend a "baby" ceremony on the 24th - not quite sure what it's all about, but it seems to involve 500 babies... The Takawa (a colossal dance with over 20,000 dancers) is not taking place this year, which is a bit of a disappointment.

However, there is a big Expo taking place here over the next week, with various exhibition stands set up where government departments and private companies are promoting themselves. We've been invited to the opening ceremony this afternoon and there's a party tonight. After that they will organise events and trips depending on what we want to do.

Some guides were allocated to us and, together with "Red Herring", we jumped on a Pete-pete (mini bus) and zoomed off to the local market, where we spent a happy hour wandering around looking at the fish, vegetables and other goods on sale. It's a riot of colours and images, so it's difficult to stop myself taking photographs. We stopped off at a small eating place and had Nasi Goring (Fried Rice) and Gardo Gardo (Vegetable in Peanut Sauce). At \$1.50US for a meal, it's not worth cooking here.

In the afternoon, we picked up "Red Herring", to go to the Expo opening ceremony. On the way, Graham noticed a two foot long Banded Sea Snake in the bottom of our dinghy. These are one of the most poisonous snakes in the world. They are normally shy and keep away from humans, but unfortunately, this one was trapped in an enclosed space with us and couldn't get out.

The snake became more and more agitated as the four of us lifted our feet out of its way, while trying to stop it hiding behind the fuel tank or disappearing under the hollow floor. It started moving faster and faster as I frantically pulled the paddle from the end of one of our oars. After

a couple minutes of panic, I finally managed to get the paddle under the snake and flip it overboard - phew!

Things to do (besides rally partying and events): Our guides Erick and Lis took us for a walk to the **Blue River**, which is a fresh water lagoon that has been made into a huge swimming area with concrete walls and a promenade with plenty of little food stalls. It's obviously a place where young people come to eat and have a good time in the evening - we'll be back.

We met Erick and Lis ashore and they took us off in a car on a little tour of the local area. In convoy with "Red Herring", we first went to **Kali Buki**, which is a sinkhole with a fresh water spring at the bottom. The enterprising owner of the land has built steps down to several concrete fish ponds where he breeds carp - he sells fish food to visitors. It is a very cool and tranquil place.

We then visited **Takimpo Fort**. It's perched on a hill above Pasar Wajo and used to be the home of the Takimpo tribe, who built the walls as a defence against the Europeans who arrived in the 1600s. The village was abandoned a hundred years ago and the only things left is a small mosque and a Baruga (a raised platform used for a meeting place), which the ancestors of the Takimpo people maintain for their historical value.

Diving: At half past four, I zipped over to a fishing pier (05°30.95S 122°51.97E) on the eastern shore of the bay to do some snorkelling by myself. This is the location of a "muck dive" called Magic Pier (the "muck" meaning a shallow dive on a rubbish-strewn seabed, close to shore, often with poor visibility). My main aim was to photograph the elusive Mandarinfish, which only come out of their hidey holes at dusk, but I couldn't find any.

I didn't mind because this was possibly the best place that I ever been to for underwater photography. There are hundreds of small fish and creatures wandering around the rubble, broken fishing traps and general rubbish. I got some good photographs of new creatures including a Shortfin Lionfish and the fabulous Peacock Mantis.

On another day, at half past four, I picked up Les from "La Passarola" and we went for a dive at "Magic Pier". We anchored the dinghy to the north east of the pier and descended to 15 metres heading south west then came back up to 5 metres directly under the "T" end of the pier. There we found huge concrete blocks, dumped as part of the pier construction and lot of other rubbish, like car tyres.

Amongst the concrete blocks, I finally found the elusive Mandarinfish. There were scores of the two inch long, colourful fish hovering above the rubble going through their mating display. In my excitement, I neglected to set up my camera properly and most of the dozens of photographs that I took were rubbish, but I managed to edit a couple of decent ones. I also got a nice photos of the brightly coloured Ribbon Eel and a well camouflaged Tassled Scorpionfish.

On a third dive a Magic Pier, hosted by a local divemaster, the dive was very good. They took us straight to the end of the pier to where the Mandarinfish appear. I'd already seen these fish, but the dive masters were great at pointing out other little creatures, especially when they saw that I had a decent camera.

I was also excited to see two Ornate Ghost Pipefish. These are less than two inches long and almost transparent, so they are very difficult to see. Even when pointed out to me, my tired old

eyes had trouble focusing on them. They are one of the weirdest fish in the sea with their unearthly camouflage. The guides also pointed out a lovely yellow nudibranch called a Great Bergia.

On another dive we went to **Asphalt Pier** (05°31.02S 122°50.71E). This is another muck dive underneath the end of a dock by an old Asphalt Works. There's lots of junk on the sea bed, but we saw some creatures amongst the mess, including a couple of big Painted Lobster, a Broadclub Cuttlefish that flared bright yellow when disturbed and some lovely yellow Anenomes on the columns of the pier.

Full blog post here:

<https://thehowarths.net/alba-chronicles/2015-nz-to-thailand/93-august-2015-indonesia?showall=&start=1>

4.9.4 Baubau (Bau Bau), Buton

Alba – August 2015 (With a Rally): As we were approaching the harbour, I hooked and landed a big 15 Kg Wahoo. I caught it on the hand-line, so it was easy to bring it in, but once on the aft deck, it flailed around and refused to die despite a liberal dose of rum in its gills - only continual blows to the head with my "judge" put an end to it. The aft deck was covered in blood.

It was a bit chaotic when we arrived in Bau Bau. There were three boats ahead of us and the coordinates given by Sail Indonesia were incorrect, so they were all milling about. We spotted a new-looking, floating dock next to a hotel, so we anchored off that in 20 metres depth at 05°27.36S 122°37.21E. Fortunately, it turned out to be the correct place.

Things to Do: We all went on an organised coach trip to the **Bau Bau fort**, which is apparently the largest fort in the world. Unfortunately, it's so huge that there's no real focus to it - it seems to be a five kilometre long wall with normal houses built inside.

They took us to the old **Sultan's residence**. The last sultan was removed from office after their independence in 1945, so the residence is now a museum. It's a fabulous, airy, wooden house with lovely furniture and lots of photographs of old sultans on the walls. All of the Sultans have been direct descendants of Genghis Khan, but rather than inheriting the position, the living descendants used to be nominated for an election and the sultan was voted in by the people. It's an interesting mix of democracy and hereditary succession.

Propane: Komang took us in the car to try to get some propane gas. One of our gas bottles has run out, but it appears that there is nowhere in Bau Bau that can refill bottles - the locals only have the facility to exchange bottles. The local bottles have a different valve to our POL fittings, so my next mission was to try to find a valve that would fit the Indonesian bottles - I would then be able to decant propane into my bottle.

No chance - we went around various hardware shops. There doesn't appear to be anyone who actually installs fixed gas pipework - the local people all use simple regulators and rubber hoses to connect to their stoves - like we would use on a barbecue. Another minor problem is that I can't hire a propane tank for a few hours; I have to buy one at a cost of \$75 US, so it would be expensive. After a couple of hours, I admitted defeat - if we run out of gas then I will have to buy an Indonesian bottle, a regulator and rig it up as a temporary solution.

Diving: I'd arranged a dive trip for five of us cruisers. We loaded all our gear in a very slender boat with two bamboo pole outriggers and zipped across the harbour to the opposite shore near 05°24.17S 122°36.18E. There's a 20 metre high cliff and underneath the surface is a fabulous coral wall.

Our first dive was into a cave system. Glenys refused to go in and went off with one of the guides along the wall. The rest of us went into the cave which had two large chambers with a sink hole at the surface between them. It was an atmospheric dive, but not many creatures apart from a few cardinal fish and some lobster.

The second dive was a drift dive along the coral wall. The visibility was very poor, so we all concentrated on small creatures. I got very excited when I spotted a small Yellow Sea Cucumber and took some photographs, but then Adrian from "Anthem" pointed out hundreds more - the reef was plastered with them. The coral was beautifully coloured and we saw quite a few nudibranches and flat worms including a Linda's Flatworm. It was great diving for only \$25US per dive.

Sirius – 2015: This is a sizeable town for repairs, provisioning etc

We anchored at 05-27.378S 122-37.290E

Beware of petty theft!

Sea of Topaz: 05 27.1470 S / 122 36.352 E Sand, good holding, 14 metres Anchored off KFC in town amongst big local boats; they don't leave much swinging room! Hard to go ashore and tie up dinghy with many small outrigger boats. Mukmum, from the local tourist office was our contact, we got water, but no diesel. Good local market, but not much else.

Kelearin – July 2012: We arrived at Bau Bau in the middle of the night but were able to anchor across from the town. In the morning we dumped our jerry jugs of diesel into the tanks and prepared to move over to town but a squall hit so we waited out the storm and then moved over. As we were coming in a water taxi flagged us down and soon we had a boat full of uniforms and civilians directing us to the Coast Guard office. Everyone was very friendly but we were unsure as to why we needed 7 people on board.

I visited the harbormaster while Jim guarded the boat. They see very few yachties in this part of the world so I was a kind of "celebrity" for a bit. My picture was taken dozens of times and behind the counters heads would pop up like a video game to take a peek at me. I just smiled and waved and posed. The head guy looked over the paperwork, gave permission for us to get fuel and then for a fee sent off a crew to fill our containers. Only one officer was a bit short with me and reprimanded me for not speaking "Bahasa".

Anchorage at Bau Bau (05 26.2S; 122 34.3E) (05 27.1S; 122 36.3E) Nothing much here to stay for. The cut between the island and the mainland looked interesting but we were worried about currents so chose to take the outside route. Still a current, probably at least 2-1/2 knots. I was looking at the island lighthouse at Wakatobi forever it seemed.

4.9.5 Telaga Island, Bombano

This is due west of Bau Bau, about 35 miles.

Alba – August 2015 (With a Rally): We pulled up the anchor in Bau Bau at around nine o'clock, when the wind started to pick up. We managed to sail for an hour, but the wind died

after we cleared the harbour, so we motored for a couple of hours. Then just after lunch, we started to get a breeze and, by one o'clock, we were romping along with a 20 knot sea breeze putting us on a fast reach.

A few hours later, we dropped anchor on the north side of Telaga Island along with "Catamini", "Red Herring", "Sea Monkey" and "Conrad". It's a pleasant anchorage in 15 metres just off a small white-sand beach (05°24.17S 122°01.45'E). We'll definitely be staying here tomorrow, well away from the constant calls to prayer and the attention of well-meaning guides.

On the approach to the island, we landed a small 2 foot long Barracuda. I'm always paranoid about Ciguatera, so when I saw a local guy chugging past in his outrigger boat, I grabbed a fish identification chart and zipped over to him. He was surprised to see me and didn't speak any English, but a few smiles and pointing to the picture of the fish while asking "Bagus?" (Good?), got me lots of head nodding and repeating of "Bagus, Bagus" from him. So we had Barracuda for dinner.

Our sleep the next morning was disturbed by a strange pinging noise. I climbed out of bed to investigate, thinking that it was a rope slapping against the mast or the rigging. I tightened various ropes and went back to bed and it happened again. I got up and had another look - I even checked the wire on the shrouds, thinking that maybe a few strands of wire might be breaking.

Later on in the day, I was snorkelling and heard the same noise while 8 metres underwater, but much louder - it scared me to death. When it happened again, I figured out that the sound was caused by the locals using dynamite to fish. This horrible method of fishing involves dropping a stick of explosive into the water, which stuns and kills all fish in the nearby area. The fishermen gather the fish from the surface of the water. It's very destructive, indiscriminately killing small fish and decimating the coral.

4.9.6 Sikeli Bay, Bombana

Alba – August 2015: We were a little apprehensive as we approached Sikeli Bay because there's a long fringing reef and scattered sand bars a couple of miles from the shore. The charts don't have much detail and we became even more nervous when we spotted a small island that wasn't marked on the charts at all. To make matters worse, the wind had picked up to over 25 knots; we had 1 metre waves and the skies were overcast.

We rolled away the main sail and reefed the genoa to slow down, then gybed to take us through a gap between two shallow spots in the reef. Our waypoint was 5°18.951S 121°47.197E. The Navionics charts turned out to be fairly accurate and the minimum depth that we saw was seven metres before it increased to 15 metres inside the reef. The depth then gradually decreased as we sailed towards the small town of Sikeli where we **anchored** at 05°15.55S 121°47.79E in 6 metres of water about 100 metres from shore.

The island of Kabaena is 100% Muslim, which is very apparent from the tall minarets of the four mosques that we can see from the anchorage. Only six boats have come to this port, the other five have started to head south - we all stayed on board chilling out.

Things to do: We'd arranged to go for a **hike** to the top of **Mount Sambampululu**, which is an impressive rocky peak that can be seen from the anchorage. There were nine of us and one of the rally organisers (Akmed) asked us to pay 200,000 rupiah (\$20US) each for the transport and

the guides who would take us on the hike. None of the interpreter guides came along, having been traumatised by the short 1 kilometre walk yesterday.

We were driven to a village on the way to Tangkeno, where four teenage guys met us and acted as our guides. None of them spoke any English, so we relied on our poor Bhasa Indonesia and sign language. It was a great hike - at first along a dirt road, then soon on faint trails through the forest following a ridge. We arrived at the eastern side of the steep-sided rock cliffs after two hours of fairly hard slog. The huge cliffs towered above us while we had an early lunch.

Yesterday, I'd had a look at the mountain on Google Earth and there seemed to be a gully with trees on the south side of the mountain that might give access to the top of the rocky peak. So, I left the others chilling out and went to have a look around. The lead guide followed me and when I indicated in sign language that I wanted to have a look, he shot off like a mountain goat down a gully.

He led me westwards along the bottom the cliffs, which seemed to be impenetrable without serious climbing gear. After fifteen minutes of fast scrambling, we stopped at a cliff that had a tree growing up the side. The guide indicated that this was the way up. It looked tricky, but I'd come this far, so why not?

I would say that it's a V.Diff using the tree and the vertical rock face, with the crux at a point where you have to swing out around the overhanging tree trunk. Once at the top of the initial steep section, it's a scramble up to a subsidiary peak. The mountain is actually made up of four peaks surrounding gullies. From the peak that we were on, I would say that the highest peak could be climbed in a couple of hours of scrambling. It would be an epic day out.

The next day Akmed tried to get us to go on a trip out to the nearby Sagori Island, but it seemed very complicated and he seemed to be trying to get as much money as he could from us - \$10US each for a one mile trip, \$5 each for a meal at the school and then even more for the interpreter guide's time. It was so confusing that we're all paranoid that we'll be sucked into chaos and the costs will escalate. The trip is only to go snorkelling, which we can do anytime, so we politely said no.

The last couple of days have been great, but of the places that we've stopped in this rally, the guides here seem to be the least organised. I think that they've been shipped in from other parts of Bombana, whereas in other places, we've been dealing with the locals. I suspect that the problems with Akmed all stem from the fact that he isn't from Sikeli and the locals are trying to get him to pay expensive prices for things. The best and friendliest guides that we've had have been local students from high school or university, who have a genuine desire to chat in English.

Services: It was a lot easier to get **diesel** (solar) in this small fishing town than some other places we have been. There's a brand new fuel station right on the sea front, which only opened a couple of days ago. A local guy met us at the landing steps and helped carry the jerry cans to the petrol station. The forecourt was littered with various containers being filled for fishing boats, but they very kindly stopped filling them and immediately filled ours. We got 69 litres of diesel and 15 litres of petrol at the subsidised rate (< 8,000 rupiah/ litre), and were back on the boat within 30 minutes.

After stowing the jerry jugs, we went into town again to do some provisioning. Our first stop was to get the **data SIM card** in our iPad topped up. Again we had trouble with this normally simple

job. In the first small shop, the guy spoke a couple of words of English and kept saying "Empty, empty". We tried to explain that we didn't want a new, empty SIM card, but he didn't understand. Eventually, we asked if there was somewhere else and he pointed us down the street.

The next shop was the same - the lady kept saying "Berakhir", which our dictionary told us was "Expired". Well, yes, our credit had expired, that was why we wanted a top-up. The lady then wrote down 4.1 GB data and told us to come back at two o'clock in the afternoon. The penny dropped. These small shops are only allocated a certain amount of air time each day and she had sold out. She would be topped up at two o'clock and could then top us up.

There was another small shop across the road selling SIM cards, so we tried there and to our relief, the lady had some data available, so we bought 3 GB for one month for \$10. Five minutes later, we were on-line again. What a strange system.

We wandered around the **market** while Glenys bought some vegetables and some fresh prawns and I bought a small machete in a wooden sheath that is better weighted than my old one. White people are very, very rare here, so we caused chaos as everyone stopped what they were doing so that they could watch us. I guess that we paid slightly inflated prices for things, but it's cheap enough anyway. My nice new machete only cost 150,000 rupiah (\$15US).

4.9.7 Wakatobi (Wangi Wangi) (Pulau Hoga)

Ariel – Sep 2024 – Pulau Hoga: Entered lagoon leaving first marker to port, anchored in 17m, good holding. 05-28.772' S, 123-45.860' E

We stopped at Bonerate, Rinca and Komodo, but nothing to add to what you/Noforeignland have.

Jamala – Sep 2024: Wanci: 05-19.481'S / 123-31.919'E

There's is a marina here, no water or power but they have docks which are new. You need to pay for a park pass and this covers all the Wakatobi islands. They will come to the marina to speak to you or you can go to the office not far from the marina, they will give you a receipt and if you go to the other islands then you just need to show this to any rangers . You don't pay to moor up.

The young high school English course students offer guidance for no charge. They won't accept money they just want to practice their English and will show you around the island, they will help you hire a friend's scooter or a car with a driver. If you hire a scooter, they will go with you on theirs and lead you to the places just like a tour guide.

Prices are:

1. Laundry = 20.000 rupiahs/kg
2. Motorcycle rental = 100.000 rupiahs for standard and 150.000 for big motorcycle
3. Car rental = 300.000 for half day (until 12.00), 600.000 rupiahs for full day, and 100.000 for a single delivery
4. Water = 10.000 rupiahs / gallon
5. Fuel can be arranged as needed.

There are a few restaurants here, each with similar menus and within walking distance of the dock. Some don't sell alcohol but will allow you to take your own. You can call ahead and ask them.

The local night market (opens at 4 pm and closes at 11pm) sells fresh fruit/ veg and eggs. Most stall holders mark the prices on their products.

There are ATM's here but they were a bit of a walk from the dock, you could ask a student to take you.

Andrew Maffet – May 2023 – Hoga Island: If you're cruising through Wakatobi - which is highly recommended(!!) - you will probably spend some time anchored at Hoga Island. It's a very secure anchorage next to some beautiful coral snorkelling with a very friendly Bajau (sea gypsy) village called Sampella nearby.

You are very welcome to visit the village on your own, but keep a lookout for Dan who will take you on a village tour and give you lunch at his home, guide you to some brilliant out of the way diving and snorkelling spots, and can fix stuff on your boat. I got him to crawl into a tiny below deck space to hammer some shims against a bulkhead to stop a very annoying creaking sound. I understand he has helped other yachties with stainless steel welding, and has mechanical experience. You can contact Dan by WhatsApp on +62 822 -3776-6616

Andrew Maffet – May 2023 – Tomea/Tomia Island: Anchorage waypoint: 05-45.402' N / 123-53.860'E.

The island of Tomia in the Wakatobi group of islands - SE Sulawesi - is an absolute gem waiting to be discovered by yachties.

The anchorage looks daunting to get into, but is in fact a straight channel blasted through the reef with a consistent depth of 3.5 - 4.0m. I saw an absolute minimum depth of 3.2m with a 2.0m tide at Wadjo Baai in Selat Buton - the closest tide station shown on Navionics. Once inside the lagoon it is beautifully protected with excellent holding in 15-20m depth.

Once you're settled in there's lots to do in the area, including some of the world's best snorkelling and diving on nearby reefs, exploring the historical forts and hill tops of Tomia island, and checking out the Bajau sea gypsy village. Keep exploring and you'll find lots more of interest and very welcoming locals happy to have you here.

The village on the Tomia island side of the anchorage lagoon has a wonderful local Hotel and Restaurant call Laroka, that has great food and a wonderful sunset view over the lagoon and nearby islands. It's owned by Ali Tembo, a local MP, who's a great guy and very keen to promote tourism in Wakatobi and especially his home island of Tomia. You can contact him by WhatsApp on +62 813-4178-1414 for any help or advice.

Starry Horizons - July 2018: We dropped anchor just off Hoga Island at 05°28.356 S 123°45.399 E.

There is a shallow reef just in front of this anchorage. We nosed right up to the reef, which goes from 90 feet - 4 feet really quickly. Dropped at the 90 feet and hoped not to swing. Several other boats were anchored there with us for nearly a week. We did have an official boat come by selling marine permits. We paid 430.000 Rp (\$24 USD) for the boat and two people.

We went diving on the wall and had our tanks filled by the Hoga Island Dive Resort. There are a variety of (mostly) abandoned buildings around the south side of the island, and over grown trails, though there are definitely people staying at the dive resort.

The southern pier is better suited to dinghy use; the northern one is taller and hard to climb up onto.

Fishermen come by nearly every day selling their tiny fish, or something more creative, like lobsters, octopus, or mantus shrimp. I bought two mantus shrimp - treat them just like lobster or regular shrimp.

You can take your dingy across to Sampela, the sea gypsy village.

Our friends anchored in the shallower but less protected lagoon at 5°28.903 S 123°46.018 E

Field Trip – August 2018: After leaving Ambon, we sailed/motored for a few days before arriving in Wakatobi Marine National Park. Entering the anchorage was a bit of a narrow passage, and we fought 2+ knots in the channel to anchor.

Lately, we've been working hard to keep on our school schedule in hopes that we won't have to take any schoolwork back to the US with us when we visit this summer.

Only once we ticked all our subject boxes did we head into shore to check out the Hoga Island Dive Resort. When we beached the dinghy, we were surprised to find the island teeming with college students! Turns out Essex University marine biology department was visiting for their annual marine biology camp! There must have been over 200 young adults there - some cleaning their dive gear, others gathered around computers working on research projects, still more seated at wooden tables participating in seminars about fish and coral identification, and yet a small number who'd obviously had their fill of learning were sprawled out in the shade - head on their backpack and mouth gaping open in full snooze mode.

We met the owners, and said we might be back in a few days when things settled down to talk about doing a guided dive through their resort. Turns out, though, that we decided to take advantage of the favorable weather pattern we were in and continue chewing off miles heading to Komodo. That night we enjoyed our Friday Family Night taco salad and Despicable Me 3, then rested up for our early morning departure. Mark had to really crunch the numbers for this passage to ensure we hit the currents right on our way back out the channel. Then we stopped

Mark and I hopped in the dinghy to do a quick dive in the pass. The reef walls were steep and bursting with life. A huge dog-toothed tuna came up close to check us out, as we changed direction with the indecisive currents. I noticed the massive table corals that protruded from the wall were doing something I'd never seen before. Some of them had fallen sideways under their own weight, and along the perpendicular edge, parallel with the sunlit surface, new table corals were growing like plants that always reorient themselves to the sun. A crocodile fish, at least a meter in length, rested in a ledge of sand, and a lionfish huddled inside a barrel coral. Along the dive, we saw at least 3 varieties of nudibranchs, too. I peeked closely at a few of the fans, but my seahorse-spotting skills weren't quite up to the task. After 83 minutes, we ascended and headed back to the boat to get dinner going.

We thought we had tucked in out of the current, but later that night, we noticed a fast-moving ripple trailing behind each of our transom steps. We all tried to guess how strong it was, then Mark flipped on the instruments - 2.4 knots! It seemed much stronger than that! He could barely get the dinghy hooked onto the davits to raise it for the night with the current pushing perpendicular to where he needed to be! Our anchor was securely set, though, and we slept well that night in preparation for our 4-day passage to Komodo. Westward Ho!

Sirius – 2015: Inside the lagoon, we anchored at 05-19.727S / 123-31.812E We anchored outside just past the entrance till high tide as the entrance is narrow and shallow. If you are there look for a girl Windi approx 14 - was the cutest guide for the rally. Say hi from Sirius. Gypsy village to the S of the town you can walk thru.

Alba – August 2015 (with a Rally): At sunset, we were 40 miles away from Wanci (giggling schoolboys, note that it's pronounced "Wanchi"). We picked up a strong broadcast on VHF ch16 from Wakatobi Information Centre (W.I.C.) radio, who were ready and some had gone through the very narrow, dredged channel at midnight - not us thank you.

A bit later, I chatted to Karen from "Red Herring" on the SSB radio and found that they are already in the anchorage. Our cruising guide says that the dredged channel into the anchorage is 2.1 metres at HIGH tide. "Red Herring" went through with a 0.8 metre low tide and had at least 3.4 metres of water, so the cruising guide is completely wrong and we should be able to get in and out at any state of the tide, which is a relief.

By eight p.m., we started to see the lights of shipping, mostly fishing boats, but we had two large commercial vessels pass within ½ mile of us. At ten o'clock, we heavily reefed the genoa and bobbed along at 2 knots with a scrap of sail and were rounding the north of the island at midnight. We've been warned that there are many unlit Fish Attraction Devices (FADs) around the area, so we made sure that we kept outside the 1,000 metre depth contour, which is about four miles off-shore and hove-to for the night.

At dawn, we started to motor towards the channel through the reef. Gino from W.I.C. came out to meet us in a RIB powered by a 15hp outboard. He's a nice guy, but his English is not too good and he's a little chaotic. He babbled to us on the radio and said to follow him between the marker poles, which I think that he said had red flags and some other colour. He then zoomed off at high speed leaving us behind.

It was eight o'clock in the morning and the sun was very low in the sky, straight into our eyes, so it was impossible to see the colour of the water and the marker posts were difficult to see in the glare. There was a large dredging barge on the inside of the lagoon, presumably at the end of the channel. I tentatively motored towards the centre of two lines of flags. The water looked very shallow, but I had faith in the markers and carried on. Suddenly we hit the bottom, bounced over something hard and stopped.

Eventually we safely negotiated the channel and arrived in the relative safety of the lagoon. Now we had to anchor. There were four other boats anchored at the end of the entrance channel, but Gino insisted that we motor further south into the lagoon towards some mooring buoys. I think that he was telling me that he wanted all yachts to pick up moorings or anchor near them.

We attempted to pick up a couple of moorings, but neither of them had pennants to tie onto and looked dodgy, so we decided to anchor. We tried in a couple of places in 5-8 metres of water, but both times we dragged our anchor - it felt like loose broken coral. By this time, we were feeling very tired and grumpy.

We picked up a third mooring, which had a reasonably new pennant, but as the wind caught us and put tension on the rope, the whole mooring pulled away and we drifted off downwind with the buoy in tow. Finally, we anchored in 12m to the west of the moorings (05°19.80S 123°32.07E) and the anchor held, so we collapsed in a heap. We're in Wakatobi- we've survived.

In the morning, we went ashore at W.I.C. intending to go for a stroll around town. We were met by a group of the young guides and there was obviously no way that we were going anywhere by ourselves. A young lady called Novi and a lad called Rama accompanied us and were very protective, with Novi holding Glenys' hand as she crossed the roads - very sweet.

We visited three banks, but none of the ATMs would give us any money. I talked to the manager of the biggest bank, but he confirmed that there is no way to get money over the counter - we have to use the ATM. It's so frustrating.

The young guides proved their worth when they helped us to find a couple of dive centres and translated for us. I was trying to find a replacement "burst disk" for our scuba tank and had some success at the Mawadah Dive Centre. At first, the owner of the dive shop said that the only place to get the burst disks was from Jakarta and it takes at least a week, but then he searched around and found three old ones that look okay. I was astounded and very grateful when he just gave them to me for free.

While at the dive shop, we found out that they will do scuba dives for only \$20US including a tank, provided that we have our own equipment, so I'm going to get a group together.

We visited the central market, which has lots of very narrow lanes between hundreds of stalls selling an eclectic variety of goods. Novi introduced us to her aunt who runs one of the stalls and we had to take the obligatory photograph.

After lunch on the boat, we went to do a snorkel on the outside of the reef near to where we are anchored. It was very nice, but not quite the vertical wall that I was expecting. The water is still a bit murky - will we ever get the crystal clear water that the tourist brochures promise?

We went for a meal at the Wisata fish restaurant with "Red Herring" and "Catimini". This restaurant is built on stilts on the shore close to the anchorage and was very good value at 75,000 rupiah each with a soft drink. The only downside was that they didn't have any Bintang beer.

The dive boat picked us up at the W.I.C. dock and took us out to Sombu Jetty. We descended to 20 metres on a 60 degree wall and followed it north, returning at 12 metres. The visibility wasn't good enough to take long-range shots of divers, so I concentrated on small creatures, getting a couple of nice shots, including another nudibranch called a Swollen Phylidia. The dive master Arif, was very good at pointing out things and showed us a tiny, tiny shrimp on a sea fan which was so small that I couldn't see it at all until I took a photo and enlarged it.

On another dive, the dive boat took us to Shark Point, where we descended to 25 metres and headed north. We saw over a dozen Blacktip Reef Sharks, but they were very shy and almost impossible to photograph. It was still a nice dive and, thankfully, the Imodium worked.

The organisers had organised a cultural visit to Liya Village. Five of the boats in the anchorage decided to do something else, so only four boats with eight cruisers attended the event, which was a bit of a disappointment for the organisers and the villagers who had laid on a welcome and food expecting over twenty five people.

However, it was an interesting visit. Liya village is actually four villages (housing 5,000 people) which are located around an old colonial fort made from coral rubble. The fort was built in the 13th century and there are old rusty cannons lying about the place.

We were welcomed by village elders in traditional costume, who performed a graceful traditional dance. Our group was led to a meeting hut called a Baruga, where a fabulous pyramid of food had been prepared - this is called Livo and is the traditional food for ceremonies, such as births, circumcisions and weddings. After a rather lengthy prayer given by a village elder, we were

invited to tuck in. With lobster, crab, barbecued fish, curried eggs and rice on offer, we obliged happily, even though it was only just past ten o'clock.

On the way back to town, we asked the driver to stop off at a seaweed farm. The seaweed is grown on thin lines held up by thousands of polystyrene floats and plastic bottles. Using a long canoe, the seaweed is harvested and then taken to stilt platforms, where it's spread out to dry in the sun. Some of the harvested sea weed is reattached to the lines and replaced in the sea.

Amulet – August 2010 – Wangi Wangi: Moored: anchored 40' Present port: Wangi Wangi, Wakatobi Island group, Indonesia Lat/Lon: S 05 19.790, E 123 32.059

We thought this Wangi Wangi harbor would be a small village as it's supposed to be in the national park, it's a major commerce center again. We were told by the rally organizer (Raymond) that 100 moorings would be available, another piece of misinformation, only two. Luckily we are the fourth boat to arrive so still room.

We stayed at Wangi Wangi 11 days. We were the 4th boat to arrive and luckily not the first, eventually about 25 would arrive. Despite Raymond (rally organizer) saying there would be 100 moorings none were seen, a few days later they laid a half dozen outside the reef. The anchorage at Wangi Wangi is inside a reef which is not shown on C-Map or the local Indonesian chart. We arrived at 0700, about high tide and didn't know what to do, we saw the other boats anchored inside the reef and the reef looked deep enough to possibly go over. Gino (local everything guy with the rally) wasn't on the VHF yet. Luckily another cruiser saw us and told us how to enter the lagoon behind the reef. The waypoints we took are:

- 1) S 05 19.600, E 123 31.768, between two steel poles, 10.5 feet deep at HW (+2.1m)
- 2) S 05 19.578, E 123 31.852, Single pole with flags, keep close (30') to starboard

Proceed about 100' past the single pole then turn to the right. We anchored at S 05 19.790, E 123 32.050, 35' sand.

We were made welcomed and check-in was painless and organized by Gino. They were having parades the next two days and we were invited to view them at the Bupati Regent's (like a governor) home. The next day they asked if the cruisers would like to march in the parade. We put together a rag-tag group and marched displaying our national flags; USA x 3, Canada & Australia. The 40,000 people lining the streets loved us. As we passed the governor's house all the officials stood and returned our salute and waved with big smiles. They had teen age "guides" waiting to show us around and interpret, no payment they just wanted to practice their English. We invited two guide girls out to the boat to show our appreciation. We felt very welcomed indeed.

Wakatobi is a marine park consisting of 4 islands whose initials make up the name. We envisioned a small sleepy village not the busy and overpopulated Wangi Wangi which is the main commerce center for Wakatobi. They have 3 markets spread around, a morning, mid-day and nighttime market. The nighttime one is the most fun and you can eat your fill of prepared food and snacks for very little money. None of the vendors tried to rip us off, refreshing. Overall the food in Indonesia is not very good but some of the snacks and donuts (\$0.12 USD, not \$2.50 USD ea. like in Australia!) from the street vendors are good.

We did a few scuba dives on the reefs near the anchorage and they were pretty good. Lots of fish and mostly alive coral. There's less trash in the water here as the population is beginning to realize they have something worth protecting. Dive tourism is just beginning to take hold.

The government sponsored a free dinner and cultural dance show at a new resort, which was the now usual so-so food, speeches and such. The next day they invited the cruisers to a cultural festival being held as part of their Independence Day celebration.

The celebration abruptly ended when protestors began destroying one of the props, protesting among other things they resented the money the government was spending on the visiting yachts and that we were eating during the day which being Ramadan is against their religion. The cruisers were escorted by the police back to the boats and were advised to stay onboard that night. The next day was Independence Day (8/17) with more celebrations planned, but about 1/2 of the boats left in the morning. We were supposed to participate in the underwater ceremony and had attended two practice sessions but felt it best we not attend any more public events, a few others went and had no problems. We finally went ashore briefly to pick up a few snacks (including donuts) and clear out with the officials, the next morning we left as did the remaining boats. A sad ending to an otherwise good stay.

One common complaint was the very loud noise (chants and music, not all religious) at all hours of the night from the loudspeakers on the Muslim Mosques near the anchorage, not much respect for other religions it seems.

4.10 North Kalimantan



4.10.1 Nunukan (Port of Entry)

Sail SE Asia – July 2024: Those coming to Indonesia from Malaysia, Immigration at Nunukan tried to tell us we did not fly an Immigration flag and would be fined \$3000. Raymond our agent sorted it out for us. Glad we had an agent.

The rest of the check-in process customs, health and harbourmaster was smooth and efficient

October 2021 – As COVID restrictions are starting to ease in Indonesia, only 2 ports are open for foreign yacht check-in. One of these is Nunaken. Looking at Satellite photos, the port appears to be located at approximately 04-08.735 N / 117-40.023 E.

Ocelot – Aug 2018: Anchored at 4°08.46'N

117°38.13'E in 33', mud.

Nunukan is a new CIQP clearance port for Indonesia! Given the foul bottom at Tarakan, this is a welcome new anchorage, and it's only 21nm from Tawau! There can be strong currents in the channel from Tawau, so timing your passage will help.

There are LOTS of seaweed farms when approaching Nunukan from Tawau. It's best to keep outside (west) of them, rather than cutting the corner. The anchorage has room for more than 25 boats strung out along the north coast of Nunukan Island, but the currents can run quite

strongly, so give your neighbors plenty of room. We were one of the last boats to arrive, so we ended up anchoring at the extreme west end of the anchorage, but there's lots of anchoring space east of our location.

The harbormaster doesn't like boats anchoring close to the fuel barge. There are 3 somewhat dilapidated floating docks for ferries. We used the middle one, sometimes tying our dinghy to the bridge if we were going to be gone when the tide changed.

There are **ATMs** on the left as you leave the dock complex. You can get some fruits and veggies in town, but don't count on much - it's a small place. The main industry is farming seaweed, and they have some interesting products for sale that you'd never guess were made from seaweed.

We left via the NE channel even though we were going south, mainly because we didn't know how far the western shallows extended.

[Ocelot's Website](#).

4.10.2 Tarakan (Port of Entry)

Kismet – Nov 2023: You can't check out of Tarakan by yourself--be prepared to spend some time there dealing with Immigration.

I was able to find a local tourism person, Ivan, Whatsapp .+62 812-5879-0176 who asked me to work with his employee Santi, Whatsapp +62 822-5496-0627 Santi turned out to be a very valuable and helpful woman and I would ****highly**** recommend her if you come to Tarakan.

For clearance out, we started at the harbor master office, who directed us to start with Immigration. Once we arrived at the foreigner services section of Immigration, the body language and facial expressions of the boss there was fairly obvious.

We had two issues: 1) Crew had changed while I was in Indonesia, which apparently is a no-no. Backstory - My brother had helped get the boat to Indonesia and flown out, and on top of that I had another two friends join briefly in Sorong, and had obtained, foolishly, port clearance from Sorong to Labuan Bajo for 3 persons. (I would eventually depart Indonesia single handed).

2) The Immigration officer demanded the use of a local commercial / cargo ship agent.

We were given an intro to said local cargo ship agent who spent an entire 24 hours effectively doing nothing and offering a price of 7M IDR to process paperwork.

I requested multiple times for our (remote) ship's agent (R Lesmana) to get involved and help and he was evasive, and candidly downright difficult and a bit combative because he knew I had a crew change.

That evening, Santi did her homework and determined that the actual law around using an agent didn't actually require a commercial cargo ship agent. She presented that case to immigration, which went well, but on this roller coaster, after a number of phone calls, our original agent had a conversation with immigration boss, which turned acrimonious almost immediately but at the end, Immigration agreed to accept a new letter of notification to Tarakan from BOTH the local company and the Bali based ships agent, followed by a stern warning / threat to not take on passengers or make crew changes next time.. or else... can't come back.

That debacle at Immigration concluded, off to Quarantine, which was easy, and they weren't interested in inspecting a small yacht, so just issued clearance straight away (ironically with a health book which was not required up until now) , and Customs, whom were very friendly and professional, but did want to inspect the boat, two trips with different people, and then of course had computer problems so customs clearance took until the next morning - so customs was about 18 hours elapsed time.

Back to Immigration with all clearances... all good.. except... harbor master issued clearance for three people.. lol. which immigration did NOT notice until after they stamped me and the crew list (of just me) out... which was funny because I was already technically stamped out.. but all good, back to harbor master, and they are super friendly and apologetic, issued a brand new clearance doc to Tawau for one person. Raised the anchor successfully (fouled by one old tire) and off to Tawau.

The citizens of Tarakan and all of the authorities between Santi, the Navy who let me tie up the dinghy for days on end, customs, quarantine, and harbor master, were really really nice and professional. Unfortunately, Immigration, and the lack of support from my agent Raymond Lesmana, I could not possibly say anything nice about.

Ocelot – August 2016: 3°17.29'N 117°34.94'E, 45', sand

Tarakan is the old Indonesian clearance port of entry when coming from the top of Malaysian Borneo, and was a Rally stop. Our anchor spot is on a bit of a sandy knoll, so somewhat shallower than the surrounding bottom. But the bottom in all of Tarakan is a problem. To the west there are a few rocks, and friends had to dive their chain out from under a rock shelf. To the SE, near 3°17.16'N 117°35.09'E, is very foul ground, with lots of heavy steel bits on the bottom. Since the (considerable) current changes 4x/day, your chain can collect a lot of this garbage. We spent a full day (and \$400) getting divers to free our chain and anchor.

It's the harbormaster's responsibility to keep the bottom clean, but he gets a big cut from all the divers, so he's got a vested interest in keeping the bottom foul.

There's no dinghy dock but the second pier to the SW (past the oil jetty) is the main jetty. There's usually a police boat tied up on the inside of the jetty, and everyone has left their dinghy tied to the back of the police boat.

On arrival, fly your yellow flag, and notify the port captain by radio. If no answer, you may have to go ashore, and then return to your boat for customs and quarantine inspection. Customs, Harbor Master and immigration are in the big building at the head of the main dock. Town doesn't offer much, and it's a long way from the main jetty. There are a couple of unremarkable grocery stores, and across the street are BNI and Mandiri ATMs. The public market is always interesting, but we didn't explore much further. Tours are available to some WW2 gun emplacements, and there's a proboscis monkey sanctuary in town.

[Ocelot's Website.](#)

Zoa – August 2014: Tarakan is a nice Island and we enjoyed our stay, we were made welcome by the harbour master, who put on a patrol to make sure the boats were safe at night. The anchorage was OK but the holding not so good, no one dragged but there was also no bad weather, lots of rain though.

We went on a tour to the Australian war memorial and to a small museum with some great photo's, a lot from the War years, all though Aussies were in a minority on the bus tour, the guides and later the Mayor were keen to remember the effort that Australian soldiers put in to help liberate the island from the Japanese during WW2, they definitely have not forgotten.

We then went to a monkey Forrest and had a bit of a drive around the island, followed buy lunch.

I have been having some battery trouble, so spent a quite a bit of time wondering around town buy myself trying to buy a new one, it was a lot of fun as this place is well off the tourist track and no one speaks any English, but they were all keen to give me a hand

Sea Topaz - September 2012 (OCC Newsletter): In early September 2012 we left Tawau in Sabah, Malaysia and motor-sailed to the anchorage at the north end of Pulau Bungyu.

Along the way we saw a number of very big Fish Attraction Devices (FADs), the largest we had seen. There are several coalmines on Pulau Bungyu so there were plenty of tugs and coal barges, either anchored or manoeuvring.

We reached the anchorage off Tarakan late in the afternoon – again there was a lot of small boat movement, and a strong current.

The next day we checked into Indonesia, which was more difficult than the previous year as we did not have the backup of the Rally this time. We did, however, have Raymond's contacts Dewi and Rory from the Department of Tourism.

The following morning the first group of four officials arrived on board at 0900 claiming to be from 'Quarantine' and came with a photographer but no paperwork. After taking lots of photographs of us and themselves they left. Later two more quarantine officers came, this time with paperwork, then customs officers with more paperwork.

We then had to wait for a boat to collect us to take us to Immigration and Customs. At Customs: more papers to sign, more waiting, but still no clearance. The difficult issue was the 'self guarantee of export' document and we were told to 'come back tomorrow'.

We finally got all our (many) papers from Customs, including the 'self guarantee' and headed to the Harbour Master who was, of course, out to lunch, but returned later to give us our final papers. We then had to stop at a copy shop to make the essential copies of all the documents.

Before we got onto the longboat to go back to our boat we were presented with a bill for 5 million rupiahs (US \$500), which was a huge surprise as we thought we had paid for everything with the application for the CAIT. We were told it was for boat and car hire for two days, fuel, and marine police protection fees. We objected strongly, and after phone calls to Raymond and some recalculations we paid 1.8 million (US \$180), plus a tip for Dewi and Rory. We were free to go!

4.10.3 Kurung Tigau

Zoa – August 2014: 02°27.241'N / 117°57.988'E We are anchored here in about 5 meters of what I presume to be mud, we had a good night, but there were a few mossies. So all good and heading for Tanjung Batu shortly.

Sea Topaz - September 2012 (OCC Newsletter): We weighed anchor from Tarakan at 0500 to catch the tide as we had a long passage ahead. After the good omen of seeing some dolphins, we made an overnight stop in Kurung Tigau, a big open bay with many fishing platforms but not a soul in sight.

4.11 East Kalimantan

4.11.1 Tanjung Batu

Zoa – August 2014: 02° 16.226'N / 118°05.823'E
We had a nice motor down here today, the charts were extremely inaccurate but we could see the reefs clearly and managed to thread our way through to the anchorage here without any trouble. It was nice to arrive on a Sunday as the kids were all out sailing, there were at least 6 Optis, a couple of Lasers, 2 Windsurfers, and a 420 out, they all sailed up to say hello. This is a tiny little village, but has quite a yacht club there were more oppies & lasers in the racks, we haven't been into the yacht club yet, but went into town for some Lunch, a really nice sleepy little village, with a few shops and restaurants.



We have been sailing through a lot of big fish traps about the size of a house along this coast, there are literally hundreds of them and it looks like this is where they build them, as there are a lot on the beach.

4.11.2 Pulau Derawan

Ocelot – August 2016: 2°16.30'N 118°37.73'E, 16', Sand

Derawan is a resort island surrounded by beautiful water. If approaching from the east (open water), then look for the gap in the reef, which shows up well. Approaching from Tanjung Batu means navigating through a series of reefs but again, they show up well in good light and shouldn't be a problem. Our anchor spot is the least corrally that we found, but since the current changes twice a day, your chain will probably catch some coral chunks. Several boats have also anchored in the shallows to the north, but that area seemed to have more coral. There are several small restaurants ashore, and some more upscale ones out over the water. Some limited supplies, like fruits or vegetables, are available. Cell coverage is good.

Zoa – August 2014: The anchorage at Derawan, is comfy but the holding suspect, there are lots of bommies around, they are deep enough down to be safe but could get caught in your anchor chain, the bottom seems to be sand over coral. Good snorkeling and lots of turtles.

Gaia – September 2013: We anchored at 02-17.494'N 118-14.440'E

Sea Topaz - September 2012 (OCC Newsletter): From Kurung Tigau, we stayed outside the reef in deep water and were able to sail in a gentle breeze. We reached Pulau Derawan in the early afternoon and tried to anchor on the south side of the island, the accepted anchorage.

It was a lee shore, however, with too many coral heads so we backtracked to the north side and anchored in 15m on loose coral.

We went ashore and walked around the island, finding very friendly locals and several dive resorts.

The evening brought two big electric storms, each with 25+ knots of wind but from opposite directions, but to our relief the anchor held.

4.11.3 Maratua Island / Atoll

Sail SE Asia – Oct 2023: While cruising Indonesia we have been to some fabulous places and we can understand why people will stay here for years despite the bureaucracy. This one has so far topped the list. If you want a place less travelled, Maratua on the east coast of Kalimantan is a spectacular place. A huge atoll with beautiful surroundings and turtles everywhere as you come into the anchorage. The entry is not for the faint hearted as it is quite narrow but it is deep and if you choose the right tidal conditions it is straightforward- just be aware tide can rip through here at springs. We took a dive trip from here to nearby areas to see Whalesharks and Mantas. Thanks to Noah's dive resort. There are a number of places to go diving with and stay in the lagoon. Wish we could stay longer. A trip we certainly won't forget.

Our anchorage was **02°14.47'N / 118°37.50'E**, I would not necessarily advise to anchor exactly where we were, as there was sea grass making holding a little less firm but there are anchorage points in Navionics that are nearby and may be better out of the current. If you have a good high tide and can get into the lagoon, you can get into an anchorage inside the lagoon Best done with caution, satellite images and someone on the bow with Polaroids.

Esper – May 2022: With five knots of current pushing against the boat, it was painful maneuvering through the narrow channel into Maratua atoll. The going was slow, really slow, we were barely making one knot. But it was worth it. [Youtube video](#).



2nd Anchorage: **02°16.85' N / 118°34.245' E** in 5-7m. Once you get through the shallow area just beyond the 1st anchorage, it deepens up to 5-7m.

Ocelot – August 2018: Maratua is a beautiful atoll, with excellent scuba diving on the outer eastern wall. Snorkeling is also possible, but the current often sets strongly south along the wall, so be prepared. Getting into Maratua can be a challenge, as the gap in the reef is narrow, can be difficult to find, and the current can run very strongly through the cut (like 5+ knots). The anchorage shown is from 2016, but there were several other boats anchored here, so our choices were limited. Anchoring is somewhat better a bit to the north and a bit further in, to avoid the worst of the currents. The nearby village doesn't have much, but the road out of town makes a nice walk in the afternoon. The village to the SW is almost 3nm away, but it's somewhat bigger. There was no cell coverage in 2018. The dive resort south of the anchorage was happy to fill tanks for us. [Ocelot's Website](#).

Ocelot's anchorage waypoint is 02°14.88' / N118°37.35' E

The current can be quite strong, but inside the anchorage is big & calm enough. The wall on either side of the entrance offers superb diving, & the snorkeling on the sides of the channel (at slack) is also lovely.

There are a few other activities available, including walks & tours along the ring road. They have a jellyfish lake you can swim in, but it doesn't have many jellyfish.

If you like that sort of thing, there's a huge jellyfish lake at the next island SW, with a dock ish thing at 2°08.26'N 118°30.63'E. LOTS of non stinging jellies in 4 varieties, but I'm not sure you can anchor there, & it's exposed to the south.

4.12 South Kalimantan

4.13 Central Kalimantan

See note on Sanpoi's encounter with a fishing boat while on passage between the Kumai River and Belitung. [Here](#).

4.13.1 Kumai River

The Kumai River is a very popular stop on the Indonesia Rally.

4.13.1.1 Clearing In and Out

Migration – March 2016 – Clearing Out of Kumai:

We just cleared out of Indonesia in Kumai and, as in Belitung, everyone was extremely helpful. We checked out on a Saturday, when most offices were closed to the public, but the officials let us clear out anyway. It was "Wives Day" at the Harbour Master's office (the wives get together from various governmental branches) and they fed us lunch while we waited for our paperwork! And, though it was Saturday, we were never asked for any bribes or overtime fees. There were "NO TIPPING" signs on the desks at the Customs office.

Though a lot of waiting is sometimes involved, in this part of Indonesia, officials have been very easy to work with.

4.13.1.2 Diesel Fuel

Sail SE Asia FB Group – May 2022 – Fuel: Recent stopover in Kumai to refuel. Very disappointing to hear the ever-helpful Majid and Leesa have been ripped off by an international yachtie buying fuel through them. I won't name and shame but whoever did this is a disgrace to the yachtie community and it gives us all a bad name. Thanks to people like that Majid will no longer accept EFT using Wise or similar. It's now cash only upfront.

Sail SE Asia FB Group – April 2022 – Useful Contacts: Recommendation for Yacht re-supply & local trips etc.

Leisa & Majid - WhatsApp +62 812-5072-343

I can certainly recommend for a prompt & professional service in Kumai

Yacht provisions; Diesel/Dexlite, Drinking Water, Cooking Gas, Laundry, trips to Supermarket & Visa renewals at Kantor Imigrasi, Pangkalan Bun

<https://maps.app.goo.gl/euJpov9LXETZsURa8>

Located within a short dinghy ride to the adjacent river anchorage. 2°44.248'S 111°43.981'E



4.13.1.3 Electrical Supply

Sail SE Asia FB Group – June 2019 – Solar & Electrical: If anyone is ever in need of any electrical parts in Kumai there is a guy in Sampit who has Solar Panels, Cables, Solar controllers the works. We bought two new 100w panels (Venus solar) and a cheap pwm controller just until we can get our hands on a good mppt. Its all cheap from China but it will get you out of trouble until you can get the good stuff. Shop name: UD. Dua Putra

4.13.1.4 Tours up the River

Sail SE Asia FB Group – April 2022: Orangutan River Boat Tours; 1, 2 & 3 day trips can also be arranged.

Majid Hotel KUMAI Leisa & Majid

+62 812-5072-343

Sail SE Asia FB Group – November 2021 – River Trip Guide: We've just finished our 1n/2day Orangutans tour, Tanjung Puting National Park, Kumai. Indonesia.

We can recommend, Nina and Rini of Orangutan Sister Tour, who did a superb job from start to finish, excellent English spoken, excellent local knowledge and guided us through the booking system in this 'new normal' world we find ourselves. They organized a security guy to sit on our yacht in our absence.

The tour was amazing, relaxing and unhurried. The food was good and plentiful. So many orangutans to be seen and probiscus monkeys. Our boat captain and crew went out of their way to spot wildlife along the river banks, very entertaining. A big thumbs up to our guide Dedy. Very few tourists at present so the Park is quiet.

You do need to book a day or two in advance for the antigen testing. Mask are required in the town and National Park (but can be taken off whilst on the boat)

There is a 3D/2N option as well but camp Leaky is not yet open so we opted for 2D/1N. However, things are changing daily in the NP so best to check with Nina/Rini .

There is a 1D speed boat option if your time is limited but you'd miss out on a whole load of things....ambience, tranquility, time to stop along the river when wildlife is spotted (great for photography)overnight experience, great food etc etc.

You are required to have COVID antigen test to go in park(all boat crew do too), Nina/Rini organised.

Cost at present: 7,350,000IDR for 2.

Thank you Urangatan Sister Crew. orangutansistertour@gmail.com +62 8115219922

Sail SE Asia FB Group – June 2019 – River Trip Guide Recommendations: We will be in Kumai in June to see the Orangutans. I know there are lots of tour companies, it's hard to choose and I am always dubious of potential fake review on Trip Advisor. Can anyone recommend a good company? We have people joining us and I want it to be a good experience; good English spoken, decent food, relatively comfy boat BUT most of all a knowledgable guide. We are happy to pay the cost of a good, reputable and ethical company/guide. I just don't want to support the wrong business!

- Sky Hunter Vespa was used/recommended by several cruisers:
Email:htoedi9@gmail.com +6281254564322 Can be found on FB as Sky Hunter Vespa, and is a member of Sail SE Asia FB Group.
- Several people also mentioned and recommended a guy named Adi (Addi?). We used Adi. He may visit your boat (along with other tour operators) and was also hanging around the dinghy dock when we were there.

Adi Yacht Services, 62 81 336 358 474, 62 852 49666 830. In September 2018 it was \$191 US pp (\$174 for kids) for a 3 day/2 night trip (we--a family of four--had the boat to ourselves). We had a great guide (Even), cook and captain. Note that the operators don't always own the kolotoks (the river boats) and that the tour guides are often independent contractors, so it pays to see the boat and meet the proposed guide ahead of time.
- Our friends worked with Liesa (reservationhoteltour@gmail.com , liesa@borneowildorangutan.com) and were happy. They paid \$233 US per adult, \$190 for kids but were pressed for time. They also had a bit longer of a tour on the second morning, which we did not get, but we didn't mind too much. Also, their first boat broke down and they had to wait a bit for a second boat that was smaller. Their family of four was with another couple of guys on a boat smaller than ours, but they found that it was more interesting that way.
- Cathryn Hutton Take the 3 day / 2 nights trip. The one day trip on the speed boat is crazy. Can't remember the name but the guy runs a hotel in the main street parallel to the water. I also forgot the price but it should include all food, a group guide and security for your boat whilst you are away.
- Majid Hotel, they were great!
- Jennifer Lee We also used Adi, mentioned above. He may visit your boat (along with other tour operators) and was also hanging around the dinghy dock when we were there. Adi Yacht Services, 62 81 336 358 474, 62 852 49666 830. In September 2018 it was \$191 US pp (\$1...See More
- We went with Addi mentioned in the comments above. He will also arrange for someone to sleep on your boat. Make sure you stipulate no smoking on boat though.
- We also used Addi and were very happy. We only did the 2 day/1 night (for boat and cost reasons) and felt it was still amazing. You see all the same places as the longer tour, you just have a little less time. Make sure you get to do the "night hike", it was amazing!
- Take your malaria protection. It has outbreaks from time to time. It is a long way to a hospital once you depart Kumai and discover one of your crew has the first signs of malaria- that is a fever that comes and goes which progressively worsens over a few days...
- Tuan Romadh Dhon is brilliant
- In October 2017 we used Orangutan Sister Tour.

Orangutansistertour@gmail.com . Nina was an excellent and pleasant guide. Ituy the cook. Great food. They discussed our preferences before they went to market, even organised cold beer for the 2night 3 day trip and security for Nautilus while we were away. Oh yes and washing, fuel and water. Great sightings of Orangutan, Proboscis and Macaque monkeys and spotted some great birds incl. stork billed king fisher, blue eared kingfisher, broad bills and rhionoserus hornbill. We planted trees and had some great jungle walks. We definitely went for 2 nights but could have been 3.

Starry Horizons - October 2018: We anchored in the Kumai River in a very industrial setting at 02°44.546 S 111°43.923 E The river is filthy, and the town is not much nicer.

We booked a klotok for a river tour through Magid Hotel. All klotoks are basically the same - I didn't see any "nicer" ones out on the river. We did a two-night, three-day tour. Our guide Danu was AMAZING.

Tanjung Puting National Park is the base for Dr Galdikas' orangutan research. She was one of the three Trimates, female biologists who studied primates under Dr Leakey, the other two being Goodall (chimpanzees in Tanzania) and Fossey (gorillas in Rwanda).

We stopped at three feeding stations, including Camp Leaky. Each time we saw 6-2 orangutans, males, females, babies. Other apes included gibbons (much more elusive), proboscis monkeys, and macaques. We spotted tons of horn bills and kingfishers.

Both nights we did a night trek, one in the park with a tour guide, and one in the local "village" with one of the locals leading us through the palm oil fields. That second night we saw a flat-headed cat, a very rare small cat species. Other nocturnal sightings were glow in the dark mushrooms, tarantulas, owls, and dragonflies.

Our final day, we visited a reforestation project, where we both planted saplings to regrow where wildfires, caused by the nearby companies exploiting the land, occurred.

Java – August 2017: This was a great experience, but we didn't want to take a two-decker Klotok up the river in the Park for 2-3 days, even though it's touted to be like an "African Queen" experience. This is far from the truth since the jungle is not that dense and there are probably 40-50 Klotoks on the river at any time.

So we opted to do a one day trip up and back in a speedboat which worked out for the best as the river was blocked to the last destination, Leakey Camp, by a "floating island" of vegetation (which happens quite often) and we had to turn around. The 30+ Klotoks we passed just kept on chugging upriver to the blockage, thus making their own blockade!

We rented our boat with driver from Adi (0822 4222 1430) who will most likely visit your vessel offering his services. Very nice guy, was a good guide, good English and we just had to provide our own lunch.

Tiger Lilly – September 2016: We took a guided boat tour up the Sekonyer River to southern Borneo's Tanjung Puting National Park - the orangutan's were absolutely FANTASTIC! We saw orangutan - wild in the forest and at park feeding stations, gibbons - the acrobats of the jungle, proboscis monkeys - an entire troop of these Jimmy Durante look a-likes flew out of the tree tops and into the river as we passed them, and of course the ubiquitous macaques.

We normally prefer to take TIGER LILLY up tropical rivers and explore on our own, but unfortunately foreign yachts are not allowed in the park; however, we likely saw much more with our guide Andi than we would have on our own. The three day tour aboard the Klotok Kelimutu (riverboat) with five other couples from the Sail Indonesia Rally will certainly go down as one of the highlights of our world cruise.

Brahminy Too – October 2016 – Orangutans: The trip to see the Orangutans was brilliant. No fires in the area this year so it was very busy on the river with many kelotoks taking folk.

If you book your tour from afar and accept the quoted price you may pay \$100 more than if you negotiate it in Kumai.

We had 3 different touts come around our boat offering tours. With one the price for 3 days/2 nights all permits and tickets, meals and beer included went from \$310 per person to much lower with little effort.

Our final decision, on who to go with, was not based on the lowest offer but who had helped us arrange boat repairs, fuel and laundry. Adi, is a Dayak, who will put his hand to anything to earn a living. The guide he provided was also a Dayak, who loves his forests and the native animals.

Along a river journey we saw wild Macaque and Proboscis monkeys. Awoke one morning to the calls of Gibbons and spotted wild Orangutans drinking from the river. At the feeding stations many of the rehabilitated Orangutans came in to eat bananas and sugar cane. That's when we had better photo opportunities.

Birding along the river was limited by the canopy but I did see some new birds. All very colourful.

The food was delicious and abundant 3 times a day. The crew, courteous and helpful. Our guide was knowledgeable and funny (though he did like to hit the arak).

The weather was kind. Whilst the humidity was appalling, it did rain at night and cool everything down. Parts of the days were overcast and hence less taxing. No problem with mosquitoes which was amazing however the night insects were abundant if we had the lights on.

If you missed the experience last year due to the fires, I can recommend visiting Kumai on a return voyage.

4.14 West Kalimantan

Please send us some info!

5 Central Indonesia – South Part

This guide is loosely organized first in major areas of Indonesia (East, Central, West), and then loosely by province. This section is about Central Indonesia. As you can see by the map, there is a large gap in the map between the southern part and the northern part. So I have divided this section into South and North as well.

5.1 Central Indonesia Overview



Figure 5-1 - Central Indonesia Overview

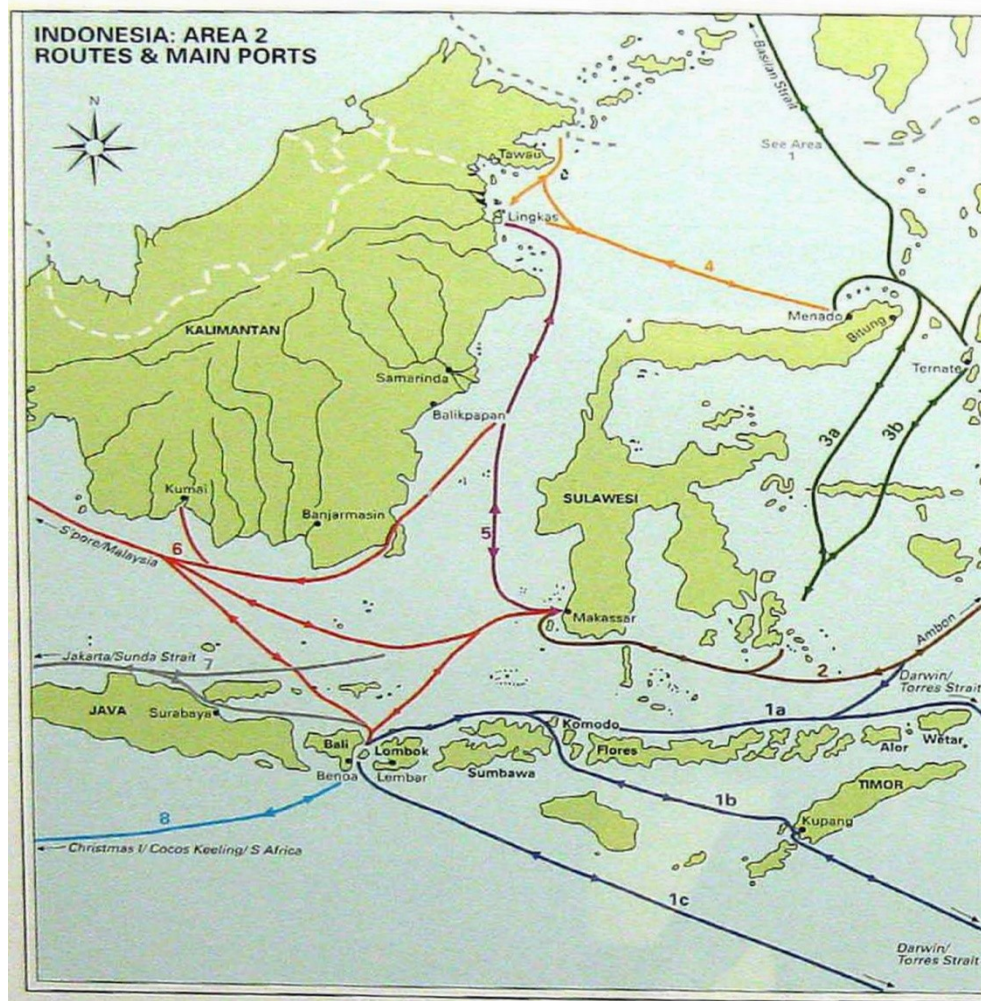


Figure 5-2 - Routes in Central Indonesia from SE Asia Pilot

5.2 Timor L'este (East Timor) / Dili

East Timor is NOT part of Indonesia. However, some cruisers hop out of Indonesia to Dili, East Timor to reset their 211B visa. The East Timor section has been moved to it's own major section. [Here](#).

5.3 East Nusa Tenggara



Wikipedia: East Nusa Tenggara (Indonesian: Nusa Tenggara Timur – NTT) is a province of Indonesia. It is located in the eastern part of the Lesser Sunda Islands and includes West Timor. It has a total area of 48,718.1 sq.km, and the population at the 2010 Census was

4,683,827; the latest official estimate (at January 2014) is 5,070,746. The provincial capital is Kupang on West Timor.

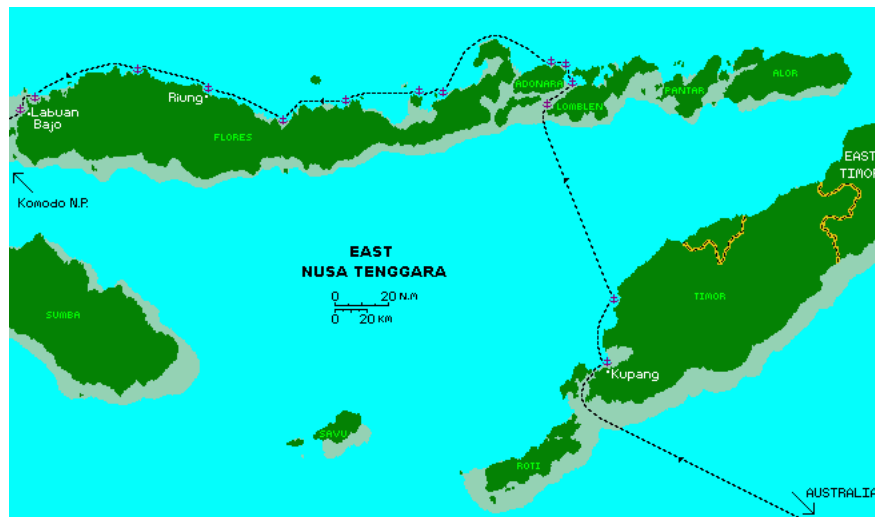


Figure 5-3 - Ocelot's Eastbound Trip through East Nusa Tenggara

5.3.1 Kupang / Timor (Check In Port)

5.3.1.1 Kupang & Formalities

Liberdade – Dec 2023: Matt's email address has changed. It is no longer mattteger at Yahoo dot com but marineclubkupang@gmail.com

The WhatsApp number of +62 852-5324-3999 is still good.

i would add that Matthew and his assistant are remarkably efficient, punctual and friendly.

Honu II – July 2023: We cleared into Indonesia at Kupang with assistance from local agent Matt Teger Whatsapp +62 852-5324-3999 mattteger@yahoo.com (has changed, see above)

We sent our visas and vessel declaration to him before departing Darwin, advised him when we departed Darwin and made contact on our arrival. We used our Starlink service to make contact.

As we arrived late in the afternoon, Matt organised a time for quarantine to inspect on board the next day.

We were required to pick up the quarantine officers from the beach in our tender and bring them back to the boat.

After clearing quarantine, we picked up customs officials from the beach in the tender at a time arranged by Matthew. They inspected our boat and documents and we returned them to the shore.

Matthew took our paperwork to immigration so we didn't have to go there.

Matthew took us to Customs and quarantine for signing clearance documents and picked up our green book which is the equivalent of approx AU\$35. When we had all of our documents processed he took us to the harbour master for final clearance in and out of Kupang.

Matthew made the whole process easy as most of the officials here speak very little English.

He is a sailor and a marine mechanic and helped us with getting clean cheap diesel, oil and filters and came with us to get to the Telkomsel office to get SIMs cards. He can also assist with boat repairs and spare parts.

Matthew is very friendly, punctual and responsive and really made our arrival in Kupang smooth and easy. His fee was really good value for the ease and time spent on what could otherwise have been a very long and confusing process.

Although we already had our Visa and vessel declaration before contact with Matthew, he is also able to assist with that process in a timely and efficient way.

Sail SE Asia FB Group – August 2019 – Checking in at Kupang: This is a discussion from the FB group, each “bullet” below is a different cruiser’s opinion in answer to this post: Hi everyone! We are heading towards Indo very soon from Darwin. How is the check-in process in Kupang these days?

- Week days are better. We've never cleared in at Saumlaki, & always with the rally in Kupang. The officials in Kupang are pretty spread out, so a bit difficult to find them without hiring a taxi all day.
- Kupang check in is tedious/tiring and all offices are quite spread out. Took me nearly 6hrs on a Saturday with a taxi driver who knew where everything was located in April, 2018. Can be done in a day but must have a car and know where you're going.
- New system in Kupang, anchor off the jetty west of Teddys bar and catch a local taxi to Customs...then they will all come out to your boat...also local guy Napa can assist you (he's an old agent from the old system). There are some fees, not all that much and completely above board, but you don't have to go all the way out to immigration anymore.
- Kupang system is good now, just call me or email when you arrive and I give hand to you to prepare immigration custom quarantine and harbour master to come to your boat for finish all the document easy. Just need you to pick them up when all of them be at the beach. MATTHEW 085253243999 (WhatsApp) email (xxx@yahoo.com) Also on Facebook as Matthew Mechanic. *As of Dec 2023, Matt's new email address is marineclubkupang@gmail.com*
- We had a great experience a month ago checking in Kupang with the help of Matt.

Tanya Ham – June 2019 – Check In Help: Just a helpful hint for those heading to Kupang to check into Indonesia. Our friends told us to find Michael to help us do the check in but a bloke called Ayub got to our boat first. He was friendly enough and told us he could take us where we needed to go for \$150 Aussie dollars. We spent from 8 am till 6 pm running around from immigration, customs, harbour master. It was a disaster and ended up costing the same for extra car hire etc. Michael charges \$200 but having met him later, we realized how much more

professional he was, his English is excellent and our friends spent 3 or 4 hours with him and it was done! Wait for Michael to come out to your boat and see you!

Simon Berryman – June 2019 – Check In Help: We anchor a few hundred metres west of the old "Teddies Bar" between the point and the jetty....no problems leaving the dingy....no dodgy people....if you want help there's a guy there though "Mr Napa" he's got good English and will help out at a price....not too much.....but it's easy to do it yourself

Devo Khan - December 2018 – Finding Parts for Engine Repair: We fixed up our engine last season while stranded in an island east of Timor. We bought or picked up parts while in Kupang. Big thanks to Mathew the mechanic for driving around to show me some of these places!

Automobile Parts Store - Motor scooter and car parts are easily found, especially on the coastal road from Teddies Bar and eastward. Here you'll find belts (sabuk), gasket (paking), sealants, hoses, lights (senter), wrench (kunci) and other tools.

Rimba Mas Motor
Jl. Timor Raya
KM.7 Oesapa Kupang
Tel. 0380 823559

Trijaya Motor
Jl. Pulo Indah Kupang

Tooling and Hydraulic Store - Mathew said there is only one place in Kupang that does hydraulic hoses. They also sell bolts, sockets, wrench and other tools:

UD. Metro Jaya Baut
Jl. Pulau Indah, Oesapa Bar., Klp. Lima, Kota Kupang

Hardware Store

ACE Hardware is inside the big mall called Lippo. We saw home appliances, gen sets, and two shelves of tools.

Jl. Veteran RT. 06/05 Fatululi Kec. Oebobo Kota Kupang

Ask your taxi driving to go to Lippo Plaza.

Agriculture and Motors - They sell gen sets, diesel motors, and some agriculture machinery. The owner --rather the son-- speaks fluent English.

Sumber Teknik Motor
Bonipoi, Lama City, Kupang City

Next door is another store that sells similar stuff to Sumber Teknik

Outboards Honda Yamaha - Last I saw, they have on stock plenty of Honda generators, one small Honda outboard 2 HP, and one 8HP yamaha outboard. More may be in the back. Some diesel gensets too.

Makmur Sentosa
Jl. Siliwangi No.7, Solor, Kec. Kota Lama, Kota Kupang

Metal Scrap Yard - Mathew took me to this scrap yard on the eastern end of Jl Timor Raya. I picked up some metal plates, super cheap. Unfortunately, I don't have a name or address.

How to Get There - Use Grab app, its the SE Asia version of Uber. Just enter the store name and request your taxi. We use it all the time.

Sail SE Asia FB Group – October 2018 – Checking in at Kupang: Thought it might be worth sharing our experiences of checking into Kupang over the last couple of days.

Teddy's Bar moved 50 metres along beachfront. Now just a shack, barely even sells a beer (the old Teddy's now a bar called 999 - has decent wifi and food).

The usual scrum of boatboys who want to look after your tender - going rate is 50,000 Rp (\$5) - it's worth it, because when the afternoon sea breeze kicks in you'll be grateful they're wading out to chest height to keep your dinghy from being pooped.

Agent Michael tried to charge us \$200 USD to help us check in. Yeah right! We ended up paying Ayoub \$30USD, and a further \$40USD for a driver.

So long as you have plenty of copies of paperwork with you (at least 6 copies of crew list, Yachters Vessel Declaration, clearance form prior country, passports, ships registration papers), you don't actually need an agent - driver will do just fine. We used Willem as our driver - find him at Teddy's Bar or on +62 813 3925 5116 and he will come in with you to the various appointments and act as a translator if need be.

Sequence of appointments is as follows:

- Immigration
- Quarantine
- Customs at their office
- Customs then come and inspect your boat
- Customs office again
- Harbourmaster

Neither immigration or customs looked for bribes, but we were shaken down by both Quarantine ("non-government tax" of 200,000 Rp / \$20 AUD) and HarbourMaster (port usage fee of 20,000 Rp / \$2 AUD). We argued with Quarantine at first but gave in in the end because we were hot and tired and the day was getting on. With the harbour master, we just winked and paid it - she even gave us change from her son's pocket!

Harbour master will want you to come back on the day you leave, so best to tell her you're leaving same day - that way you'll save a second trip. Then if you don't happen to leave that day and in the unlikely event you were pulled up, well that's engine trouble for you 😊

Immigration office is near the airport, so a good 30 minutes drive from Teddy's. All other offices are at the other end of town, about 15 mins away from Teddy's bar in the opposite direction.

The whole process end to end took about 6 hours.

Our driver William also organised fuel for us. We paid \$12,000 Rp per litre for 300 litres. For that price they supplied the containers and brought the fuel to us. Didn't seem too bad when we filtered it (they claimed to have gotten it straight from the service station), but time will tell!

Liz Datsun – November 2017 – Checking Out (Noonsite.com): Visit **Immigration** first. They are out near the airport. You will need 4 copies of everything, passports, showing photo AND visa page, vessel registration, crew list.

I also had with me a single set of the papers (all 6 of them) that had been originally issued when we cleared from Terempa. Port clearance from Terempa, crew list, port health clearance from Terempa, cruising declaration form, vessel declaration form (2 pages)

Having obtained the departure stamp in the passports it was a 20min drive back to the main port for Quarantine, Customs, and the Harbour Master.

At **Quarantine**, they asked for a copy of the original MDH (Maritime Declaration of Health), which I hadn't seen since checking in at Nongsa, and didn't have a copy with me. It then appeared not to be an issue, I just filled out another one on the spot. They also wanted the "green book", which we never had. They produced one from the cupboard, but it was never given to us and was still on the desk when we departed with our health port clearance.

Next it was off to **Customs** - delightful and helpful officers.

Customs need to come on board the vessel before they can complete their paperwork, so it was back to the boat and we transported the officer (with his trousers rolled up and his bare feet) out to the boat in the dinghy. He filled out his paperwork and gave me a YELLOW copy which I thought was a receipt. We then took him ashore and it was back to the customs office (this is a good 10 mins drive from the popular mooring off Teddies Beach). We gave him a 15 minute head start. Arriving back at the customs office, we then were given the appropriate documentation and it was off to the Harbour Master for the final all important port clearance.

This took about 20minutes to obtain, and it would have apparently been helpful if I had had the yellow copy of the paper that Customs had given me, which I had filed already on board. However we left with the port clearance that we required.

The four copies of everything were thus consumed, by all 4 departments.

We found all four departments pleasant to deal with. It is just a very long and spread out performance. We managed it in only 5.5 hours, which is apparently quite fast!

We were assisted with transport by AYUB - 0812 37993500. Without him I would have started the process in the wrong order.

Ayub also provided us with good quality CLEAN diesel, obtained from the local service station, and offered other services, water ,laundry etc.

He also offered to act as agent for us which we declined, but he accompanied us through the clearing out process anyway- for which we recompensed him for his time - but not for acting as our agent.

Ayub also 'suggested' that 50000 IDR (\$5aud) for cigarettes for Immigration and 50,000 IDR (cash) for Quarantine would be appropriate and would help get through the queue (which there didn't appear to be!) whether it was really necessary I don't know . It was the only time we had been asked for anything throughout Indonesia.

The Customs officer was specific that there was no charge for his service and asked if we had been asked by any other departments.

There was no request or suggestion at the Harbour Masters office either.

In hindsight, I think that anchoring off Ayub's location- off the wooden boat constructions, would have been a better bet than off Teddies Beach. Quieter for a start !

The beach off Teddies seems to have a "consortium" of chaps who offer for 50000 IDR,(non negotiable) per day to watch your dinghy, they also offered fuel water etc etc. Not sure what happens if you decline their offer to keep a watch on your dinghy in exchange for the requested payment.

The only other tip I now have, is that when checking in to Indonesia, and asked what your next port is, this is your opportunity to name the most distant port that your anticipated route through Indonesia will take you to. Name the port that you anticipate checking out at.

We avoided most major ports where a visit to the HM would have been necessary, however we did check in with the HM at both Terempa and Serengan, and at Serengan he duly endorsed the back of my port clearance obtained in Terempa.

I did also engage as agent Raymond Lesmana, who provided sponsorship letter for original visa, and the extension (which we never proceeded with, as it appeared it was going to take longer to get the extension than it took to get the original visa- if anyone has a recent experience with visa extension it would be handy to know, as we were told in Bali it could take up to 7 days and would require finger prints etc, could only be done in Denpasar itself, not an option at the Immigration office at Benoa).

Raymond was good to have as agent, when I had a small issue in Terempa, trying to obtain clearance.

Finally, I'm sure most people do, but use your phone to instantly photograph any and all official papers you are given by the multitude of official departments, just in case in the paper shuffling, a page gets "lost or mislaid". This did happen to me, but having a photo of the now missing page, meant it was found before we departed the office we were in.

Noonsite.com – September 2017 – NO AGENT NEEDED

Use of an Agent to obtain clearance papers in Kupang are no longer required. YOU CAN GO BY YOURSELF.

Don't trust the people on the beach who say that they are the agent. They will cheat on you. They will ask for 200-300 dollars just for the clearance which is free from Customs. Then if you want to go to the bank, or supermarket, or buy something, they will ask you for extra money, too much.

Clearing in: Quarantine, Customs, and the Harbour Master are located close one to another at the Tenau Harbour, west of town, and Immigration is in a completely different location not far from the airport, east of town. Because the Harbour Master demanded paperwork from the other three to be completed first.

The logical order would be to visit Immigration first, then Quarantine, then Customs, and Harbour Master last.

Transportation: You must walk a few meters from Teddys Bar to find a taxi or motorcycle with normal price. Because the taxi and motorcycle just outside Teddys Bar will ask twice the normal price.

Margarita - November 2016 – Clostly Inward Clearance (from Noonsite.com): My recent costly experience of clearing into Indonesia at Kupang on Timor. This episode is somewhat embarrassing because I am usually more savvy to the slimy antics of two bit hustlers, but this time they played me like a fiddle. Dismiss my experience as an ignorant American at your own peril, as in retrospect; I acknowledge my errors were numerous. I write this to serve as a warning to other cruisers, that the agents I dealt with in Kupang are crooks and they are good at it.

Under the new visa system, we chose to seek “On Arrival” visas in Kupang due to the reported problems with renewing the “Social Visa”. Additionally, the Indonesian embassy in Darwin was reportedly taking up to a week to process and grant “Social Visa’s”. We were anxious to get moving and the Indonesian embassy assured us the “On Arrival” visa would be granted for 30 days and be renewable for a one-time 30-day extension. We did complete and print multiple copies of the relatively simple on-line application at <https://yachtersindonesia.id/> in Darwin before departure.

My wife, infant son and I approached Kupang in the predawn hours of November 28th, 2016 aboard our Westsail 32’. It was a long windless passage from Darwin, motoring most of the way. Clearly, this is not the best time of year to be headed W’NW but we are trying to make as much headway as we can before the NW’erly monsoon season kicks into full swing. Arriving after very little sleep, we easily scoped out an **anchorage spot** and dropped the hook for some sleep (10° 09.433’ S / 123° 34.598’ E) with six meters under the keel.

Not long after sunrise, a curiously stubby looking homemade workboat approached with two men. One of the men introduced himself as “Ayub”, a tourist agent as the other man struggled to silence the loud PUT, PUT, PUT of the sputtering engine.

Ayub proceeded to sell us on the advantages of his clearance assistance skills. He quoted us US\$125 to include the taxi services and all the fees, legitimate or not. He claimed to be much cheaper than the competition and able to complete the process in only four hours. After reading several other cruisers reports of arrival in Indonesia, I was anticipating lots of bribing required for a terminally slow bureaucratic process. From reading various sources, I had the impression that under the table handouts were the only way to keep the two or three day process rolling with any momentum at all.

We agreed to hire Ayub to assist with our inbound clearance procedures and met him on the beach shortly thereafter with numerous photocopies of the standard documents in hand. We all jumped into a spacious air-conditioned taxi for the ten-minute first leg to Quarantine.

The Quarantine officer was very friendly and spoke good English, (unfortunately, I didn’t get his name). He appeared to be good friends with our agent Ayub. After completing our paperwork relatively quickly, he advised us that we would have to pay IDR 170,000 for the services. I thought to myself, little concern to me as this will come out of Ayub’s US\$125. I did not question the likely dubious fee or even demand a receipt. The quarantine officer stated that there would be no need to inspect the boat. As it turns out, Customs advised me later that Quarantine rarely if ever inspects boats.

Next stop was just down the street a few buildings to Customs. Azar, the customs officer, was a smartly dressed young man who greeted us with a smile and spoke good English. He handed me a pile of blank forms and requested signatures on each before advising that he would be out to inspect the boat that afternoon. Our brief visit was concluded for the time being.

Next stop was a 30-minute ride out to Immigration, near the airport. Upon entrance into the busy lobby, we were ushered past some 30 or 40 people presumably waiting to see an officer, directly to a cubicle in a back room. A jovial officer joined us shortly to inspect the paperwork. He laughed and joked with our agent Ayub in Indonesian and never spoke a word of English. Stamped our passports, completed some additional forms and waved goodbye. I saw Ayub pass him a pack of cigarettes with a new lighter and what looked like IDR 100,000 folded underneath. No one ever asked the type of visa we were requesting and frankly, I didn't know there was more than one type of "On Arrival" visa.

Next, we proceeded all the way back across town to the port area where Quarantine and Customs are located to visit the Harbor Master. It struck me as odd at the time but our agent Ayub seemed almost afraid to accompany me into the Harbormasters office. In fact, he had the taxi driver accompany me to translate if necessary. The Harbormaster who was also quite friendly, advised that they needed nothing from me until 24 hours prior to departure. Was our agent unfamiliar with this procedure, why had we come all the way out here to be told to go away? Still running on hardly any sleep, I was just happy to be finished.

Returning to the beach landing area of our dingy, I settled up with Ayub and he in turn paid the taxi driver IDR 400,000 for his work. The total came to slightly more than the agreed US\$125 but not enough to quibble about. We headed back to our boat to await Customs and get some long deserved sleep. As it turned out, the weather picked up some and Customs never showed up.

The next day, we ran into Azar, the Customs officer, in town. He advised that he would be conducting the inspection at 1200 LT aboard. While waiting, we met another cruiser and talked about the clearance procedures. When this other cruiser heard that we received free "On Arrival" visas, he warned us that we would not be able to renew this visa. Heading back out to the boat for the inspection, Azar arrived around 1330. Azar asked us if we had any alcohol or cigars but the inspection was cursory and brief. He completed some paperwork and advised us that we would need to collect the final on-line version from him later on. He offered to bring it down to the beach for us but we agreed to meet him in his office before clearing out. As the others, Azar was very friendly, efficient, spoke good English. On top of that, Azar never asked, hinted, or implied that some under the table payment was required. To the contrary, he stated that Customs never does.

Now back to this visa issue of non-renewability. This was going to become a problem for us as we plan to need at least two months to even scratch the surface of Indonesia. We ran into a well know agent named Charles near the meeting point of Teddy's Bar. In retrospect, Charles clearly had us marked from the word go. He confirmed that our visas could not be renewed and that if we had wanted the option to renew, we were required to purchase "US\$ 35 On-Arrival" visas on arrival. He was surprised that neither our agent, Ayub, Immigration, nor the embassy in Darwin had mentioned this fact. Never the less, he would help us out "Free of Charge" out of the goodness in his heart to get to the bottom of this. He offered some solutions such as flying to Singapore or Dili and back via Bali to obtain new visas but assured me that what was done was

done and Immigration simply could not rectify the error at this point (one day after clearing in). His friend the travel agent would be more than happy to make the arrangements of course.

Weighing our options, it was feeling not the least like being stuck between a rock and a hard spot. When we decided, to hell with it, we would just take our 30 days and deal with the consequences, suddenly the options started to become considerably less time consuming and expensive. In other words, when we refused to play ball, Charles apparently feared losing his meal ticket. At this point, he offered to arrange a meeting with his friend, the immigration officer. "Let's just go talk to him and see if there is something he can do".

So, we sat down with Charles's buddy in the same back room cubicle of the Immigration office we had visited initially. Charles explained the predicament and the two of them spoke for some time in Indonesian. The Immigration officer got up and explained that he would need to clear this alteration with his boss upstairs. He returned only seconds later, quicker than he could have even reached the stairs, let alone explain the issue to his boss. Returning to his seat behind the desk, the Immigration officer, with a big smile said, "You help me and I will help you". I am kicking myself for not getting his name, especially after he urged that I not discuss this meeting with the boating community.

Back into the taxi as the US\$35 per visa has to be paid to a specific bank in town. The taxi driver drove with his horn crowding the motorcycles out of the way as he raced to make the round trip back to Immigration before the officer finished for the day. We returned with time to spare and the visa payment receipts in hand. But before going into the office, Charles advised that a bribe was going to be necessary. I was expecting as much but asked what kind of money are we talking about here. Charles advised IDR 1,500,000 would be appropriate. Now considering this Immigration officer probably earns around IDR 250,000 for an eight-hour day, IDR 1,500,000 for ten minutes of corruption must be good work when you can get it. I bitterly handed Charles IDR 1,300,000 and said that that was going to have to be close enough.

I am doubtful the Immigration officer received the entire "donation" as Charles grasped at the cash like a crazed drug fiend and disappeared around the corner for some personal time with the money. Never the less, the Immigration officer received enough to generate a big smile and a STAMP, STAMP, STAMP in record time.

Returning to Teddys Bar with Charles in the cab, remember he was doing this out of the goodness in his heart. The taxi driver wanted IDR 225,000 for the three hours. I did not expect Charles to work for free but when he asked for an additional IDR 1,300,000 for his services, it was clear to me that I had been played from the beginning.

To summarize, Quarantine appears to be on the take demanding illegitimate fees. Officer Azar at Customs was professional and honest. Both of the despicable officers at Immigration made it clear ahead of time that an under the table bribe was required for their service. The agent Ayub charges vastly too much given the economy, especially considering his poor knowledge of the system. The agent Charles is nothing more than a vile common crook. Charles's knowledge of the system is much better and he uses that to manipulate and extort as much money as he thinks he can get away with.

I should have known better than to get into a situation like this. If I were doing it all again, I would have landed on the beach with my papers in hand, caught a cab out to Quarantine and Customs, demanded receipts if charges were levied, proceeded to the bank (PT. BANK

RAKYAT INDONESIA (PERSERO) Tbk.) for the "US\$ 35 On-Arrival" receipts, and finished up at Immigration. Never would I have bothered with the Harbormaster (until 24hrs prior to departure) and certainly would have given the likes of Ayub and Charles a wide berth. If one felt they needed an agent, I have since been told an agent by the name of Napa is much better and a charge of IDR 300,000 is more reasonable.

On a positive note, one stellar individual we came across was Roberto. He lives in a lean-to shack on the beach to the left of the main city beach, in front of the three story yellow and red apartment building with his family. Distinguishable by having only one leg and a crutch modified to work in the sand, Roberto is maybe the most trustworthy, sincere, friendly individual in Kupang. He works harder than most bipeds I know. He was exceptionally helpful in assisting us with diesel, potable water, and laundry all the while keeping an eye on our dingy free of charge.

At the time of writing the Indonesian Rupiah to United States Dollar exchange rate: 1 IDR = 0.000074 USD,

Rp 1,000,000 IDR = \$ 74.00 USD.

PS After spending a total of five months cruising Indonesia, I have nothing but glowing remarks. We only scratched the surface of these fantastic cruising grounds. With the exception of the previously named bad apples, the Indonesian people have been wonderful, welcoming, honest and sincere. I cannot speak highly enough about the visit. We anticipate clearing out of Indonesia on Bintan Island within a few weeks.

Segue – August 2016 – Checking In: We arrived in Kupang one day before the Sail2Indonesia rally from Australia and chose to use an agent, Mr. Frenky Charles, to help us. While an agent really isn't needed any more, we DID need a sponsor for Immigration.

It was the best US\$200 we've ever spent.

We'd contacted him while in Dili for sponsorship for a Cultural Visa. He was TOTALLY responsive and provided the documentation required by the Indonesian embassy the day after we asked him. Upon our arrival in Kupang in the early afternoon, Frenky was waiting onshore for us and quickly whisked us through, in order, Immigration, Customs, Quarantine, and Port Captain, within two and a half hours -- and most of this time was spent in a taxi, as Immigration is at one end of town and the rest at the other! He knew everyone in each office and we never had to wait for processing. We were back on board Segue before 5:00 pm.

Frenky was a huge asset during our time in Kupang and we spent much time with him touring the area -- we were even invited to his home to meet his wife and family. Lovely man.

Frenky's Contact Information on the website is correct -- he may switch mobile phones once in a while but is ALWAYS super responsive by email (frenkych@yahoo.com)

New Electronic Check-In: A note about the new electronic check-in system, the "Yacht's Electronic Registration System -- YachtERS" I LOVE this new initiative! We had completed the registration process when we first checked into Sorong some months ago. When it came time to check back into the country in Kupang, all we needed to do in the Customs office was update the "Itinerary" section of our Yacht Profile (using their computer) and we were done. So easy!

Logistics info: Most yachts anchor in front of "Bar 999". It's as good a place as any with a good mooring area and a small bay where there are boat boys that will take care of your dinghy for

\$5.00/day. As one contributor noted the small bay is a bit ugly, so we felt that the small amount the locals asked to haul the dinghy up and down the beach to be money well spent....

We anchored in sand in 10 meters at: 10° 09.5210' S / 123° 34.4330' E -- SUPERB holding. Didn't move so much as one meter even during the strong afternoon thermals.

There are a couple of "Hypermarts" in town which are the closest thing you'll find to a "Western" supermarket. Take the #10 Bemo from "Bar 999" (and we were NEVER charged more than locals, rph3,000 per person - GREAT value!).

Soggy Paws Australia – June 2016 – Clearing Out: Our clearing out process at Kupang was as such: We engaged a local agent, Napa Rachman (found via Noonsite) to handle authorities for us as we wanted to go as quickly as possible. He really was an asset. We were cleared out overnight - amazing results given another yacht, who didn't want to use Napa, had spent a week waiting for visa renewal. He cost us \$50 Australian (500000 Rupees) and there was an additional \$70 AU in Fees for authorities - who knows if they were legitimate, but they got results so not worried.

Local yachtie net told us that Napa is hated by the local authorities because he is stubborn and fights for a good deal - however, when we saw him with authorities all together it was all smiles so who knows if that is true.

The special fees for authorities broke down as such (price in rupees)

Customs 200 000

Immigration 200 000

Harbour Master 250 000

Photocopies/papers 50 000

The Customs chaps came out to the beach, intending to do a farewell inspection of Soggy Paws. However, when they saw the afternoon chop and considered their nice uniforms and polished shoes, they settled for inspecting Soggy from the beach ("I can see good from here - yachtie is okay") and wanting to hear about Abu Sayyaf gossip and pose for photos. We did paperwork on shore.

No mention of needing paperwork from Manado or contacting our agent, and they provided the necessary paperwork needed for Dr Aji and Aust Customs without incident.

Akka – August 2014: We'd like to give you the coordinates for our anchoring spot, which is not off famous "Ted's Bar". We saw that boats anchored at that spot came over to our anchorage to land their dinghies there, so here is where we anchored:

10°09.38 S and 123°34.75 East in 5-6m over sand/mud. Good holding.

Since we had to dive for a lost item, we saw the bottom and it was clean without rubbish. The dinghy landing is right at the beach next to some palm trees and bushes, where we met Lambert, who lives there with his family and is a trustworthy dinghy watcher and always keen to help you with getting the dinghy ashore. Do not forget to pay him for his services (20.000 Rp. is fine) from time to time! The best dinghy spot in Kupang, we think!

Amulet – July 2010: Moored: Anchored 20' @ 1/2 tide Lat/Lon: S 10 09.604, E 123 34.442

Darwin to Kupang Passage Summary: 471 nm, 74 hrs, 6.4 knots average, sailed 81%

Kupang is a dirty, crowded, exciting, energetic and friendly place. Ride the local bemo (small van buses) to anywhere for \$0.23 USD and a thrill. As part of the rally, the locals really welcomed us with two free official dinners under the stars with entertainment, one sponsored by the governor and one by the mayor. The best though was a free bus trip up to a remote mountain village by a lake. About 1500 locals dressed in their finest all with smiling faces met us for a day of feasting and dancing. About a mile from the village they lined the road with handmade flags on stakes every 50' welcoming us!! It doesn't get any better.

The only problem was the rally organizers didn't know what was going on so only about 30 of the 120 cruisers found out about it word of mouth the night before and went. Really quite embarrassing given all the trouble the village went to.

5.3.2 Timor N Coast Between Dili and Kupang

According to Google Maps, East Timor ends approximately 45 nm SW of Dili, just west of Batu Gade. But... there is a portion of Timor L'este that is inside Indonesia, a little further along the coast, I think commonly referred to in Dili as the Enclave of ____.

The enclave starts at the town of Wini 124-29.0 and ends at Naktuka at 124-02.5 E. When checking out of Dili, boats are normally given permission to stop at the Enclave on the way out.

5.3.2.1 Tanjung Tapena / Wini (Indonesia)

Ocelot - August 2017: Anchorage 09°10.6512' S / 124° 29.7030' E The Kupang rally in 2017 made this a short stop. Nice local market.

5.3.2.2 Oecusse / Pante Makassar (Timor L'este)

June 2019 – Sail Timor L'este: For yachts travelling onwards to Indonesia, yachts are welcome to stopover at the Timor-Leste enclave, Oecusse, which is located on the north coast of West Timor (approximate co-ordinates S09°10' / E124° 20'). Oecusse (also known as Pante Makassar) is almost equidistant from Dili and Kupang (approximately 90 NM from Dili and from Kupang).

Oecusse will be automatically included on your Timor-Leste Sailing Authorisation so there is no need to decide about this destination in advance.

5.3.2.3 Tanjung Gumuk

Ocelot – August 2015 & 2017: Anchorage 9°29.61'S 123°49.67'E, 20', mud

When going from Kupang towards East Nusa Tenggara, it helps to get as far north on Timor as possible before jumping across the Sawa Sea. The headland of Tanjung Gumuk, and the bay just east of it, is 47nm from Kupang, which makes a long but doable day sail. Keep at least .35nm off Tanjung Gumuk point itself, as shallows extend out quite a long way (click on the photo at left). Once you round the point, there are no obstacles when entering the bay. The SE coast of the bay seems to be mud and it shoals gradually, so proceed east and anchor in your preferred depth. There's a jetty on the SW side of the bay, and a sprinkling of houses along the whole waterfront, but no villages per se. From here, SW Lomblen is 70nm, and southern Adonara is just less than 80nm. Since the winds are often good in the Sawa Sea, both destinations are reachable with an early start.

5.3.2.4 Tanjung Kurus

Ocelot – August 2006: Isolated bay, 9°44.7'S, 123°40.6'E, 30', rock? (poor holding)

When we left Kupang in 2006 we sailed north along the coast of Timor. This gave us a shorter jump across the Savu Sea to Lomblen. We eventually anchored at an isolated bay just north of Tanjung Kurus point. It was pretty and sheltered from SE or E winds, but the bottom seemed to be only bare rock, and we could never get the anchor to really stick. Since there was essentially no wind, we just slept with the anchor alarm on, but it's difficult to really recommend this anchorage. If you can make 47nm in a day, it's probably better to push all the way up to Tanjung Gumuk, which has much better holding. Exploring the beach was fun.

5.3.3 Alor Island

In the west end of Alor, our Garmin chart was out quite a bit (it has been fairly accurate east of here). We sailed over several islands in the strait between Alor and Pantar.

5.3.3.1 Alor's North Coast

Soggy Paws – July 2022: Anchoring: We had marked a number of possible anchorages on our chart along the N coast based on Satellite Imagery, but the SE wind and swell bends around and comes from the NE in the afternoons, along the whole N coast between the NE tip and the strait that leads to Kalabahi. So places that you would expect to be protected from both wind and waves were not. We did find a couple of spots that had a reasonable bottom and depths, but the swell was not good. We ran out of daylight on a full moon night and made the decision to motor on in to Kalabahi to find a good anchorage. Fortunately it was smooth and the current wasn't too terrible. The full moon made it easy to see and avoid any fishermen/nets/fads (there were a lot, but all had flashers going). We stayed in the middle of the channel coming in and never encountered a problem.

Currents: Approaching the NE corner of Alor, from Atauro (the SE), about 2 miles from the corner, just about where we expected wind and seas to start dying down, we encountered a horrific several knot S-bound current, about a mile wide. The S-bound current against the SE wind and swell made big nasty pointy waves on an otherwise fairly mild day. A few miles further west, we encountered similar conditions with a N-bound current. Just make sure you are well battened down. Might not be as bad coming directly from Wetar, but we were trying shorten the trip with a stop in Atauro.

5.3.3.2 Kalabahi

AVOID Achmad: We did some stuff with a not-very-honest "tourism representative" named Achmad. He will accost you (as you stand out with your glowing white skin) on the street or in the market and strike up a conversation in English and offer tours. See comments about Tours below.

The dishonest part was with our laundry. We had obtained a recommended laundry from someone else, and were guiding him to this place, when he stopped somewhere else, unloaded our laundry and took it into an unmarked house. He told us the price was 7,500 per Kg. We got the impression it was HIS house.

When we got the laundry back, instead of the bill being per Kg., it was hotel prices, per piece, and about 3 times what we expected. Unfortunately, a crew member picked up the laundry and paid the high price without knowing that it should be disputed. Though we tried mightily, over the course of 2 weeks, to get the difference back, we never did get the money (Rp 250K) back.

Avoid Achmad! Under tours, below, we give a better recommendation for a taxi/guide, and our recommended laundry, which only charged Rp 4,500 per kilo.

Soggy Paws – July-Aug 2022 (Not with a Rally): Anchoring: We anchored in the bay one south of the main port, at 08-13.33'S / 124-30.251'E in 45-55 ft. This is a nice protected bay in reasonable depths, out of the afternoon wind (which blows from SW, straight up the bay) and the currents. It is surrounded by a residential area—typical Indonesian small city. Two mosques within hearing are not too bad, both have pleasant voices and decent sound systems.

The tidal range (6-8 ft) makes dinghying ashore a bit tricky. We were very happy we had good dinghy wheels and could easily pull the dink all the way up to the high tide line. Besides the tide, there are the usual kids who want to play in the dinghy. So we chose a location where there were fishing boats and asked permission to leave our dinghy there. There is a closer location on the south shore that has some steps, but it seemed too near the kids who were playing on the beach. The people ashore in both places are welcoming and friendly. Lots of “Hey Mister” from everyone. We gently rebuffed the attempts by kids to swim out and climb aboard in the first day or so, and then were left alone. Felt pretty safe, but we still locked up at night and if we left the boat for any length of time.

Groceries: The grocery stores in Alor were pretty pitiful. But there are several markets with all the usual stuff. Finding frozen meats was difficult. After asking in the market and being offered a live chicken, we finally found one little store with several freezers full of frozen chicken, both whole and leg quarters. It is right next to “Café 85” on the main drag (this is on Google Maps). A few steps further east is the Pagi supermarket which had a few things we were looking for, but still not a lot. Just a little further on is the Roxy mart. Its shelves were pretty bare. There is another shop with a big Frozen Chicken sign on the main road approximately due N of Mama’s Restaurant. We saw it driving by, but never stopped.

Beer: Pagi had Bintang beer by the case. But the cheapest case price can be had at a small store near the Pasar Lama market called UD Citra Niaga.

Bread: Sometimes Pagi has loaves of white bread, not sweetened.

Getting Around: We couldn’t find a comfortable anchorage out by the dive sites, so we ended up anchoring in Kalabahi and taking a bemo out to Lazy Turtle Dive every day for diving. The yellow bemos only go partway out toward Alor Kecil, so if you are going out there, catch a blue bemo. The blue bemos start running from Kalabahi to Alor Kecil right on 6:45am. Both blue and yellow bemos go into Kalabahi, along the main drag but not sure where they terminate (they all go to both markets). We took a yellow bemo into the market and went as far as Pasar Inpres (one of the markets on the main drag). There are also white and red bemo’s but we’re not sure where they go. Bemo price Rp 5,000 pretty much anywhere in Kalabahi and for a few Km’s on the main road, except when going all the way out to Alor Kecil, it cost 7,000.

The “location name” for the anchorage area is “Pantai Buono”. All the drivers recognize that name.

Note: Bemos stop running sometime between 6 and 7pm!

There are also Ojek's on every corner (motorcycle taxis). They will take you right now, to exactly where you want to go, but their price is higher than the bemo route prices, and only one person per Ojek.

Motorbike Rental: The ____ hotel in Kalabahi will rent a motorcycle for Rp 50K per day.

Taxis: We used Jos a couple of times, once when we found out that no bemos were running, and needed a taxi back to the boat after dinner. Another time, we used him to go out to the airport and back to pick up an arriving guest. And for our first day diving, to take all our gear out to Lazy Turtle. His minimum charge is around 100Rp, and most trips he wanted Rp 200-250. Jos Sopir +62 821-4600-0787.

Tours: As we were there for a few weeks diving and waiting on a friend to fly in, we did a couple of tour days, with other cruisers who came in and stayed for a couple of days.

Some of the cost on these tours to "traditional villages" includes a good number of villagers getting dressed up in native costumes and doing some dancing. Doing this adds about Rp 3M to the price, which gets paid to the village. If you want the budget version, you can see the village, one or two people will be in costume, and they will have their crafts out for sale. There was a nominal fee of Rp 50K per person for this.

The first tour we took was with Achmad (see warning above). Though his initial price was very high, we eventually negotiated the price down to Rp 350K per person for 5 people, which INCLUDED the cost to get into the villages, but no dancing. We went to Takpala village, had lunch at Mama's in town, and went to another village in the hills near the airport, no dancing. And we did some stops in town for beer and fresh veggies and laundry drop off. Achmad has a nice 4-door a/c car that can seat 5-6.

On another similar tour (with another boat that came in), we used Jos Sopir, who was recommended to us by the dive shop. Jos has a nice air conditioned car that can take 5-6 people. We negotiated with Jos an 8 hour tour for Rp 700K. Jos speaks reasonable English and is a very nice guy. We recommend him for sure over Achmad. Jos paid for the gas and we bought his lunch. Fees at "traditional villages" were paid directly by us (we only went to Takpala this time). Jos's number is +62 821-4600-0787

We also talked to a blue bemo driver about doing an all day trip in his bemo. His price was \$350K per day. This guy didn't speak much English, but didn't smoke, and didn't blast loud music. We didn't end up using him, as sitting all day in a bemo trying to peer out between the decals on the window, didn't seem too attractive. But if you need a driver for a day... Mashkur +62 813-4241-6398

Restaurants: Several of the restaurants on Google Maps closed during Covid and haven't reopened. There are lots of little rumah makans as in any other town in Indonesia. We had lunch several times at **Mama's** on the water in town. Good lunch at reasonable prices. We had dinner at the restaurant/bar at the top of the **Simfony Hotel**. Stunning view (go for sunset), average Indo food (we did not try the western fare on the menu... hamburgers and pizza), a bit pricey, and slower than normal service, but worth it for the view. Don't forget that the bemo's don't run after about 6-6:30pm!). Looked like they have live music sometime.

We also had lunch at **Uda Bunda Dulolong**, a small rumah makan in the small town of Dulolong, about halfway between our anchorage and Alor Kecil. The owner, Bunda, used to work in tourism (not in Alor), and speaks good English. Her restaurant specializes in Padang (Sumatra) cooking, but also has the usual Indonesian menu. Very nice lady/family. Only open for breakfast and lunch. Not on Google Maps (yet), but “Bunda Dulolong” should get you there. +62

Money: There are BRI banks/atm’s all over town, but my VISA-backed debit card doesn’t work in BRI atm’s. There is no Mandiri bank in Alor. There is one BNI bank with an ATM that has both a 100,000 machine (Rp 2.5M max) and a 50,000 machine (Rp 1.25M max). Since I used Wise to pay for diving, and we didn’t need to buy fuel, we got by with only having to visit the BNI once.

Laundry: Googling Laundry Kalabahi turned up several possibilities. Our dive shop used En N Laundry, approximately inland from Mama’s Restaurant. They did a good job (air dried, so not same day), at 4,500 Rp/Kilo <https://goo.gl/maps/joGFFKaBLwTy26na8>

Diving: Most of the dive operations are out in Alor Kecil, on the strait between the west coast of Alor and Pantar, the next big island west. We contacted most of them, asking what their prices and availability were. Most were pretty booked in late July and August. We were specifically looking for a “package” price for doing 10 days of 2-tank dives. Alor Dive is in Kalabahi, Alami Dive Alor is across Kalabahi bay, there is one on Pantar, and one or two south of Kalabahi Bay. All have access to the same dive sites. A package price for 10 days of 2-tank dives (two people), with us supplying all our gear but tanks, came in at about \$125-\$130 per day.

Lazy Turtle Dive, in Alor Kecil, just getting started under new management, gave us a very cruiser-friendly price, and we had a great time diving with them. They are a small outfit with no resort to worry about. Max 6 divers. Their price usually includes a family style lunch, which was always very good. The diving in Alor is good, though can be very high current at certain times of the month. There are reef dive sites out of the current, and some decent muck diving up in Kalabahi Bay with almost no current. +62 813-3760-7185 Tamar or 821-4650-0881 info@lazyturtledive.com

It can be very challenging diving, and would not be advisable to try to do it from your own dinghy, unless you have an experienced person following your bubbles.

Besides the dive shop websites, a good info site on diving in Alor is here: <http://starfish.ch/dive/Alor.html>

Matilda – October 2019 – Kalabahi, Alor: What a fabulous stop over this turned out to be. As we headed to the straits we were surrounded by 4 volcanoes and greeted by a pod of small dolphins. The infamous current that runs out the front of the entrance to the fiord leading to the town of Kalabahi made our approach a little interesting. Selat (strait) Alor funnels an incredible amount of water from the south to the north in the small gap between Pantar and Alor.

The water outside the strait is over 2000 meters deep and shallows up to 400 meters in the strait leading up to the fiord. This movement causes the water to stand up – quite literally giving it a washing machine impression and it swirls with some considerable force, creating whirlpools which push and pull anything that moves within it. Feeling the water grab a hold of your boat and move 17+ tonnes within seconds sideways is an unreal feeling.

At one stage we had a 50 degree crab angle. Once inside we realized we had mis-timed our entry and were battling the flow at its peak time. Bruce was revving poor Matilda's engine like I'd heard her roar trying to keep off the reef and we were making just over 1 knot of speed over the ground with the 5 knot current against us! What was a surprise was when our water temperature alarm sounded alerting us the water temp had dropped below 13 degrees, the average is 25 degrees.

A local fisherman went over to Moonshadow and guided them to a section of where they could make better speed than 0.5 knots and he stayed with them until he knew they were safe.

Once inside the fiord which is only 140 meters deep, the waterway was blissfully calm, a relief after we had come through the exciting bit. The high mountain sides did indeed create a fiord like feeling as we motored our way up to Kalabahi. It was a thrill to see our friend's boat – Madam Wong, whom we met in Cairns before we left in 2016 at anchor.

As we traveled more towards the east, we saw more and more Catholic churches.

Our first stop was the main town (Anchored at 08 13.33S, 124 31.00E in 21.8mtrs) but this was very busy as they have 3 main jetty's for their commercial traffic and we were basically out in front of them. Our friends put us in contact with a lovely young man who helped us, even advising us to move up to the next bay and anchor with Madam Wong. We did this and couldn't believe the difference.

The new anchorage, 5 minutes down the road was perfect, very calm. 08 13.34S, 124 30.25E in 16.1mtrs

We spent 4 days at Kalabahi refueling, gathering supplies and chilling a bit before the next haul.

Leaving Alor we timed our run out this time with the slack current and geez what a difference it made.

Yindee Plus – August 2014 - Kalabahi, Alor island

Anchored at 08°13'.423S 124°30'.286E. Deep, apart from shelving edges of the bay, which were mostly not coral. We were in 25m. Room for 20 boats but some in water over 30m deep. Good holding. Bottom quality unknown. The wind, in late August, blew up the long bay (from SW) from 10am - 4pm but didn't enter this indented area as much as the town anchorage. No wind at night. Water springs at the head of the small bay; take advantage of easy access with dinghy to do laundry next to the local women. Superb internet/phone reception here as mast is right next to anchorage.

Access to shore at all states of tide. Tie dinghy to wall by houses and walk through to get to the road. Locals exceptionally friendly and helpful here. Turn right at road to walk to town (about 20 minutes) or wait for a bemo to pass.

Town has a full range of shops selling all the usual basics, plus a small air conditioned supermarket but with very few western products. There is a small market in the centre but a larger one further out (ask for Pasar Kaduela on the bemo). There are several small cafes in town and a western style one (with equivalent prices) near the large market. Banks with ATMS. You can get fuel here but they have limited supplies; if you order too much then the local people go short.

Amulet – August 2010: Moored: anchored 40' Present port: Kalabahi, Alor I., Indonesia
Lat/Lon: S 08 13.215, E 124 30.873

The overnight trip from Kupang was uneventful, wind came and went, the motor went on too much but at sunrise we entered the green mountainous pass and a hour or so later anchored in front of a crowded and dirty looking village. I was hoping it would be neat and tidy like the mountain villages we passed on the terrific bus trip above but I guess not.

Kalabahi, Alor was a smaller and dirtier (if that's possible) version of Kupang. The harbor was particularly trashy as it's at the end of a fiord and doesn't flush as well as Kupang. The locals throw everything into the water. That was ok 100 years ago but most of the trash these days is not degradable. What doesn't float sinks as one rally boat found out when he dragged anchor and found a large rice bag on the anchor. Luckily he had just gone ashore and we were able to call out to him and his boat missed the other anchored boats. Kalabahi is a natural harbor and the commerce center for the region. Overloaded local boats and small ships came and went at all hours.

Diesel was a little cheaper (6,000 Rp/L vs 7,000) than at Kupang but I was shorted about 10% and never did get all my change back. They don't seem to understand the concept of change in Indonesia.

Lifelines – August 2005: 08-13.33'S / 124-30.25'E Anchored at Kanari Lang (about 2km out of main street, Kalabahi) in 15m mud/sand. Excellent protected anchorage, with spring ashore. Could fit 20 boats. "Big" town. Phone and internet available (kantor daerah). Shops, banks, post office, several markets, bemos and eating places. Nice people.

5.3.3.3 Alor Anchorages West Coast

Matilda – October 2019 – Kokar: Anchored at 08 09.71S, 124 26.64E in 17mtrs

Popeye – July 2017 – Kokar: Anchored at 08°09'53"S 124°26'34"E. We anchored in about 18m water, opposite the church, in the steeply shelving bay. The conditions were dead calm. Children called to us from the beach but we had deflated the dinghy so did not go ashore. The usual noise – bikes/car without mufflers, roosters crowing, call-to-prayer...

About 10pm a big swell came into the bay crashing surf on the beach. On the rising tide, we were getting shallower – were we dragging or were we just swinging?? In the dark conditions, all we could see was the white surf on the beach. After a couple of hours seeing 14m then 7m, we lost our nerve, pulled up anchor at midnight and headed out bound for Wetar.

Ocelot – August 2017 – Tanjung Bergen, SW Corner of Alor: 08° 26.58' S / 124° 25.15' E
After making a day trip hop up to Alor from Wini on the N coast of Timor, we stopped here overnight. The next day we fought up to 5 knots of southbound current on the way into Kalabahi.

5.3.4 Pantar Island

5.3.5 Lembata / Lomblen / Kawula Island

Note: On my CM93 chart Lembata is labeled "Pulau Kawula"

5.3.5.1 Lewoleba

Black Duck – Oct 2021 – Lewoleba: 08° 22.1060' S / 10m sand/mud. Easy gradual approach. Stay south of Awalong reef, which is well marked on both charts and with big beacons. Dinghy ride to town center (close to mosques) or landing under wharf where awesome local boats can be explored.

Popeye – July 2017 - Lewoleba: 08° 22.144' S / 123° 24.598' E Tucking inside Awalong Reef, we anchored in about 8m of water on sand. Excellent holding. The wind picked up during the day but died out at sunset so the evenings were very still. We were anchored under two smoking volcanoes. One in the east to complement our sunrises and one to the west for the sunset!

We tied up the dinghy near the ferry wharf where it was a little deeper and less impacted by drying at low tide. The dinghy dock has a very disconcerting lean to it! We had to be careful with the tides as the shallows dried a considerable distance out and it would be a long way to drag the dinghy!

There were limited provisions available but we were able to find everything we needed. The market has a wide variety of fresh produce but it is closed on Sundays. Again, we rented a bemo and went directly to the Pertamina. (Service station is at 08°21'46"S 123°26'56"E) We paid Rp 7300/l but no certain we actually received non-subsidi!

Unfortunately, the tourist office was closed so we did not do the hike up the volcano. We did have the opportunity to visit the whaling village of Lamalera but decided we didn't need to see a whale being slaughtered. We took the dinghy over to Awalong Reef at low tide and chatted with families digging for shellfish. The view across to Gunung Ile Ape was stunning.

We ate in the warungs near the harbour which were excellent.

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Yindee Plus – Summer 2014 - Lewoleba: 08°22'.139S 123°24'.650E 6.5m depths, sand. The anchorage has beautiful views of the volcanoes and the waterfront is cleaner than other towns we'd been in. Mostly flat water (and always calm at night) but when the north setting current in the Boleng Strait combines with the afternoon sea breeze, it sets up a chop in the anchorage which makes the boats pitch and bounce around. Not dangerous, just annoying and only lasts a few hours.

Shoreside facilities best so far. Dinghy dock with locals to help tie up. Tourist office next to dock with local people who could speak english and could arrange laundry, water delivery, fuel etc and book local tours.

Cafes and sheltered seating area next to dock. Entrance to docks guarded by sentries so very secure.

Town was cleanest we'd seen so far in Indonesia. Market excellent. Roads outside the main town are terrible. It took 2 hours to travel about 10 miles.

Tour up the volcano fantastic. Leave at 1am and hike up in the dark (just as well as the incline is scary in the daylight) while it's cool. On the top for sunrise. Walk around the inside of the caldera next to smoking, sulphurous areas, then down again by 10am. Very tiring; a tough walk but our 11 year old twins managed it. You will get filthy with ash / dust so wear clothes that don't

matter or can be easily washed. We carried plenty of water but only drank about 2L each as it wasn't hot. Coconut water available on way down. Cool temperature on top but only needed a light jacket.

Ocelot – Aug 2006 – Lewoleba: 08°22.2'S 123°24.6'E, 20'

Lewoleba town (9nm SE of Kroko Island) on Lomblen (Kawula) was interesting as a small, bustling fishing town. When approaching the town from the north, watch out for the strong currents in the channel (up to 4 knots) and the reef just offshore of the town. Nose in west of the reef and anchor as convenient.

Lewoleba put on a nice welcome for the Rally but there's not much there. Nice fruits, veggies and fish were available at the busy open market, and bemo rides into the interior to see the rice paddies were fun, but the roads were pretty bad, and worse out of town. Diesel was available from steel drums, measured by plastic buckets, but we declined.

Perhaps the biggest tourist attraction is climbing the local volcano. Some of our friends did that and said that, while it was a hard slog up, the views were magnificent.

5.3.5.2 Lamakera

Black Duck – Oct 2021 – Lamakera: 08° 30.479' S / 123° 13.444' E 9m sand. Easy approach. Stay south of pearl farms, which are easily visible during daylight. There is a small town a bit further north. But the anchorage is isolated. OCT 2021 SV BLACK DUCK

Ocelot – August 2006 & 2015 – Pasar Suba / Lamakera: 08°30.5'S 123°13.6'E, 35'

In 2006 we skipped the Rally events at Alor and sailed across the Savu Sea to Lomblen (Kawula) Island, finding an OK anchorage at Pasar Suba just north of the SW tip (TG Liang Meah or Ililamaingo Point) off a small fishing village. However, in 2015 we had strong north winds, making this anchorage untenable, so we continued north to Lamahala. Pasar Suba was protected from SE or E winds, but didn't really have anything else to recommend it (except that our good friends were anchored there at the time). We visited the fishing village ashore and Sue used her limited (but growing!) Bahasa to talk to the people.

5.3.5.3 Belurin / Balurin

Matilda – Sep 2019 – Teluk Balurin: 08 14.35S, 123 42.53E in 20.5mtrs Our very last day of September was spent at anchor in the natural harbour of Balurin on the island of Kawula. Sitting in the harbour away from the wharf we heard children playing, rosters crowing nonstop, live music, motor bikes, local fishermen puttering around and goats bleating - it was all very homely. And what a treat it was having sundowners in the cockpit watching yet another truly magnificent sunset over a volcano.

Lifelines – Sept 2005 - Teluk Belurin: 8-13.86'S / 123-41.76'E

Anchored in 5m sand patch among sand and coral. Did not go ashore. Clear warm water for snorkelling. Coral not terrific but good shells among rubble. Volcano on W side of bay.

5.3.6 Adunara Island (08-14S / 123-19E) (#10)

Matilda – September 2019 – Kroko Atoll: 08 14.55S, 123 19.35E in 25mtrs OMG, what a nice place! We were surrounded by 4 volcanos, 3 of which are still active and regularly puff out

smoke. The atoll is fringed by reef with 4 small islands inside it. We went for a snorkel but sadly now the coral is just rubble with few fish to be seen. We did enjoy an afternoon on the only sand spit in the atoll with the crew and guests of a local dive boat, Seven Seas.

Be careful, the currents can be very strong at times!

Yindee Plus – Summer 2014 – Kroko Atoll, NE Coast: (Anchorage 10 in 101 Anchorages in Indonesia Guide)

Anchored at position 08°14'.396S 123°19'.171E in 23m in sand and coral. Lovely views of surrounding islands and volcanoes. Small sand cay good for sundowners and exercise. Good snorkelling off smallest of outlying islands. Current in anchorage of about 1.5 knots. Note: Navionics Gold charts are not accurate when approaching from Lembata. Good light overhead needed to see the reefs clearly.

101 Anchorages #10 – Kroko Atoll: 08-14.64 S / 123-19.52 E From the SW, follow the narrow channel between the reefs, starting at Tg Wur Gobin, passing to the left of the two small islands before turning to the north towards the small sand quay. In good light, the edge of the channel is very clear, with steep edges and at least 5m minimum in the channel. There is a pearl farm just to the west of the best anchoring position. Approach the sand quay and anchor 10m to 12m over sand. Room for 4-5 boats. Boat will swing with the current, which runs in and out via the NE channel. The area is well protected from winds in the S semicircle, very little swell.

Ocelot – August 2006 - Sagu Bay / Watu Koli: 8°14.4'S 123°13.5'E, 40'

Sagu Bay is well protected from almost all winds except from the north (which are most uncommon). Entering the bay, there's a small reef right in the middle of the mouth of the bay at 8°13.41'S 123°13.43'E, but it can be avoided easily if you know it's there. There are reefs on both sides of the bay, so once you're past the outer reef, stick to the middle of the bay, perhaps edging slightly to the west as you get into the bay (click on the photo at right for a larger version). Once you're past the inner reefs, you can turn east to anchor off the beach, or continue SSW to anchor off the village. The village kids will probably grab anything that floats to come out and see the spaceships that have landed in their bay. Many don't understand that our boats are our homes, so they may try to climb on board.

Ocelot – August 2015 – Lamahala: 8°23.47'S 123°10.91'E, 48', mud

In 2015, we came around the SW corner of Lomblen Island to find the wind howling down from the north and our Pasar Suba anchorage completely untenable. So we continued NNW to the town of Lamahala (or Trong) on the south side of Adonara. Approach from anywhere to the south. The town is about 3nm long, spread out along the coast, with a concrete pier at either end. We anchored next to a fishing fleet, somewhat east of the eastern pier, in 48' of good holding mud. It was completely protected from the north winds and provided us with a delightful night's sleep - which we needed, as we'd left Tanjung Gumuk at 2am so we'd have adequate time for the 80nm passage across the Sawa Sea. The town looked interesting and we would have liked to explore it, but we were too tired to go ashore.

5.3.7 Flores Island – Scorpion's Tail (NE End)

5.3.7.1 Larantuka

Ridwan Wijaya – October 2021: We invite sailors around the world who want to visit my tourist attractions on the eastern part of the island of Flores whose capital city is Larantuka, we welcome and provide safe dextrite and mooring and the price of dextrite is quite cheap, you can contact my whatsapp contact (081236820991).

5.3.7.2 Tanjung Gedong (#12)

Matilda – September 2019: 08 04.69S, 122 50.68E in 14 mtrs The bay is over 180mtrs deep until it reaches the shoreline where it gradually but predictably shallows to 40, 30, 20 and then 10 mtrs. We dropped our anchor in 14mtrs and Matilda settled back in over 40mtrs - amazing

Ocelot – August 2015: 8°04.76'S 122°50.67'E, 35'deep Tanjung Gedong was just an overnight stop for us, but it was nice and protected. The anchorage is on the south side of the peninsula, at the extreme northern tip of Flores Island. We have heard of folks anchoring on the north side of the peninsula as well, but we didn't go there ourselves. The village is between the 2 bays, so equally accessible from either anchorage. Entering the southern bay presents no obstacles. Proceed towards the beach and anchor as convenient. We tended to favor the southern end of the beach.

Yindee Plus – Late Summer 2014: (Anchorage 12 in 101 Anchorages Guide)

08°04'.608S / 122°50'.709E in 8m sand and stones. There is only room for one yacht in this depth of water, the rest of the bay is deeper (about 20 - 25m). Very attractive bay and lovely local people who sold us fruit and chatted without being too persistent. Saw monkeys on the shore.

101 Anchorages #12: 08-04.63'S / 122-50.71'E

The approach is clear from the NW. Mind the reef on the E side which dries at low tide. Follow this reef in and the best anchoring position is between the end of this reef and the beach towards the NE end. Anchor in 3-8m on sand. Protection is good from every direction except N and W winds. Very little swell.

5.3.7.3 Teluk Hading (#11)

Yindee Plus – Late Summer 2014: 08°13.672' S / 122°46'.018E in 4m sand and small coral heads. Note that the lat/long in the 101 guide is incorrect; it's the same as the one given for number 10. There is a large area of reef in the entrance to the bay (position of western end is 08°13'.806S 122°45'.925E). Beautiful spot: white sandy beach, turquoise water and some interesting snorkeling opportunities. No village ashore and just the occasional local person on the beach or in a boat.

101 Anchorages - #11: Waypoint in book is wrong! 08-14.64 S / 123-19.52 E Presumed correct waypoint somewhere near 08°13.66' S / 122°46.01' E

Teluk Hading is on the Scorpion's Tail peninsula of NE Flores. Northern Flores is curiously devoid of many secure anchorages in either trade wind. Teluk Hading is a great wet season anchorage and a passable SE trade anchorage. Approach from the S giving the eastern edge

of the bay some berth due to its well-developed fringe reef. Bottom slopes up quite quickly, however one can get to within 70-80m of shore comfortably. Anchor over sand/rock mix with occasional bommies in 3-5m depth. Holding is variable depending on position in the bay.

Another waypoint given 08-17.8S / 122-49.0E reported sand with good holding and a gently sloping bottom. On occasion, anchorage can be rolly if wind and tide conspire against you (ie more S in SE trade).

5.3.7.4 Wailomo / Waimalung (#15)

Yindee Plus – Late Summer 2014: 08°25'.334S 122°35'.369E in 8m sand. The reef provides some protection from swell. Very friendly locals. Coastal road goes through the village but very little traffic. School teacher, Powell, speaks english and will show you where the ikat weaver lives. Very small shop in the village.

101 Anchorages #15: 08-25.33'S / 122-35.41'E Approach from the NW in good light. The water is deep all the way in to the cove. The sea bed shelves quite quickly up to the beach. Anchor in about 15-20m anywhere along the bay. The bottom is rocky so you will need plenty of scope and possibly a few attempts to get set. Room for 6-8 boats. Very little swell gets into the bay in the SE trade season.

Ocelot – Aug 2006: 08°25.3'S 122°35.4'E, 30' Wailomo is a cute little anchorage, and very protected from all but NW winds. When approaching from the NE, you need to keep well off the land, as the reefs stick out as much as 0.7nm from shore. There's a lot of reef off the town itself, so we preferred to anchor a bit north of town, off the beach at the extreme east end of the bay. Approach the beach from the west until you find your anchoring depth. The bottom there shoals predictably. There's room for several boats, but the actual anchoring area between the reefs, is only 170m wide.

We found Wailomo village to be warm and welcoming. They invited us to their church services, and there was nice snorkeling on the reefs to the north of the anchorage.

5.3.8 Flores Island N Coast

Soggy Paws – August 2022: With the tradewinds blowing hard out of the SE, you'd think you would find protected anchorages anywhere on the N coast of Flores, but it's not true. The wind blows from the E along the coast and NE in the afternoons. Finding a protected anchorage requires finding an indent in the coast. Get Valhalla's waypoints for a list of all the stopping points.

Yindee Plus – August/Sep 2014: The winds we had in late August / early September were all light land and sea breezes. Just occasionally we'd see evidence of SE trades, breaking through to the north coast but not often. This area is remote and peaceful: lots of small, quiet anchorages with friendly villagers.

5.3.8.1 Pulau Besar (#14)

101 Anchorages #14: 08-26.77'S / 122-24.54'E The reef here is abundant and in good health. Thread into the bay in good light with the sun at your back. Approaching from the N, the reefs are marked and relatively accurately depicted on CMap. Anchor off the small village in 10-15m.

Can occasionally get some roll if unseasonable NE or N wind picks up, but is generally well protected.

Ocelot – August 2006 - NE bay: 08°26.8'S 122°24.5'E, 25' Pulau Besar needs good light to get into, as you have to come through a 160m wide gap in the outer reef. A good waypoint for the gap through the reef is: 8°26.07'S 122°24.64'E. Once through the outer reef, you have to jog to the west and then proceed south to the anchor off the beach. The interior of the bay has several reefs, so navigation should only be attempted with good light and/or satellite derived charts. There is a jetty to the west of the beach which can be used as a dinghy dock, with a small village .12nm inland.

Pulau Besar was a pretty, low key Muslim fishing village, but the anchorage was not clear water. We took the dinghy out and snorkeled on the outer reefs but they'd been largely destroyed by bomb fishing and/or cyanide poisoning.

5.3.8.2 Wodong (#13)

Ankermi Happy Dive: From Google 2022: <https://www.ankermi-happydive.com/> We are a Swiss-Indonesian dive operator situated close to Maumere (Flores island, East Indonesia).

Diving: Day trips to the beautiful coral reefs at the islands Besar and Babi (diving and snorkeling). Visit the World War II ship wreck close to our resort.

Muck diving in the bay close by - special critters, great macro photography!

ankermi.happydive@gmail.com +62-821 477 810 36

Ocelot – August 2015: 08°36.19'S 122°28.68'E, 26', sand The village of Wodong seems very spread out, or perhaps it also goes by the name Hitokalak, which is shown a bit to the east. We elected to anchor somewhat east of the bay, off a small dive resort.

When approaching from the north, the channel between Flores and Pulau Besar (actually Pulau Pangabatang) is 0.5nm wide, so easy to traverse, but the reefs stick out quite far on both sides. Otherwise there are no hazards on the approach or anchoring. The bottom is good holding black sand. The dive resort has a dock that can be used for tying up dinghies as long as you keep out of the way of their dive boats. The restaurant at the resort seems very disorganized, as they completely forgot about our order. Food can take a long time to arrive.

One of the fun **things to do** from Wodong is to hire a car (\$70 including driver) to take you up to the famous **Kelimutu Painted Lakes**. They're a series of 3 volcanic caldera, and the waters in them change colors over the years. The drive is quite long (we left in the early morning and were gone 10 hours) but interesting. You can no longer drive too close to the lakes, but the walk up to and around the lakes is fun. The entrance fee was Rp150K/person (\$11). We had lunch overlooking the south coast of Flores.

101 Anchorages #13: 08-36.397'S / 122-28.504'E Wodong is not really enroute to anywhere, but it is well worth a slight detour. Approach is simple with no hidden hazards. Approach mid bay from the north and progress towards the beach until you are in 7-8m depth. Anchor over sand with excellent holding.

The beach access is not easy and it is not a pretty white beach. The bay is well protected in the SE trades, and swell rarely develops here during SE.

Despite the beach not being ideal, there is a great backpackers dive resort in the bay. They serve cheap and delicious meals and can advise you about dive sites. There is also a wreck in the bay supposed to be a superb dive.

5.3.8.3 Maumere / Sea World Hotel anchorage

Maumere Immigration – Not a port of entry but can extend visas... located near the airport.
<https://goo.gl/maps/xQJs8FffayNEcQdFA>

Sail SE Asia – 2021 – Diving: One amazing Indonesian English speaking dive guide I can recommend out by Maumere if you go there is Jelo +628113832200

Matilda - Sep 2019: 08 38.04S, 122 18.49E in 18mtrs. As it turned out our stay in Maumere was fabulous. The anchorage out the front of SeaWorld was very well behaved which was great, because we were all a bit concerned the north east swell would be coming directly into the anchorage creating a revolting roll, but it did not, giving us calm conditions for our stay. A couple of locals came out to see if we needed any fruits or diesel, which we did. This was a bonus as it freed up some weight of our later purchases at the market.

The visa extension process was brilliant at Maumere. Once our anchors were set, we all took off for a bemo (local bus) for the Immigrassi office. These bemo's are so much fun, everyone crams in. We made it to the office with about 1/2hr to spare before they closed. We were able to complete our forms, then gave us our bills and were then told to return close to 4pm the next day - the next day!!!

We hired an English-speaking taxi drive for the day for 50AUD to take the four of us wherever we needed to go, which included:

- BNI bank to use their atm & pay visa extension fee
- Back to Immigration to pick up passports
- Indo gas bottle and regulator
- All the markets to stock up

FB Group – Oct 2018: We were in Maumere in Feb 2018, we tried to clear in there but the Customs said it was not an official port of entry and they could not fill out the boat declaration. It is easy to renew your social visa here, you don't need a sponsor letter to renew.

We sailed on to Bali to clear in.

Reboot – August 2017 (from a FB post): Reboot is participating in the Wonderful Sail to Indonesia rally and we are at the anchorage in Maumere in front of the Sea World Resort. Some anchorage notes:

DANGER: To the East of Reboot at about S 08 37.915 E 122 18.643 is a large set of rocks. They are very visible in daytime but invisible at night. I know this because as usual I arrived at night. There may be good spots to my East beyond the rocks. We have not yet explored that far.

Weather: The bay is subject to high land breezes. I thought my buddy boat was kidding when he reported 25-30 knot winds and 1.5 to 2 meter seas. At the time I was about 5 nautical miles north with flat seas and 3 knots of true wind.

Anchorage: The water shoals in steps. It is unlikely you will be able to anchor behind (further from shore) anyone who's already here. Pick a spot in the line and move forward carefully.

Although the anchorage is sheltered from the wind you will swing and reverse. Most of us have a lot of chain out. That is because one boat has already dragged. Reboot has 88 meters in 20 meters of water. Don't get too close to your neighbors. Bring your insect repellent. The place is loaded with flies. Although we are in an open roadstead we have not seen much roll to date.

Town: Starting at the Resort and heading West there is a continuous development. Big public market. Very nice grocery/general store. We paid \$450,000 rupiah for a car and driver to take four of us to town (three hour time limit.) There is a dive shop at the resort and they also arrange tours of local attractions.

Consumables: Solar (Diesel), gas, water, laundry, etc. Huck has made some good contacts. Since I don't have a phone I did not write the names and numbers down. Perhaps one of the other boats here will share. You will also probably be visited by a local offering to deliver fuel and get your laundry done. To my knowledge no one has used them yet. We will pass on our experience.

Air/Water: This is by far the hottest anchorage to date. Daytime temperatures are in the low 90's Fahrenheit. Water is 83 degrees Fahrenheit. The water is beautifully clear. I swam a couple of times today and did some bottom scraping. We did notice some people swimming the rocks to my East. Maybe some good snorkeling over there.

Yindee Plus – Late Aug/Sep 2014: 08°38'.138S 122°18'.375E sand, good holding. Further out it's coral rubble; less good holding. Onshore breeze most afternoons but offshore at night. Numerous fish traps on approach to anchorage. Pull dinghies up onto beach in front of bar/restaurant. **Water** from tap near dive centre. Access to main road (sealed and no pot-holes) via hotel. Some small fruit and veg stalls along the road. You can arrange laundry, fuel, drinking water, fruit and vegetables and rubbish disposal with 'boat boys' in the anchorage. We wanted to give them some trade but didn't need much so one bag of rubbish was disposed of for 15,000 rp! We expect the veggies they provide are pretty expensive. Loud music from the resort several nights a week until very late / early.

You can arrange for a driver and air conditioned car to take you where you want to go for about 100,000 rp / hr or walk to the main road and catch a bemo.

Maumere town: Two supermarkets. Roxy is the main one (at the back of the church which faces the football ground - you only know it's a football ground if you look carefully for the two goal posts). It sells quite a lot of western foods including cereal, tinned butter, long life cheese, olive oil, mayonnaise, crisps, chocolate, beer, sodas and crackers. There's another supermarket, which sells some different products, right next to the My Bread bakery, on the south side of the football ground. The air-conditioned bakery had some pretty cup cakes and doughnuts but the bread was light weight i.e. no good for filling up two 11 year old boys.

The run-down market has the usual range of fruit and veg but much of it was cheaper than other towns we've been to. There's a bigger market further out of town to the west which we didn't visit.

Apparently you can find an English speaker in the cellphone stores in town to help with internet issues and many cruisers were able to sort out their connection problems here.

There is a laundry in the town.

Golden Fish **restaurant**: we were looking for a proper local place but ended up here at lunchtime, having recognised the name from the Lonely Planet Guide. It had a nice balcony overlooking the sea but the food was unremarkable and prices were hotel ones: not good value for money.

This was the first town we went to in Indonesia where the locals didn't bat an eyelid when foreigners walked down their streets: no 'hello mister', 'photo please' or anything else.

5.3.8.4 Batu Manuk

Totem – March 2013: 08°27.625' S / 122°01.012' E 75' sand and coral, good holding.

5.3.8.5 Tanjung Sada East (#19) / Batu Boga

Yindee Plus – September 2014: 08°28'.228S 121°57'.318E in 10.5m sand. Enter in good light and the reef is easily seen. Google Earth is helpful. Absolutely silent apart from birdsong. No signs of human habitation at all. Very arid hills surrounding the anchorage and not really fjord-like but a very beautiful remote anchorage and well protected from swell and wind.

101 Anchorages #19: 08-27.843'S / 121-57.814'E

This is a very well protected anchorage from all swells and directions. It is generally very calm within the deep fjord-like inlet. Proceed into the inlet approx halfway between the east and west sides of the bay. Take care to avoid fringing reefs and be aware of the small islet that is not on the charts.

Anchor in between the fringing reefs in 15-25m, on sand with good holding. The beach is not amazing but the steep hills and great protection are.

5.3.8.6 Tanjung Sada West (#18) / Batu Boga

Matilda – September 2019: 08 27.625S, 121 56.635E in 20.4mtrs We were in a collapsed volcanic crater which created the most unreal surroundings.

Ocelot – August 2006: 8°27.6'S 121°56.6'E, 31', sand This is a delightful little hidden bay. There's no village nearby, or even roads out this desolate arm of Flores. There appear to be anchorages on the east side of the (Tanjung Batuboga?) peninsula but they're exposed to the NE. Nanganiki or Dondo are about the closest villages shown on the charts, but they're over a mile to the SSW. There are no hazards on the approach or anchoring, and the fishermen in the local camp may come out to help tell you where the best places are. The bay isn't big, but we got 4 boats anchored inside on beautiful white sand.

101 Anchorages #18: 08-27.61'S / 121-56.65 E Run S down Tg Batu Boga past the several long beaches until the small point is seen at the NW of the anchorage. As you progress S, you will see a break in the reef, and the closer you get the more the bay opens up to the N. Run around the fringing reef to the W and then N towards the beach. A small sand area fringes the shallows which provides good holding. Drop the anchor in the sand off the N fringing reef in about 5-10m and fall back south into the deeper water. Room for about 3-4 boats only. Very well protected from almost all directions. No swell.

5.3.8.7 Maurole

Yindee Plus – Late Summer 2014: 08°30'.430S 121°48'.159E 14m sand. Quite choppy with afternoon breeze and small amount of swell works it's way in. This was a rally stop and not an anchorage we would have selected. Having said that, there was a very good Tourism team here and they could arrange some interesting tours. Some of the rally boats went to visit local plantations and watched palm sugar being made and learnt about cashew nut and arak production. Not sure if the team are permanent or just set up when the rallies are in town. No market here.

5.3.8.8 Telek Nagarujong

Ocelot – Aug 15 & 2017: 08°30.19'S 121°42.31'E, 22', sand

This was just an overnight stop for us. The anchorage is completely open to the north, but seemed reasonably protected in our light easterly winds. The approach is straightforward after clearing the reefs that can extend a mile offshore to the east. There's a reef 0.3nm east of this anchorage, with another bay just to the east that might offer more protection, but we didn't check it out.

The main issue with this anchorage is that there's a huge power station 0.4nm to the SW. The station wasn't very loud, but if the winds blow from the SW, then soot from the station may cover the anchorage. The village extends along the waterfront for almost 2nm, but we didn't explore ashore.

101 Anchorages - #16: Anchorage 08-30.55'S / 121-41.25'E

Good anchorage but exposed to swell from N-NE. Easy approach, good one for late or night arrival, or predawn departure for Makassar. Gently sloping black sand bottom. Anchor in comfortable depth 12-15m. Not a beautiful bay, but hassle free and peaceful and room enough for an armada.

Lifelines – Sep 2005 - 08°30.46'S / 121°41.17'E 6.7m over black sand. Clear water (can see white shells on the bottom). Nice quiet anchorage with no current. NE seabreeze 10kn.

5.3.8.9 Ciendah Bay / Kaburia

Matilda – Sep 2019: 08°36.36'S / 121° 31.41' E 12 meters. This bay had an incredible number of squid boats.

Ocelot – Sep 2006: S8°36.6'S 121°31.0'E, 25' Kaburia is at the bottom of a big bay, Teluk Ciendeh. It's completely protected from all but north winds. The approach is a bit dodgy, as there are several reefs that extend as much as 5.5nm(!) north of the anchorage. Keeping a good lookout is a must, and good satellite-derived charts are a huge help. Once past the reefs, come straight into the bay and anchor anywhere off the town in good holding mud.

Ashore is a friendly Muslim village but getting there (or back) at low tide can be difficult for dinghies. We had an escort of 80(!) kids as we walked through town and along beaches. Older kids spoke some English. A school teacher joined us and we asked the kids to sing some songs for us. Good fun.

5.3.8.10 Nagakeo

Yindee Plus – Late Summer 2014: Anchored 08°31'.655S 121°20'.135E in 5m sand. Some wave protection from reef north of village. See Google Earth for image. Lots of room for many boats. Small market in village but most produce sells early in morning. Villagers tend the rice fields along the coast. Saw a soccer match in the village with each player wearing full kit; surprising given the lack of other material possessions here. The town is dusty and impoverished but has quite different architecture to previous places, which was interesting.

5.3.8.11 Riung

Matilda – September 2019: 08 24.588S, 121 01.698E in 10.4mtrs In 2016 the sleepy town of Riung made a huge impression on us and this time it was even harder to depart. The locals here welcome you like family, they greet you with such excitement it's wonderful, and their generosity and help is overwhelming.

We refueled both boats here with several helpers and spent some time with our friend Armando. Since our last visit he had met and married the love of his life, Maxime who is Dutch. We are proud to support Armando and Maxime in their business venture to operate a lovely cafe and guest house in Riung. Their business premise was spotlessly clean, friendly and full of laughter. If you happen to go to Riung look them up on Google or Facebook at:

<https://www.facebook.com/pages/category/Cottage/Plankton-cafe%C3%A9-guesthouse-131119307758380/>

During our stay, Armando and a driver took us to the town of Mbay for some provisioning and to find a working ATM as the only one in Riung was not working. The drive in was interesting as some of the roads along this stretch of Flores are in very bad shape. Even one of the bridges we needed to cross had collapsed so we had to detour and drive over a shallow river. Life is never boring doing what we would consider simple tasks when your land based. Getting to an ATM and local shops took us just over 8 hours. [Blog Link](#) (lots of pictures)

Totem – March 2013: 08°23.505'S / 121°03.667'E 50 ft sand/coral, good holding. Doing the coast of Flores during north wind season, we were looking for protection from northerly winds. This was a good overnight stop in R

Ocelot Sep 2006, 2015 & 2017: 8°24.62'S 121°01.69'E, 30', mud Riung offers protection from all winds, since it has so many reefs offshore. But getting through those reefs presents a bit of a navigational challenge, as the reefs extend up to 3nm out from the anchorage, and some of them are far enough offshore that they're in the purple Google Fog. Once you get past the outer reefs, you have to make a bit of a dog-leg between 2 reefs that are about 300m apart before you can make your final approach. There's a reef about 250m NW of the end of the jetty, right about where you'd want to anchor, but there's plenty of room around this reef for anchoring. The jetty makes a good dinghy dock.

Riung was nice for Rally events (dancing and food) in 2006, but not much else to recommend it unless you need eggs or produce or a nice meal ashore. We did an all day (and into the night) mini-bus ride to the highland town of Bajawa. The best scenery was dramatic volcanoes near Bajawa, and south when we went to a traditional animistic village. This was not a Rally stop in 2015, but we enjoyed the small town and nice restaurants one near the jetty and one near the market.

5.3.8.12 Monkey Beach / Damu Bay (#20)

Matilda – Sep 2019: 08 23.44S, 121 00.04E in 9mtrs We stayed here for a couple of days. This was dreamlike being in here as it's a complete backwater once you navigate the reef outside and then the reef edges as you go in behind the island of Untelue. [Blog Link](#)

Lifelines – Sep 2005: 08°23.54'S / 121°00.03'E 9.2m over sticky grey mud and sand. Perfectly sheltered anchorage. Looks scary to enter (coral) but quite straightforward in reasonable light. Save your track on CMAP going in for easy exit in the morning when the sun is low. Lots of curious fishermen from the small village of Barangkeli ashore. We took an "ojek" (motorbike taxi) into Riung (5kms) but nothing there.

101 Anchorages #20 – Monkey Beach: 08-23.43'S / 121-00.06'E 7-10m

Route In:

A 08-20.45'S / 120-59.90'E

B 08-22.01'S / 120-59.24'E

C 08-22.75'S / 120-59.31'E

D 08-23.21'S / 120-59.59'E

E 08-23.49'S / 120-00.10'E *Ed Note, this waypoint is wrong!*

E 08°23.41'S / 120°59.59'E Corrected waypoints to complete the route in from satellite.

F 08°23.51'S / 120°59.81'E

G 08°23.52'S / 120°59.99'E

Stay in the center of the obvious channel, remembering that CMAP is way off in this part of Indonesia. No major surprises within the channel other than some shallow which need to be avoided (see waypoints). Go slowly in, and follow your track out. Well worth the effort to get in here, and payment is made by solitude and peace. Anchor in comfortable depth 7-10m in very good holding. Well protected from all directions.

5.3.8.13 Wera / Labuhan Potas

Totem – March 2013: 08°20.183' S / 120°43.074' E Labuhan Potah Baras village 43' sand/silt, good holding

5.3.8.14 Lingeh Bay (#22)

Matilda – Sep 2019: 08 16.60S, 120 36.02E in 14.9mtrs Back in 2016 we came into Lingeh Bay but chose the safer (to us) but more exposed anchorage at that time. The guide book showed there was another anchorage in the bay but behind a reef – in 2016 this was just way too scary. Now 3 years later in we went without hesitation. Our experiences of navigating reef with the assistance of Google Earth overlays in Open CPN has changed the way we view anchorages.

For our effort it was dead flat calm behind the reef and tucked up tight behind the headland we had no wind.

Yindee Plus – Aug 2014: Anchored 08°17'.301S 120°35'.936E 12m sand. Plenty of space. Excellent holding. Reef at entrance to bay keeps most of swell out. Kids came to boat in canoes, asking for books, clothes, hats. Gave them each a pencil and bought a green coconut from them and they went away smiling.

Ocelot – Sep 2006: 8°17.4'S 120°35.7'E, 20', soft mud Linggeh Bay doesn't really have that much to recommend itself, except that it's protected and it's an easy 35nm from Riung. We found the soft mud of the bay to be difficult to set an anchor into quickly - we had to wait until the anchor settled into the mud a bit before we could pull back on it. Also, the kids here were a bit more ... assertive than in other places. I guess we can't blame them for being curious about these spaceships that have landed in their bay, but several of them had learned the English word "gimmie" and they wanted us to give them anything they could think of.

The approach presents no real problems once you round Tanjung Kurubaja, except that some reefs stick out a full nautical mile from the east side of the bay. Once you round the reefs, turn SE and anchor as convenient. We now suggest anchoring a bit further out to avoid some of the kids. The north side of the bay will provide more protection (not that this is usually a problem) and if you can get in behind the reef there's a completely protected anchorage in the NE corner of the bay.

101 Anchorages #22: 08-16.41'S / 120-36.02'E Run S into the bay, keeping the reef to your left. Anchor off the beach or follow the reef around to the N. Easy in good light and the channel is 10+m deep. Anchor in muddy sand approaching to a depth you are comfortable with. The anchorage is very well-protected from almost all directions in developed SE tradewind season. No swell. One can either anchor in the main bay opposite the village. Or, in good light, you can follow the W edge of the reef round to a S-pointing spur, and then back up inside the reef towards the N end of the bay.

5.3.8.15 Gili Bodo (#23)

Yindee Plus – Late Summer 2014: Anchored in patch of light blue sand (visible on Google Earth) 08°22'.165S 120°00'.912E in 16m (streamed back to 5m with afternoon on-shore breeze). Can be choppy as not much protection from reef. Pretty, although coral not the best for snorkelling. Saw a black and white striped sea snake here.

5.3.9 Labuan Bajo

The airport has a brand new terminal and tourism is starting to take off here: expect it to be much more developed in a few more years. (2014)

Labuan Bajo is the base for a lot of liveaboard trips to Komodo, so it's bustling with tourists.

5.3.9.1 Anchorages

Meikyo – June 2022: When we first arrived, we anchored a bit south of town at 08 30.52S 119 52.38E in 60ft mud.

Later we anchored near Scuba Junkies at 08 36.32S 119 48.59E in 60ft. Only problem is no internet up in this bay..

Sail SE Asia FB Group – August 2019: Take a free mooring at the bay of Monkey island, right opposite LB. Short distance to town with your dinghy and reasonably quiet.

Ganesh – August 2019: As the anchorage in front of the town is very dirty, we moved to the bay just north, water clean enough to swim and snorkel, 2 resorts ashore to leave your dinghy. Access to town market about 1 mile with dinghy, or 10 min with a taxi.

Starry Horizons - September 2018: Anchorage: 08°31.173 S 119°52.040 E Labuan Bajo is a great stop. We arrived before the rally by several days and anchored in front of the Puri Sari hotel. The staff there had a billboard on the beach advertising upcoming events with contact information. For the cost of a drink you can use the hotel grounds, including the pool. Puri Sari put on a BBQ one night on the beach, open to cruisers and hotel guests alike. We also had a fabulous meal at the hotel restaurant.

Dugout canoes come by the boat to sell crafts here. I bought a hibiscus wood komodo and a small bowl of abalone shell and fiberglass.

Ocelot – September 2006, 2017: 8°31.1'S 119°52.1'E, 20', mud We'd heard there's a petty theft problem off the town, so we anchored 2nm south of town, off the big roofed Bajo Eco Lodge. They were welcoming and for \$2.50/person we could use their pool and have a changing room and shower. We accessed town via dinghy. There are nice shops and a market, as well as some excellent restaurants catering to western tastes. But in 2017 we anchored closer to town with several other boats, and nobody had any problems.

Alba – September 2015 (not with a rally): We arrived at the **anchorage** off the ECO Lodge (08°31.13S 119°52.04E) at noon.

We had a quick lunch on board, then dinghied 1½ miles into town. Labuan Bajo is a very busy tourist town with all the dock space taken up with local fishing boats, tourist boats and cargo ships. We eventually found a place at the floating dock just outside the fish market. There were lots of local boats coming and going, so we locked the dinghy up and prayed that everything would still be there when we got back.

After buying a few provisions, we zipped back to the boat and reappraised the anchorage at Eco Lodge. It's an open roadstead, with a long shallow sandbar/reef protecting the beach. We were hoping to be able to have dinner at the Eco Lodge, but the logistics of getting over the sand bar in the dark didn't seem to be worth the effort.

We upped anchor and moved closer to Labuan Bajo town, **anchoring** in 20 metres at 08°30.13S 119°52.51E. The anchorage is in the middle of a fleet of large tourist. These wooden boats are used to take guests out on luxury, multi-day cruises around Komodo, we're told that some of the more luxurious 80 foot boats only take 2 guests and cost over \$5,000USD per day.

Later we did a day trip to the nearby island of Tebolon, so that we could run the water maker in clean water and go snorkeling. We **anchored** at 08°28.79S 119°50.11E in 15 metres of water. It seemed to be sand, but the wind was blowing us onto the shore - okay for a day stop, but it would be uncomfortable overnight.

Yindee Plus – September 2014: Anchored off the Laprima Hotel at 08°30'.356S 119°52'.476E in 16m sand. The main harbour (no 24 in 101 Anchorages) is far too busy for cruising boats to anchor in now and those who did try were advised that the bottom is too soft and they would drag. Local guys in boats will offer services e.g. fuel, water, laundry etc. They are helpful although some of the services were not high quality. Many boats were disappointed with the laundry, which came back damp and didn't smell clean. Some of the diesel supplied was very dirty.

Security was not an issue in this anchorage. Dinghies can be safely left on the beach in front of the hotel. You can use the hotel bar and restaurant and swimming pool, although the staff seemed to have different charging policies for this each day (it was too expensive for us). Fairly easy walk from the hotel into the town. Roxy Supermarket, bakeries, cafes, restaurants and tour operators. Market is at the far end of town by the dock and has a lot of fish and not so much fruit and veg, but you can easily find enough to provision here. I can recommend the simple hair salon opposite the market. I had a wash and cut for \$5. No english spoken but sign language worked fine.

Kelarin – 2012: Anchorage at island off Labuhan Bajo (08 28.54S; 119 52.10E) We no sooner were dropping the anchor when we were visited by Jackie and his father who offered to help us with just about anything we would need. The big thing for us was fuel.

Jackie charged us 6,000 rph per litre for the fuel. That's a good price as it included delivery. He also took our laundry so his sister would have something to do that day. And, they provided us a taxi service into town for 50,000 round trip. Not bad as it was a good distance and would have used some gas to get back and forth for us.

5.3.9.2 Diesel and Gasoline

July 2022 – Mark Edwards (Sail SE Asia FB Group) – Getting Diesel: I decided to take my Jerry cans into town to the Pertamina Station on the waterfront (about 500m from marina/ferry dock). I managed to buy Pertamina Dex @ IDR16,500 per litre. After having bought diesel and returned to the ferry dock to load the dingy I got stopped by the police who demanded by “Bunker Letter”. Some broken Indonesian followed, but it appears I was not allowed to load diesel without the letter of authorization, so I got sent off to the harbour masters office to sort out the admin. Showed all my boat papers, proof of diesel purchase and 30mins of waiting and I was given my “bunker letter”, then back to the police to get my diesel released 😊 Bit of unexpected admin, but it all worked out and I got good quality fuel.

If I'd loaded my dingy at any other jetty, rather than the one directly under the police's watchful eye I could probably have avoided all these issues

I haven't visited the floating fuel boat suggested by Mike Pitre, so I can't confirm what fuel is available there.

July 2022 – Mike Pitre (Sail SE Asia FB Group) – Diesel: We were there a few weeks ago. If you need diesel just pull up to the Red fuel ship anchored in the South end of the harbor. If you need gasoline it has to be purchased on land at a station. However, no idea what grade diesel I got. We double filtered it and so far have had no problems. Ed note: Everyone should read the comments on diesel grade [here](#).

5.3.9.3 Marine Supply

Sail SE Asia FB Group – Sep 2022: Marine shop in Labuan Bajo:

Toko Samudra Owner Cp +62 813-3999-0827 Email : putrabaharibajo@gmail.com

5.3.9.4 Mechanics

Recommendation for a Mechanic in Labuan Bajo (2018): Try Kahar. His number is

+62 822 3270 9475.

He helped us with our diesel engine. He may know someone if he can't help.

5.3.10 Banks and ATM's

Soggy Paws – 2022: There's a Mandiri ATM on the main drag if you turn right out of the port. There are also BNI ATM's around town. Probably BRI's too, but our cards don't work in BRI ATM's.

Kelarin – 2012 - Money: The town has one bank with an ATM about 1 kilometer walk south from the pier. Market is to the north of the pier but grocery stores and hardware stores, restaurants and bakery are on the way to the bank.

5.3.10.1 Transportation

Kaija Song – 2021: Beni Tetho was a great help to us (Sy KaijaSong) with immigration, diesel, petrol, groceries, he and his wife are lovely people. WhatsApp #'s +62 812 4671 4020 and +62 812 3580 2562.

Recommendation for a taxi driver in Labuan Bajo (2020): We used Maxymus Gagungpedo +62821-4611-6363

Max is a very reliable young man with great English. He helped us with many different requests. Highly recommended—he even went into the market place with us to help barter. He can also help if you want to do any tours in the area.

Alternately call Nur +62 812 36452244 for anything. Very helpful.

Beni was excellent driver and person you can reach him on whats app +62 81246714020 or +6281236802562, and he speaks English.

Sail SE Asia FB Group – Aug 2019: Labuan Bajo, Indonesian local contact Rudolf, nice guy very helpful +62 821 46470871

Starry Horizons - September 2018: Huberth helped us source diesel, though he is no longer at Puri Sari. What's App +62 812-3999-3498

5.3.10.2 Provisioning

Sail SE Asia FB Group – July 2022: We found Zasgo Mart to be the best and biggest supermarket in Labuan Bajo. They do also sell meat and good vegetables, which is not available at Denny Mart and Roxy Mart.

Meikyo – June 2022: Provisioning in Labuan Bajo is very good. The Roxy Mart (the one in the center of town) has everything. We found bags of frozen boneless chicken breasts and frozen shrimp. Only thing missing was a good selection of veggies. Couldn't find the market, think it was a bit out of town.

Sail SE Asia FB - August 2019: Find the Deli Point shop just out of town. For ham, cheese mushroom asparagus and much much more.

Starry Horizons - September 2018: Provisions here are a bit more westernized. There are two stores called Roxy Mart, which have good meats. Denny's is another. The local market is a bit out of town, but also really good.

5.3.10.3 Restaurants

Sail SE Asia FB – August 2019: The Mediterraneo restaurant, left out of the harbour about 100 metres opposite La Pirate. Best food! La Pirate tour of Komodo dragons was excellent!

Made in Italy restaurant for dinner, Bat Island at sunset, Sail around to Seraya Kecil a couple of hotels / jetties there. La Cucina great place for dinner but usually packed so book a table or go early

Puri Sari hotel for great inexpensive food, use of swimming pool and sunset drinks on beach

5.3.10.4 Medical

Yindee Plus – August 2013: We needed to access medical care in Bali and flew there from here. We booked our tickets online with Nusatrip (cost \$100 each one way). Good service.

5.3.10.5 Diving

Meikyo – June 2022: When we first arrived, we anchored a little south of town at 08 30.52S 119 52.38E in 60ft mud.

Later we anchored near [Scuba Junkies](#) at 08 36.32S 119 48.59E in 60ft. Only problem is no internet up in this bay. We did three dives yesterday, good but lots of current. Makes it worse that we are just past full moon. They quoted us 2.1 million each for 3 dives and 3 meals. Dinner at the resort was buffet style but pretty good. Breakfast at the resort, plus breakfast and lunch on the boat.

After diving with them, we'd recommend Scuba Junkies. The resort itself is pretty modest. The dive guides are very professional. The boat is good, lots of shade. It is a full day with the three dives. Start at 7am, back between 4-5pm. You are pretty certain to see big mantas, Napoleon Wras, etc. They usually do one manta spot, a drift dive and a muck dive during the daily trip.

SlipAway (FB) – April 2018: The diving in Komodo is fantastic! We anchored in Waecicu Bay and dove with Uber Scuba. <http://uberscubakomodo.com/>

Alba – September 2015: There are dozens of dive centres advertising diving trips, so it was difficult to know where to go.

We tried a posh shop called Blue Marlin, but they wanted \$150 US to do a three-dive trip. We tried some of the local operators, who were a lot cheaper, but didn't have a plan for the next day and seemed very chaotic. We then chatted to an Austrian guy in **Diver's Paradise Komodo**, who had a planned itinerary for tomorrow, was only \$90US for three dives (including \$15US daily park fee) and seemed very professional, so we handed over our money.

It was a brilliant day's diving. The boat was very basic and a little bit slow (it took over two hours to get to the first dive site), but comfortable enough.

Our first two dives were in the world-famous Gili Lawa Laut area, which is on the northern tip of Komodo Island. We dived Crystal Rock and Shotgun in the morning - both drift dives. Crystal

Rock is an isolated pinnacle with good pelagic fish and Shotgun is a drift dive in a channel between two islands. We dived in a group of five divers and the pace set by the dive master was a little too fast for my liking making taking photographs difficult. Having said that, the fish were extremely unafraid, so I took some good photographs of a very friendly Hawksbill Turtle and a Titan Triggerfish.

After a reasonable lunch of tuna and rice, we did a drift dive called Tatawa Besar. Sometimes whizzing along at five knots, this was a very fast drift dive - not good for photography as the subjects were whizzing past, but great fun. The coral was in fantastic condition and it was nice to just look at it passing by. We spent the last fifteen minutes of the dive in a sheltered spot out of the current, hunting small creatures such as the colourful Kubaryana's Nembrotha and a 4 cm diameter Upsidedown Jellyfish.

Great day out and world class diving - we found the staff of **Diver's Paradise Komodo** to be very friendly and professional.

The dives were so good that we decided to hang around for a few more days and do some more diving, so we went into town to arrange another day out tomorrow.

Again we tried a few dive shops. Diver's Paradise were going to the same area, so we eventually opted for **Uber-Scuba**, which is run by an English and German couple. They are a little more expensive at \$105US for three dives (including the park fees), but it sounds like their boat is much more comfortable and they're going to a different area. They couldn't handle a credit card, so Glenys had to put her credit card through the ATM four times to get out 4,000,000 rupiah to pay for it all and give us some spare cash.

It was another early start to go diving. This time we'd arranged for Uber-scuba to come directly to Alba to pick us up, which worked well. Their boat was a bit more comfortable than the previous day and the food was excellent, being cooked on board.

They took us to the central region of Komodo National Park. Our first dive was at Siabar Besar, which was fabulous. We dived as a pair with our own dive guide, so we could go as slow as we wanted. The guide was great at spotting unusual creatures and found us a Giant Frogfish, an Ornate Ghost Pipefish, a pregnant Thorny Seahorse and, best of all, a Flamboyant Cuttlefish, which hardly ever swim, but instead walk along the seabed using their tentacles. It was interesting that 50% of the dive was on a flat sandy area and that was where we found the unusual creatures.

Our second dive was at Manta Point, which is (obviously) a favourite place to spot Mantas. Most of the dive site is a very bleak, lunar landscape of coral rubble and sand patches. We saw a couple of Manta, but they kept their distance and the visibility was poor. The last part of the dive was on lovely coral where we hunted out more small creatures including the colourful Magnificent Chromodoris.

The third dive was at Tatawa Besar, which we had already done, but that was okay because it's a fun dive whizzing along. I snapped a nice picture of a Yellowmask Angelfish at the end of the dive once we were out of the current.

5.3.10.6 Other Things to Do

Starry Horizons – Sep 2018: In town, I went for a massage (100.000 Rp) at Flores Spa. Also, grab a treat of potato doughnuts at Treetop Cafe. .

5.3.11 Komodo National Park

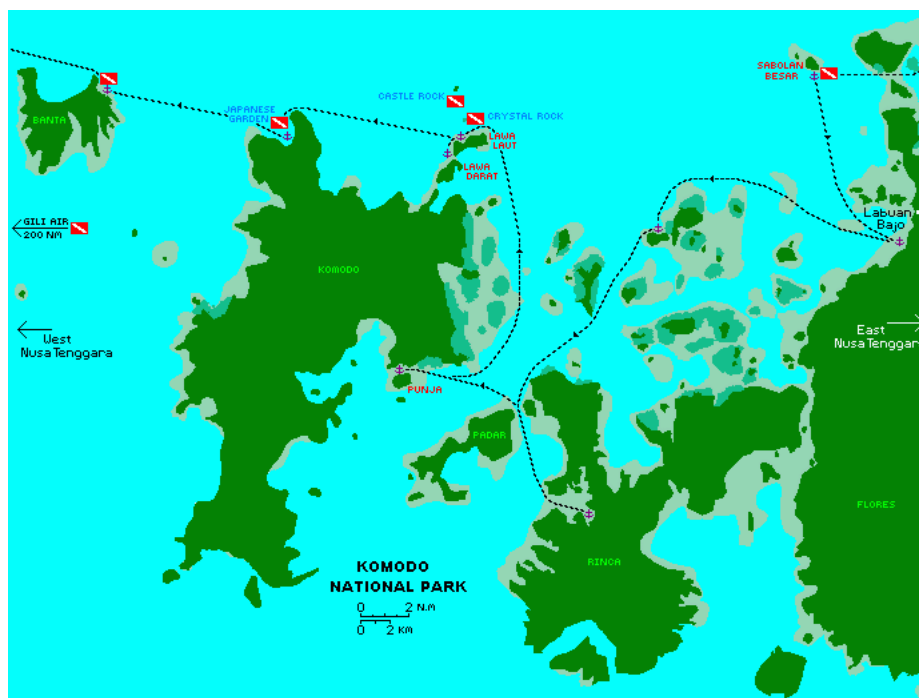


Figure 5-4 - Oselot's 2006 Track Through Komodo National Park

Meikyo – June 2022: Current prices for a Komodo visit are these: This is one sailboat, and 2 people for one day with a guide... a total of Rp 750K (about \$52 USD).

Tiket 10		
2.1 TNK. Asing...	x 2	300.000
1. Retda Asing	x 2	200.000
5. Trekking	x 2	10.000
6. Pengamatan...	x 2	20.000
9. Pemandu.	x 1	120.000
4.1 Kapal 40 - 1...	x 1	100.000
Total		750.000

Ocelot – 2017: Komodo National Park comprises the area (and several islands) between Flores and Sumbawa. Komodo and Rinca (pronounced Rincha) islands are home to the famous Komodo Dragons. A trip to the National Park headquarters and a guided tour of the dragons is well worthwhile. Dragons can be quite fast, and their bite is poisonous from the bacteria in their mouths, so walking on the islands without a guide is not recommended.

The currents through this area can run quite strongly (as they do through all of the passes between the larger Indonesian islands in this chain). They generally ebb north and flood south, although there's a general southerly flow, so the southerly currents are stronger and last longer than the northerly currents. This adds an additional component to navigation, but it also brings wonderfully clear water and lots of fish to the park.

Fishing is illegal within the park, of course, and this makes diving and snorkeling within the park superb, but it's best done when the currents are slack. Manta Rays swam around Ocelot off Gili Lawa Laut in 2006.

Many areas are a bit deep for anchoring, and many of the shallow areas are covered in coral and/or are marked as "no anchor" areas, so the National Park has put in moorings throughout the area. Unfortunately, they don't maintain these moorings well, so some of them have drifted off.

Note that the CM93 chart database was inaccurate throughout Komodo National Park, with everything displaced by a good quarter mile. There are enough reefs in the area to make satellite-derived charts extremely useful. [Website](#)

Sail SE Asia FB Group – August 2019: So, there seems an amazing amount of conflicting information about costs to see Komodo dragons. We sailed straight into Loh Buaya, Rinca, dropped anchor, tendered to shallow side of wharf, tied up and walked direct to Ranger Station. Paid our money and did the tour. Saw many dragons, A Cobra blocking our way and a deadly Viper! Also monkeys, deer and some amazing views! Some really nice walks too all with a great guide! The cost for three of us was something like USD55 and it included park fees, private tour guide and diving fees too (which we weren't actually doing). The expense is minimal for the incredible experience of being with those amazing reptiles. They nailed us for fishing and diving licenses (which we didn't want) and village entry fees too, which we actually used.

Early morning is better as that's when the dragons are hungry and moving around a lot more. We did the mid-distance hike and it took about 3 hours. Was really good.

SlipAway (FB) – April 2018: The diving in Komodo is fantastic! We anchored in Waecicu Bay and dove with Uber Scuba. <http://uberscubakomodo.com/>

5.3.11.1 Sebayor Kecil and Sebayor Besar (#42-1)

Starry Horizons - September 2018 – Sebayor Besar: Located just outside of the national park, we stopped here for some excellent shallow snorkeling. We tried to hike to the blue hole over the hill, but the dock out into the water is broken.

Our anchorage: 08°30.407 S 119°42.758 E

Ocelot Sep 2015 - Subafor Ketjil: 8°30.5'S 119°42.1'E, 30'

Subafor Ketjil should have been a better anchorage, but something about how the currents and tides ran through when we were there made it a bit rolly at times. Approach from the north and skirt along the reef until you find good sand to anchor in.

There's a network of islands and channels to explore to the east. There's not much coral on the north side of the island, but lots to explore around on the south side. As with all swimming in Komodo National Park, be very careful of currents, as they can run quite strongly. [Website](#)

Ocelot – Sep 2006 – Day Stop: 8°24.0'S 119°48.8'E, 10', sand

As we approached Labuan Bajo, we stopped at tiny Sabolen Besar for lunch and ended up doing a delightful dive. After circling the entire island, we found that the only tenable place to drop an anchor was in the tiny sand patch in the SE corner. There was room for both boats there, but only for lunch. This anchorage is too small and too exposed to use as an overnight stop.

5.3.11.2 Loh Buaya, Rinca Island (39 in 101 Anchorages book)

Sail SE Asia FB Group – Feb 2020: The channel below Pulau Rinca (and above Pulau Kade) has a couple of moorings - popular with dive boats, so be quick. This is my favourite spot in the Komodos - lots of wild life (dragons, eagles, deer) in the wild. Can be blustery if the SE Trades build.

Starry Horizons - September 2018: 08°39.115 S 119°42.796 E This is where we accessed the National Park. We anchored just before noon and the bay was very empty. It quickly filled up A LOT. It's best to avoid the interior, and instead anchor off to the starboard side of the channel. The interior fills up with tour boats who are constantly coming and going (even at night!).

An intrepid cruiser went to shore in the afternoon to arrange the next day's tours.

At 0600, 18 cruisers filed into the park office to pay their fees (300.000 per person). There are three trails; small, medium, long. We opted for the long, which had us hiking up hills, across fields, and down into riverbeds. Komodos are spotted immediately as they hang out near the office. Our guide was fantastic, very knowledgeable about the Komodos and other wildlife.

Alba – September 2015: We upped anchor and motored through the reefs to Rinca Island, with the intention of doing a hike tomorrow to search out Komodo Dragons. Loh Buaya is a long and narrow bay, with mangroves and very shallow water at the end. There are lots of local boats moving in and out of the anchorage, delivering tourists to the Park Ranger station ashore. We anchored close to the end of the bay in 12 metres of water, but as the wind swirled around we ended up too close to a French catamaran. Eventually we re-anchored in a better spot.

While I was doing the repairs on our windlass and watermaker, Glenys went ashore and arranged for us to go on a hike to search for Komodo Dragons tomorrow at 0700 - no rest for me. While she was ashore she spotted a Komodo Dragon, so I think that there are plenty about.

By five o'clock, the tourist boats had left and it was a lovely peaceful anchorage with only two other yachts anchored nearby. We're surrounded by mangroves, with fish eagles hunting and Long-tailed Macaques monkeys foraging on the shoreline. It was all very nice, but to my mind Mangroves + Monkeys = Mosquitos, so we went to MOSCON 5 and put up the mosquito net in the cockpit.

It was another early start. We were ashore at the ranger station at 0700 because we've been told that the Komodo Dragons are more active in the mornings.

We spotted several Komodo Dragons close to the buildings of the Park Ranger station. They're attracted by the smell of food from the kitchen and the rangers still hand out the occasional scraps to them which act as nice little snacks for the huge lizards, so I guess that it's worth their while hanging about.

The hike was very interesting; we spotted a few Komodo Dragons and also a water buffalo, some deer, wild pigs, megapode (a bird) and Long-tailed Macaque monkeys - all of which make a good meal for a hungry dragon. The water buffalo and deer were brought to the island by people from Flores, but they are now wild.

Near the end of the hike, we were shown a large female dragon who was guarding her nest. As we kept our distance from the very suspicious reptile, a young male dragon came wandering along the path. One guide used his forked pole to keep the male off the path and away from our group, which the dragon wasn't happy about. The female suddenly ran towards us to chase off the male and chaos ensued with cruisers backing away rapidly, while the two guides fended off the male (who was trying to run away through the middle of us) and the female (who was trying to chase him off). Very exciting stuff and showed us how fast these apparently docile creatures can move.

By the time that we arrived back at Alba, the tourist boats had descended on the bay, so we upped anchor and motored north to Loh Serau on Komodo Island.

Ocelot – September 2015: 8°39.24'S 119°42.85'E, 9', mud

Getting into the National Park HQ anchorage was relatively straightforward, but there are reefs just off the entrance to the final channel. There's room for several boats in the HQ anchorage, but it gets shallow if you go in too far south, especially on the right side.

The charge for visiting Komodo National Park headquarters in 2015 was Rp200K/person (\$14) and Rp100K/boat (\$7) but we're not sure what this really covered. Therefore we purposely arrived late in the afternoon and left shortly after our tour the next day, but we're not sure if that was necessary. There's a nice big dock for tying dinghies to, then a fairly long walk around the hill and across some flats to get to headquarters. There you can register, and organize whatever sort of trip you want (they have several options). There are usually several dragons hanging around the HQ buildings, as well as exhibits and souvenirs. We opted for the long (3 hours) tour and loved it.

Yindee Plus – Late Summer 2014: Anchored in the inlet near the Ranger Station 08°39'.182S 119°42'.803E in 16m mud, good holding. Good breeze blowing out of this bay during the daytime. Tie dinghy to dock (no steps, so a bit of a climb up the supports at low water) and walk to Ranger Station via Komodo Dragon archway. Good paths and well organised National Park staff. Various charges are applicable and we paid \$63 in total for them all. That included a tour with a ranger lasting a couple of hours. We saw plenty of Komodo dragons, Long-tailed Macaques and Buffalo. Tours seem to be available anytime but we chose to go early the next morning so it was cooler on the hike. Very interesting although lots of tourists and feels a little like a production line. There is a small shop in the ranger complex which sells snacks and souvenirs (the first postcard we came across). They do have saltwater crocodiles here, although the last one seen was 10 months ago.

5.3.11.3 North Komodo (#48) Loh Gebah East

Selma Haouet (FB) – April 2018: We just left our mooring buoy in Loh Gebah East, very calm bay, 2 moorings buoys (not occupied most of the time if you arrive early morning or before 12am). Position is 8°29.60'S 119°33.07'E.

Yindee Plus – Late Summer 2014: 08°29'.656S 119° 32'.946E at head of large bay, south of mooring buoys, 11m over coral rubble and sand, good holding. Saw wild pigs on shore one morning. Local tour boats use the moorings to stay overnight. Good location to dinghy to the pass (1.3M away) for drift snorkel / dive. The small bay right next to the pass and directly north of this anchorage has a sign saying “no anchoring” on the shore.

101 Anchorages #48: 08-29.619'S / 119-33.073'E

From the east, clear the northern edge of Komodo Island, pass headland going to the west, and once clear, head south into the bay. Stick to the western edge of the bay to avoid the semi-submerged rock (visible on chart). From the east, be prepared for some strong current activity off the western arm of the bay. Continue south taking note of rock mentioned above. 2 mooring buoys show clearly the safe anchoring spot. If buoys are occupied, you will have to proceed further south a small distance to get into shallower water and comfortable anchoring depth. The bottom here is a sand coral mix, so lay your anchor with caution to avoid the occasional bommie.

5.3.11.4 Gili Lawa Darat (#43-4) & Gili Lawa Laut (#40)

Warning: Note that the location for #43-4 in 101 Anchorages plots inland!

Starry Horizons - September 2018: Beautiful, arid spot. Thankfully we snagged one of the mooring balls at 08°26.806 S 119°34.080 E, as it's deep here! We enjoyed some great snorkeling, and briefly saw manta rays, although friend boats had more awesome sightings.

Yindee Plus – Late Summer 2014: A dive boat beat us to the bright orange mooring buoy. The other buoy was far too close to the reef for our liking so we found a mound of coral rubble at 08°28'.107S 119°33'.873E and anchored there. Stunning coral all around the edges of this bay; great snorkelling but we discovered to our consternation that the coral rubble we anchored in was in fact pristine coral. We left. Don't advise anchoring here: just take mooring if available to avoid damage to the environment.

Totem – 2015: - 08 27.183 S / 119 34.249 E SE corner 65' coral/gravel

5.3.11.5 Batu Moncho, Loh Serau (NW Komodo)

Alba – Sep 2015: We left Loh Buaya and motored north to Loh Serau on Komodo Island, where we found a big patch of sand in 8 to 10 metres of water (08°26.75S 119°27.11E). It's a lovely peaceful anchorage, the water is crystal clear and there's no one else around.

We've been told that we're not allowed to anchor in water less than 35 metres anywhere in Komodo National Park. This is a bit awkward and annoying especially because there are no moorings provided for visiting yachts. Apparently, every time that someone puts down a mooring, the local fishermen cut it away and steal the rope. I felt a little uneasy about anchoring here, but it's at the far edges of the Marine Park and it's doubtful that there will be any patrols out here.

After lunch the next day, I went for a dive by myself on the sandy area under the boat to practise some of my camera technique. I've not been happy with some of the photos over the past few weeks, so this was an opportunity to take pictures of boring subjects, trying out different settings.

When I surfaced, there was a park ranger boat tied to our stern with two of the rangers on board giving Glenys a hard time. We weren't expecting to see anyone at this most northern bay in the Marine Park, so it was a shock to see them. Despite my paranoia, they didn't seem to be at all worried about where we had anchored, but wanted to see the receipts for our park fees.

I dragged out the receipts that we'd received in Rinca yesterday and they decided that we'd already paid for yesterday, but we were ordered to go to the nearest ranger station to pay for today. This is 15-20 miles away and we didn't want to waste time doing this tomorrow, so the rangers agreed to accept the money directly from us. They wanted 150,000 rupiah per person per day -that's \$10US each - very expensive considering that they don't have any moorings about.

If they'd been "old-school" officials, I would have suspected them of wanting to pocket the money, but they seemed to be earnest young men, so I made them write out a receipt and then took a picture of them in case there was any problem tomorrow with other rangers.

Yindee Plus – Late Summer 2014: 08°26'.483S 119°27'.024E in 20m on sand and coral. Watched Manta Rays feeding in a current stream near the boat. Great snorkeling in the north east of the bay although the recommended spot in 101 book is on the north west of bay, which we didn't visit. Nice beach for sundowners. Deserted.

5.3.11.6 Gili Banta (NW Komodo)

Starry Horizons - July 2018: 08°24.425 S 119°18.683 E This was our favorite stop in Indonesia. There's a small break in the coral here, full of sand, and enough room to drop anchor. Other boats anchored further out along the shore, probably in coral.

The water is amazingly clear. We snorkeled all around the sandy patch and the coral on either side.

I went diving twice around the northeast tip of the island, but the currents can be wicked! On one dive, we saw mantas swimming in the rip tide over and over again.....must be feeding station. Also went out to GPS mount for a dive and spotted a mantus shrimp in the wild (he looked yummy).

Liveaboard phinisis do come to Gili Banta. We kept seeing them go snorkel the inside of the northeast point. Finally, on our last day I said 'let's go check it out'. Manta rays!! The water was super clear and the manta rays stayed to play with us for half an hour. It was such an awesome experience!

With the clear water, excellent coral, and the manta rays, Gili Banta is our favorite snorkel location in 5 years of cruising.

5.3.11.7 Koh Liang (SE Komodo)

Kelaerin – April 2012: Anchorage at Koh Liang, Komodo (08 34.23S; 119 30.05E) Park ranger charged us each 20,000 rph for park fee, 50,000 for guide, 50,000 for anchoring and another 50,000 fee for something ????. All legit, we got tickets. He also wanted to charge us 50,000 for snorkelling but I told him we would go snorkel for free elsewhere. He was o.k. with that. Keep your tickets, they are good for 3 days.

5.3.11.8 Batu Bitong (SE Komodo)

Kelaerin – April 2012: (08 39.9S; 119 35.8E) We anchored for one night on a reef which is noted for attracting manta rays. When Jim and I snorkeled we saw a lot of flattened coral, a sign of blast fishing, but a few nice bommies.

You had to be really careful about the currents here as you could end up miles from your boat before you knew what was happening, so we dragged the dinghy along with us and started up current from the boat. Only after getting out of the water (it was actually cold here, due to the swift current) later in the day did we see that our boat was surrounded by manta rays. I just didn't have enough time to get my gear back out and jump in so had to enjoy watching them from the boat.

5.3.11.9 Teluk Ginggo (#46)

Ocelot – September 2006: 8°42.0'S 119°39.6'E, 30' In 2006, the rally fleet all congregated in in the National Park HQ anchorage, making it too crowded, so we went to the big bay on the west side of Rinca instead. As we rounded the NW arm of Rinca, we go a bit confused about where we were. We only had the CM93 charts at the time, and they were all displaced by 400m. So we ended up between Sarai and Rinca Islands, which you really don't want to do, as it gets very shallow. The approach to the anchorage is quite easy if you use satellite-derived charts. We had to nose around a bit before we found suitable anchoring, as it's all a bit deep. It's probably shallower at the northern extremes of the bay, but the wind was blowing from the south, so we wanted the protection of a southern anchorage.

Ashore we found some nice trails and took walks through the hills and along the beaches, seeing some small dragons and other wildlife such as wild boars, Sumba deer and even a wild horse (remember to carry a stout stick when walking). Raptors and frigate birds soared overhead. Other boats reported that a good anchorage for snorkeling and wildlife was southern Rinca, Lehoc Uwada Desami, behind the small island, on one of the provided moorings.

101 Anchorages #46: 08-42.07'S / 119-39.59'E

From the N or S, the way in is clear and deep. Strong currents in Linta Strait can make a big difference to your arrival time, and also set up quite a chop against the prevailing wind. Once inside, however, all is forgotten in the calm. As you approach the beach in about 5-10m, beware the quick shelving into a muddy bottom. Anchor in mud/sand. there is a reasonable tidal range and the fringing reefs come some way off the beaches, so stay in the middle of the bay. Room for a whole fleet, well-protected, no swell.

5.3.12 Sumba

Sumba is a little visited island just south of Flores. It has never been visited by a rally and is off the general track of boats heading west along the island chain. And it does not have a check-in port. But it is a nice little island with a couple of yacht-friendly anchorages.

If you are trying to fly guests in, there are two airports on Sumba:

Tambolaka Airport (TMC) – located on the western side of the island near the town of Waikabubak.

Umbu Mehang Kunda Airport (WGP) – located on the eastern side of the island near the town of Waingapu.

Both airports have domestic flights connecting to other parts of Indonesia, such as Bali and Jakarta.

There are about 8 anchorages around Sumba located and described in [NoForeignLand](#).



Anchorage in Sumba

5.4 West Nusa Tenggara

Below is sv Ocelot's track through West Nusa Tenggara. This is pretty typical of westward-bound boats moving along the southern island chain.

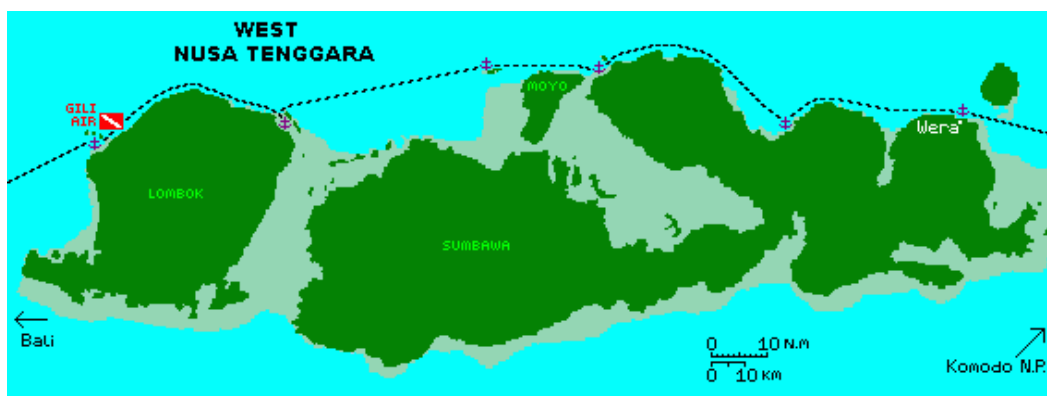


Figure 5-5 - Ocelot's Track through West Nusa Tenggara

5.4.1 Sumbawa Island

Sail SE Asia FB Group – Sep 2023 – Whale Sharks at Saleh Bay There is a guy near the Saleh Bay area of Sumbawa that organizes whale shark tours. His name is Pak Wahyu. Very organised, good experience and recommended. +62 852 3950 2610

Someone else recommended this guy on FB:

<https://www.facebook.com/whale.bay.35>

Sail SE Asia FB Group – August 2023 – Whale Sharks: We dropped anchor in Badas and had a local chap pick us up at midnight from the Harbour and drive to whale shark boats. It was so worth it. We considered taking our boat into the channel but we heard it was a better chance with local boats who talk with the bagan boats where the sharks hang out. We swam with them for couple of hours. So worth it!

Sail SE Asia FB Group – June 2023 – Moyo Island, NW Coast Sumbawa: If you're doing the milk run, east or west through the Sunda Islands, we recommend this spot for a bit of R&R. It's very much a local village with a few small bungalow hotels, decent food and beer. Waterfalls are worth a gander. We anchored off Sunset Moyo Bungalows (find on google).

We anchored on the West coast just off Labuhan Aji - the largest town / village on the island - in 10m of water with good holding on sand. The sunsets are amazing and from here you can visit the wonderful Mata Jitu waterfall and enjoy beautiful meals, cold Bintang and lovely hospitality at the Moyo Sunset Bungalows.

We also anchored about 5nm South in a serene and quiet spot just past the Amamwana Resort. There is magnificent snorkelling on the point just south of the resort with lots of colourful coral and reef fish including lots of Anemone/Clown Fish. The local villagers are super friendly and took us for a walk through the extensive Taman Guru Park (22,000 hectares) to see the Bat Cave, which was full of tiny fruit bats.

If you need any help arranging an Ojek to visit the waterfalls or anything else you can WhatsApp Karim on +62 85237300738. He speaks good English and is a lovely helpful guy.

Sail SE Asia FB Group – Sep 2019 – Whale Sharks: If you're sailing over the top of Sumbawa, you have an opportunity to visit the second largest whale shark population in Indonesia. Only recently discovered, these whale sharks are being studied by Conservation



Whale Shark Tourism

PRICE LIST	PAKAGES INCLUDED
• 1 Pax... IDR 2.400K • 2 Pax... IDR 1.250K • 3 Pax..... IDR 900K • 4 Pax..... IDR 750K • 5 Pax... IDR 600K • 6 Pax.... IDR 550K • 7 Pax..... IDR 500K • 8 Pax..... IDR 450K • Under 10 Yo Is Free	• Coffe, Tea, Chocolate • Bread + Nutela & Fresh Fruits • Mineral water • Gear Snorkling • GoPro 8 • Experience Guide • Bagang Vessel Fee • Villages entrance Fee • Boat Trip (Electry City, Matras, Toilet)

International Indonesia, currently. The local community is interested in managing the visitors with an eye to conserving and protecting the whale sharks.

If you'd like to see the whale sharks, you should be sure to hire a local guide trained by Conservation International Indonesia to take you to the bagans (local fishing platforms where the whale sharks congregate). Arrange for this guide by contacting the local tourism organization "Pokdarwis." Their contact person is Muhaidin +62.85337214814 (telephone or whatsapp).

Sail SE Asia FB Group – Aug 2019 – Visa Renewal: Just spent three days in Sumbawa Besar for Social Visa extension. Very good experience.

The Kantor Imigrasi was efficient and very kind. No issue regarding the need for a "local agent" and our sponsor/extension letters from Raymond were accepted. It would be helpful to have a real Materai and signature on there. Scans can raise eyebrows and require explanation. The office was not very busy; paperwork was submitted and fingerprints/photos were taken on the same day. Passports were returned the following afternoon. No expediting fees paid. Easiest, fastest extension we've ever experienced.

We anchored off town (Pantai Jempol Harbour). At 117°23.86'E, 08°28.06'S in 5m in black sand with excellent holding. There is room for plenty of boats, and it was very comfortable in SE breeze.

The shoreline is a rock wall that can make landing the dinghy an issue during more extreme tides. There are beaches to either side, but the kids turned our dinghy into a trampoline and the oars into shovels. We ended up soliciting the service of a water taxi during our stay that transports around the cargo ship crews. They'd pick us up in the morning and return us whenever we were ready. The fee was exorbitant, but we didn't even bother negotiating and it could probably be much less. They operate off the small concrete wharf with swings on it.

The town is awesome. The locals are awesome. Lots of places to eat and the hours surrounding sunset can be a lot of fun. We made a point to dress very conservatively and I believe it was appreciated.

There is no organised scooter rental, but we procured one for two days and it was great to have. The traditional market burned down recently, so it has been relocated to Taman Kerato and I would not consider it walking distance.

Lots of things to see and do if you have the time to discover them

5.4.1.1 Wera

Matilda – August 2019: 08 17.56S, 118 55.85E in 8.7mtrs. [Web Link](#)

It's hard to describe some places and this is one. On one side of you there is a little town that specializes in building the Phinisi yachts and the ladies make traditional cloth in their weaving looms.

The Phinisi boats are local to Indonesia, they are built completely out of wood with no power tools - all by hand. This includes no metals fasteners, or nails, its all timber. On your other side is the active volcano 'Api'. Standing 1949mtrs tall with two cones, its hard to miss. Sitting having sun downers in the cockpit proved entertaining as the volcano was puffing out huge clouds of smoke every now and then, accompanied with some low rumblings.

Cool Runnings – June 2017 - Wera: We just wanted to give you a quick update on our experience at Wera. We are actually leaving now and are going to sail overnight. We went ashore and the only ones that made us feel somewhat welcome were the little kids. People scowled at us, never greeted us back when we said hello and some of the older folk actually "shoo-ed" us away. We saw the boats, luckily, but then we were approached on the beach by 2 young "thugs" who started demanding money from us to anchor here. When we refused, they got quite aggressive. By the time we got back to our dinghy there was a whole crowd of men. We felt very uncomfortable and threatened. We quickly got in the dinghy, back to Cool Runnings and picked up anchor.

We will just sail through the night as we did not feel safe staying there.

Ocelot – Sep 2006 & 2015: 8°17.6'S 118°55.9'E, 17', sand [Web Link](#)

Wera is a fascinating village -- they build HUGE boats right on the beach, mostly without metal fastenings! Some of the boats can be up to 100' (30m) long, with bows 20' (7m) high. The boats are mostly held together with dry-fit pegs that are pounded in, then left to dry, then pounded in some more. The hulls often have thousands of these pegs sticking out. The planks are also pegged to their upper and lower neighbors, which requires that they be put in blind.

The anchorage is nothing special, just an open roadstead, but it usually provides protection from the winds coming up from the south. Just approach the coast until you find adequate anchoring depth. The bottom appears to be black sand.

In 2006 we had petty theft problems while we went ashore. Some kids in dugouts reached inside our portholes to snag soap and toothpaste, and another boat lost a block and tackle. We had no problems in 2015. In fact the kids pretty much ignored us, and were busy playing with small wooden model boats in the gentle surf.

5.4.1.2 Kilo

Matilda – August 2019: 08 19.85S, 118 23.12E in 6.9mtrs [Web Link](#)

Some locals came out to say hi and we gave them a Cruising Helmsman magazine, some fishing gear and shared some home baked ginger nut biscuits with them. This was a fabulous anchorage for the night. Sadly as we were leaving at O'dark thirty the next morning we hit a local fisherman. I can still hear the poor young lad yelling out: 'Hey Mister, Hey Mister stop stop'. Good grief, he was using a lighter as his anchor light and we simply hit him. No damage was done to his boat, but I am pretty sure the sight of Matilda heading straight for him will see him right in the story telling circles for many years to come.

Ocelot – Sep 2006 & 2015: 08°19.6'S 118°23.3'E, 18' [Web Link](#)

Kilo was just an overnight stop for us, a friendly but otherwise unremarkable farming and fishing community. There's a reef system to the north that needs to be avoided on the way in, but that's the only real hazard. Proceed into the bay along the edge of the reef and anchor as convenient.

It was in Kilo that we met Mul, a high school senior with excellent English who arranged fresh fruit for us. Enterprising young people who speak English and understand the needs of yachties

seemed to appear at many anchorages. Mul paddled out to us in a leaky wooden dugout and was genuinely interested in practicing his English and helping procure fruits and veggies for us.

5.4.1.3 Bima

Bima is a largish town halfway into the large narrow bay on the north side of Sumbawa.

Sail SE Asia – 2023: Has anyone visited Bima in Sumbawa in indo by sailing boat? We were hoping to call in there to do some provisioning but bit worried about the depth (we have a 4.5m keel).

- Been there.. our keel is 2.4m. Honestly cant recall if there will be an issue with a 4.5m keel (very deep). I know you will likely have issues along the wharf as it was not too deep. I can tell you that the trash in the harbour and around town was one of the worst places we visited. It is unlikely we will re-visit due to the litter.
- Stopped there for diesel. Anchored at the end of the bay when the depth hit 4 meters (we draw 1.8m). The bay was a predictable gradual slope, no surprises. It was hard to find a suitable place to leave our dinghy while filling Jerry cans. Watch the tides.
- We anchored at 8°28.034' S 118°42.787' E in around 5m. It's a few years ago and I don't have my records here, but I think it was pretty straight forward to go into the bay, Navionics Charts should be reasonably accurate.
- Easy access, safe harbor, plenty of depth, town a few km away. There are taxis and a domestic airport. Indonesian Pelni liners stop there.

Unknown Boat, Unknown Date: 08° 26.75' S / 118° 42.83' E In the middle of the harbor, very little space, shallow anchorage.

5.4.1.4 Tanjung Batu Besar

Totem – March 2013: 08° 15.4490' S / 118° 30.7950' E 45' in coral/gravel. [Web Link](#)

Headed west along the N coast of Sumbawa, we pulled in to an unnamed open roadstead to spend the night. There are enough nets, fishing boats, FADs and debris that we don't feel comfortable being underway at night, so we made it in a series of four day hops that carried us west from Komodo to Bali.

5.4.1.5 Kananga & Pulau Satonda (#43-7)

Ocelot – August 2017: 8°08.3'S 117°46.1'E, 15', sand [Web Link](#)

In 2006, Kananga was just a place for us to put the anchor down. The anchorage is relatively open to the north and west, but it's quite protected from the easterly winds common in August and September. The approach presents no problems. We anchored 100m offshore in 15' with a sand bottom.

Kananga is only 2nm SE of Pulau Satonda, an interesting volcanic island with a large lake forming the caldera. In 2017 we took our dinghy across to Satonda to see the caldera. There's a convenient dock on the SW side of Satonda, at the narrowest bit of land. Boats come over from Sumbawa all the time, so there's a bit of a local tourist scene going on, which includes fees for coming ashore. Snacks are usually available, and there are an extensive network of trails around the caldera, as well as swimming in the caldera.

Yindee Plus – Sep 2014 – Kananga: 08°08'.423 S 117°46'.028 E in 16m sand and weed. The 'shallow' shelf that runs parallel to the beach probably has room for three or four boats. Lovely clean beach and friendly locals. They have a market on a Friday morning, which we missed, but we managed to buy some veggies from the small shops. Met a young man called Arif, who showed us around and explained what was happening on the beach (a large crowd of fishing families from Wera who were temporarily living on the beach while they caught and dried flying fish) and an area covered with pieces of a root from the island opposite, which is cooked and used in soups. The island opposite reportedly has a lovely lagoon inside which you can walk to easily. There are a couple of mooring buoys which were unfortunately occupied when we went to have a look. Some rally boats did use the moorings though.

101 Anchorages - #43-7: 08-07.245'S / 117-44.799 Mentioned as one of 7 “must see” snorkeling spots in Komodo National Park, Pulau Saronda is not actually anywhere near Komodo, but is almost 120 miles west. “Well-preserved marine park off Northern Sumbawa. Well worth a visit as it has an inland lake and superb snorkeling and diving. Small park fee may be required.

5.4.1.6 Pulau Moyo

Ocelot – Sep 2015: 08°16.29'S 117°30.39'E, 50', mud [Web Link](#)

The crook in western Moyo Island presents a relatively deep anchorage protected from the normal easterly winds. Be careful to avoid the reefs off Tanjung Sarahetor before turning into the bay. We nosed around a bit, looking for anchoring depth. It appears to be slightly shallower towards the crook of the bay, but shallow mud reefs stick out and need to be avoided. There's room for several boats, spread in a line down the coast.

The snorkeling and diving is quite nice in the shallows off Tanjung Serahetor. Somewhat NW of the anchorage is a very upscale resort that offered dinner for US\$100/person, but they need advance notice, especially if there are no guests at the resort.

Totem – March 2013: 08° 16.576' S / 117° 30.374' E

At the west end of Sumbawa, we anchored one night off Pulau Moyo near the low key, but spectacular, Amanwana resort. It's fun to visit remote resorts we come across- most of them are very welcoming- but we are tired from our day underway in the sun. It turns out there is a field of garden eels under the boat to explore, anyway. We leave the resort to the guests who are paying \$1,000 and more per day for the privilege, and do some snorkeling off the boat instead.

Later, a launch from the resort came over with a few members of their security team. They're not here to hassle us, though- only to issue an invitation. Would we like to come in and have a drink at the restaurant? We declined, but I really love the fact that they came out to be so welcoming. Just blown away, actually, as this is pretty rare.

5.4.1.7 Medang island (#52)

Yindee Plus – Sep 2014 – Kananga: 08°08'.646S 116°22'.343E in 6.5m sand, good holding. The turquoise sand patch is obvious in good light and would hold about 7 or 8 boats, and more further out. This bay is deserted of settlements although fishermen use it to anchor off and collect lug worms. The water is lovely for swimming and it's very pretty. Snorkelling not that special but there are plenty of reef fish. Stayed two nights here as it was so nice.

5.4.2 Lombok Island

Wikipedia: Amid fighting between local factions in Bali and Lombok, the entire island was annexed by the Netherlands East Indian Company in 1895. The Dutch ruled over Lombok's 500,000 people with a force of no more than 250 by cultivating the support of the Balinese and Sasak aristocracy. The Dutch are remembered in Lombok as liberators from Balinese hegemony.

During World War II a Japanese invasion force comprising elements of the 2nd Southern Expeditionary Fleet invaded and occupied the Lesser Sunda Islands, including the island of Lombok. They sailed from Soerabaja harbour at 09:00 hrs on 8 March 1942 and proceeded towards Lombok Island. On 9 May 1942 at 17:00 hrs the fleet sailed into port of Ampenan on Lombok Island. The Dutch defenders were soon defeated and the island occupied.

Following the cessation of hostilities the Japanese forces occupying Indonesia were withdrawn and Lombok returned temporarily to Dutch control. Following the subsequent Indonesian independence from the Dutch, the Balinese and Sasak aristocracy continued to dominate Lombok. Eventually Lombok was made part of West Nusa Tenggara Province.

5.4.2.1 Lombok Marina del Ray (Gili Gede)

2020: There is a new marina operation that opened in ~2018 that is now a clearance port for Indonesia, and a marina.

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

From this website:

Location: 08-45.600 S / 115-55.96 E.

Welcome to Indonesia's first and only integrated Marina and provisioning facility with 24-hour international Port clearance.

- We are the only year-round protected western-standard Marina between the 2500 NM of Australia and Singapore.
- We are the only safe location in Indonesia to leave your boat unattended, 12 months of the year.
- We are the only professionally maintained marina with moorings located close to two international airports of Bali & Lombok.

Due to Indonesia's natural topography, good holding is difficult to find in less than 30+ meters. Suitable anchorages in bays with 12+ meters can be found but are far from international airports.

Owners should never leave foreign boats unattended overnight.

Indonesia does not have cyclones, typhoons or long oppressive wet seasons.

Indonesia is the largest archipelago in the world with 17400 islands to explore, many still undiscovered by the modern world.

There is no piracy in Indonesian waters.

Port Gili Gede is the largest privately operated Superyacht port in South East Asia. We have an average depth of 25 meters & can be navigated by 100 meter+ Superyachts by two deep channels from the West & North. Our location is: 08-45.600S & 115-55.96E.

SERVICES

12 to 22-meter LOA western standard marina Berths in 15 meters MLW. 32 & 64 Amps electricity & drinking water, Moorings up to 50 Meters LOA, 24-7 security.

ONSHORE FACILITIES: Yacht club with pool, beach bar and restaurant positioned majestically overlooking our breath-taking private port that is surrounded by mountain ranges which protect the largest super yacht port in Asia, called Port Gili Gede. Other Facilities include:

Clearance, Fuel Supply, Showers & Toilets, Provisioning, ATM, Wifi, Fresh Produce, Chandlery, Laundry, Yacht Care & Maintenance, Daily Ferry Service to Bali, International Airport Transfers

DOCKYARD: 10 NM North of the Marina there is a Haul out facility for yachts and catamarans with a maximum draft of 1.8 meters. There is a Marine Engineering repair facilities run by an Australian Marine Engineer. Dredging is currently underway to deepen the channel to 2.5 meters at low water. Enquirers: please email your boats LOA, Beam, Tonnage and pictures of her hull to, operations@lombokmarinadelray.com

RATES & RESERVATIONS

Marina Berths are charged by the area your boat uses. Moorings are charged on the gross tons of your boat. Our base rate is discounted for a minimum of 32 days visit. TO MAKE A RESERVATION and calculate what it will cost click on the Reservations button.

TRANSPORT FROM BALI AND LOMBOK AIRPORTS: There is a 90-minute daily ferry Service from Serangan harbor Bali to Gili Gede book at operations@lombokmarinadelray.com or by a 25-minute domestic flight from Bali to Lombok Praya International airport. Which has daily international flights from KL, Singapore, China and Air Asia from Perth Australia. There are also 10 other connecting flight from Jakarta and Bali daily. From the airport by Taxi takes 80 minutes to the Marina.

New Feb 2022: If you need something to send to Indonesia and looking for a place where you can send it and safe, feel free to send it to Marina del Ray. Here is the address:

PT.MARINE DEL RAY

DUSUN TANJUNGAN, DESA GILI GEDE, SEKOTONG, NUSA TENGGARA BARAT, INDONESIA, 83365.

Note: we are not responsible for the shipping and clearance process, and if you need information about the customs clearance and safe delivery to Indonesia, we will happy to help you. Just send all the details by email to operations@marinadelray.co

Sail SE Asia FB Group – June 2019: At least 2 cruisers have had “unsettling” experiences with Marina del Ray owner Raymond La Fontaine, where he has become verbally abusive over fairly trivial issues. (details, see post from Franz Maschke on June 26, 2019)

Response from one of the marina management: A few sailors come by expecting our investment was put there to support their life style for free. We work on a strict policy of payment

for service, same as any commercial operation. Unfortunately there are a few people who come all this way to take advantage of the marina only then not to pay, complain about our fees after knowing them full well before they arrive then bitch about it on platforms such as this.

People who read these comments should be careful about coming to a conclusion without knowing the full story.

Verite – October 2018 – Gili Gede: We visited Marina Del Ray, Gili Gede, Lombok last week and it's up and running. Moorings all new and in good shape. 95,000 IR per night. See website for special opening deal on dock berthing. Showers and toilets all operational and the yacht club opening very soon. Friendly, helpful staff. Swimming pool to be filled shortly. VHF 72.

Velella (FB) – January 2018 – Marina Del Ray Moorings: In quick succession having recently visited Lembar, Gili Gede and Serangan, I can confirm the Gili Gede anchorage with Marina Delray moorings is the most attractive for leaving a boat unattended for any length of time. It is a pleasant place also to be aboard. We enjoyed walks ashore (some interesting small birds for any birdwatchers), eating ashore - we sampled Tanjungan Bukit and Secret Island, and negotiated clothes laundry at a small village on the shoreline. We were sorry not to meet Ray while in the vicinity.

Verite – October 2018 – Gili Gede: We visited Marina Del Ray, Gili Gede, Lombok last week and it's up and running. Moorings all new and in good shape. 95,000 IR per night. See website for special opening deal on dock berthing. Showers and toilets all operational and the yacht club opening very soon. Friendly, helpful staff. Swimming pool to be filled shortly. VHF 72.

The Lombok area is recovering. We are in Gili Gede today and it's beautiful!! If you are sailing in the area drop in and support these resilient people who are rebuilding their businesses and lives after the earthquake early August. Good moorings, easy access, great restaurants and clear water.

FB – July 2018: This is just to let you know that Secret Island Resort on Gili Gede, south west , Lombok has 4-5 full on heavy recently serviced MOORINGS with excellent security about \$125/mo. And please be informed that our long wooden pier has two Bungalows over the reef for rent, not for Yachts to tie up! Beautiful spots where you can also keep an eye on your yacht!

CALL +62 8103 76 2001

Email - secretislandresort@gmail.com

5.4.2.2 Tampas / Amoramor, North Coast of Lombok

Alba - September 2015: We were enroute to Lombok but could not make Gili Air before dark. A friend told us that someone else had anchored at a place called Amoramor on the west coast of Lombok.

I checked it out on the chart and it looked okay for a night stop. It was 30 miles away, so we could just make it before dark if we averaged six knots. We turned the engine on and hoped that we wouldn't meet a strong counter-current.

We arrived at the anchorage by half past five. Amoramor is a small fishing village with a black sand beach - more a road-stead than an anchorage. There wasn't any depth information on our charts and the sea bed is black sand making it impossible to judge water colours especially with

the overcast sky that we had. We carefully motored in a rectangle, plotting out the depths between 6 and 10 metres, then anchored in the middle at 08°14.076S 116°17.705E.

It seems to be good holding, but there isn't much protection from the swell and we're bobbing about a bit. However, it's better than being at sea and we just had time to get a cold beer and watch the fishermen coming out to lay their nets before the sun went down.

It wasn't too bad a night, a bit rolly and we had waves slapping the stern as the current moved us around, but we slept well.

Another Boat – From a track, 08 14.2308 S / 116 17.4235 E

5.4.2.3 Medana Bay, NW Coast

Jefferson Morgan – Dec 2023 – Diesel Fuel: Medana Bay Marina, when asked about getting Pertamina Dex, quoted a price of 22,000 Rp/L to take my jugs and fill them. They justified this price saying they had to go all the way to Mataram to get it. And they didn't want me to go with them so I could ensure that it was really Dex going into my jugs. They got annoyed with me for asking. So I decided not to have them fill my jugs. But later I found a nearby gas station where I could go by taxi and fill my jugs with Dex for only 16,200/L plus 3,000 per jug. The taxi (sourced through Adi +62 (823) 4087-1421) was only 100,000 Rp for the hour it took to go to the gas station, fill, and come back.

Another cruiser told me that Medana Bay had told him that they couldn't take their jugs in a taxi.

The gas station I found, only 10 minutes from Medana Bay, is here: [Google Maps Link](#)

Sail SE Asia – October 2021 – Medana Bay Marina Haulout: Apparently Medana Bay Marina now has a haulout facility big enough to haul big cats.

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

“Medana Bay Marina is proud to announce to be the first marina with a yacht haul out facility in Indonesia

The Dutch manufactured ROODBERG HBC38 hydraulic haul out trailer with 38 tonne and 2m draft capacity, in Medana Bay Marina Lombok, is the first of its kind in Indonesia. Prior to Medana Bay becoming operational, there were no marinas with a facility for keeled yachts to be hauled out between Darwin and Singapore.

With the addition of this new facility, yachts will now be able to undergo a variety of maintenance works including painting, body works, repairs and hard stand docking. So far we have successfully hauled out two mono-hulls in December. Medana Bay Marina is ready and excited to welcome yachts for haul out.

Hosting the Sail Indonesia Rally since 2009, the marina is fully equipped to provide all yachting services and mooring facilities. In addition to a slipway and haul out facility, the marina also has 15 moorings, 6 serviced berths with metered water and electricity. Services such as re-fueling, boat cleaning, boat repairs, LPG gas refills as well as long term mooring facilities are available.

The Marina also includes a beautiful hotel, beach side restaurant and function hall all available for an easy and comfortable stay. The family run business, and the welcoming staff, is proud to boast family friendly service – you will be more than our guest, you will be our family.

For more information on how to book your boat to be hauled out

Call Soraya at +6287765859666”

Coordinates 08°21.833'S 116°07.750'E.

Entry way-point almost due north at 08°20.432'S 116°07.685'E

VHF CHANNEL 17

Bojangles – June 2022 – Services Around Medana Bay:

- **Canvas Work & Sail Repair** – Henny +62 818-0673-4443
- **Driver (English speaking)** – Adhe +62 819-1631-5551
- **Outboards, Outboard parts and other marine bits** – Toko Nusa Persada
+6281907158000, Jl. Saleh Sungkar No.46, Dayan Peken, Kec. Ampenan, Kota Mataram
- **Groceries:** Fresh Market Senggigi
- **Fresh Meat including Pork, Cheeses:** Toko Susana
Jl. Rajawali No.8, Cakranegara Bar., Kec. Cakranegara, Kota Mataram
-

Starry Horizons - September 2018 – Medana Bay Marina: We arrived ahead of the rally to Lombok. We put Starry Horizons on a mooring at 08°21.885 S 116°07.767 E and flew home.

Cruisers with the rally pooled together to help the local community, who had suffered a massive earthquake in August. Organized by Kimi and Trevor from S/V Slow Flight, a temporary school was built. The cruisers who helped out put in long days of back breaking work. We arrived back just in time for the ribbon cutting ceremony.

We found Medana Bay and its owner, Peter, very helpful. I was able to hire a driver to take me to Mataram for provisioning. Laundry, diesel, propane, etc, all available here.

You can anchor outside the mooring field but will pay a dinghy fee.

Alba – Sep 2015 – Renewing Visa in Medana Bay: In Gili Air, we spotted that our friends on “Laragh” had arrived, so we stopped by and chatted to David and Katrina catching up on their adventures over the past few weeks.

They've been trapped at Medina Bay Marina waiting for their visas to be extended. It took three days to get their passports back and cost twice as much as we paid in Bau Bau. The whole process has been a nightmare with travel to the immigration office taking a whole day. Some people have spent over a week getting their visas sorted out, which is a horrible waste of time. Apparently Medina Marina is subject to swells and is very rolly, so having to wait there was very unpleasant.

Yindee Plus – Sep 2014 - Medana Bay Marina: Picked up a mooring. Intended to only stay 2 nights but stayed 5; it was so great. British ex pat Peter and his Indonesian wife Ace, have created a lovely, quiet haven for yachties. They can help you arrange fuel, water, laundry (the best anywhere in Indonesia and nearly the cheapest) and tours of the island. They also have a great cafe with nice food and inexpensive prices. They employ some very helpful local people too. Highly recommended.

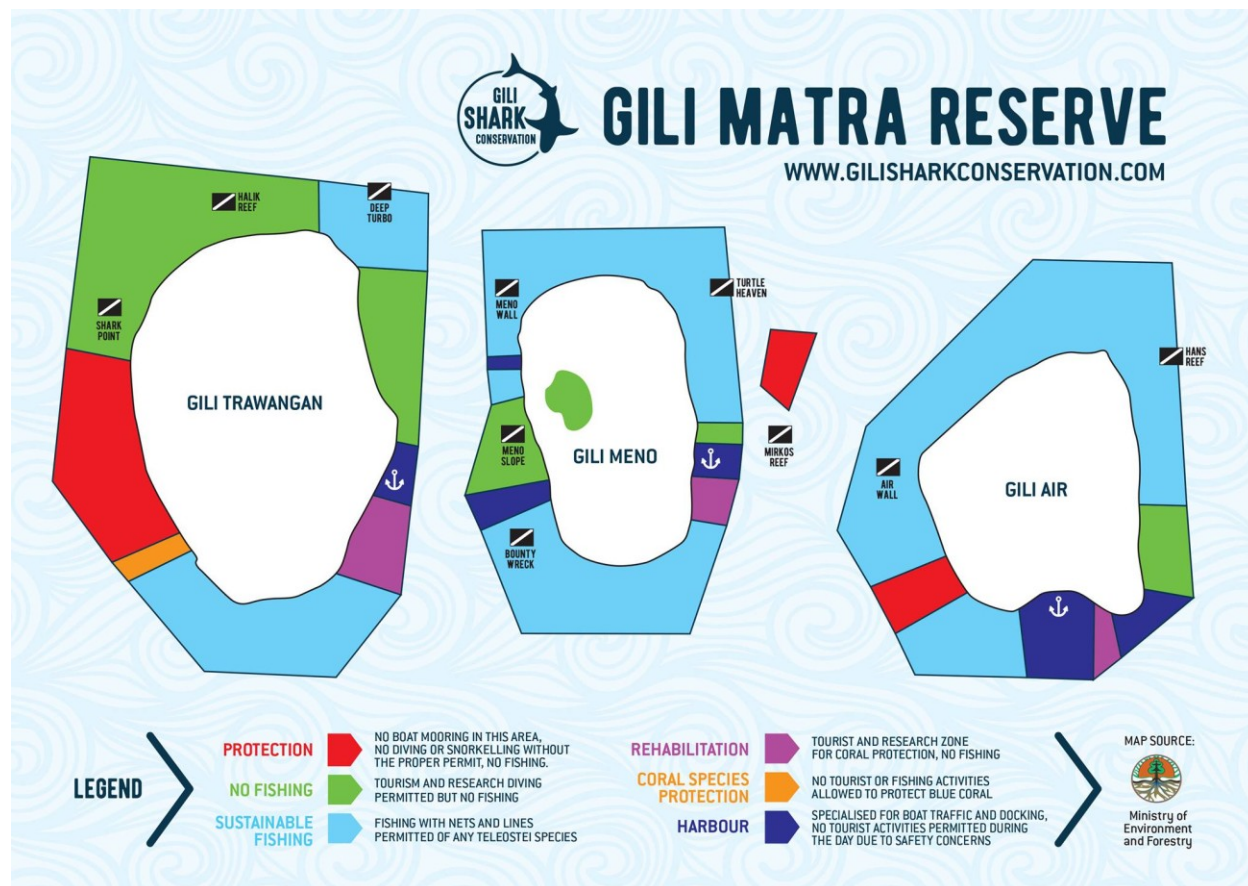
Equanimity – Sep 2013: We arrived at the Medana Marina on the north west side of Lombok Island and anchored. Lombok is just east of Bali. It is a lovely little spot and we made ourselves at home, booked a city tour, brought laundry in to be done (very inexpensive and much easier than trying to hand wash and line dry sheets, towels and everything else that gets dirty and

salty). The city tour was fun... A long and full day with many stops including temples, ATM, monkeys, supermarket at the mall (provisioning at a "real" supermarket is a highlight for sure!), beach resort, hand-made pottery shop, traditional weaving village, and pearl shop. We were taken by bus all over and it was a little like a grade-school field trip including box lunch sammies and soda.

5.4.2.4 Gili Trawangan, Gili Menos, Gili Air

These islands are part of a Marine Protected Area.

<https://www.gilisharkconservation.com/gili-matra-marine-park/>



Sail SE Asia FB Group – Aug 2019 – Moorings in the Northern Gilies: Can anyone shed some light on the current mooring situation in the the northern Gili's? Locals keep directing us to the "ones for yachts" only to be kicked off a few hours later by the boats who "own" them. We were aggressively chased away from Trawangan and will have to figure out an alternative.

Too deep for us to anchor. Getting frustrated... we were just in Trawangan. Moving to Air now.

(each "bullet" below is an answer from a different cruiser)

- Be very careful use any of the mooring balls. They are not maintained and I dragged there twice in the same night. Ended up anchoring in 40 meters with 70 m of chain. Big currents and big swells.

- We used the Gili Air moorings. Had a disaster at Gili T. Would not recommend there at all. Mad currents and weird swinging mooring lines.
The little area in the reef at Gili Air was fine tho. Don't get the one furthest from the beach as it is for the big ferry that comes in.
- We anchored for the night in Gili Air (got in just before sunset) but moved to a mooring in the morning. The anchorage area is used for dive training so we didn't want to be in the way.
- Yes, the mooring situation is a problem. We did find shallow patch but hundreds of snorkelers floated past while we were eating. In the end we gave up and went to the SW Gilis of Gede - a bit like what Gili T was like 20 years ago before the fast ferries ship 1000s of day trippers from Bali! Senggigi has a good anchorage in front the Sheraton Hotel and maybe best to anchor there and get the ferry back if you are going West.
- The moorings at Trawangan have been sunk for some turtle conservation thing so don't anchor, or there is a good chance of fouling your anchor. Not sure of Meno but there are at least 6 black ball moorings just a little way west of the main ferry jetty on Air. If you pick them up you are likely to either be left alone or if you go ashore there is a guy called Reni who runs a fast boat service he will direct you to the owners and you pay them 50,000 rupiah BUT you must make sure you get a receipt. Once you have that no one can touch you.
- The moorings on Gili Air Meno And Trawangan are not made for yachts nor are they maintained. It is not a secure anchoring area. Also yachts have been lost frequently over the years the on the NW Gilis and the mainland bays opposite on the mainland due to wind on tide and unexpected onshore winds. The best anchoring is in the deep bays south of the northern Gili Islands just up from Senggigi. Then there is the bullet proof Southern Secret Gili Islands where Marina Del Ray is.

Verite – October 2018: There are plenty of moorings available at Gili Air close to
08 21.93S / 126 05.02E.

Pick up yellow or blue. We dived ours and it's good.

Alba – September 2015: Gili Air is a tourist island and the shore line of the small one mile diameter island is packed full of restaurants and bars - as we motored around the island, we could see hundreds of people on the beach that fringes the whole island.

The small harbour was crammed with scores of local boats on moorings or pulled up on the beach and there were eight or so yachts at anchor or on moorings. We picked up a mooring, but a guy on a power boat told us that we'd get kicked off, so we went to **anchor** further out in 20 metres of water (08°22.00S 116°04.89E).

We went to chat to another boat to get some local knowledge, and then went ashore to grab lunch. There's a narrow track which runs parallel to the beach, lined with small shops, dive centres, restaurants and small hotels. There are no cars or motor bikes allowed on the island, so the locals use small carts pulled by ponies to move heavy goods and act as taxis for tourists. It was quite a shock to our systems to see so many tourists, but it's a relaxed place to chill out.

Having had our fill of Indonesian food over the last couple of months, we ignored the local Warungs and opted for burger & chips and a couple of cold beers at a touristy beach bar - luxury. We then wandered around for a while buying a few things at a small grocery store and we've booked a dive for tomorrow morning.

We spent the afternoon on-board Alba. There's a constant stream of small ferries that power through the anchorage, bringing tourists from mainland Lombok or Bali. These don't slow down as they enter the harbour and their bow waves can be up to a metre high, so we have everything stowed away like we're at sea. Fortunately, they stopped in the late afternoon and we had a very peaceful night.

We went diving in the morning. The dive centre took us to a small bay on the Lombok mainland where we first looked at a couple of small wrecks and then swam across a huge sandy area to a shallow rubble area. It was a muck dive, so the whole point was to try to find small creatures, but the environment was a bit dull and all my photos came out muted - I need to reassess how I'm using my strobe. However, we saw some new creatures including a Dark Margin Glossodoris and a Tigertail Seahorse.

It was very, very hot in the afternoon with hardly any breeze, so we lounged about reading and dozing (and hanging on whenever a ferry went by).

The next day, we spent the morning walking on the beach, doing a circumnavigation of the island - only about three miles. It's a pleasant beach, but most of the coast line is packed with hotels and lodges and where there's a gap, the locals are building. We had lunch in one of the beach side restaurants - Malaysian food this time.

In the afternoon we prepared to go to sea, heading for north Bali, a 75 mile passage.

5.4.2.5 Teluk Kombal, NW Coast Lombok (#58)

Yindee Plus Oct 2014 - Teluk Kombal, NW Lombok (58 in 101 Anchorages book)

08°24'.223S 116°04'.537E in 25m sand. Lots and lots of moorings here (but none that were obviously for rent) and it was difficult to find room to swing between them given the anchorage depths. Lots of traffic to and from the Gili Islands, so boat wakes are a problem too. This place is hardly recognizable from the description in the 101 Guide. This anchorage seems to have changed a lot since the entry was written and is not recommended unless you can arrange a mooring.

5.4.2.6 Lembar (West Coast)

Lembar Harbor is located in West Lombok Regency. About 25 kilometers from the heart of Mataram City, the Capital of West Nusa Tenggara Province. It is the main ferry port that connects Lombok Island with Bali Island, to be precise with Padangbai Harbor.

Velella (FB) – January: Lembar anchorage was very suitable for accessing the local market, finding a reasonably stocked minimart and obtaining diesel.

5.4.2.7 Hiking Mount Rinjani

Sail SE Asia FB Group – Sep 2019: Has anyone hiked Mount Rinjani?

- You can no longer go to the summit since the earthquakes. There are many tours. I recommend the 3 day 2 night walk as it is a fair hike. Unless you go and back from Senaru. Adi Gili Lombok Driver (look up on Facebook) has good contacts and well organised.

5.4.2.8 Surfing

Sail SE Asia FB Group – June 2023 – Looking for Surf Spots: We will be in Indonesia in July and August and were thinking of enjoying the surfing in Lombok with our kids. Any recommendation of a good anchorage close to a nice family-friendly surfing spot on the south coast?

- We spent about. 2 weeks at Eka's and the anchorage is excellent (in SE winds) and surf right next door. We also spent about. 2 weeks at Gerupuk which again the anchorage is excellent (all winds) and surf was good too (we were there in westerlies). Be aware that surf is pretty crowded but the vibe is still chilled (mostly).
- Another one is Blongas which the surf was a bit more challenging and no people around. Locals were not really friendly tho
- Ekas in the SE corner of Lombok. We spent a week anchored at the surf break and absolutely loved it. We have 4 kids aged from 8 to 15. We did go around to Gerupuk but it was a bit crowded.
- If the surfs up go to Senggigi

5.5 Bali

Bali is both an island and a province in Indonesia.

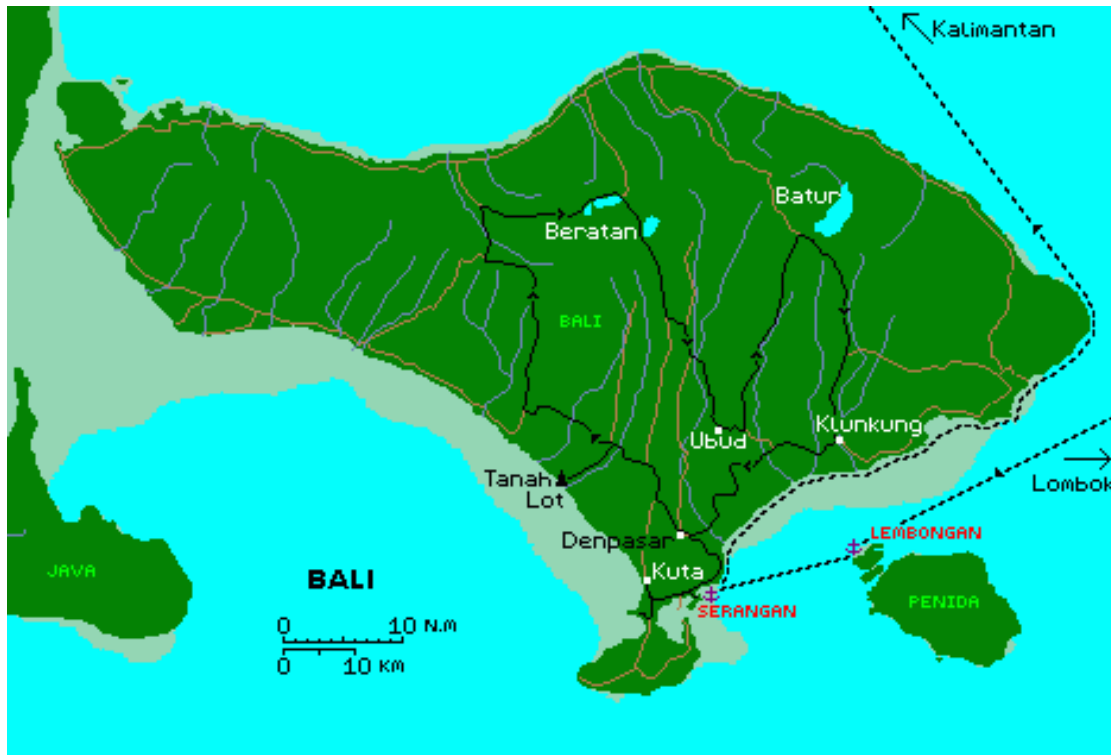


Figure 5-6 - Oselot's Track Through Bali

Brick House – July 2015 – Bali Impressions: We once watched a travelogue on Bali and that is when I decided there was nothing there of interest for me. I don't need a massage on the beach or to pay a lot of money to watch the new day sun rise up while sitting on the top of an old volcano. But sometimes it is good to see for oneself just how undesirable a place can be. Maybe like a quick trip to hell, just for the fun of it. Now I have a long list of reasons not to suggest Bali as a destination for anyone, except for someone I would like to send away to a bad place.

Bali is a tourist trap. To the Balinese, the purpose of a tourist is to disgorge money into their hands faster than an ATM. Everyone, even pleasant, successful business people, suddenly become a newest best friend offering any service imaginable. The water sports owner in Serangan, in south east Bali, had a pitch to sponsor us into the country as a resident. We only needed to deposit \$100K into an account...oh and that gets us 5% interest. But then more money is needed so he could build us a house, which really can't be owned because the land can only be leased. Or you could buy a timeshare in a building which does not exist....it is just a little snag in the permit but it will be started soon.

On the long white beaches in Bali, the hawkers are thicker and more bothersome than flies. They trail a strolling tourist and are difficult to shake. They persist in the hope of selling carvings, weavings, string bracelets, toy bow and arrows and things few tourists would want. I would prefer to deal with a horde of garbage flies as that problem is solved with a little DEET. Taxi drivers will try to charge \$10 for a \$2 ride. Don't deal with any taxi that does not have a meter.

In Bali and the rest of Indonesia, health and sanitation in the food service industry is not what would be found in westernized countries. In little restaurants along the sidewalks, stir fried rice, fried chicken and all other food is cooked then sits all day heaped on display plates at ambient

tropical temperature or further affected by the sun blasting through the window glass. Sometimes the food is reheated before serving. We learned a new Indonesian word, "mencret" meaning, diarrhea. In the modern looking city of Bali, full of hotels and tall buildings, we thought it worth playing it safe and order a hamburger at Burger King. What I found under the bun was a speck of meat, sort of stuff, the size and look of a breakfast sausage patty. When I asked about the smudge hiding inside of the bun, it was verified as the Whopper sized burger. But the meat was more the texture and taste of ground tofu! To help ease things down, this became a Whopper of a ketchup sandwich. There is no finer sauce for correcting poorly imitated American cuisine. We had nearly the same disastrous experience at Pizza Hut; a wafer thin crust of "what is this transparent gooey stuff?" Although these fine dining experiences were very expensive relative to restaurants serving more traditional food, we were successful in not experiencing mencret.

Surfers do come to Bali because they have heard big wave stories, but the waves are not always there and I have seen better surf in Fiji.

The only good tourist things we found in Bali were the Bird Park and the Bali Zoo. At each, we spent at least 5 hours wandering the well cared for grounds and viewing all the amazing species which would be difficult to spy in the wild. The employees and caretakers were well chosen by the management. They spoke good English, were knowledgeable and attended well to the tourists.

I can't imagine why any Australian would want to travel to Bali when the north east of Queensland has so much more to offer or Fiji is just as easy to get to. And why would an American tourist fly half way around the world when Orlando, the Florida Keys, Costa Rica, Dominican Republic or so many other preferable places take only a day flight to get to. Bali is the pits.

5.5.1 *Marinas, Moorings, and Haulout Facilities*

There's a Bali Facebook group you may want to join.

<https://www.facebook.com/groups/BaliBoating/>

Sail SE Asia – Sep 2022 – Heading N out of Serangan: I've done the trip heading North from Serangan twice in the last couple of months, both times I picked my window based on predicted currents (per Windy App), both times I hugged the Bali coast and ended up having periods where the current was actually in my favour.

Soggy Paws – Sep 2022 – Moorings in Serangan: We rented a mooring for Rp 150K per night (about \$10 USD). Most of the moorings are fore and aft moorings, because there's a little SE swell that wraps into the anchoring area at high tide. Our mooring was supplied by a young man named Ketut (WA +62 859-5967-3187). We first got a mooring near our friends on the north side of the anchoring area, but eventually moved to a different mooring closer in to the Serangan piers (a little less rolly, closer to Serangan, but lots of traffic—big boats and small). The northern side is closer to Sanur, resorts, a good grocery store, but is a tad bit rollier. You have to anchor your dinghy off the beach due to the swell rolling in on the Sanur beach. Or you can leave your dinghy on the small pier in Serangan and taxi in.

There is a beach haulout facility between the two piers. (2 big cats and a mono there right now). Better to go to Medana Bay Marina for a proper haulout.

Dinghy Dock: We mainly used the wobbly small pier, because that was owned by Ketut's family, and dinghy dock and trash service are included in the mooring fee. The big pier is nicer. We only used that once or twice. Didn't seem to be a charge for it.

Water: Getting water was easy—"non potable" water can be delivered in a barge with a really fast pump. We got 400 liters for Rp 100K, and were done in less than 10 minutes. We have a Seagull filter that filters everything, so we just pumped it into our tanks. It is possible to get potable water in 20L jugs delivered also, but at a much higher price.

Diesel: Getting fuel was harder. The pump price right now for Dexlite (medium grade diesel) is 17,100 per liter. "Delivered" we were quoted 20K-21K per liter. That means the delivery fee is nearly \$100 USD! Even using our jugs. We were told they can't pump at a regular gas station into our jugs without paying an agent. We couldn't find a way around it. But it was a little cheaper to use the guys at Lovina rather than Serangan, so we'll hold off fueling up here.

Restaurants: There are a zillion restaurants in Serangan, but they all pretty much serve the same Indonesian seafood fare.

Across the way in Sanur you can find a wide variety of restaurants, but it's hazardous coming and going in the dinghy at night. We did a brunch buffet at one of the hotels that was great 100K Rp per person.

Stellamaris – June 2019 (Noonsite report) – Bali Marina, Benoa Harbour:

The Marina is in serious disrepair and can be quite hazardous depending upon the berth assigned & weather conditions;

- your vessel will sit in putrid garbage
- the marina management requires that you go through them for fuel and water;
- the marina management will not allow any work to be done on the vessel unless you go through them & they will assign or approve your contractor;
- the marina management will require that you pay for a month in advance, and say that if you don't stay a month, they will "refund" your money; BEWARE, as if you ask them how and when they will refund your money, they do not have an answer. Note: it is our opinion that you will not get your money refunded.

Recommend that if all you want is to clear Customs, use another location in Benoa Harbour, or have an agreement with the marina management clarified in advance.

Sail SE Asia FB Group Discussion – June 2019: There is now a new marina 300m away from the old one, it's called Benoa Marina it's at the Pilot Station. They have shore power but nothing else there, the dock is nice and new. It's a bit more exposed to the channel entrance than the old marina so the swell is a bit of a bother right now. I just spent 4 months in there. It is more expensive than the old marina.

It's the first marina on the left after the sharp right turn. The Manager's name is Abid, he uses Whatsapp to communicate if you have that. His number is +62 812 3456 0391.

- Jeff Lim: I can't comment on the marina condition but we are currently in Serangan Harbour on a mooring. We picked up an outer mooring from Ruth for \$200K Rp per day. We ended up moving further into the bay for better protection and found a mooring for \$100K Rp per day on a monthly basis. FYI when the swell and ESE wind is up it rolls right into the outer mooring field which made it quite uncomfortable. Wet ride back to boat every time.
- Peter Windsor: Better to go to Lombok Marina if leaving your boat. The ferry is only about \$6 back to Bali or Approx \$40 Aus to fly
- Ian Todd: The newer marina was just way too expensive at \$86aud a day--the old one is less than half that even if it is a bit quaint.
- Kerry Hall: Another option is to go to Medana Bay Marina on the North West tip of Lombok. 4.4 Nm from Gili Air.. and 6.5Nm from Gili T... place is awesome, safe and you can provision easily... I have been there for 3 years... just returned from a VISA run to Dili... and will be there for another 3 years... <http://www.medanabaymarina.com>. Costs are very low to stay at MBM
- Rob Isted: Lombok marinas are a reasonable option. A swing mooring buoy at Medana Bay is IDR140K per day. Fast boat to Padang Bai on Bali is 250K, takes an hour and a half. Taxi from Medana to ferry terminal is 10 minutes at most. Medana Bay is a very safe marina and pleasant place to hang out. My boat is there now and I'm typing this while I wait for a boat to Bali.

Velella (FB) – January 2018 – Bali Area Anchorages: In quick succession having recently visited Lembar, Gili Gede and Serangan, I can confirm the Gili Gede anchorage with Marina Delray moorings is the most attractive for leaving a boat unattended for any length of time.

Lembar anchorage was very suitable for accessing the local market, finding a reasonably stocked minimart and obtaining diesel.

Serangan - We anchored to port of the channel coming in and past some floating restaurants or fish platforms. That was excellent for a first night but apparently it is a Watersport area and we had to move. We took up a single mooring - a lot of them are double, fore and aft. 'Mande' came to us by dinghy to offer a mooring. Ruth, ashore at Isle Marine Services, also has moorings. Where we are now, on the outer to starboard coming in, is a bit rolly, but it suits our needs; Ruth may have offered moorings further in where the water is calmer. Depends on your requirements. We didn't try the actual anchorage because we would be a lot further from shore. We have a small dinghy and need numerous trips back n forth hence happy with the mooring. So, we didn't actually anchor in the designated area so cannot really comment on holding.

Brick House – July 2015 – Bali Haulout – Beware!!: The pirates of Serangan Yacht Service will hold you on shore till you pay their arbitrary and changing ransom. Ruth, the local yacht agent lead us into this deal. But how nice, because of all the money she cost us, she gave us 10% off of our mooring bill. Ruth owns no moorings but rents out moorings owned by Serangan Yacht Service and boots up the price.

We have made some mistakes operating Brick House over the past 8 years. But there is a number one, top of the list, biggest mistake which supersedes all others. And what a terrible

experience it has been. This mistake was the decision to haul Brick House out of the water in Serangan, Bali.

We had some damage to the skeg and keel. We could have carried on another thousand miles northward to Malaysia where we knew there was a proper yard with a travel lift and prices for haulouts were very economical, but we thought it prudent to make the repairs as quickly as possible. We didn't need help- we simply needed to haul the boat out of the water for two weeks so we could make the repairs ourselves.

This is not the time to go into details but I feel a civic responsibility to post basic information to warn other cruisers so they have the information to avoid the terrible situation we experienced in Bali. We have since heard that some cruisers were warned when they arrived in Serangan, Bali, by other cruisers, who have their own negative stories about dealing with the local yacht facilities and yacht services. But those cruisers tend to speak in hushed voices while they remain in Indonesia. We somehow missed getting the word but it did not matter as we were working with a trusted agent to help us arrange everything. But we were led astray by this local Bali based, well known professional yacht "agent" who arranged everything for us. This not our first haulout, and we knew what to ask and get in writing. It was all in emails, the prices, what was included, like electricity, pressure washing etc.

Once hauled out of the water, we became captive to changing and arbitrary costs. Through this professional agent, we originally had agreed to pay an exorbitant \$1,580 USD to be hauled out and put back in the water 15 days later. In the end, we were forced to pay an incredible and arbitrary \$2,484.00 USD (after much stressful negotiating) for the same thing. We did all the work and we supplied all of our own materials...we are talking ONLY about a haul out/in, 14 days on the hard.

Even the pressure washing which was supposed to be done was a joke. The pressure washer was an electric toy producing less pressure than a normal garden hose. Plus, when hauling then launching, these people were not careful and deeply gouged through the forward section of fiberglass of the keel to expose the lead ballast. They would not take responsibility for their damage and would charge me another \$400 to lift the boat off the keel into a position for me to repair the damage. This we did not do so now we have to haul out someplace else to repair the damage these people caused.

The people who operate the haul out facility are the biggest and most unpredictable thieves. Contracts, hand shake agreements, honesty, are things that are not understood here. Cruisers are seen as floating ATMS that have no daily limits for withdrawals, and who only come to Bali to provide financial security, even if it involved no service or product in exchange.

This situation is reminiscent of what has been posted about a haul out facility in Port Villa, Vanuatu. Now there are two places in the world cruisers need to stay away from.

In Bali, we made a few new friends who we would like to see again. However, far too often, because of this place being a tourist trap and a stopover for cruising yachts with perceived pockets overstuffed with cash, many new smiling friends have dollar signs for retinas. In Bali, you can trust no one, even those who have been touted as honest on previous postings. Lombok island, to the east of Bali, is far more tourist friendly and interesting. But more on this later.

If you are sailing with an organized rally, do yourself a favor and skip south east Bali and go to Lombok. But beware the smiling, helpful, "agent" in Lombok! The one primary yacht "agent" there is no better than the other thieves....more on that situation soon.

5.5.2 Cruiser's Services

Jefferson Morgan – Dec 2023 – Diesel: I got Pertamina Dex diesel in my own jugs at a Pertamina station in Amed, located here: <https://maps.app.goo.gl/bhVzgLqCKbiYpmb57>

Soggy Paws – Sep 2022 – Diesel: Ketut in Serangan said he could organize a diesel delivery for us while we were on the moorings in Serangan, but they were asking a ridiculous price, so we didn't buy in Serangan, but got it delivered (using our jugs) in Lovina a few days later. We used Budi (+62 (878) 2834-2300) and Damon (+6281236116934). They charged 20,000 Rp/L, delivered to our boat, using our jugs. They even came aboard and helped haul our heavy jugs aboard.

Soggy Paws – Sep 2022 – Dinghy Repair, Electrical/Electronics, Engine Overhaul:

Dinghy Repair (repair or replace your tubes) – Sandi +62 877-2262-6230 He doesn't speak much English, so we arranged for Ketut to be there when we talked to him. Total cost to replace our tubes on a 10-ft A/B, paint the fiberglass bottom, and change the fastening system for our chaps (to Velcro) was \$1,150. We could have had him just patch it, but at 15 years old, it was time for new tubes. Took 10 days, and he will pick up and deliver to/from the dinghy dock at Serangan. The new tubes are PVC where the old ones were Hypalon. We have the dinghy covered 100% of the time. *Update, Dec 2023: This dinghy still holding air like new—haven't had to pump an ounce of air in it in over a year!*

Electrical/Electronic Repair – Irawan in Serangan (walking distance) +62 813-3867-1899 Irawan speaks very good English. He can come to your boat to help resolve problems, or you can bring your broken stuff to him in his shop (but make sure he will be there first). We took him 2 inverters that been smoked. We'd been told by manufacturer that they weren't repairable. Irawan has a friend that does electronic component level repair, and he replaced some FETs and diodes and walla, working again.

We had an AIS that had developed a large black blob in the middle of the display, he fixed that in about an hour. (Turns out this problem is common and it involves replacing the polarizing film on the display).

Engine Overhaul – Hasta at DieselIndo in Denpasar +62 813-3871-9088 We first used Hasta's services while stuck in Tual (far SE Indonesia) with a bad engine. Hasta sourced all the parts we needed from all over Indonesia and sometimes from Japan or Singapore, and air freighted them to us in Tual (we used a local mechanic in Tual for the overhaul). Later, when we arrived in Bali, we opted to have Hasta overhaul our 2nd engine. He and his mechanics are very meticulous and do great work. Hasta speaks pretty good English. They came aboard, removed the engine, took it back to their shop, overhauled it, ran it for us, painted it, and brought it back and installed it. He sourced all the parts needed, and a quick price check against Toad Marine in the USA showed the parts prices were comparable to US prices for identical Yanmar part numbers. Overhaul labor was \$500 including removal and reinstallation.

Sail SE Asia – January 2021 – Sail Repair & Canvas Work: Out of necessity we found the only sailmaker in Bali and South Indonesia - Juli. She can fix and made virtually anything - sails,

biminis, upholstery - for small and large yachts. Very friendly. Can do some jobs at the boat location. Address and contact info:

Sail Su ModisTa

Jl. Kerta Dalem No.2, Sidakarya, Kec. Denpasar Sel., Kota Denpasar, Bali 80224

0821-4525-8237

WhatsApp: +62082145258237

FB Discussion – September 2018 – Watermaker Help: Try Roni +6281238318882 in Bali. He is not on FB. But can get him on What's App. Supplies and installs Spectra in Bali.

FB Discussion – August 2019 – JJ Marine Indonesia is located in

"We are the only one with western experience for assist you a 360° in your new build, diesel engine repair , Electrical repair and other matters your boat need planning maintenance/preventive maintenance is meaning safe money and safety for your investment.

We can make a package for your boat in base size boat , genset model , HP main engine with a good price.

Not hesitate to contact us:

info@jjmarineindonesia.com

Office Number : 0361 4481319

5.5.3 Anchorages

5.5.3.1 Amed Beach (NE Coast)

Sail SE Asia FB Group – July 2022: In Amed, we picked up a mooring ball off the beach. Magic little town, far less chaotic and only mildly touristy. Snorkelling right off the boat was awesome. And Seaview Warung on the beach serving up awesome (cheap) food.

We did a little day trip to a local temple, rice paddy and Water Palace, it was cool for us and kids, but that certainly felt touristy!

Starry Horizons - October 2018: 08°19.986 S 115°38.632 E

We anchored in the black sand with an incredible view of the massive volcano on Bali. Amed is very touristy (well, all of Bali is). The town is extra dirty to boot. The anchorage had quite the swell, and its tough to pick a shallow enough spot around the local mooring balls.

We packed up our dive gear into the dinghy on morning and motored 9km to the USS Liberty wreck dive site. We anchored off the beach and dove. Lots of big fish and an easy dive site, no deeper than 50 feet or so.

5.5.3.2 Lovina Beach (N Coast)

Sail SE Asia FB Group – Sep 2022: I happily recommend this young man to yachties needing any yacht services- fuel, water, boat cleaning and polishing, hull cleaning, supplies,, boat minding while touring , etc etc . Budi is honest reliable, hard-working . Budi or his friend Damon

will often be on standby for arriving boats but are never pushy, only welcoming. Budi WhatsApp +62 878 2834 2300

Bojangles – July 2022: 08-09.572'S / 115-01.333'E Black sand. - water is clean. 8-9 metres

I don't normally post about anchorages but this spot ticks all the boxes. Easy access to Immigration, fuel, water, supermarket (cheese!), markets, inland attractions and great cafes, restaurants.

Comfortable anchorage, minimal swell and everything that Bali has to offer. Would not be as nice in NW season.

It has been great, with wonderful inland mountain adventures away from normal Bali crowds.

(Ocelot) Also car rentals, for those wanting to tour Bali's fabulous interior, & far from the maddening crowds of Denpasar. It doesn't look very protected, but a reef just to the east makes it pretty protected. It's a good anchorage in the SE season.

Starry Horizons - October 2018: 08°09.587 S 115°01.417 E

This is a lovely anchorage. We arrived just after the rally, so our friends were all there, but there is plenty of room just tucked in behind the reef on the east side. Very shallow water, but the sand is black so it's hard to tell that you can actually see the bottom!

This the best place to provision your western products in all of Indonesia's cruising grounds (I'm sure Jakarta has big supermarkets too, but no one cruises there). Just 200 feet off the beach is Pepito Supermarket, with all your imported products and some high end domestic ones. Lovina's fresh market is rubbish compared to most other stops, but by god, we can find cranberry sauce for the upcoming Thanksgiving and cheeses galore!

Visa extensions were handled through LA Tour. As we missed it, we had to make arrangements through LA Tour for our own extensions, which included a trip to Singaraja.

We also booked a driver through LA Tour twice. Once to the FedEx in Ubud and once for a full day tour of the area. We visited the Gitgit and Secret waterfalls (Secret was worth the extra money in my opinion), the Ulun Danu Beratan Buddhist Water Temple, Handara Resort Balinese Gate, Twin Lakes, Munduk Rice Terrace (skip it and visit Jatiluwih or Tegalalang instead), and the Air Panas Banjar Hot Springs - quite a day! Full day driver: 650.000 Rp.

5.5.3.3 Singajara (N Coast)

Java – August 2017 – Singaraja (N Coast): Anchored in 17ft sand/mud South of overwater pavilions by statue. 08 06.148 S 115 05.264 E

5.5.3.4 Banyu Wedang (NW Coast)

Speedwell – Sep 2022: After 2 or 3 days at Lovina's rolly anchorage, I had had enough and moved 32nm further along the coast to a much more protected anchorage at Banyu Wedang. Again a satellite picture made it easy to navigate the reefs on either side of the fairly narrow entrance, but this time they were also easy to spot by eye. The anchorage is rather deep (19m) but perfectly sheltered with flat water. The wind had picked up and I decided to wait a few days for slightly calmer weather before setting off across the Java Sea. After two wonderfully relaxing days at Banyu Wedang, I finally set out headed N to Bawean and Belitung. [Blog](#)

Popeye – Mar – Aug 2018 – Banyu Wedang: 08 08.2000 S / 114 33.8500 E This is a beautiful, well protected bay. It is an easy entry despite the narrow entrance with the reefs being very obvious. We anchored off the Menjangan Dynasty Resort in about 16m. Big anchorage with plenty of room for us and the five other yachts anchored when we arrived. It could hold many more.

The Resort was very welcoming and allowed us to use their facilities for Rp 200k which we could then use towards food and drinks. Prices a tad on the high side (for Indonesia) but a beautiful location. We could get their wifi from the boat but it was very slow so we found it better to sit at the bar! Kama Gede, the F&B Manager was fabulous – we took him as crew to Lovina – most photographed leg of our trip!

The location was a little inconvenient but we loved the security of the anchorage and it was very peaceful when compared to even Lovina and a far cry from the chaos of Kuta. It took about an hour to get to Lovina and the immigration office by road.

We used Nyoman (balidriverhire.com) whom we rented by the day for about USD50. He ferried us to and from the immigration office, supermarket, local market and toured us around the island. He was punctual, his English adequate, his driving skills excellent, his vehicle was clean and in good repair and, importantly, all his seatbelts worked. He helped us purchase non-subsidy diesel (solar) and arranged laundry. This was the best and cheapest (US\$3/10kg) laundry we had done in Indonesia. It was perfectly dry, beautifully folded and smelt wonderful. We would highly recommend him (and feel free to use our name).

We paid Rp7300/litre plus Rp5000/jerry can to fill. Nyoman drove us to the service station where we could purchase it – it seems there is only one in Singaraja. (Pertamina Service station is at 8°07.614'S 115°04.757'E) We had a receipt showing it was non-subsidy but no receipt for the jerry can charge. The diesel was very clean. Refueling from Lovina is more convenient.

We left our dinghy at the eastern end of the bay on the concrete jetty. The tide does rise and fall a couple of metres here so beware when tying up your dinghy. We locked it securely first day only to come back and find that it had been moved and retied as the tide had fallen. After that, we just left it tied up – it was always there when we came back, but sometimes had been moved!

Starry Horizons - October 2018: We did not stop here ourselves, but rally friends did and I thought it was worth a mention. They said the nearby resort was very welcoming to cruisers and they enjoyed several meals in this well protected bay. I'm sure it was less roly than the other two points on the north coast!

5.5.3.5 Menjangan Bay (NW Tip)

Totem – May 2013: 08°05.98' S / 114°30.008' E: 45' sand/coral W Bali National Park

5.5.3.6 Jemberan (SE Tip)

Sail SE Asia – Sep 2022: We are currently anchored at Jemberan for last 3 nights. A little roly because there's a 2.5m swell running, but I'm in 7m on sand with good holding. Andy Scott's guide gives good location and approach.

5.5.4 Touring Bali

Soggy Paws – Sep 2022: In spite of Brickhouse's comments above, no one should come to this part of Indonesia without seeing a little of Bali. It's VERY different than the out-island places we've been cruising in the east of Indonesia.

At a minimum, get a tour operator and do a 1 day tour to see the highlights. We had friends come visit and they booked a 3 BR villa in Ubud for 13 days for \$800. We booked another backpacker place nearby (Green Paddy) and spent a week with our friends in Ubud (which is in the center of Bali). We did temples, whitewater rafting, cooking classes, a number of artisan and craft markets, monkey sanctuary, mountains, waterfalls, etc. (Didn't bother with the beaches, but that's another big draw for non-cruisers). Our guide arranged for two different occasions of Bali traditional dancing for us (held almost every night of the week in Bali, in different places, for differing amounts of money, so it's good to have someone advising you).

Our Green Paddy room (King bed with A/C with a private bath and a pool in a quiet area of Ubud) only cost \$175 USD for 7 nights. We even got permission to bring our 2 cats along :).

On our first day in Ubud, we stumbled onto an excellent driver/tour guide who was reasonably priced and speaks pretty good English. He knows the tourist sites like the back of his hand, and when we would suggest where we wanted to go, he would suggest other stops along the way that we might like, and often accompanied us into the temple (or whatever) and explained things to us. He charged us between \$50 USD to \$75 USD per day (depending on how far we were driving), and had a 6-7 passenger nice a/c 4-door small van. Highly recommend him! He will come pick you up in Serangan (and probably Lovina), for a little extra.

Putu the Excellent Tour Guide: +62 822-3778-6114

Grab and Gojek are the Uber-like services in Bali. We used Grab to order food a couple of times in Ubud, and Gojek's GoCar sub app to do simple transport from one place to another. Both were easy to set up and use, even for people who have never used Uber before!

5.6 East Java

Note that East Java is an hour earlier timezone than Bali.

5.6.1 Selat Sapud

This is the little group of islands off the end of Madura Island, at the NE end of Java.

5.6.1.1 Pulau Giliyang

Totem – May 2013: E of Madura, NW side side of island 53'sand/mud

5.6.1.2 Raas Island

Ocerlot – Sep 2017: We anchored at 7°07.14'S / 114°30.28'E, 60' mud. There are some coral heads at the south end of the anchorage, so make sure you don't anchor too close to them. The anchorage is reasonably protected from all but NE winds.

Zoa - Sep 2014: 07-07.140'S / 114-30.292'E . We are anchored a long way from shore in quite deep water (17m)

Lifelines - Oct 2005: 8.3m grey sand/mud in "harbour" formed by islands and coral reef on the SE side of the island. Entry from south over coral (5m least depth). No northern exit. Need good light to see coral. Interesting looking town. Did not go ashore. Use track function of electronic chart system in case not good light when you need to exit.

5.6.2 Selat Madura

Selat Madura is the bay just south of Madura Island, off the east end of Java.

Matilda – August 2019 – Warangan: 07° 38.21' S / 113° 00.70' E We anchored behind breakwater at power station. 4.3 mtrs. DO NOT ATTEMPT ENTRY AT NIGHT (too many squid houses)

Matilda – August 2019 – Paras: 07° 40.18' S / 113° 57.26' E 5.8 mtrs

Matilda – August 2019 – Sumberbatak: 07° 46.93' S / 114° 25.50' E 7.5 mtrs

5.6.3 Banyuwangi

Banyuwangi is just opposite the west end of Bali.

Sail SE Asia – Sep 2022: Trip from Menjangan (NW tip of Bali) to BIYC had 2.5 knots of current against us, I tried both sides of the channel and couldn't avoid it.

Banyuwangi International Yacht Club is okay, IDR350k per night, plus tax, and not much for the money other than a marina. Shore power was offered, but water would need to be delivered by Jerry can.

Sail SE Asia – Sep 2022: We left Serangan at 0200 and got to Banyuwangi 13 hours later. Need to factor in that Java is a hour behind Bali. So arrived at 14:00 Java time. Was a straight forward run and had currents in our favour all but the last 1 & 1/2 hour.

Entrance to marina is straight forward with 4m at LW (mid channel only). We had been around the east coast many times and enjoyed this excursion. The Banyuwangi International Yacht Club is first class.

We found the current in the Bali Strait reasonable. No significant current until you close Banyuwangi, then it gets fierce. We left Banyuwangi to sail back to Banyuwedang before sailing west. Left an hour before high tide where the current reduced to a knot against us.

Sail SE Asia – Sep 2022: Heard lots of good things about Banyuwangi marina. Someone that's in the anchorage here is going to leave their boat there for a few months from next week while she's back in Australia. Also Daryl who's in Lovina now spent a few months there and said it had a really good skill base there. There's a boatyard owned by a Swedish guy/ co owned? By government? And run by a Kiwi guy called Warwick who's apparently very knowledgeable.

5.6.4 SE Peninsula

Indonesia Cruising Guide - Sembulungan/Pangpang Bay: 008-27.30'S / 114-22.81'E 5-18 mtr

Sail SE Asia – Sep 2022 – Banya Biru: We spent a night at BanyuBiru (Java SE) beautiful calm bay amongst the squid rigs (no cell reception). (approx. location 008-38.13'S / 114-27.05'E)

Sail SE Asia – Sep 2022 – G-Land (Grajagan): Then we went surfing at G-land for a few days before sailing to Jimbaran, Bali. Cruising Guide to Indonesia shows the anchorage off G-Land under “Grajagan” Pg 219. as 08-43.50’ S/ 114-20.95’E

5.6.5 Bawean

Iswanto (FB Name, SE Asia Group) – October 2018: Bawean is a small island located in the East Java Sea between Java and Borneo.

For all the Yachters, plan and arrange your anchor in Bawean. Explore our local tourist destinations.

Let me help you arrange your short tour (if desired)

Info : +6281252673483 Swan

www.baweantourtravel.com

Popeye 1 (From Noonsite) – July 2017 – Bawean North Anchorage

Bawean – North Anchorage 05°43’47”S 112°40’14”E

The reef to the east is marked with a white flag. Be cautious as the reef does extend a little further than you would imagine, keep to the middle of the bay. We had an unfortunate incident, ending up on the reef, all turned out well but scared the bejesus out of us! There are a couple of soft drink bottles tied to a coral head in the middle of the bay. Steer clear of that too!

A great anchorage on sand in 4-8m water. We did have a very uncomfortable night the first night when a swell came in from the NW and we rocked and rolled all night but the anchor was sound. Once this died out, it was dead calm. Beautiful scenery with the ubiquitous mosque call-to-prayer and cock calls in the pre-dawn.

Head to the beach at the top of the bay, the reef extends along both sides. It is about a kilometre to walk into the town. You will likely be offered a ride. Everyone is very friendly, you will be treated like a celebrity and you are asked for a ‘selfie’ at every turn!

Hartono (who runs the warung on the left, just before the bridge in town – if you pass the police station, you have gone too far) helped us with diesel, on-shore accommodations for crew and arranged a tour of the island hitting all the high points. His buddy with the car, car-owning buddy’s best mate, Hartono himself, his two kids and Grandpa all accompanied us on this tour! It made for great fun.

Despite its source, the diesel was cleaner than what we purchased in Kumai and we paid Rp7000/litre.

Page 204 Cruising Guide to Indonesia.

Yindee Plus – Nov 2014: We planned just one stop, at Balwean island, on our route between Bali and Kentar Island in the Lingga Group. This would get us north as quickly as possible.

Zoa – Oct 2014: We anchored at 05-43.748’S / 112-40.158’E We had a good time at Bawean, we dropped in last year but didn’t go ashore, and heard good reports from people who did so we spent some time this year. The town to the west of the anchorage has quite a few shops and a market so we were able to get some fresh fruit & veg etc.

We wanted to hire a motor bike to have a look around but there are no hire shops, but we ran into a young girl who spoke English who had a friend that was prepared to hire a few bikes the next day, so we spent the rest of the first day exploring by foot & dinghy. The next morning we went in to pick up the bike & found 2 other couples from yachts that had the same idea, so after the usual confusion we all got away 1 couple per bike + our guide and her boyfriend, we had a great day circumnavigating the Island by bike & hiking up to a fresh water lake for a dip, and generally having a look around. Bawean is a nice place, none of the hassle of Bali, a lot of the residents are merchant seamen who I assume get quite good wages compared to most Indonesians, so there are a lot of nice houses around. So all in all a good stop and nice place.

5.7 Central Java

5.7.1 Karamunjawa

Sail SE Asia FB Group – Sep 2021: I just came out of beautiful Karimun Jawa archipelago which is now open for tourists.

If you need a local to organize fuel or light provisions at the main island; I would recommend Hasyim (+62 853 2507 1626)

He is a kind person and when he knows we were about to leave toward Bali, he offered to guide us through the narrow channel by following his small boat. At no extra charge.

5.7.2 Jepara (Marina Facilities)

FB – July 2023: What a great place to anchor and restock! At Jepara Marina. The owner Chris is helpful and has Dex (top grade diesel fuel) at the marina jetty at a good price and easy to get. You have to anchor out as there is only 1.5m draft at marina. But they are very helpful--they have a car and driver to go town and stock up. Great clean tidy town and beach. Good bar and pool and they welcome all sailors. Owner is a sailor himself. — at [Jepara Marina Watersports Bar Restaurant](#). Owner can be found on FB here: <https://www.facebook.com/soren.lax/>

FB – Sep 2021: There is a resort and small marina here.

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

Several cruisers in the Sail SE Asia FB group have mentioned the help and hospitality of Sorgen and Dina Lax of Jepara Marina, on the N Coast of Java, about 25 nm NNE of Semarang.

In July 2019, s/v Matilda reported anchorage there in 3.7mtrs. 06° 36.70' S / 110° 38.67' E

Soren Lax on FB: <https://www.facebook.com/soren.lax.9>

Lea Pennicot (FB) - May 2021: For those heading through Indonesia, Jepara Marina Beach Bungalows offers an oasis mid Java. Lax, son Chris and wife Dina go out of their way to assist yachties calling in. Fuel, provisioning, resort facilities and a first class restaurant. There is even a delicatessen on site offering bacon, yoghurt, pork, steak, cheeses and breads.

5.8 West Java

5.8.1 Jakarta (Marina Facilities)

Soggy Paws – June 2024: Current contact for booking Batavia Marina is Abbass Abbee WA +6287782828837. He won't guarantee you a berth until you are actually a few days away as they have limited transient space. Start a couple of months out and update frequently as you get closer. The dock they put us on was broken, but they were working on fixing it. The floating fingers are made out of steel and concrete and are starting to rust away.

Mark Bongers (FB) – June 2018 – Batavia Marina: Anyone in the Jakarta area or passing through the Sunda Straits, I can highly recommend coming to Batavia Marina, right in the heart of Jakarta.

A beautiful little marina, very clean, power, water and excellent security. We left our Leopard 45 catamaran here for over a month and it was well looked after.

There is an excellent restaurant at the marina and 5 minutes by Bluebird taxi to a choice of huuuge shopping malls (more than my little yachtie brain could handle!).

There is a fuel dock and with all the local fancy boats, all repair services are readily available.

Being only 50 miles from the Sunda Straits, it's a very handy place to stop and stock up before heading further afield.

For any further info, you can contact Putu Suryadi, who is also a great source of knowledge when it comes to finding anything in Jakarta.

Thanks Putu and your team for taking care of us, and Zizi, while we were away!

Putu Suryadi

Batavia Marina

+6281806394938

<http://www.bataviamarina.com>

Ed Note: Putu was reported deceased by Raymond Lesmana in Feb 2022.

Minnie B – July 2015 – Batavia Sunda Kelapa Marina: From 1000 Islands we went to Batavia Sunda Kelapa Marina at Jakarta. The main things to note are that

(1) before and at the 90 degree turn inside the marina wall the depths are shallow but it is soft mud and you are not likely to get stuck – low water would not be a good idea though; and

(2) the marks for the start of the channel into the marina are at 06 06.920'S:106 48.956E – NOT at the waypoint provided by the Marina Manager as this takes you into the old Sunda Kelapa Harbour.

The marina staff are some of the most welcoming, helpful and considerate, so we highly recommend it. If clearing out here try Hans Otto on +62 816 747 919 or hansdieterotto@hotmail.com – he will keep you right at a very sensible cost, and his advice proved sound for our arrival in Cocos Keeling.

We left the boat here for a couple of days while we visited Jogjakarta – excellent security, non-potable water, and diesel available.

On Thursday 9th July, we crawled out of Batavia Marina at first light, 0550 with keel up and rudder in the safe knock-up position. Well, our lowest spot was 1.8 metres of water and we were clear.

5.8.2 Pulau Pamayan Besar (Northern Tip)

Minnie B – July 2015: On Thursday 9th July, we crawled out of Batavia Marina at first light, 0550 with keel up and rudder in the safe knock-up position. Well, our lowest spot was 1.8 metres of water and we were clear. The wind was nowhere to be seen so we motored towards Teluk Banten to seek shelter for the night. The Cruising guide suggest stopping at Pulau Kali on the west side but this is a port area with electricity generating plants and other industrial activity. We stopped on the west side of Pulau Pamuyan Besar (05 56.507'S:106 12.864'E) in 14 metres and well sheltered from NE to S ... so there was a late afternoon sea breeze form NW. It died away and our night was fine.

5.8.3 Carita (Near Sunda Strait)

Tahina Expeditions – April 2014: We had gone out to Krakatoa from the Sunda Strait, but the weather for departing to Cocos wasn't going to be right for nearly a week, so we motorsailed into the Java coast and ended up at Carita.

As soon as we anchored at the coastal bay we selected, some local boys motored out in a small boat and asked if we needed any services (all in Indonesia mind you and lots of hand gesturing). I said we needed “Solar” (diesel fuel) and “Berapa?” (how much) for 200 liters. They said they would go ashore and come back and tell us tomorrow. A plus, the Internet 3G service is good here, so this looks like a good waiting spot for now.

We got fuel the next day at Carita. The young men sent an english-speaking friend to negotiate and help with the process. The picture here is of the interpreter and me in front of a little restaurant on the beach. The fuel guys insisted they had to sell us the unsubsidized fuel, so we were paying about twice the rate paid locally. I wasn't entirely happy with that, but I rationalized that we would be paying a lot more in Cocos Keeling. The interpreter drove me on a motor bike to Labuhan a few km south to a bank ATM so I could pay them in local currency.

Carita and Labuhan are not tourist towns. I didn't see a single other foreigner, and it seemed a foreigner was quite unusual judging from reactions I got.

We had to wait several hours as the fuel guys supposedly had to go to a town on the northwest end of Java to get the unsubsidized fuel. But, they did show up with the fuel, and two of them helped me load the fuel into Tahina's tanks. I paid them the rest of their money plus a tip for the helpers and interpreter. After taking them back to the shore with the jugs, I had to wash down the dinghy. It was a long day.

Carita is a resort beach for the locals. They have jet skis and banana boats in the bay. After the traffic to our boat, the operators decided Tahina must be an attraction. By the end of the day we had 10 or more visits – and they not only circled our boat, but stopped to take pictures. So, the next day we decided to leave.

5.8.4 *Palau Liwungan*

Tahina Expeditions – May 2014: After getting fuel at Carita, and still waiting for weather, We moved down south past Labuhan to a little island called Palau Liwungan (-6.495, 105.7243 – map below).

The charts aren't very accurate around this little island, but I took a chance with Google Earth's imagery and eye-ball navigation. We negotiated a sandbar and a reef and managed to get behind this pretty little island. We had a "little" thunderstorm behind us that, thankfully, passed by in the afternoon.

This little island is surrounded by bamboo fishing platforms anchored in place. A large fishing village is located in the corner of the bay where the island is located.

We are still waiting for wind. There is currently little to no wind between Sunda Strait and Cocos Keeling. Next week, some southeast trades are forecast to fill in at last. We are hoping to leave on Monday. Liwungan has 3G service, so we can get the best weather data available while we wait.

5.8.5 *Ujong Kulon*

6 Western Indonesia

This guide is loosely organized first in major areas of Indonesia (East, Central, West), and then loosely by province.

6.1 Western Indonesia Overview



Figure 6-1 - Overview of Western Indonesia Provinces

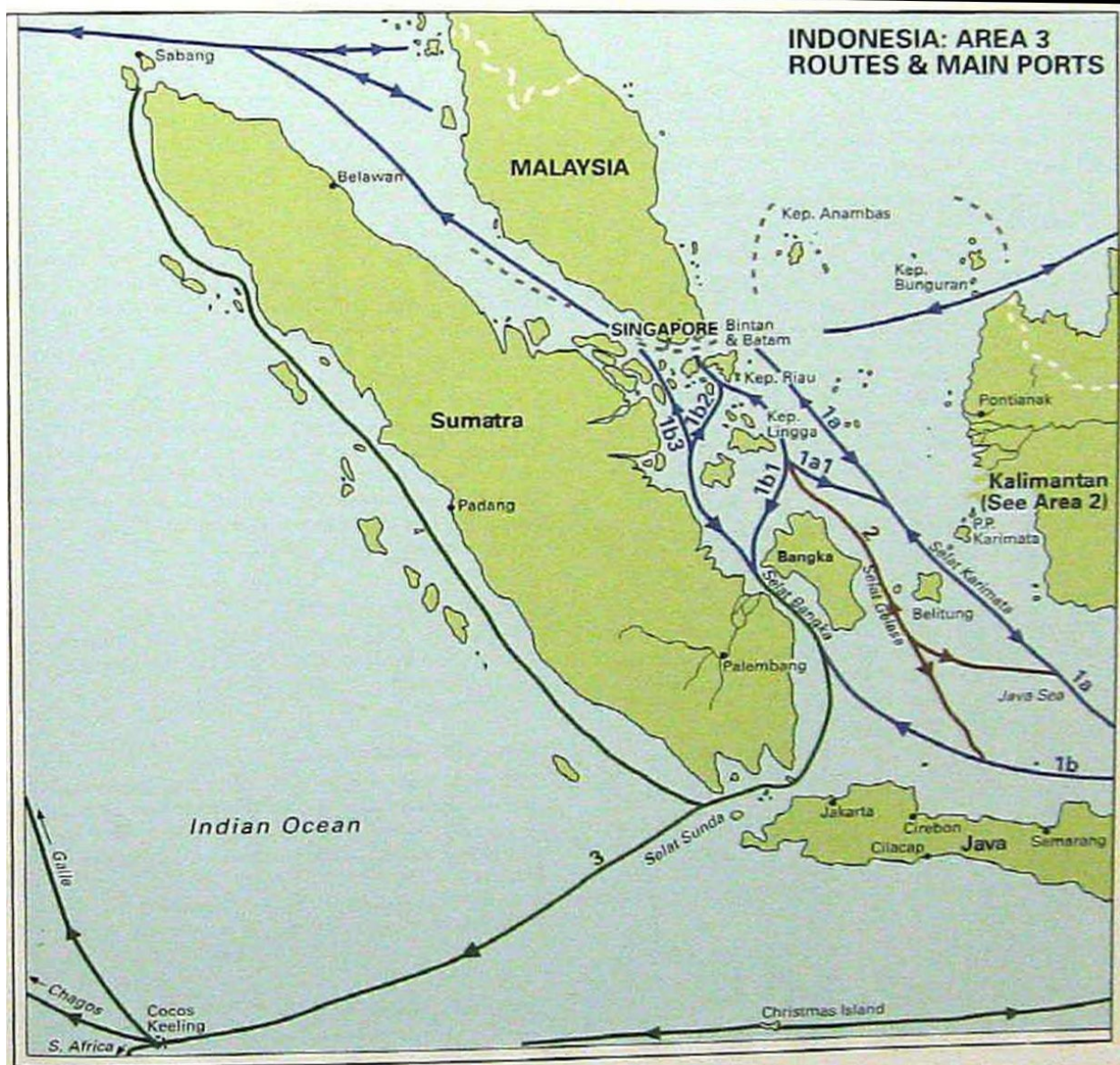


Figure 6-2 - Routes through Western Indonesia from SE Asia Pilot

Note that **Singapore** is NOT part of Indonesia and is covered in the **Malaysian Compendium**. You can find the Malaysian Compendium free to download here:

<http://svsoggypaws.com/files/#se-asia>

6.2 Anambas and Natuna

6.2.1 Anambas Islands (03N / 106E)

Cell phone use in Anambas, covered [here](#). Recent check-in experience [here](#).

6.2.1.1 Crew/Guest Change Options

Soggy Paws – June 2024: We had a guest aboard with reservations to fly home out of Singapore. From other inquiries on Sail SE Asia, people recommended flying to Tanjung Pinang (Batam Island) from Letung Airport on Jemaja Island (the westernmost island). We used <https://nusatrip.com/> to book and pay for the flight with a US credit card.

So the procedure to get to Singapore is fly from Jemaja (1hr) to Batam, then taxi from the Batam airport to the ferry terminal on Batam, and take a ferry to Singapore. Ferries go at least once an hour. Flights from Jemaja/Letung airport to Batam go once a day about 4 days a week around 1:35pm. They are often late, sometimes as much as several hours late. The Thursday and Monday flights sometimes get canceled, so our guest opted to take the Sunday flight, which was quite full, and took off almost on time.

If you have crew/guests leaving from Anambas (or anywhere else in Indonesia, and you plan to check out of Anambas), be sure to go to an Immigration office and get a new crew list (without your departing crew) stamped by Immigration. For some reason Anambas Immigration is nuts about this—held up a friend trying to check out for 3-4 days. He had a crew member leave in Belitung, and did get a new crew list drawn up in Belitung, but for some reason Belitung Immigration did not stamp it. This was a major deal in Anambas (Tarempa) when he went to check out.

Leanne Bartlett (FB) – August 2018: A few options for crew changes to Anambas Islands.

Fly to Singapore, then taxi (\$10) to Tanah Merah Ferry terminal & catch one of 15 per day to Tanjung Pinang (Bintan Island, Indonesia) & fly via Xpress Air

(www.xpressair.co.id or Axel +62 8128 5988 886 could be of assistance) to Matak, Anambas OR take the large ferry Bukit Raya (15hrs with sleeper cabins) to Tarempa, Anambas

OR

Ferry to Batam Is, Indonesia & take the newer, faster, Catamaran ferry Blue Seajet1 to Tarempa, Anambas

We visited the lovely new Letung airport on Jemaja island & was told they receive 3 flights per week from Tanjung Pinang (Bintan Is, Indonesia). It's an excellent Anchorage in the SW monsoon & a delightful start/finish to a visit. Some useful numbers for the LeTung flights a security guard gave us.

Letung +62 8126 8181 597 Rika

Batam +62 8126 6662 415

Tanjung Pinang +62 8116 177 701

Hope this helps as our guests found the travel arrangements very difficult to source. They persisted and we all had the most wonderful time in this gorgeous part of the world.

Originally it was only possible to visit the Anambas Islands as part of the "Passage to the East" Rally, but as of late 2016, it is now possible to clear in and out of Indonesia in the primary port of Tarempa.

Alba – September 2016 (from their website): These notes are a result of a 2 month cruise in the Anambas Islands in July and August 2016 on "Alba" our Hallberg Rassy 42F. Our draft is

2.0 metres (6' 8"). Some of the time we were accompanied by "Amulet" (USA) and "Sea Monkey" (AUS). We visited over 50 anchorages and only met 4 other boats in our time in the area.

Before we visited the islands, I had email conversations with various people who provided information on anchorages and regulations. I would particularly like to thank Captain Warren Blake, who has visited the Anambas Islands no less than 78 times and provided a wealth of information on the outlying islands, including some lovely hand drawn charts. Prakash Reddy at Nongsa Point Marina was also extremely helpful on the regulations for clearing into and out of Indonesia.

The latest version of this document can be viewed on line at:

<http://www.thehowarths.net/cruising-information/cruising-notes>

A PDF version is available from:

<http://www.thehowarths.net/cruising-information/downloads>

We kept a daily diary of our time in the Anambas, which can be found at:

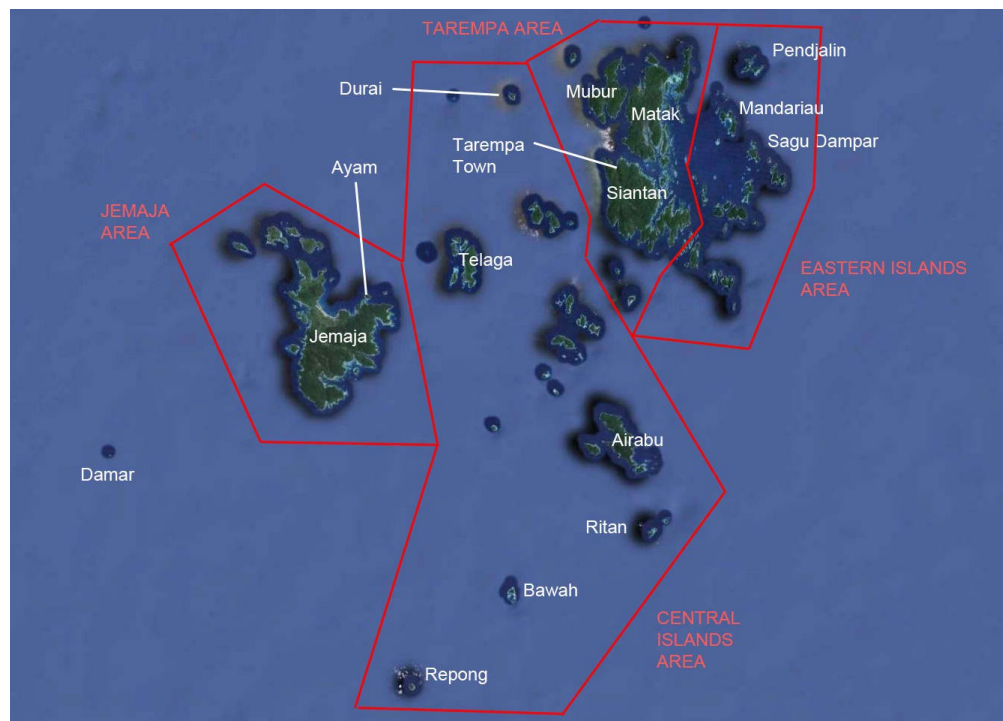
<http://www.thehowarths.net/alba-chronicles/2016-thailand-malaysia>

A set of GPX routes and waypoints (which will load into OpenCPN) can be downloaded from:

<http://www.thehowarths.net/cruising-information/downloads>

A set of KAP charts (which will load into OpenCPN) can be downloaded from:

<http://www.thehowarths.net/cruising-information/downloads>



The Anambas Islands are a collection of over 200 small islands in the South China Sea, 150 miles east of Singapore. The archipelago belongs to Indonesia and is a Regency within the

Riau Islands Province. The main town is Tarempa on the large island of Siantan, where most of the administration is located.

While the Anambas have spectacular islands with white sand beaches and coral reefs, the area has been avoided by most cruising yachts, mostly because of security fears and the problems with administration, especially obtaining clearance in and out of the country.

For the purposes of these notes, we have split the region into four cruising areas - Tarempa, Jemaja, the Central Islands and the Eastern Islands.

Security: Cruisers have been avoiding the Anambas for years because of rumours of piracy and reports of hassle from local officials.

While the cruising community acknowledges that the piracy attacks in the region are focused on commercial shipping, targeted at the main shipping route between Singapore and Hong Kong, there are fears that this could spread to attacks on yachts.

In recent years have been a number of acts of piracy in the Malacca Straits and Singapore Straits, where a large number of cruisers already sail. To our knowledge there have been no reports of piracy attacks or boarding of small cruising yachts.

The friendly Navy are constantly patrolling the region.

I had many discussions with the local people and officials in the Anambas. The Tourist Office in Tarempa were shocked that cruisers think that the Anambas Islands are dangerous. I talked to the Navy and they constantly patrol the Anambas waters with outposts dotted around the islands. They are mainly concerned with illegal fishing and were unaware of any piracy.

During our various visits to Tarempa, we saw about a dozen armed ships belonging to the coast guard, navy and police. I believe that these are all patrolling the area.

Any hassle with local officials has been resolved with government controls - the customs office even had a large sign saying that customs officers should not be offered tips and the Immigration have a price list prominently displayed. All of the officials that we met were extremely friendly, pleased to see us and there was no suggestion of bribes.

We were woken up by the Navy one night in Tarempa at 02:00. They were very polite and asked if they could come aboard. As we were then awake, we invited them on board and had a long chat. They wanted to see our papers, but I think that they were mostly curious about what we were doing in the Anambas Islands. They also approached "Amulet" who told them to go away and come back tomorrow - they didn't go back.

The local people and the fishermen were curious about our yachts, but are surprisingly shy (unlike other places in the world.) The small fishing boats will chug past slowly to have a look and a quick wave will be sufficient to receive a beaming smile. When we have shared remote anchorages, the fishermen normally keep a respectful distance and we never felt threatened about being boarded at night. It's nice to go over and have a chat to the fishermen and see if they have any fish for sale. They won't speak any English, so first work out what you're going to say in Indonesian. We were paying 10,000 Rupiah for a fish.

Another reason that cruisers have avoided the Anambas Islands is that obtaining international clearance has not been possible in Tarempa. With the prevailing south to south-west winds in the summer, it would be logical to sail from the Anambas to either Borneo or Tioman, but

without being able to clear out, cruisers are faced with a punishing 150 mile slog upwind to Nongsa Point marina to clear out of Indonesia.

***UPDATE NOV 2016 *** Prakash at Nongsa Point Marina has informed me that IT IS NOW POSSIBLE TO DO INTERNATIONAL CLEARANCES BOTH IN AND OUT AT TAREMPA, ANAMBAS.

6.2.1.2 Tarempa

Mark Bongers – September 2019: For anyone coming to Tarempa, Anambas... Iski (look him up on Facebook) is your man!! He can arrange anything you need... from diesel delivered to the boat, assistance with checking in, motorbike rentals, tours around the island, etc. He's a wealth of information, speaks excellent English and to top it off, he's a really nice guy. You can contact him on: +62 812 68344549 (phone or WhatsApp)

Leanne Bartlett (FB) – August 2018: Here are some contacts we made while cruising in the Anambas Islands this year.

TAREMPA

Axel. +62 8128 5988 886 axel@amazinganambas.com

(Has good English) & will assist with

- motor bike rental
- Flights to & from Matak on Xpress Air.

Farizan (or Mr. J) (fair English) +62 8217 3780 094

- will assist with clearing in. (He charged us 150000rp for the privilege, but also help us with a few difficult provisioning items)

6.2.1.3 Jemaja

Soggy Paws – June 2024: The Pedang Melang Beach (aka Teluk Mampo) anchorage is very nice in southerly summer conditions. This is a wide bay that shallows up slowly, but has a couple of reefs in the middle. Except when a rally is visiting, this is a very sleepy little village.

The main town on Jemaja, Letung, is on the south side of the island, about a 2 mile walk. Motorcycles can be hired from beach for you to explore the island and visit town. There are one or two cars on the island. We hooked up with Asjuardi, who's mom has a restaurant on the road in front of the beach. He has access to a car and act as a taxi driver if you prefer a car. +62 821-6989-0704 He's happy to take you on a tour or even just a short ride to the airport.

Our anchorages at Jemaja were at 02-59.61' N / 105-43.616' E in 10 ft sand and in Teluk Tukan (2 miles away) at 02-58.40' N / 105-46.96 E in 15 ft.

Leanne Bartlett (FB) – August 2018: Gusdi Munandar. +62 8228 3351 471 (excellent English)

- motor bike or car hire
- group bus tour around the island (highly recommended)
- can take you to the money exchanger

6.2.1.4 The Central Islands

Sail SE Asia – October 2024 – Pulau Bawah: Last visited Island was Pulau Bawah in the Southern part. (02.30.77N, 102.02.58E.) There is a well protected lagoon and a Resort. Sailors are welcome here, if they are prepared to pay!

A service boat came out and contacted us at the entrance. ANCHORING IS NOT ALLOWED anywhere in the whole area between several smaller Islands. There are about 10 moorings in the lagoon, most of them occupied by local boats. We asked what a mooring cost per day. The answer was 5.50 (five and a half) US dollars per foot per night ! WHAT ? There must be a mistake ! NO, this is the price. We ask them to contact the manager, but that did not help. He confirmed-that the price was 5.50 US dollars per foot per night. For a 46 foot boat it is 230 USD for one night !! Insane!! So we said good bye and left.

Serafin - September 2017 – Pulau Bawah: The resort on the very pretty lagoon of Pulau Bawah opened at the end of July. They now refuse for cruisers to anchor and make the use of their mooring balls mandatory. For a fee of course....5 USD per FOOT, per day....!!!

So, unless they change their policy in the future, spare yourself the sail there, as the next closest anchorage is...20 miles away!! It happened to us a few days ago.

6.2.1.5 The Eastern Islands

David Cherry – October 2018 – Moon Rock Lagoon: I've just gotten back to Terampa from Moon Rock Lagoon, Pulau Sagu Dampar

I talked to couple who are building an 'Eco-symbiosis' resort on Samak ... the island opposite the Moon Rock. Their intention is to get a marine license so that they can exclude cruisers and local fisherman from the lagoon and their islands.

It sounds to me that their 'resort' may be so exclusive that it will end up being a nest of private islands in practice.

6.2.2 Natuna (03-55N / 108-10E)

The Natuna Regency is an archipelago of 272 islands located in the south part of the South China Sea in the Natuna Sea. It is part of the larger Tudjuh Archipelago, off the northwest coast of Borneo. Administratively, the islands (including the nearby Bunguran Islands) constitute a regency within the Riau Islands Province of Indonesia and are the northernmost non-disputed island group of Indonesia.

Indonesia's exclusive economic zone (EEZ) off the coast of Natuna slightly overlaps the area within China's South China Sea claim indicated by the so-called "Nine-Dash Line". In 2014–2015, the presence of the Indonesian army on the islands was reinforced, which the Indonesian government hoped would reduce the chance of any conflict.

The Natuna Islands themselves are divided into three groups:

North Natuna, which includes Laut Island (Pulau Laut);

Middle Natuna, which includes Bunguran (Natuna Besar); and

South Natuna, which includes the Subi Islands and Serasan.

Raymond Lesmana – June 2018 (FB): Anyone would like to visit Natuna can clear in Anambas and ask for permission to Customs in Tarempa for Exiting in Natuna...if you need to do so.

Highway Star – June 2018 (FB): If you are on the Sail Malaysia East rally, don't miss Natuna. It is a treat! Zain and the team will look after you!!

We were there last year. There's lots to love about Natuna! Great people. Protected sandy anchorages and a welcoming paradise in the South China Sea. If you go. Look up Muhammad Zain Akbar, he will welcome you and is a great ambassador. Zain heads a team focussed on encouraging yachties to their paradise.

There are anchorages for Natuna in the electronic version of the Sail Malaysia Cruising Guide. Go to the Sail Malaysia website. Natuna is fabulous and worth the effort to get there though you can't clear in or out there unless with the PTE rally.

6.3 Islands South and East of Singapore (Riau & Anambas)



Figure 6-3 - Oselot's Track From Kalimantan to Singapore

6.3.1 Batam / Nongsa Point Marina (01-12N / 104-06E)

Ariel – October 2024 – Checking out at Nongsa Point: The Nongsa agency fee including crew change was 2M IDR. I was very happy with the service. I checked pricing for clearance and docking with 2 other options, and Nongsa was cheapest. And a lovely place!

Noonsite – December 2021 – Bridges at Batam: The Bareleng bridge number 1 in Batam Indonesia has a 34 meter clearance. It is a series of 6 bridges that shut off the whole south area of Batam, only the first one connected to the main island Batam is that high. At least I went through with 23 meter mast and plenty of space above.

This is very valuable information because it saves you a huge detour and it opens up the whole beautiful south of Batam for sailors with good free, safe, away from crowds anchorages. It's the

first thing you run in to when checking out the area but no information to be found, also not in the marine charts and publications as far as i could see.

Official government information I couldn't find, but the coast guard informed me about it after asking.

FB Discussion – Oct 2018 – Anchorages Around Batam:

- There are hundreds of places to anchor there... Just pick a nice looking spot.. Watch out for thunder storms this time of year. Wind will swing around 180 deg and pick up to 40 knots for an hour then drop to nothing. So make sure you have swinging room and dig the anchor in well.
- Lots of yachts anchored near Nongsa Point Marina before heading across the strait with our rally. You would need to watch out for the ferry to Singapore that leaves Nongsa Point. Those that anchored there said the holding was good.
- There is a small marina at Bandar Bintan Telani ferry terminal on the north of P. Bintan. Very reasonable rates and can check in and out there.
- Stop at Tanjung Piyu on your way up. Anchor past the first set of restaurants in about 12m good holding and try out the seafood restaurants looking back at your boat at Anchor. Some of the places have beer and win but some do not...check before ordering. Tie your dinghy up directly to the restraurant. They are hapy for you to leave it there and explore the village.
- Come through the islands -- water is relatively clear and you can see the reefs. Deep in the middle or come in from Bareleng. The bridge clearance on this span is over 30m.

September 2018 – Work Done by Subcontractor: Usually I am trying to stay away from negative comments but I am getting tired of paying good money for a bad service.

We stopped at Nongsa Point Marina because of a leak in our hydraulic steering. The marina is a little expensive for us but we felt we did not have another choice to continue with a leaking cylinder. The marina manager got in touch with a local company to do the job.

They said that they replaced all the seals and pressure tested the cylinder. Shortly after we left the marine the cylinder started to leak again. Now we are taking the cylinder apart again to discover worn out seals and rings that don't even fit our systems. Disappointed!

Blue Steel – June 2017 – Haulout near Nongsa Point Marina: We hauled out at Asian Fast Marine (Batam - Indonesian). We cleared in at Nongsa Point Marina then motored onto the yard, anchored overnight and we're hauled out this morning by their massive crane, boat weight 78 tonne!!!! ..no mean feat.

We have very good feelings about this boat yard, very professional, staff have tons of experience and are used to hauling out big boats, they service Batam Fast's fleet of fast ferries The yard looks superb, and service (Watch this space) is so far very good .we will be here for the next 15 days or so..ill update you as we go.

Tiger Lilly – October 2016: At the Nongsa Point Marina and Resort we fueled and took a berth for a few days before we check-out of Indonesia and sail for Malaysia. The NPM&R is an absolutely first class facility - probably the nicest marina that Indonesia has to offer. It has floating docks, a hotel / resort, permanent residence villas, and a beautiful well-groomed golf

course. But in a lush green country with plenty of rain, the tap water cannot be drunk - what's up with that? It was quite a culture shock to go from Tanjungpinang to Nonsa Point Marina in only about 6 hours!

The only down-side of our luxury marina environment is that the place is absolutely infested with high-roller power boaters; and the dock parties can be pretty noisy when real sailors need their sleep... It seems that the power boaters hibernate in their air conditioned cabins all day, and then once the sun sets they crank their ghetto-blasters and start partying in the cockpit until the wee hours of the morning.

Ocelot – October 2006: Nongsa Point Marina at N1°11.8 E104°05.8 is a little dodgy to get into. There are a series of 8 poles that are quite visible, arranged in 2 lines of 4, oriented east/west. The 4 poles to the east mark each side of the channel to the marina, while the 4 to the west mark the entrance to the river that the high-speed Singapore ferries use. Some CM93 charts show these poles although it has them shifted about 100m to the east. There are also some rocks just outside the channel that are usually marked by floats. Call the marina on VHF before you come in for directions. Make sure you run down the center of the channel (which will show you as running over the 2 western poles on the CM93 charts) as some boats have damaged keels on rocks.

The marina itself was a pleasant surprise as we don't go to marinas very often. Although prices are all quoted in Singapore dollars, slips were actually fairly reasonable, and included the huge pool (towels provided by the hotel) and slow wireless internet. Even the resort restaurant, expensive by Indonesian standards, was quite reasonable by world standards. The only flies in the ointment are that town is a long taxi ride away, and the marina officials charge a hefty fee for organizing clearance out of Indonesia. Make sure you're ready to leave when the officials return with your passports, because you don't get any slack-time. As soon as they hand you your clearance documents, they undo your dock-lines and hand those to you as well - you're expected to leave immediately. Luckily, they usually come in the morning, so you have ample time to cross the busy shipping lanes to get to Singapore.

6.3.2 Bandar Bintan Telani (01-10N / 104-18.6E) (Clearance Port)

August 2025: Prakash Reddy, the manager of the Batam Marina nearby, gave this contact number for Bintan Marina: Suci +62 822 8314 6655

Online Info about clearance (may be obsolete): [Bintan Resorts Marina \(BRM\)](#) operates from 0800am hrs to 0700pm. However for smoother clearance, it is advised that boats arrive during daylight hours. The marina can be contacted prior to arrival at VHF Channel 14 at 156.700Mhz. Call Sign "BBT Terminal".

The contact person in BRM: Mobile (+62) 852 7292 4760. Tel (+62) 770 691935 . Fax (+62) 770 691927 bintanmulia.bbt@gmail.com Operating hours 0730-1900hrs

Ferry Terminal Manager, Mobile (+62) 812 7060 590

Manager on Duty, Mobile (+62) 812 7068 093

Maybe more current contact info: +62 823 8931 2580 (Mr. Luki)

+62 812 6277 7798 (Ms. Sharifah)

bintanmulia.bbt@yahoo.com

Nebo – November 2023: We just cleared out of Indonesia at Bandar Bintan Telani yesterday in the north of Bintan Island. Easy process using the required agent at the small marina which is part of Bintan Resort, however, the fees charged have increased substantially.

Online they state a charge of 600,000 IDR for agent and 400,000 IDR for 1 night for your yacht at the marina. We were charged 2,000,000 IDR agent fee and 400,000 IDR for tying up our dinghy for 2 hours. We chose to anchor off the island due to the depth in the marina. Left us with bad feelings for our exit from Indonesia, lesson learned, always double check prices here.

I did ask the agent for the price, he never answered my question and I assumed incorrectly that the price published online would be correct. Bit much charging for our dinghy!

Starry Horizons - November 2018: Anchored as close into shore as we could get. A bit swelly, but cleaner than Tanjung Pinang. Ferry dock here throws up lots of wake, but you can catch the ferry to Singapore for a very reasonable price. There is a small marina, though when a rally participant tried to come in and book a slip they said they were “full”, though only 3 of 14 slips were being used.

By now, the rally has dwindled to about a dozen boats. Several boats went over to Batam and Nongsa Point Marina. We wanted to clear out with the rally, and also see many of our friends again, but in reality, everyone is still headed the same direction; we saw rally friends for months cruising Malaysia and Thailand. And, Nongsa Point Marina helps with the check out process, so....next time, we'd do Batam instead.

Marina info pdf: <https://www.bintan-resorts.com/wp-content/uploads/2018/04/bintan-resorts-marina-2018.pdf>

Our anchorage: 01°10.164 N 104°18.603 E

6.3.3 Pulau Buluh (01-01N / 103-55.5E)

Pulau Buluh is a small island in the strait between Pulau Batam and Pulau Bulan.

Sail SE Asia – May 2022: If you are considering an alternative stop-over near the SE Asia crossing of Batam & thinking to avoid the marina fees?

Anchorage at Pulau Buluh, the traffic can be pretty intense, so perhaps not for all.

I can vouch for my guide & Mr Fixit Dyan

WhatsApp 0813177391939 or flag down his fast water taxi.

Diesel & Water, Provisions & local taxi.

Super community of families on Pulau Bulan, well worth a realworld Indonesian visit.

6.3.4 Pulau Bulan (01-01N / 103-55E)

Minnie B – June 2015: After leaving Singapore, our destination anchorage was at Pulau Bulan/Boyan, just 36nm, where we found good shelter, but tucked into the bank closer to Pulau Tanjungkubu (01 01.162'N:103 54.876'E) to avoid the villagers' nets. It was very sheltered and got us away from the busy that line the Batam side of the channel, albeit there was strong tidal current but with anchor well dug in we celebrated the start of our next adventure.

6.3.5 *Tambelan Islands (00-58N / 107-28E)*

The Tambelan Island group is a small group of islands about 90 miles W of the west corner of Borneo. There is a town with a ferry and airport on Tambelan Island, the easternmost big island.

Soggy Paws – Benua Island: Anchored at 00-58.092' N / 107-28.771 E in 20 ft. We had good satellite charts (CM93 is off by a good bit in this area. Navionics was OK but lacked detail). This was very protected spot in southerly winds, and a pretty spot with a small beach ashore. We did a little snorkeling and it was OK, not great. As we were leaving the next morning, a fishing boat came in and worked it's way very close in through a gap in the reef marked with a white float.

As we approached from the SW, we came through the pass on the east side of Benua. Again with satellite charts, it was very clear where to go. Least depth was about 30 ft with average depth more like 45 ft. The tide was rising and we had about a knot of current against us.

6.3.6 *Tanjung Pinang, W Coast Bintan Island (00-56N / 104-26E)*

Starry Horizons - November 2018: Filthiest town we've been to. Not much to redeem it that we could find, although we did have a fantastic meal up at The Manabu.

Would not have stopped here except for the rally clear out - this is where you have to turn your papers into the rally admins. Isana Supermarket for provisioning.

Our anchorage: 00°56.233'N 104°26.360'E

Tiger Lilly – October 2016: On our way north from the Kumai River, the only place we put the dink down and went ashore was at the town of Tanjungpinang, Bintan. TJPA is right out of a Joseph Conrad Novel. For hundreds of years TJPA has been a trading cross-roads of Southeast Asia; it is certainly not a tourist town, but it is an interesting place for a seaman to knock around the waterfront.

TJPA is a bustling harbour, and quite dirty, but every cruising destination is not a swaying palm tree white sand anchorage; and thankfully so - variety is the spice of life. We anchored off the police dock in 5 meters of water with a mud and clay bottom. The holding was good; we experienced a 40 knot squall while we were there, but Big Bruce our Best Bower held faithfully.

We used the Police Pontoon Dock as our dinghy landing; we stopped at the Marine Police Office at the foot of the pier, and the young staff sergeant on duty told us that we were welcome to use their pontoon. We paid a taxi driver (Rian at the main taxi-stand) 100Rp (almost \$8 USD) to drive us around the general area for 90 minutes, and it was a most interesting ride.

After our two-day stay, when we picked up the hook to depart, we had about 10KG of plastic trash and a section of old mooring line fouling our anchor. As we left, we cruised around the inner harbour while Lilly sat on the bow and snapped pictures of life on TJPA's waterfront. We can just imagine all the strange cargos in the holds of the coastal freighters, the clandestine negotiations - and the various specie used as payment.

Baraka – June 2012: We had an easy day-sail from Nongsa Point to Tanjung Pinang, where we enjoyed an interesting night in the busy estuary; anchorage 00°56.1856N, 104°26.4425E, 22' of mud.

6.3.7 Tanjung Sembulang (00-52N / 104-15E)

Yindee Plus – Aug 2015 - Tanjung Sembulang: We'd read in another boat's blog that they'd had a 'comfortable night' anchored behind the headland of Tanjung Sembulang. On the chart, it didn't look like it would afford much protection but we had a look anyway. It was slightly rolly and we couldn't get that close to shore but the protection was fine for a night. Position was: 00°52'.176N 104°14'.906E, in 2.5m mud (NB all depths are tide-adjusted). We had a new Telkomsel SIM and vouchers and were able to get a connection, via smartphone, as soon as we were in Indonesian waters (used SIMs don't seem to work, even with new credit). Signal poor in this anchorage though.

6.3.8 Pulau Pangkil (00-49N / 104-21E)

Zoa – October 2014: We anchored at 00-49.524'N / 104-21.051'E This bay seemed nice on the chart and it is except there are a lot of big fishing structures in the bay, so we are anchored quite a way out in 12 meters. It should do for the night.

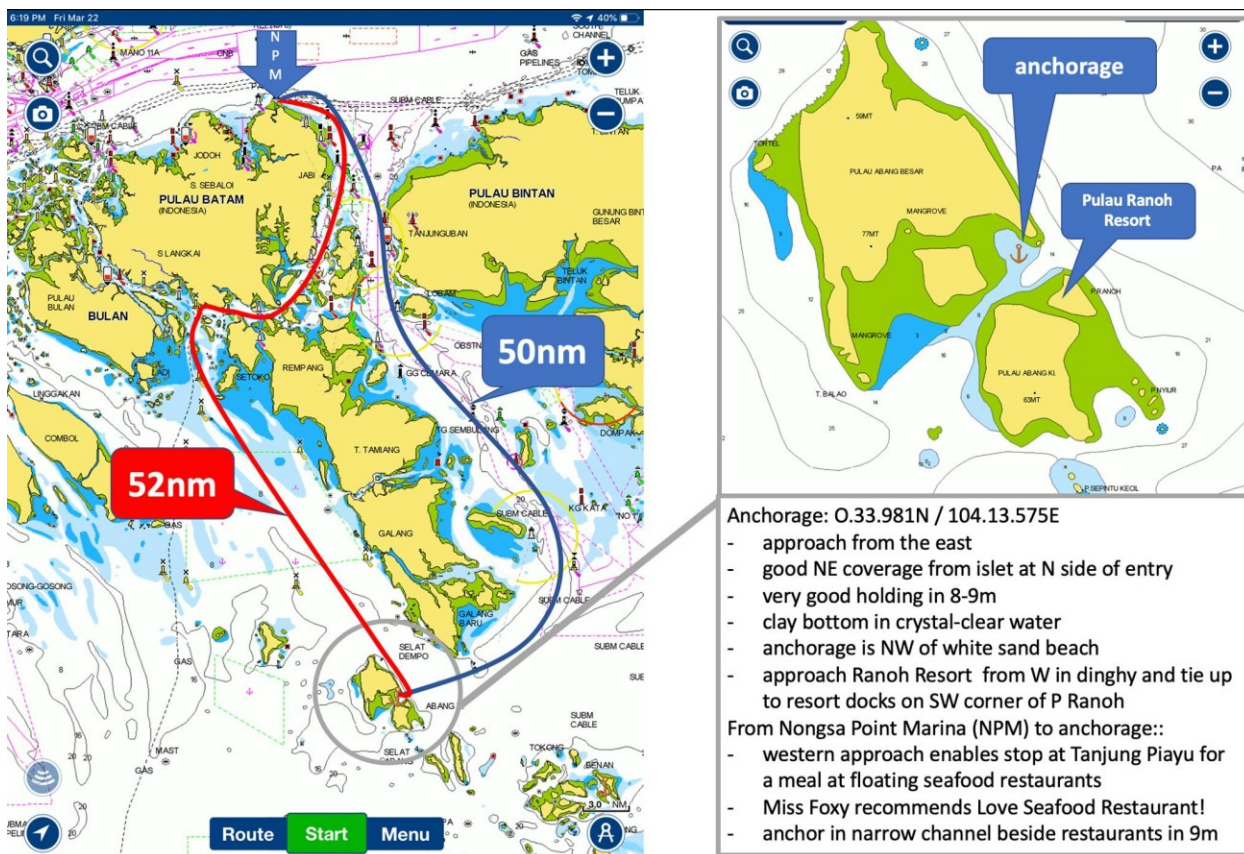
6.3.9 Pulau Abang Besar (00-34N / 104-14E)

Minnie B – June 2015: We declined the suggested anchorages in the Cruising Guide and went “mouillage sauvage”, finding a very sheltered spot – a bit closer to the reef than we had intended when we awoke the following morning, but safe enough (00-33.624'N 104-13.811'E)

6.3.10 Pulau Ranoh (00-34N / 104-14E)

Soggy Paws – Oct 2022: We stopped here on our way from Belitung to Puteri. Our anchorage was 00° 33.5686' N 104° 13.6092' E in 35 ft sand. The resort was welcoming.

Miss Foxy – March 2019 – Pulau Ranoh: Last week I took Miss Foxy with a couple of mates for an 8-day mini-cruise around the smaller islands S of Batam and Bintan in the Riau Archipelago, Indonesia. We all know there are tons of interesting anchorages in the 1,800+ islands in the Riaux and we stopped at five of these during the cruise, but many of you may not know that the nicest little resort recently opened on Pulau Ranoh only 50nm S of Nongsa Point Marina. The resort is called Ranoh Island Resort and the tiny sandy island is nestled between Pulau Abang Besar and Pulau Abang Kechil only 4.5nm SW of the southern tip of the last island linked by bridges to Batam, Pulau Galang Bahru.



Ranoh Resort Facebook: <https://www.facebook.com/ranohisland/>

Apart from the obvious - a gorgeous, quiet anchorage in crystal-clear waters, with stunning westerly sunsets - it overlooks Ranoh's soft white sand peninsula and attap-roofed out-buildings. And when you dinghy ashore you are met with the coolest beach bar overlooking the anchorage! Ice cold Bintang beer is reasonably-priced and the nasi goreng is very tasty. We thought we were in Thailand when we got ashore here as these sorts of beach bars are as rare as hen's teeth in the Riau's or just way too exclusive/expensive to go ashore.

The resort does not charge for anchoring and welcomed us with warm smiles and an escort from their excellent docks by a very polite Indonesian manager who sounded more like he was educated at Cambridge. The beach bar is pretty much post-card-esque...we spent far too long there and thoroughly enjoyed ourselves. Make a stopover there next time you're passing through! If we support it, it might just stay open.

6.3.11 Benan (00-28 N / 104-27 E)

Starry Horizons - October 2018: An adorable island, we've finally caught up with the rally again. A supply ship comes in with produce every so often, other wise it is just small shops. There might be more goats than people living here. Very nice beach, very friendly locals.

Our anchorage: 00°27.928 N 104°26.877 E

6.3.12 Mesanak (00-26N / 104-31E)

Meikyo – Sep 2022: Mesanak was a nice spot with good internet.

Starry Horizons - July 2018: Anchored just off the reef. Not much here - just a waypoint to make daytrips instead of an overnight.

Rally friends dinghied many miles to the nearest village for fresh veg.

Our anchorage: 00°25.780 N 104°31.418 E

Baraka – June 2012: We overnighted at Mesanak, sheltered though slightly rolly; anchorage 00°26.0459N, 104°31.1790E in 27' of sand. Avoid the reefs and rocks in the east side of the bay which cover a larger area than charted.

Ocelot – Oct 2006: The normal anchorage for Mesanak is in the big bay to the NE, but that was exposed and choppy when we got there so we went around the top and anchored off the NW corner. The anchorage was fairly deep (N0°26.1 E104°30.6, 45-50' or 15m) and we had to get closer to the reef than I liked, but the holding was good and reefs down the western side of Mesanak broke up most of the swell. This anchorage was only OK - I would recommend the NE bay anchorage if the winds allow it.

6.3.13 Pulau Setemu (00-14N / 104-29E)

Yindee Plus – Aug 2015 - Pulau Setemu: This looked, from the chart, to be a superbly sheltered spot; and it was. Pulau Setemu at position: 00°13.548'N 104°29.167'E We anchored in 6.5m in mud. It was very isolated, with only a tiny stilt village in the south of the bay: lovely. We decided to stay for 2 nights and were glad we had as the next day it rained non-stop from dawn to dusk. A local fisherman exchanged some squid for some old rope. Telkomsel signal poor.

6.3.14 Lingga Group (00-18S / 104-49E)

6.3.14.1 Lingga Southeast

Ocelot – Oct 2006 - Lingga SE

Yindee Plus – Aug 2015: We were heading for the anchorage at the southern-most tip of Lingga but, from the wind direction, we weren't sure it would be tenable.

We stopped to dry out at: **00°15.4'S 104°56.0'E**, just off the beach, north of the headland. Wind protection was excellent but the swell and current made us roll around horribly. We continued on later in the afternoon, once the weather conditions improved and the wind was from the SE again, but hobby-horsed through a section of wind versus current close to the headland. Not a great day. But this was the last rain / squall / thunderstorm weather we were to see.

We anchored overnight around the corner at 00°18.487'S 104°58.784'E in 3.3m sand/mud.

Because of our late arrival and the poor light we couldn't risk tucking in close to shore as we couldn't see the reef. Wind protection was very good but we rolled badly and couldn't wait to get away the next day. Telkomsel weak but usable for email / weather.

Zoa – Oct 2014 – Lingga SE: We anchored at 00-18.262'S / 104-58.639'E There is some internet here but it's really slow.

6.3.14.2 Pulau Kentar (#87) (00-03N / 104-46E)

Meikyo – September 2022: No Telkomsel signal here.

Starry Horizons - October 2018: Back in the northern hemisphere! This anchorage is tucked away in a shallow but wide bay. There are fishing trees here, and ladies come by to trade (we traded bananas for a hat).

Our anchorage: 00°03.428 N 104°45.720 E

Ocelot – Sep 2017: We anchored at 0°03.2'N 104°45.6'E, 30' mud. The obvious anchorage in Kentar is in the big northern bay, between Kentar and Pulau Bakau. The bay is big but protected from the normal SE trades. There are no hazards to avoid on the approach, but Kentar's fringing reef extends out quite a way, so don't go too far into the bay. The charts often have Kentar displaced about 400m NW of its actual position, but everything's easy to see.

Yindee Plus – Aug 2015 – Kentar Island: We'd spent a night here on our way up to Singapore and were happy to be back again. This time it was a little rolly though. Position: 00°03'.250N 104°45'.559E in 10m sand / mud. A local man swapped a large scaly fish for another of our ropes.

Minnie B – June 2015: The anchorage at Pulau Kentar was again very pretty and sheltered (00 03.231'N:104 45.619'E).

Baraka – June 2012: From Mesanak we went to restful Kentar, entering from the west through fascinating fish platforms, where we waited for lighter winds for the beat to Belitung; anchorage 00°03.2160N, 104°45.5470E, in 32'

101 Anchorages #87: Anchorage: 00-03.220N / 104-45.654E Approach: (A) 00-04.334N / 104-46.516E (B) 00-03.904S / 104-45.661E 7-10m sand, good holding. Night arrival is not recommended due to the large number of fishing platforms in the bay, some of which are unlit.

6.3.14.3 Pulau Kongka Besar

Sea Monster – April 2022 – Pulau Kongka Besar: Currently we are anchored at Kongka Besar (00-04.37'S 104-51.68'E). This is a lovely place - large shallow (8m) lagoon surrounded by islands and protected by drying reefs - so very calm in the NE'ly. The village head (Mariana) is welcoming and friendly.

Minnie B – June 2015: We had a fine spot to anchor on the north side of Tanjung Jang (00 16.674'S:104 54.080'E). *(Note, plotting this waypoint, it plots inland. Might try 104-58.080E)*

Zoa – Oct 2014 – Sebanka: We anchored at 00-08.427'N / 104-36.885'E

6.3.14.4 Lingga Northeast

Solita – April 2019 - Tanjung Tuing: 01° 37.37' S / 106° 02.92' E 4 M oversand & mud. Large bay with hook to protect from NNE thru N to W winds/swell. Boats can get close in to shore before reef and to west of old stone jetty to get out of NW wind/swell. Approach clear from south. Many fishing boats work out of this area.

6.3.14.5 Pekacacg Island (01-09S / 105-18E)

Zoa – Oct 2014: We anchored at 01-08.870'S / 105-17.650'E After motoring all day in no wind. On our way to Lingga Island in the morning.

6.4 Islands Between Borneo and Sumatra

6.4.1 Bangka (01-31S / 105-53E)

6.4.1.1 Southern Bangka

Matilda – July 2019: 03°03.57' S / 106°27.58' E Anchored overnight in the SW corner of Bangka. 5.4mtrs

Matilda – July 2019 - Kelapan: 02°50.70' S / 106°49.58' E 10.3mtrs

Solita – Pulau Bayan: 02°53.93' S / 106°46.27' E 5M over sand/mud. Virtually all-round protection. Another quiet anchorage off Kupung Town on P. Lepar's north coast. Some rocks & reef in nearby channels. Good stop before setting off for P. Belitung.

Solita – Sadar: 03°00.24' S / 106°43.49' E 6M over mud. Virtually all round protection. Quiet, comfortable anchorage at edge of good sized town at northern end of Selat Lepar, with busy fishing industry. Road to larger town of Toboali. Tie dinghy to water taxi dock – locals will show you.

Solita – Pulau Kepar S Coast: 03°02.17' S / 106°50.25' E 4M over mud. Protected from W thru N to E. Small bay immediately east of Lepar Channel. Open to some swell from S. Many fishermen about but no town obviously nearby. Lepar Channel very shoal in places –would need local knowledge to negotiate channel

Solita – Tanjung Berikat: 3.5M over sand. Protected from NW thru N to NNE only. Tucked in behind headland over shallow sandy bottom. Many rocks against shore. No facilities, local fishermen pass by.

Ocelot – Oct 2017 – Gelasa N: 02°24.36'S 107°04.32'E, 57', sand

Gelasa is a tiny island that's about half way between Belitung and our next destination of Ketawi, off Bangka. The leg from Belitung NW to Gelasa is about 39nm and the leg from Gelasa to Katawi is about 45nm, so Gelasa is ideally placed to break this passage into a pair of day sails. Google makes it look like you should be able to nestle deep in the bay, but it's apparently too deep and too narrow and too much coral. The outer bay, where we anchored, is not as protected, but there wasn't much wind when we were there in September of 2015 and 2017. There are no obstacles on the approach, but make sure you're far enough off the reef that you'll have a full swinging circle if the wind comes up from the wrong direction.

6.4.1.2 Central East Bangka

Alba – Oct 2015: 02°15.98' S / 106°19.38' E 8-10 metres in good holding mud close to a shallow area to the north of a long dock.

Ocelot – Oct 2015 & 2017 - Ketawi: 2°15.93'S 106°19.33'E, 32', mud Ketawi is a tiny island just off the east coast of much bigger Bangka Island. It's part of a small archipelago of reefs and islands, all of which help to break up any easterly swell, so anchoring on the west or NW side of Ketawi is actually fairly protected from the prevailing ESE winds. When approaching from the east, you need to keep south of this small archipelago before turning NW to anchor behind Ketawi. Approaching from the north is much more difficult, as there are several reefs

and islands with narrow gaps between them that must be negotiated, so satellite-derived charts are highly recommended for navigation through this area. [Ketawi](#)

Solita – Pulau Panjang: 02°09.79' S / 106°16.12' E 5-6M over sand & mud. Well protected by island & long sandspit from W thru N to NE. Anchorage south of small island. Watch for uncharted rock/reef patch at about 2°10.34'S, 106°15.95'E, otherwise clear approach from Sth. Busy fishing area at night.

6.4.1.3 Northern Bangka #86

Yindee Plus – August 2015 - NE Bangka (#86). This is listed as anchorage 86 in the 101 Anchorages of Indonesia guide, although it is mis-named as Pulau Lingga! Position was: 01°30'.555S 105°52'.567E in 5m sand. Good wind protection and reasonable swell protection too. Telkomsel signal OK from the various cellphone masts.

We left the next day, on 5th August, to make the last of the windward open-sea passages, to Belitung. The forecast was for up to 15 knots SE, so we decided to allow 2 nights to make the 154 M trip as we don't go well to windward and wanted to be able to sail some of it to make it more comfortable. A good decision as it turned out. We started out motor-sailing and had no more than 15 knots (SSE to ESE) but the shallow choppy sea made the motion of the boat unpleasant. As soon as we steered off the wind it was much better and a combination of motor/sail and sail alone completed the 42 hour trip (we slowed down to make an arrival after 09:30 to have good enough light to see the reefs).

Minnie B – June 2015: Fortunately there were few fishing boats about and fewer cargo ships. At the anchorage (01 30.593'S:105 52.442'E), some friendly local people called by to say hello.

Baraka – June 2012: We stopped for a night at the north end of Bangka to swap out our raw water pump; 01°30.5936S, 105°52.4507E

6.4.2 Belitung / Belitong (PORT OF ENTRY) (02-34S / 107-39E)

6.4.2.1 Clearing In/Out

The harbor for clearance is Tanjung Pandan, about 20 miles south of the popular Tanjung Kelayang anchorage in the NW corner.

Sail SE Asia FB Group – April 2022 – Clearing Out: Indonesian Formalities - A snapshot of the post covid clearance-out process from Tanjung Pandan Belitung.

Started at Tanjung Kelayang the anchorage in the NE of Belitung.

One of the local agent/guide offered his services for 2M IDR++ fees & exp. As has been the norm in Indonesia - it just wasn't clear what was included or excluded.

The rules for the time being require sailors to attend an approved testing facility for a pre-exit PCR Test.

As the island PCR test centre (RS Utama Hospital) & the other formalities are all signed-off in the main town 20miles to the south, I opted to move the boat to Tanjung Pandan anchorage 4hrs to the south & quasi act as my own agent.

PCR test at RS Utama Tanjung Pandan 2.5miles outside town (650IDR) - 48hr test result via SMS, WhatsApp & papercopy.

Customs in Tanjung Pandan Port, copy of Vessel Declaration & Customs clearance in certificate. Required a visit to the boat by Customs Officer.

Health Quarantine Department in Tanjung Pandan Port. Copy of Covid-19 inoculation certificates, Green Book, PCR test result pdf.

Harbour Master/Port Captain. Copy of original Port (Lembar) clearance certificate & sight of Customs Clearance above & updated Health signed-off Green Book.

The Harbour Master was much amused by the sailor from the city of "You'll Never Walk Alone" was infact "Always Sailing Alone". A notable fabulous team in the Harbour Masters office.

Immigration Office 4.5miles outside Tanjung Pandan Port. Copies of existing B211A onshore Visa, passport. 1hr wait no issues though at first they weren't sure they could stamp me out.

I was interviewed again afterwards by more senior Immigration Offices who found nothing untoward in my Visa stamps from Lembar, Sorong, Tenate, Wakatobi & Makassar.

You might ask. Is there too much 'Smoke & Mirrors' around the whole formalities process?

Providence led me to a friendly local contact Mohammad Faisal (WhatsApp +62 877 4296 2442) who provided the transport & was tirelessly helpful with the interfaces at the hospital, Immigration, Health Customs, Harbour Master & trips for provisions, fuel etc.

Matilda – July 2019 – Clearing In: Our friend Ringgo and his family welcomed us with open arms. Their Resto is located here on the beach at 02 33.364S 107 40.047E. With their help we managed a fair bit during our 9 day stay. We checked into Indonesia which took 2 days including some confusion with the Quarantine ladies but that's OK, as they are only use to dealing with commercial vessels. Customs, Harbour Master and Immigration where fantastic and thrilled to see us, making us feel most welcome. We had 2 lovely young Customs officers come to our boats and they were an absolute delight to deal with.

Sail SE Asia FB Group – June 2019 – Recommended guide in Belitung:

Melly Susanti is a local guide, English speaking WhatsApp +6281328180000

Highly recommend Melly, lovely person and very helpful!

Rehua – January 2018 (From [Noonsite.com](https://www.noonsite.com)): We completed our outward clearance of Indonesia in Belitung in January 2018.

The entire exit process took the most part of the day, in the following order: Immigration, Customs, Quarantine and Port Authority.

We were anchored in the town harbour in **Panjung Pandan** and took a taxi to Immigration who are based on the other side of town. They took photocopies of our passports and stamped our passports. It took roughly one hour.

Then we went to Customs, located opposite the Port Authority in the centre of town. They wanted to check the boat (engines and AIS mainly) and stamped the documents we had received from Customs at entry in Biak.

Next we had to visit Quarantine who are based in the same area of town. They stamped our green book and collected a fee of 20,000 RP (£1). This was the only fee we had to pay.

Finally we went to the Port Authority to get our exit clearance document. This is where we had an issue. We did not go and see Port Authority on entry in Biak in July 2017 as per the advice of the local authorities there. However, apparently it is required to see Port Authority on entry and exit (but not at any other ports in between during your cruise around Indonesia).

They said we were not the first yacht who did not have an entry document and asked us to pass this information to noonsite.

They resolved the issue by contacting Customs and told us to come back after lunch to collect our exit clearance document. They wanted photocopies of all other documents and then issued us the exit paper the same day.

Yindee Plus – August 2015: We cleared into Indonesia with the help of Mr Johny (Lytha's agent). His fee for clearance in / out and issue of the PIB was \$125 US (he accepts US or local currency). This seemed expensive initially but he worked hard for it and the process was time-consuming. We had already sent him our yacht and crew details before we left Malaysia.

GOSI – May 2015 – Checking in Belitung/Belitong: A few items of interest for those coming this way.

We did clear in officially with a CAIT (from Raymond Lesmana) and a prearranged visa. They do not do visa on arrival so you must get visa in advance. Social visa is easiest with sponsor letter from Raymond. Jonny here in Belitong assists with the local clearance for 75 USD and was great to deal with. Took about three hours total for customs, immigration, harbourmaster and quarantine. Customs did come to the boat. Everyone will clear you in and out at the same time. No need for temporary import permit.

We used the anchorage to the north west of the Sail Indonesia anchorage as much calmer in the strong southerly/southeasterly winds.

We got fuel from the shop/restaurant in the left hand corner of this anchorage for 10000 rupiah a litre. This was arranged by Johny. About a ten minute dinghy ride.

Local provisioning is excellent and main grocery store is well stocked.

6.4.2.2 Visa Renewal

FB Discussion – October 2018: Elsewhere, our friends were asked for approximately \$900 dollars CAD

- We did ours in Belitung. Young, professionals. Only snag was having to go back the next day to pick. Not a hint of anyone wanting a bribe.
- Did it too last year. No bribe. Director of the place came to shake our hands. Kept apologizing for the new computer system. Had to be patient but everyone was nice. Also had to go back and payment is at the bank not at their office.
- Very easy to renew visa, we also got our AUSTRALIAN gas cylinders refilled, brought fuel and water all at a reasonable price.

6.4.2.3 NW Belitung Anchorages

Sail SE Asia FB Group – August 2019 – Tanjung Kelayang: This is a fine anchorage at Belitung. Look for Ervan (he has a cafe near the jetty) if you need assistance with anything: such as water, fuel, a car, scooter, laundry, shopping, beer, visiting authorities for clearance etc. He is a great guy and his wife Fenny makes great food. We had a great time at his place!

Ervan took us to see Harun to buy a gearbox heat exchanger...great machine shop opposite the market.

His telephone number is +62 819-7778-1455 and he is on Whatsapp.

Starry Horizons - October 2018: This was a lovely stop, one of my favorites actually. The bay is big enough for the rally (we were still behind), but it's shallow and sandy. The huge granite boulders provide a nice scene and playground. There's a nearby lighthouse to dinghy to.

Our anchorage: 02°33.320 S 107°40.732 E

Brahminy – March 2018 – Propane Refill: When we had visited in 2016, we anchored at Tanjung Ketayang on the northwest corner. We had fond memories of the granite boulder seascape and white sandy beaches. This time with the prevailing NW winds our port anchorage at Tanjung Pandan was well protected. We were in close proximity to all the CIQ and Harbour Master authorities for the other vessels. Similarly, the very large and friendly 'wet market' provided lots of opportunities for provisioning and interacting with the locals.

For yachties who may come this way in the future, we were able to have one of our gas bottles filled in Tg Pandan. This was not always possible for those using Australian fittings in other ports in Indonesia. A very reliable "man on the ground" contact was: Harun mobile +62 811 7178 895.

Rehua – January 2018 (From Noonsite.com) – Tanjung Pandan: Chart datums are inaccurate in the channel, there are wooden poles that should be left to port on entry over the shallowest section on the chart; (you must enter on high water or close to, we had 2.1mtrs on 2nd hour of ebb).

Anchoring: Round the point in the harbour the water depth increases and there is good holding in minimum 3.4mtrs with a stern line to the mangroves, just opposite the large blue ferry hulk. Very good shelter, dingy to shore a challenge at low water, use fishermans wooden jetties.

Ocelot – October 2015 - Tanjung Kelayang: 2°33.19'S 107°39.83'E, 20', sand

This is the preferred yachtie anchorage off NW Belitung. The bay to the east is closer to town, but boats that tried to anchor there said it was very bouncy. Anchoring just west of the peninsula and behind the islands offered better protection.

Again, there are several reefs offshore, so care must be exercised on the approach. It's probably best to approach from due north, but an approach from the NE is also possible. The anchorage is quite big and can hold several boats.

Some people took their dinghies around the peninsula to be closer to town. There's a concrete dock there, but most folks just pulled their dinghies up on the beach.

Yindee Plus – August 2015 – Tj Kalayang: This anchorage, in the NW of Belitung, behind the headland of Tanjung Kalayang. Our position was: 02°33'.568S 107°39'.076E in 6m sand. We

made our approach at midday, with good overhead light and could easily see the reefs in the bay. A beautiful anchorage, and well protected in the SE trades, although a fairly long dinghy ride from the headland, where the cafes / transport is located. The house next to the pier, near the anchorage, is now derelict. Telkomsel signal was so good that we could stream youtube experiments for a chemistry module we were doing in school.

There are lots of eateries around the headland as this bay is a tourist attraction for visitors from Jakarta. Many of the cafe owners can organise a car and driver, fuel, water and tours. There didn't seem to be a bus service and a car/driver for a day cost 500,000Rp. We can highly recommend Evan, whose cafe is at the base of the concrete pier north of the headland. Evan is fun, friendly, speaks excellent english and understands the needs of cruisers. He arranged transport, laundry, beer (can only be acquired by those with a permit to sell it ie a cafe owner) and water for us and helped us after our dinghy was put out of action. The cafe nearest the anchorage (Pak Ajung) arranged to bring diesel out to the boat, in jerries. We met Harun, who is mentioned in lots of blogs and lives up to his reputation. His large warehouse-style hardware store sells lots of useful items. He filled our **propane** bottles.

The town has good provisioning but the prices in the market were much more expensive (for 'bule') than other parts of Indonesia; tourism has arrived in Belitung. We found that roadside veggie stalls were much more reasonably priced.

We stayed 12 days. Clearance in was done on day 4 of our stay and clearance out on day 7, due to weekends / public holidays. Just required patience and paperwork, as expected.

Minnie B – June 2015 – NW Belitung: We motor-sailed the last 20nm to arrive at the anchorage (02 33.363'S:107 40.361'E) at 0830 on Monday 22nd June, having travelled 155nm. We worked our way through the reef and anchored in 3.0 metres – OVNI time.

So back again, but this time instead of lots of Rally boats, we have the anchorage to ourselves – well, except the local boats taking tourists into the nearby bay and to the granite rock formations that guard the west side of the anchorage.

A phone call to our agent, Johnny, had him meeting us ashore at 1100 so that we could give him our passports and papers to start the inward clearance process. Next day we went with Evan in his car to Quarantine and Customs, and met Johnny who carried on with the clearance. He had everything completed that afternoon and Customs were too busy to come to MINNIE B. So, that was all good.

Baraka – June 2012: We motor-sailed overnight to Belitung against 10-12kn, to a most picturesque and well-protected anchorage near the Langkuas Lighthouse on the NW corner of the island, arriving with Estrellita and Taipan. Baraka was surrounded by rocky islets, piles of huge granite boulders and white sand beaches.

We initially anchored in 40' at 02°33.4145S, 107°38.3624E, later moving closer in to 02°33.481S, 107°38.952E. in 27', sand. There are a couple of reefs to work around on the way in to this second anchorage, so good overhead light is needed.

Mr. Harun Cahyadi was our Belitung host. He can be reached at harun_cahyadi@me.com or harun.cahyadi@gmail.com and can accept SMS messages at +62 811 717 8895. Harun operates a sand barging business and his entrepreneurial family owns a hardware store, a machine shop and is developing a beach property.

Though he's a busy man, he generously spent much of the week with us, arranging delivery of diesel, petrol and beer, helping us fill propane tanks, a scuba tank, arranged laundry service, provided a rental van to go to town to get groceries, ATM, market and cell top-up cards. He facilitated our arrival and departure clearances, which involved a bit of trailblazing, as outside the Sail Indonesia rally, officials are not used to processing yachts and are still trying to figure out what to charge us. Hopefully, the clearance fees will remain reasonable so as not to become an obstacle to visiting Belitung.

Harun is interested in developing an array of services for visiting yachts, with a possibility of providing moorings or a marina, inside an island he owns. Given the near total lack of marina facilities in Indonesia, this would be a most welcome oasis for visiting yachts, on both the Sail Indonesia rally path, and the South Africa path.

We were honored by a luncheon meeting with the Regency of West Belitung and the Head of the Belitung Department of Tourism, so they could hear directly from us what services and facilities would benefit cruising yachts, as well as the local economy.

We can't say enough good things about Harun. He made our visit to Belitung a delight and we wish him every success. He will develop a fee structure for his services; we warmly recommend that you contact him for all your needs. We also recommend you plan to linger at pretty and friendly Belitung.

6.4.2.4 NE Belitung Anchorages

Ocelot – Oct 2015 - Tanjung Siantu: 02°31.88'S 107°48.60'E, 18', sand

It's too far to go all the way from Manggar to NW Belitung, so we stopped at this intermediate stop on the way. The bay is well protected and offered a very comfortable night. There are several reefs off the north coast of Belitung, so satellite-derived charts will help a lot. Approach the beach from the NW after rounding the island off the tip of Tanjung Siantu, then proceed to your preferred anchoring depth. The bottom is all sand, and there's room for several boats. The anchorage is protected from all but NW winds.

We didn't go ashore here, but there's not much to see except for a long sandy beach. There's some coral off the island to the north of the anchorage that looks like it would be fun to explore.

6.4.2.5 SW Belitung Anchorages

Yindee Plus – August 2015 – SW Belitung: On 18th August, at first light, we moved to the SW of Belitung, via the small inner channel. We had clear skies later and with eyeball, plus our broadband radar, were able to see that the islands and reefs were all as charted on Navionics Gold. Depths too were very accurate. We had 17 knots of SE wind, on the nose for most of the 56M, but the water was flat and we managed to sail some of it.

Anchorage position in Bermepun: 03°08'.525S 107°36'.77E, in 3m sand/mud. It was wind-swept and we were a long way from shore but no swell and very little chop. Telkomsel OK.

From Belitung, the rhumb line to Sunda Strait takes you through a mass of oilfields. We weren't too worried about the lack of lights on some of them, as radar will pick them up, but the chart warning of 'submerged' ones alarmed us. So, we followed the edge of the shipping lane which runs from the Selat Baur at Belitung, in the slightly deeper water, down the east side of the

Thousand Islands (Pulau Pulau Seribu). Most of the fishing activity seemed to be in the relatively shallower area between the shipping and the oil rigs.

Minnie B – June 2015 – SW Belitung: We left Tanjung Kelayang at 0630 on Saturday 27th June, and headed for the shelter of a bay on the SW of Belitung for the night. The chart showed an area that should be OK with protection from the SE winds. We were able to sail some and motor-sail some as we dodged various islands and reefs.

We carefully crept into the bay at Bermepun and anchored in 3.7 metres to be in 3 metres at low water. The holding was good in mud (03 08.540'S:107 36.827'E). The trip was 56nm and the idea had been to reduce the passage to Pulau Pulau Seribu (The Thousand Islands) to around 160nm so that we would have a daylight arrival.

6.4.2.6 E Belitung Anchorages

Ocelot – Oct 2015 – Manggar: 0 2°50.94'S 108°17.47'E, 10', mud (with rally)

It's recommended that boats get a local guide to bring them into the river off Belitung, as the bar gets quite shallow (although the edges of the bar are quite visible). The rally made sure this service was available, but if you arrive outside of a rally it might be best to simply follow our track. You should plan your arrival to coincide with high tide, or wait until high tide before attempting to cross the bar. We came in from the west, but still had to go over an 18' section 3.2nm from the coast. It's nominally possible to bring 2m over the bar, but boats that anchored out for the duration of the rally stop had an uncomfortable time, as the winds were still strong.

Once over the bar, the river deepens up. Proceed about 0.5nm up the river and anchor near the concrete dock. There are usually some boats tied semi-permanently to the dock where one can tie up a dinghy.

Manggar is reportedly trying to put in a marina in the pond just to the south of the river. We talked to some folks who are involved in this, but they're waiting for government dredges to open up the river first. We found the people extremely friendly, especially the English-speaking guides assigned to us from the local high school English classes.

Zoa - Oct 2014 – Bukulimau and Maggar: We anchored at 02-48.259'S Lon 108-23.951'E We had intended to go into Manggar but one of our friends ran aground on the way in so we ended up out here, this seems pretty comfortable at the moment. We are not sure about going into Manggar. Apparently the other side of the channel seems deeper, but it sounds a bit stressful. This is not a bad spot if you are looking for somewhere to hide whilst waiting for high tide at Manggar, and we are ready for a good sleep after a couple of rolly old nights at sea.

The next day we went into Manggar and anchored at 02-51.011'S / 108-17.576'E We made it across the bar and into the anchorage at Manggar OK, though there was not much room under our keel, we draw 1.8m and the depth showed 1.9 at 1 point, our friends on Amulet draw 2.1m and they touched, that was on about a 1.1m tide. We should have 1.4m when we leave today so should be OK. Some of our friends followed a guide boat in and went aground badly, the fishermen dragged them off with no apparent damage, but it was a nasty time for them. A valuable lesson for everyone, in that the local boats may not realize how much water yachts need.

Once in here, it is a great anchorage, and the people are very hospitable. There is also good internet.

6.4.2.7 Provisioning & Other Supplies

Matilda – July 2019: Belitung has fabulous markets offering a good array of fruits, vegetables, chicken and beef. We enjoyed being able to stock up here, even buying an Indonesian gas bottle so we don't have to worry about refilling our Australian gas bottles while in Indo for the next 5 months. Also we brought our Indo Telkomsel SIM cards and topped them up while at Belitung. The ladies in the Telkomsel shop here provide the best customer service we have ever had while trying to set up an account - including Australia.

6.4.2.8 Fuel in Belitung

Matilda – July 2019: Ringgo was fantastic helping out with refuelling both boats at a competitive price with clean fuel. Due to the volume of fuel needed they spent a considerable amount of time assisting Jeremy to fuel up.

FB Group – September 2018 - Fuel:

- The guys at Belitung will come out to you with Barrels, a pump and a clear RACOR filter so you can see the fuel they are giving you... As others have said one liter in Indonesia can be slightly less than one liter in the rest of the world. But if often so little money in real terms is just not worth making a fuss about.....plus they have the fuel and you need it!
- Contact Efran (sp) at the pier at Tanjung Kelayang Whatsapp +62 819 777 81455 - they will deliver to the boat. Clean fuel, good service. You can also take jerry cans to a bowser in the harbour at Karimun Jawa. Easy dinghy trips. Any problems, the Karimun Jawa Harbour Master is nearby and very helpful and english speaking.

6.4.2.9 Restaurants and Things to Do

Sea Monster – April 2022: Great beach restaurant (Rock and Wreck) on the very peaceful island of Belitung. Belitung is a fantastic destination for anyone with a little longer to cruise from Singapore. The Anchorage is large and protected, the water is crystal clear, the beaches are beautiful white sand and the islanders are amazingly hospitable. They have been devastated by the lack of tourism over the last 2 years, so all visitors are greatly welcomed. Restaurant is located at 2°33.618' S / 107°40.300' E

Sail SE Asia FB Group – Sep 2019: We have just spent 6 wonderful days in Belitung. I want to share two relatively new businesses on the island making a go of it. Firstly [The Rock and Wreck Dive Resort](#) run by Geoff, his wife Linda and son Zach. It's a magic spot with rooms which are individual reconditioned houses from around the island and a magnificent pool.

We spent a day with Zach on his boat touring the island with some superb snorkeling, lunch at the lighthouse and some amazing views. He was a fantastic guide with all of his local knowledge- well worth booking a day with him. Zach's email is zachclay1@gmail.com

The second business is run by Alex and his lovely wife Rosa. They cook the best **pizzas and cheeseburgers!!** Turn left out of Geoff's resort and walk 500 metres up the road and on the right is Kebonkupukupu. They have a beautiful backyard where you can sit and enjoy nature

and beautiful food. Alex is happy to take orders for bacon (something we have missed travelling Indonesia) with 2 weeks notice. Also frozen burgers, buns (not sweet!) and baked beans. Their number is 0818857564 or email kebonkupukupu@gmail.com

We ate there several times and have left with frozen burgers and rolls which are so good!

Belitung is a check out Port and Efan next door to the resort took us to do our checkout yesterday. A relatively painless process. The place is a hidden paradise and a must do for yachties heading this way.

PS if anyone knows of a page or site that the rally from Aus is following, please share this post with them as we know the rally is stopping in Belitung.

Matilda – July 2019: Once boat jobs were done each day we would swim, buzz around in the tender and explore the local islands. One afternoon we even did a 2nm trip to the light house in our tenders, it was a fascinating place to visit. Also it was a surprise to see a natural pool on one of the islands amongst the granite boulders.

Shaunnaugh Jones – Oct 2018: We found a great vegetarian/vegan restaurant in Belitung “Hakka Vegetarian” on Jalan Madura, Parit, Tanjung Padang. You can find them on Google.

6.4.3 Pulau Karangraya (02-35S / 108-43E)

Oscelot – October 2006: The charts show some shallows around Pulau Karangraya but we couldn't find them, even around the abandoned village. But it was late and we didn't want to sail all night again, so we dropped the hook at S2°34.9 E108°43.5 in 80' (24m) of sand/coral. This was our deepest anchorage to date.

In the morning when we tried to leave, we couldn't recover the anchor! After 45 minutes of trying, Jon had to don scuba gear and dive down to free the anchor, a first for us in 12 years of cruising. He found that the anchor had snuggled up into a narrow crack in an isolated, flat lump of dead coral. Nothing we could have done from the surface would have freed it, but with scuba gear it came out easily enough and we left soon afterwards. Needless to say, we do not recommend this anchorage. In fact, friends had bad anchoring experiences NW of Pulau Telegapanat, about 10nm to the west, so perhaps many of the islands northeast of Pulau Belitung are difficult to anchor behind.

6.5 In the Sunda Strait

6.5.1 1000 Islands – Genteng Besar (#76) (05-37S / 106-33E)

Soggy Paws – May 2024: We were with the remnants of the West Indo Rally, 5 boats in all. We all found a place to anchor on the south side of Genteng Besar in 60-65 ft. It was pretty protected even with southerly winds (light). We went ashore and introduced ourselves to the caretaker and asked if we could walk around. They were friendly. They helped us arrange for a boat to take us all to the restaurant at the eastern edge of the reef off Pulau Kelapa Dua. The Google name for the restaurant is Seafood Pak Harun Kelapa Indah. With a little notice, they served a decent meal and even went and procured beer for us. The boat stayed at the restaurant and took us back when the meal was finished. Sorry, don't remember cost of boat, but split between a couple of boats, it was reasonable.

Yindee Plus – August 2015: We decided to stop at the 1000 Islands for a night so that we could time our arrival in Sunda more accurately. We'd had a wonderful 170M trip, leaving Belitung early morning and arriving at lunchtime the next day with perfect overhead light for the reef entry. We sailed the whole way, making over 7 knots at times in SE / ESE / E winds of up to 12 knots: pure bliss after so many months of burning diesel.

This is number 76 in the 101 Anchorages book. Approach needs to be made via the main channel which runs east / west, south of the Genteng Besar island group. There are uncharted reefs and islands in the area so good light is important. There is now a long pier off the west side of P. Kayuangan (see No 76 'mud map') and the east jetty on Genteng Besar is derelict, so it can be confusing initially. When you get closer in, it's easy to see that there's a lagoon behind the reef but it's not obvious at all from a distance. There is no guard house and the buildings on shore at the eastern end of Genteng Besar are falling down, so we didn't think it likely we'd be moved on.

Anchorage position: 05°37'.150S 106°33'.392E in 22m sand. Room in the lagoon for 3 or 4 boats to put out 65m chain. It was a beautiful spot, surrounded by turquoise reef and protected from swell. Many of the islands were bristling with cellphone masts but very poor Telkomsel signal from this anchorage.

Minnie B – July 2015: Our arrival in Pulau Pulau Seribu was a bit of a let-down as it suffers from the Javanese/Jakarta haze – must be so much air pollution. So visibility was about 6-7 nm, which did detract from the atmosphere. Notwithstanding this, we went in search of an anchorage.

Cruising guides tell you that there are many sandy beaches where you can anchor. The 101 Indonesian Anchorages Guide gives one anchorage and the South East Asia Pilot (Fourth Edition) gives just one anchorage also.

We did not like the look of either and tried to find somewhere better. We identified a shallow area between P Putrigundel and P Tongkeng. C-Map showed 6 metres CD, but when we got there it was more like 4 metres CD and the bottom was rocks and coral heads – no thank you. So, off to the 101 Anchorages spot – all fine until rounding the NE of P Genteng, where the chart showed >20 metres depth and our echosounder showed less than 3 metres. Let's get out of here.

So, next to the SE Asia Pilot anchorage which it describes as a 6 metres deep shoal. We are bang on the waypoint, we circle around, we go to the position shown on C-Map, we circle around – no shoal and in any case it's a mile and a half from the shore. Oh dear. So we head for the nearby village on P Kelepadua. Great we find a spot in 12 metres then as the chain rattles down we see just how close to the reef we are. No thanks, so up anchor and move to the middle of the channel and anchor in 23 metres in mud.

Although we did not go right to the 101 Anchorages spot, from looking at the chart and our experience of footling around the islands we do not believe that it is tenable as it is most likely too close to the reef. So, it seems that if you want to enjoy the Thousand Islands, just put up with anchoring in 20-25 metres and ignore the haze.

We had a trip ashore to the village – the people were friendly enough but this was not a well-off place.

6.5.2 Passage Thru the Sunda Strait

Yindee Plus – August 2015: We sailed, with the cruising chute, in 7 knots of NE / ENE wind and completely flat water towards the Sunda approach on 22nd August. We were aiming for an 8pm start to the Strait itself (when the SE monsoon current and the daily tides were heading the same way ie south). None of our pilot guides had information about the direction of flow of the daily tides, and we couldn't find out on the internet, but fortunately we'd been given the Total Tides program by another cruiser, and it was spot-on.

We had zero wind, glassy water and lots of shipping and ferry traffic at the narrowest point of the Strait. All the ferries and virtually all the ships had AIS and were well lit. Tugs were lit but tows were not. Our route took us down the Java side. Just south of Pulau Sangiang, the boat started pitching into short 'waves'. There was no wind, so we assumed it was ocean swell getting bounced around and against the southerly current. No spray on the deck and not too uncomfortable but it lasted two or three hours, until we were well south of Carita beach. We were transiting at neaps and had a maximum current of 3 knots in the narrowest section.

We had hoped to catch a glimpse of Krakatoa, or even anchor there, but the forecast was for 25 knots SE, and the gibs showed it blowing strongly over the low-lying SW Javan peninsula. We didn't fancy the 45M beat afterwards to our planned anchorage at Pulau Peucang, so gave it a miss. Winds were as forecast or more, so we were happy to be fairly close to Java and in flat water.

Minnie B – July 2015: For the trip to Krakatoa the tides were bizarre – C-Map and Admiralty Tide Tables were the same - and we should have had tide against us but rather it turned out that at times we had 2kts with us, so we covered the 51nm in 8 hours. The “101 Indonesian Anchorages” guide made it all sound a bit difficult, but we had downloaded a free chapter on Java from a new Indonesian cruising guide and this was much more positive and helpful.

Tahina Expeditions – April 2014: We reached the southern tip of Sumatra where a ton of shipping activity flows between Java and Sumatra (the Sunda Strait). Some are ships going through the gap to or from the Indian Ocean to distant destinations. There were many large ferries going back and forth between the two big islands on a continuous basis. The picture to the right shows Java on the left, Sumatra on the right, and the Indian Ocean straight ahead through the Strait.

A ferry terminal on the Sumatra side lies behind several islands that provide shelter for the port. We went close to the coast behind the islands hoping to find a place to take on fuel. At a small fishing village near the port I spotted a dock with two fuel barrels with our binoculars. But, there was a very narrow passage to the locations and we had over 2 knots of current going by. It was too dangerous for us to attempt getting to the location, and we had no idea whether they would sell us the fuel. We went by the ferry docks, but there was no sign of fueling going on. Apparently they get all their fuel on the Java side. This makes sense since there are large fuel refineries in Java. So we dodged the large ferries, as they danced there way in and out, and continued into the Sunda Strait itself.

We started sailing with plenty of wind in the Sunda Strait, unfortunately from the direction we wanted to go. We decided we would tack our way there even if it took all day to go the 27 miles. By the time we were attempting our third tack, I was wondering if there was something wrong either with the boats instruments, or my sailing skills. It seemed like the wind was bending us

the wrong direction on each tack. Then I slapped my forehead and realized we not only had the wind against us, but also a large current as well. I knew from our tide predicting software the current was going to be against us until late in the day. So, we dropped the sails and decided to motor to Krakatoa spending another 15-20 liters of fuel.

Three Ships – May 2014: On 7 May we set off south again for the Sunda Strait and Krakatoa island. We passed the Strait at 0430 on 9 May with a thunderstorm raging, torrential rain, nil visibility and four ferries maneuvering across our course all within a four mile radius. Thankfully AIS works regardless of the weather, and we were able to heave-to and contact them on VHF to ensure they were aware of our position.

An hour later the rain cleared and we were on our way, and by mid-morning we were anchored below the steaming crater of Krakatoa.

6.5.3 Krakatoa (#81-83)

For some background on Krakatoa: <https://en.wikipedia.org/wiki/Krakatoa>

Ballyhoo – January 2024: Having noted an anchorage plotted by a recent sailor visitor online, I was making my way closer yesterday morning just after dawn when it became obvious I couldn't venture that way as a vapor cloud poured across the sound from the still active Volcano.

So I took an alternative route which brought me out North of the sound and after mooching around managed to find my own spot to drop anchor.

I **anchored** at 06° 05.362'S / 105° 25.057'E in 22 feet of dark water. Great Set/holding. Fishermen in small boats nearby were very friendly. Beach 200m opposite, easy landing. Light/mod current flows one way for a few hours then the other.

Keen to have a nap after another night of broken sleep I first thought to check the various forecasts to ensure the wind wasn't set to change direction and send the vapors over Ballyhoo (wouldn't want to wake up dead!).

Reassured at my findings, I konked out for a few hours on a nice calm sea 200yds off the island.

When I awoke after lunch I snaffled some food, grabbed the drone and set off in the dinghy to explore.

I managed to land on the black volcanic beach opposite Ballyhoo, set the dinghy anchor and excitedly strutted off up a fissure towards the ridge above.

On my way up I passed many small craters in the ground where giant rocks had hailed down... a bit un-nerving as they looked kinda recent? Unperturbed I carried on up to the ridge line where I gazed over in awe at the sight of the hissing, steaming Caldera across the way...

Out with the drone...did some video before scooting down the slope ahead to take a closer look!

There was a yellow "Sulphur Pool" but the main attraction was the Sulphur on the Caldera slope itself...

I cautiously approached as was aware the ground I was walking on was hot! Got up close and took some pics, grabbed some sulphur and went on my way...

Hopefully tomorrow I'll set off again out through the top of the Sunda Strait and 340 miles to the island of Bilitung where I'll check out of Indonesia.

Sail SE Asia – June 2023: Has anyone anchored at Krakatoa recently? We were there about a month ago and anchored at Rakata for a few days. The advisory states you should not be within 5km (which we were) but I guess you take on the level of risk you are comfortable with. We left the day it started actively erupting again which continued for about a week and a half. Glad we left when we did, apparently rocks were launched a fair way into the air.

Minnie B – July 2015: We decided to anchor at Pulau Panjang, otherwise known as Rakata Kecil or Krakatoa East and this was excellent as we had shelter from all except NW and the wind was mostly SSE. The holding was very good in 12 metres at 06 05.705'S:105 26.943'E.

It was awesome, with Anak Krakatau (Child of Krakatoa) steaming and smoking, and most of its sides covered in ash and lava from eruptions as recent as 2008 and 2009. Across the way was Rakata Besar, all that is left of the rim of Krakatoa, which exploded in 1883. Very highly recommended.

Totem – July 2014: KRAKATOA UPDATE: SV Nae Hassle was stopped by Indonesian park rangers who wanted a Park permit when they anchored. These are available at Bandar Lampung for Rp 7,500,000 per person for <1 month visit to the volcano. Rangers asked to get the word out that the permit *is* required and will be enforced: future boats risk being evicted if they cannot present a permit. Consider your plans before stopping there! (They did not, however, ask for CAIT or any other documentation).

Kite & Shango - 2014: In the Sunda Strait, between Java and Sumatra, we anchored for a night in the old caldera of Krakatoa, the massive volcano that blew apart in 1883 with the loudest bang ever recorded on earth. It was a little eerie, particularly since a new active volcano, Anak Krakatoa ("child of Krakatoa"), sits growing and smoking in the middle. The volcano didn't erupt on top of us, but we did almost get nailed by a big and very scary waterspout!

Ujong Kulon Anchorage - 06.44.99S / 105.15.65E - Good holding in 20' but on lee shore for prevailing SE. Not much fetch however. Great spot to get ready for passage to Cocos. Park is worth exploring.

Krakatoa Anchorage - 6.05.42S / 105.27.02E - Good holding in 32 '. Great view of baby Krakatoa

Three Ships – May 2014: When the volcano erupted in 1883 it unleashed huge tsunamis which killed 36,000 people, the explosion was heard 3000 miles away in Perth, and the shock waves went around the earth seven times – but it looked fairly benign as we explored its lower slopes the next morning, marvelling at the huge gouges left by lava bombs the size of small cars and collecting multi-coloured souvenir rocks.

Tahina Expeditions – April 2014: Despite the huge explosion that destroyed most of the original volcano, the main island of Krakatoa is still an impressive site even from 25 miles away (especially with a big storm behind it). As we got closer, we could see Krakatoa was covered in lush tropical vegetation since the main island has been inactive for many years. But, the Son of Krakatoa is still actively growing in size, and we could see its barren rocky surface and the caldera spewing smoke and steam.

At first we didn't find Gryphon 2, a boat we were trying to hook up with, and they had not been answering our VHF radio calls. They were not at the base of Krakatoa like we expected. So, we thought they must have left. We also did not find a place to anchor where we expected.

The winds were from the southwest, and the options with shelter were limited according to our charts. We decided to go to the far side of the active volcano. As we got closer to the active volcano we suddenly spotted a sailboat at anchor at the northwest side of it. Sure enough, it was Gryphon 2! We hailed them on the radio and they said there might be room to anchor nearby. We got to the location, but we were uncomfortable with the limited anchoring room and the proximity to the sulfuric gasses coming down the side of the mountain.

We attempted going to another nearby island, but the charts (three different sets) were all wrong about the depths. It was far deeper (40 to 50 meters) than the 10 to 15 meters charted. So, we sailed to the last available option and discussed sailing over to Java if it didn't work (which at this point would have meant a night time passage as sunset was approaching). Fortunately, the charts were much more accurate here and we anchored next to two fishing boats that were also sheltering here. At last, a break after 2.5 days of passage-making!

Unfortunately, we had no view of the volcano, so we put the dinghy in the water. After sunset, we took a quick trip around the tip of the island we were hiding behind. But, the volcano had no visible night-time activity. Bummer.

After dinner we discussed our options. There were some light winds in the forecast that we could possibly use to attempt to sail to Cocos Keeling starting the next day. But, the winds looked really weak and we would probably have to resort to using fuel. There are more winds forecast for 5 days from now. We could either go to the Java coast to wait for better weather, or go ahead and leave for Cocos Keeling. We discussed this plan with Gryphon 2 in the morning as we departed. They plan to stay for now at Krakatoa and wait. We knew we can get 3G about 10 miles east, so we motored out there first thing in the morning. The latest weather data confirmed now is not the time to leave, so we sailed (and motored) to the Java coast.

6.5.4 Panaitan (#79-80)

6.5.5 Pulau Peucang (#78) (06-45S / 105-16E)

Heather Patava (shared on FB) – April 2018: We've just done west Coast Sumatra, highly recommend it to all sailors. Only sour note was Peucang Island on northwest tip of Java. We went to the national park there--with rhinos (didn't see any), leopards (didn't see any) gibbons (didn't see any) which is all ok, except the costs, 150k per boat per night (that's anchoring, no moorings), 150k per person per night & 3k per person for insurance???? So for a couple on a boat that's 456k per night!!!! Don't think any of us mind contributing to the upkeep of parks & this is a good one, but costs like this will make it prohibitive for most yachties. (Total \$45AU)

Yindee Plus – August 2015: Arrived at 08:30 on 23rd August. This is Anchorage 78 in the 101 Anchorages book. Fantastic spot. We initially anchored off the ranger station, as suggested in the guide, but when the wind picked up significantly we moved off the lee shore to a position opposite: 06° 45'.055S 105°15'.895E in 13m sand. Trades blowing strongly over the low-lying coast but good holding and flat water. We weren't approached for fees. Unfortunately, with our dinghy out of use, we couldn't go ashore to walk across the island.

No internet connectivity with the cellphone mast here but OK for text / calls.

Minnie B – July 2015: The wind was nowhere to be seen so we motored towards Teluk Banten to seek shelter for the night. The Cruising guide suggest stopping at Pulau Kali on the west side but this is a port area with electricity generating plants and other industrial activity.

We stopped on the west side of Pulau Pamuyan Besar (05 56.507'S:106 12.864'E) in 14 metres and well sheltered from NE to S ... so there was a late afternoon sea breeze from NW. It died away and our night was fine.

Three Ships – May 2014: We sailed south from Krakatoa to Pulau Peucang, a sheltered anchorage on the southern tip of Java, and spent the day with the headsail down and the sewing machine on deck while we mended a 1.5m rip in the leech of the sail. The next day we left to cross the Indian Ocean.

6.6 SW Coast of Sumatra (Sumatera)

6.6.1 Bengkulu

Sail SE Asia FB Group – Aug 2019: We opted for the long route to Malaysia via the West coast of Sumatra- clearing out of Sabang. We renewed visas in Bengkulu. The Bengkulu anchorage 3.46.74S 102.15.32E was good with a little swell at times. We went from Lombok to Sabang from mid April to end of Sept. We did visa extensions at Bengkulu (excellent) and Nias (poor).

My tip would be to get 2 extensions in Bengkulu even if you have to spend a few days there as Nias office is really out of the way (wrong coast) and will take 3-4 days anyway! The whole of the Mentawai, Telos, Nias islands are stunning with mostly clean beaches, crystal clear water and green Jungle backdrops and is one of the highlights of our 3 yr time in Indo. Pulau Asu (E of Nias and Pulau Lasia (N of Nias) had the most amazing clear water I have ever seen in Asia !Not much wind ,take your time and enjoy.

6.7 Middle West Coast of Sumatra (Sumatera)

6.7.1 Padang

Sail SE Asia FB Group – Mar 2023 – Boatyard near Padang: Had a pretty good boatyard experience so thought I'd share here. We thought the only boatyards near the Mentawais were Sibolga (eye wateringly expensive, was told it'd be 5.5 mil a day) and then inland up a river or back to Jakarta. Not so.

Teluk Bungus (just south of Padang) has a fishing/navy boat lift + yard, very reasonably priced. 30T lift, two straps and one cross beam at the top (we thought this would be a problem with the mast but managed to reverse in and have them scoop around it). We draw 1.8m and were very comfortable with all the lifting heights, you could probably just do a 2.2m. Very reasonably priced, storage is 10rb/ton/day.

Location: 01° 01.82' S / 100° 23.68' E

<https://www.google.com/maps/place/Dock+Yard/@-1.030366,100.3946855,17z/>

Lots of people around spray painting, welding, grinding, servicing engines etc only to happy to help, and only a 40min scoot to Padang if you need something there - good Jotun outlets, Suzuki, Honda, Yamaha marine dealers etc.

Believe we're the first to go out with a proper (ish haha) mast, I told them if it went well I'd tell all my mates so here it is! Happy to provide numbers for the lift operator/manager Yoyok, welder Ricky and boatyard rockstar Pak Anto.

Contact info: Yoyok is the main guy there: +62 813-6330-0493

We were helped by a really nice dockie called Anto, helped us with our grinding and painting a whole bunch! +62 823-8833-5619

And a good welder Ricky/Hengky: +62 813-6332-3162

Peregrine – January 2018: If you plan on buying fuel in Padang, bring lots of extra fuel filters. If you think you have enough spare fuel filters, go get more.

We bought the fuel from Usman at the "yacht services". It was convenient, in that his sons delivered it to the boat, but it was thick, the color of tea and overpriced.

If you went to the fuel station with your own jerry cans, I am certain it would be better quality and cheaper. Ardif (082 390 783 642) was our blue bird taxi driver. He was affordable (metered), helpful, and had some English. You will need a taxi or a car to do the clearance in Padang, as the offices are not near one another, and only the Port Captain is near the water. It also took eight hours to clear out of Padang.

6.8 NW Coast of Sumatra (Sumatera)

FB Discussion – September 2018: I am interested in views on sailing the west coast of Sumatra. (Each bullet below is someone else's comments on the question)

- Our blog <http://geminiladyblog.wordpress.com> covers our quick trip through there in March April 2018. We left from Langkawi, checked in at Sabang & checked out Nongsa Pt 60 days later. I recommend more time, but we had other commitments.
- We sailed from Langkawi to Sabang early Feb this year, then down the west coast of Sumatra to Calang, across to Simileue and then down the offshore islands to Enggano - arriving in Bali in late March to do our visa extension - lots of wind with the Sumatra storms and also days with no wind - but great surf and awesome people wherever we anchored - definitely worth it!
- Just did it March/April so transition period, north to south. Beautiful but not much wind from any direction. If doing in SW season suggest going south to north. Great people/beaches/water. Coral patchy, stunning surf!

6.8.1 Pulau Weh (We) – Sabang – Port of Entry

Soggy Paws – Feb 2024 – With the Rally: We arrived in daylight (early morning) and anchored just off the "tower" on the waterfront (shown as Merah Putih Tower on Google Maps), in the NE corner of the bay. It starts out very deep, but if you get close in, you can get into 50 ft. Most boats don't stay there overnight, just hang there for clearance.

A good night arrival waypoint is off the SW end of the ferry dock at 05-52.757' N / 095-19.164'E, as long as there is not a strong NW wind. It is basically straight in the entrance, and the bottom gently slopes up to about 35 ft. Just take care not to go too far in, or drift very far S of the waypoint as there is a small reef off the shore to the S. We spent a week here, vs behind Klah island, because we have a small dinghy and wanted a shorter run.

Clearance: You CAN check yourself in. But I highly recommend you engage Budi, who speaks excellent English and arranged for the officials to arrive at the dinghy dock in sequence, so it all proceeded very efficiently. We had already sent him our clearance paperwork and documents, and notified him by Whatsapp an hour or so out. +62 812-7359-5128 Besides helping with clearance, he arranged an island tour, helped us get diesel and propane, rented motorcycles etc. But not a pushy guy at all.

Internet/Comms: Budi told us the Harbormaster doesn't answer the VHF. We used our Hotlink/Maxis sim from Malaysia on roaming to give us internet for the first 24 hours (plus we had Starlink out at sea), so we could communicate with Budi.

Once you've cleared in, the Telkomsel office is steps from the waterfront. Unless you plan to roam forever on another sim, you MUST take the time to take your passports and your cell phone to get a Telkomsel sim, and register your phone in their system, on arrival. You will not be able to do it easily later. Unlike other countries, you can't just pop into any cell phone store and buy a sim (actually, you can, but it won't work in a foreign phone, and the only place to register it is an actual Telkomsel Grapari office).

We had Telkomsel 4G coverage almost anywhere within 5-10 miles of any land (both coastal Sumatra and the offshore islands).

We only had to flip on Starlink Priority Data on the trip from Langkawi to Sabang, and on the hop from Sumatra mainland to Simeulue.

Bank/ATM: The bank that takes foreign debit cards is along the main road, right from the Telkomsel office about a block. Look for BSI bank. We had trouble with it accepting some cards, but other cards worked OK (Wise card worked well). The other bank in town doesn't work with foreign cards at all. In a real pinch, Budi offered to accept a Wise transfer and get cash out of his account.

Market/Groceries: We were well stocked from Langkawi so didn't need much except fresh stuff. There is a morning market up some steps on the N side of the road, not far east from the Telkomsel office. There are some more private stalls further East along the road, on the S side of the road. And further along, a fairly large "night market". There is a "grocery store" on the 2nd story of the building across from the white tower. Only has dry goods.

We weren't looking, but I don't think you can find beer anywhere in Sabang (or almost anywhere in the Aceh province).

Things to Do: We took the boat over to Pulau Rubia (about 3 miles WNW of Sabang Harbor) and went diving with Rubia Tirta Divers. <https://divingpulauweh.com/> The weather wasn't the best, due to the Rally schedule, it was the only day we could manage. It was pretty good, recommend the dive center. The diving itself would have been much better on a calmer day.

Tour Pulau Weh: Budi arranged for an all day tour that took us to a bunch of interesting places, including the big Kilometer Zero monument on the northernmost tip of Pulau Weh. If you want to self-tour, you can rent a motorcycle and Budi will tell you where the highlights are.

Budi also helped us arrange a day trip over to Banda Aceh, to see the Tsunami Museum and the Banda Aceh museum. (Ferry to Banda Aceh and then a driver to take us around for the day).

One crew took a few days and flew from Banda Aceh to Medan to go see orangutans and other wildlife in the Bukit Lawang area, and to spend a day at Lake Toba.

Sail SE Asia FB Group – Feb 2023 – Check-In: We entered this week with a B211A visa facilitated by Hellen DeLima with local coordination in Sabang by Budi +6281273595128 & his wife Nani. As we arrived at 0130 we anchored in 30 metres in the harbour as we couldn't find the recommended moorings which were not suitable for us anyway. We were asked to raft up to the coastguard boat so the following people could come aboard without having to go to and from jetty in the tender. 2 quarantine, 4 immigration, 4 customs, and finally the Harbour master. The paperwork was completed & collected a few hours later.

We were planning to leave the following morning but were told we had to give 48hrs notice to clear out and receive our green book and final paperwork. We were not expecting this delay but did some fresh food provisioning and snorkeling near our calm and quiet anchorage in the bay next to the town while we waited for the paperwork. Budi & Nani were extremely helpful and I would recommend them if you require assistance in Sabang.

Sail SE Asia FB Group - August 2022: Sabang is open for check-in and check out. Please feel free to contact Budi at +6281273595128 or me (Nani) at +6282239553823. They are on FB as “Nani” and “Indria Budi”

Position 5°53'N 95°19'E.

Perry – Nov 2018 – Checking Out: Our check-out process from Sabang, Indonesia was the fastest we have experienced so far. It only took about 4 hours. All the officials were friendly and everyone except Quarantine was efficient.

Quarantine took longer because they insisted on coming out to the boat because a document they issued when we checked in had expired (apparently an Indonesian sanitation certificate--one of many documents that Quarantine buries you in). Essentially we dinghied 3 quarantine officials out to our boat. They inspected the boat and asked many questions. All so that we could leave the country.

Indonesia remains the only country (out of dozens we have visited) where we have had to visit Quarantine to check out of the country and this is the first time they wanted to see the boat on check out. It isn't clear what would have happened if we had failed the inspection. I very briefly considered saying that 'yes' we do have rats (they asked us several times), just to see what would happen, but obviously didn't.

Kiwidream (FB) – April 2018: Kiwidream has just left Sabang. We will sadly miss this years April Marine festival but if you are thinking of attending we urge you to do so. We attended last year's festival and had the most wonderful hospitable time enjoying the warmth and generosity and culture of the people in Sabang, Indonesia.

There has been so much effort and work in the town in the last 12 months ,and its never looked better. New moorings ,a great new dinghy dock give access to the town and new markets and the open friendliness of the people again won us over. It is such a great and interesting place to visit...

Support these guys in their collective efforts to gain some tourism and prosperity for Sabang and you will be rewarded with memories of a lifetime. You really wont beleive how well you are treated as guests...do it!

Tiger Lilly – March 2018: Yesterday we arrived safely at Sabang, Pulau Weh, Indonesia after an uneventful 300 mile voyage of two and a half days from Penang Island, Malaysia.

Check-in took up almost all day with visits aboard and ashore from the Quarantine Officer (plus assistant), Immigration Officer (plus two assistants), Customs Officer (plus two assistants), and a lone Indonesian First Class Coast Guard Petty Officer who seemed to be able to handle the duties of both law enforcement and the Port Captain by himself (and of course a Coast Guard coxswain to deliver them all to TIGER LILLY in a sinking red inflatable).

It was a busy time signing and stamping over twenty documents; most of which were in Indonesian, and we had no idea what they stated! They called Lilly “Mum” and Tom “Captain” and to a man, they were friendly, polite young blokes - we enjoyed talking with them. Although virtually EVERYONE in Indonesia smokes, they all thankfully refrained while aboard.

Sabang is a quiet little village, the harbour is deep and clear, and we like it here. Five times a day - in case we forgot - we are reminded of our mortality and the necessity to commune with God by the powerful speakers atop the three village Muslim mosques calling the faithful to prayer. We were given 30 day visas on arrival - with no possibility for extension - so the Sea Gypsies aboard TIGER LILLY will be on the move again towards the setting sun no later than 10 April.

This morning Lilly is off ashore to wash clothes in buckets on the Quay, and pay for our Quarantine clearance and Rat-Free Certificate at the local bank; the practique fee is 35,000 Indonesian Rupees (about \$2 USD). Meanwhile Himself will be head down and tail up replacing an errant fresh water hose in the engine room.

We are hanging off a free mooring buoy at

5-53.4N 095-19.3E

which is directly in front of the village’s new floating dock.

The Sabang Harbour is deep, and the Indonesian Government Tourist Board has placed several of these buoys around the harbour. They are large, marked with white strobe lights, and are in new condition. They were placed here to accommodate Sebang’s annual Marine Festival.

Gaia – April 2016 (From Noonsite): This note describes information of interest to those wanting to visit Pulau Weh - an island off the NW coast of Sumatra.

It was our second visit to the west coast of Sumatra, having earlier visited here in 2012. We consider Pulau Weh a premier destination in SE Asia, particularly from Langkawi and Phuket, and an island not to be missed. Pulau Weh and her people are gems.

Checking-In and Out: Check in procedures have been made easier in 18 ports of Indonesia - and Sabang is one of them. No more CAIT needed and you can enter all your information

beforehand on their website: www.piyohsabangcustoms.com. Eventually Customs, immigration and quarantine should have all your information already printed on forms, but that was not the case yet when we arrived in March 2016.

When approaching the harbor, call the harbor master on channel 16. He may or may not answer. Just try again a bit later. He will alert Quarantine, Customs and Immigration. One should not go ashore until the Formalities are completed. If however for some reason the HM does not answer (hours are 0800 to 2000) you can go ashore to look for him. His office is to the east of the dinghy dock along the water side road. Simply ask.

If you were able to contact the harbourmaster he will have organized quarantine, customs and immigration to come to the dinghy dock. Quarantine people will want to board your boat and you will have to pick them up from shore.

The Quarantine people take it upon themselves to confiscate out of date medicines and out of date beer. We only showed them a small portion of our medicines and they did take some out of date seasickness meds. People seem very friendly, but do ask for beer. We offered apples instead, which they accepted. They do look in lockers and may take out bottles of alcohol, probably hoping you will give them some.

Checking out when staying in Indonesia you will need to see the harbourmaster and the Quarantine people. You will get the green health book from Quarantine with lots of stamps and signatures to be shown in your next port. 110,000R. Not needed when you check out for another country. Harbour master wanted 20,000R for a stamp. Make sure you have the correct change. Bring him a cold coke and he may not ask for a gift.

Anchoring/Mooring in Sabang harbour:

Anchoring: The good news is, anchoring in the harbour here is not as bad as the guide books and some blogs lead one to believe. Along the shore towards the east one can find depths of less than 40 feet and in fact one of the boats present while we were there was anchored in less than 30 feet. They found the spot near the south end of a rather large white building with four large blue shipping doors, easy to recognize when you approach.

While we were there, there were six of us, including two boats belonging to the Blue Planet Odyssey.

We would recommend just circling along the shore clockwise. No doubt people will shout at you with advice as to where and where not to anchor, just ignore them and go where you feel safe. Of course try not to be in the way of arriving or leaving boats, such as at the fish market and the commercial docks. We anchored further south in between the Navigasi building and a small beach in 36 feet, but we occasionally heard the sound of chain on rock.

Position: 05 53.11N and 095 19.39E.

Surface diving in the surprisingly clear and clean water showed flat rocks interspersed with sand. When we raised the anchor it had sand and fine gravel on it. In our opinion the preferred area is not here, but off the large white shed with the four blue doors in the northeast corner in 30 to 50 feet.

A large cruise ship dock now occupies the southern edges of the harbour.

Moorings: There are no moorings in the main harbour. And no plans for any as far as we know. We, in conjunction with the coordinator of the Blue Planet Odyssey rally, urged the "powers-that-be" to consider their installation, if only for checking in purposes.

Marina: There is a marina under construction a long way from town, but it is not finished and not being used until a manager has been hired. It will be used for the Sabang Marine Festival. It is also in an awkward location for access to the officials and the city. We questioned the expense, location and design and would personally not stay there, preferring the main harbour or Pulau Rubiah instead.

Getting Ashore: There is a small floating dinghy dock near the bluish building to the west of the large shed mentioned before. Usually gates are closed, except when ships are unloading, but there is access in or out through a small gate near the BKPS building. On Sundays there may be kids hanging out near the dinghy dock. No one had problems leaving their dinghy there, including one yacht that visited Kuala Lumpur from here.

Other options for anchoring or moorings:

1. Behind the large island in Sabang Bay, Pulau Klay. Positives are isolation, protection and privacy. Negatives? It is deep, there is a lack of shore access and it's a long way from the dinghy dock.
2. Moorings behind Pulau Rubiah--50,000 per day (\$5 Canadian). Nice back-packers village on shore with restaurants, dive shops, scooter rental.

Security: We were assured that while anchored in Sabang harbour no one will board your yacht. This part of Sumatra is mainly a Muslim country and hence, in our experience, safe.

Charts: Using OpenCPN with only the CM93 chart will find you anchored mostly on land—make sure you have satellite pictures. Navionics is more accurate, but misses the rocky patch just north of Pulau Rubiah, in the middle of the pass when coming from Sabang, easily seen during the day only. Entrance to Sabang harbour is well marked.

Water: There are small stores along the main road where you can fill up containers with filtered drinking water. Or you can buy 20 liter bottles in the grocery stores and decant in to your own bottles/jerry cans. We were able to jerry jug water for washing from the BKPS building, there is a tap behind the small security building at the gate, which they allow you to use when you ask.

Fuel: Gasoline (Bensin) in litre bottles widely available as well as oil and of course diesel (Solar). Jerry jugged but arrangements can possibly be made.

Provisions/Restaurants: Basic provisions are available in the town where there are many small grocery stores. There are markets with vegetable stalls open in the morning only. Fruit available in stalls all day. Many stores are closed for a long lunch hour,

There are many restaurants and foodstalls. If you have a craving for western food you may need to go to a resort. Freddie's has good food and a great view, but is out of town.

Internet/Phone: There is a Telcomsel office in town where you can buy SIM cards, we also went to a store along the main street called Mustika Baru where you can buy SIM cards or top up.

Banks: There are several banks with ATMs. You may have to try several to find one that works with your card or that will dispense more than 1,250,000. We went to the Mandiri Bank, one of their ATMs dispenses 100,000 bills and you can take out 2,500,000.

Land trips: Rent a scooter from Bang Bang, 0821 7293 8579 and drive around the island. This can be done in one day. Visit the volcano with steaming fumaroles, the hot springs, waterfall, have a drink or lunch at one of the many beach restaurants or have a delicious rojak (spicy fruit salad) in one of the restaurants along the road. There is also a very small museum in town with some interesting pictures of what the Sabang harbor looked when the Dutch held sway. Take your snorkeling gear and snorkel on the underwater volcano, a highlight. Easily done from the shore. You can also rent a scooter in Ipoi, if you are staying at the moorings near Pulau Rubiah.

Spend a day in Banda Aceh. Ferry leaves from the south side of the island at 8:00am and takes about 45 minutes. Call Herry 0852 6058 9852 a few days before, he has a becak (motorcycle powered taxi) speaks good English, will meet the ferry and will take you around to all the interesting spots in Banda Aceh such as the Tsunami Museum and the fishing boat on the roof etc, or to any kind of store you want to visit. 50,000R per hour. Ferry returns 4:00pm

Take a flight. Sabang has an airport! Flights to Medan happen three times a week and are very affordable. With your yacht safe at anchor in Sabang harbour or on a mooring off Rubiah, internal Sumatra is yours to explore.

Doctors/Hospitals: There are several clinics and a hospital on the island. We visited the hospital for what turned out to be an allergic reaction around my eyelids. Service was fast, but little English was spoken. By the way there is no malaria on Pulau Weh. We were much assisted for the visit to the hospital by Trisnani (Nani) 0813 2506 0117 who also reserved our mooring for us off of P. Rubiah. Nani is the head of the Tour Guide Association, speaks excellent English and is very interested in us cruisers and is willing to help solve any problems you may encounter. Her email is trisnani.m@gmail.com

Other: We were unable to get our Torqeedo 1003 electric outboard to start while in Sabang and with the kind help of Hasan, 0852 7070 6909, a very helpful English speaking Sabang local and the above mentioned Herry in Banda Aceh, we purchased a 3.5 HP gearless two stroke Tohatsu outboard for 8 million Rupiah (\$600 US) . It had to be ordered from Medan, the capital of north Sumatra, and arrived in Sabang two days later. Our thanks are to Herry for holding half the cash and assuring the engine was picked up from the dealer and put on the ferry and to Hasan for picking it up from the ferry and delivering it to GAIA. We could not have been more pleased! Hasan also works for one of the dive shops, his email is hasandivepulauweh@gmail.com

In order to attract more yachts, Sabang puts on the Sabang Marine Festival at the end of April. For further information: visit <http://www.sabangmarinefestival.com/> for further details. You can register for the event for free on the Customs website.

Noonsite – April 2016: Sabang is on the island of Pulau We off the northern tip of Sumatra.

The Japanese occupied the island and installed numerous bunkers, fortifications and gun emplacements. Their remnants can still be seen, though most have been re-purposed or removed.

Clearance: This is an official Port of Entry.

NEW Indonesian CIQP procedures came into effect from the 27th February, 2016.

A CAIT, Green Book/Sailing Permit and use of an Agent to obtain clearance papers are no longer required. See [Noonsite Indonesia Formalities](#) for full details.

Customs and Immigration are located on top of the hill. Expect the Harbour Master and Customs to visit the boat and do an inspection and look for a "souvenir".

You may have to ferry the Quarantine officers out to the boat.

Sabang Customs Office
Jl. Diponegoro No.19, Kota Atas, Sabang 23511
Phone : +62652-22810
Fax : +62652-21105
E-mail: piyohsabangcustoms@gmail.com
<http://www.piyohsabangcustoms.com/>

Sabang Customs request that yachts intending to clear into Indonesia here should visit their website and complete the form under the tab "PIYOH facility". This will enable them to prepare the necessary documents for clearance in advance.

6.8.2 Banda Aceh – Port of Entry

Note: not recommended as a port of entry, see comments below the history section.

Wikipedia – December 2019: Banda Aceh, situated at the tip of Sumatra, has long been a strategic, transportation and trading hub in the eastern Indian Ocean. Its first mention in western accounts comes from 1292 when Marco Polo and his expedition visited the city, referred to as 'Lambri' from Lamuri Kingdom which previously existed there and noted as the logical first port of call for travelers from Arabia and India to Indonesia.

Ibn Battuta also reported visiting the city in the mid-14th century when under the control of the trading kingdom of Samudera Pasai, the then dominant entity in northern Sumatra. However the Pasai began to collapse under pressure from declining economic conditions and the Portuguese, who occupied much of the area after occupying Malacca in the early 15th century. Sultan Ali Mughayat Syah, ruler of the newly founded Sultanate of Aceh, aggressively expanded in the area in the 1520s and established sultanate was built on the remains of the Pasai and other extinct kingdoms in the area, and made Banda Aceh the capital, naming it for himself as Kutaraja or 'City of the King'.

After a long period of rule by the Sultanate, Aceh began to come into conflict with the Dutch and the British in the second half of the 18th century. At the end of the 18th century, the territory of Aceh in the Malay Peninsula, namely Kedah and Pulau Pinang, were seized by the British. In 1871, the Dutch began to threaten Aceh, and on 26 March 1873, the Dutch formally declared war on Aceh. The Dutch bombarded the capital in that year and sought to capture the Sultan's palace in the city to bring about a capitulation of the Acehnese. Significant support from the British in the region led the modernization and fortification of the city, and while coastal areas were lost the Dutch underestimated the city's defenses. The Dutch expedition commander General Johan Köhler was killed in a skirmish around the city, leading to the failure of the first expedition. A second expedition was mounted by the Dutch within months and was successful

in overwhelming the city. The Dutch moved into the capital in January 1874 believing the Acehnese to have surrendered; however, the conflict moved into the countryside, and the Acehnese continued to actively oppose Dutch rule.

After it entered the Government of the Republic of Indonesia on 28 December 1962, the name of the city was changed back to Banda Aceh by the Ministry of Public Administration and Regional Autonomy on 9 May 1963.

On 26 December 2004, the city was hit by a tsunami caused by a 9.2-magnitude earthquake in the Indian Ocean. The disaster killed 167,000 inhabitants and destroyed more than 60% of the city's buildings. Based on the statistical data issued by the City Government of Banda Aceh, Banda Aceh had 248,727 inhabitants in May 2012.

Sail SE Asia FB Group – December 2019 – Checking In: Checked into Banda Aceh town itself 2 years ago. It was educational, to say the least. Offices far apart and hard to find. The Harbormaster would not give us any paper which then caused headaches at future Sumatra and island ports. Customs wanted "boat import duty". Checked out Sabang island nearby, that process was professional and easy.

6.8.3 The Passes from Sabang to the West Coast

Soggy Paws - Feb 2024: Through sheer dumb luck, we arrived in perfect conditions to go through the very narrow pass called Aroih Cut from E to W. The wind was about 5 knots out of the NE, and the tide had just changed to ebb (outgoing) tide, so we had light winds and not too much current going in the right direction. Still it was an exciting ride through the cut. At one point, throttled back a little, we were doing 10 knots, and seeing a big standing wave ahead of us. We veered left toward shore to get out of the worst of the waves. It was over quickly and calmed down, but I definitely would NOT do this pass other than (a) wind and current going your way (b) wind not too strong.

If conditions are not right, anchor and wait for right conditions, or use the more open passes.

More details in the Indonesia Cruising Guide.

6.8.4 Stops between Aroih Pass and Calang

Most people doing this route to trying to get to or from the surfing islands off the coast. Here are some of the possible overnight stops along the first section of the coast.

Sea Mi Amor – August 2023 – Ujung Sueng: 05°21.451' N / 095°14.346' E. You can enter the bay, although yard up the bay. This anchorage is also written up in the Cruising Guide.

Soggy Paws – Mar 2024 – Jantang: 05-15.933' N / 095-14.520' E 20 ft sand at low tide. Great little anchorage out of the mild SSW swell. Small fishing village here. Mosque is a bit inland, so not too loud. Telkomsel coverage good.

6.8.5 Calang

Navionics Warning: There is a big breaking reef on the surface just outside the jaws of Calang Bay that is NOT correctly shown on Navionics. Navionics shows the spot as about 20' deep. 04-38.19N / 095-32.76E.

Soggy Paws – Mar 2024: We checked out 3 anchor spots in the south side of this big bay. The best options to get out of the SSW swell were on either side of the ferry terminal on the south side of the bay, or just around the point from the ferry terminal. (also on the S side)

Linda Lim - 2019: The locals at Calang were awesome in helping us source fruit, vegetables and diesel - look for Zulfico

6.8.6 Silboga

Silboga is one place where you can make a trip to Lake Toba.

Sail SE Asia – 2019: Sibolga is a rip off place, with touts wanting lots of money to look after your boat?? (It's like a blackmail...if you don't pay, and go away to look at lake--who knows what your boat will be like on return) and extortion prices to take you to the lake...some yachties have made it very hard, by paying and accepting these prices!! Shame on them!

Linda Lim (shared on FB) – March 2018: Heads up for anyone contemplating sailing the west coast of Sumatra -then the Islands- Simileue, Nias, Telos, etc - to Bali or elsewhere -we got “visited” at Lugu Sibigo by the village police chief asking for beer, cigarettes and soft drink - none of which we had so he left disappointed.

Sail SE Asia – 2018: Highly suggest leaving your boat at Sibolga and taking a trip up to Lake Toba--takes 3 days.

6.9 Islands off the West Sumatra Coast, N to S

6.9.1 Simeuleu Island Group

Soggy Paws - Mar 2024: Having day-hopped down the west coast of Sumatra for a couple of days, we left from Calang, a sheltered harbor on the Sumatra coast, for the N end of Simeulue, approximately 120 nm. We actually delayed our departure from Calang a few hours as not to arrive too early at Simeulue the next day. Ha!

What we didn't know until we got out there was that there was a strong 2 knot current against us (northbound) almost the whole way. We sweated making it into an anchorage before dark for quite awhile. But the current slacked some as we approach Simeulue, and we got some helping wind, and made it in well before dark.

Then we were sweating finding an anchorage out of the swell. But that, too, turned out to be easy. In Feb and March, we had light SW swell and light winds all over the place. So we chose anchorages protected from the SW swell, even if they were exposed to the then-current wind.

Anchorage that we or others used along the W coast of Simeulue:

Sea Mi Amor - Aug 2023 – Alafan: 02-49.609' N 95-45.677' E 8m sand/mud.

Soggy Paws – Mar 2024 – Lekon Island: We actually anchored at 02-42.933' N 95-44.254' E which was 20' sand, out of the swell, and a nice beach. There were several spots east of there that were possible. On leaving, we went through the cut (clockwise from our anchorage). The chart indicated VERY shallow depths, but we found that using satellite charts, we could pick our way through and never was less than 15-20 ft. There are two anchorable bays on the west coast, and a nice surf break a little further out.

Soggy Paws – Mar 2024 – Simcut: 02-32.477' N 95-56.714' E We tucked in right in the hook of sand and were out of the swell in 20' sand. Surprised to find an Army camp on the island, consisting of 32 men. Currently in a big army tent, but planning to build a permanent barracks this year. They were nice and welcoming, hopefully they will stay welcoming to visiting yachts.

This spot looked glorious on the satellite chart, but snorkeling we mediocre—visibility bad due to nearby breaking waves stirring the sand up.

Soggy Paws – Mar 2024 – Tapah Island: We didn't stop here, but did go in close enough to confirm that you could find an anchorage in reasonable sand, out of the swell.

Soggy Paws – Mar 2024 – Teluk Gosong/Pantai Busung: There are several possible anchoring spots in this bay, out of the swell. We dropped our hook at 02-13.149' N 96-19.648' E in 25' sand.

There is a surf lodge (Ranu Surf Lodge) on the N point of the bay who is welcoming to yachts. Ranu speaks English, and can arrange whatever you need—transport to Sinabang town, provisions (frozen meat, fruits and veggies, and even beer). He told us to put our dinghies on the causeway to the little island on the S side of the bay, as it was the only protected spot. He picked us up there and took us to his surf resort for a nice meal. +62 852-1340-8155.

Again, in spite of nice looking coral on the sat photo, the surf stirs up too much sand to make snorkeling good in the area.

East Coast: Our friends went down the east coast but didn't stop until they got to Batu Belayar, on the SE corner. This was a nice protected anchorage, but in the mangroves. (it's in the cruising guide).

Another friend anchored off Labuanbajo, also on the SE coast. 02-24.020' N 096-28. 804' E.

6.9.2 Pulau Lasia

Soggy Paws – Mar 2024: This spot turned out to be one of our favorites. Nice sand, very clear water, no bugs. Our little group of 4 boats stayed an extra day and had a BBQ on the beach. It is a privately funded park (bird watchers trying to protect the biodiversity). The sand areas look like they are 3 feet deep, when in fact they are 15-20 ft deep. 02-10.303' N 96-39.051E in 28 ft sand, with boat hanging in 20 ft. We started with ENE winds, and a little chop, but the wind swung to ESE and it was calm. Snorkeling so-so. Very weak Telkomsel.

Linda Lim - 2019: Pulau Lasia was AMAZING!

Linda Lim - 2019: The locals at Calang were awesome in helping us source fruit, vegetables and diesel - look for Zulfico

The Thursday morning market at Afulu Lagoon is great and the people are lovely! Mama Silvi at Asu served us an excellent dinner; Seru at Teluk Dalam was extremely helpful in helping us provision; Got excellent vegetables at the local market at Sikakap; and Leny's shop was a great stop at Enggano for Chocolate Fullo biscuits - she also gave us her precious bread that had arrived that morning on the ferry from Bengkulu - so like most of Indonesia the good experiences negated the bad.

6.9.3 Banyak Islands

6.9.4 Nias Islands

Linda Lim (shared on FB) – March 2018: We provisioned at Teluk Dalam on Nias -which was excellent -but again a visit from the harbormaster and a request for 500,000 IDR resulted in us negotiating this to 200,000.

6.9.5 Telos Islands

Linda Lim (shared on FB) – March 2018: At Telos Town we anchored at the southern end and at dusk two young guys came by demanding we pay 200,000IDR - we refused and they eventually left - and we left at first light the next morning!

6.9.6 Mentawis

Sail SE Asia FB Group – Mar 2023 – Boatyard near Mentawis: Had a pretty good boatyard experience so thought I'd share here. We thought the only boatyards near the Mentawais were Sibolga (eye wateringly expensive, was told it'd be 5.5 mil a day) and then inland up a river or back to Jakarta. Not so.

Teluk Bungus (just south of Padang) has a fishing/navy boat lift + yard, very reasonably priced. 30T lift, two straps and one cross beam at the top (we thought this would be a problem with the mast but managed to reverse in and have them scoop around it). We draw 1.8m and were very comfortable with all the lifting heights, you could probably just do a 2.2m. Very reasonably priced, storage is 10rb/ton/day.

Location: 01° 01.82' S / 100° 23.68' E

<https://www.google.com/maps/place/Dock+Yard/@-1.030366,100.3946855,17z/>

Lots of people around spray painting, welding, grinding, servicing engines etc, only too happy to help, and only a 40min scoot to Padang if you need something there - good Jotun outlets, Suzuki, Honda, Yamaha marine dealers etc.

Believe we're the first to go out with a proper (ish haha) mast, I told them if it went well I'd tell all my mates so here it is! Happy to provide numbers for the lift operator/manager Yoyok, welder Ricky and boatyard rockstar Pak Anto.

Contact info: Yoyok is the main guy there: +62 813-6330-0493

We were helped by a really nice dockie called Anto, helped us with our grinding and painting a whole bunch! +62 823-8833-5619

And a good welder Ricky/Hengky: +62 813-6332-3162

6.9.7 Pulau Enggano

Sail SE Asia – 2018: We made a final stop at Pulau Enggano and again a visit by the local polis rep who politely requested a "fee" in Aussie dollars - we eventually negotiated 50,000 IDR and he left.

6.9.8 Pulau Pagai Selatan

6.9.9 Pulau Sipora

7 East Timor / Timor L'Este / Dili

Timor Leste is a small country in the east of Southeast Asia. The capital lies on Timor, half of this island belongs to Timor Leste, the other half to Indonesia. Most of the country is mountainous with the highest point at almost 3000 meters. The climate is tropical with distinct dry and rainy seasons. The dry season is May to November, the temperatures range from 30° to 35°C and 22°C overnight.

There are two main diving areas; the north coast of Timor and the small island Atauro 25 Km north of Dili.

7.1 Clearance Procedures

Everything in the Clearance Procedures is from sailtimorleste.org dated June 2019:

Dili, the capital, is the official entry/exit port for yachts visiting Timor-Leste. Timor-Leste welcomes visits by yachts at any time. The information on this site is relevant to yachts visiting Dili at any time. If you would like further information or have specific queries, please email us on mail@sailtimorleste.org

7.1.1 Inwards Clearance

Notify Customs 24 hours prior to arrival: Yachts visiting Timor-Leste must notify Customs 24 hours prior to arrival in Dili by voice message or SMS to either of the following phone numbers: +670 7546 2519 and/or +670 7836 1463.

Entering Dili Harbour: Extreme care should be exercised as you approach and traverse Timor especially close to Dili as it is a busy working port; a number of large cargo vessels are anchored outside, on approach to the harbour.

Prior to entering, contact Dili Harbour Master (VHF CH 16) to advise of your arrival, but don't worry if you do not receive a reply (they may be too busy or not understand English very well).

Dili Harbour is surrounded by fringing drying reefs, and must be entered between the designated Port and Starboard channel markers.

The following flags should be hoisted:

- Code flag Q
- Yacht National Flag
- Timor-Leste courtesy flag (if available). Also available for purchase at Sail Timor HQ.

You may then proceed to the yacht anchorage on the port side of the main wharf. The yacht anchorage is located at approximately S8° 33.10' and E125° 34.5' as outlined in RED on the attached chart. Take particular note of the small reef in the centre of the yacht anchorage area. After entering the harbour you will notice 2 yellow quarantine buoys on your port side. These are NOT to be used by vessels as they have shifted during heavy weather and now sit on top of reef.

Timor-Leste Visas on Arrival: All foreigners seeking to enter Timor-Leste on a temporary visa are required to have a valid national passport with an expiry date not less than 6 months from the date of entry into Timor-Leste and at least two spare pages in their passport.

Each Crew Member will be issued with a 30 day Visa on arrival at a cost of USD\$30. Visas may be extended prospectively for a further 30 days + 30 days (i.e. 60 days in total) for a further payment of USD\$35 per 30 day extension. The total cost for a Visa for a 90 day stay is USD\$100.

For further information regarding visa regulations go to the Timor-Leste Immigration Department website at <http://migracao.gov.tl>

Clearance Procedure: Papers for clearance into Timor-Leste:

- Yacht Registration Certificate,
- A crew list, all passports and USD\$30 per crew member for Visa fees
- The Port Clearance from your last port of call

After anchoring, the CIQP process is as follows:

1. Between the hours of 0900-1600, the captain and all crew should come ashore and report to the Maritime Police.
2. Follow the directions of the Maritime Police, which will generally be to proceed to the Dili Port Authority for inwards Customs, Immigration, Quarantine, Health and Port clearance. All CIQP officials have offices at the Dili Port Authority.
3. Customs and Quarantine officials will interview the captain of yacht and decide whether they will be making an inspection of the vessel.
4. On completing inwards clearance, you will be provided with:
 - A Clearance Form Stamped by Customs and Quarantine
 - A formal receipt for Visa fees and a visa stamped in each passport
5. A crew member must return to your yacht and take down the yellow "Q" flag and hoist the courtesy flag if you had to purchase in Dili

Port Charges: Note: Port charges apply to visiting yachts. These charges are based on the yacht LOA and are very minimal. The average yacht would be charged not more than USD10 per week.

7.1.2 Outwards Clearance

The captain and all crew should collect documents required from the Dili Port Authority and after completion proceed to the Dili Port Authority with all passports for outward processing. An Outward Crew List should also be provided.

You will be processed through Immigration and Customs and provided with a Port Clearance from Dili. This Port Clearance will be needed at your next port of entry.

The process for outward port clearance is shown below:

1. Go to Harbour Masters office and advise of date and approximate time out of Port. They will generate a document for you.
 2. Take document to port operations office and they will take this document and generate another document. (Only 9am-4pm Mon to Fri).
 3. Take the operations document to the Port finance office and they will generate a "Factura" document listing your port charges for payment. (Only 9am-4pm Mon to Fri).
 4. Take copy of Factura document to Harbour Masters Office and they will provide you with a port clearance.
- - The Port Authority will also provide you with a Sailing Authorisation for Timor-Leste waters. The Sailing Authorisation allows yachts (which have already cleared from Timor-Leste) to visit all waters and ports of Timor-Leste including Atauro Island and the enclave of Oecusse.

The Port Authority/Harbour Master will issue Sailing Authorisations as yachts clear from Dili (and Timor-Leste). Sailing Authorisations are valid for a maximum stay of 3 months in Timor-Leste provided all crew have valid visa extensions for the period of the Sailing Authorisation.

For yachts travelling onwards to Indonesia, yachts are welcome to stopover at the Timor-Leste enclave, Oecusse, which is located on the north coast of West Timor (approximate co-ordinates S09°10' E124° 20'). Oecusse (also known as Pante Makassar) is almost equidistant from Dili and Kupang (approximately 90 NM from Dili and from Kupang). Oecusse will be automatically included on your Timor-Leste Sailing Authorisation so there is no need to decide about this destination in advance.

7.1.3 Restrictions and Notes

Quarantine: Please do not bring any organic materials ashore (for disposal or otherwise) as this will infringe TimorLeste's quarantine regulations and protocols.

Duty Free: Duty-free alcohol and other goods are permitted as Ships Stores. However, like every other country in the world, you are not permitted to bring these goods ashore except as the individual duty-free allowance of crew members where the limit is strictly 2 litres of alcohol and 1 carton of cigarettes per person.

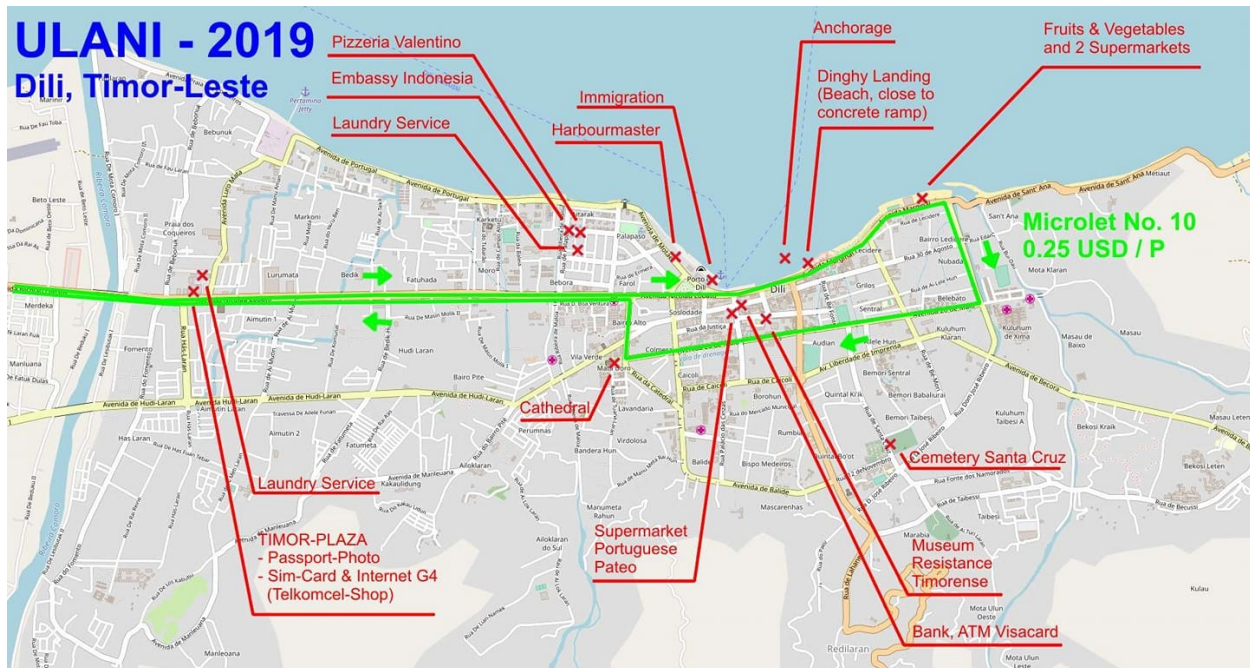
Guns and Firearms: Guns, firearms and ammunition are strictly prohibited imports into Timor Leste. **DO NOT CARRY ANY GUNS ABOARD YOUR VESSEL.**

Dress in Timor-Leste: Dress standards mean a lot in Timor-Leste. Smart casual clothes are ideal especially when dealing with officials, and it is best not to wear expensive jewelry when you are out and about.

When visiting remote islands or villages, basic protocols and respect for local customs and people should be adopted.

7.1.4 Renewing Indo Visa in Dili

Ulani – June 2019: Our experience in Dili East Timor [Web Link](#)



See map above.

Embassy Indonesia: 08 33.004 'S 125 33.910' E

Timor Plaza: 8 33.237 'S 125 32.495' E

Dress code: For the visit to the embassy, you must have long trousers, closed toe shoes, and a shirt with a collar.

Procedure (suggestion):

1. Compile all documents (incl. sponsor letter - see below)
2. Visit 1 to the Indonesian embassy, to pick up application form and make an appointment

Working days at 2:00 p.m. on the application form to pick up and have the names written in the big book

(Appointment usually for the following day 09:00, will be noted)

We still have the forms in the Message filled in to be able to ask if anything is unclear.

3. Visit 2 to the Indonesian embassy

On the agreed day (according to visit 1), 09:00 am to submit the documents and pay the \$ 50 per person in cash (there is a receipt)

4. Visit 3 to the Indonesian embassy: Collect passports and visa (approx. 3 working days later). The exact time will be communicated on visit 2

Documents to be submitted for each passport:

- Completed form with a photo attached

Important: Dili Embassy has their own form, we didn't find it on-line. A form from another consulate will not be accepted. You have to collect the form from them at the Consulate

Fill in everything with a black pen and capital letters, and don't forget the back side of the form
We took the forms right at visit 1, already filled in, to be able to ask if anything is unclear.

- Print out sponsor letter with copy of sponsor's ID card
- Boat registration/documentation papers
- Printout of the electronic system YachtERS (Indonesian online registration)
- Copy of Passport Info page
- Original passport... At least 2 pages must be blank for the visa, and passport must be valid for at least 6 months!
- Print out bank account as proof of financing the stay
- Passport photo with red background (2 were required, we only needed 1)

Sponsor: We commissioned Ruth and were super satisfied with their service. We did everything by email.

Phone: +62 81 238 478 50

Mobile: +62 896 83003762

Email: info@islemarine.com

Website: www.islemarine.com

Skype: islemarineservices

We paid Ruth via PayPal. The price about 60 USD for 1-3 crew together, with a sponsor letter for each crew.

Make sure that you also have a copy of your ID card with you and

Passport photos: You need passport photos with a red background. We got the passport photos on the first floor of the shopping center, Timor Plaza, done while we wait. 2 USD for 6 pictures

Timor Plaza: 8 33.237 'S 125 32.495' E

7.2 General Services

7.2.1 Transportation

Headwind – February 2020: Microlet are the public minibuses that run through the city on various lines. The lines are numbered and each line has its own color. A ride costs \$ 0.25. Just stop and get in. You can also disembark on request.

Taxis, of two types: yellow and blue. The blue ones are the better ones for the tourists, we never used them. We used the yellow ones, from which one likes to be honked for a ride, for our heavy errands like our diesel purchases. In Germany, however, the cars would more likely end up in the junkyard.

7.2.2 Banking

Sailtimorlest.org (last updated June 2019): Currently two foreign banks have a branch in Dili: Portugal's Banco Nacional Ultramarino and Indonesia's Bank Mandiri. Please note: ATMs in Dili

are not always reliable and USD or travellers cheques are highly recommended. At the time of writing Mastercard is not accepted but Visacard is.

The ANZ Bank branch in Dili closed in September 2018.

Headwind – February 2020: US dollars is the local currency. It is best to bring enough with you into the country. Change is not always available in sufficient quantities, it is best to always have enough change on hand. Local coins from \$ 2 down are used as change.

The bank cards of European banks are NOT accepted (not even at machines, in hotels, at the international airport). The ONLY foreign cards with which you can withdraw money (at the bank counter or at some machines) are VISA cards. (Master- / AmericanExpress or other credit cards are NOT accepted here! The local ANZ bank does not offer any other option either).

The exchange of Australian dollars or euros is possible on the street and at local banks, but we strongly advise against it, because the exchange rates and fees are exorbitant and are more like robber barons or highway robbers.

As an emergency alternative, the only alternative is to send money via “Western Union” or, if you are lucky, you will experience the rare visit of a cruise ship. Then money exchange booths at the cruise ship landing pad offer good currency exchange options and rates.

7.2.3 Internet

Sailtimorlest.org (last updated June 2019): International roaming is available for Telstra or Optus mobiles, but is not always reliable and access to message bank services is limited. International roaming generally needs to be activated prior to departure.

Timor Telecom is the key mobile phone provider in Timor-Leste. You can buy a SIM card and mobile phone credit from hotels and vendors on major intersections. Please note: Timor Telecom SIM cards may not work in Australian locked mobiles.

Headwind – February 2020: We used a prepaid SIM card for Internet access. We chose Telemor - allegedly the best, up to 4G, but many applications only work to a limited extent here or very, very slowly if they don't break off at some point. 5USD for “unlimited access” = 1.1GB for one week. We never reached the limit. Or 25USD for “unlimited access” = 10GB for 30 days. To register for the SIM card you have to go to a Telemor shop and present your passport.

7.2.4 Markets / Groceries

Sailtimorlest.org (last updated June 2019): There are western-style supermarkets and local traditional markets for all fresh fruit and vegetable needs.

There are also good local handicraft markets, including the Dili Tais (ikat/cloth) market located near Hotel Timor.

Headwind - Feb 2020: There are various large and small supermarkets spread across the city. A special one should be mentioned here: “Pateo” where you can get a selection of Portuguese products, including natas and bread/buns. However, there are also bakeries with rolls and pastries distributed in various places in the city. The Timor Plaza is described as a large shopping center with a food area. However, one should not set the expectations too high. It is easy with the microlet to reach the shared taxis.

We discovered fresh fruit and vegetables at the waterfront - about 15 minutes walk from the Policia Maritima to the left in the direction of the Christ statue. There are also two well-stocked supermarkets directly opposite the market stalls.

7.2.5 Airlines

From Dili, there are regular flights to Darwin (Ainorth), daily flights to Bali (Merpati and Batavia Air) and flights 3 times a week to Singapore (Air Timor).

7.2.6 Embassies

Many national embassies. The Australian Embassy in Dili is located on Comoro Road and can be contacted on phone 332 2111.

7.3 Yacht Services

7.3.1 Dinghies

Sailtimorlest.org (last updated June 2019): The anchorage is located directly in front of the Maritime Police Offices, which oversees security. Dinghies should be beached as close as possible to Maritime Police Offices.

Headwind – February 2020: There is no dinghy dock here, but the beaches are within paddle reach, so that light dinghies can easily be carried outside of the tidal range. We used the Policia Maritima beach for our dinghy after asking for permission each time. All we had to do was sign in a book when leaving and entering the premises - you should have a pen with you, because they are always in short supply in the sentry box.

7.3.2 Fuel

Headwind – February 2020: To refuel you have to go to a street gas station and drag the canisters on board. Most of the gas stations (on the way to Timor Plaza) don't look bad. The diesel, however, is quite dark, sometimes almost black. Costs 0.90-1USD per liter. A taxi there and back was 10USD, OneWay 3-4USD each way, there are enough taxis around.

7.3.3 Propane / Cooking Gas

Headwind – February 2020: Cooking gas is relatively new in the country. Most of the time, firewood is still used for cooking here.

Everyone said that you can't have gas bottles filled here. We still managed to do the impossible. It was very time-consuming to find a professional solution, but in the end it worked out great.

The only company in Dili that can do it is "Klean Gas" in Rua Comoro Malinamok (Google Maps: Estr. Do Rio Comoro). It is on the west side of the Comoro River across from "RMS" (a large road construction company that is shown on Google Maps, while Klean Gas itself is not currently shown there). It's about half an hour's walk from Timor Plaza. It is best to register in advance: Telephone: (+670) 7723-1056 or -1057 or 7725-2278; Email: kleangas.17@gmail.com

It is professionally bottled from large tanks. The standard is Australian and Indonesian gas cylinder connections. However, adapters and attachments could be found for our German, gray 5 kg gas cylinders. We contributed a German "F3" filling adapter piece. And so our bottle was

filled in a few minutes. However, the search for the right connections took quite a long time and was anything but easy, but nobody simply wanted to give up when trying to find a solution. We also had great conversations about other topics with Marilou, the manager, while Ameu, the most experienced technician, kept coming up with new variants. The price for 5kg was 18USD.

7.3.4 Water

Headwind - Feb 2020: We have been advised against drinking from the tap by various sources. We have not yet discovered access to public water. But there are 19-liter bottles in many supermarkets and corner shops. We bought a bottle for \$10 and can now drop off the empty bottle and take a full bottle for \$1.10. Attention: The exchange is only possible at shops with the same bottle label.

7.3.5 Mechanics

Ocelot – July 2015: Luckily, we found an excellent Aussie mechanic in Dili. We didn't want to disable both engines at the same time, so Jon would strip an engine down as much as he was comfortable doing, then Aussie Chris would spend a full day removing and replacing all 22 plugs, and Jon would put the engine back together again and start stripping the other engine. Lots of work, but it felt good to make a (relatively) permanent repair.

7.4 Eating Out

Wide range of dining styles and prices. A number of international cuisines can be found, from the traditional Timorese and Indonesian dishes to Portuguese, Italian, Western, Chinese, Thai or Japanese cuisine.

Great coffee and cold beer.

7.5 Things to Do

7.5.1 Diving

Dive Advisor – May 2022: <https://diveadvisor.com/east-timor>

Most dive sites are reached by car from Dili. It takes anywhere between 5 minutes and 1 1/2 hours to get there. The dive sites are located on the fringing reef which lies close to shore. The dives usually start right after walking in from the beach. The sites vary between pristine coral reefs and muck sites. The colorful reefs are teeming with tropical fish and macro fans will find an incredible amount of rare critters.

Atauro, an island 15 miles off the coast of Dili, has world class diving. Overall the water there is lovely, fish are amazing, walls beautiful, people wonderful. I'm sure you'll have a great experience

The best chances to see large pelagics are around **Atauro**. The visibility around the small island is usually great and schooling fish pass by the pristine reefs.

During whale season the boat ride out to Atauro can become an adventure itself. Many different types of whales travel through the waters of Timor Leste every year in October and November. The chances are quite high to see pods of dolphins and pilot whales from the boat all around the year. During the whale migration even blue whales have been observed from the boat.

7.5.2 Inland Explorations

Ocelot – July 2013: In Dili we made friends with many embassy workers from New Zealand and we joined 3 other families on a 3-day adventure into the interior of Timor-Leste.

We rented a 7-seater Land Cruiser and went in convoy on some of the worst roads we've ever driven! We drove the coastal road southwest towards the Indonesian border, stopping at the ruins of an old Dutch fort from the 1500's. Then we turned inland into the mountains where we found a "pousada" for the night. We explored the local market, lounged in a sulphur-y hot springs, slept in the cool of a coffee plantation and hiked to the country's highest waterfall. In all, we covered only 60 miles (100km) per day, but had a great adventure.

7.6 Cruiser Reports

Headwind – February 2020: Timor-Leste is an independent state surrounded by Indonesia. We only experienced minimal tourism and were more exotic.

During our research before visiting the country, we found little information, so we are writing down our essential experiences here to make it a little easier for successors.

Europeans do not need a visa for Timor-Leste! This offers the possibility to make a spontaneous stop. There is only one port of entry / exit: Dili, the capital on the north side of the island.

When we approached Timor-Leste and the Indonesian archipelago, we came across various plastic waste miles beforehand. Above all, the plastic bags floating below the surface of the water are a real danger point for the propeller and the sea water intake when the engine is running! We had wrapped one of these plastic bags around the propeller about 300 miles before Dili.

Dili lies in a bay that is open to the north and is surmounted by a large, unmistakable statue of Christ. The harbor is protected by a reef, which, however, is under water when the tide is high. Large cargo ships are usually anchored in front of the port, waiting to be unloaded in the port.

The port entrance is marked with a very clearly visible port and starboard barque. Like others before us, we tried to reach the port authorities via VHF channel 16 but got no answer, so we just drove into them.

Anchorage: Finding a suitable anchorage was not that easy. Our electronic nautical chart (Navionics) provided us with credible data that matched reality (water depths and the position of the reef next to the anchorage). We needed a lot of anchor attempts at different places in the 12m depth range) to finally bring the anchor to a stop at position **S08°33.055' / E125°34.779'** but at 16.6m. The ground is heavily contaminated with everything that could be brought to the surface during the various tests with our anchor and consists mainly of hard ground.

Clearing in / out: for clearing in you have to go ashore and register first with Immigration, then with Customs and last but not least with the Port Captain. The route to immigration leads from the Policia Maritima to the right towards the port area to the main gate and onto the port area. Immigration can be found in what is actually a pretty, beige building with a red roof in colonial style, which unfortunately looks rather shabby, sunken on the first floor. The forms are simple but without glasses you are almost lost in order to decipher the small, fuzzy font size in the dark room. Then it goes to the customs office. This is right at the main gate in the container. Here, too, we only filled out a simple form and then went on to the port captain. The building is outside

the port area. You leave the port area to the right and follow the fence to the end of the port area. There you will find the last white stone building with a flat roof and an entrance through the fence - in front of the park. The door to the port captain is at the back of the building. That was it with the declaration. We have described it in so much detail here because there are no clearly visible signs and information on the order and location of these offices is very sparse.

A couple of little catches:

The length of stay is 90 days. An extension is not possible. All that remains is to enter and leave the country, for example to Indonesia (in the western part of Timor for one night).

On our second entry, Immigration wanted a crew list with our stamp on it, which we had to hand in later because we didn't have a list with the ship's stamp with us.

The crew of another ship was also in the health office - we weren't there and weren't asked to do so.

To clear in, you have to go to the **Immigration** for the stamp in your passport, to **Customs** to fill out a form and to the **Port Captain** for the cruising permit. This time, however, the port captain still demands the demurrage, which has to be paid to the port authority. But that's not that easy either. To do this, you first go to the port captain, from whom there is a slip of paper for clearance. With this note you go back to the main gate and there to an office to get a port summary. The office for this is located behind the pedestrian entrance of the main gate directly at the traffic barriers: the fixed building at the zebra crossing is on the left in the direction of entry. With the port summary you go to pay in the newest, two-story main administration building of the Port Authority and you will find the payment office on the ground floor at the back on the right. The mooring costs are calculated from the weight of the ship, the length of the ship and the time spent lying in hours (we paid 27USD for the first three-week stay). With the paid receipt, it goes back to the Port Captain, who then issues the cruising permit for the onward journey to the next country.

Sail SE Asia – August 2020: Here are two sailing vessels at anchor in Dili Port during this COVID 19 phase.

It is possible to arrive in Dili, Timor-Leste. But of course there are some special COVID 19 rules to be respected.

Due to the continuous change of the Situation contact the Timor-Leste embassy at your current country of stay, they are able to give you the right advice or a direct contact to the immigration in Timor-Leste.

Ocelot – July 2015: We have now enjoyed over 5 weeks in this strangely European/Asian country, where a mixture of languages keeps one alert: A greeting in Portuguese may be responded to in Indonesian, Tetum or English. A Christ statue with arms outstretched stands over the large natural harbor, and a beautiful promenade with parks and free WiFi borders the anchorage. The war and independence struggles seem far behind, and Dili is a bustling Asian town with blaring car horns, scooters and mini-buses that transport one from the sea side to the museums and mall for 25 cents.

Our landfall in Timor Leste, however, was not very peaceful. About 100nm east of Dili, as we closed with the rugged mountainous coast, Ocelot suddenly lost both the wind and both

engines. In addition, the dad on the yacht Per Ardua (a Kiwi family with 3 small kids who we've been sailing with for months) had a severe leg infection and fever and needed to rest.

Jon got one engine going (it was the engine water pump fan belt that had shredded, and we had spares) and we were able to find a small patch of sand off a village of coconut palms and thatch huts. At dusk we were hailed by men in uniforms from the beach and soon they were boarding Ocelot from a commandeered local outrigger. Jon actually convinced the military and policemen to remove their big boots before climbing aboard, but the M16s came up with them.

Apparently we had anchored in a military zone. The men were friendly but strict: we were not to move the boats until they got the okay from their superiors in Dili. That's the first time in 20 years of cruising we've been under military detainment!

A day and a half later (with the help of US and NZ embassies) we had permission to day-sail the coast as a concession to Peter's illness and our inability to make long distances against the current in the light winds. As a result we saw lots of Timor-Leste that few sailors see. The mountains rose craggy and lush above the dry coastal hills. Small villages of thatched huts dotted the landscape. We found very tenuous anchorages right up against the coast on small shelves of sand or mud. The coast is too deep to anchor until it's almost too shallow to anchor! At river mouths we saw trickles of last year's wet season meeting the sea, and there were often fishermen standing in the shallows casting nets. Some herded water buffalo.

And offshore, twice, we saw the jagged spines and lumpy heads of large saltwater crocodiles patrolling off the beach.

The creation myth of Timor-Leste talks of a young boy who saved the life of a crocodile. They became friends and traveled the world together. When the croc was old he turned himself into a large mountainous island, Timor, and the boy's descendants are today's inhabitants of Timor-Leste. Consequently, crocodiles are revered and not hunted. A lingering belief that only bad people are attacked inhibits the Timorese from reporting croc attacks.

Need we say we did not snorkel or dive on our anchors as we ventured along the coast?

In Dili we made friends with many embassy workers from New Zealand and we joined 3 other families on a 3-day adventure into the interior of Timor-Leste.

Cmap Chart Offsets for OpenCPN

In general, my copy (Updated 2010) of the CM93 Edition 2 charts are accurate in major ports and can be off in outlying islands. However, some of the charts are very detailed. So it is useful if using OpenCPN to apply offsets to make the Cmap charts somewhat line up with the Google Earth charts we are using.

The below is pretty techie stuff.

I make no warranty that these offsets won't put you on a reef.

Use this info with extreme caution. No guarantees!!

7.7 How to Apply Offsets in OpenCPN

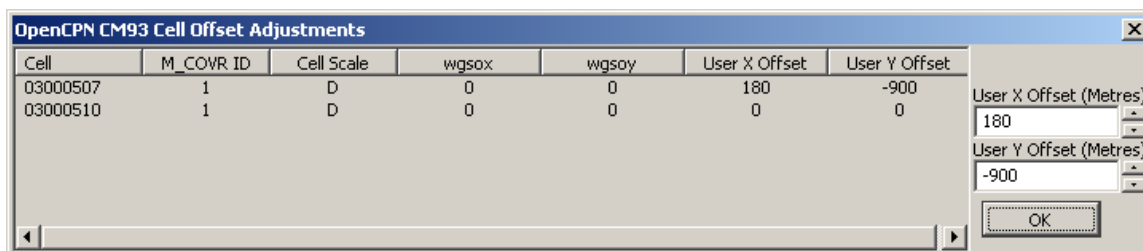
Unlike Maxsea, when you apply offsets to "correct" CM93 charts in OpenCPN, it shifts the chart, not the GPS position. (this is the right way to do it).

Here's a quick rundown on calculating the offset and applying it:

1. Drop a mark in OpenCPN on a prominent feature on a GoogleEarth chart for an atoll. (end of an island, or center of a pass, for example)
2. Turn off Chart Quilting (F9 key, or use the Settings Dialog). There are two easy ways to tell whether Chart Quilting is on or off.
 - a. If the colored ovals at the bottom of the screen have square corners instead of oval corners, quilting is off.
 - b. If you right-click on the CM93 chart (anywhere), the pop-up window will have an additional menu item "CM93 Offset Dialog"

Pressing F9 again will turn quilting back on.

3. Right-click on the CM93 chart and select "CM93 Offset Dialog". This pops up the OpenCPN CM93 Cell Offset Adjustments window:



Normally, if you are zoomed in, you will only see one line (the most detailed chart). Regardless, click on the line to highlight that line. Then enter the offsets in the box to the right. X offsets move the chart left and right. Y offsets move the chart up and down. As soon as you TAB out of the entry field, the offset will be applied. (Clicking OK also applies the offset, but also closes the window).

Keep fiddling with the offsets until the mark you dropped on the prominent feature on the GoogleEarth view, lines up correctly on the CM93 view.

4. Now check the offset in several other places on the chart. Often you will get it perfect in one spot, and it will be off in another spot. This is the nature of imperfect charts. Fiddle until you are happy with it... either the pass you intended to go in is dead-on, or you have an average view.

Notes:

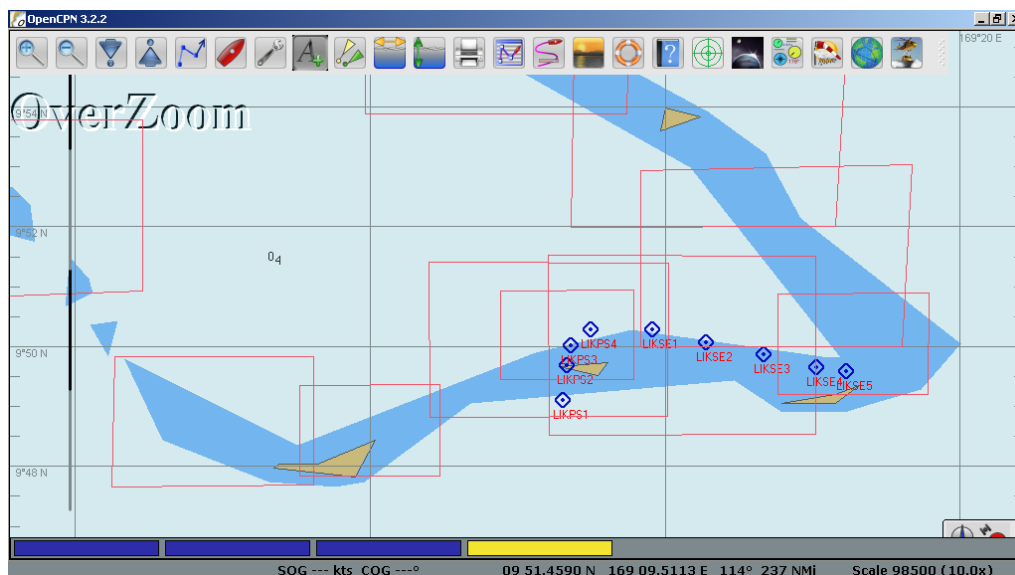
See the OpenCPN help file for more info (there's not a lot in v3.2.2, but may be in the future).

In OpenCPN, these offsets are, I think, saved in the CM93 folder in the OpenCPN folder in the Program Data folder (see the Help/About tab for where the log file is... that's where you'll also find a CM93 folder.) (ie where the layers folder is).

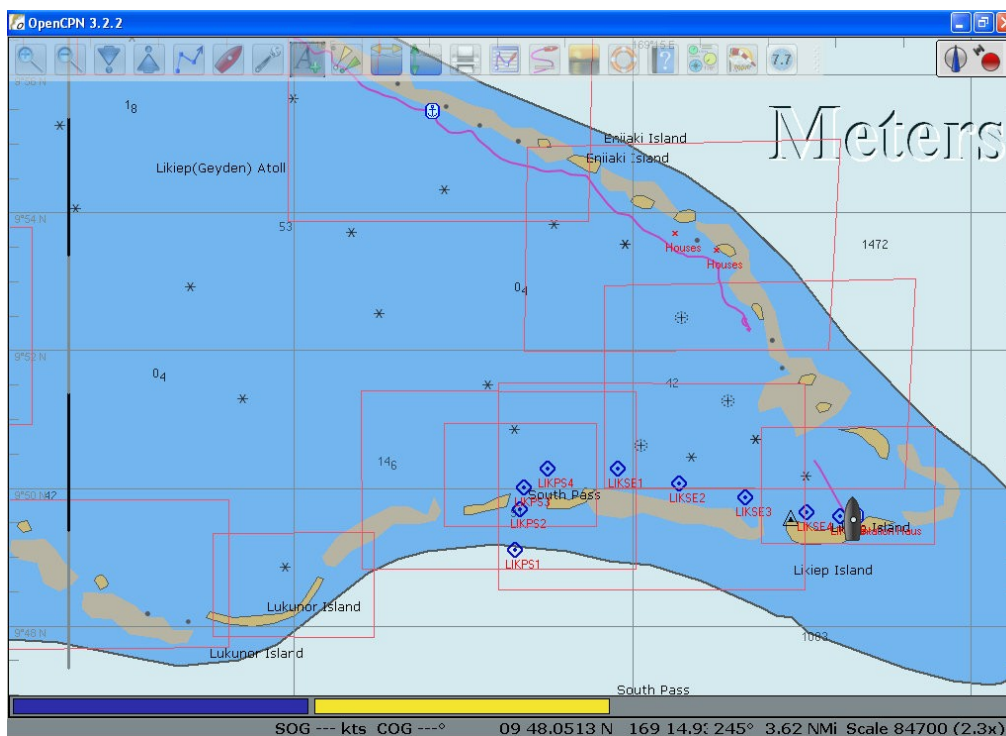
They appear to be saved in a file that is named the same as your CM93 chart folder name. Backing up this folder, AND keeping the same naming convention on another computer MIGHT allow you to transport these offsets to another computer. I haven't found any other way in OpenCPN to do so.

Warning: There are a LOT of different CM93 chart sets floating around. Offsets for a 2010 version of charts may not be appropriate for a 2011 (or 2005) version of charts. And different versions may be better, either more accurate, or more detailed, in one area and not better in another. For example, the 2011 update made the charts in Fiji much more accurate, but also removed a bunch of detailed charts.

Also, if your set of charts have been made from combined directories (ie copying an "update" into an existing CM93 directory, some charts may be there that are not in someone else's "2010" list. Example: Below is a screen shot from the most detailed chart I have for Likiep Atoll on one computer.



And here is about the same view with the "same" chart set on another computer:



Note considerably more detail. This chart, 2940504, dated 2010-03-01, does not exist apparently in the "latest" 2010 chart set. (it also won't be displayed by Maxsea, even if it is present in the CM93 folder).

7.8 Offset List

I make no warranty that these offsets won't put you on a reef. Use this info with extreme caution. No guarantees!! USE YOUR OWN EYEBALLS and only navigate in reefy areas with good light!!

Note: The best CM93 chart set for cruising Indonesia is a 2005 or 2007 version. Newer versions are missing place names and are not as detailed in many places, though they may be more accurate in places where big ships frequent.

DANGER: In one place (near Wakatobi), an entire reef is completely missing from the newer (ie 2010/2011) CM93 map (see details in the [charting](#) section up front). As you can see from the list below, the errors in the charts are significant!!

Place	Chart Cell	M COVR ID	Cell Scale	X Offset	Y Offset	My Chart Date	Comments
NE Sulawesi							
N End Lembah	02730375	1	D	-300	-150	2005	
West Halmahera							
Ternate Overview	02700381	1	D	-600	300	2005	
Ternate Detail	02720382	1	F	-600	250	2005	
Tidore W	02720382	1	F	-500	150	2005	
Tidore E	02700381	1	D	-600	150	2005	Poor detail for Tidor. Same chart as Ternate Overview, slight diff in offset

Kayoa Island SW of Ternate	02700372	2	C	-550	150	2005	
Gunange Island SW of Ternate	02700372	2	C	-600	250	2005	
Dowora Islands SW of Ternate	02670384	1	D	-600	-200	2005	
Islands SW of Ternate	02580372	2	C	-800	420	2005	Note—same chart—significant difference in offsets from one harbor to another!
Bacan Island NW Side	02580372	2	C	-750	70	2005	
Bacan Island NE Side	02670381	1	D	-850	220	2005	
Bacan Island SE Side	02670381	1	D	-750	1500	2005	Note—same chart—significant difference in offsets from one harbor to another!
Damar Island	02580384	3	C	-400	-100	2005	
Raja Ampat							
Batanta North Side	02670390	2	D	-400	-200		
Waigeo East End	02670393	1	D	-340	-130		
N Sorong	02670393	2	D	-280	-290		
Sansapor, N of Sorong	02580396	3	C	-950	-500		
Banda Islands							
Pulau Hatta	02460384	1	C	-100	349	2005	Note—same chart—significant difference in offsets from one harbor to another!
Banda Harbor	02460384	1	C	-450	400	2005	
Al Island	02460384	2	C	-369	50	2005	
Misool Area							
Batanme NW Coast	02580384	1	C	-200	0	2005	Note—same chart—significant difference in offsets from one harbor to another!
Batanme S Coast	02580384	1	C	0	0	2005	
Batanme SW Coast	02610387	1	D	-300	-100	2005	
Batbitiem	02610390	1	D	-470	-150	2005	
Daram	02610390	1	D	-750	-100	2005	
Pulau Pisang East End	02580384	1	C	-1950	-900	2005	Note major offset difference between here and Batanme above
Pulau Pisang West End	02580384	1	C	-1950	-700	2005	
FakFak Area							
P Tubiserang	02610396	1	E	-1670	-620	2010	
FakFak	02610396	1	E	-1750	-660	2005	
N of TRITON BAY							
Mommon Btwn	02580398	1	E	-1580	-350	2005	
Mommon & T.Tongerai	02580396	1	D	-1800	-180	2005	
Batu Putih	02610393	2	D	-2050	-650	2005	

TRITON BAY AREA

Cape Vaan der Bosch	02550396	1	D	-1700	-500	2005	
Tanjung Papisol West	02550396	2	D	-2000	-500	2005	
Tanjung Papisol East	02550399	1	D	-2000	-500	2005	
Karufa River N of Adi Island	02580399	1	D	-1900	-150	2005	
Adi Island Blumpot Pt	02550399	1	D	-1900	-150	2005	Note—same chart—significant difference in offsets from one place to another!
Adi Island Southern Tip	02550399	1	D	-1700	0	2005	
Vogel Island (S of Adi I)	02550399	1	D	-1900	-250	2005	
Kaimana Lauzaro (Btwn Adi and Aiduma)	02580399	1	D	-2000	450	2005	Note—same chart—significant difference in offsets from one place to another!
NW Tip Aiduma	02580402	1	D	-1630	360	2005	
	02580402	1	D	-1630	560	2005	
SE of TRITON BAY							
Kayu Merah and areas north	02580402	1	D	-1450	670	2005	Same chart as NW Tip Aiduma, diff coords
Teluk Bohia (SE Lakia Bay)	02550402	1	D	-1600	800	2005	
Entrance to River in NE corner Lakia Bay	02580402	1	D	-1300	750	2005	Same chart as NW Tip Aiduma, diff coords
BALI North Coast							
Central North Coast	02450345	1	E	-230	680	2010	
Central North Coast	02450345	2	D	-230	680	2010	
Central North Coast	02450342	1	D	-230	680	2010	

8 Indonesian Language Reference

8.1 Recommended Language Reference Materials

8.1.1 Google Translate

If you have a smartphone, get Google Translate, and download the Indonesian section for offline use. It will then do basic translations with no internet access. Play with the “camera” feature when you do have internet—it will translate directly off a picture framed by your camera on your smartphone.

8.1.2 LearningIndonesian.com

Soggy Paws – 2017: Someone gave us a pile of 32 MP3’s and associated study guides from <http://LearningIndonesian.com>. I believe this website is free. The lessons seem good, and they are accompanied with a PDF study guide that elaborate on the day’s lesson a little more. There is an option to become a premium member for \$149 US that provides more in-depth instruction. But the average cruiser can do pretty well with just the free version.

The benefit of learning from an audio “tape” first is that you don’t start by learning to mispronounce the words (as you would if you read them out of a book).

8.1.3 Indonesian (Mondly App)

Soggy Paws – 2017: I downloaded an app from the Google Play store that is a ‘Learning Indonesian’. It is similar to the Rosetta Stone approach. This app only works if you have internet. There is a “free trial” and then you have to sign up for a monthly fee to get the full set of language lessons.

8.1.4 eBooks You Can Carry With You

We also have a couple of guides on our Kindle and smartphone:

Instant Indonesian: How to Express 1000 Different Ideas with Just 100 Words.

Tuttle Concise Indonesian Dictionary

8.2 Common Words

These are taken from the Quick Reference Guide from Tuttle Concise Indonesian Dictionary and the introductory lessons of LearningIndonesian.com

8.2.1 Greetings & Courtesies

Selamat Pagi	Good Morning!
Selamat Siang	Good Day!
Selamat Sore	Good Afternoon!
Selamat Malam	Good Evening/Night!
Selamat Datang	Welcome! (Datang means “to arrive”)

Selamat Natal	Merry Christmas!
Sampai Nanti	Until Later/See you Later
Apa Kabar?	What's New?/What's Going on?
Terima Kasih	Thank you!
Terima Kasih Kembali	You are Welcome!
Selamat Tinggal	Good Bye!
Ya (or Iya)	Yes
Tidak	No
Mungkin	Possibly/Maybe
Lain Kali	Another Time
Jangan	Don't (as in "Don't Do That!")
Bukan	Not a (as in "This is not a...")
Ma'af	Sorry
Permisi	Excuse Me!

8.2.2 Food

Saya Suka	I Like
Saya Tidak Suka	I Don't Like
Enak	Delicious
Makan	To Eat
Makanan	Food
Minum	To Drink
Minuman	Drink (noun)
Air Botol	Bottled Water
Nasi Goreng	Fried Rice
Pedas	Hot/Spicy
Manis	Sweet
Garpu	Fork
Saya Perlu Ini	I Need This
Boleh Saya Minta Itu?	May I Have That?
Saya Tidak Mau Itu.	I Don't Want That

8.2.3 Time and Date

Days of the week (Nama Hari)

Monday: *hari Senin* Tuesday: *hari Selasa*
Wednesday: *hari Rabu* Thursday: *hari Kamis*
Friday: *hari Jumat* Saturday: *hari Sabtu*
Sunday: *hari Minggu*

Months of the year (Nama Bulan)

January: <i>bulan Januari</i>	February: <i>bulan Februari</i>
March: <i>bulan Maret</i>	April: <i>bulan April</i>
May: <i>bulan Mei</i>	June: <i>bulan Juni</i>
July: <i>bulan Juli</i>	August: <i>bulan Agustus</i>
September: <i>bulan September</i>	October: <i>bulan Oktober</i>
November: <i>bulan November</i>	December: <i>bulan Desember</i>

Times of the day (Pembagian Waktu)

morning (12 midnight to 12 noon)	}	<i>malam (jam 12-jam 4), pagi (jam 4-10. 30)</i>
afternoon (12 noon to 6 p. m.)		<i>siang (jam 10. 30-jam 3), sore (jam 3-jam 6)</i>
evening (6 p. m. to 12 midnight)		<i>malam (jam 6-jam 12)</i>

What time is it? (Jam berapa sekarang?)

one o'clock: *jam satu*
two o'clock: *jam dua*
five (minutes) past two (o'clock): *jam dua lewat lima (menit)*
a quarter past two: *jam dua (lewat) seperempat*
half past two: *jam setengah dua*
a quarter to three: *jam tiga kurang seperempat*
three o'clock: *jam tiga*
three forty: *jam tiga empat puluh*
four a.m., four o'clock in the morning: *jam empat pagi*
four p.m., four o'clock in the afternoon: *jam empat sore*
midday, noon: *jam dua belas siang*
midnight: *jam dua belas malam*
nine p.m.: *jam 21.00 (dua puluh satu)*
half an hour: *setengah jam*
five minutes: *lima menit*

8.2.4 Numbers

Cardinal numbers (Bilangan Pokok)

one: <i>satu</i>	two: <i>dua</i>
three: <i>tiga</i>	four: <i>empat</i>

five: <i>lima</i>	six: <i>enam</i>
seven: <i>tujuh</i>	eight: <i>delapan</i>
nine: <i>sembilan</i>	ten: <i>sepuluh</i>
eleven: <i>sebelas</i>	twelve: <i>dua belas</i>
thirteen: <i>tiga belas</i>	fourteen: <i>empat belas</i>
fifteen: <i>lima belas</i>	twenty: <i>dua puluh</i>
twenty-one: <i>dua puluh satu</i>	thirty: <i>tiga puluh</i>
forty: <i>empat puluh</i>	fifty: <i>lima puluh</i>
one hundred: <i>seratus</i>	two hundred: <i>dua ratus</i>
one thousand: <i>seribu</i>	two thousand and six: <i>dua ribu enam</i>
five thousand: <i>lima ribu</i>	ten thousand: <i>sepuluh ribu</i>
twenty thousand: <i>dua puluh ribu</i>	fifty thousand: <i>lima puluh ribu</i>
one hundred thousand: <i>seratus ribu</i>	one million: <i>sejuta</i>

Fractions and decimals (Pecahan dan angka desimal)

half	<i>setengah</i>
one third	<i>sepertiga</i>
two thirds	<i>dua pertiga</i>
one quarter	<i>seperempat</i>
one point six (1.6)	<i>satu koma enam (1,6)</i>

Ordinal numbers (Bilangan Urutan)

first <i>pertama</i>	second <i>kedua</i>
third <i>ketiga</i>	fourth <i>keempat</i>
fifth <i>kelima</i>	sixth <i>keenam</i>
seventh <i>ketujuh</i>	eighth <i>kedelapan</i>
ninth <i>kesembilan</i>	tenth <i>kesepuluh</i>
eleventh <i>kesebelas</i>	twelfth <i>kedua belas</i>
fifteenth <i>kelima belas</i>	nineteenth <i>kesembilan belas</i>
twentieth <i>kedua puluh</i>	twenty-first <i>kedua puluh satu</i>
twenty-second <i>kedua puluh dua</i>	twenty-third <i>kedua puluh tiga</i>
thirtieth <i>ketiga puluh</i>	thirty-first <i>ketiga puluh satu</i>
fortieth <i>keempat puluh</i>	fiftieth <i>kelima puluh</i>

8.2.5 Colors

Colors (Nama Warna)

blue: <i>biru</i>	light blue: <i>biru muda</i>

dark blue: <i>biru tua</i>	brown: <i>cokelat</i>
green: <i>hijau</i>	black: <i>hitam</i>
yellow: <i>kuning</i>	red: <i>merah</i>
pink: <i>merah muda, merah jambu</i>	white: <i>putih</i>
orange: <i>oranye, jingga</i>	purple: <i>ungu</i>

8.2.6 Nautical Terms

These come from the US Sailing Directions, Pub 174

INDONESIAN	English

A

ack, aer, air, ajer.....	water, steam, river
adian.....	mountain
air masin.....	salt water
alangan.....	bar
arus.....	current

B

bandar.....	port, trading town
bantjah.....	marsh
barat	west, western
batang.....	river
batu.....	rock
besar.....	large, great
beting	shoal, bank
biru.....	blue
bukit.....	hill

D

dalam.....	deep
darat	land, the interior
deleng.....	mountain
dolok.....	mountain

G

gosong.....	shoal, reef, islet
gunung	mountain

H

hidjau green

hili.....mountain

hitam.....black, dark

hulo.....island

hutan.....jungle, forest

I

indano.....stream

K

kali river

kampung.....village

karang..... coral, reef

kitjil.....small, little

kering..... dry

koho hill

kuala.....mouth of a river or confluence of two rivers

kuning.....yellow

L

labuhan.....anchorage

laut sea, seaward

lumpur.....mud

M

mas.....golden

merah.....red

muara.....mouth of a river

N

negeri.....town, state

P

paja marsh, swamp

pamatang, pematang.....hillock

pangkalan..... landing place

pantai coast, seaboard, beach

parit.....ditch, stream
 pasir sand, beach
 pekan.....town, market
 perahu.....boat
 pohon.....tree
 propinsi.....province
 pulau..... island
 putih.....white

R

rawang marsh
 rehdah.....low
 rimbo.....forest
 rumah.....house, building

S

selat..... channel, strait
 selatan..... south, southern
 sungai..... river

T

talu.....bay, inlet
 tanah land, country
 tengah central
 tanjung, tandjung.....cape, headland, point, promontory
 teluk.....bay, bend of a river
 tepi laut..... coast, seaboard
 terusan.....connecting channel
 timur east
 tinggi.....high
 tjetek.....shallow
 tjukah.....cape
 tohor.....shallow
 tor.....mountain
 tua.....old

ture.....point, cape

U

utara north

W

wai river

8.3 Dive Terms

These come from the website:

<http://www.starfish.ch/dive/info/indonesian-diveterms.html>

English	Bahasa Indonesia
c = as in chair / e = as in elbow / i = as in eel / j = join	
Diving	
dive	selam
diving	menyelam
air, wind	udara, angin
bubble	gelembung udara
deep	dalam
how deep?	berapa dalam?
shallow	dangkal
night dive	selam malam
sunset	matahari terbenam
moon (rise)	bulan (terbit)
full moon	bulan purnama
danger	(ber)bahaya
look out!	awas!
careful	hati-hati
it's o.k.!	tidak apa apa / baik / beres!
are you ready?	siap?
wait	tunggu
hurry up (fast)	cepat-cepat
slow down	pelan-pelan
I forgot	saya lupa
it's (not) possible	(tidak) bisa
I don't know	saya tidak tahu

Equipment	
mask	masker / kaca mata selam
snorkel	snorkel
fin / flipper ("duck shoe")	sepatu bebek
bc	pelampung
wetsuit	baju selam
regulator	regulator
tank	tenki / tabung
O-ring	oli sei / karet
weight	berat
weight belt	Ikat pinggang
flashlight	senter
compressor	kompresor
ladder	tangga
rope	tambang
anchor	jangkar
to anchor	berlabuh
the air is no good (oily)	angin kurang baik (rasa oli)
boat	kapal
canoe	prahu
outrigger (also ladder)	tengah
outboard	Jonson (Johnson)
spark plug	busi
On the boat	Di atas kapal
rent, charter	carter, sewa
how much?	berapa?
per hour, per day	per jam, per hari
please help me	bisa kamu tolong saya
thanks	terima kasih
where is	di mana
excuse me	permisi
please	tolong
bring	membawa
go (to)	pergi (ke)
want	mau
like	suka

have	punya
give	memberi
jump	lompat (melompat)
follow	ikut
when do we arrive	kapan datang / kapan sampai
how long?	berapa panjang?
thirsty	haus
drinking water	air minum, aqua
hungry	lapar
eat	makan
lunch	makan siang
hot (spicy)	pedas
good tasting	enak
nausea / queasiness	rasa mual
vomit	muntah
I have a cold	saya masuk angin
sunglasses	kacamata hitam
sunburn	luka bakar akibat berjemur
towel	handuk
bathing suit	baju renang
to swim	berenang
wet	basah
cold	dingin
hot / heat	panas
toilet	kamar kecil
toilet sign women	wanita
toilet sign men	pria
no smoking	dilarang merokok
open	buka
closed	tutup
Ocean conditions	Keadaan cuaca untuk menyelam
ocean / sea	laut
current	arus
strong current	arus kuat
water	air
high tide	air pasang
low tide	air surut

wave	ombak
big wave	ombak besar
little wave	ombak kecil
cold water	air dingin
hot water	air panas
visibility	pandangan
east	timur
west	barat
north	utara
south	selatan
island / small island / large island	pulau / gili / nusa
strait	selat
sand	pasir
shoal, sandbank	gosong
rock	batu
cave	gua
beach	pantai
bay, gulf	teluk
cape	tanjung
harbour	labuan / pelabuhan
sunny day	hari cerah
sun	matahari
rain	hujan
Animals	Binatang
barracuda	senuk / alu-alu
coral (hard)	karang (keras)
Clam	kima
dolphin	lumba lumba
fish	ikan
manta ray	pari hantu / pari manta
scorpionfish	ikan pipi-perisai / ikan kalajengking
seahorse	kuda laut
sea urchin ("pig bristle")	bulu babi
shark	hiu (ikan hiu)
snake	antrean / ular
turtle	penyu

Every day words	Kata-kata sehari-hari
I	saya
you	anda
he, she	dia
we (including person addressing)	kita
we (excluding person addressing)	kami
they	mereka
zero	nol
one	satu
two	dua
three	tiga
four	empat
five	lima
six	enam
seven	tujuh
eight	delapan
nine	sembilan
ten	sepuluh
eleven	sebelas
twelve	dua belas
twenty	dua puluh
thirty	tiga puluh
one hundred	seratus
three hundred	tiga ratus
one thousand	seribu
five thousand	lima ribu
minute	menit
hour	jam
day	hari
week	minggu
month (moon)	bulan
year	tahun
tomorrow	besok
day after tomorrow	lusa
next week	minggu depan
last month	bulan yang lalu
today	hari ini
yesterday	kemarin

now	sekarang
later	nanti
Monday	hari Senin
Tuesday	hari Selasa
Wednesday	hari Rabu
Thursday	hari Kamis
Friday	hari Jumat
Saturday	hari Sabtu
Sunday	hari Minggu
good morning (till 11am)	selamat pagi
good day (till 3pm)	selamat siang
good day (3pm to 5pm)	selamat sore
good evening, night (after 5pm)	selamat malam
goodbye (to those staying)	selamat tinggal
goodbye (to those going)	selamat jalan
see you later	sampai jumpa lagi
see you next year	sampai jumpa tahun depan