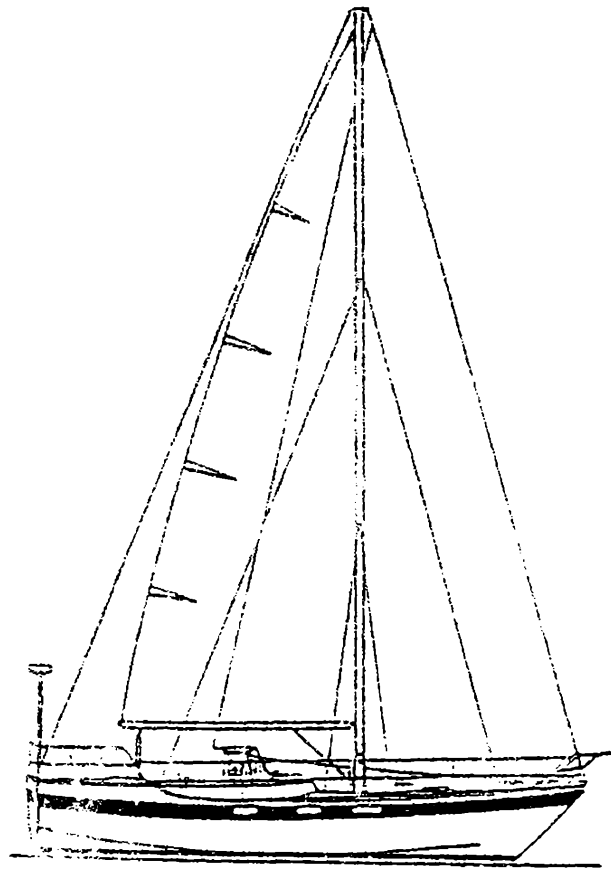


MIGRANT CRUISING NOTES

# MICRONESIA

A cruising yachtsman's notes on Tuvalu, Marshall Islands, Federated States of Micronesia, Palau and Guam.



By Phil Cregeen

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A CRUISING YACHTSMAN'S NOTES ON  
TUVALU, KIRIBATI, MARSHALL ISLANDS,  
FEDERATED STATES OF MICRONESIA,  
PALAU AND GUAM

BY

PHIL CREGEEN

FIRST EDITION

February 1995

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These notes are intended for use with the appropriate navigation charts. Every effort has been made to describe conditions accurately. However, the author makes no warranty expressed or implied for any errors or omissions in this publication.

ISBN 1-877197-03-3

## ACKNOWLEDGMENTS

My thanks to my wife Pam and daughter Michelle for their assistance in preparing these notes.

A special thank you to my cruising friends who provided notes and sketches of islands and atolls that they had visited and for their comments on my draft manuscript. These are:

Jim & Janice Gustin, *Loke Lani*  
Marshall Islands, Abaiang, Butaritari, Nanumea, Nukufetea.

Steve & Kay Van Slyke, *Kavenga*  
Oroluck, Puluwat, Chuuk, Guam.

Peter & Ethel Marshall, *Whiteshell*  
Canton, Puluwat, Yap, Palau.

Paul & Susan Mitchell, *Elenoa*  
Nukuoro, Puluwat, Lamotrek, West Fayu.

Tom & Suzanne Ellis, *Kirsten Anne*  
Guam.

Tom & Ellen Winsor, *Ardevora of Roseland*  
Chuuk, Guam.

## BY THE SAME AUTHOR

A YACHTSMAN'S GUIDE TO HA'APAI

MIGRANT CRUISING NOTES - FIJI

## PREFACE

Micronesia is a vast area of the north-west Pacific that is still visited by relatively few cruising yachts. Although there are ports where the very latest in the way of American goods can be purchased it is also the location of hundreds of sparsely populated and uninhabited islands where the culture of the people has changed little in hundreds of years. Beautiful scenery, remote anchorages and charming people with a fascinating culture make Micronesia a superb cruising area. Subject to tropical revolving storms (typhoons) it can, with care, be cruised in relative safety and provide an alternative destination for the Tropical South-west Pacific cyclone season.

We arrived in Pohnpei from the Solomons, aboard our 36 ft steel sloop *AVON MIGRANT*, in January 1994. It had been our intention to continue west and north to Japan, however our long term plans changed requiring us to return to New Zealand. After much debate we decided to make our passage eastward to Kiribati then south to Tuvalu and Fiji.

The notes in this book are the result of our observations made during the course of that voyage. To make the book more useful to the cruising community I have enlisted the aid of several friends, also experienced and long term cruisers, to provide notes on areas of Micronesia that we did not visit. Wherever possible the notes have been checked and expanded by other yachtsmen.

It is hoped that these notes will provide up-to-date and useful information for cruising yachtsmen planning to voyage to Micronesia. Information is provided on the main ports and centres of population plus a number of remote islands and atolls. However, it must be stressed that they are not a comprehensive guide to the hundreds of islands and atolls that make up this region nor are they a substitute for charts, pilots and guide books.

Most cruising yachts will approach Micronesia from the east or south and then continue west or north with the prevailing winds. This book has therefore been laid out to facilitate that approach. Tuvalu is not a part of Micronesia but is included as it is a logical stopping point for those approaching from Tonga, Samoa or Fiji. Similarly Canton offers a stopping point for those approaching from the east.

Phil Cregeen  
*AVON MIGRANT*  
Whangarei  
New Zealand

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This publication is part of the South Pacific Cruising Series, which consists of:



South Pacific Cruising by David Thatcher.



Five Avon Migrant Cruising Guides: for Fiji, Micronesia, Ha'apai Group and Southern New Caledonia by Phil Cregeen; and



Vanuatu by Bob Tiews and Thalia Hearne.



The New Zealand Marinas Guide by Boat Books Ltd.



TideComp Windows tide prediction program for all South West Pacific ports to the year 2010.



The MetService Yacht Pack by Bob McDavitt; a meteorological almanac for use with weatherfax and for general forecasting in the region.



South Pacific Cruising catalogue; a chart and guides catalogue specially for cruising between New Zealand, Australia and the South West Pacific islands.

The South Pacific Cruising Series are published by Capt Teach Press, Boat books Ltd of Auckland and are obtainable through most marine stores and marine book stockists.

## CHARTS

	BA	US
Fiji to Tuvalu	4632	
Tuvalu to Butaritari	4625	
Tuvalu to Canton	1830+	
Tuvalu to Palmyra	4617	
Marianas to Kiribati	4506	
Pheonix Islands		83010
Gilbert to Marshall Islands		81012
Ellice Islands (Tuvalu)	1830+	83032
Funafuti	2983	83094
Nukufetea	766*	
Nanumea	766*	
Gilbert Islands (Kiribati)	731	83005, 81012
Tarawa	700	83059
Betio	3269*	
Abemama	743	
Abaiang	700, 755	
Butaritari	3269*	83052
Canton	184, 1451	83105, 83037 83103
Marshall Islands	761, 983+	81007
Majuro	984, 4506+	81782
Aur	984*	81771
Wotje	988*	81604, 6081+
Likiep		81587

Caroline Islands (FSM)	762,763	81019,81023, 81002
Kosrae	978*	81488
Pohnpei	981	81435, 81453
Ant	981	81435
Nukuoro	909*	81249*
Oroluk	909*	81411
Chuuk	982	81327, 81329
Puluwat	772*	81133*
Yap	1485	81187
Lamotrek	772*	81249*
West Fayu	772*	81133*

Palau	977	81141, 81145, 81148, 81151, 81001, 81155
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Guam	1101,1109	81048,81054, 81060
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Chart numbers marked \* also cover other islands. Additionally other islands and atolls in Micronesia will be found on the following charts:

Gilbert Islands	767, 768	83044
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Marshall Islands		81511, 81523, 81557, 81563, 81612, 81616 81626, 81711, 81723 81729, 81791, 81796 81807, 81817
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Caroline Islands	970*	81288*, 81303 81345, 81411
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# CHAPTER 1

## NAVIGATION

### CHARTS AND PILOTS

A mixture of fathom and metric charts cover the area, some are based on old surveys and have errors. Charts are being updated all the time so I recommend that you consult a current catalogue before buying your charts.

Listed on the previous pages are the charts for the islands and atolls referred to in this book. With the exception of those marked + all are current to the BA 1994 catalogue and the 1992/93 DMA catalogue.

When plotting satellite derived fixes corrections must be made for chart datum. Up-to-date charts generally have a note stating the necessary corrections, old charts do not. All my observations are based on WGS 84 datum, wherever possible I confirmed or estimated the correction to be applied to GPS positions when plotting on the chart. In some instances I have given the GPS co-ordinates of a pass to assist in identification, however, I recommend that a waypoint is chosen several miles to seaward in order that the pass may be properly identified before the final approach is made. Avoid satellite assisted groundings by satisfying yourself that these correction are accurate and use terrestrial fixing when in coastal waters.

The Carolines (FSM), Palau and Guam are covered by BA Pacific Island Pilot Vol I. The Gilbert (Kiribati) Ellice (Tuvalu) and Marshall Islands will be found in Pacific Island Pilot Vol. II.

## NAVIGATION AIDS

Buoyage system is IALA System A (red to port). It has been reported (Nov 1994) that Guam, where the US system (red right returning) was used has now been converted to IALA System A. At the main ports in FSM we found the marks and beacons to be well maintained, as they are also at Guam. At other places they were poorly maintained or non-existent.

Pile beacons are used to mark channels within the reefs.

### Top Marks

Red or White Rectangle ----- Port hand

Green or Black Triangle -----Starboard hand

**WARNING** Unlit 8 ft diameter orange and white buoys with an 8 ft. tower are reported to be moored in the ocean to monitor ocean conditions. They are positioned at Latitude 8°N, 5°N, 2°N, 0°, 2°S, 5°S, 8°S, and Longitude 170°W, 180°, 165°E, 155°E, 145°E.

## OCEAN CURRENTS

Ocean currents in the area covered by this book must be given careful consideration when passage planning. In general they set to the west at rates that can reach several knots, a great advantage when sailing to the west, but they can stop you in your tracks when beating against the easterly trade winds. Fortunately the Equatorial Counter Current setting east at up to a knot can aid those sailing in that direction. Around and between the atolls the currents can vary considerably both in strength and direction.

More detailed information is given in the chapter for each island group, following *weather*, and I have also indicated the currents experienced on our own passages.

## WEATHER

The general weather pattern for the area is described in the BA Pilots. In the past two years we have noted that the weather in the Pacific has been unsettled. A summary of the weather for each island group is described in the appropriate chapter following *Formalities*.

## WEATHER INFORMATION

These are the sources that we used:

### VOICE:

USCG Guam provides warnings of active cyclones, winds greater than 25 knots, seas greater than 9 ft. and a synopsis for the area 0° - 50° N, 180° - Asian coast.

Broadcast times are:

0930 Z, 1530 Z on 6.501 Mhz.USB

0330 Z, 2130 Z on 13.089 Mhz.USB

USCG Honolulu provides warnings of active cyclones, winds greater than 25 knots, seas greater than 9 ft. and a synopsis for the area 0° - 30° N, 160° E - 140° W and 0° - 25° S, 160° E - 110° W.

Broadcast times are:

0545 Z, 1245 Z on 6.501 Mhz.USB

1745 Z, 2345 Z on 13.089 Mhz.USB

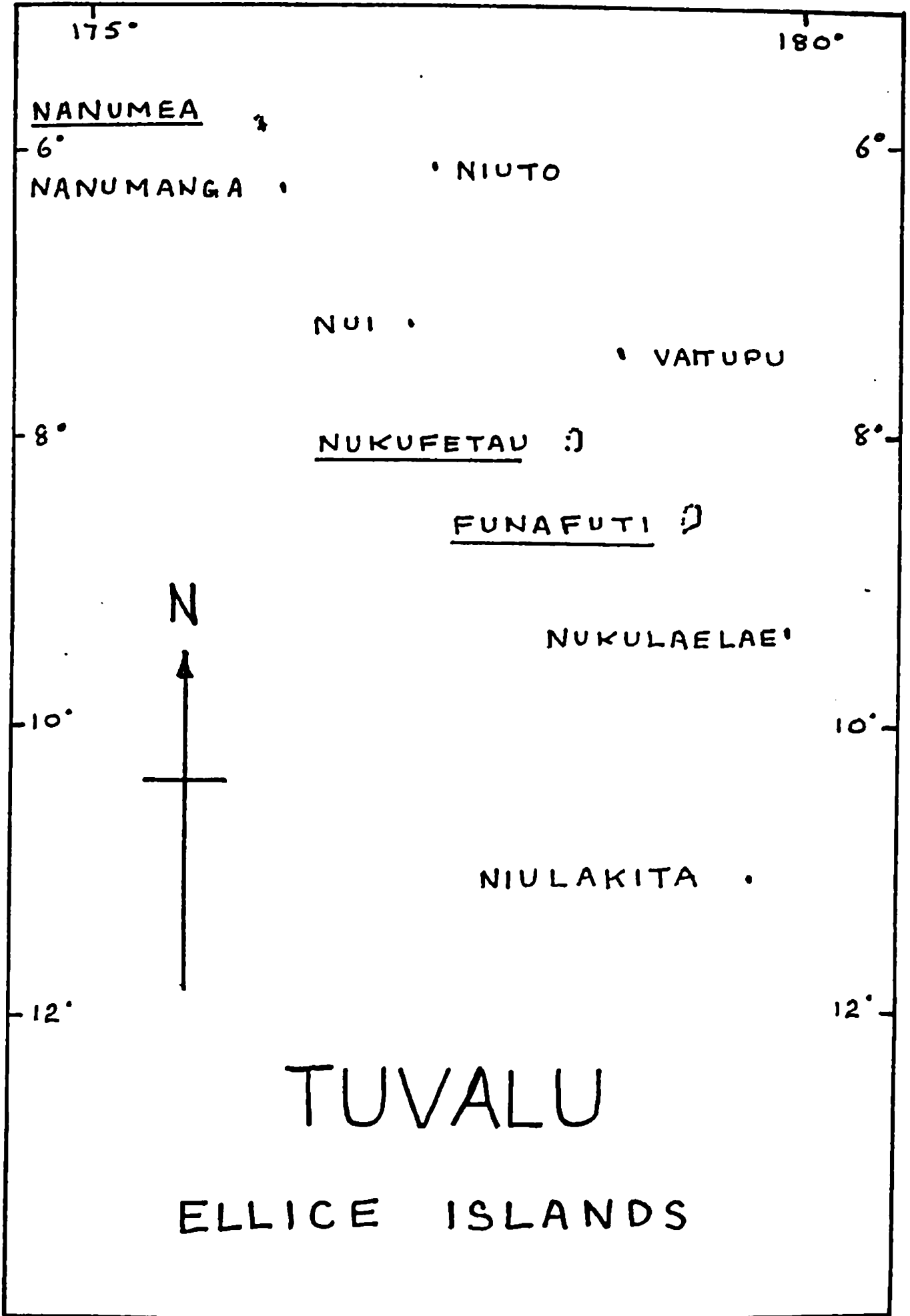
Arnold's Weather (ZK1DB) covers Tropical South Pacific and North Central Pacific at 0400 Z on 14.318 Mhz USB.

WWVH on 5, 10, 15 Mhz USB - Cyclone warnings at 48 to 51 minutes past each hour.

**WEATHER FAX:**

DARWIN transmits Mean Sea Level Pressure chart covering the area 35° S - 30° N, 70° E - 180°. at 0700 Z on 5.755, 7.535, 10.555, 15.615, 18.060 Mhz USB. Also a wind gradient chart at 0605 Z and 1745 Z.

HONULULU transmits Pacific Surface Analysis covering the area 50° N - 30° S, 130° E - 110° W at 0617 Z on 9.982, 11.090, 16.135, 23.3315 Mhz USB



## **CHAPTER 2**

### **TUVALU**

#### **Ellice Islands**

#### **FORMALITIES**

##### **ENTRY**

The only port of entry in Tuvalu is Funafuti. Do not attempt to stop at any other island before completing entry formalities.

On arrival at Funafuti go ashore to Customs, Immigration and Quarantine. All offices are located close to the small southern concrete jetty. No charges are made for entry but overtime is charged at the rate of Aus. \$6 per hour for each official outside of normal working hours (Mon - Thur 0730 - 1615, Fri 0730 - 1300). At the weekend call Funafuti Radio on VHF 16 to arrange for the attendance of officials, or stay onboard until Monday.

Immigration issue a free entry permit valid for one month, which may be extended for up to four months at a fee of AUS \$30 per month. Quarantine did not remove any items from our boat but told us not to land any garbage.

##### **DEPARTURE**

Before leaving for outer islands or a foreign port call on Customs and Immigration. Regulations do not permit yachts to stop at outer islands once they have cleared for a foreign port. However we understand that if permission is requested to do so at Customs it may receive a favourable response.

## WEATHER

Average temperatures are 80°F (27°C). Winds are predominantly easterly year round with an average speed of 5 to 10 knots.

MAY - OCT winds E-SE . This is the dry season with an average monthly rainfall of 250mm.

OCT - APR winds N-E but with a higher frequency of calms. Between NOV - FEB strong W-NW winds lasting for several days may be experienced. This is the wet season with a monthly rain fall of 420mm.

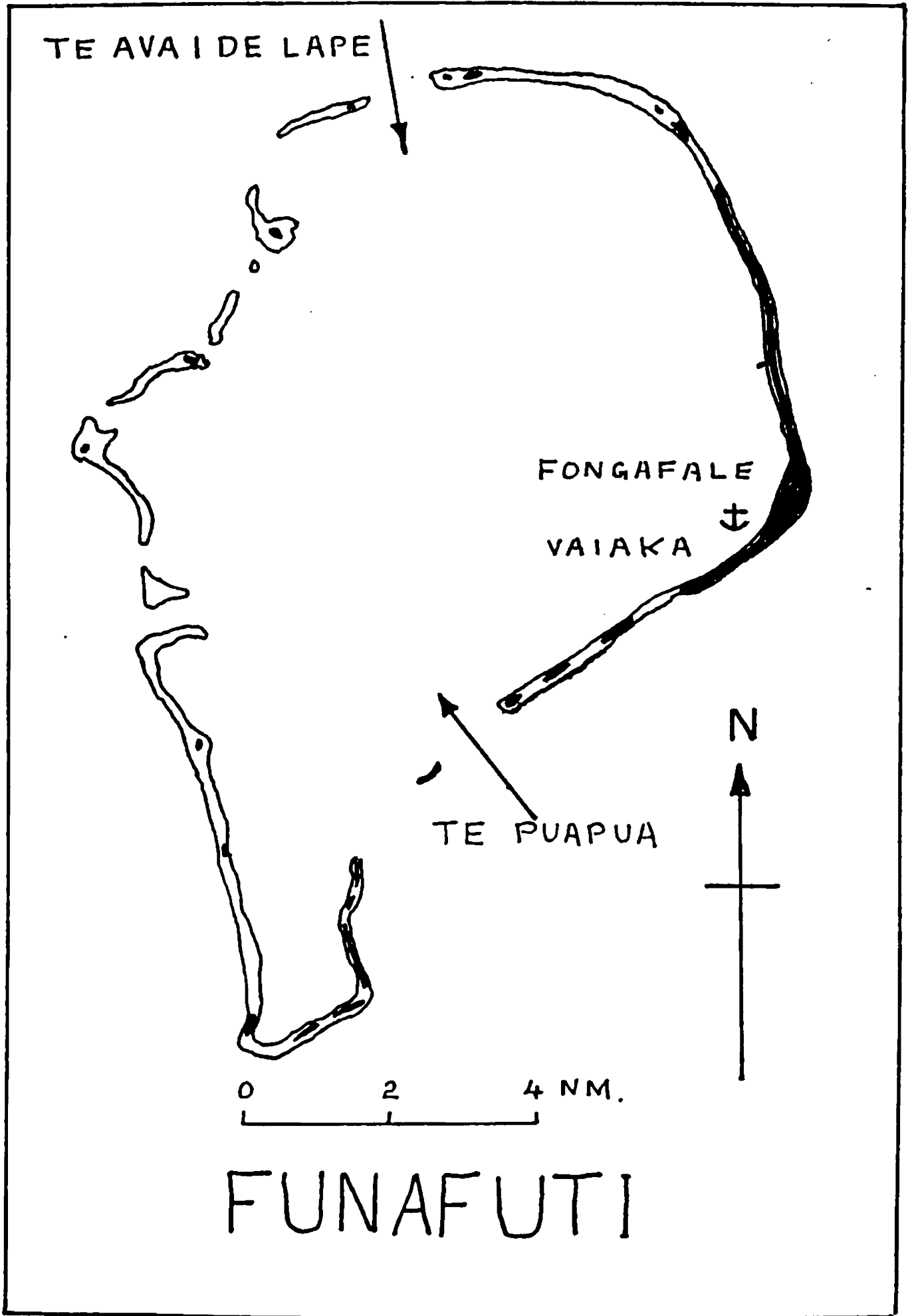
Winds of gale force are rare as are tropical revolving storms.

## OCEAN CURRENTS

The northern part of the group lies in the South Equatorial Current with a westerly set of 1-1.5 knots. The southern part of the group is in the Southern Sub Tropical Current which sets to the west or south-west at up to one knot.

In late March and early April we noticed little effect from the currents when sailing south from Kiribati and between Funafuti and Fiji.

## NOTES



## FUNAFUTI

CHARTS: BA 2983      US 83094

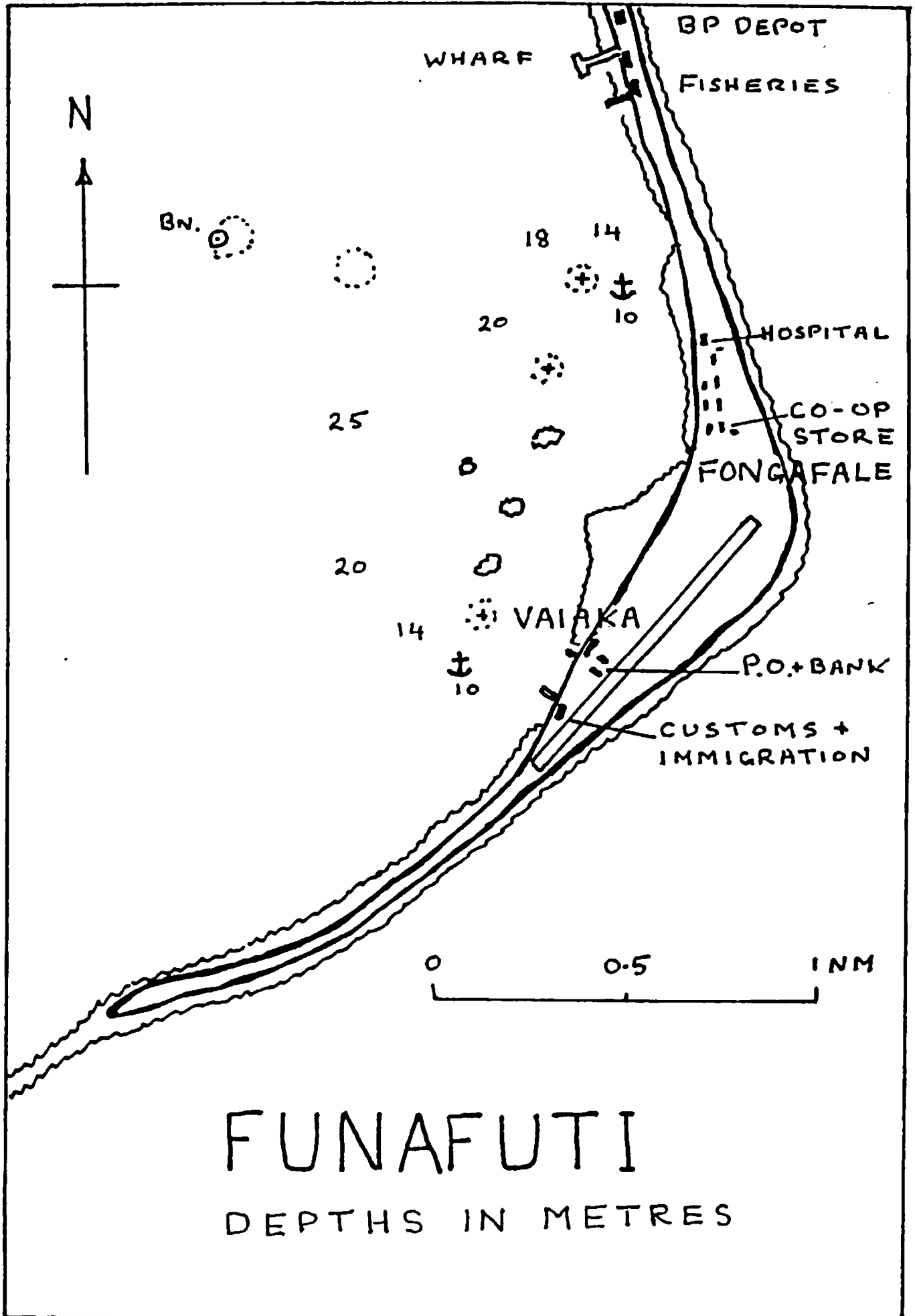
From my own observations I estimated that 0.8' should be added to LONG. when plotting GPS fixes on US 83094.

Funafuti Atoll is 13 by 10 miles with a string of islands along its eastern and southern sides. The barrier reef on the north and west side has a number of small isolated islets. There are four navigable passes into the lagoon. Te Ava i de Lape in the north and Te Puapua in the south-east offer the easiest passage. Within the lagoon there are a number of shoals and coral patches but water clarity is good and eyeball navigation easy in good sunlight. There are few navigation marks. The port of Funafuti lies in the SE corner of the atoll.

The current around Funafuti sets generally westward at a rate less than threequarters of a knot, but sets to the northward on the north-eastern side of the atoll. The tidal range in the lagoon is 1.6 metres at Springs and 0.6 metres at Neaps and tidal streams are weak.

We entered from the north by way of Te Ava i de Lape. The pass may be identified by two small islands to the east and a tiny islet to the west, it is about 0.8 NM wide and has a depth of 6 metres. GPS 08°. 25.97' S, 179°. 06.18' E on a heading of 172° True. From a point 1 mile south of the pass a course of 130° True will lead clear of dangers to the anchorage.

We left the atoll by way of Te Paupau which is half a mile wide and 13 metres deep in the centre. Approaching from the south this pass lies between the third and fourth small island west of Funafuti, GPS 08°. 34.32' S, 179°. 07.57' E. A heading of 328° True through the middle of the pass should be held for 1.25 miles before altering to 060° True for the anchorage. There are



a number of shoal patches either side of the course line, only one is marked by a pile beacon.

There is a new commercial wharf and fishing boat moorings to the north of the anchorage. The anchorage is well sheltered from the easterly trade winds, but offers no shelter from southwest to northerly winds.

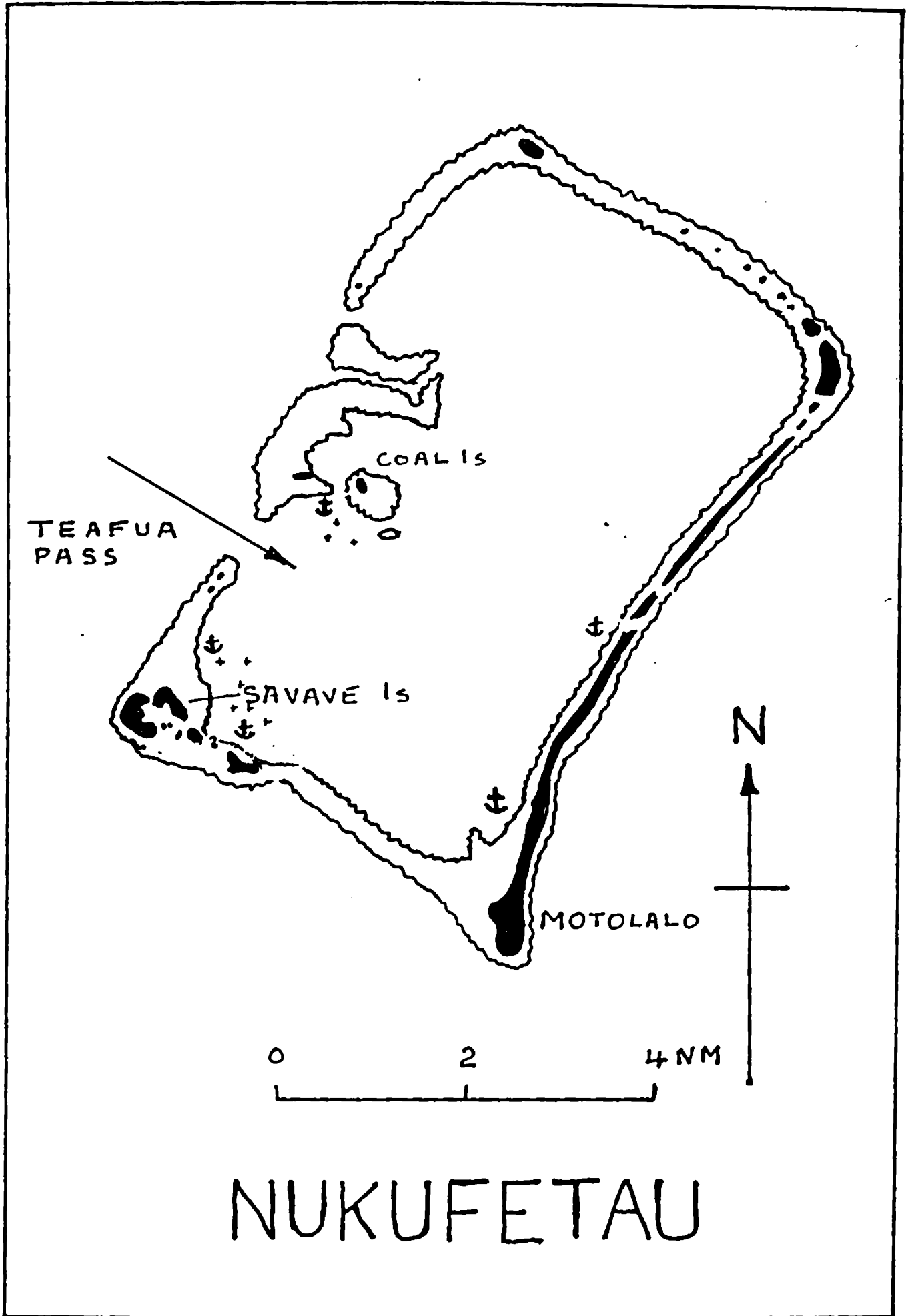
Anchor in 10 metres sand bottom off the small southern jetty. Go ashore to Customs, Immigration and Quarantine. All offices are close to the jetty. We later moved to an anchorage in 10 metres about mid way between the new wharf and the southern jetty which offered more shelter when the wind was in the NE.

Government offices, P.O., Telecom, bank, hotel and airport terminal are at Vaiaka a few minutes walk to the north of the jetty. Cash can not be obtained on plastic card at the bank, but travellers cheques and foreign currency may be exchanged. There is also a craft shop and small Co-op store. Bread is baked and sold from private homes. Ask for directions. In Fongafale village about half a mile further north there are a number of small stores, Fusi (Co-op store), petrol station, hospital and U.S.P. library. The stores have a very limited range of tinned and dry provisions and fresh vegetables are hard to find.

Reasonable inexpensive meals may be had at the hotel and Sue's Restaurant, next to the Baha'i Centre. Book in advance at Sue's.

Fuel may be obtained in jerry cans from the B.P. Depot, just north of the main wharf, or the petrol station in Fongafale. LPG cylinders may be filled at the plant next to the B.P. Depot. There is no public water supply, be prepared to catch rain or make your own.

Mail should be addressed to: Poste Restante, Funafuti, TUVALU (via Fiji).



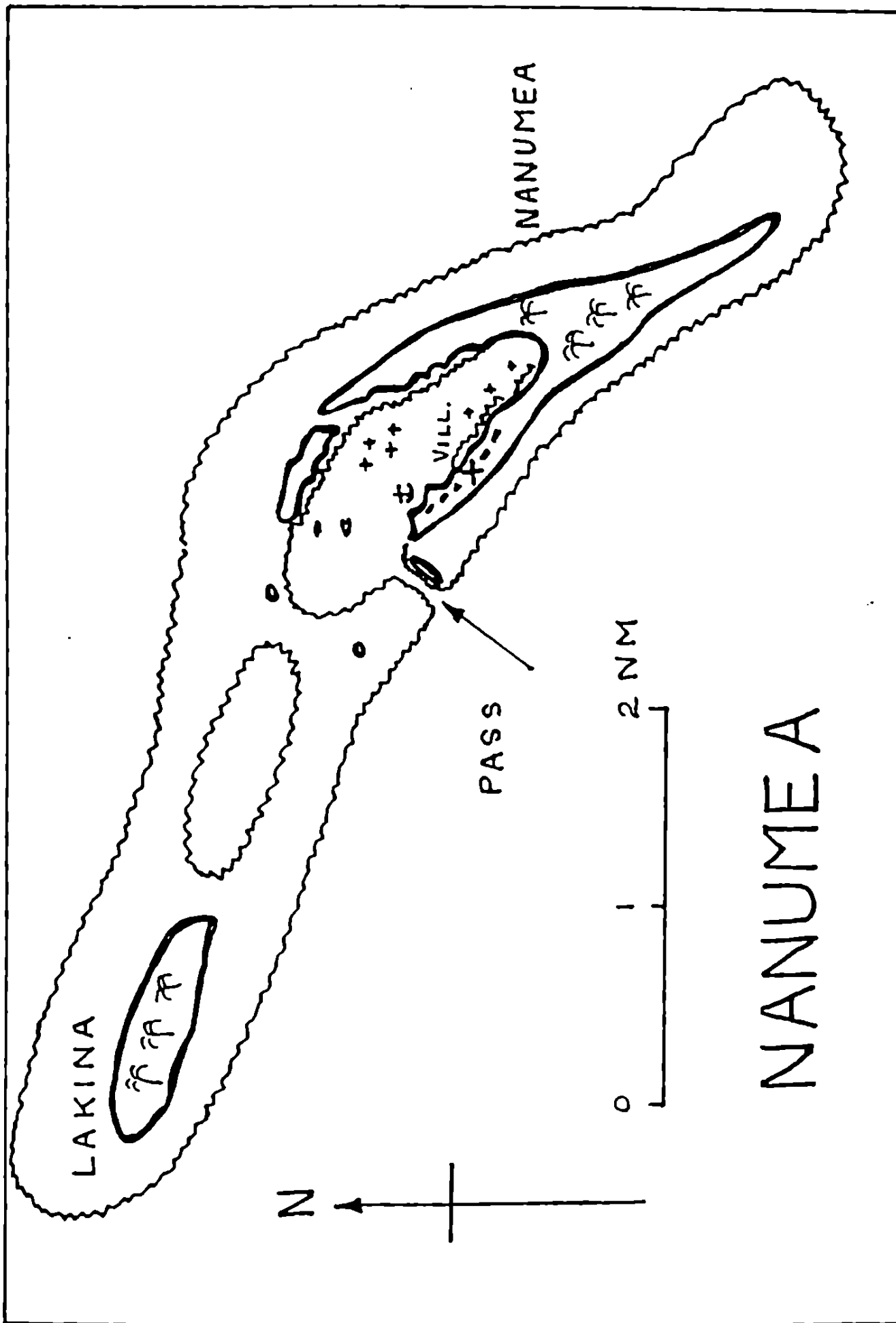
## NUKUFETEA ATOLL

CHART: BA 766

Nukufetea Atoll lies 48 miles north west of Funafuti. Enter the lagoon through Teafua Pass (see plan on BA766) on the west side of the atoll. The pass is about 800 metres wide with a least depth of 6.4 metres in the centre. There are tide rips in the pass which set to the south and may reach 2 knots at Springs, but they presented no problem to *Loke Lani* within one hour of high water.

Anchorage off the principle village on Savave Island was found to be a bit lumpy in NE winds but the south side of Coal Island, near the pass provided a good alternative anchorage in sand.

*Contour of Cuthill* anchored in the southeast corner of the atoll off Motolalo in 6 metres.



## NANUMEA ATOLL

CHART: BA766

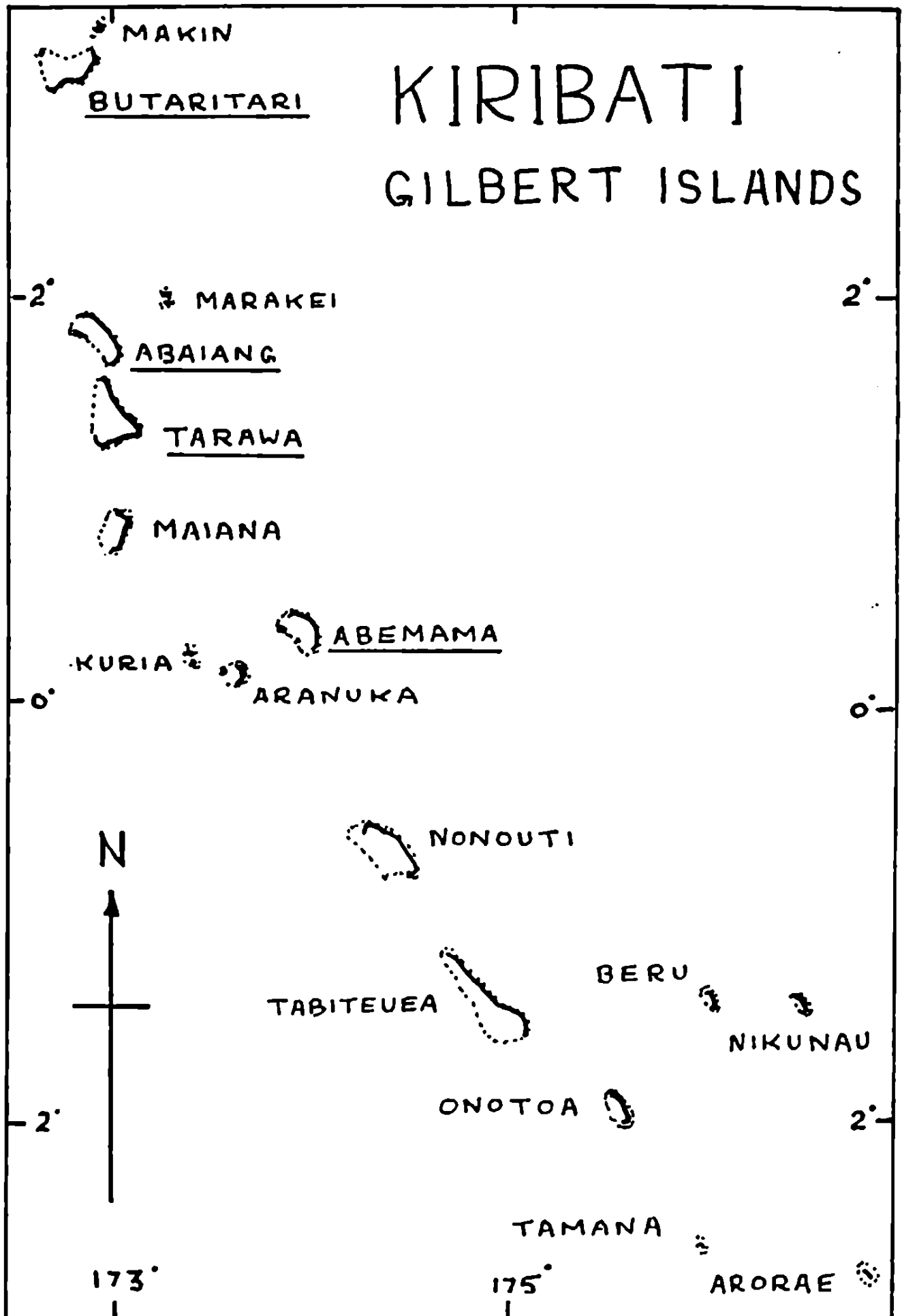
Nanumea lies 195 miles NW of Nukufetea and is the northern most of the islands of Tuvalu. It is about 7 miles long and comprises of a coral reef with two principle islands, Lakina and Nanumea about half a mile in from its western and south-eastern end respectively. The lagoon within the U shape of Nanumea may be entered by a yacht.

The pass into the lagoon is man-made and will be found on the SW side of the reef just west of Nanumea and west of a long island (spoil from the pass) on the reef. The pass is only 20 metres wide and has a least depth of 2.3 metres. Tidal streams through the pass are extremely strong and entry should only be attempted at slack water.

Once through the pass anchor in the first or second cove to the south in about 12-14 metres, coral bottom. The remainder of the lagoon is foul ground. The anchorage is protected in all winds.

There is a small store in the village with basic supplies. Water is from rain catchment and appears to be safe to drink.

The church tower is the tallest building in Tuvalu and offers a good viewing point.



## **CHAPTER 3**

### **KIRIBATI**

#### **Gilbert Islands**

#### **FORMALITIES**

##### **ENTRY**

Do not stop at any island before completing formalities at a port of entry. Yachts that have tried to make stops between Funafuti and Tarawa were told to leave.

Ports of Entry are:

Tarawa, Betio Harbour

Christmas

Fanning

Canton

Banaba (Ocean) Island is no longer a port of entry.

On arrival you will be boarded by Customs and Immigration. I was told that Health and Agriculture no longer board yachts at Tarawa. An entry permit is issued by Immigration for each member of the crew on arrival and is free or costs Aus. \$20 depending on your nationality. We found the officials cheerful and friendly. Outside of normal working hours Customs and Immigration charge overtime at the rate of Aus. \$3 per hour, increasing to \$5 on Sunday and public holidays.

##### **DEPARTURE**

Before leaving for outer islands or a foreign port call on Customs and Immigration. Regulations do not permit yachts to stop at outer islands once they have cleared for a foreign port. However if you write a letter to Immigration with a copy for Customs stating your reasons, permission may be granted for you to make stops at specific islands for a limited period (normally no longer than 1 week).

## WEATHER

Temperatures are in the mid eighties °F (30°C) year round. Prevailing winds are easterly 6 to 12 knots.

MAR - NOV Trade winds NE-ESE with some calms especially in June and July. This is the dry season.

NOV - MAR Winds NE-SE but occasionally strong westerlies which may last several days. This is the wet season but rainfall is relatively light.

Gales are infrequent but occur more often with the westerlies and are strongest in February. Squalls of short duration may be experienced as the Inter-Tropical Convergence Zone moves over the group.

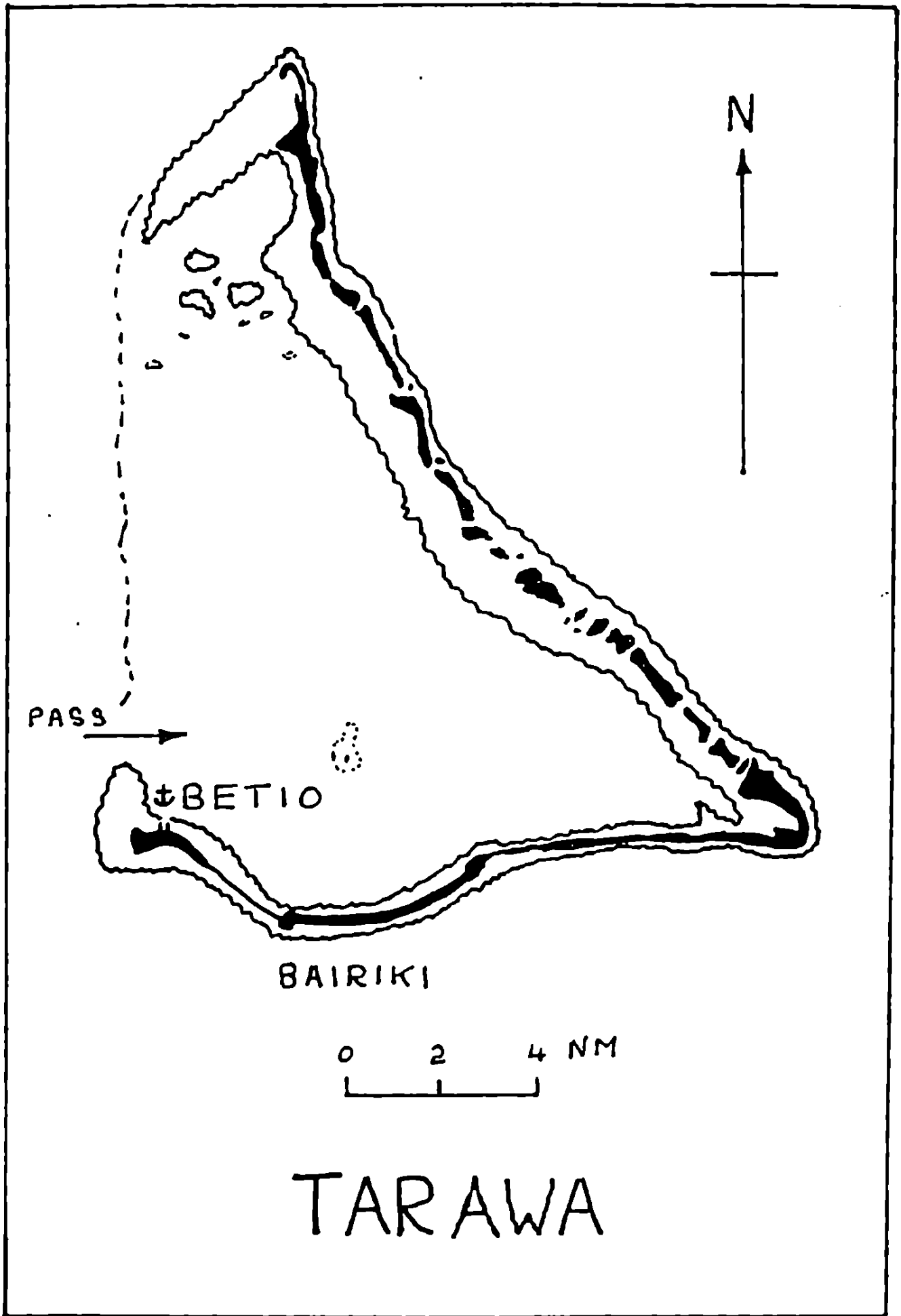
Tropical revolving storms are extremely rare.

## OCEAN CURRENTS

The Gilbert Islands lie wholly within the South Equatorial Current with a westerly set of 1.5 to 2 knots. In December to April persistently strong westerly winds may cause an easterly setting current.

Beating east from Kosrae to Tarawa in late February the current had a significant effect on our progress, making it difficult to achieve eastings in light winds. Between Tarawa and Abemama the strong westerly set pushed us far to the south. For the passage to Funafuti we had a northerly wind and south of Abemama in late March the current was less apparent.

## NOTES



## TARAWA

CHARTS: BA 700,3269 US 83059

On US 83059 Tarawa, from my own observation I estimate that 1.0 min. should be subtracted from LAT. and 3.0 min. added to LONG. when plotting GPS fixes.

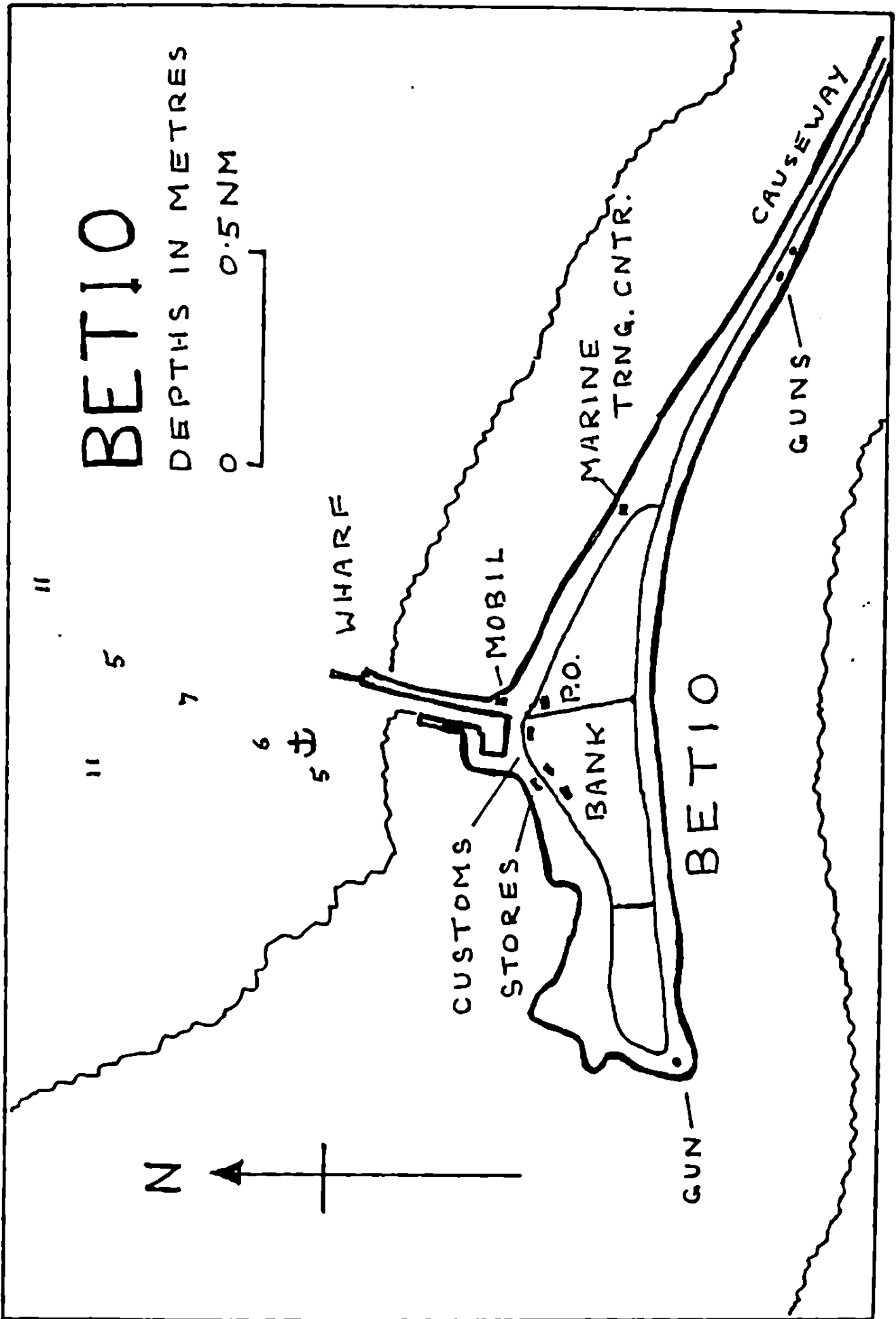
Tarawa is a large triangular shaped atoll with a string of low islands along the eastern and southern sides. The southern islands are now connected by a causeway. The reef that forms the western side is largely submerged. The main port is at Betio in the south-west corner of the atoll. A yacht may also find an anchorage in other parts of the lagoon, however water clarity is poor for eyeball navigation.

At the south-eastern corner of the atoll the strong ocean current divides, setting north and west. At the entrance to the atoll the flood and ebb sets approximately east and west with a rate of one knot at Springs. Within the lagoon the tidal streams are much weaker. The tidal range at Tarawa is 1.7 metres Springs and 0.6 metres Neaps.

## BETIO HARBOUR

Betio is a port of entry and yachts arriving from a foreign port should call "Tarawa Radio" on VHF 16 to arrange entry formalities. We had to collect the Customs Officials from the wharf in our dinghy.

Entry to the lagoon is through the main pass, about 3.5 miles north of Betio, on a heading of 109° True. The channel to Betio wharf is marked by an assortment of buoys with rectangular top marks to port and black triangular top marks to starboard. Bikeman Island has almost disappeared and is little more than a small sand cay. the leading mark is also difficult to see.



Commercial ships anchor to the north-west of the wharf. Yachts can anchor a little closer inshore in about 6 metres, sand bottom. Due to the large fetch across the lagoon this anchorage is exposed to strong winds from the west through north to east. In severe conditions a yacht may find refuge in the small boat harbour but entry should only be attempted at high water. Note too that the reef extends north of the end of the western breakwater.

The best dinghy landing is inside the small boat harbour at the pontoon pier or stone steps.

Betio is a small dusty town with several small poorly stocked stores, bakery, inexpensive restaurants, Post Office and Bank. Cash can be withdrawn using plastic card but a charge of Aus. \$15 is made. Customs will be found across the road as you walk from the wharf area or inside the gate of the small container depot. Fuel is supplied by the barrel at the Mobil Depot or in smaller quantities at Betio Gas Station, both by the wharf. Rain water may be obtained at the blue fisheries building on the end of the east breakwater. Town water is not safe to drink.

Frequent buses operate along south Tarawa between Betio and the airport. Bairiki, 3 miles to the east, is now the main administrative centre. Here will be found Immigration (Ministry of Home Affairs), P.O., bank, library, Consulates and Co-op store.

LPG cylinders can be filled at Tarawa Motors, just beyond Teoraereke. It is the most expensive gas we have bought anywhere in the world at Aus. \$3.3 per Kg..

Fresh vegetables are hard to find. During our visit the Co-op store in Bairiki instituted a Sunday delivery of fresh vegetables by air from New Zealand. Prices and demand are high so you need to be there when they arrive shortly after noon.

Mail should be addressed to: Poste Restante, Betio, Tarawa,  
KIRIBATI.

Of historical interest are the 8" Armstrong Whitworth naval  
guns and bunkers installed by the Japanese in WW II around  
Betio.

## ABEMAMA ATOLL

CHARTS: BA 743

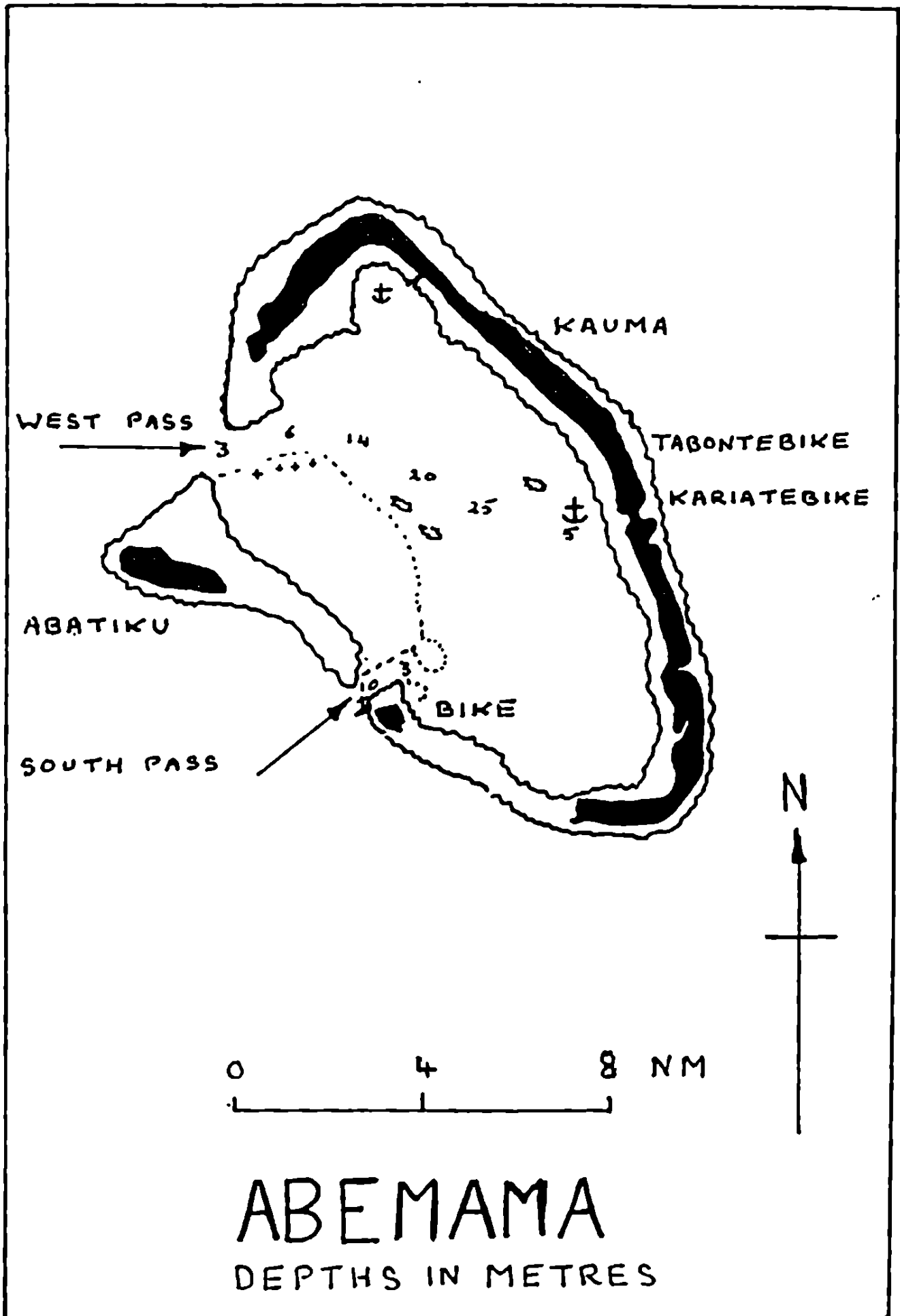
From my own observations I estimate that 0.06 min. should be added to LAT. and 0.40 min. added to LONG. when plotting GPS fixes on BA 743.

75 miles south-east of Betio, Abemama is a rectangular atoll with a continuous string of islands along its northern and eastern sides. The south-western and western side is drying reef with two small islands. There are two passes into the lagoon. Western Passage about 2.5 miles north of Abatiku Island is half a mile wide and has a least depth of 3.4 metres. South Passage is just west of Bike (Entrance) Island and has a least depth of 3.4 metres and width of 0.3 NM. Except for one starboard hand beacon north-east of Bike island there are no buoys or beacons.

On our passage from Tarawa we experienced a westerly set of about 2 knots. This, together with a light easterly wind set us due south so we chose to motor on the rhumb-line. The tidal streams in the passages are strongest when the reefs are uncovered and can reach rates of 2.5 knots in Western Passage and 4 knots in South Passage at Springs. The tidal range at Abemama is 1.7 metres at Springs and 0.6 metres at Neaps.

We entered the lagoon by the Western Passage, GPS 00° 25.55'N, 173° 47.46'E. on a heading of 090° True favouring the northern side where the reef was more clearly visible. Once through the reef we altered course to 070° True for about 0.25NM and then 100° True to take us to the anchorage off the Government station at Kariatebike.

We left the lagoon by the Southern Passage. It is about 0.3 NM wide with a depth of between 3 to 14 metres. At low slack water we found the reef on either side clearly visible, as was the wreck on the eastern side. To enter by this pass (GPS 00° 21.04'N, 173° 50.00'E) a heading of 055° True fine to the left



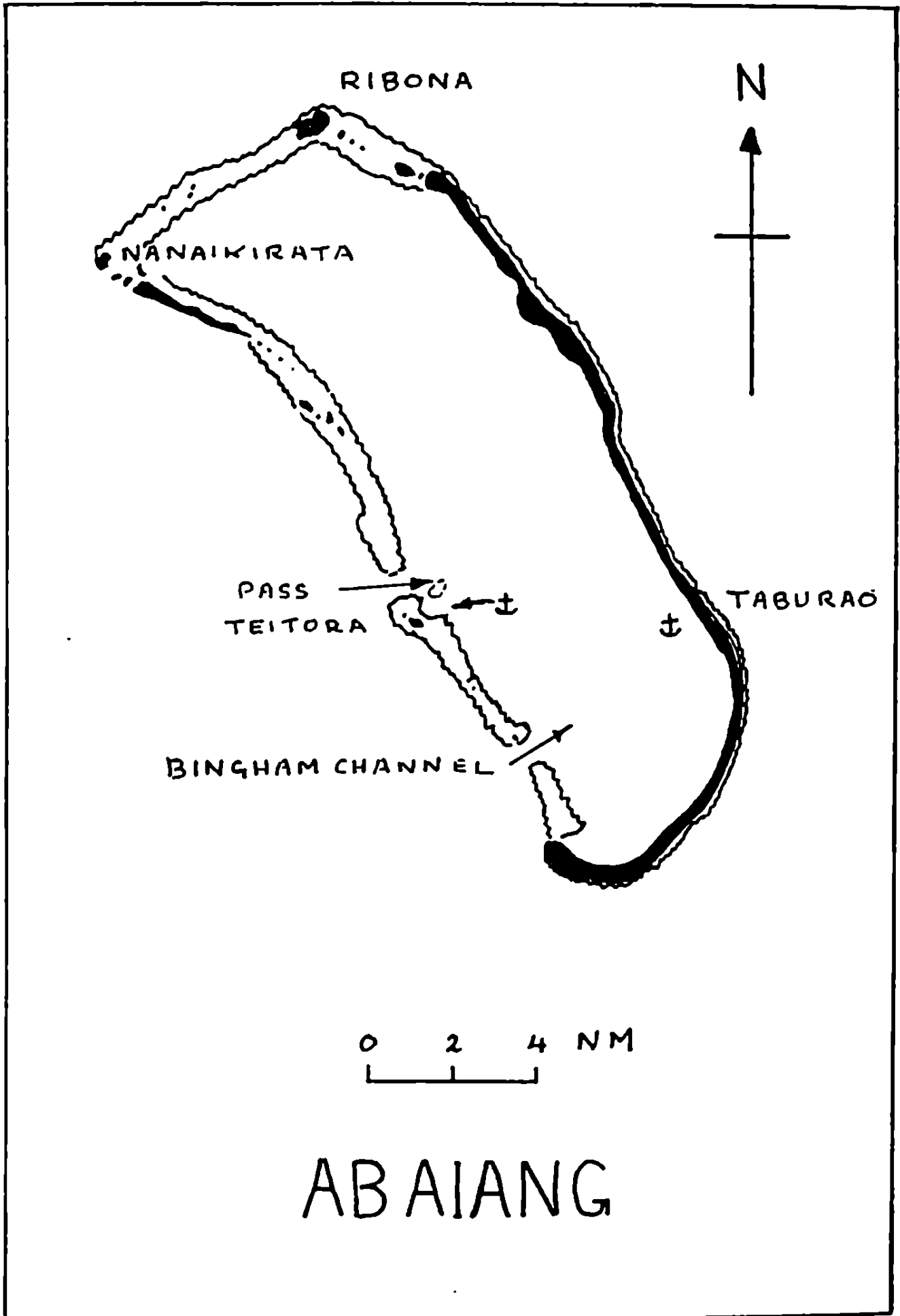
of the gap between the islands on the far side of the lagoon should be taken for about 1.2 NM when course should be altered to 125° True for about 2 miles to avoid shoals inside the lagoon. There is one starboard hand beacon about 0.75NM, NE of Bike (Entrance) island.

We anchored at Kariatebike in 4 metres, sand bottom about half a mile offshore, just west of the gap between the islands. The reef flat dries 0.3 NM from the shore at low water, covering and uncovering rapidly on the rising and falling tide. Landing on the island is most easily achieved 2 hours either side of high water. *Loke Lani* found an alternative anchorage in the extreme northern corner of the atoll in 5 metres.

I reported to the local policeman on arrival and he informed me that he had received a message about our intended visit from Tarawa.

There are virtually no facilities in Abemama. The village stores are very small and poorly stocked. There is a small fuel depot just north of the SDA mission at Kauma where petrol and diesel may be bought by the barrel. We bought 40 litres of diesel (80 cents/litre) at the store by the causeway in Kariatebike.

Our initial impression was one of very shy islanders but by our second day we had been befriended by a local family who treated us to some wonderful Kiribati hospitality. Once the ice was broken we received a warm and friendly reception everywhere. Abemama is very tranquil and an ideal place to experience the rural village lifestyle, learn about making toddy from coconut sap, house construction, fishing and island cooking. Of historical interest is the tomb of the tyrant Chief Tem Binoka made famous by Robert Louis Stevenson in his book "In the South Seas". This is situated to the left of the road about 100 metres north of the Catholic church at Tabontebike. Beside the causeway at Kariatebike is the wreckage of a WW II fighter plane.



## ABAIANG ATOLL

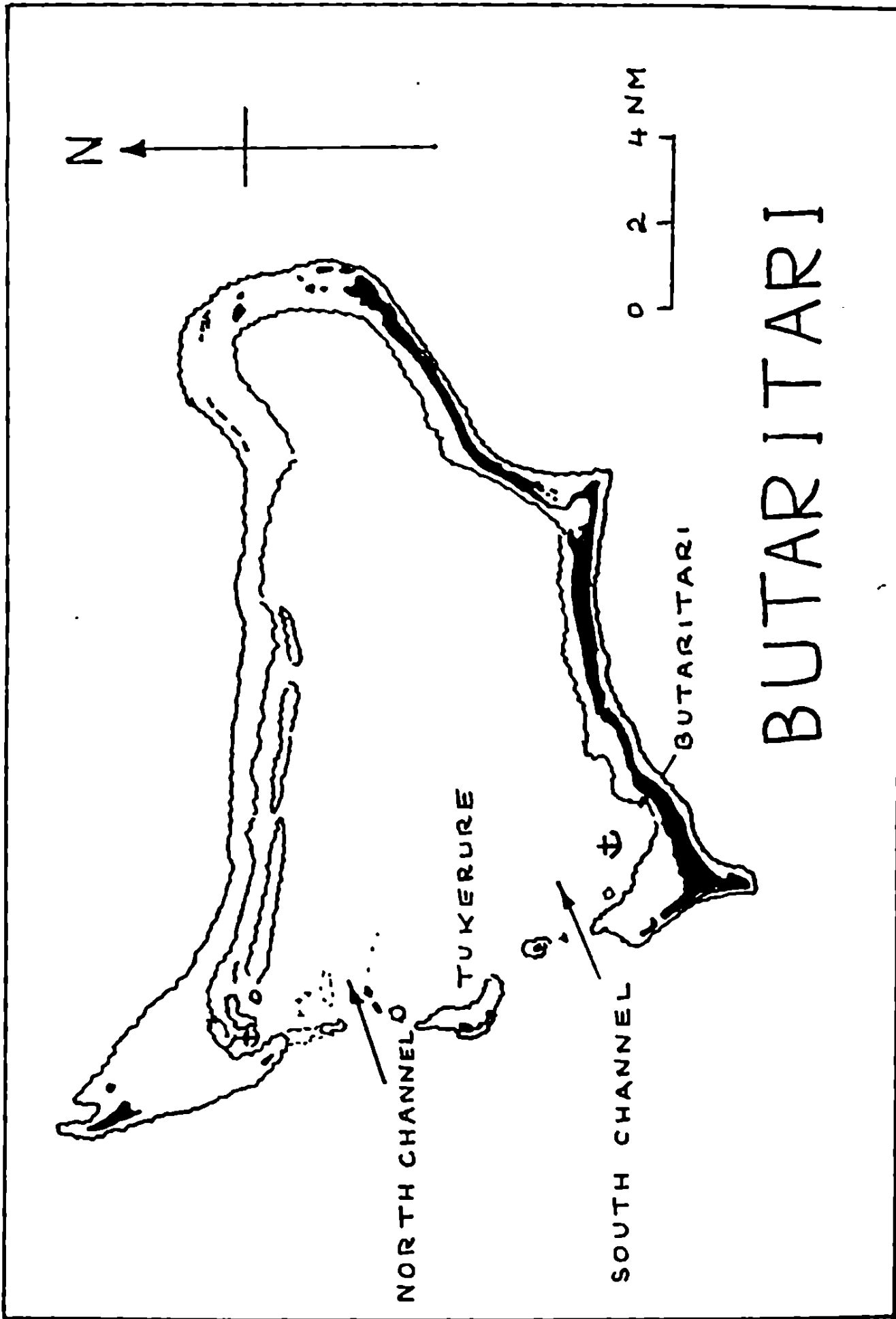
CHARTS: BA 700, 755

Just five miles north of Tarawa, Abaiang has a continuous wooded island along its eastern side with several villages. The north-western side is a drying reef between the islands of Ribona and Nanaikirata and the west side a broken drying reef with several small islets.

Entry to the lagoon is by Bingham channel which lies on the west side about 2.25 miles NW of Bolton point. It is 0.275 NM wide with a least depth of 2.7 metres. *Loke Lani* experienced strong currents and tide rips around the South and south-western part of the atoll and avoided the worst of the rips in the pass by holding close to the reef on the southern side. In Bingham channel the tidal stream can reach 3 knots at Springs. There is one marker on the reef at the lagoon end of the pass.

The recommended ship channel takes you to the Government Station at Taburao, where you should check in with the Police. Anchorage here is in good holding sand at 8 metres, but a long way from shore. There are numerous alternative anchorages within the lagoon, but navigation is strictly by eyeball and should only be attempted in good light conditions. Teitora Island, north of Bingham pass has a lovely anchorage with the adjacent reef providing good protection in all but strong NE winds.

An unmarked pass just north of Teitora offers an alternative exit from the lagoon that is free of tide rips.



## BUTARITARI ATOLL

CHARTS: BA 3269 US 83052

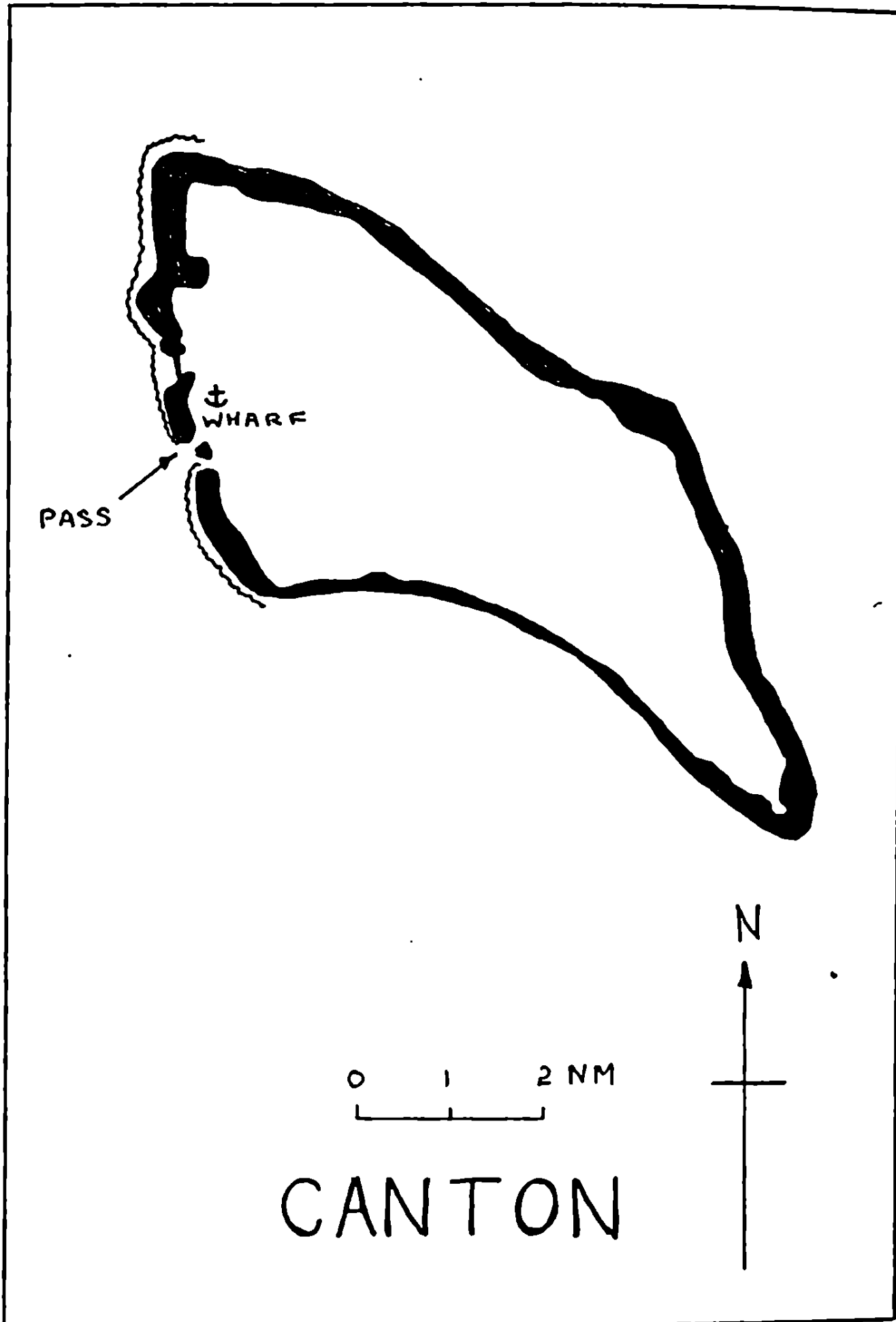
About 64 miles north of Abaiang, Butaritari has almost continuous land along its south-eastern side. The northern side is drying reef and the western side has three ship channels and a number of small islets.

Between Abaiang and Butairtari the current generally sets north-westward at up to 1.5 knots. Strong tidal streams have been reported in the south channel at Springs.

Both the North and South channels are clear and easy to use. North channel, about 2 miles north of Tukurure, has depths ranging from 16 to 40 metres. South channel is 0.3NM wide with a least depth of 11 metres. Within the lagoon there are numerous shoal patches but navigation is not difficult in good light.

The anchorage off the village is fine in ENE to S winds but can become lumpy in NE winds. The people here are "wonderful".

*Loke Lani* anchored in the far NW corner of the atoll in about 10 metres. Although there is no land the reef is wide and provides adequate protection. Water visibility is good and the snorkelling is superb.



CANTON

## CANTON ATOLL

CHARTS: BA 184, 1451 US 83105, 83037, 83103

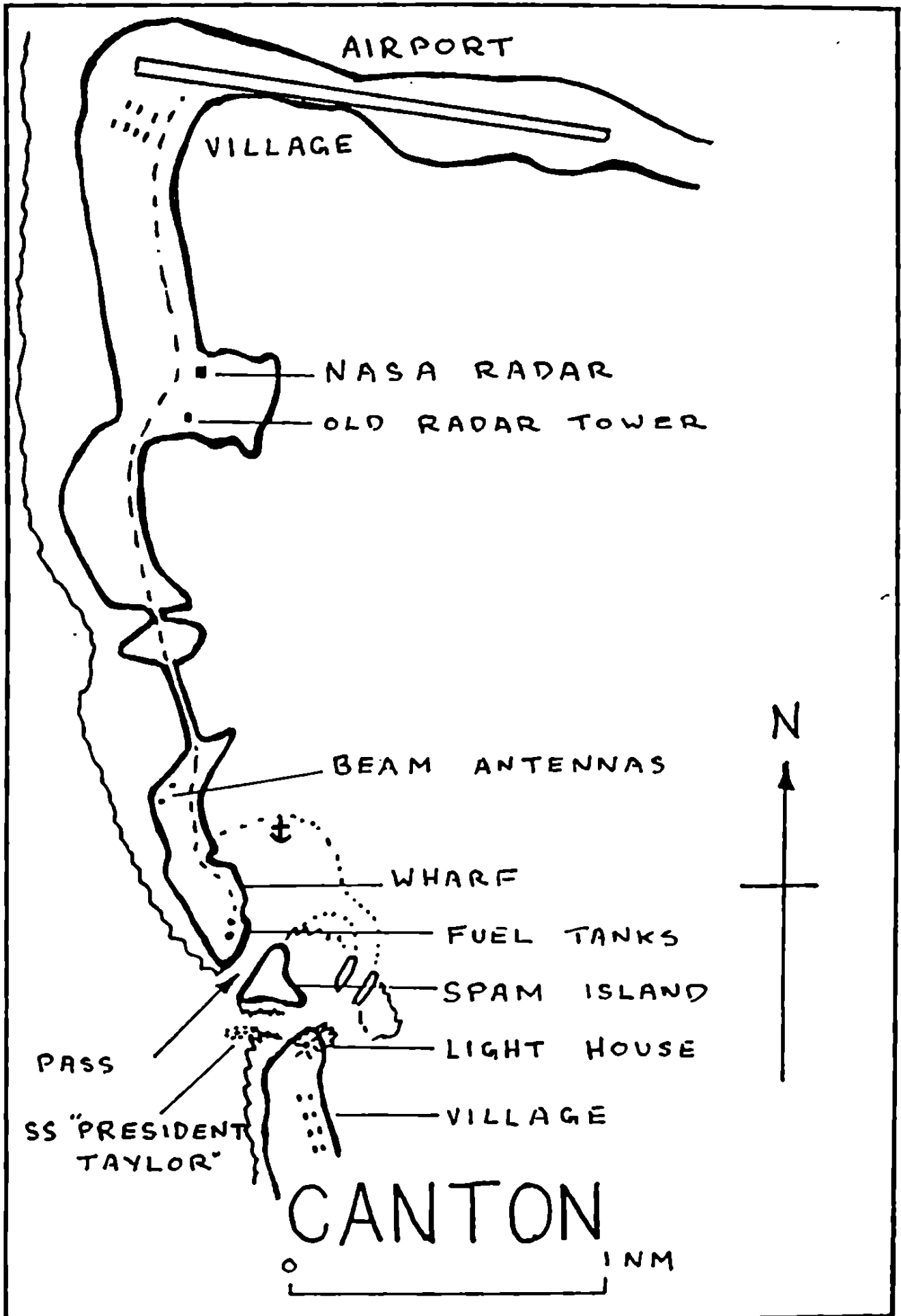
Canton Atoll belongs to Kiribati and lies in the Phoenix Group. Although a long way from the Gilbert Islands it provides a convenient stop for yachts approaching Micronesia from the east. *Whiteshell* stopped here in 1991.

Canton is a port of entry for Kiribati, although it is best to obtain permission from Kiribati or a British Embassy prior to arrival. Entry formalities are handled by the Senior Police Officer and at the time of *Whiteshell*'s visit yachts were allowed to stay for up to four months.

The pass, on the west side of the atoll, is a man made channel 61 metres wide and 8 metres deep lying to the north of Spam Island. A large NASA radar dish is located about one mile south of the NW corner of the island. Two 32 metre tall beam antennas stand about half a mile north of the ship channel and two conspicuous white fuel tanks lie 0.15 miles NNE of the channel. Two conspicuous gas cylinders south of the pass, noted in the BA Pilot, are hidden by Casuarina trees, however the trees can be spotted from well out to sea south of Canton.

Tidal streams in the pass can reach 8 to 10 knots and strong eddies are found at the convergence of the man made and natural channels. The BA Pilot states that entry should only be made at slack water which occurs about 90 minutes after Apia, Western Samoa, and is of short duration. US Tide Tables use Apia for HW and Apia minus 40 minutes for LW.

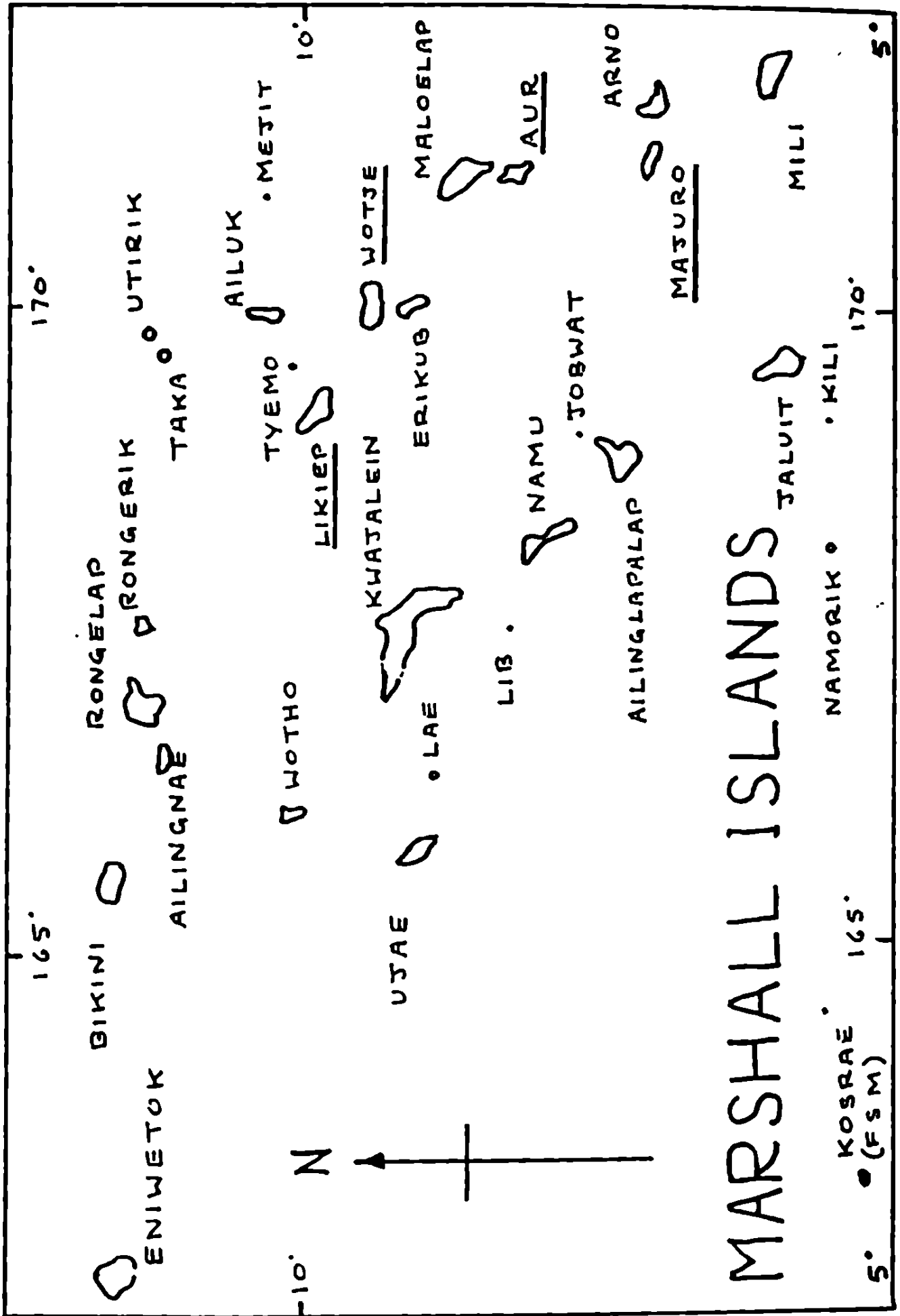
The ship channel leads on a heading of 035° True to a turning basin inside the lagoon. The natural passage south of Spam Island is shallow and foul with coral. Anchor at the north side of the turning basin in 9 metres, sand bottom, to stay clear of the occasional supply ship.



Half a dozen families reside near the airport and all work for the government. Since they are only posted to Canton (Kanton in Kiribati) for a couple of years little effort is made to improve the place. No supplies are available. There is little fresh fruit grown. Fresh water is scarce and any yacht planning a long stay would need a watermaker. Fuel is not normally available. Local currency is Australian dollars. The fishing is excellent.

Items appreciated by the islanders include: batteries for flashlights and personal stereos, music tapes, containers with tops, cloth and sewing supplies, T shirts, shorts, fishhooks and line.

On shore there are the remains of the Pan Am flying boat base and various WW II relics including: bunkers, wrecked aircraft, abandoned equipment and the remains of the SS *President Taylor*.



## **CHAPTER 4**

### **REPUBLIC OF THE MARSHALL ISLANDS**

#### **FORMALITIES**

##### **ENTRY**

Marjuro is the only port of entry. No attempt should be made to visit other islands until formalities have been completed at Marjuro.

On arrival take your papers ashore to Customs and Immigration. They are located at the SE corner of the atoll in the new Capitol building. There is a strict dress code to enter the Capitol building. Men must wear shirts with collar and tie, long trousers and shoes (don't fret, ties may be borrowed from the guard and are only required Mon-Wed.), women must wear a dress, skirt or long pants and shoes and shoulders must be covered.

##### **DEPARTURE**

Pay your port fees of US \$ 80 to the Port Captain, located on the old wharf, then take your papers to Customs and Immigration.

##### **VISITING OUTER ATOLLS**

Do not visit an outer atoll unless you have contacted Outer Island Affairs, which is located across from the college between town and the Capitol building. Provide them with a list of the islands that you wish to visit. Try to obtain a written permit or be present when they call the mayor of the island to inform him of your visit. If you do not have a written permit, call Outer Island Affairs on SSB 6.1135 Mhz a couple of days before your arrival at each island.

## NOTES

Always anchor initially off the village with the mayor, which will be the island with the same name as the atoll. Jim and Janice on *Loke Lani* found that they were always visited by the mayor to confirm that they had permission to visit and were then made welcome.

Only Mili charges a fee of US \$ 5.00

## WEATHER

Average daily temperatures are in the low eighties °F (27°C). Prevailing winds are easterly all year round. In the northern atolls the rainfall is light at 500mm/year. increasing to 4000 mm/year. in the south.

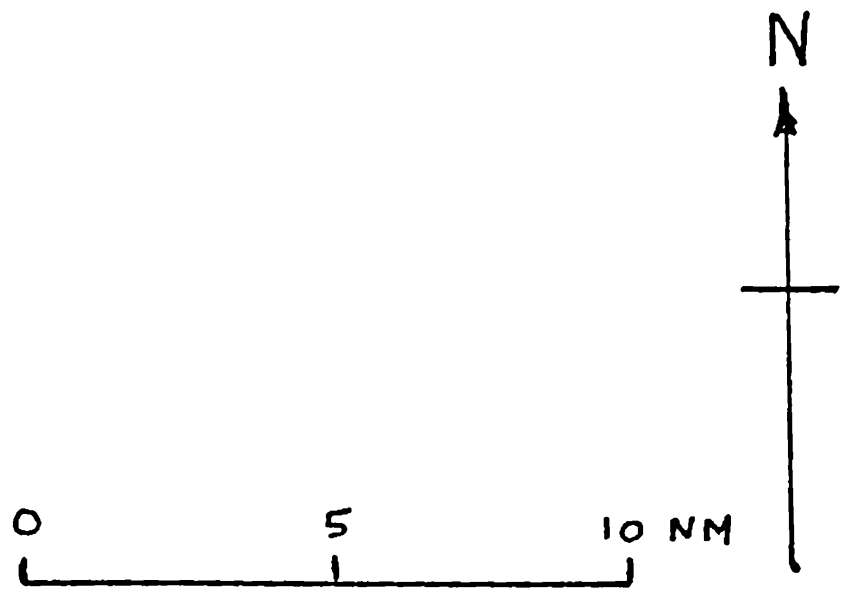
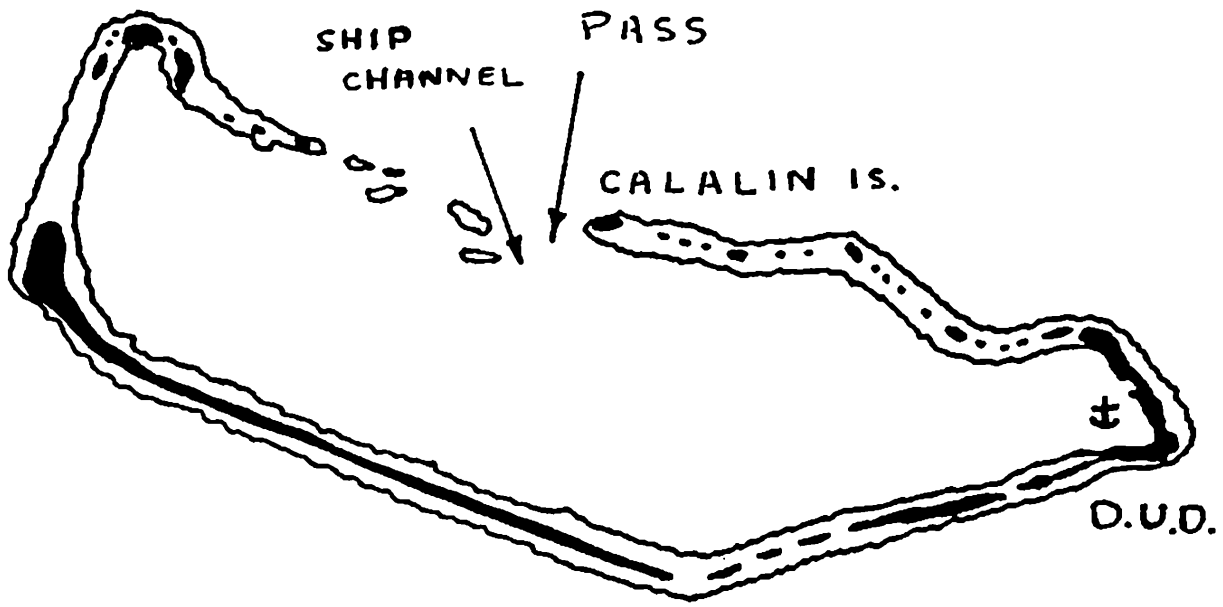
NOV - JUL. Trade winds E-NE, with dry season of 50 mm/month JAN - MAR.

AUG - OCT Trade winds SE-NE, with wet season of 260 mm/month SEP - NOV. By August the Inter-Tropical Convergence Zone moves north to between 5° N and 10° N.

Gales are rare but more likely in January and February when depressions form in this area. Tropical revolving storms occur about one in fifteen years.

## OCEAN CURRENTS

The northern part of the Marshall Islands lie in the North Equatorial Current with a westerly set of about one knot. South of Lat. 8° N the islands lie in the Equatorial Counter Current which has an easterly set of 1.5 knots. The width of the counter current varies with season and the southern boundary is more to the south in winter.



MAJURO

## MAJURO ATOLL

CHARTS: BA 984, 4506 US 81782

Majuro is the only port of entry to the Marshall Islands. It lies about 10 miles west of Arno Atoll in the eastern chain of islands.

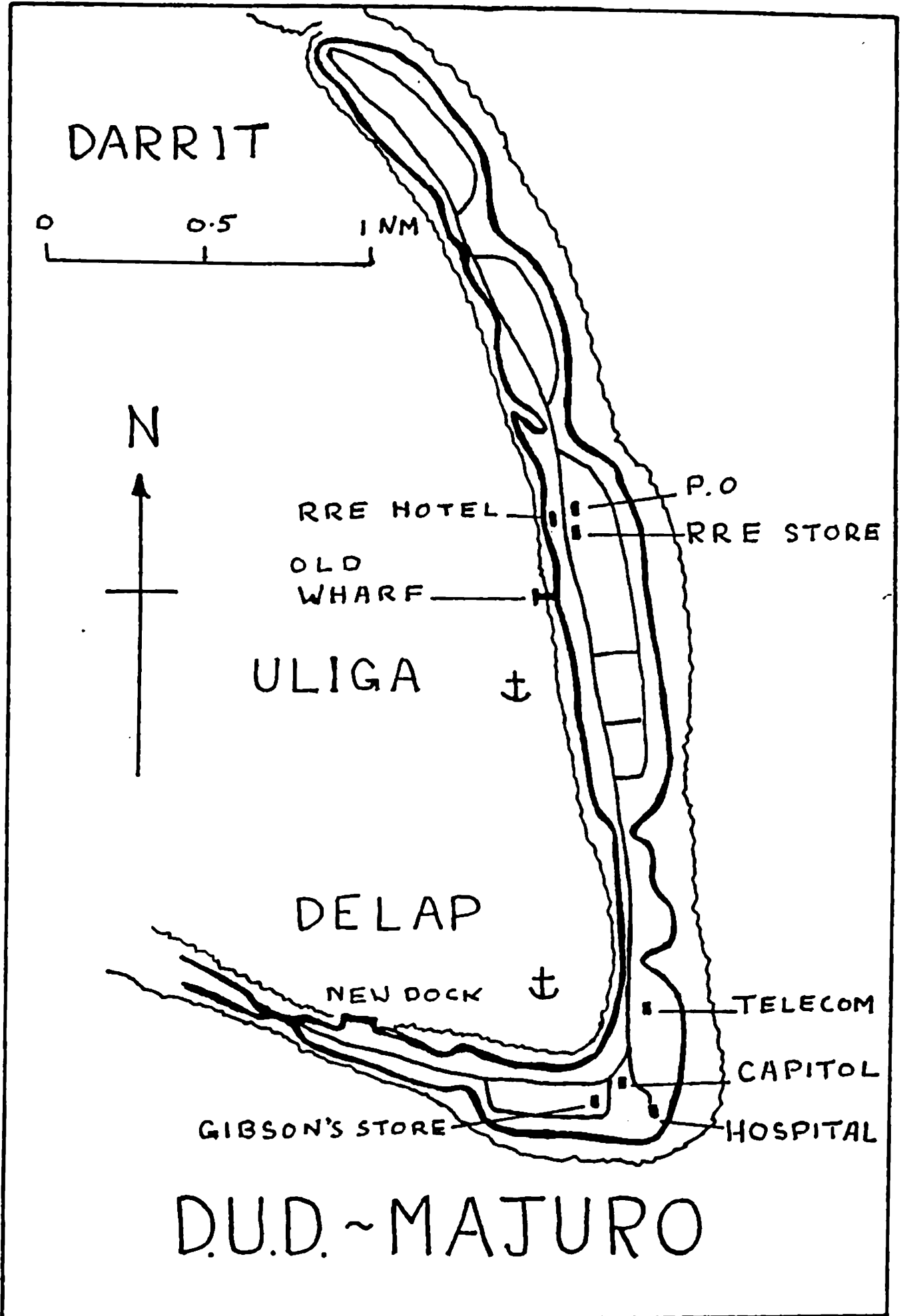
Currents of less than one knot generally set to the west along the north and south side of the atoll and south along the east and west sides. At Calalin channel the tidal stream sets inward and outwards with the flood and ebb at about one knot.

Entry to the lagoon is through Calalin Channel which lies midway along the northern side of the atoll and is about 1.5 NM wide. The main shipping channel is marked and lies on the west side of the pass. The outer port (red) beacon is broken and the stump about 1 metre below the surface. A ridge with a least depth of 1.2 metres at its SE end lies in the centre of the pass. *Loke Lani* entered on the east side of the pass close to Calalin island and found it safe and easy with a least depth of 6 metres.

Anchorage is at the east end of the atoll, off D.U.D. (Delap, Uliga, Darrit) Municipality, capital of the Marshall Islands. Once through the pass head for the middle of three water towers. There are numerous shoals within the lagoon. Anchor off the town near the moored yachts just south of the old wharf in deep coral or alternatively in the SE corner, sand at 7 to 12 metres.

If arriving from a foreign port, go ashore to check in with Customs and Immigration at the Capitol building in the SE corner. Don't forget the dress code!

Dinghies may be left close to town at the wired rock breakwater by RRE Hotel north of the old wharf, in the SE corner at the small sandy beach with the big tree or anchored off the beach in front of the park.

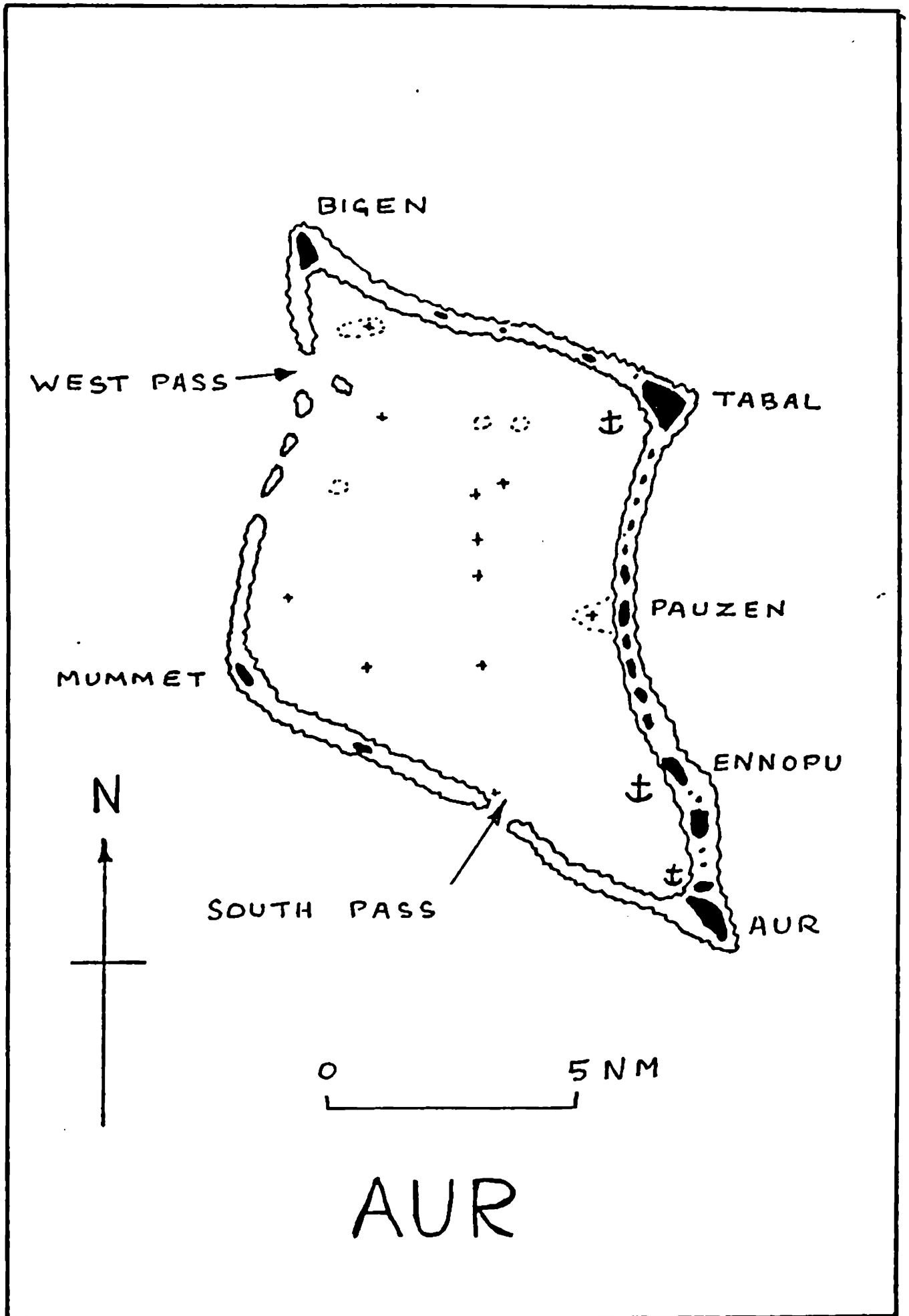


Fuel is available at the Mobil Station south of town or from the warehouse at the new commercial dock where the minimum purchase is 50 litres. LPG may be obtained at the depot near the new commercial wharf but supplies are not reliable. Water quality is questionable and not readily accessible. *Loke Lani* collected rain.

Transport around town is by cheap Taxi, 35 cents for car and 25 cents for van.

There are two major grocery stores, Robert Reamers downtown and Gibson's opposite the Capitol building, two good hardware stores, Ace and True Value, and Napa an auto parts store. Ace do film processing. There are two laundromats, one at the north end of town and the other next to Telecom on the south side. There are several good places to eat at reasonable prices.

The Bank of Hawaii is in the Gibson complex and the Bank of FSM downtown. Telecom is located a block towards town from the Capitol. Ham reciprocal licenses may be obtained at the Department of Transportation and Communications located on the old wharf. The hospital is located behind the Capitol building and also has a dentist.



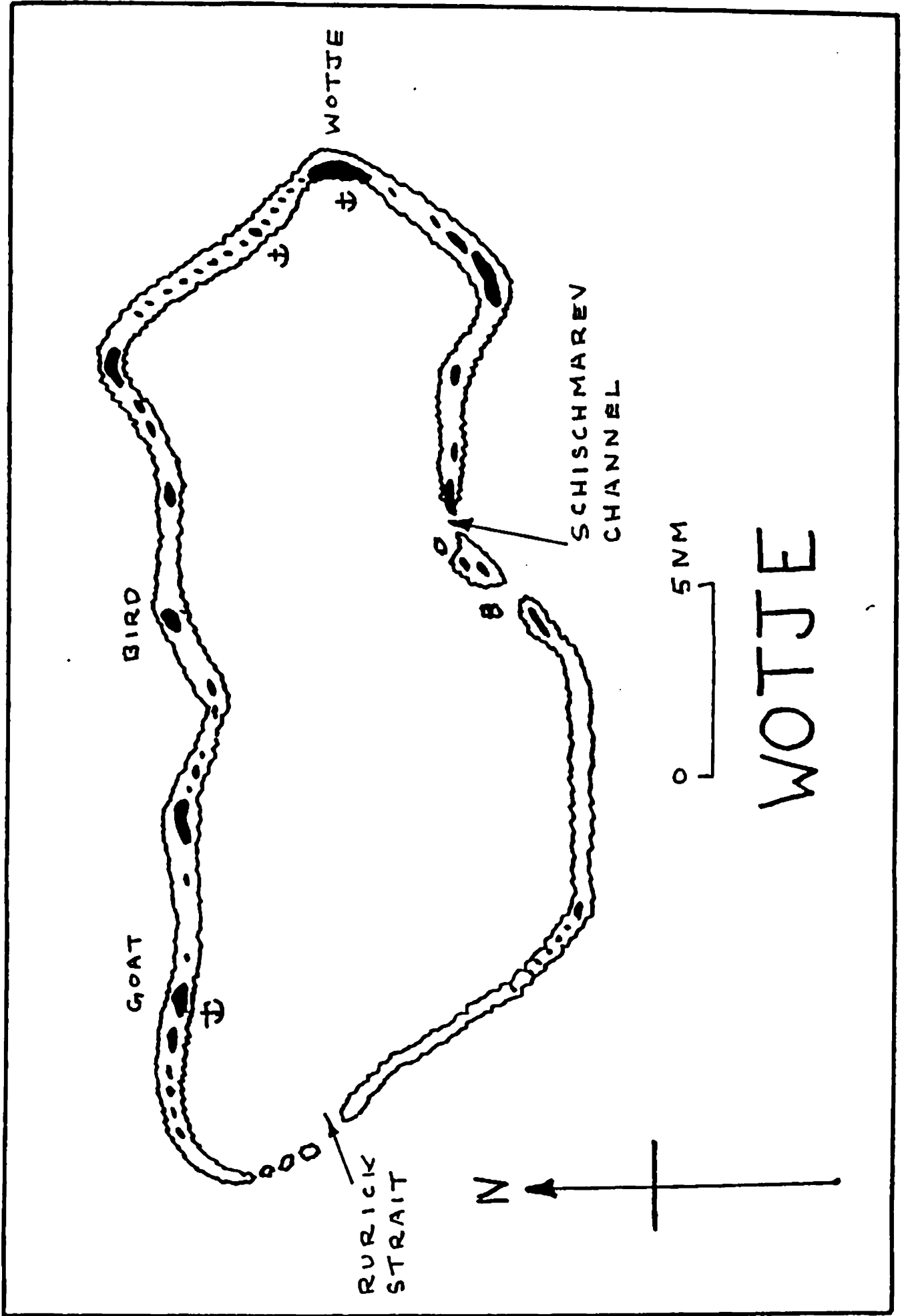
## AUR ATOLL

CHARTS: BA 984, US 81771

Aur Atoll is about 55 miles north of Majuro. It has wooded islets which mostly lie on the eastern side of the atoll. The best pass into the lagoon is West Pass which is 0.25 NM wide and has a least depth of 16.5 metres. South Pass presents no problems in good light, it has a navigable width of about 100 metres and a depth of 14.5 metres. Hold close to the right hand side when entering as there are shoals and coral heads on the lagoon side. There are no markers at either pass.

The Mayor, who will be found on Aur Island, is very friendly. Ennupu and Tapal islands provide the best anchorages in about 11 metres, sand bottom. The former is uninhabited, but the people on Tapal are friendly. Both of these islands have good snorkelling. Pauzen Island also offers good snorkelling but is rocky at high tide. All anchorages are subject to some swell at Spring tides.

Between Aur and Maleolap atolls the current sets north-west, but in July or August it can reverse.



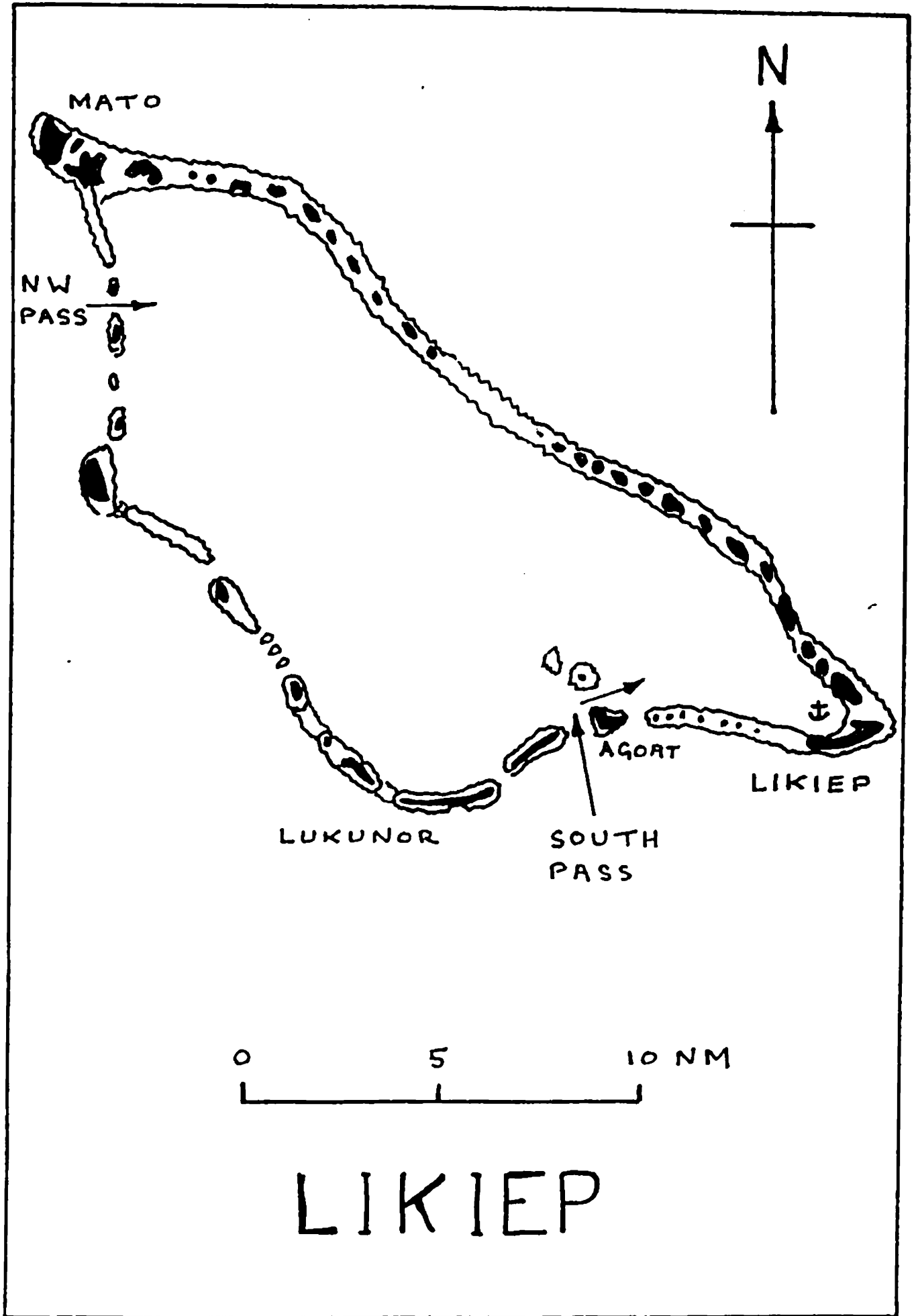
## WOTJE ATOLL

CHARTS BA 988, US 6018, 81604

Wotje Atoll lies about 80 miles north-west of Aur Atoll. Jim found US 6018 to be inaccurate to varying degrees. The atoll lies 0.25 to 0.5 NM from its charted position in a direction of 019° to 037° True.

Schischmarev Channel on the southern side of the atoll, about 5 miles from the extreme SE corner, provides the best entry into the lagoon. It has a swept depth of 16.8 metres and is about 0.4 NM wide. The tidal stream turns about one hour after high and low water, with a rate of about 1.75 knots on the flood and one knot on the ebb. Inside the lagoon there is a slight set to the west. Rurick Straight near the western end of the lagoon has a depth of 15 metres and width of 0.3 NM. Neither pass is marked.

The Mayor will be found on Wotje Island. Anchor SW of the pier in sand. Enea and Enibin islands both have good anchorages in sand. Goat Island is roly and has lots of coral but it is possible to find a sand patch to anchor in and there is good snorkelling.



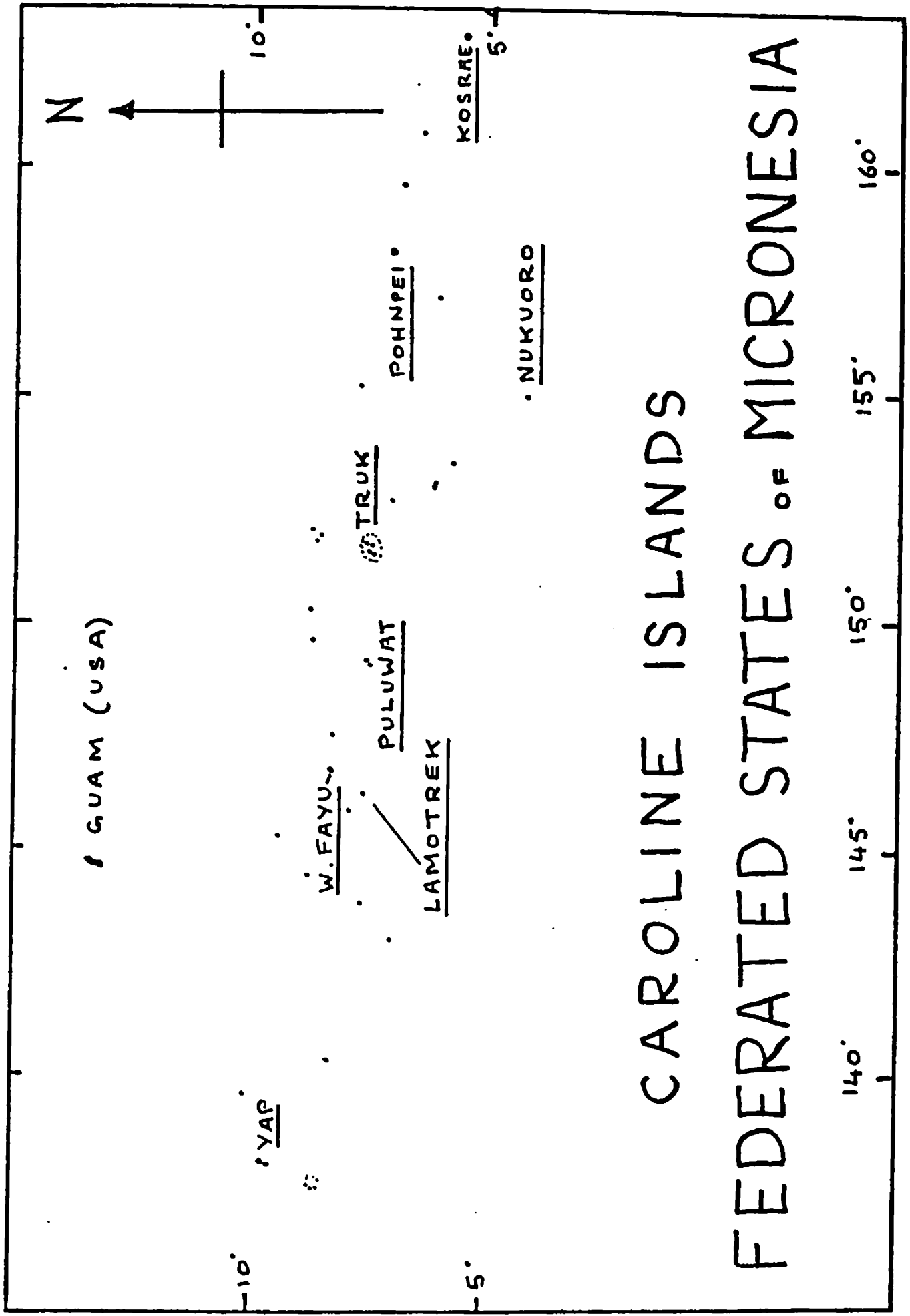
## LIKIEP ATOLL

CHARTS: US 81587

Likiep Atoll is 34 miles WNW of Wotje Atoll. Jim found US 81587 to be inaccurate in parts. South pass is accurately charted and agrees with GPS, it has a swept depth of 13 metres over a width of 0.15 NM, but no markers. At the inner end the channel is divided into three by Entrance Islet and a coral bank. The eastern channel leads to the anchorage at Likiep, which is well protected from NE Trades, in 11 metres, sand. At South Pass the tidal stream turns at high and low water with a maximum flood of 2 knots and an ebb of 1.5 knots. There are lots of coral heads in the lagoon.

The atoll is privately owned by the Debroom and Cappelli families and you must pay your respects to both. Unfortunately there is strife between the two families and some members are not talking to each other. Both groups feel that Outer Island Affairs should notify them of visitors.

There is a clam farm at Lado island and you should not anchor nearby unless you have a holding tank.



CAROLINE ISLANDS  
 FEDERATED STATES OF MICRONESIA

## **CHAPTER 5**

### **FEDERATED STATES OF MICRONESIA**

#### **Caroline Islands**

#### **FORMALITIES**

##### **ENTRY**

Before arrival in F.S.M. it is necessary to obtain an entry permit for your vessel. The permit is valid for one year from the date of issue and is obtained by applying to:

Office of the Attorney General, Federated States of Micronesia,  
PO Box PS 105, Palikir, Pohnpei, F.S.M 96941.  
Tel. 691 320 2608, FAX. 691 320 2234.

Application forms may be obtained from F.S.M Embassies or Consulates. We got ours in Suva. It can take several months to receive the permit so allow plenty of time.

Visas are not required in advance for up to 30 days in each state provided it does not exceed the expiry date of your entry permit. Apply to Immigration for extensions if required.

Ports of entry are:

Kosrae	Lele & Okat (Coquille) Harbours
Pohnpei	Kolonia Harbour.
Chuuk	Weno Harbour
Yap	Colonia (Tamil) Harbour.

No other island or atoll should be visited before making formal entry at one of the above ports.

On arrival you will be boarded by Customs, Immigration, Agriculture and Health Authorities. We found the officials pleasant and helpful. If you plan to arrive on a weekend it is best to give advance notice, but no overtime charges are made.

# EXTENSION



Attorney General  
Camilo Nokel

## OFFICE OF THE ATTORNEY GENERAL FEDERATED STATES OF MICRONESIA

P. O. Box PS - 105  
Palikir, Pohnpei FM 96941  
Phone: (691) 320-2608 / 2644  
Fax: (691) 320-2234

### DIVISION OF IMMIGRATION

#### PERMIT FOR VESSEL TO ENTER THE FEDERATED STATES OF MICRONESIA

NAME OF VESSEL: AVON MIGRANT PERMIT NUMBER: PV-49793

PERMISSION IS HEREBY GRANTED FOR THE FOLLOWING VESSEL TO ENTER THE FEDERATED STATES OF MICRONESIA AT ALL PORTS OF CALL FOR A PERIOD AS DESIGNATED BELOW:

TYPE & REGISTRY PLACE/NUMBER OF VESSEL: SAILING BOAT

BRISTOL, UK, 712 797

PURPOSE OF ENTRY: TOURISM & PROVISION

NAME, NATIONALITY & ADDRESS OF OPERATOR: PHILIP MICHAEL GREGEEN

BRITISH, POSTE RESTANTE, C. P. O WHANGAREI, NEW ZEALAND

NAME, NATIONALITY & ADDRESS OF OWNER: PHILLIP MICHAEL GREGEEN

BRITISH, C/O THE SLADE, HEADINGTON, OXFORD, U. K.

NUMBER OF CREW ONBOARD: (3)

CALL SIGN: MHF06 LENGTH: 11.0M BREADTH: 3.6M DEPTH: 1.5M

THIS VESSEL CLEARANCE WILL EXPIRE ON: MARCH 31, 1994

THIS PERMIT MUST BE PRESENTED TO THE IMMIGRATION OFFICER FOR EXAMINATION AT THE TIME VESSEL ENTERS THE FEDERATED STATES OF MICRONESIA.

*Lucio N. Remket*  
LUCIO N. REMKET  
ADMINISTRATOR, FSM DIVISION OF  
IMMIGRATION, FSM NATIONAL GOV'T

02/02/94  
APPROVAL DATE

#### OFFICIAL PORTS OF ENTRY:

1. KOLONIA HARBOR, POHNPEI STATE
2. WENO HARBOR, CHUUK STATE
3. COLONIA HARBOR, YAP STATE
4. LELU & OKAT HARBOR, KOSRAE STATE

## **DEPARTURE**

Before leaving a port of entry for another country or F.S.M state contact Customs, Immigration and Port Authority for Clearance. At Pohnpei it is necessary to go to the main wharf to clear. The Port Authority makes a charge of US \$15. In Kosrae, Chuuk and Yap call at Customs and Immigration offices.

## **MICRONESIAN CUSTOMS**

Like most other Pacific islands all land, reefs and coastal waters are considered to be the property of individual island families or clans. Thus when you anchor away from a main port it is good practice to seek out the village chief or land owner and ask permission to anchor and visit the area. Rarely is permission refused. In some islands it is expected that the visitor will make a small gift to the village chief (cigarettes, rice, tea coffee are much appreciated). We learned from other cruisers that in the outer islands of Yap and Chuuk an anchoring charge or a landing fee is often made.

In Kosrae dress code is modest. To avoid giving offence it is best to cover up bare flesh when going ashore. Pohnpei, with a larger expatriate population, is more relaxed in this respect.

Religion is very strong, particularly in Kosrae, where all activities other than church are banned on Sunday.

It is an offence to remove artefacts and war relics.

Tipping is not expected and may give offence.

## **WEATHER**

### **EASTERN CAROLINES**

Kosrae, Pohnpei and Chuuk are at the southern edge of the North East Tradewind belt but are affected by seasonal changes as the Doldrums move north and south. Average temperatures year round are 81°F (27°C) but humidity can be high particularly in July to November.

Both Kosrae and Pohnpei experience heavy rainfall (250mm -500mm per month). In Pohnpei the dryer months are January and February with April and May the wettest. In Chuuk the rainfall is about half that of Pohnpei.

#### 0° - 5° N

January to April the winds are E to NE 5 to 15 knots, May to July light and variable, July to October E to SE 5 knots and November to December light and variable. Winds of gale force are rare but in the Doldrum periods strong squalls of up to 30 minutes duration are common.

#### 5° N - 20° N

December to March the winds are E to NE 12 to 18 knots. From April to November they tend to E to SE light and variable 6 to 9 knots, in these months W or SW squalls may be experienced. Gale force winds are infrequent.

Close to the large islands the prevailing winds may be modified by land or sea breezes, blowing offshore at night and onshore by day. These effects are more noticeable on the leeward side of the islands.

Tropical Revolving Storms (Typhoons) are rare in the Eastern Carolines as they mostly form in the area 5° N - 20° N, 130° E - 150° E and move west or north-west. However Chuuk has been hit by a number of severe storms in recent years. They can occur at any time in the year but are most common between July and November with the highest frequency in August.

#### WESTERN CAROLINES

Average temperature year round of 81°F (27°C) with high humidity during the night and early morning. The dry season is February to April with rainfall of 130 mm/month and the wet season July to October with 350 mm of rain per month.

The Trade wind belt moves south over these islands in winter.  
NOV - MAR winds NE-E 10 to 15 knots.  
APR - MAY winds variable 7 to 9 knots.  
JUN - JUL winds S or variable 7 to 9 knots.  
AUG - OCT winds S-SW or variable 7 to 9 knots.

Gales are infrequent. Tropical Revolving Storms: about 10 per year form in the area bounded by Lat.  $5^{\circ}$  N and  $20^{\circ}$  N and Long.  $130^{\circ}$  E and  $150^{\circ}$  E moving away to the west or north-west at 6 to 10 knots. They are more frequent between July and November with the highest occurrence in August. Most pass to the north of Yap.

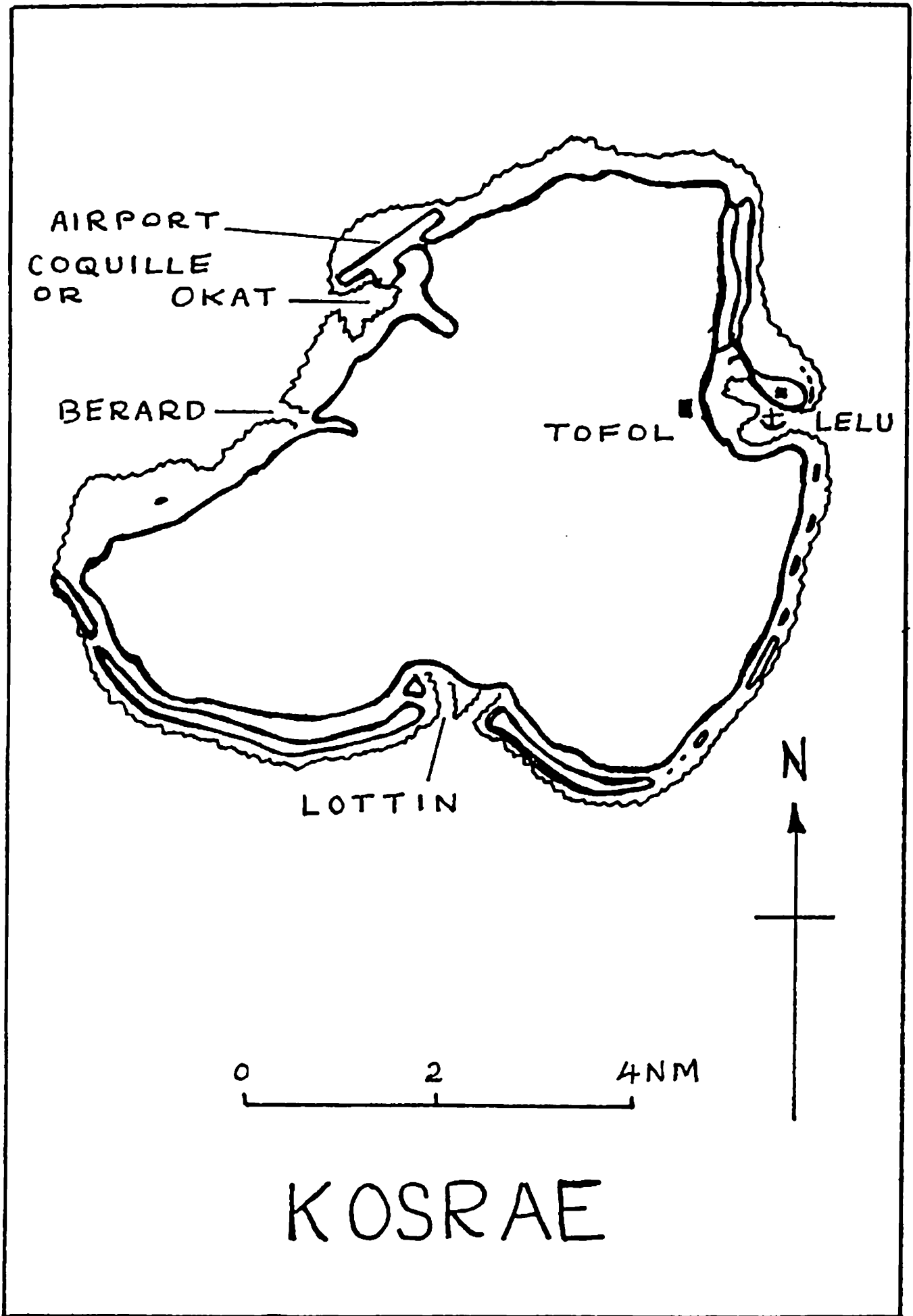
## OCEAN CURRENTS

Throughout the Carolines the Equatorial Counter Current is a dominant factor. It sets to the east at about one knot west of Long.  $140^{\circ}$  E and between 0.5 to 0.75 knots further to the east. Its width varies with season being roughly  $3^{\circ}$  N to  $9^{\circ}$  N in summer and  $5^{\circ}$  N to  $7^{\circ}$  N in winter.

North of the counter current the Northern Equatorial Current sets to the west at three-quarters to one knot in December to May and half to three-quarters of a knot in June to November.

South of the counter current the South Equatorial Current sets to the west at about one knot. Westward of Long.  $140^{\circ}$  E and south of Lat  $3^{\circ}$  N the set is to the SE in the northerly monsoon season December to February.

Beating eastwards from Pohnpei to Kosrae in February the counter current assisted us to hold the rhumb line on port tack for most of the passage.



## KOSRAE

CHARTS: BA 978, US 81488

On BA 978 and US 81488 Kosrae I estimated from my own observation that 0.75 min. should be added to LAT. when plotting a GPS fix.

Kosrae is a high island with dramatic hills covered in dense rain forest. It has a fringing reef that extends up to a mile offshore. There are four charted harbours: Lele (Lelu), Coquille (Okat), Port Berard and Port Lottin (Utwā). Lele and Okat are ports of entry. Okat is the new commercial port adjacent to the new airport. Lele is the only harbour that offers any facilities for visiting yachts.

At Kosrae tidal streams of up to 1.5 knots may be encountered off the north and south of the island but the flow through the various harbour entrances is less than 0.5 knots. At Lele Harbour a strong north/south set may be experienced outside the harbour entrance. The tidal range is between 0.3 and 1.35 metres.

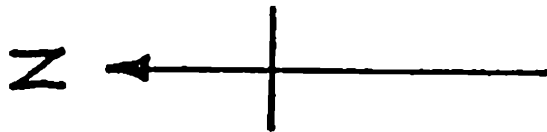
### LELE (LELU) HARBOUR

Lelu is a port of entry, yachts arriving from a foreign country or another F.S.M state should call "Marine Resources" on VHF 16 to arrange entry formalities. Once anchored officials may board you by launch or call you from the shore for you to collect them. Before departure call at Immigration (on the left, half-way from Lele to Tofol) and Customs (on the right, just before the new Telecom building in Tofol).

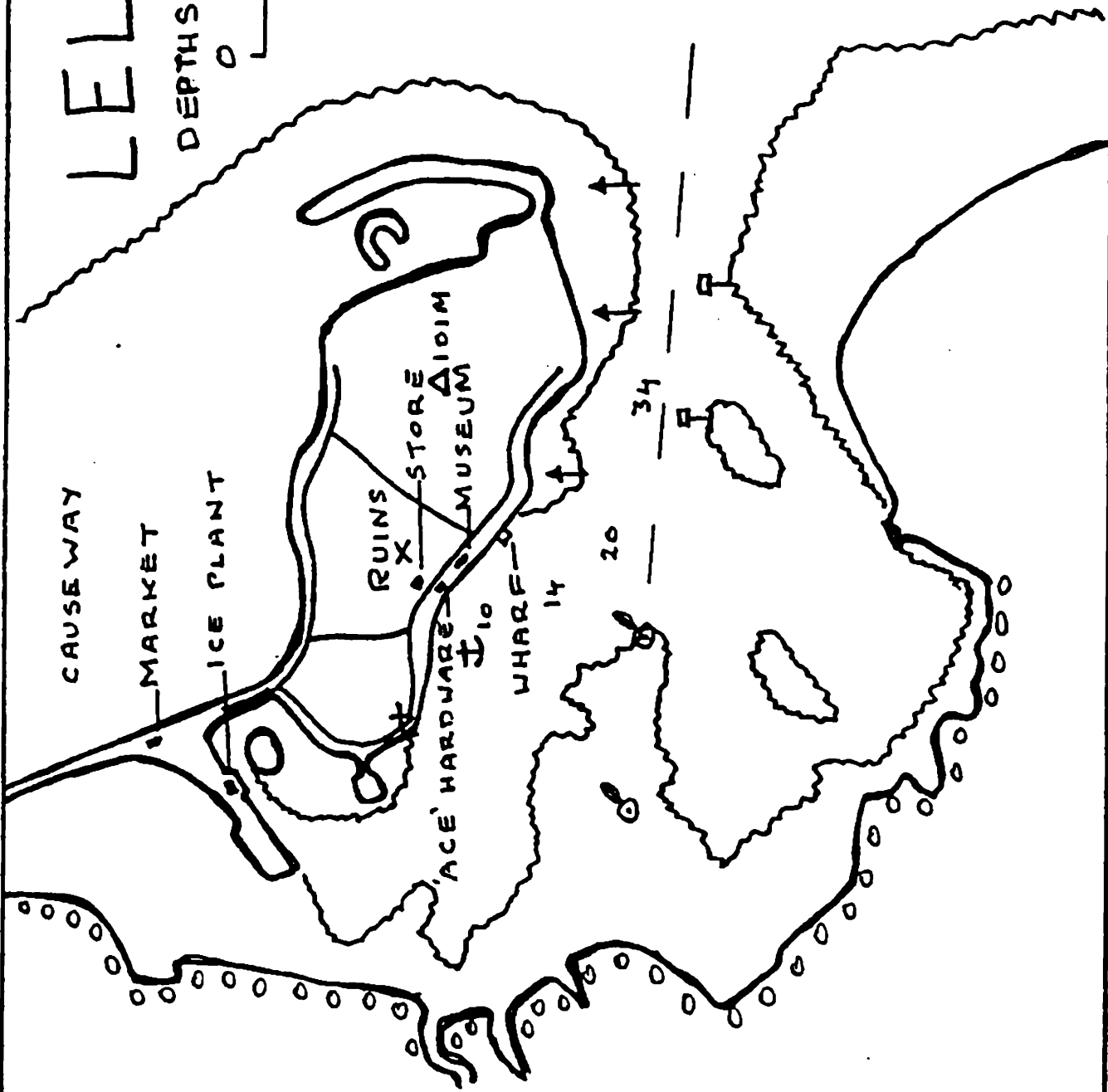
Entry to the harbour is made on a heading of 277° True on the leading marks, which are single poles with red light and white battery box on top. The channel is marked by beacons with white rectangular top mark to port and green triangle to starboard.

# LELU HBR.

DEPTHS IN METRES  
0 1/2 NM



277°



Anchor in 10 to 12 metres, good holding mud, off the south-west shore of Lele Island between the wharf and the white church.

Ted Sigrah, Manager of Ace Hardware, looks after all visiting yachtsmen. In addition to allowing you to use his waterfront as a dinghy landing (look for the wrecked landing craft in front of the pale blue house) he and his family will assist you in any way they can.

Facilities ashore on Lele include: supermarket, Ace Hardware, laundromat, a number of small stores and a petrol station. The public market and an ice plant are on the causeway to the mainland. Ice is also sold in bags at the small shop opposite the supermarket.

Tofol, about two miles by road across the causeway is the administrative centre of Kosrae. There is no public transport but hitching is quite acceptable. In Tofol there are: P.O., banks, Telecom, Customs, Immigration and other government agencies. At the Tourist Centre you can pick up free maps. There are several small restaurants.

At the NE corner of Kosrae there is a small bakery and snack bar called Tropical Breeze. During our stay the Lele supermarket had a good supply of imported bread rolls.

LPG is not available. I was advised that diesel fuel could be bought by the barrel from petrol stations.

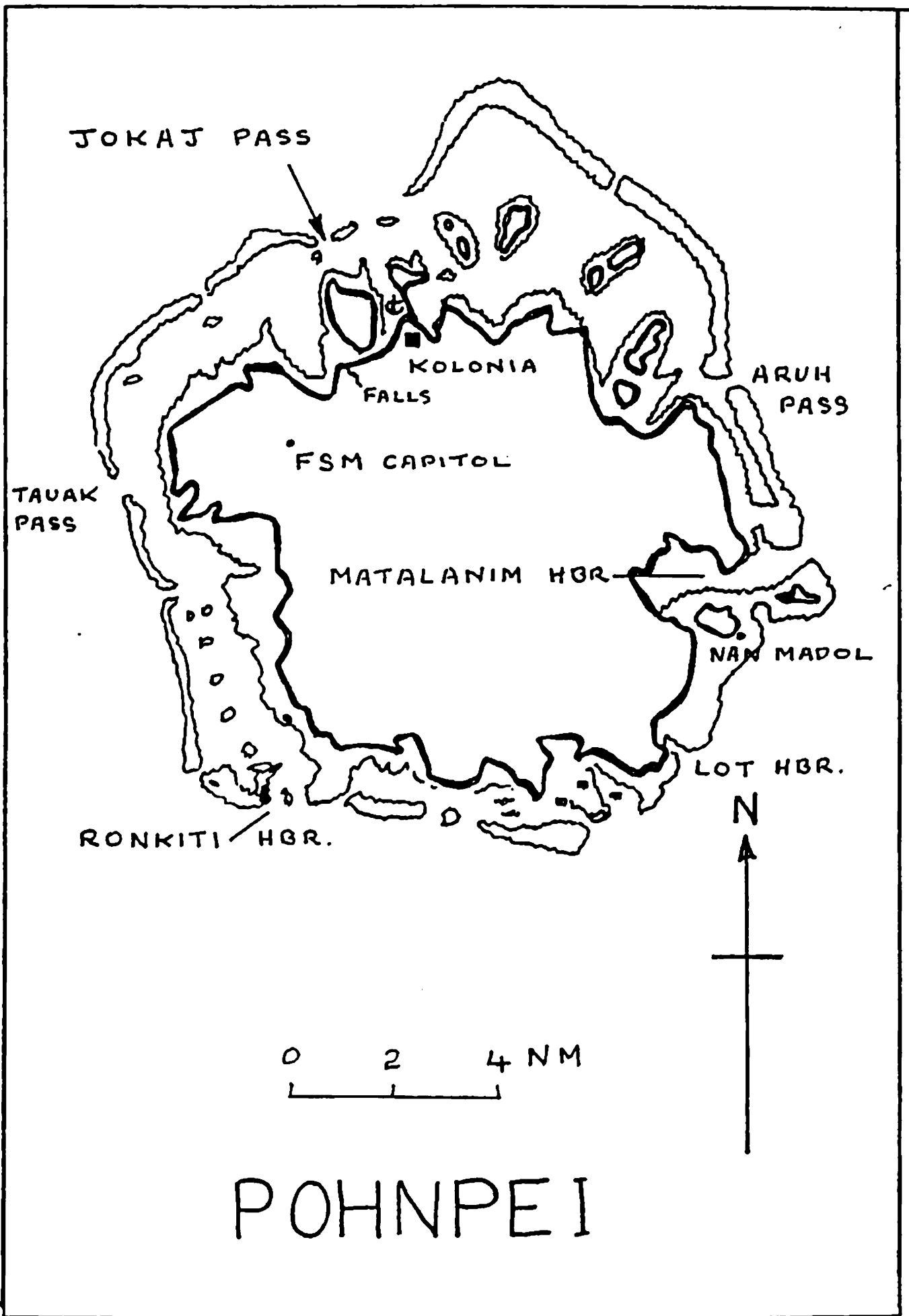
Water should be boiled or treated before drinking. We managed to keep our tank full from collected rain.

There are no facilities for garbage disposal the locals appear to throw all their rubbish into the sea. The Quarantine Official suggested I keep my rubbish on board and dump it at sea!

## **NOTES**

Mail should be sent to: General Delivery, Tofol, Kosrae, F.S.M,  
96944.

The museum and ruins (entry free) on Lelu are worth a visit.  
Not quite as impressive as those on Pohnpei but easily accessible  
and very interesting.



## POHNPEI

CHARTS: BA 981, US 81453. 81435.

On BA 981 Pohnpei it notes that for WGS 72 Datum add 0.65 min to LAT. and 0.15 min to LONG. when plotting. My own observations confirmed this for WGS 84 datum.

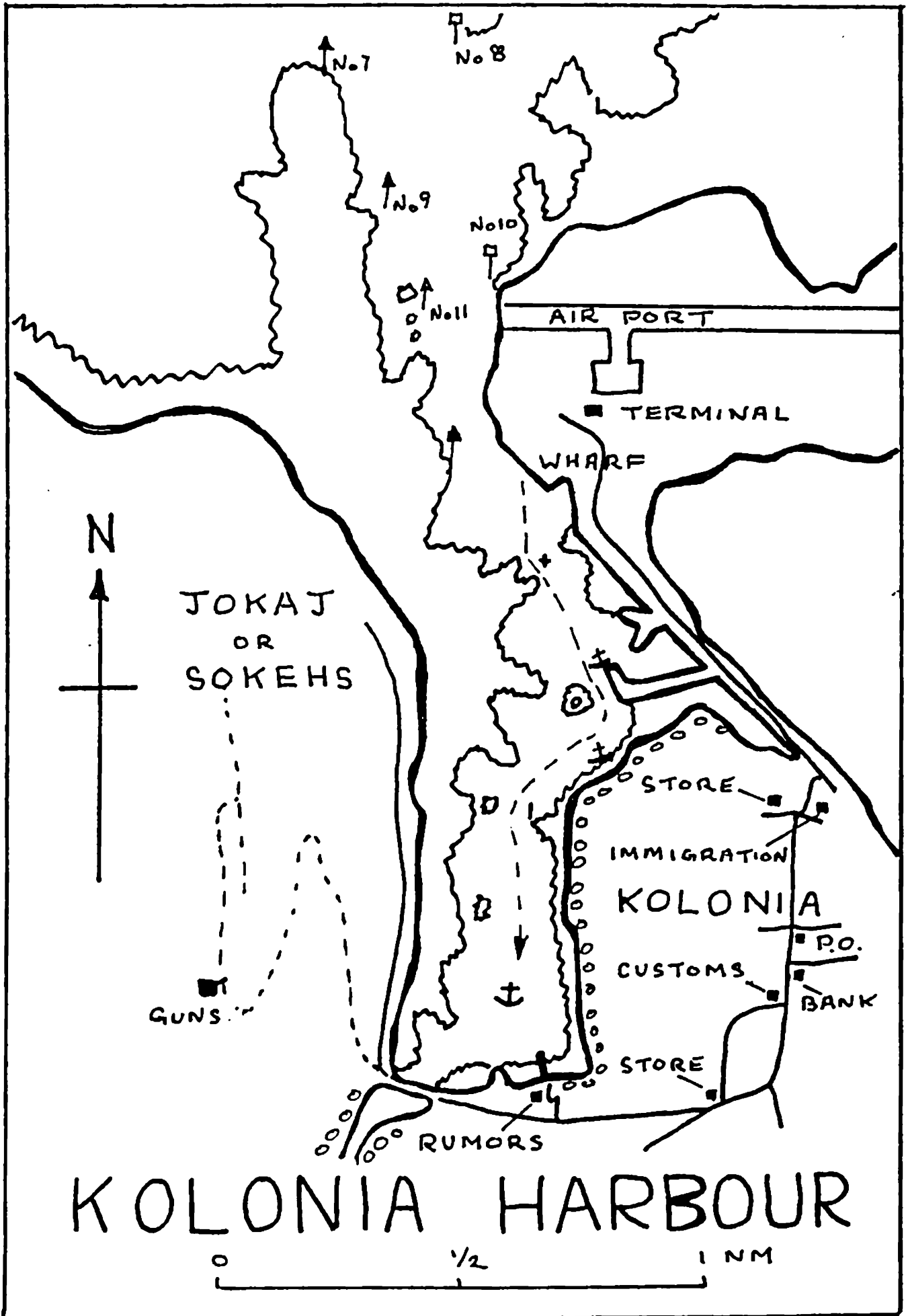
Pohnpei is a high island with steep hills covered in lush vegetation. It is surrounded by a barrier reef that extends between one and five miles offshore. There are four charted harbours: Kolonia (Pohnpei), Ronkiti, Lot and Matalanim, but only Kolonia offers any facilities for the visiting yacht.

In addition to Jokaj (Sokehs) Passage there are several other deep but unmarked passages through the barrier reef and a deep channel around the northern half of the island inside the reef. We transited this channel from Tauak passage in the west to Aruh passage in the east without difficulty. The channel is marked by beacons, many without top marks, but there are numerous unmarked isolated reefs. Since the water is turbid it should only be attempted in good light conditions.

Around Pohnpei the tidal streams are generally weak at less than one knot. The tidal range at Pohnpei, Kolonia Harbour is between 0.18 and 0.96 metres.

## KOLONIA

Kolonia is a port of entry and yachts arriving from a foreign port or another FSM state should call "Kolonia Port Control" on VHF 16, for entry instructions. Normally you will be directed to the main wharf to carry out entry formalities. Port control will call Customs, Immigration, Agriculture and Health Authorities. The formalities are relatively brief but you may wait a long time for the officials to arrive. Agriculture confiscated all our fresh fruit and vegetables bought in the Solomons. In 1993 yachts arriving from the Solomons were sprayed to kill mosquitoes but



this did not happen in 1994. There is a ban on discharging sewage in the harbour, therefore some form of holding tank is required. The Port Authority makes a charge of US \$15 for entry normally collected upon departure. There are no overtime charges.

Entry into the port is straightforward through Jokaj (Sokehs) Passage. Black and white leading marks guide you through the pass on a heading of 145° True. The reef is clearly defined by breaking seas. Once through the pass make a 40° turn to port which puts you in the well marked channel that leads to the wharf, on the south-west corner of Takatik. The channel is marked by beacons with red rectangular top marks to port and green triangles to starboard.

The yacht anchorage is at the extreme southern end of the harbour. The water is turbid and the channel poorly marked. If possible ask a yachtsman already in port to pilot to you to the anchorage. The channel is more easily followed at low water tending to follow the east side of the inlet. Anchor in 10 metres, soft mud bottom, only moderately good holding.

On the south shore of the bay is Rumors Marina and Bar, PO Box 416, Pohnpei, FSM 96941. For a fee of US \$2 per day or US \$30 per month the following facilities are provided: dinghy dock, fuel, water, ice, bar, TV, local telephone, laundry, toilet, shower and garbage disposal. It is not recommended to drink the town water. Some yachts took on town water and treated it without ill effect. However there is generally plenty of rain to catch.

Kolonia is a small town with shops and business premises. It is a 15 minute walk or \$1 per person taxi ride to the centre of town. On the main street there are P.O., Telecom, Visitors Centre (pick up detailed town and island maps) and Banks. The Bank of Hawaii makes no charge for Visa cash advance. Customs are on the corner across from the banks and Immigration at the rear of the government offices near the Museum and Police Station

## **NOTES**

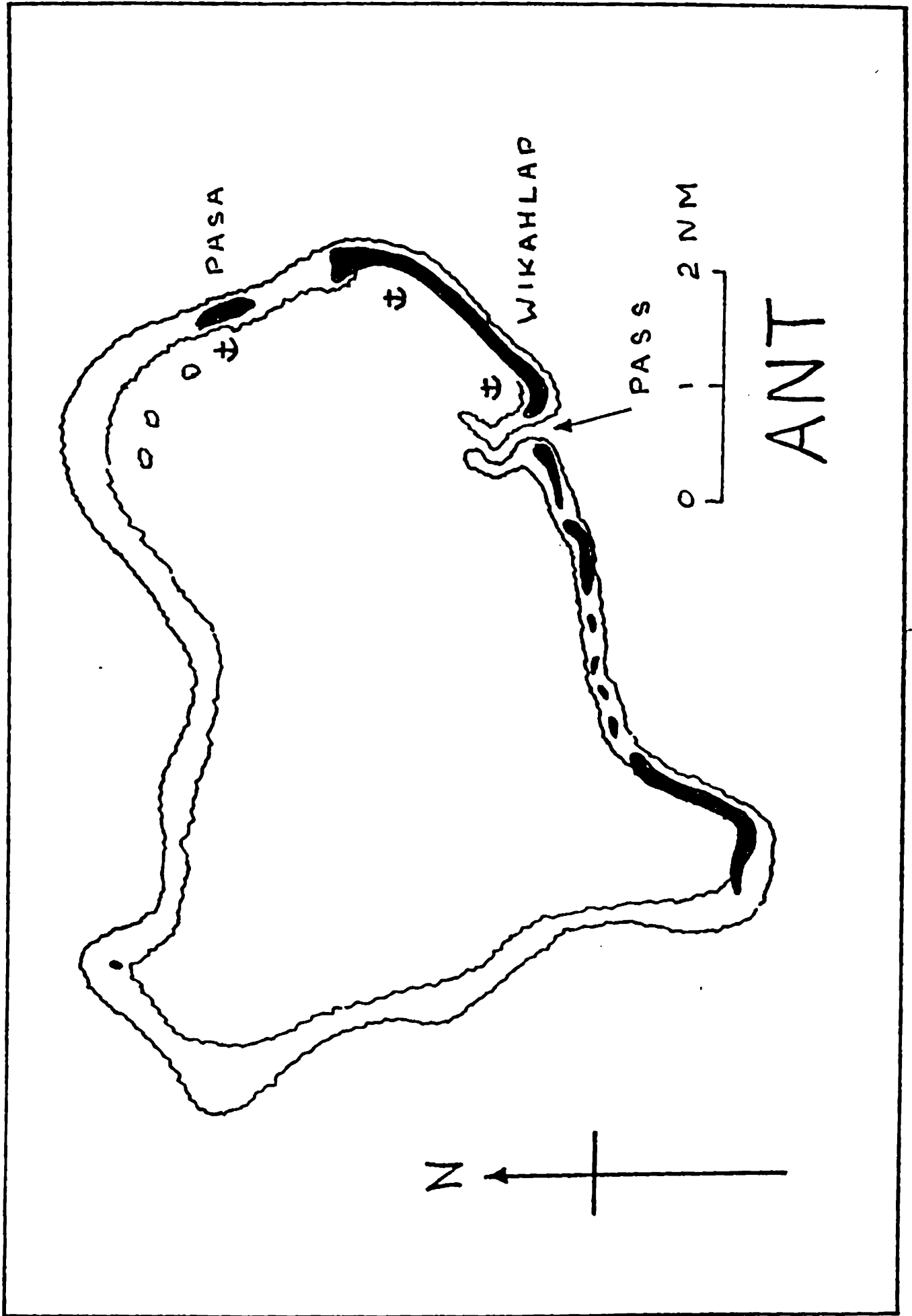
There are three well stocked supermarkets and two hardware stores, a number of small stores, a second hand clothes shop and a very poor vegetable market. LPG bottles may be refilled at the plant in town at about US \$1 per lb. There are several restaurants that provide modest but inexpensive menus.

The mail service is part of US Mail and is quite reliable. However many yachtsmen complained that mail could sit in the Post Office for a week or more before the counter clerk found it. Mail should be sent to: General Delivery, Kolonia, Pohnpei, FSM 96941.

We can recommend a visit to the ruins of Nan Madol. The one by half mile site has many man made islets and canals and the walls of Nan Douwas is the most impressive man-made structure we have seen in the Pacific. A whole-day launch trip to the ruins including stop for snorkelling and waterfall visit costs about US \$26 per person, (ask Antonio at Rumors).

You can make a dinghy trip through the mangrove channel south of Jokaj (Sokehs Is.) to Nankewi waterfall. Set off two hours before high water and keep to the left. You can get the dinghy to within a few yards of the pool which provides good fresh water swimming.

On top of Jokaj there are Japanese guns and fortifications from WW II, about an hour hike each way from the marina.



## ANT ATOLL

CHARTS: BA 981 US 81435

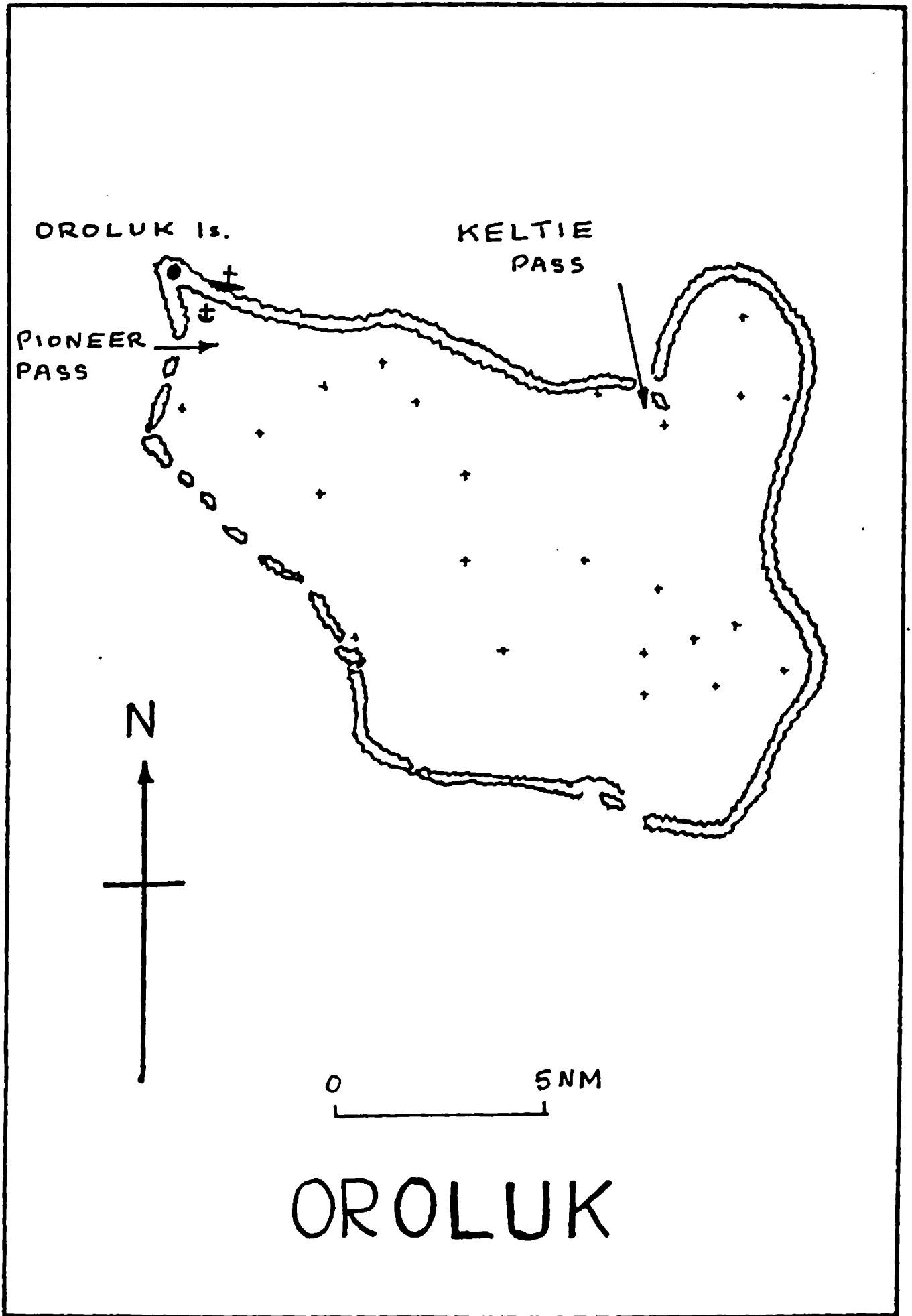
This atoll is approximately 25 miles from Kolonia anchorage. It has no facilities and is uninhabited, but provides white sand beaches, clear water and good snorkelling.

Before you depart from Pohnpei you should seek permission for your visit from the land owners. Phone Namio on 320 2892 or Robert on 320 5079.

At Ant Atoll the outgoing tide sets through the passage at a rate in excess of two knots. There are also eddies and a strong cross current.

The S shaped pass is situated in the SE corner of the atoll. It is deep and easy to follow and is also marked by beacons on the inside.

There are several choices of anchorage in about 10 - 12 metres, sand and coral, in the lee of the eastern islands. At the site of the destroyed resort there is a freshwater well (not drinking water).



## OROLUK LAGOON (POHNPEI STATE)

CHARTS: BA 909 US 81411

Oroluk is a 12 mile by 15 mile reef lagoon with a small island in its north-west corner. It lies about mid-way between Pohnpei and Chuuk and provides a convenient overnight anchorage.

After rounding the bulge of reef at the north-east corner of the lagoon it is easy to follow the reef to Keltie Pass which is wide and deep. Tidal streams through the pass can reach 2 knots with a westerly set across the entrance. A small sandy islet sits just inside the pass. In calm conditions it may be possible to make a day anchorage in the lee of the islet but the bottom shelves rapidly and swinging room is tight.

The primary anchorage is near Oroluk Island in the north-west corner of the lagoon. Once through Keltie Pass turn west, leaving the sandy islet to port, and follow the inside of the reef. The reef is steep-to but several anchorages are possible in moderate wind conditions. A few sandbars and coral boulders are exposed at low tide. Anchors must be set close to the reef as the depth increases rapidly within the distance of normal scope. There are a number of coral heads within the open waters of the lagoon. There are two reef patches which provide some protection from the chop about 0.6 miles south-east of the island. Behind these patches is a gradually shallowing sandbank clear of coral heads where it is possible to anchor in 4 to 6 metres, good holding.

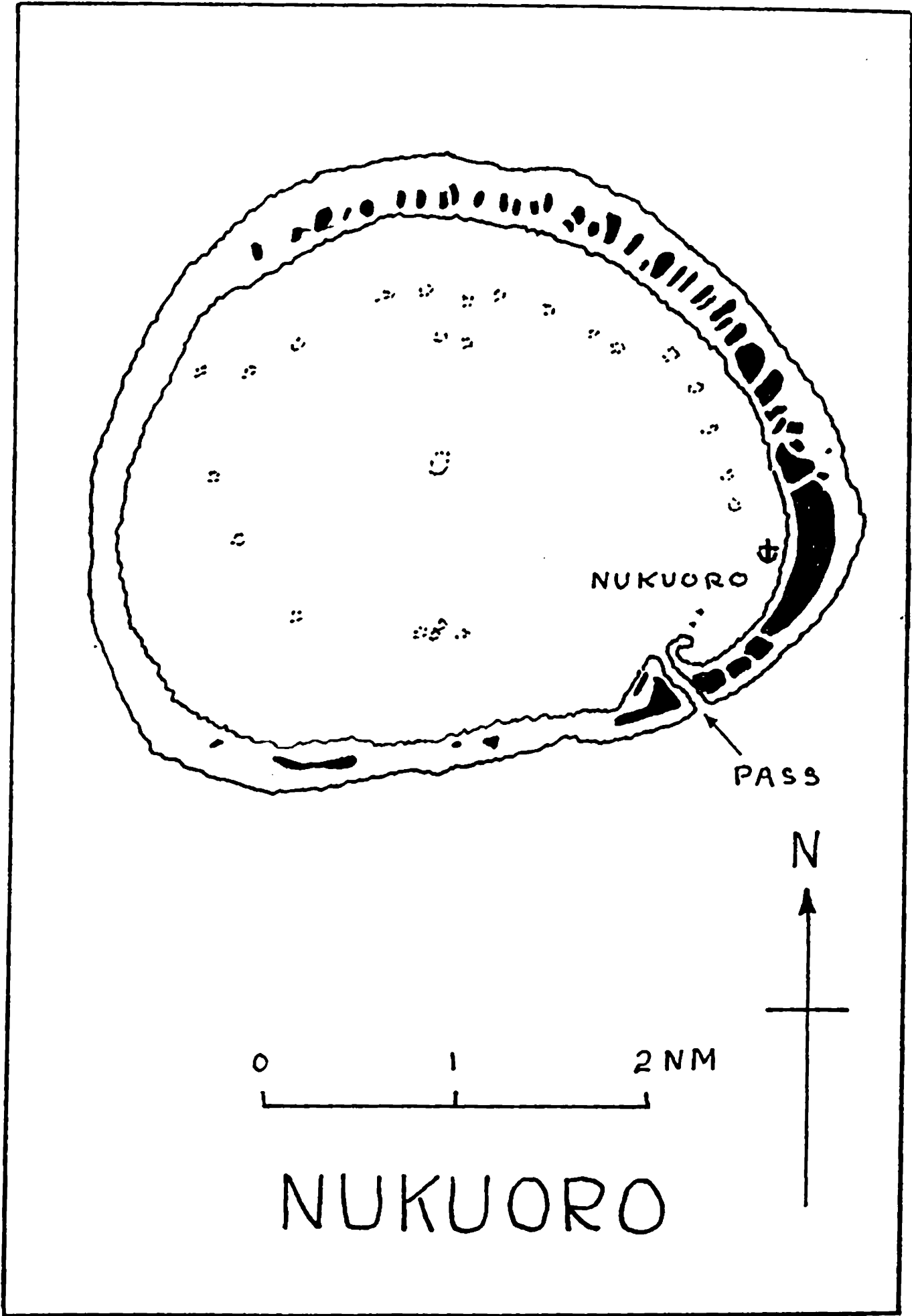
Oroluk Island is farmed by the people of Kapingamarangi, who were given the right to use the island and lagoon after their home island suffered a severe drought several years ago. The island is managed by a rotating crew of three or four men who raise pigs, cut copra and brew tuba (palm tree alcohol). They will probably be out to meet you before you can get ashore. Any gifts that you can bring, such as magazines and playing

## NOTES

cards, to help relieve the tedium of their daily lives would be appreciated.

The reef flat around the island is shallow and stakes mark the deepest route for small boats and dinghies. Snorkelling is above average. A few curious but respectful white tip sharks inhabit the lagoon. At Pioneer Pass it is possible to lie on the reef edge and look down into 40 metres of clear water and see reef and pelagic sharks and other fish swimming below. A small Japanese fishing boat sat on the northern reef near the anchorage in 1993. On the island there is an automatic weather station which may interfere with, but not prohibit, radio reception.

Pioneer Pass provides an easy exit from the lagoon. Tidal streams here are about one knot.



## NUKUORO ATOLL (POHNPEI STATE)

CHART: BA 909 US 81249

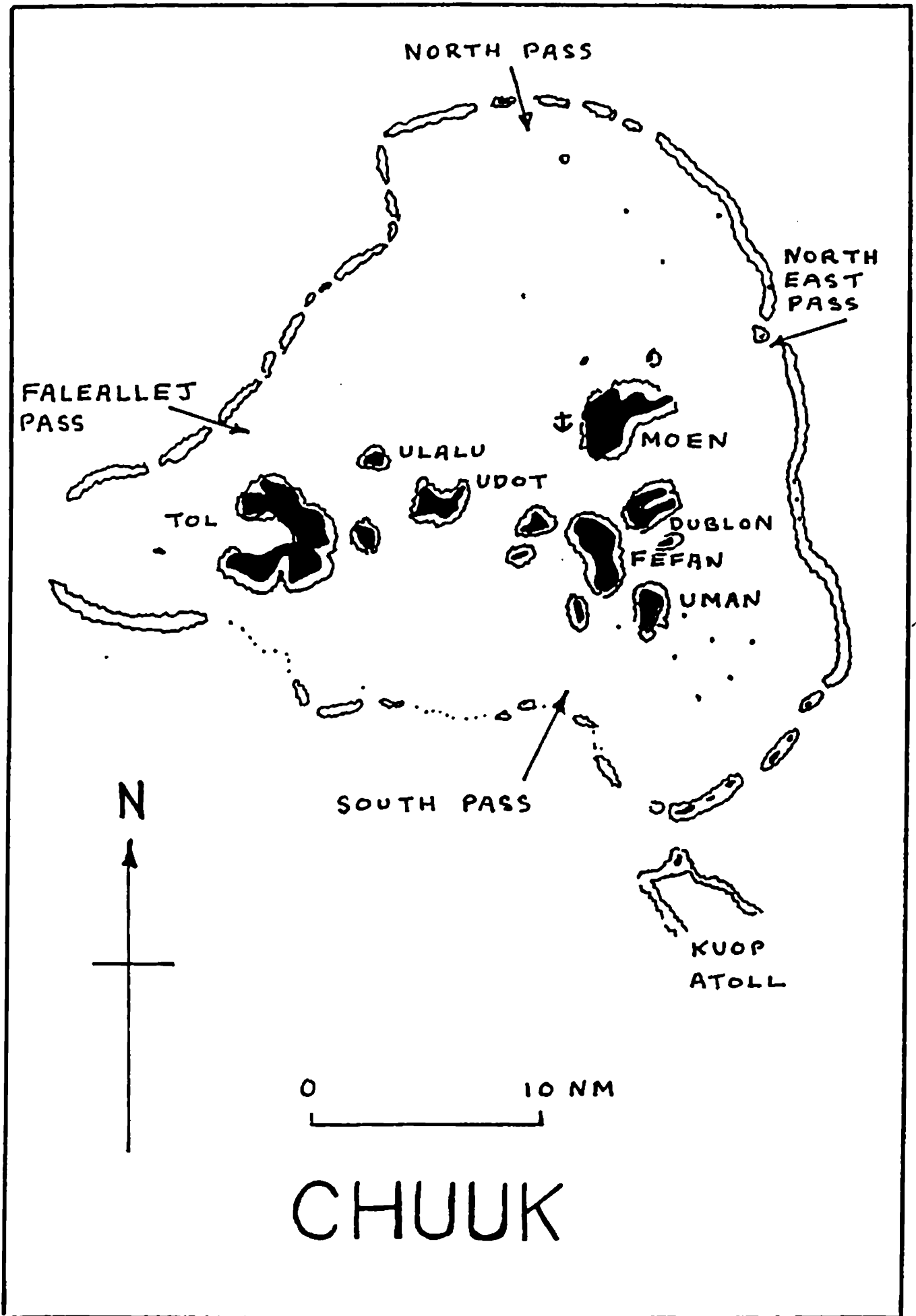
Nukuoro is reported to lie 1.7 NM 260° from its charted position on BA 909.

The atoll is a three mile diameter reef with many small islets on the north, east and south sides. The pass on the SE side is narrow with a strong current, which can reach 6 knots during flood and ebb of the tide. *Elenoa* entered at slack water just after low tide with no problem. The pass has a least depth of 8 metres and is well marked and easy to see in good light.

Anchorage can be taken off the village about a quarter mile north of the town wharf in about 10 metres with deep sand. All of the waterfront of the village is taken up with canoe houses and permission should be sought to land. Check in with the Chief Magistrate.

This is one of the two islands in Micronesia that is populated by Polynesians. The people of Nukuoro are well educated, speak English well as a second language, and are not afraid to talk and are very welcoming.

The village is very pretty with walkways, lots of flowers, landscaped housing areas and everything neat and clean. Friday is clean-up day and the whole village turns out to keep the place tidy.



## CHUUK ISLANDS (FORMERLY TRUK)

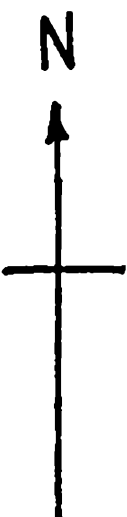
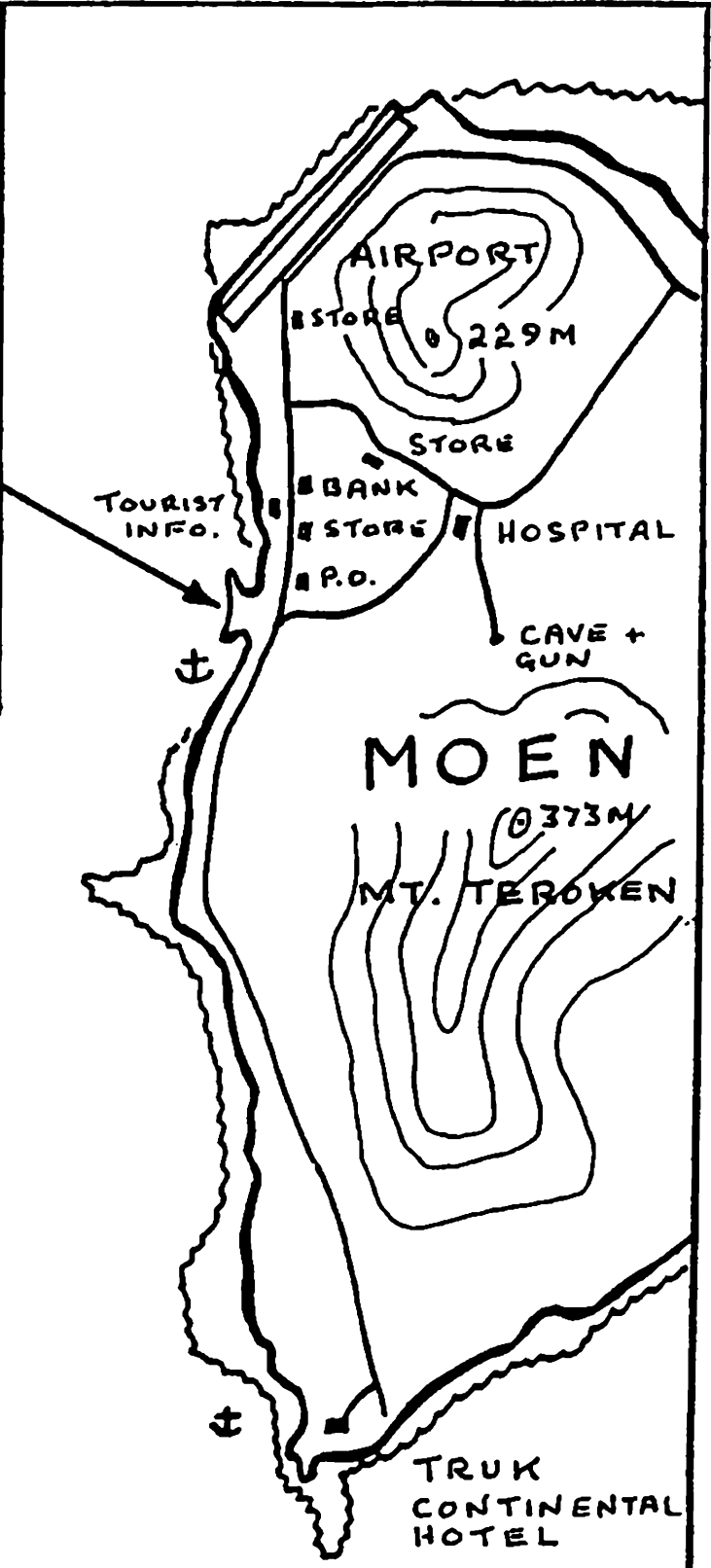
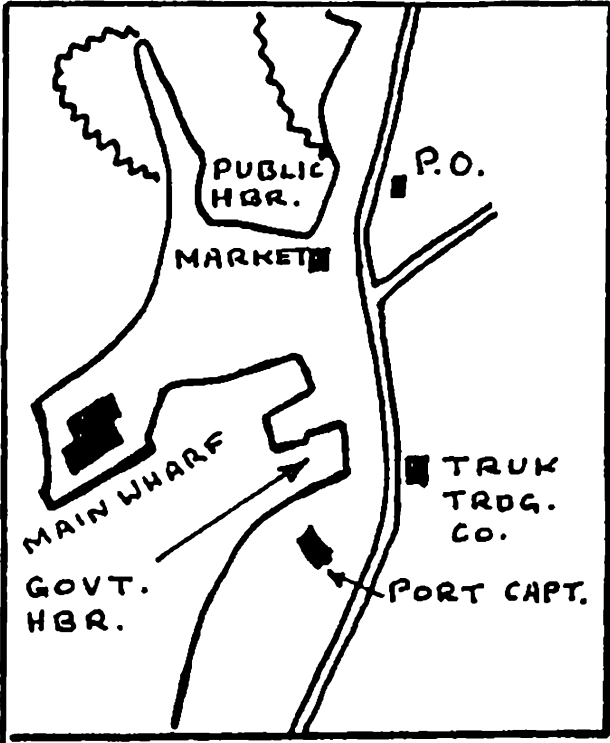
CHARTS: BA 982, US 81338, 81327, 81329

Chuuk is a large lagoon 32 miles by 35 miles which contains 15 main islands and over 80 islets. The largest island, Moen, rises to a height of 373 metres. The mountains make good radar echoes but are difficult to identify.

Tidal streams turn at about high and low water and can reach rates of around two knots at North-east Pass. Chuuk lies within the Equatorial Counter Current from March to November when the set is to the east. From December to February the counter current shifts to the south and it lies on the northern boundary of the currents, with an easterly set to the south and a westerly set to the north of the atoll.

## MOEN (NOW NAMED WENO)

The main centre of population and state capital is on Moen. Yachts arriving from a foreign port or other FSM state should call "Moen Port Control" on VHF 16 for instructions. If you go to the main wharf to enter you will be charged US \$25 for the use of the wharf. If you are able to persuade the Customs, Immigration and Health officials to come out to your boat at anchor you will probably have to collect them. A port fee of US \$25 is also charged. Fees are paid at the Port Captain's office which is on the second floor of the boat shop on the south side of the boat harbour. In 1994 *Ardevora of Roseland* was unable to raise Port Control by radio and had to go in search of Customs and Immigration to clear in. They berthed alongside a rusty barge on the south side of the Government harbour. There have been reports of prowlers boarding yachts here so be vigilant in your security.



MOEN

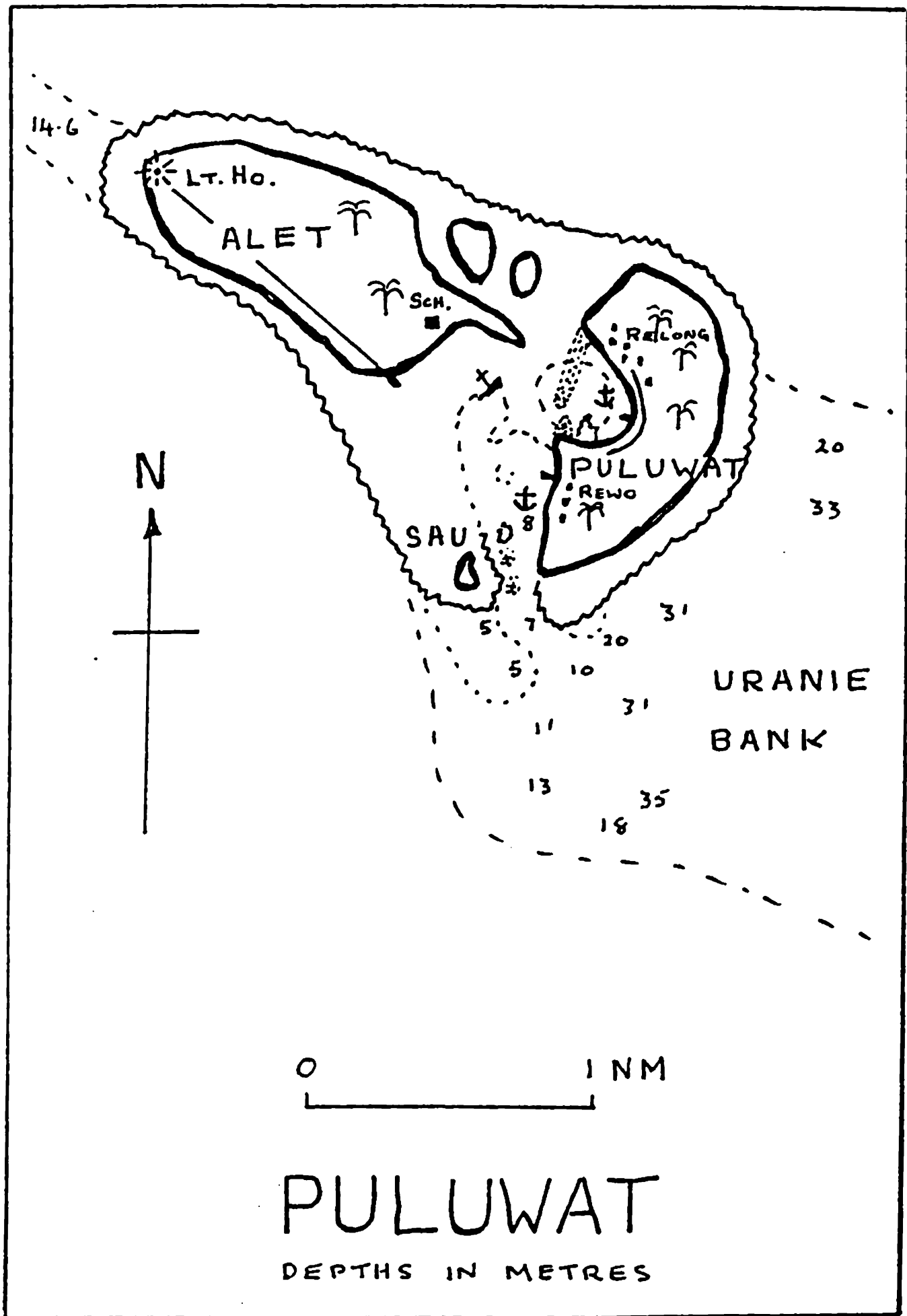
There are navigable passes on each side of the lagoon. *Kavenga* and *Ardevora* entered through North-east Passage which is marked by beacons and Mor Island on the reef on the north side. Follow the numbered beacons on a westerly course for approximately six miles until past Falo Island then round the northern end of Moen. The boat harbour is on the west side of the island, just over a mile from the north end, south of a small peninsula. Faleallej Pass due west of Moen and North Pass are both reported to be straightforward in good visibility.

In easterly winds the preferred yacht anchorage is off the Truk Continental Hotel, 2 miles south of the boat harbour, almost at Moen's south-west tip. Anchorage may be had in 8 to 10 metres, in coral and sand patches. If a westerly blow comes through reasonable shelter may be found around the south-western corner of the island. Dinghies may be left at the hotel dock for free but your custom at the hotel to reciprocate would be appreciated.

There is a fuel depot near the Port Captain's office at the south side of the harbour but they refused to supply *Ardevora* who had to get their fuel in jerry cans from the petrol station near the airport. LPG may be available from the store next to Ace Hardware but you will need to provide your own hose and adaptors for gravity filling.

The Post Office and public market are a short walk from the main wharf. There is a large supermarket/department store nearby and at least three other supermarkets around town. All are worth visiting if you are re-provisioning. Goods and services here are comparable to Pohnpei. There are two banks and a Tourist Information office (closed in 1994) a short walk further north.

Public transport is by shared taxi which is usually a pickup truck with a sign in the front window.



Chuuk is for divers. There are over sixty sunken Japanese ships within the 822 square mile lagoon. All divers must be accompanied by a guide. Yachtsmen with their own compressors can save money by hiring a guide to accompany them and supplying the guide's air. Ask around.

There is a tunnel which leads to a Japanese gun emplacement on the hill above the town.

Mail should be sent to:

General Delivery, Moen, Chuuk, FSM, 96942.

## PULUWAT ATOLL (CHUUK STATE)

CHARTS: BA 772 US 81133

The pass into the lagoon at the south-east corner of the atoll is difficult to see and should only be entered in good visibility. Current did not seem to be a problem, but there are shoal areas difficult to see. Keep to starboard coming close to the island of Puluwat. Anchorage is good, in 8 to 10 metres, sand, just south of the old wharf. The lagoon is well protected from most winds except south-westerlies when one can move to the protection of Alet island. The old lighthouse on Alet is now lit (Fl 6sec) but the sector over Puluwat Island is reported to be obscured by trees.

It is possible for a yacht to enter the inner lagoon at high tide and anchor in 6 to 8 metres, sand bottom, but it is recommended that you survey it by dinghy first. The pass is 2 to 3 metres deep at high tide and very narrow. Steve and Kay on *Kavenga* snorkelled the pass and marked the channel with plastic bottles. They experienced a strong current that set across the entrance to the pass and needed a good boat speed and full commitment until inside the inner lagoon.

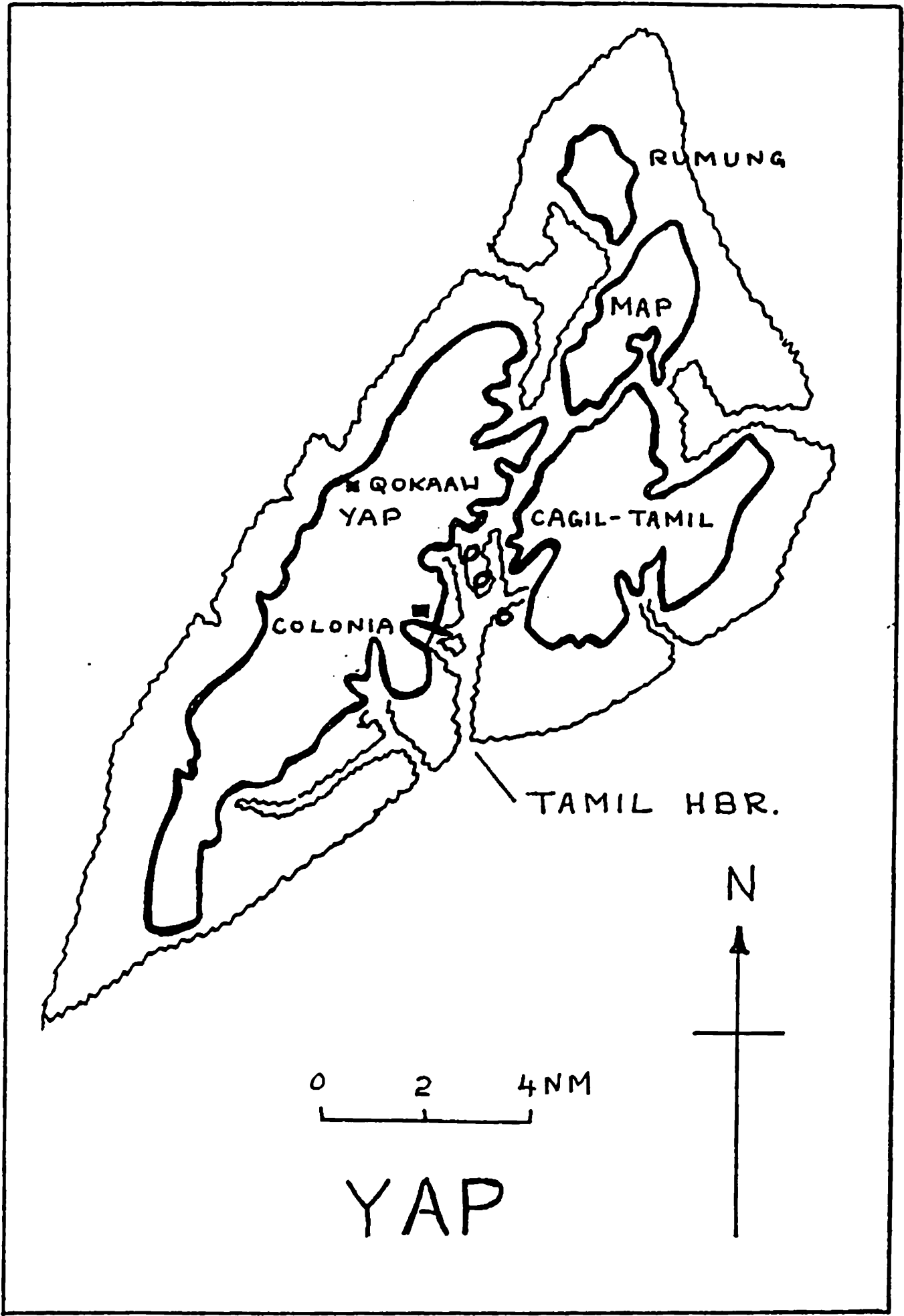
## NOTES

Puluwat is one of the atolls of the Chuuk group that has rejected much of Western culture. Custom requires a gift to the chief when asking permission to visit the island. Paul and Susan on *Elenoa* gave 10 pounds of rice which was well received. There are two villages on Puluwat Island. The southern one is Protestant and the northern one Catholic.

On the island of Alet a new junior high school is being built to service the surrounding islands. There is an impressive view of the islands and reefs from the top of the lighthouse, and good shelling on the nearby beach. Along the track there are WW II relics and an old Japanese airfield.

These are the islands of the ancient Micronesian navigators and the art of long distance voyaging without the aid of compass or chart is still practised. In the late sixties the scholar David Lewis, author of "We, The Navigators", sailed with some of the old navigators, both on his boat and in their voyaging canoes. He covered long distances to try to learn and record their methods of finding small dots of islands, sometimes hundreds of miles away across open ocean. Paul and Susan met Chief Manupi and Hipour who sailed with Lewis on the 600 mile trip from Puluwat to Saipan and return. These men can point in the right direction and tell how many days away any island is.

Peter and Ethel on *Whiteshell* found good snorkelling on the outer reef north-west of Sau.



## YAP ISLAND

CHARTS: BA 1485 US 81187

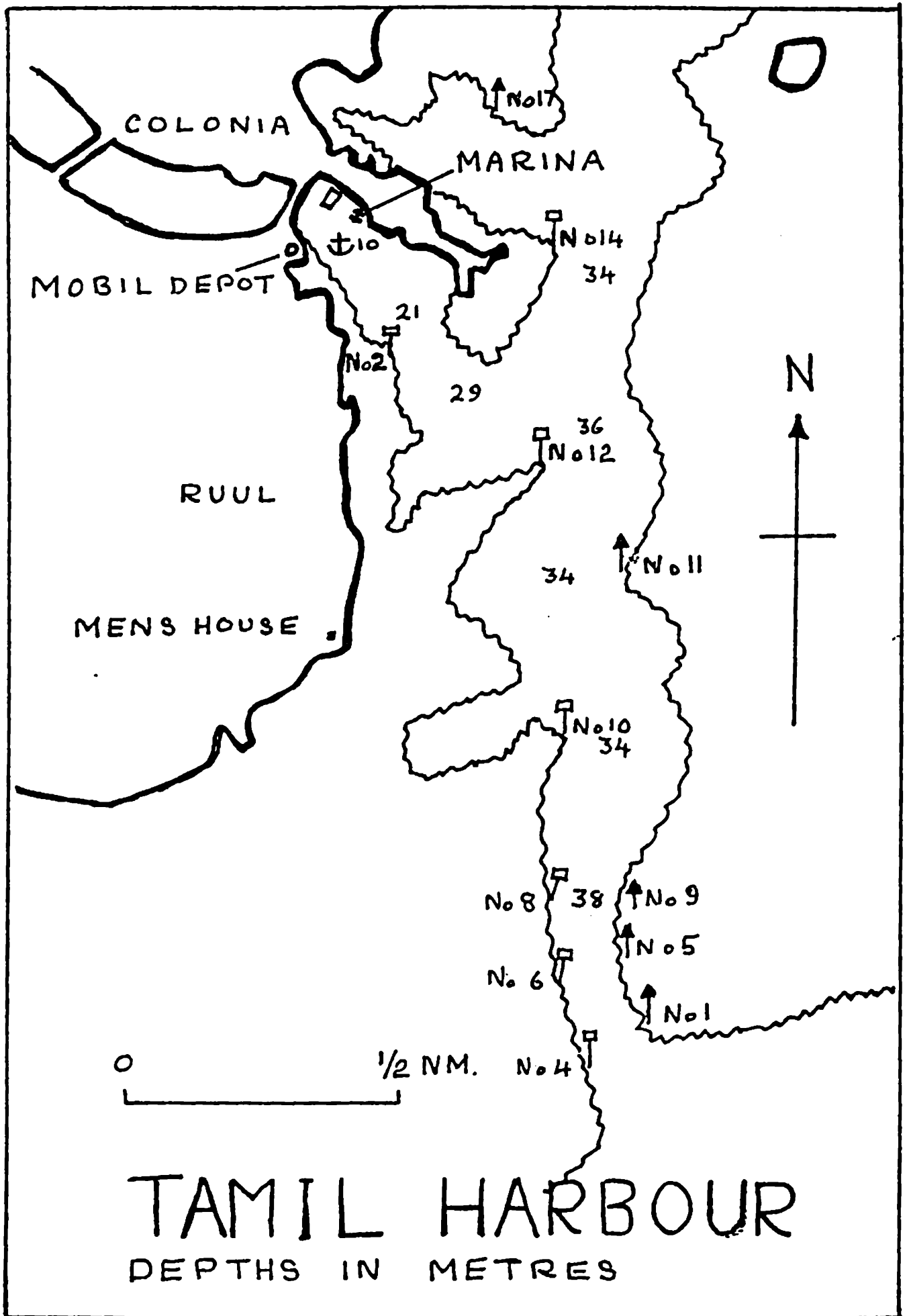
Peter estimated that 0.31' should be subtracted from LAT. and 0.57' added to LONG. when plotting GPS positions on BA 1485.

Yap comprises of a group of four islands surrounded by a common fringing reef. The reef extends from 0.3 to 1.75 NM offshore. Yap the largest of the four islands has a ridge of hills at its northern end which rise to 178 metres.

## TAMIL (COLONIA) HARBOUR

Tamil or Colonia Harbour, the port of entry and the only charted harbour, lies on the south-east side of Yap Island. Yachts arriving from a foreign port or other FSM state should call "Colonia Port Control" on VHF 16 for instructions. *Whitshell* was directed to a small marina dock which lies to the north of the Mobil Oil fuel tanks and just east of a large red barge to complete entry formalities. The yacht anchorage is just off the marina dock in 10 metres.

The entrance to the harbour is narrow but well marked. Entrance Rock which dries lies 250 metres west of the entrance and 4m high tripod marks on either side just inside the reef edge can be seen from several miles to sea. Buoyage is IALA Region A, Red to Port. Marker numbers are thus reversed to those shown on earlier charts. Beacons are lit but several projections in the reef are unmarked. When past No. 12 (fifth to port) alter course to NNW for the yacht anchorage. Tidal streams at the entrance have a rate of from half to three-quarters of a knot. The tidal range is 0.2 to 1.0 metre.



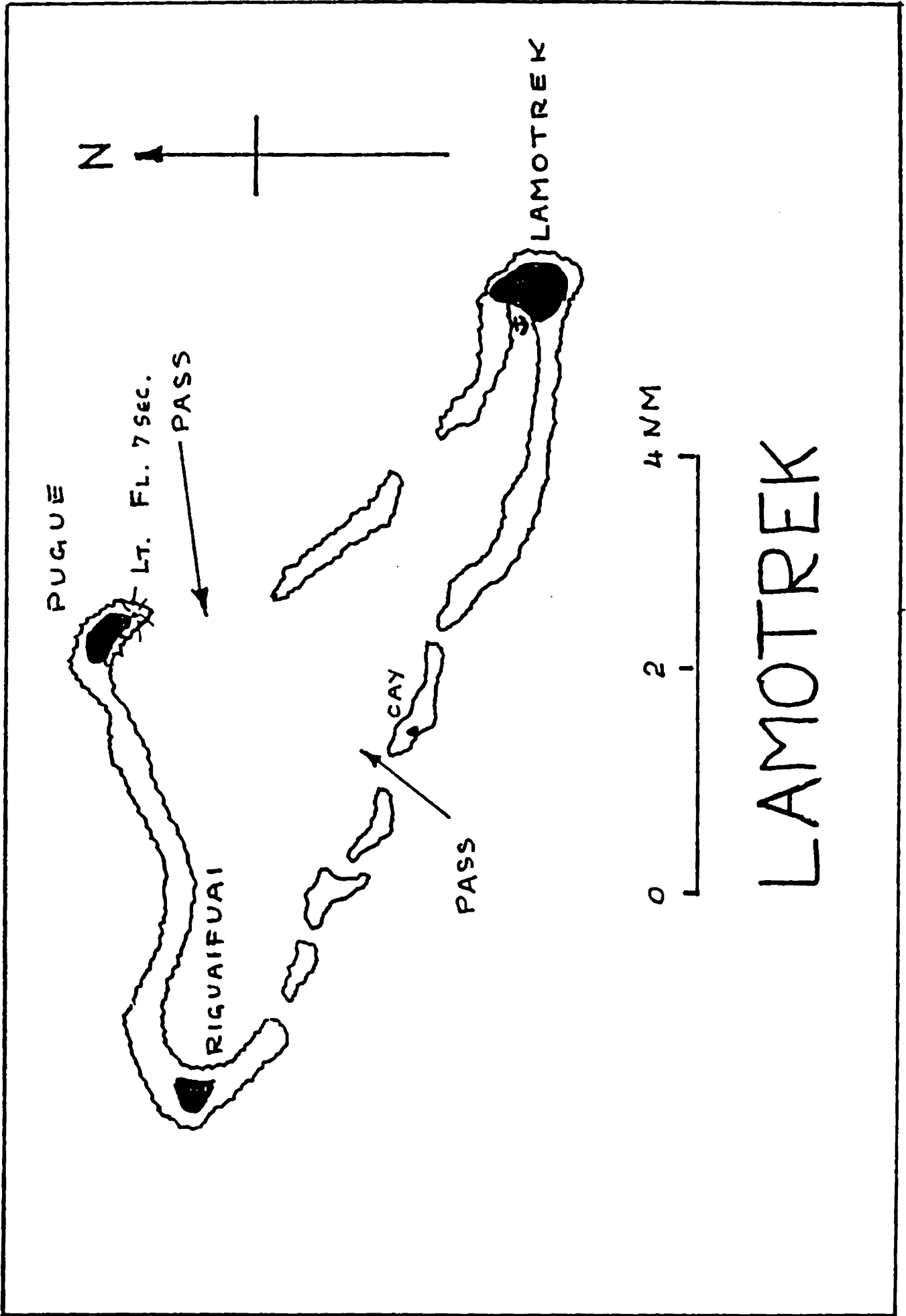
Colonia is the administrative and commercial centre for Yap. Provisions may be obtained at the Yap Co-op Store or Family Chain Store. The hardware store has some marine products. Marina Restaurant has good meals at reasonable prices and hot showers for \$1. Fuel is available but not LPG. There is a 100 ton marine railway on which yachts have been hauled out, there is no cradle and yachts are blocked up on a flat bed which is normally used by fishing boats.

Mail should be sent to: General Delivery, Colonia, Yap. FSM 96943.

About half a mile south of the Mobil depot stone money lines both sides of the road near the Ruul Municipal Office. A side road leads to the traditional "men's house" and "stone money bank" near the shore line. A men's house at Qokaaw is also worth a visit.

### **Out Islands of Yap**

A recent law allows the chiefs of outer islands to charge a fee to visiting yachts. The amount varies between \$5 and \$20 and is sometimes waived if you agree to help the islanders fix things such as outboard motors and the like. You are advised to enquire about the fee before landing.



## LAMOTREK ATOLL (YAP STATE)

CHART: BA 772 US 81249

Lamotrek is a large triangular shaped atoll with an island at each point. Only Lamotrek Island at the south-east point is inhabited. The pass at the north-east corner of the atoll, south of Pугue island, is very wide and free of hazards. It has a least depth of 10 metres. There is a light on the south side of Pугue Island, flashes 7 sec. The lagoon has been wire dragged and is mostly free of coral heads. *Elenoa* found good anchorage on the west side of Lamotrek Island in 10 to 15 metres, sand, just off the village.

The pass at the centre of the southern reef is found 0.25 NM north-west of a large sand cay, but the reef is mostly submerged along the southern side and difficult to see.

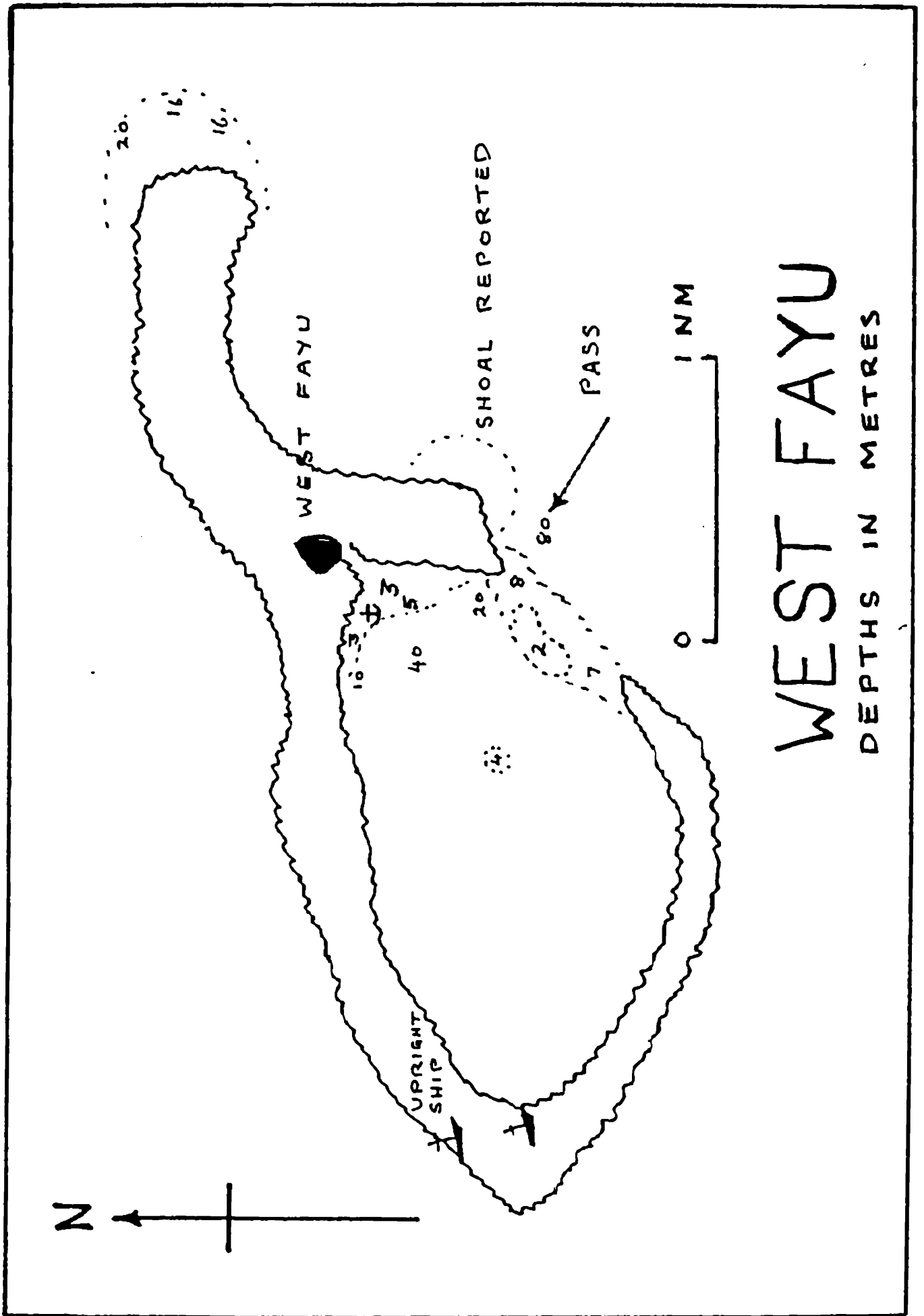
Lamotrek and the other outer islands of Yap state have been authorised to charge yachts for anchoring and landing. Paul was told on Lamotrek that the charge is US \$5 but had heard of other yachts being charged more at some of the other islands. The chief at Lamotrek said that if yachties could try to fix some outboards or other things on the island he would waive the charge. Custom also requires the giving of gifts to the chief, 10 pounds of rice and some cigarettes were accepted from *Elenoa*.

Lamotrek was hit by a devastating typhoon in 1990 and in 1994 was just coming back to life. Their main foods of bananas, taro and breadfruit were destroyed. Bananas come back fast but the taro took two years before the first small crop and the breadfruit has still not returned to the trees. The government shipped in bags of rice and the USA provided housing and some foods while the lagoon still had the fish and they all survived. The stories of the hardships and especially the terror of the storm

## NOTES

itself, with the small low lying island being covered with two feet of water, are still fresh in peoples memories.

The local culture and Micronesian way of life has not changed much for centuries. The men still dress in loin cloths and the women just the short lava lava. Traditional Yapese island dancing is done by women of all ages from seven to seventy. Tuba is a fermented drink obtained from the crown of the coconut tree. It is somewhere between beer and wine with plenty of alcohol content and a bit of a strange taste.



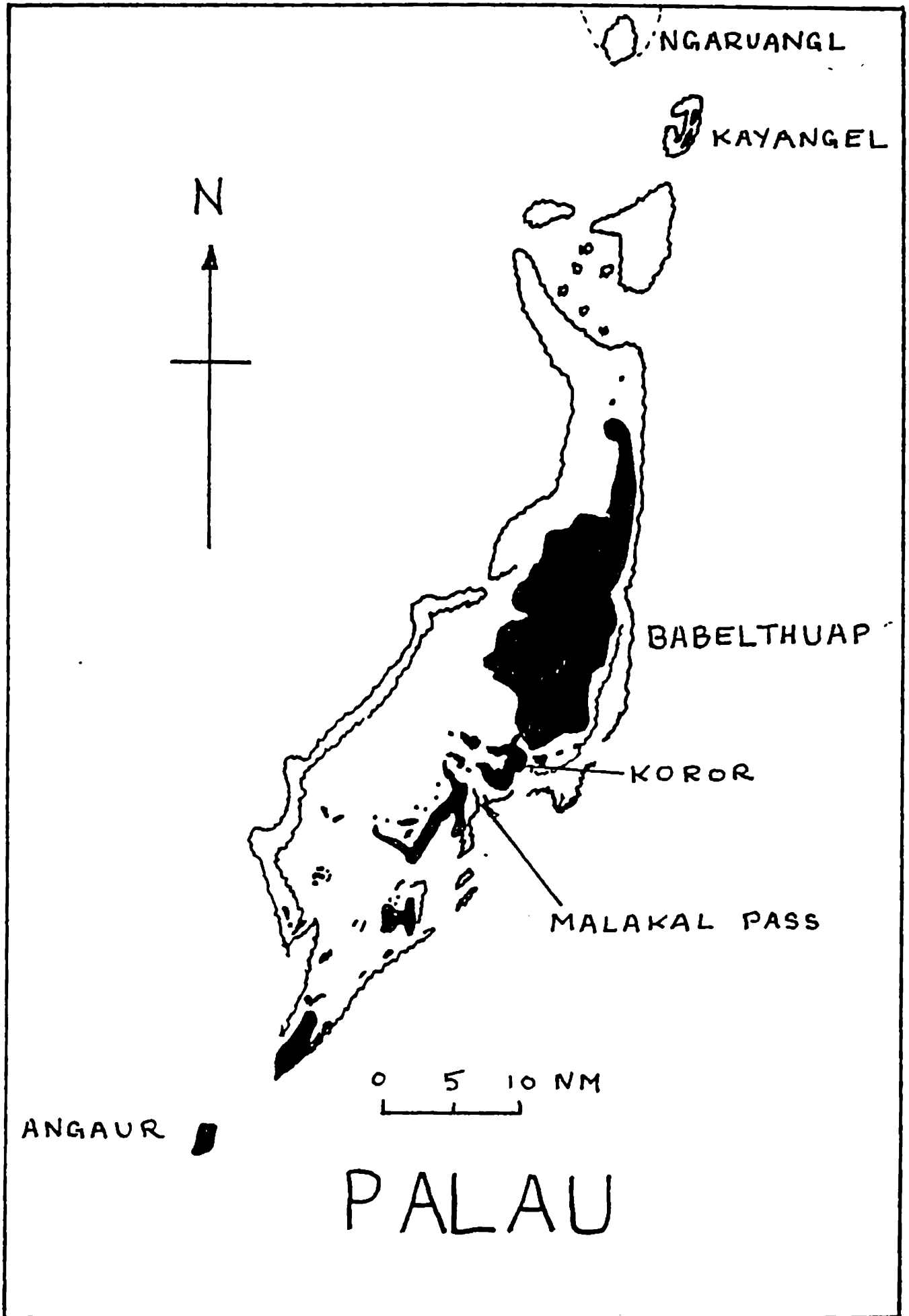
## WEST FAYU (YAP STATE)

CHARTS: BA 772 US 81133

West Fayu island is situated on the north-east corner of the two-mile diameter atoll. The reef extends 1.5 NM to the north-east of the island. The pass is wide with a 2 metre shoal in the centre which sometimes breaks. The best passage is to the north-east of the shoal between it and the reef to the north. There are numerous wrecks on the reef, the most prominent being a ship sitting upright looking as if it is still underway. It is located about two miles west of the island on the north side of the reef. Another recent wreck is a Taiwanese fishing boat on the inside of the reef about a quarter mile south of the ship. The charted wreck just north of the pass is no longer visible.

Anchorage can be taken just south west of the island in 3 to 7 metres, sand. Permission to visit West Fayu should be sought from Satawal Island as the island is used for their food supply. However it did not seem to present any problem for yachts that had not got advance permission when a canoe arrived from Satawal. The islanders will sometimes make the 40 mile trip from Satawal to capture turtles during their egg laying times.

Paul and Susan met the star navigator Mau, who came from Satawal. He was the navigator on the Hokeleu double canoe and sailed, without the aid of charts, compass or sextant. from Hawaii to Tahiti, then on to New Zealand, returning via Tonga, Samoa, Cook Islands, Tahiti and back to Hawaii between 1985-86.



## **CHAPTER 6**

### **REPUBLIC OF PALAU**

#### **FORMALITIES**

##### **ENTRY**

Before arrival in the Republic of Palau it is necessary to obtain an entry permit for your vessel. "Application for vessel to enter the Republic of Palau" may be obtained from: Division of Immigration and Customs, Bureau of Legal Affairs, Ministry of Justice, Koror, Republic of Palau. 96940. The fee is US \$75 for the first month, but is doubled if you arrive without a permit. Retain a copy of your application and cheque.

Malakal Harbour is the only port of entry. Do not stop at any outer islands before clearing in. On arrival you will be boarded by Health, Customs, Immigration and Agriculture officials.

There is a one time harbour fee of US \$50 and a fee of US \$20 per month to visit anchorages outside of the commercial harbour. If you wish to stay longer than a month you will have to pay an additional monthly fee to Immigration of US \$100 for the boat and US \$20 per person up to a maximum of three months. Overtime charges for entry on a Saturday amounted to US \$30.

Because a number of yachts have illegally chartered in Palau waters in the past Immigration will be very suspicious of any guests joining your yacht while you are there. Also the local view is that cruising yachts take away trade from the islands tourist industry so you may receive a cool reception from the boarding officers, tact and diplomacy is required.

## DEPARTURE

Contact the Harbour Master the day before your departure. He will arrange for Immigration to attend at the required time within normal working hours. Anchor off the Harbour Master's office and collect your clearance at the agreed time. You must then leave immediately, so be sure to allow yourself time to clear the land before dark.

## OUTER ISLANDS

If you want to visit any part of the group outside of Koror or the Rock Islands you must obtain permission from the office of the state to which the area belongs. There are 8 states in the country all with offices in the capital. Please also note that the area known as Seventy Islands is a nature reserve and no boats of any kind are allowed there.

## WEATHER

Daily temperatures range from a high of 87°F (30°C) to a low of 75°F (24°C). The dry season is February and March with a monthly rainfall of 200 mm and the wet season June to August with 380 mm per month.

The trade wind belt moves south over these islands in winter.

NOV - MAR winds NE - E 10 to 15 knots.

APR - MAY winds variable 7 to 9 knots.

JUN - JUL winds S or variable 7 to 9 knots.

AUG - OCT winds S - SW or variable 7 to 9 knots.

Occasionally tropical revolving storms pass over Palau.

## OCEAN CURRENTS

Throughout the Carolines the Equatorial Counter Current is a dominant factor. It sets to the east at about one knot west of Long. 140° E and between 0.5 to 0.75 knots further to the east. Its width varies with the season being roughly 3° N to 9° N in summer and 5° N to 7° N in winter.

North of the counter current the Northern Equatorial Current sets to the west at three-quarters to one knot in December to May and half to three-quarters of a knot in June to November.

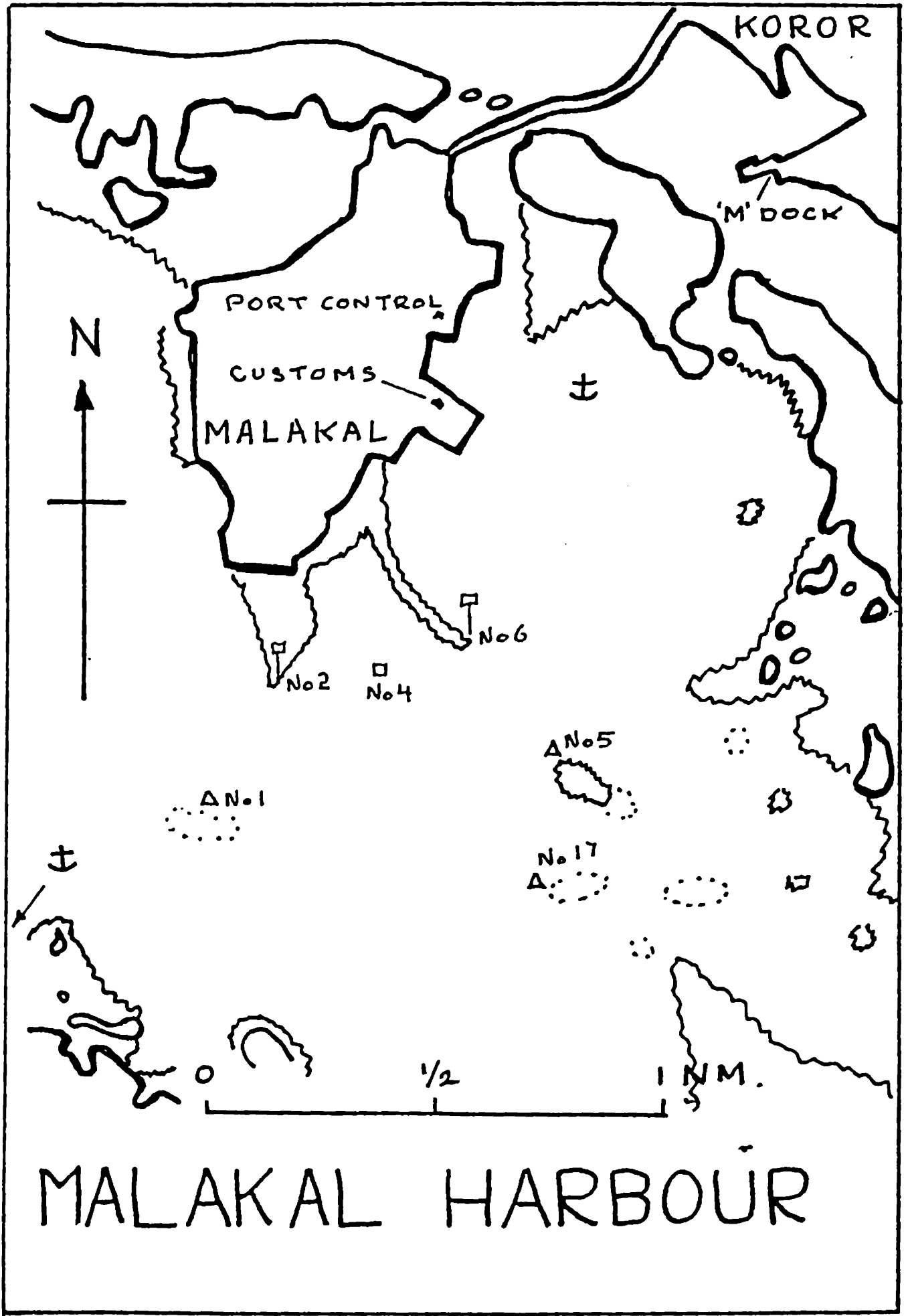
South of the counter current the South Equatorial Current sets to the west at about one knot. Westward of Long. 140° E and south of Lat 3° N the set is to the SE in the northerly monsoon season December to February.

## PALAU ISLANDS

CHARTS: BA 977, US 81001 81141, 81145, 81148  
81151, 81155

Palau Islands, the most western of the Caroline Islands, consist of a large high island named Babelthuap, six small islands and numerous islets contained within a barrier reef. To the north is an isolated reef and an atoll named Kayangel. South of the group is the isolated island of Angaur.

Within the barrier reef there are numerous anchorages and dive sites with a profusion of WW II wrecks and bird and marine life to be seen. At the time of writing Peter Marshall was working on a cruising guide to this infrequently visited and as yet unspoiled cruising ground. The guide will be titled "A Yachtsman's Guide to Palau" and should be available in 1995.



## MALAKAL HARBOUR

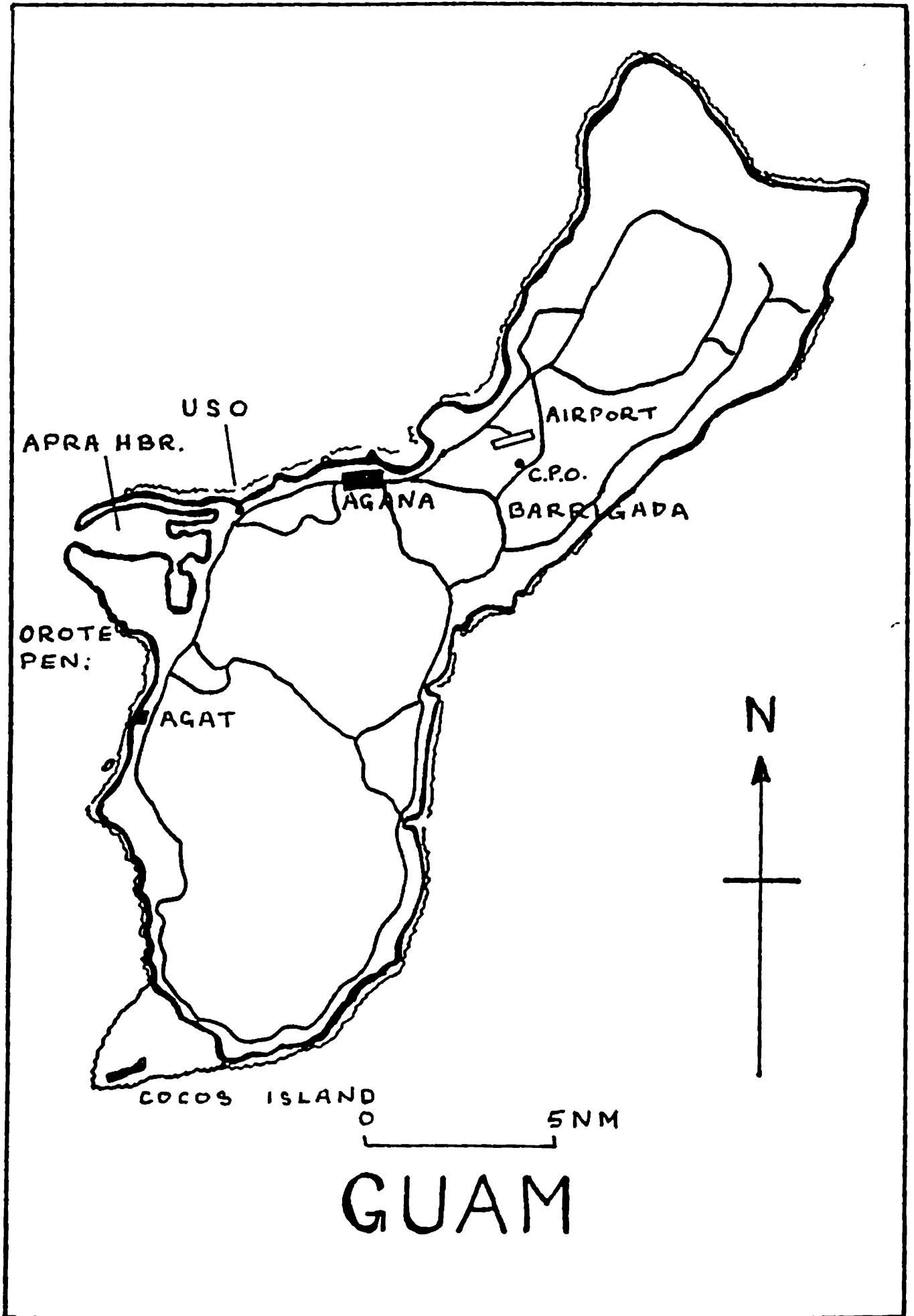
Malakal is the commercial port for Palau and the only port of entry. It is sited on the south-east side of the group to the south west of Koror. On approaching the harbour call "Port Control" on VHF 16 to arrange entry formalities.

The main entrance to the harbour is through Malakal Passage which is marked by beacons. IALA Region A is used with square red top marks with even numbers to port and green cones with odd numbers to starboard on entering. Tidal streams in the passage are normally 2 to 2.5 knots but can attain rates of 4 to 5 knots.

The harbour anchorage is a series of coral mounds which lie off the wharfs on the east side of Malakal island. On the south side of the harbour there is a small protected bay with a sand bottom. **Be warned** that there is a dispute between the local people and the Harbour Authority as to the harbour limits, so you may be asked to move your anchorage to avoid upsetting the locals. Dinghies may be left at "M" dock which is a short walk from the stores in Koror.

Koror is the administrative and commercial centre of Palau. Diesel, LPG and water are available, but there is plenty of rain to keep the tanks full. There are several medium sized food stores which are well stocked with American products. The Bank of Hawaii and Bank of Guam and the Post Office are on the main road in the centre of town. There is a good laundromat one block past the Courthouse in a side street to the right. A causeway links Malakal to Koror and Babelthuap. Taxis are the only form of public transport, it costs \$3 from town to the dinghy dock .

Mail should be sent to: General Delivery, Koror, Republic of Palau, 96940.



## CHAPTER 7

### GUAM

#### FORMALITIES

##### ENTRY

Guam is an Unincorporated Territory of the U. S. A. and you should check the visa requirements for your nationality before arrival in Guam. Under current reciprocal arrangements many nationals are allowed to enter Guam without visas for up to 15 days. This applies to citizens of Australia, New Zealand, United Kingdom and Japan. The disadvantage of this is that you cannot extend your stay. We obtained US visas in Suva, Fiji. There is also a US Embassy in Pohnpei.

Apra Harbour is the only port of entry. Vessels arriving in Guam, entering the Outer Harbour, shifting berth or departing are required to give 24 hours notice to the Port Captain (try USCG GUAM, KUF 810 on 2182 Khz). Failure to do so can be the basis for your entry being denied. Although it is not known whether yachts have been refused entry for failing to comply with this regulation the skippers certainly have been reprimanded. If you do not have SSB radio call "Guam Harbour Control" on VHF Ch 16 or Ch 13 as soon as you are within range, which may be as much as 50 miles. Normally you will be directed to the Commercial Port at Cabras Island, berth F-4 or F-5, where you will be met by Customs (who act for Agriculture and Health) and Immigration. There is a nominal port fee and overtime is charged outside of normal working hours. In 1994 *Ardevora* was only able to raise the Marianas Yacht Club by radio who arranged for them to carry out their entry formalities at the club house.

##### DEPARTURE

Before your final departure from Guam call at the Customs and Immigration office. Clearance is normally only valid for the day of departure or until 0800 the following morning.

## **NOTES**

## WEATHER

Daily temperatures range from 72°F (22°C) to 85°F (30°C) throughout the year. The dry season is from January to April, with an average monthly rainfall of 70 to 120 mm and the wettest months are August to October, with 330 mm of rain.

Between December and June the trade winds blow from north-east to east at 5 to 12 knots. From July to November the winds are predominantly easterly at less than 10 knots but with more frequent occurrence of winds from other quarters.

Gales are rare but tropical revolving storms can occur in any month and are most common in the second half of the year. A pre-recorded weather forecast is available on Tel. 343 2991.

## OCEAN CURRENTS

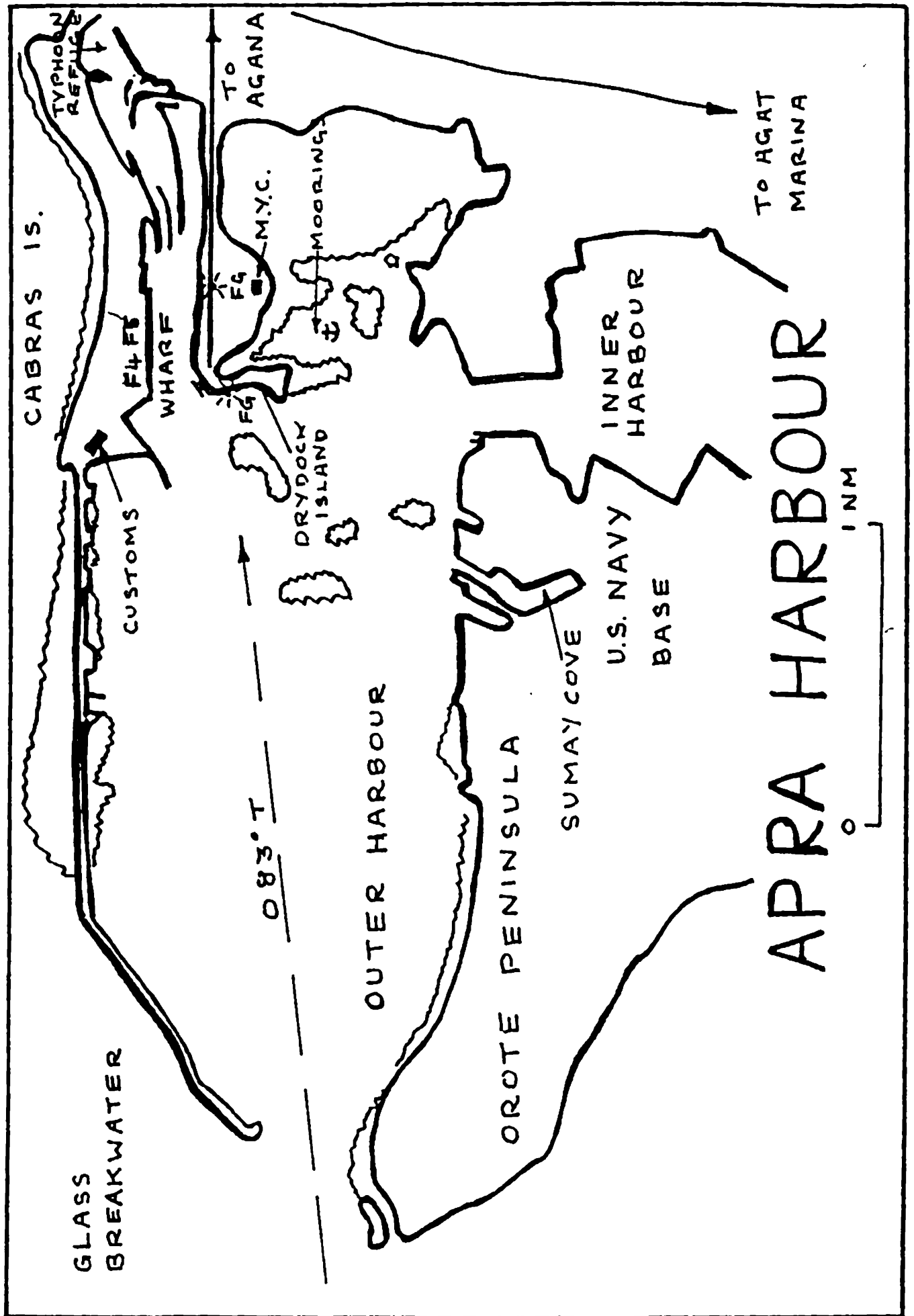
Guam lies in the zone of the North Equatorial Current with a westerly set of 0.5 to 1 knot.

## GUAM

CHARTS: BA 1101, 1109, US 81048, 81054, 81060

Guam is a large, high island, 30 miles long and between 4 and 9 miles wide. The northern half is a plateau of rolling hills above cliffs of over 100 metres, while in the south it is steep and mountainous. Generally the island is steep-to with a narrow fringing reef except at the south-west corner where Cocos Lagoon reef extends 2.6 NM offshore. This should be given a wide berth. If prevailing winds allow it may prove easier to approach around the northern end of the island. Because of heavy swell the only anchorage suitable for yachts is within the confines of Apra Harbour.

The island of Guam is well marked with navigation aids.



## APRA HARBOUR

Apra Harbour is situated on the west coast of Guam, north of Orote Peninsula. It is the Commercial Port and US Naval Base. As mentioned earlier you should call "Guam Harbour Control" 24 hours or, as soon as possible on VHF Ch 16 or Ch 13, in advance of your arrival. The entrance to the harbour is well defined by the sheer face of Orote Peninsula to the south and Glass Breakwater to the north. Fixed green leading lights on a heading of 083° True guide you across the harbour to the Commercial Port at Cabras Island. Note that buoyage is IALA Region A Red to Port when entering harbour.

The tidal range at Apra Harbour is 1.3 metres at Springs and 0.7 metres at Neaps. At Apra Harbour entrance the predominant set of the current is to the south or south-west regardless of the state of the tide. In the summer months a north to north-east set may be experienced. The maximum flood sets north to north-east at 1.5 knots and the maximum ebb sets south-west at .3 knots. Slack water occurs 30 minutes before low water and 45 minutes before high water.

While at the commercial wharf note that Peti Channel to the east leads to the Typhoon "Harbour of Refuge".

After completing entry formalities motor south through Pol Channel, past Drydock Island and the reef that extends 0.25 miles south of Drydock Island before turning east into the Marianas Yacht Club anchorage. Be sure of the reef's location before making your turn as many visitors have found it the hard way. In 1994 Tom of *Ardevora* reported that recent earthquakes have caused upheaval of about 1 metre, making charts unreliable and there are many shallow patches about the yacht club moorings, it is therefore recommended that you enlist the aid of a club member to guide you to the moorings. There is no room to anchor among the club moorings but moorings are free to visitors for the first two weeks, after which fees are charged. Take a vacant mooring and then contact the Yacht

Club to determine if it is available for your stay. Club members monitor VHF Ch 68.

Mail may be sent to the Marianas Yacht Club, address:

P.O. Box 2297, Agana, Guam, 96910.

Tel. 671 477 3533.

All mail sent to General Delivery in Guam is collected at the Barrigada Post Office. It should be addressed:

General Delivery, GMF, Barrigada, Guam, 96921.

Retired or Reserve US Military personnel can find a berth in Sumay Cove, on a first-come, first-served basis. There is a modern marina and fuel dock seven miles to the south at Agat. Available slips are few and those available are usually for 9 metres or less. This is a convenient place to fill up with fuel and water before departure. The boat basin at Agana is not recommended for cruising yachts.

The capital and commercial centre of Guam is at Agana, seven miles from the Yacht Club. Public transport exists but services are infrequent. Taxis are available but expensive. The preferred option is for yachts to join forces and rent a car. You should be able to hitch a lift into town from one of the live aboard yachties on your first trip.

Two miles from the Yacht Club you can stop at United Services Organisation (USO) to pick up useful tourist information. You can send and receive faxes from here. Also on the way to town is a Bank of Hawaii with cash machine. The Micronesian Mall and adjoining Safeways Superstore provides US class shopping. There are also a few warehouse-type discount grocery stores. There is a large flea market every Sunday near the airport, with good buys on shells and handicrafts.

Propane is available downtown at True Value Hardware or Pacific Gas (fill while you wait). Kilroy's Electric Shop, 546 Marine View Drive, repair alternators and starters and also stock new and rebuilt alternators. Marianas Electronics on the same

road is the ICOM dealer. There is a marine hardware store in the industrial area near the Micronesian Mall. Items ordered from mail order companies in the USA usually arrive in 5 to 10 days via Priority Mail. Over-night delivery from the US is available through FEDEX, UPS and DHL but expensive.

Almost any repair can be undertaken in Guam but there is no easy way to haul out. The Naval Station has a liberal policy towards hauling out yachts of any nationality. An active service sponsor is required but this can be arranged without difficulty. The recommended solution is for two yachts to join forces and hire a crane for an hour (cost \$100 to \$200) some cradles are available or you may have to build your own. *Kirsten Anne* at 27 Tons was hauled this way in 1994. If you are continuing to Japan you will find better haul out facilities there, such as the Kaze No Ko yard near Kure which is highly recommended by Steve and Kay on *Kavenga*.

If Japan is your next destination, visit the Japanese Consulate as early as possible to start the paperwork on your visa.

## REFERENCES

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2. LANDFALLS OF PARADISE by Earl Hinz, Third Edition, Wester Marine Enterprises Inc. 1993.
3. MICRONESIA A TRAVEL SURVIVAL KIT, by Ned Friary, Lonely Planet, Second Edition 1992.
4. MICRONESIA HANDBOOK by David Stanley, Moon,
5. SOUTH PACIFIC HANDBOOK by David Stanley, Moon, Fifth Edition 1993.
6. MICRONESIAN CUSTOMS AND BELIEFS, compiled by Gene Ashby, Rainy Day Press, Kolonia, 1993.
7. THE MATERIAL CULTURE OF TUVALU by Gerd Koch, University of the South Pacific

## NOTES

- Ref. 2 covers only the main ports and is not entirely up-to-date.  
Ref. 3 does not cover Kiribati and Tuvalu, but is otherwise very good for general information  
Ref. 4 covers Kiribati and the rest of Micronesia  
Ref. 5 covers Tuvalu  
Ref. 6&7 provide an insight to the culture of Micronesia and Tuvalu

